

An aerial photograph of a city, likely Phoenix, Arizona, showing a mix of urban development. In the foreground, a light rail train is visible on tracks. The middle ground is filled with various buildings, including a prominent tall skyscraper on the left and several large, multi-story structures. The background shows a vast cityscape extending to a range of mountains under a clear blue sky.

# Sustainable Transportation and Land Use Integration Study (ST-LUIS) [bqaz.org](http://bqaz.org)

Eileen Yazzie  
September 24, 2013  
Regional Council



*Perspective: Transit and Economic Development*

*Phoenix's light rail is already a success. We should be looking at TOD as an opportunity to plan long term.*

**Mayor Scott Smith**, ULI Forum 1

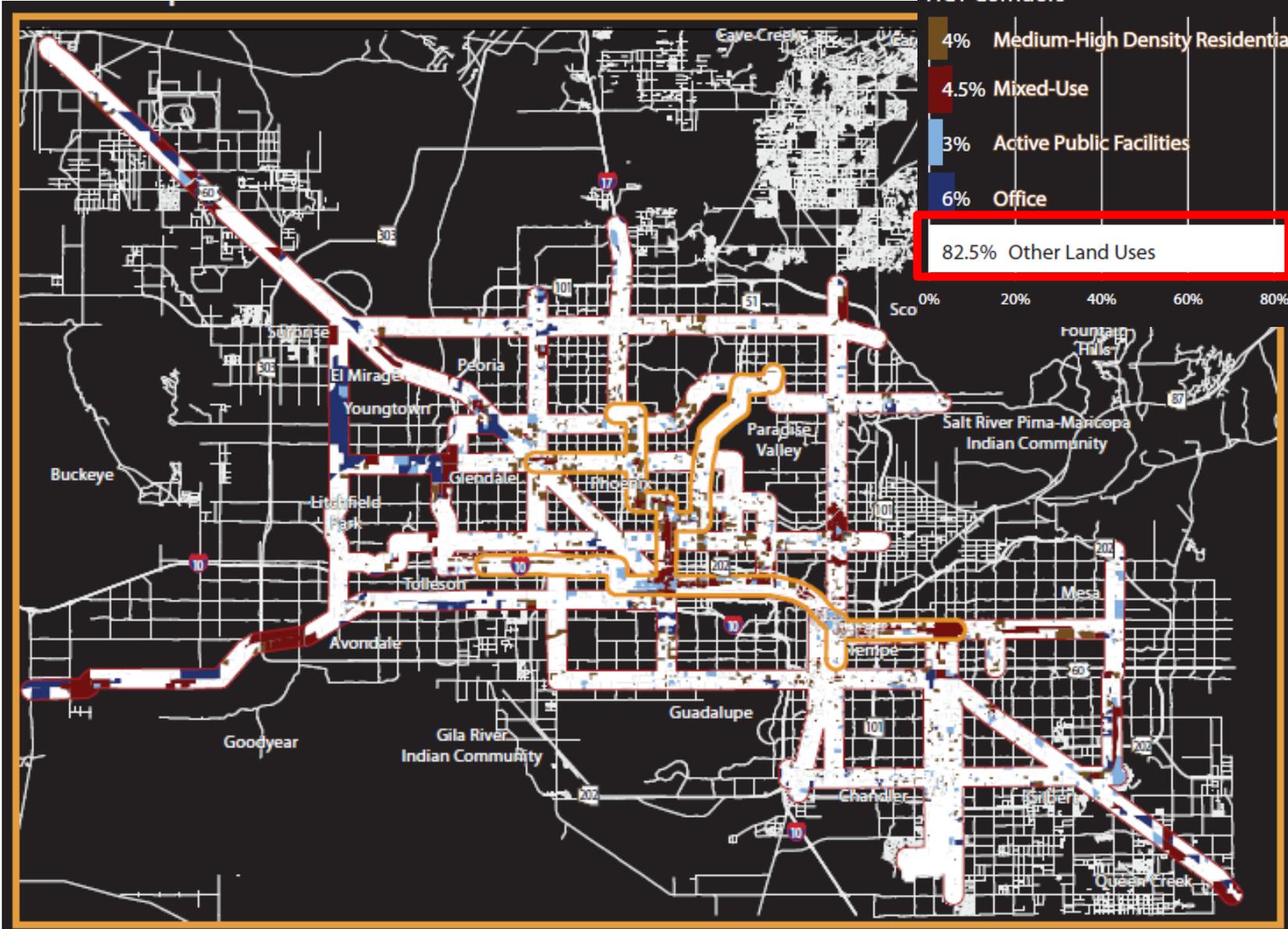
*The key is making transit a central part of the economic development conversation. Many knowledge-based and leading industries around the country are finding that they can't recruit workers unless they offer a certain kind of lifestyle.*

**Dena Belzer**, ULI Forum 1



# Regional Transit Framework

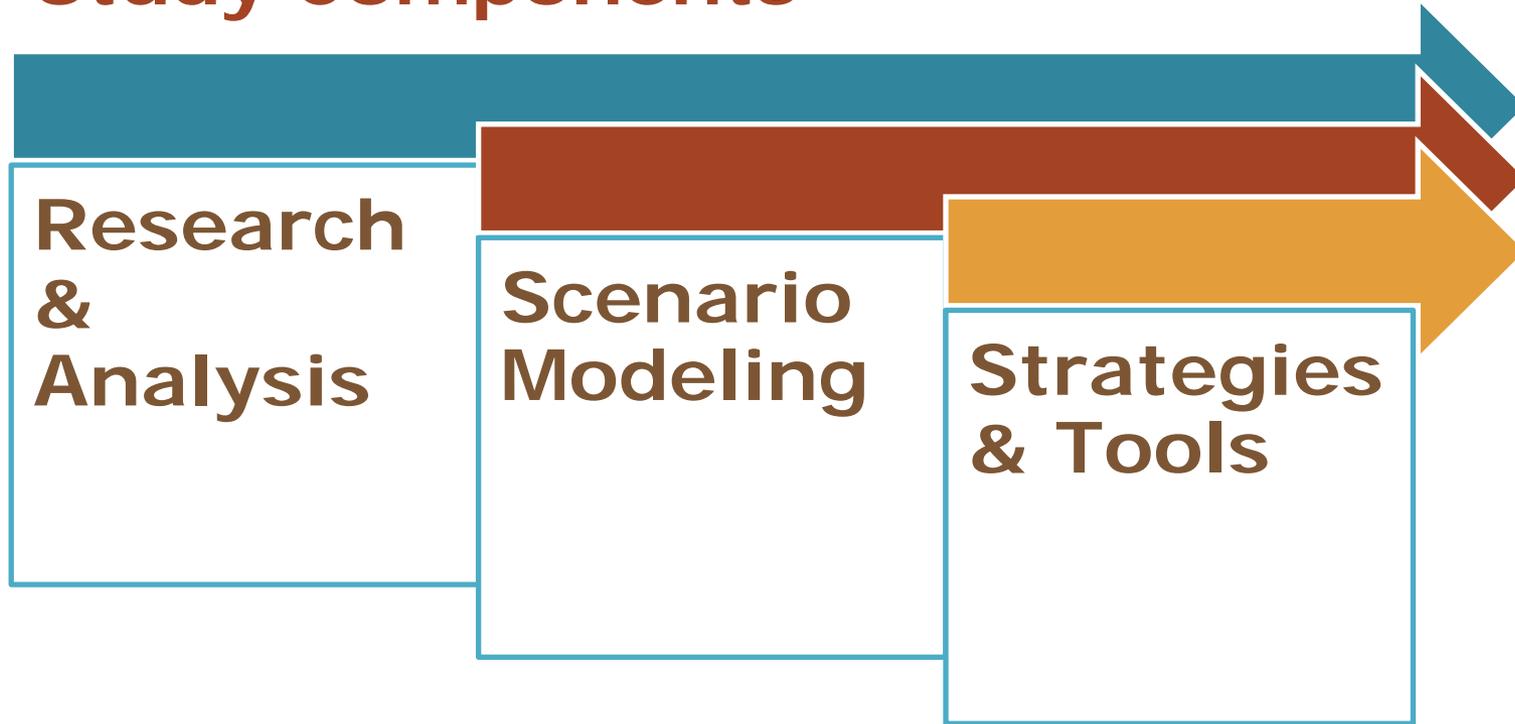
Distribution of Land Uses Within 1/2 Mile of Adopted and Illustrative HCT Corridors



2010 Adopted and Illustrative HCT Corridors & 2009 General Plan Land Uses



# Study Components





*Perspective: Business belongs*

*The Phoenix Metro region has historically ignored the business community in this conversation. ST-LUIS has been instrumental in moving this conversation forward in terms of understanding the role that employment plays in public transportation.*

**Dena Belzer, ULI Forum 2**





# Key Findings



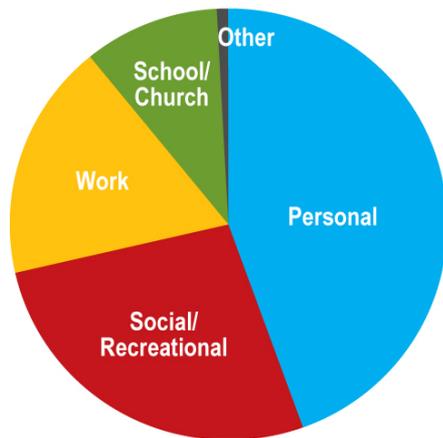
SUSTAINABLE TRANSPORTATION  
& LAND USE INTEGRATION STUDY



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# The Transit Commute Trip is Critical For Transit Ridership

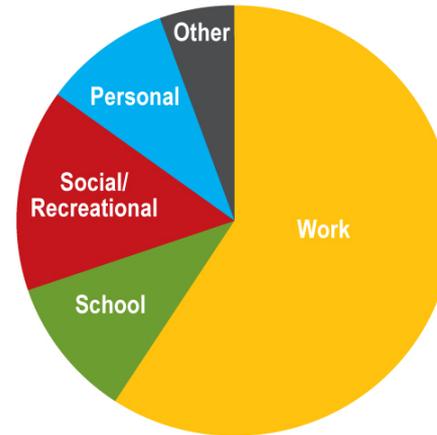
Work Trips are Less than 20% of Total Trips



Trip Purpose	% Of Trips
Personal	44.5
Social/ Recreational	26.9
Work	17.8
School/Church	9.8
Other	0.9

Source: *Commuting in America III*

Work Trips Fundamental to Transit Ridership (60%)



Transit Trip Purpose	% Of Trips
Work	59.2
School	10.0
Social/ Recreational	15.3
Personal	9.3
Other	5.7

Source: 2007 APTA Transit Factbook

- By a wide margin, the largest group of transit trips are commute trips
- Commuters are key to transit's productivity

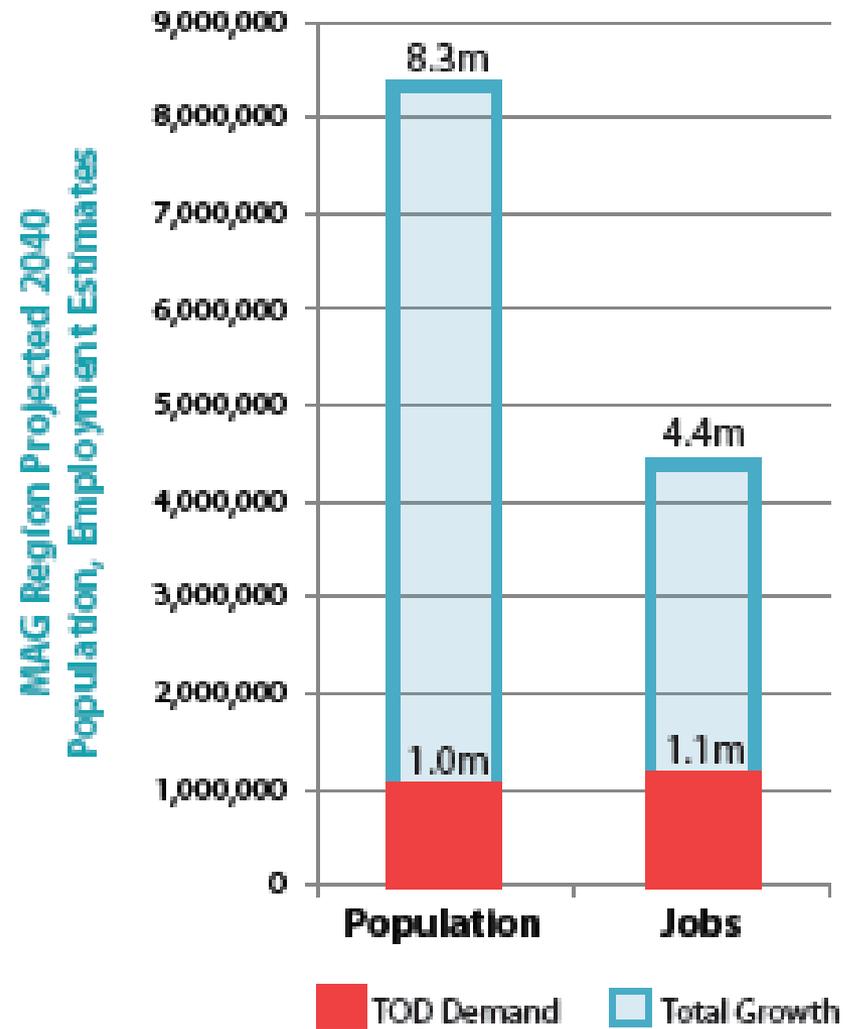
Source: Pisarski, *Commuting in America*

# Key Findings

**3.1** Demand for TOD, supported by demographic shifts & employment trends

**3.2** Compact Walkable and TOD is achievable in Different Parts of the Region

Figure 2: Regional Population and Employment Projections



Source: Woods and Poole; MAG; Strategic Economics 2011

# Key Findings

**3.3 & 3.4 Mix of LRT, Upgraded Bus Service and Corridor Modifications =**

***Increase in transit use and productivity***





# Key Recommendation



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**Provide a high quality, productive transit system supported by compact walkable and transit-oriented places.**



**COMPACT WALKABLE**

15-30 persons/acre



**TRANSIT SERVED**

30-45 persons/acre



**HCT ORIENTED**

45+ persons/acre



# Strategies & Tools

*One Size Doesn't Fit All*



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# ► Sustainable Transportation & Land Use Integration Study

## Local Toolkit: Community Pathways to Sustainable Transportation

February 2013



SUSTAINABLE TRANSPORTATION & LAND USE INTEGRATION STUDY



To move ahead, click here →

[Next >>](#)

WELCOME!





# Choose Your Pathway

## PATHWAY STEPS

1. Select current Place Type row
2. Select future Place Type column and click the corresponding check box
3. Review *Conditions for Success* checklist
4. Proceed to *Implementing Actions* or review *Place Type Suitability: Investigation*

## FUTURE PLACE TYPE



**CURRENT PLACE TYPE**

	SUBURBAN	COMPACT WALKABLE	TRANSIT SERVED	HCT ORIENTED
SUBURBAN	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPACT WALKABLE	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSIT SERVED	N/A	N/A	<input type="checkbox"/>	<input type="checkbox"/>
HCT ORIENTED	N/A	N/A	N/A	<input type="checkbox"/>

**<< Back**



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## FUTURE PLACE TYPE



CURRENT PLACE TYPE

	SUBURBAN	COMPACT WALKABLE	TRANSIT SERVED	HCT ORIENTED
SUBURBAN	N/A	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COMPACT WALKABLE	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSIT SERVED	N/A	N/A	<input type="checkbox"/>	<input type="checkbox"/>
HCT ORIENTED	N/A	N/A	N/A	<input type="checkbox"/>

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# Choose Your Pathway

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## FUTURE PLACE TYPE



### CAUTION

The pathway from Suburban to HCT Oriented would require significant changes in your community. Be mindful of your answers to the following *Conditions for Success* checklist.

CURRENT PLACE TYPE

	SUBURBAN			
SUBURBAN	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
COMPACT WALKABLE	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TRANSIT SERVED	N/A	N/A	<input type="checkbox"/>	<input type="checkbox"/>
HCT ORIENTED	N/A	N/A	N/A	<input type="checkbox"/>

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# Action

Information, discussion, and possible recommendation to accept the Sustainable Transportation Land Use Integration Study recommendation, key findings, and tools to be considered in future planning efforts and be consistent with the Federal Transit Administration evaluation criteria and process, as appropriate.

[www.bqaz.org](http://www.bqaz.org)



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