FOCUS ON PLACE

The Phoenix Planning Department uses Walk Score data to analyze the performance of existing light rail stations and to model the performance of proposed stations.

“Walk Score data helps us understand which corridors and station locations perform best from a land use perspective—which is often a key missing input in transportation planning where the primary focus is on ‘node’ (stations) rather than ‘place’ considerations,” said Curt Upton, the Light Rail Planning Coordinator for the City of Phoenix Planning and Development Services Department.

“The addition of intersection density and road connectivity data makes Walk Score a useful tool for professional analysis,” says Upton.

Phoenix plans to use Walk Score data in a similar fashion to evaluate the performance of their canal corridors.

INFORMED ANALYSIS

60,723 data points in Phoenix for Street Smart Walk Score, average block length, and intersection density in shapefile format

Housing unit, employment, and Walk Score data used to measure transit-oriented development (TOD)

Existing light rail stations: data used to prioritize regulatory reform (zoning and engineering codes) and livability improvements such as sidewalks, trees, bike lanes, parking, and cross-walks

Candidate light rail stations: data used to understand which stations and corridors optimize land-use potential

FOR MORE INFORMATION

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