

Facilitating mobility freedom for Transit Ready Communities

Communities large and small are facing a mobility crisis. Whether it's a [fiscal cliff](#) for transit agencies, ballooning paratransit operating costs, or a [national roadway fatality crisis](#) for our most vulnerable roadway users, people have limited mobility options, hostile roadways, and roadway and land use policies and decisions that perpetuate this outcome.

Transit agencies are thinking creatively to bridge the operating funding gap; cities and states are looking at funding, policy, and design treatments to tackle the roadway fatality crisis; and communities and some developers are starting to collaborate more on how to shape their communities more holistically in the lens of mobility and development. Stiff resistance to these efforts emanate from existing policies and practice, necessitating federal legislative intervention to redress the inertia that has hindered the development and success of transit ready communities.

Legislative Goal: To update roadway design standards to require inclusion of transit-supportive elements and to fund transit-supportive activities and updates to planning and zoning codes.

Legislative Framework:

- Push for updated and coordinated street design standards supporting accessible streetscapes - updating the Manual of Uniform Traffic Control Devices (MUTCD) and the Public Right of Way Accessibility Guidelines (PROWAG) to be complementary of each other, as well as accounting for mobility, vision, hearing, and cognitive ability in MUTCD and PROWAG.
- Facilitate coordination of resources for accessible streetscapes and supportive transit elements - creating a discretionary grant program with a sunset provision, intended to support communities addressing accessible and complete streetscape gaps, incorporating accessible design into existing maintenance and preservation projects, prioritizing streetscape accessibility retrofits on frequent (<15 min) route service transit corridors, and allowing funding for transit supportive streetscape elements (i.e. bus shelters/seating, bike racks, adaptive bikeshare programs). For the longer term, incorporating accessible and complete streetscape requirements within all formula and discretionary funding programs.
- Catalyze transit-oriented land use and zoning innovation - Provide technical support to communities to create transit-friendly planning and zoning codes.