

## Mobility & Transit Oriented Design

Mobility is one of the strongest factors to consider in urban design and urban planning. Cities with poor mobility and transit systems lack in many areas compared to those cities who have strong forms of transportation. Transit oriented design allows for cities with weak transportation systems to simultaneously create places that work with public transit and it's choice riders. Highways are usually designed as an isolated artifact, without any forethought of them inducing development. This new development in turn, attracts more people and adds to the congestion problem we face in many cities today. Transit Oriented Design in a way is a variation of that same principle. Strengthening a city's public transportation system and beginning to build near existing transit access. Intensifying development near transit stations has shown success in the design of many staple cities in the united states such as Portland Oregon and Washington DC. Peter Calthorpe assisted Portland's Region 2040 plan. During his time supporting the plan he practiced his theory of "Pedestrian Pockets". The idea behind these pedestrian pockets is to control sprawl by having separated rapid transit lines. The success this implementation had in Oregon just goes to show that population increases comes naturally- when applying growth boundaries, building rapid transit lines, and elevating intensity near public transportation. This type of design and re investment simply works, it generates revenue for public transportation, gives people an easy commute, and its cheaper! This will allow us to join and contribute to a competitive economy on regional and levels and enhance the social fabric of the city. Statistics show that in '2014, 365,000 people moved to the South—up 25% from 2013—and moves to the west doubled'. This data suggests that Orlando would be the perfect candidate for transit oriented design. A whole mobility and transit revamp in Orlando is necessary. Walkability is one of the most pressing problems that needs to be addressed. The low walkability levels result in higher obesity and heart disease rates. When this type of design and planning is implemented correctly citizens tend to walk more, which means healthier residents! According to the Reconnecting America organization, successful places that follow transit oriented design have "Reduced household driving and thus [have] lowered regional congestion, air pollution and greenhouse gas emissions". This could reduce the amount of accidents that occur yearly due to automobile dependency. A community built in this matter would allow for easier commutes, and can open an array of new jobs into the city market. In my view, TOD should be necessary in Orlando and many other cities that face the same problems.

### Works Cited

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What is TOD? (n.d.). Retrieved March 22, 2016, from <http://reconnectingamerica.org/what-we-do/what-is-tod/>

Barnett, J. (2003). Redesigning cities: Principles, practice, implementation. Chicago: Planners Press. Page 57 Transit Oriented Design & Page 97 The neighborhood as a design concept.

