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Kicking the (Driving) Habit:
Low-Density Cities Move to Sustainable Transportation

New Partners for Smart Growth
San Diego, CA
February 2, 2012

SUSTAINABLE TRANSPORTATION & LAND USE INTEGRATION STUDY

MARICOPA ASSOCIATION of GOVERNMENTS

Sustainable Transportation and Land Use Integration Study: Project Context

- Metropolitan Phoenix
  - Population: 4.1 Million (2010)
  - Added nearly 1 million people between 2000 and 2010
  - Single occupant vehicle travel: 76% of commutes (2009); mode share increased by 3% from 2000-2009
  - Transportation Network:
    - 621-mile highway network (89 new miles approved)
    - 20-mile LRT starter line (38 new miles approved)

- Maricopa Association of Governments
  - Metropolitan Planning Organization and Council of Governments for Maricopa County (most of Metro Phoenix)
  - Administers transportation funding and conducts long-range planning

Key Project Questions

What is sustainable transportation and how does it fit into the MAG region's future?

Which corridors are best positioned to support High Capacity Transit (HCT)?

How can land use and design decisions better support sustainable transportation?

Which parts of the region have the greatest market support for TOD?

What sustainable transportation options are available for places not supportive of HCT?

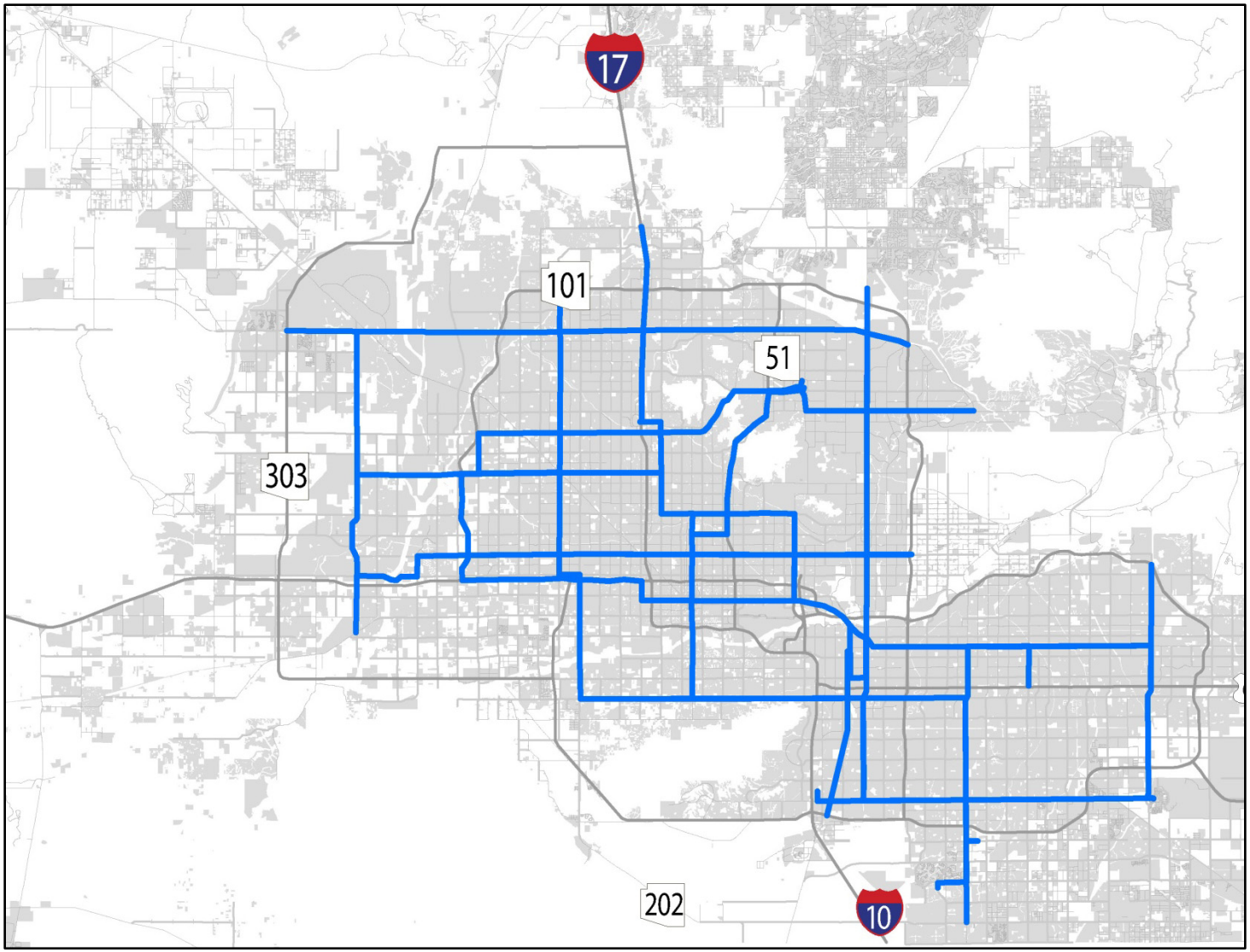
High Capacity Transit Readiness Analysis

- Evaluating candidate High Capacity Transit corridors from the MAG Regional Transit Framework Study

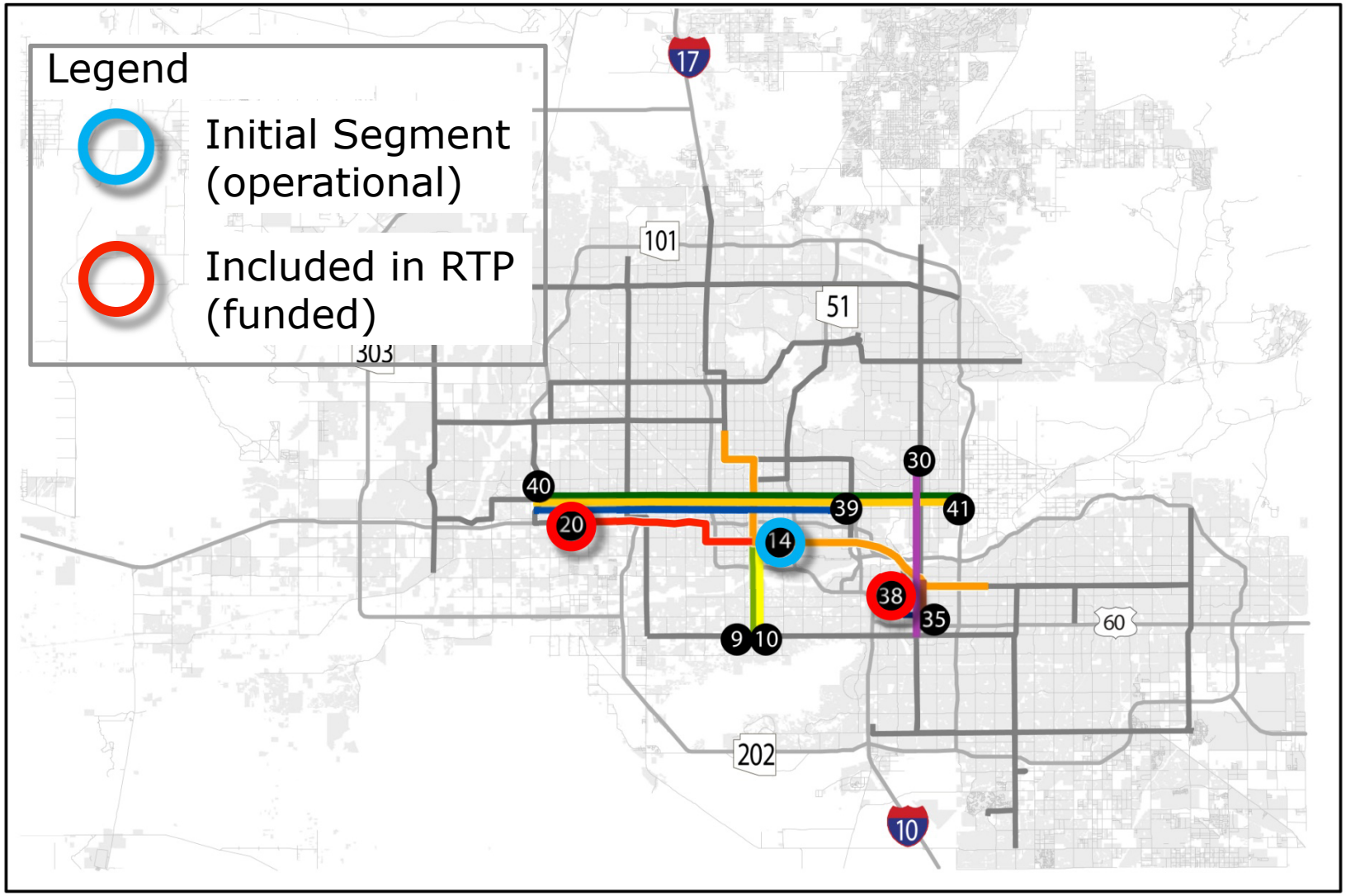
- Evaluating which corridors are prepared to support HCT under **existing** and **near-term** conditions:

  - Ridership
  - Competitive travel time
  - Connections to frequent transit routes
  - Transit-supportive land use
  - Station area pedestrian conditions
  - Demographics

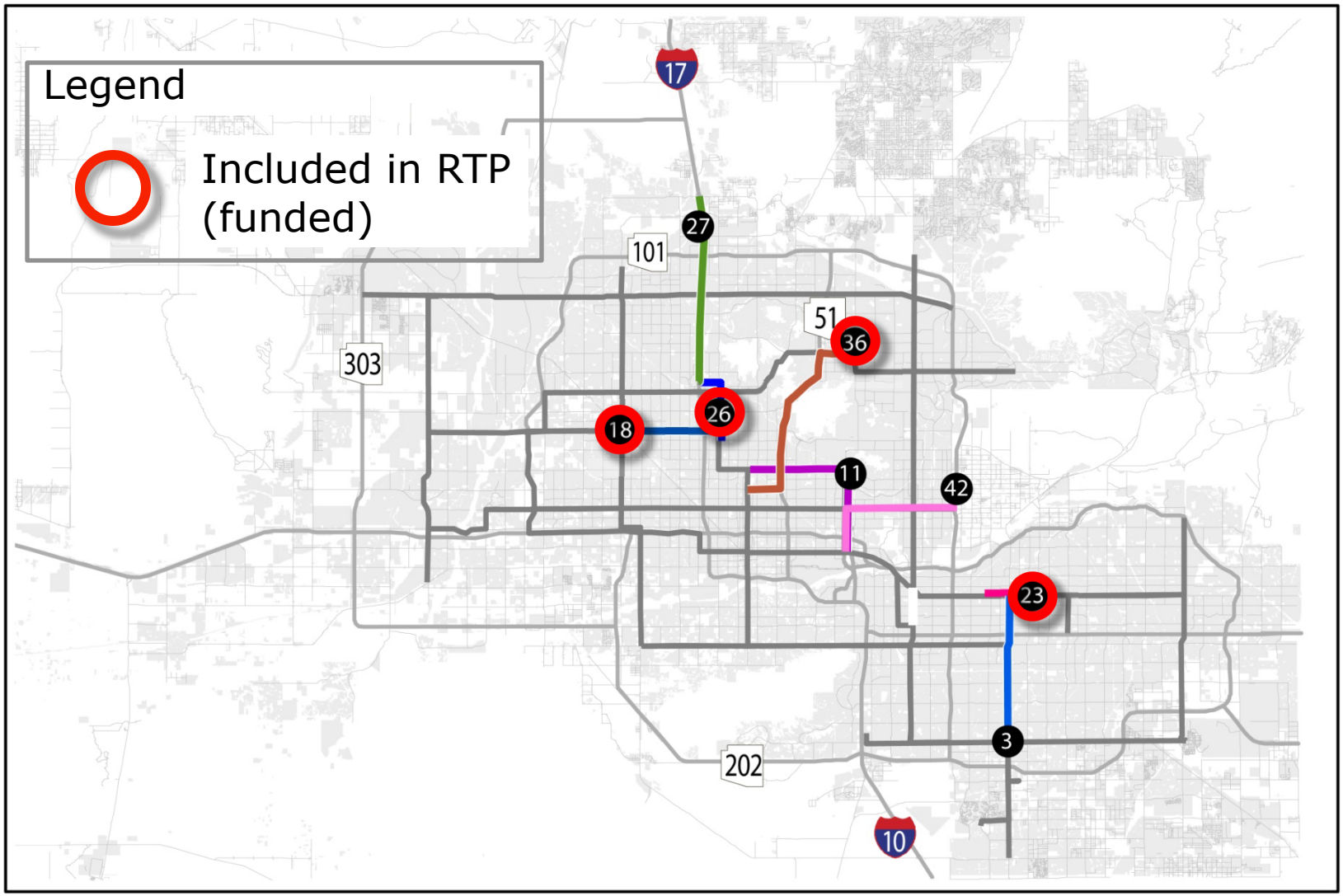
Corridors Included in HCT Analysis



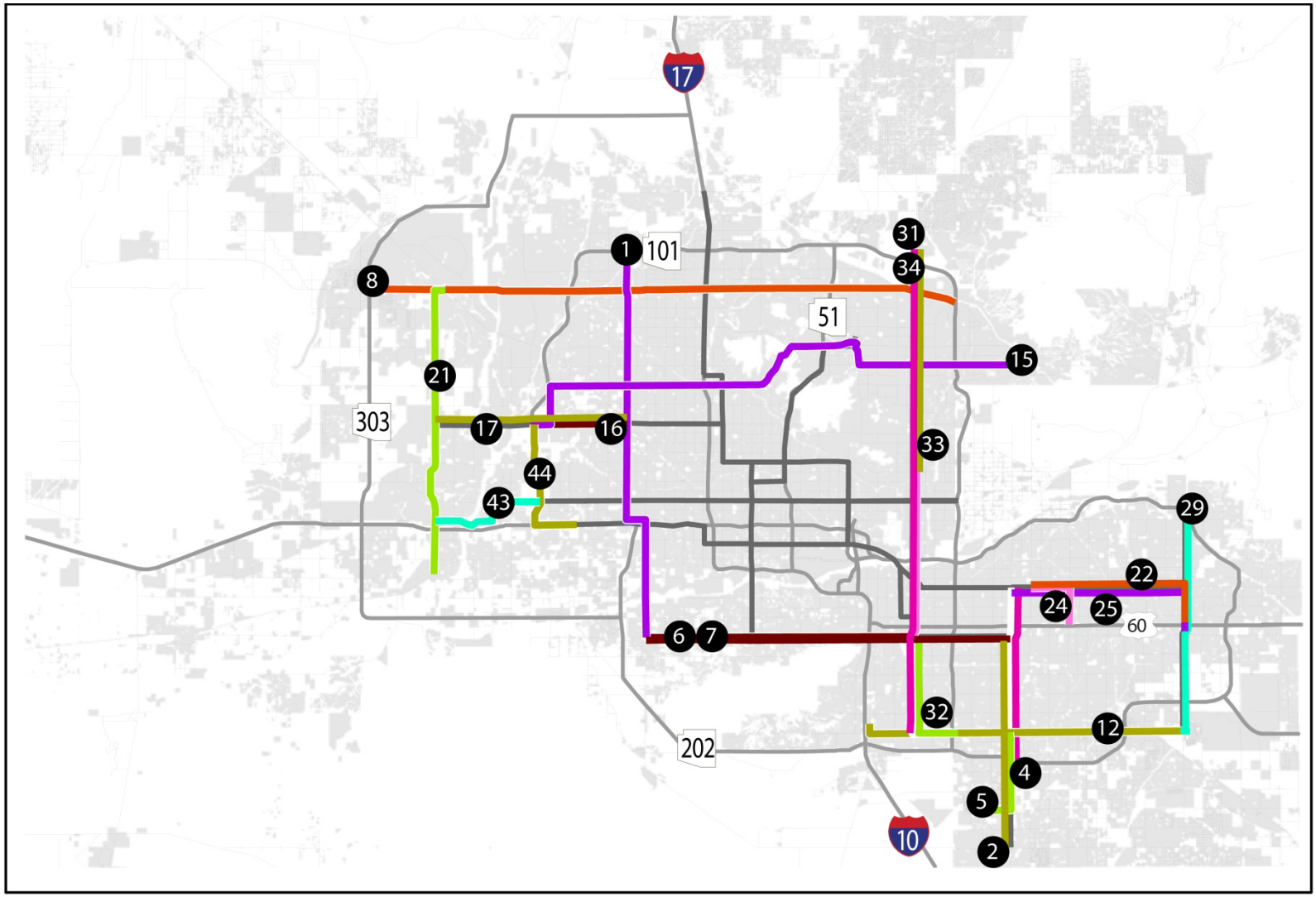
Findings: Corridors Likely to Support Near-Term HCT



Findings: Corridors Potentially Supportive of HCT with Moderate Change



Findings: Corridors Unlikely to Support HCT Without Significant Change

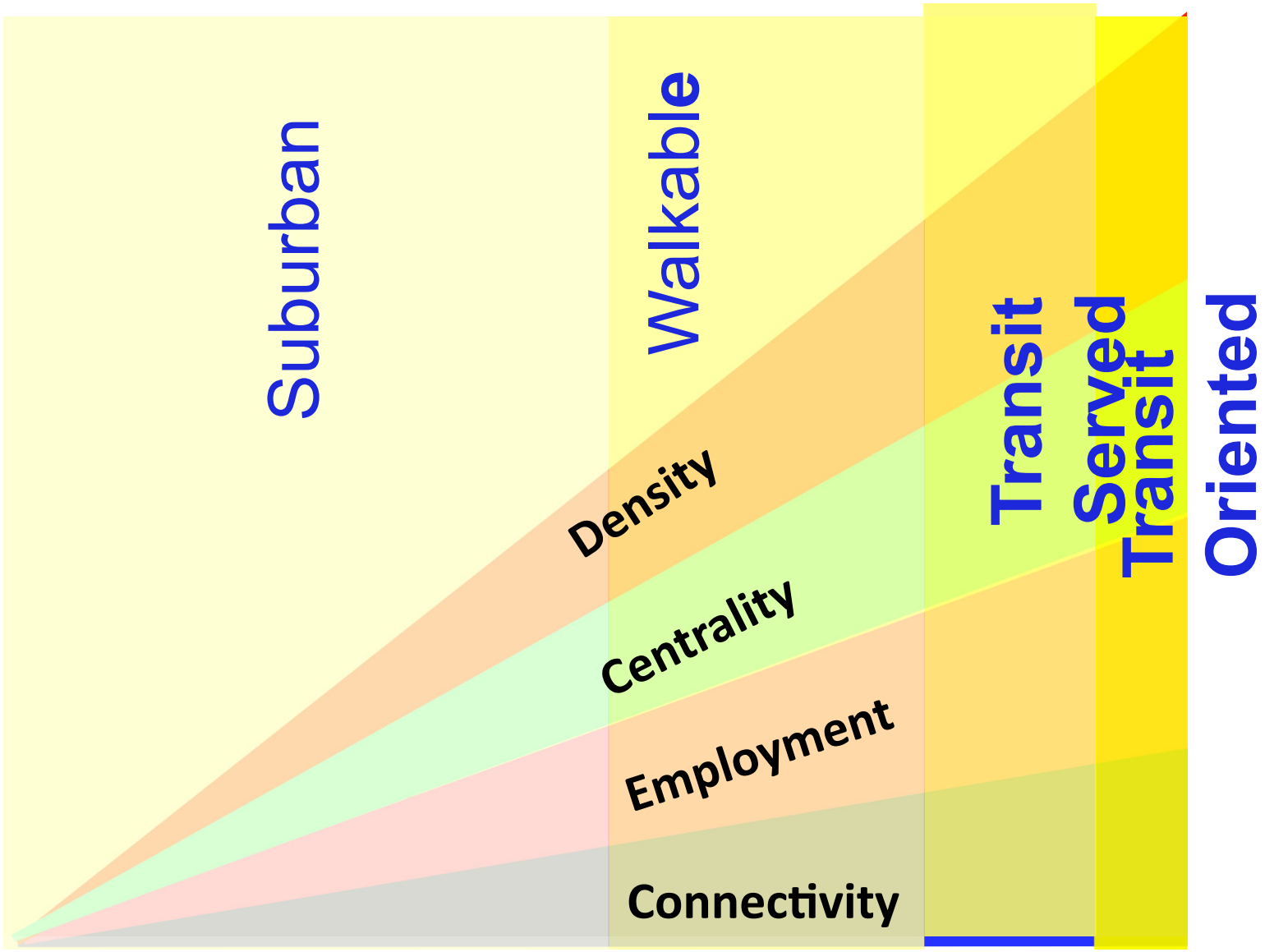


Moving to Integrated Land Use and Transportation

"Pathways" for cities to apply in moving toward walkable and transit oriented places:

- **Place Types:**
  Land use, connectivity, and transportation features of walkable and transit oriented places
- **Development Prototypes:**
  Use mix, density and design characteristics of development types that support different kinds of places
- **Commitments:**
  Establishing minimum densities, maximum block sizes and walkable street design standards

Moving to Integrated Land Use and Transportation



Moving Toward Sustainable Transportation: Development Prototypes

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Moving Toward Sustainable Transportation: Development Prototypes

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Moving Toward Sustainable Transportation: Development Prototypes

Suburban → Walkable → Transit served → Transit oriented

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Moving Toward Sustainable Transportation: Commitments

1. Mapping desired place types that synch with regional corridors
2. Establishing development regulations aligning with the study's place type guidance:
    1. Minimum allowable densities
    2. Maximum allowable block sizes
    3. Complete streets
3. Advancing programs to foster use of:
    1. Low carbon vehicles
    2. Car share

Thank you

For more information on the project, visit our website: www.bqaz.org

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