

# TOD ACTION PLAN



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## Objective

Improve environmental quality of  
TOD and efficiency of public transit



# Tactics



Enhance Development density  
(5 years)

Diversify land use (5 years)

Increase pedestrian convenience  
(2 years)

Educate Public (continuous)



# Goals

Increase ridership  
(100% by 2020)



Reduce sprawl (pass Miami and  
Portland by 2020)

## List of sites from most to least sprawling

Riverside-San Bernardino, CA PMSA 14.2  
 Greensboro-Winston Salem-High Point, NC MSA 46.8  
 Atlanta, GA MSA 57.7  
 Greenville-Spartanburg-Anderson, SC MSA 58.6  
 West Palm Beach-Boca Raton, FL MSA 67.7  
 Bridgeport-Danbury-Stamford, CT Portion 68.4  
 Knoxville, TN MSA 68.7  
 Rochester, NY MSA 77.9  
 Detroit, MI PMSA 79.5  
 Syracuse, NY MSA 80.3  
 Newark, NJ PMSA 81.3  
 Little Rock-North Little Rock, AR MSA 82.3  
 Tampa-St. Petersburg-Clearwater, FL MSA 86.3  
 Worcester-Fitchburg, MA Portion 90.5  
 Washington DC-MD-VA-WV PMSA 90.8  
 Columbus, OH MSA 91.1  
 Cleveland, OH PMSA 91.8  
 Houston, TX PMSA 93.3  
 Indianapolis, IN MSA 93.7  
 St. Louis, MO-IL MSA 94.5  
 Minneapolis-St. Paul, MN-WI MSA 95.9  
 Tulsa, OK MSA 99.1  
 Seattle-Bellevue-Everett, WA PMSA 100.9  
 Los Angeles-Long Beach, CA PMSA 101.8  
 Las Vegas, NV-AZ MSA 104.7  
 Pittsburgh, PA MSA 105.9  
 San Antonio, TX MSA 107.8 186  
 Phoenix-Mesa, AZ MSA 110.9  
 Philadelphia, PA-NJ PMSA 112.6  
 Baltimore, MD PMSA 115.9  
 Milwaukee-Racine, WI PMSA 117.3  
 Chicago, IL PMSA 121.2  
**Denver, CO PMSA 125.2**  
 Miami, FL PMSA 125.7  
 Portland-Salem, OR-WA PMSA 126.1  
 Boston, MA 128.9  
 San Francisco, CA PMSA 146.8  
 New York City, NY PMSA 177.8

## Secrets of Success: Experiences



Fig. 1. Index of annual transit boardings for Houston, San Diego, and the entire US, 1972 = 100. Source: The US data are from statistical abstract of the US, various years. Houston and San Diego data are provided by METRO and MTDB, respectively.

San Diego 9<sup>th</sup>



Houston 3<sup>th</sup>



## Success Factors

Technological leaders (first LRT system in the U.S. since WW II)

High standard in implementation

High Speed (Transitways dedicated for buses and carpools)

Low fares

## Conclusion

**A Vision for Denver:** A development pattern that makes operation of public transit efficient, reduces sprawl, improves air quality and economic efficiency, and ultimately quality of residents.



New Denver Skyline