INSTITUTE FOR TRANSPORTATION & DEVELOPMENT POLICY
TOD Standard, 2018

WALK

DEVELOPING NEIGHBORHOODS THAT PROMOTE WALKING

OBJECTIVE A. The pedestrian realm is safe, complete, and accessible to all.
OBJECTIVE B. The pedestrian realm is active and vibrant.
OBJECTIVE C. The pedestrian realm is temperate and comfortable.

CYCLE

PRIORITIZE NONMOTORIZED TRANSPORT NETWORKS

OBJECTIVE A. The cycling network is safe and complete.
OBJECTIVE B. Cycle parking and storage is ample and secure.

CONNECT

CREATE DENSE NETWORKS OF STREETS AND PATHS

OBJECTIVE A. Walking and cycling routes are short, direct, and varied.
OBJECTIVE B. Walking and cycling routes are shorter than motor vehicle routes.

TRANSIT

LOCATE DEVELOPMENT NEAR HIGH-QUALITY PUBLIC TRANSPORT

OBJECTIVE A. High-quality transit is accessible by foot. (TOD Requirement)

MIX

PLAN FOR MIXED USES, INCOME, AND DEMOGRAPHICS

OBJECTIVE A. Opportunities and services are within a short walking distance of where people live and work, and the public space is activated over extended hours.
OBJECTIVE B. Diverse demographics and income ranges are included among local residents.

DENSIFY

OPTIMIZE DENSITY AND MATCH TRANSIT CAPACITY

OBJECTIVE A. High residential and job densities support high-quality transit, local services, and public space activity.

COMPACT

CREATE REGIONS WITH SHORT TRANSIT COMMUTES

OBJECTIVE A. The development is in, or next to, an existing urban area.
OBJECTIVE B. Traveling through the city is convenient.

SHIFT

INCREASE MOBILITY BY REGULATING PARKING AND ROAD USE

OBJECTIVE A. The land occupied by motor vehicle is minimized.

https://www.itdp.org/library/standards-and-guides/tod3-0/what-is-tod/