



► Sustainable Transportation & Land Use Integration Study

Transportation Policy Committee

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November 16, 2011



SUSTAINABLE TRANSPORTATION
& LAND USE INTEGRATION STUDY



► Sustainable Transportation

Two Words, Many Interpretations

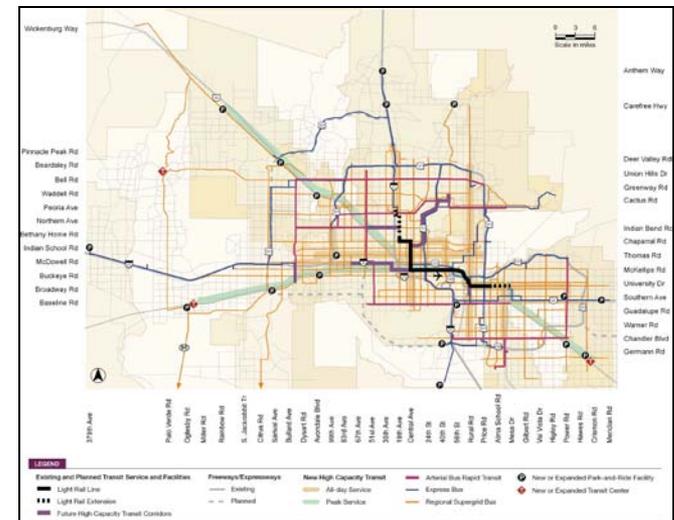


Introducing the Project

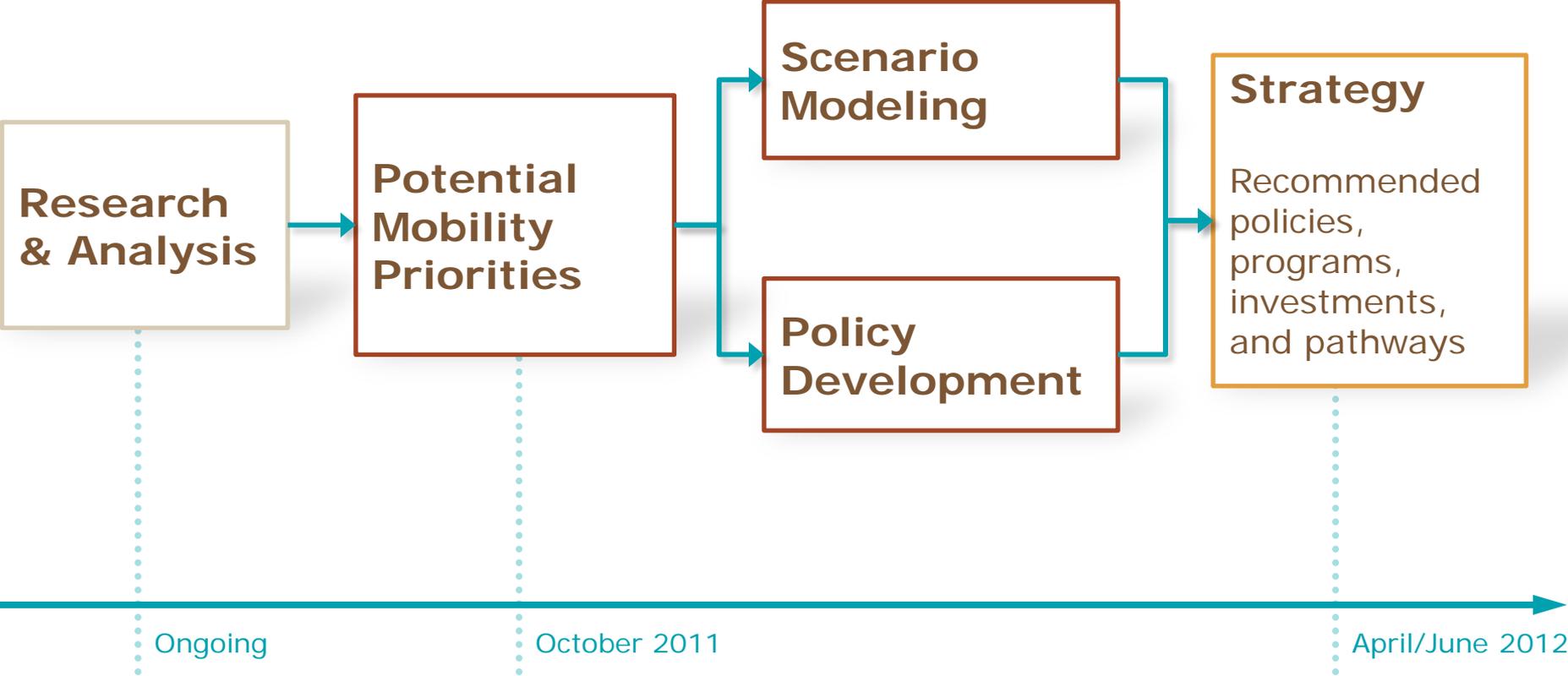
1. Study Progress and Milestones

- Completed Work
- Next Up/Key components

2. Next Steps



Key Study Components



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Research & Analysis



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Completed

- Best Practices Research
- Stakeholder Group Meetings 1-4
- ULI Public Panel #1
- Regional Market Analysis
- HCT Corridor Analysis



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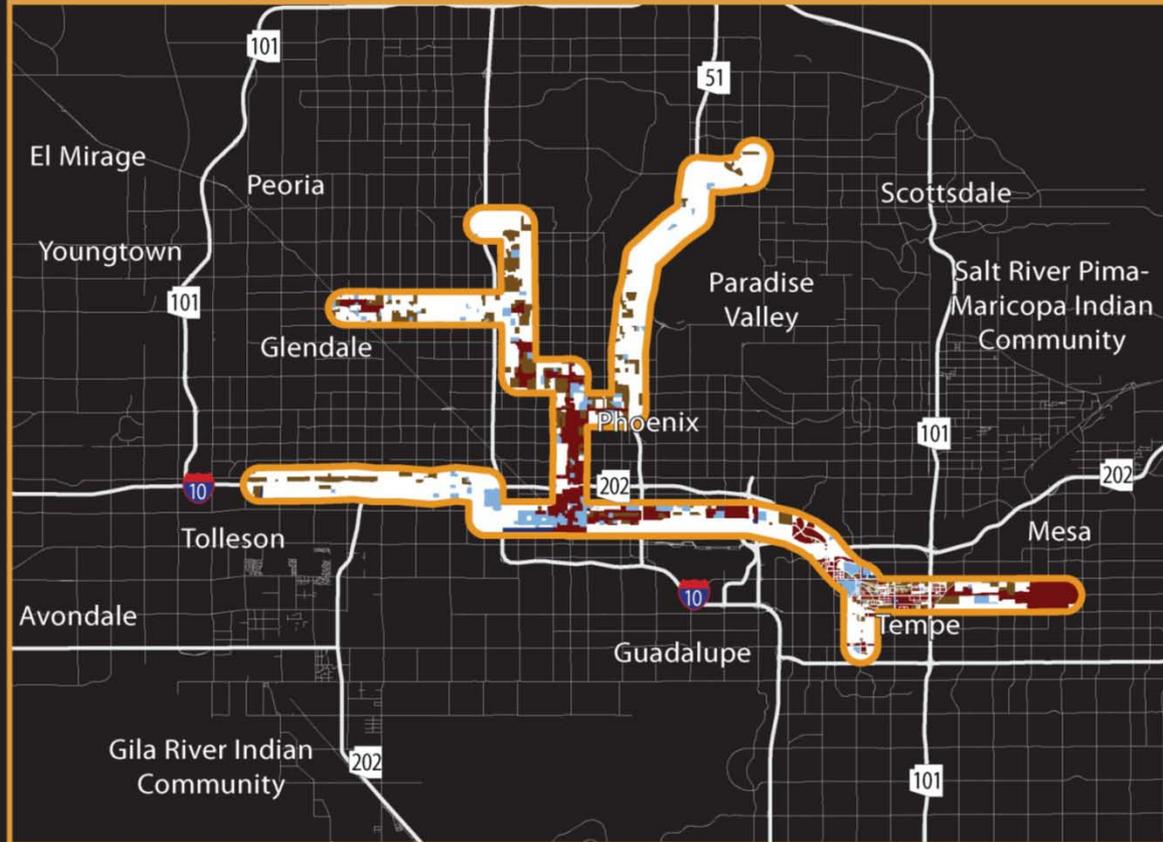


Figure 12

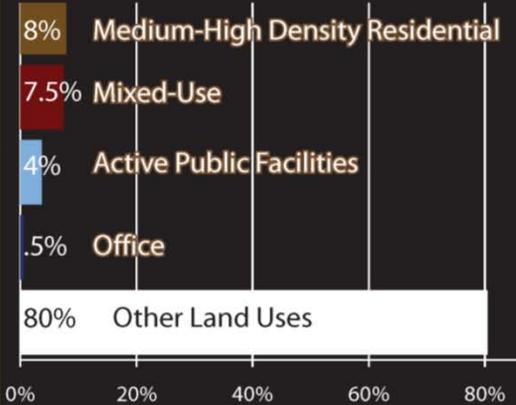
LAND USE AND TRANSIT COORDINATION

A comparison of RTP Transit Networks and transit-supportive land uses in current city general plans reveals varying levels of coordination.

2010 RTP Existing and Adopted HCT Corridors & 2009 General Plan Land Uses



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



Legend: General Plan Land Uses

Transit Supportive Land Uses

- Medium-High Density Residential¹
- Mixed-Use²
- Active Public Facilities³
- Office⁴
- Other Land Uses

Notes:

- ¹ 10 or more dwelling units per acre
- ² Locally designated
- ³ Health, education, special events, public services (MAG 2010 Land Use)
- ⁴ All office categories (MAG 2010 Land Use)



Findings: Sustainable Transportation Scan

Eight factors for Sustainable Transportation Performance

- Neighborhood Street Network
- Housing and Employment Density
- Mixed-Use Neighborhoods
- Regional Accessibility (esp. job centrality & concentration)
- Frequent/Convenient Transit Service
- Demand Management/Incentives
- TOD (including mixed income housing)
- Demographics



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Findings: ULI Focus Group

- Infill obstacles: land assemblage, parking, overzoning in Phoenix, higher-risk than fringe development
- Interest in bus options: branding, productive routes, frequent and reliable service
- “We can plan all we want. The market will dictate where development goes.”



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Findings: ULI Focus Group

- “The region needs to take a hard look at rubber tire transit options.”
- “Four and five story infill development will work along bus rapid transit corridors just as well as it will work along light rail corridors.”
- “If you want to build higher density urban infill in this region you’re going to have to change the way government thinks. All of the incentives today are in place to encourage growth on the urban fringe.”



Observations based on Project Progress & Stakeholder Input

- Mobility solutions are needed throughout the region, but limited parts of the region can support TOD and HCT in the near term
- Sustainability depends on
 - productive investments; and
 - responsiveness to the needs of people and businesses
- Enthusiasm for transit orientation and investment in the region
- One size won't fit all
- Future federal funding levels are uncertain

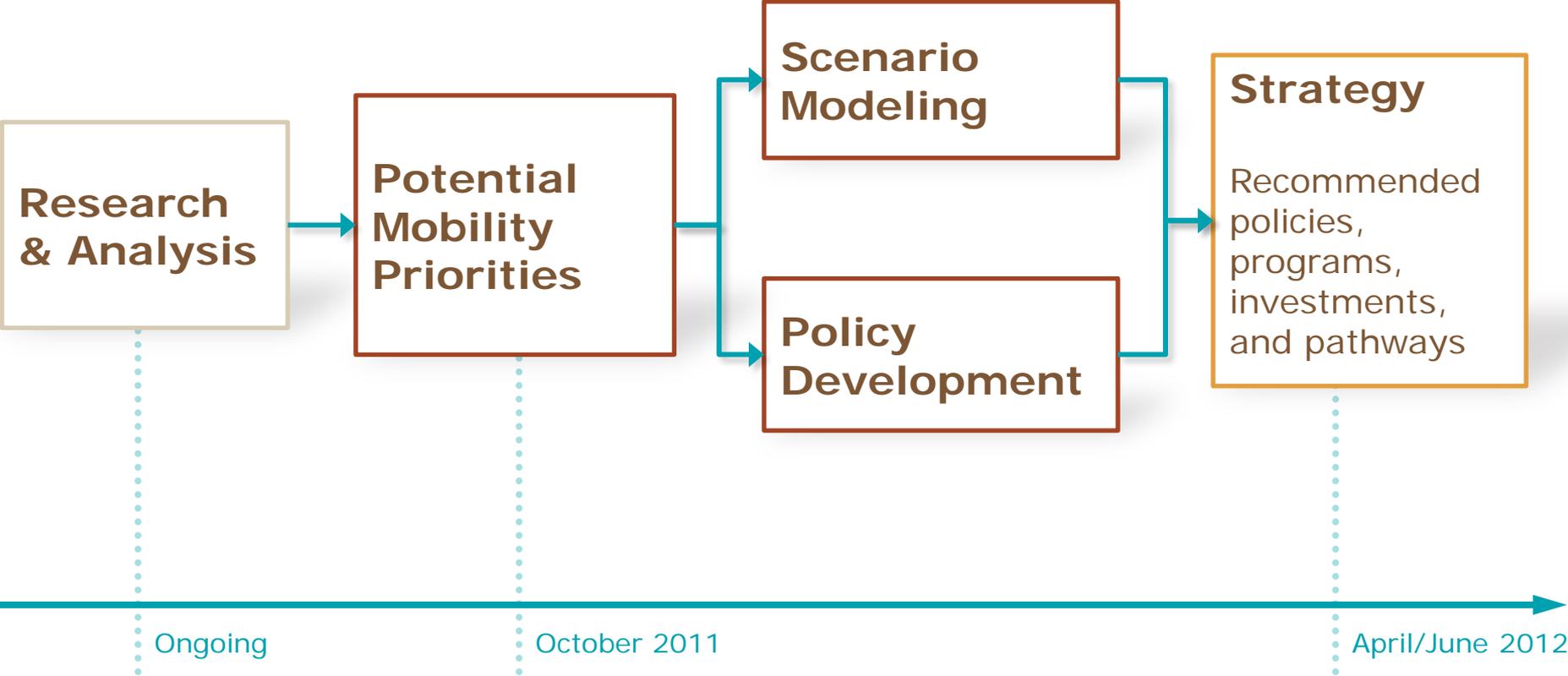
Key Study Components



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Key Study Components



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Key Study Components

Potential Mobility Priorities

- Establish a frequent transit network
- Provide walk access to transit for X% of region's population
- Expand scheduled transit service to cover X% of the region's area
- Achieve transit productivity
- Provide HCT access to X% of region's jobs
- Increase transit's appeal
- Improve services for the transit dependent

Research
& Analysis

Ongoing

Strategy

Recommended policies, programs, investments, and pathways

April/June 2012

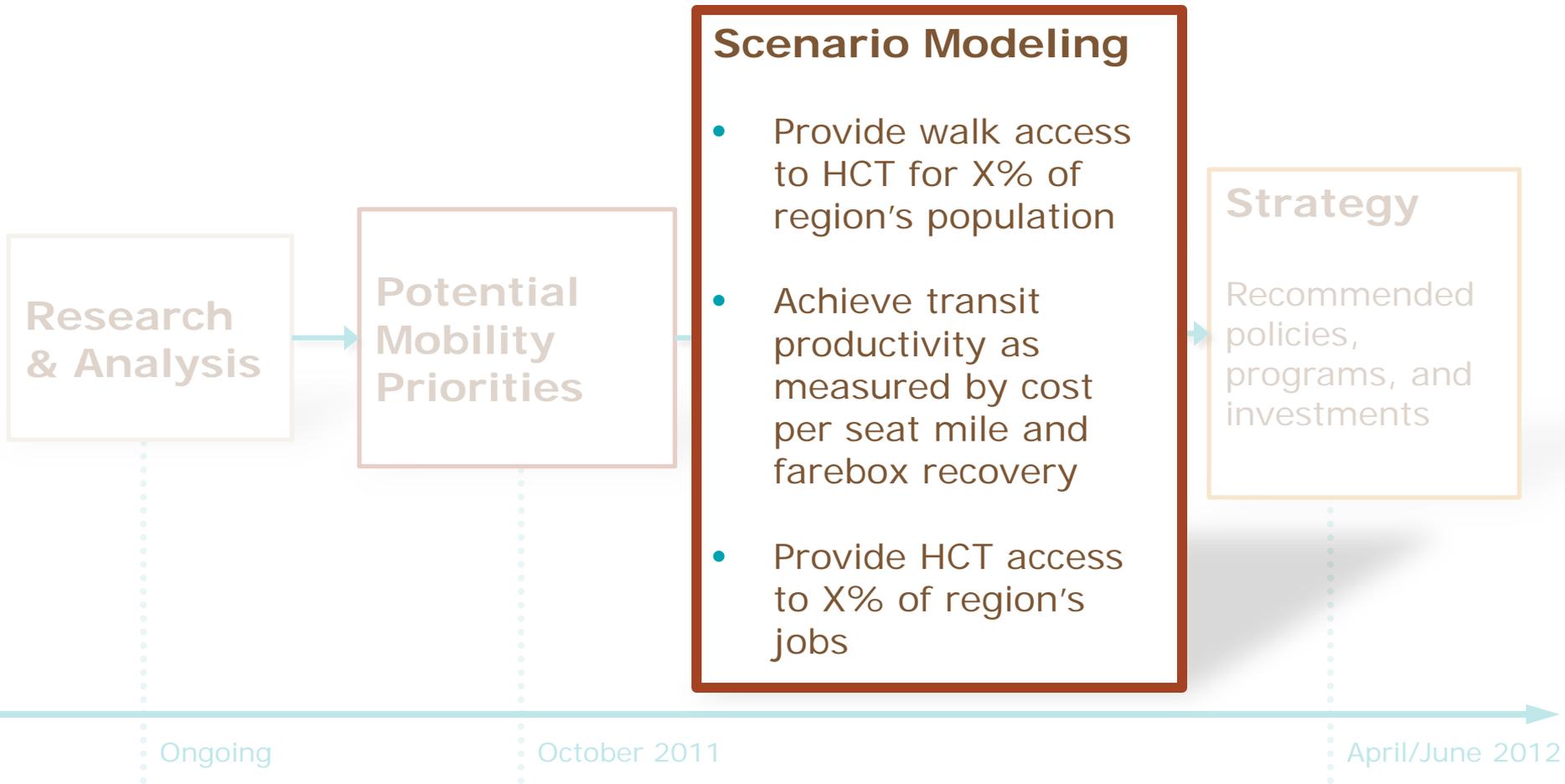


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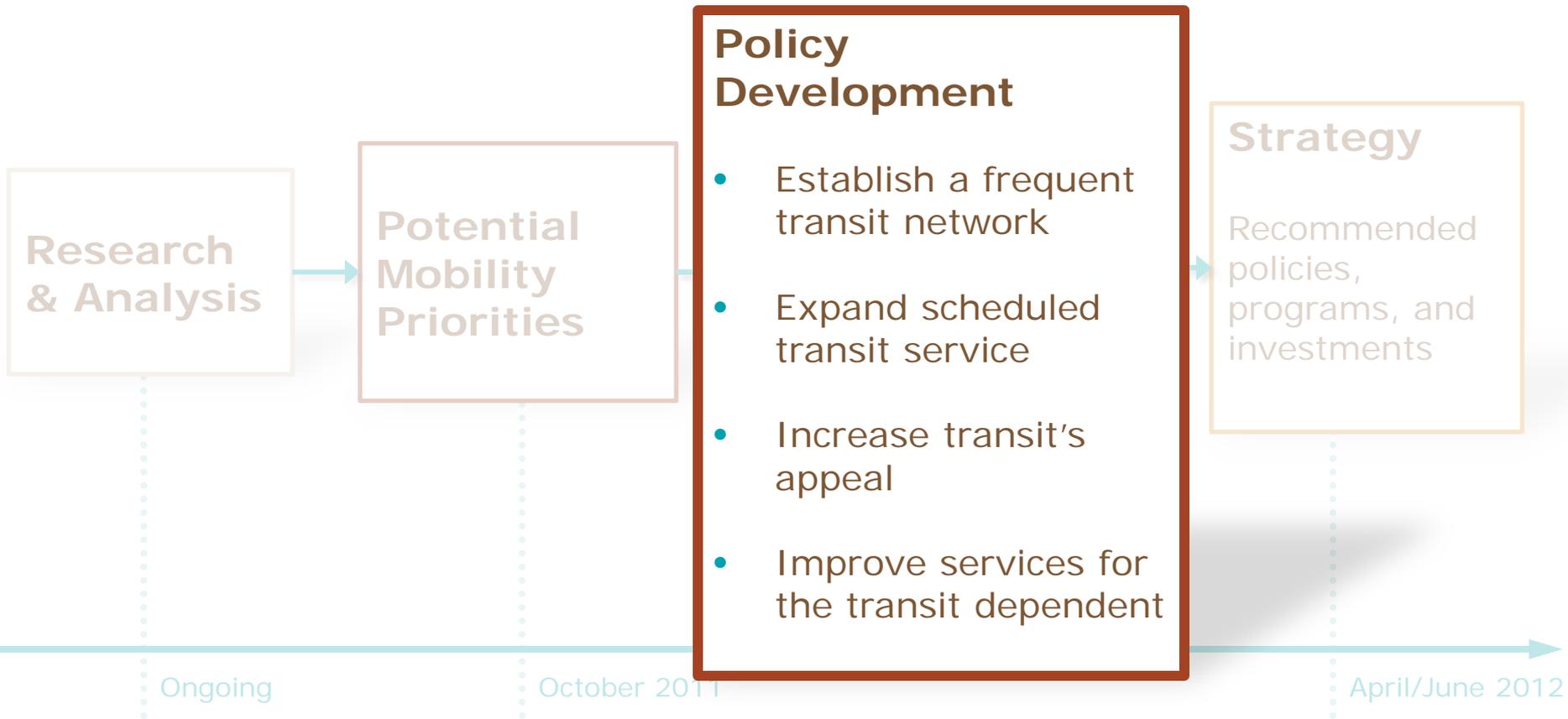


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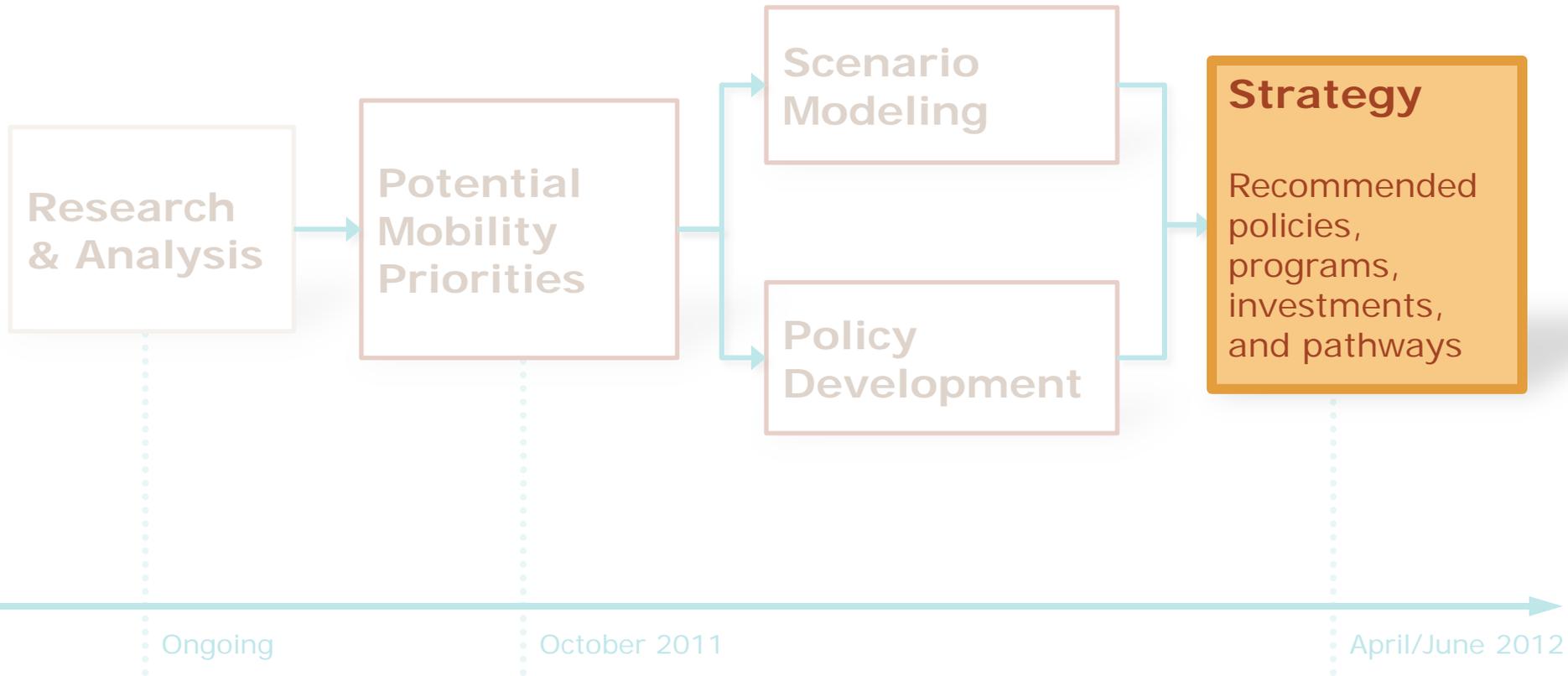
Key Study Components



Key Study Components



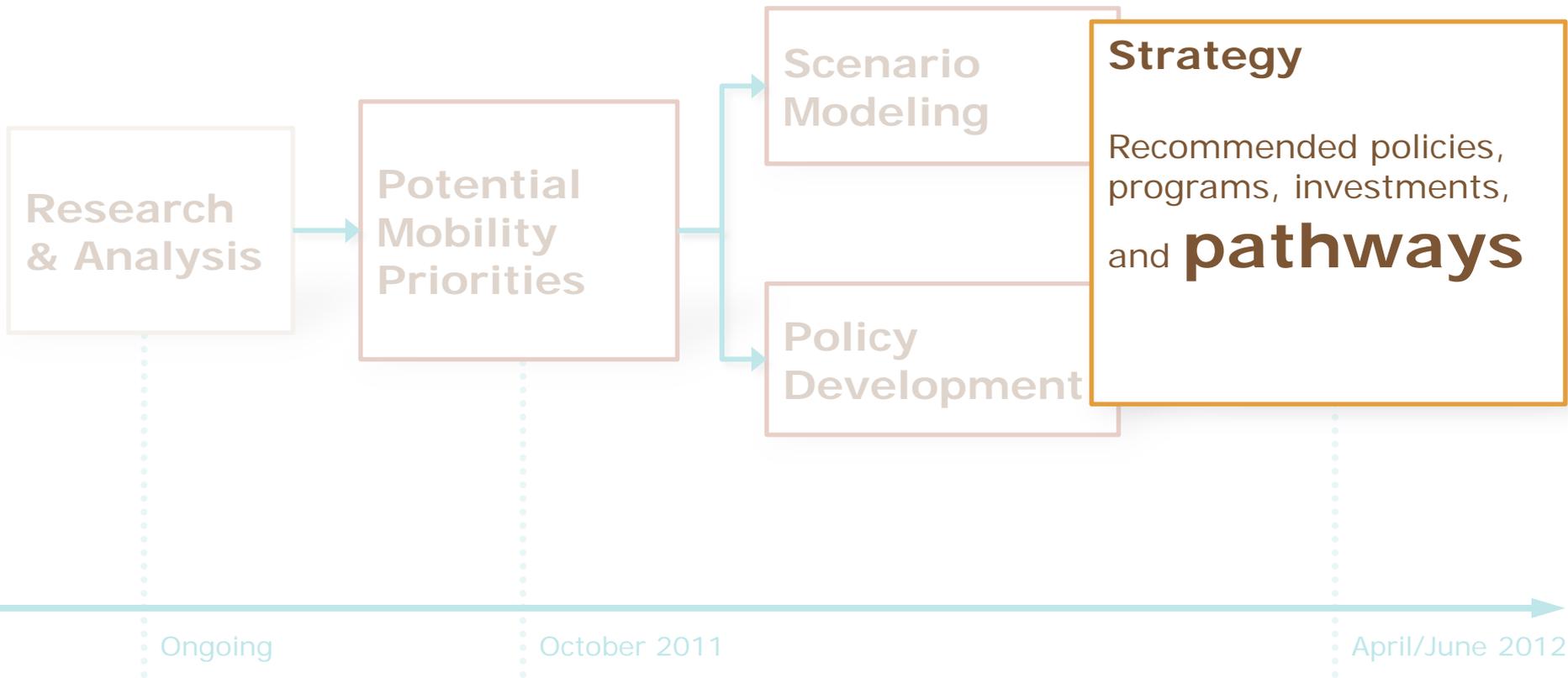
Next Steps: Key Components



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Next Steps



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What's Next?

- Transit Corridor Evaluation Report to Stakeholders
- Mobility Priorities
- Scenario Modeling and Reporting
- ULI Panel #2 (February 2012, date TBD)
- Stakeholders Meeting #5 (February 2012, date TBD)
- Study Documents:
 - ULI Panel #1 Summary
 - HCT Readiness Analysis
 - Market Reports
 - Working Paper #1



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Sustainable Transportation and Land Use Integration Study

STAKEHOLDERS GROUP MEETING # 1

When: February 10, 2011
Time: 2:00 pm
Where: Saguaro Room, MAG Office, 302 North 1st Avenue, Phoenix.

Public Meeting: [Agenda](#) | [Notes](#) | [Presentation](#)

STAKEHOLDERS GROUP MEETING # 2

When: March 28, 2011
Time: 1:30 pm
Where: Saguaro Room, MAG Office, 302 North 1st Avenue, Phoenix.

Public Meeting: [Agenda](#) | [Notes](#) | [Presentation](#)

STAKEHOLDERS GROUP MEETING # 3

When: May 12, 2011
Time: 1:30 pm
Where: Saguaro Room, MAG Office, 302 North 1st Avenue, Phoenix.

Public Meeting: [Agenda](#) | [Notes](#) | [Presentation](#)

- BQAZ Home Page
- Reconnaissance Study
- I-10 Hassayampa Valley Study
- I-8 and I-10 Hidden Valley Study
- MAG Regional Transit Framework Study
- MAG Central Phoenix Framework Study
- Hassayampa Framework Study for the Wickenburg Area
- Freight Transportation Framework Study
- Sustainable Transportation and Land Use Study
 - [Overview](#)
 - Stakeholders Group**
 - [Working Papers](#)
- Regional Framework Studies
 - MAG Regional Transportation Plan
 - MAG Commuter Rail System Studies
 - PAG Regional Transportation Plan
 - AZ Parkway
 - Statewide Long Range Transportation Plan "What Moves You Arizona"