

Facility Types & Functions

	SIS Corridors	Major Multimodal	Minor Multimodal	Major Commerce	Minor Commerce
Primary Function	Higher-speed mobility for longer distance regional, commute and freight trips	Primary circulation within and between major multimodal activity centers/ districts	Circulation within and between multimodal centers, and serve as parallel alternatives to commerce facilities within residential areas	Mobility primary for freight and regional trips	Mobility primary, freight & local trips through auto-oriented commerce areas
General Land Use Context	Independent of land use context. Special considerations at interchanges	Mixed use – higher intensity, downtowns, and destination corridors	Mixed use, medium intensity, suburban centers and connections through residential areas	Industrial, Commercial and Office; Residential if a through function	Industrial, Commercial and Office
Transit	Commuter express service	Premium service	Frequent fixed route service	Fixed route service	Infrequent fixed route (if warranted)
Freight	Designed for high-speed regional freight movement	Placemaking focus, but design for transit vehicles makes freight movement convenient	Placemaking focus. “Last mile” for freight trips	Designed for freight & business mobility	Designed for freight & business access
Bikes & Pedestrians	Typically prohibited	Emphasized with generous facilities for bike/ped	Emphasized, potential traffic calming for autos	Accommodated; parallel facilities provided	Accommodated; parallel facilities provided

Place Types & Functions

	Districts		Nodes & Centers		Areas Outside of Districts		
	Multimodal Districts	Freight/Goods Districts	Multimodal Nodes	Freight/Goods Centers	Lower Intensity Residential	Lower Intensity Commercial	Lower Intensity Mixed Use
Primary Function	Concentration of activities in transit-oriented setting. Focus area for job and population growth	Large area of freight activity and movement	Small area of intense activity within walking distance of a major transit station. High concentration of destinations	Concentration of individual freight activity. Distribution centers or hubs to transition freight from one mode to another	Lower-density neighborhood. Not a focus area for major growth or redevelopment	Serve existing non-mixed use business, office or commercial destinations	Smaller scale mix of uses along a multimodal corridor. May be in a transitional area
General Land Use Context	Generally a mix of uses with more than 10 persons + jobs per acre	Low jobs & population density, but lots of freight goods or transfer activity	Generally a mix of uses with more than 20 persons + jobs per acre	Low jobs & population density, but lots of freight goods or transfer activity	Mainly residential with some neighborhood retail/service uses	Mainly commercial/office along commerce corridors. Residential uses may be present	Lower density mix of retail, office and residential
Transit	Areas served by premium or frequent fixed route service	Areas served by infrequent fixed route, if warranted	Served by premium or frequent fixed route service	On periphery, if warranted	Local circulator service	Local circulator service or fixed route service	Premium, fixed route or circulator service depending on location
Freight	"Last mile" for freight trips	Freight priority; design for truck movement/access	"Last mile" for freight trips	Freight priority	Very little freight movement	Business access a priority	"Last mile" for freight trips
Bikes & Pedestrians	Right-of-way has balance for walk/bike facilities and auto. Focus on connectivity to transit stations	Auto/freight emphasis. Bike/pedestrian supported.	Walk/bike priority with generous facilities for bikes & pedestrians everywhere within walkshed.	Auto/freight emphasis	Low speed neighborhood streets provide connections to major and minor multimodal facilities	Vehicular business access is emphasized. Facilities accommodate bikes and peds too	Walk/bike priority with generous facilities for bikes & peds; focus on connectivity to transit stations