

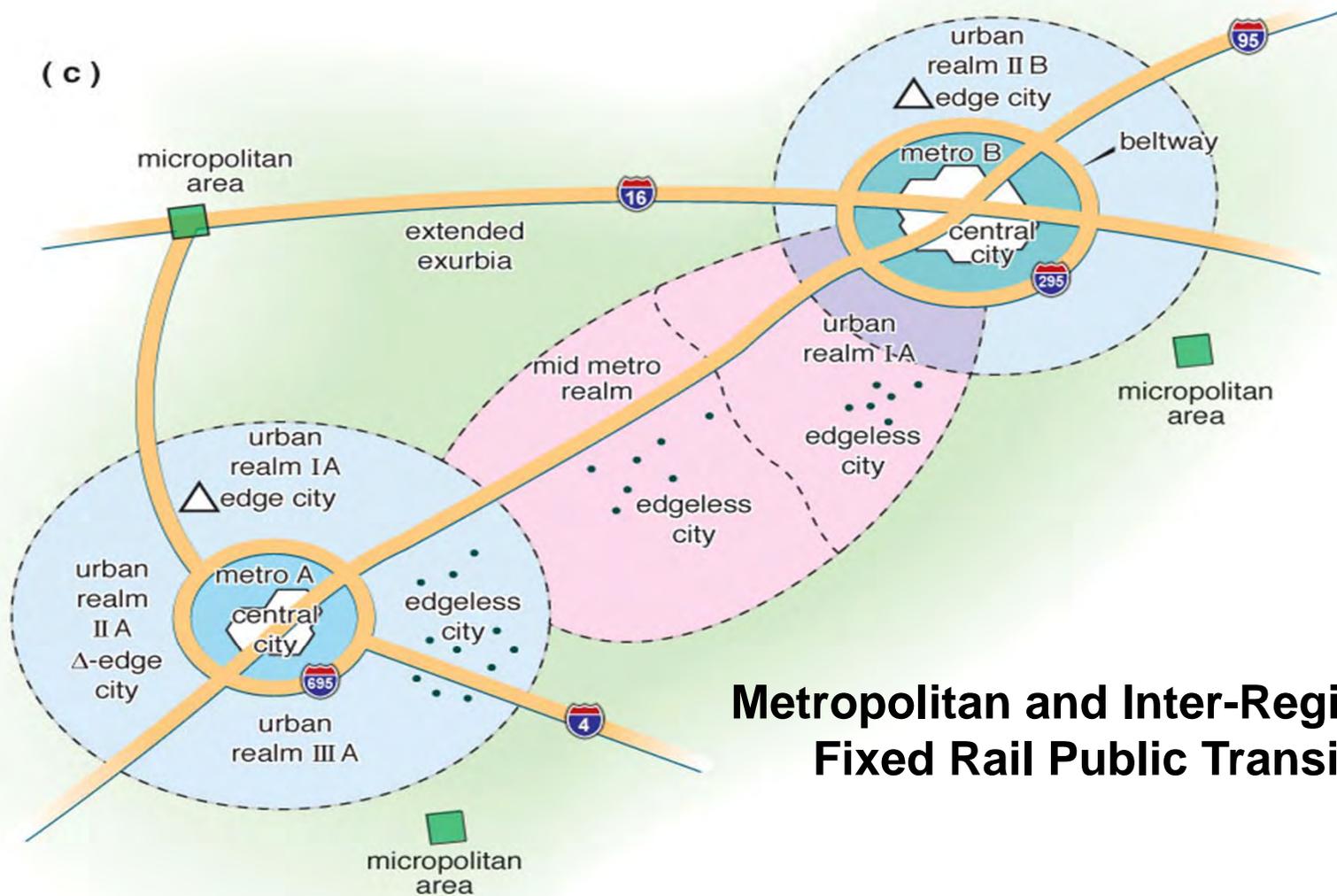
***Public Rail Transit in the Rocky Mountain West: The Potential  
of Regional Transit Planning for Smart Growth in the 21st Century***

**Some Thoughts on Fixed Rail Public Transit,  
Regionalism, and Urban Planning Reform**

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**Rocky Mountain Land Use Institute, 20<sup>th</sup> Annual Conference  
March 4, Friday 10:30-11:45am, University of Denver Sturm College of Law**

# 21<sup>st</sup> Century Megapolitan Form



**Metropolitan and Inter-Regional  
Fixed Rail Public Transit**

## Some thoughts on the need for reform

1. Without substantial reform (including a focus on regional planning), local planning and zoning programs will continue to be a significant cause of unsustainable auto-dependent regional sprawl.
2. Without substantial reform (including a focus on regional planning), the expected higher-density housing in our metro areas in the years ahead will continue to be built on scattered and isolated buffer sites, without mixed uses, and will likely continue to be largely, if not completely, auto-dependent.

## Some thoughts on the need for reform

3. Without substantial reform (including a focus on regional planning), we may be wildly optimistic about the extent and benefits of light rail TOD in our metro areas in this country – as it will likely be severely limited in scope and density and will provide few opportunities for auto-free living, particularly for the less wealthy.
4. Without substantial reform, this country is unlikely to be rich enough in the future to afford two world class transit systems (a public light-rail/bus transit system and a private auto-transit system).

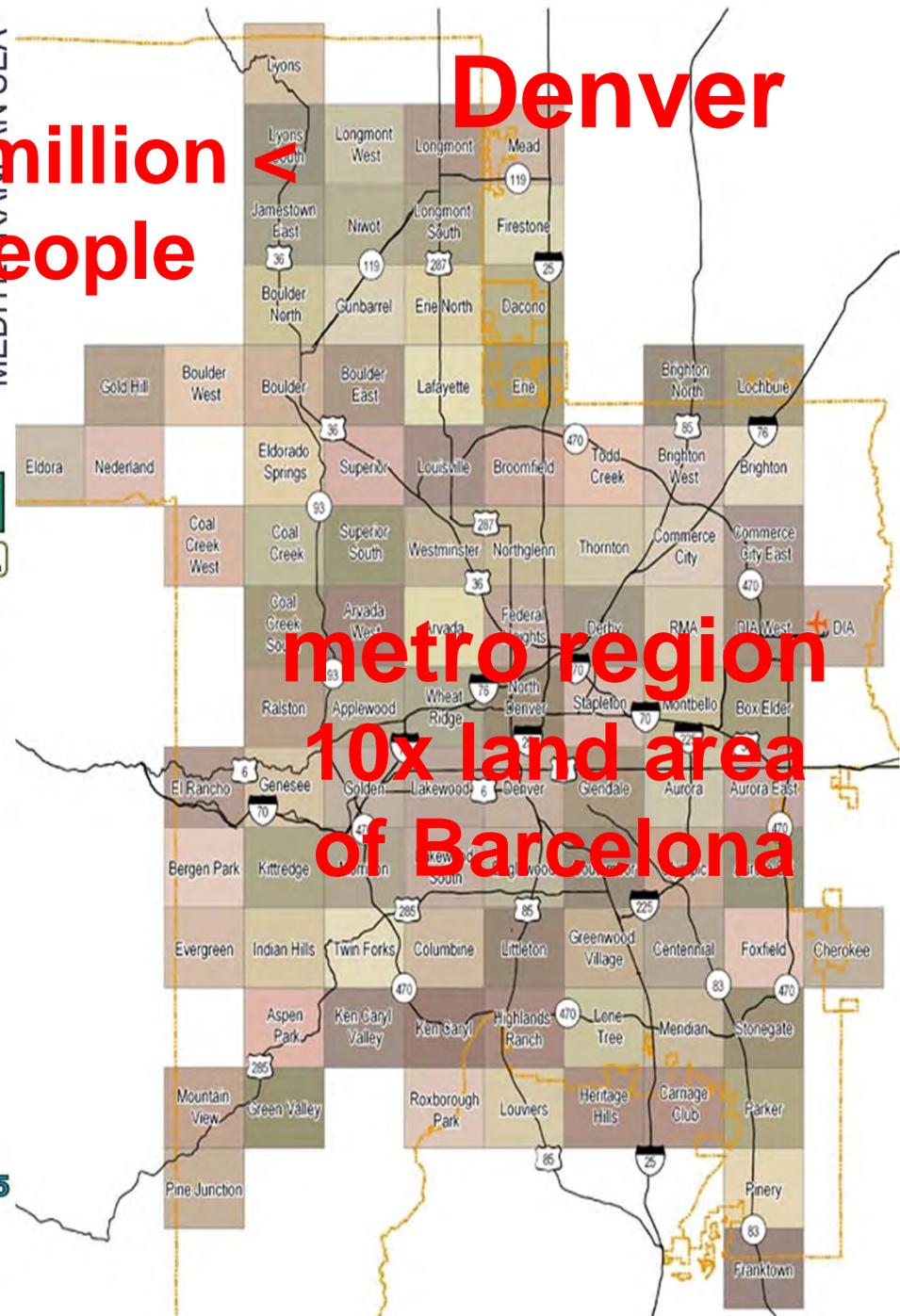


# Barcelona



# > 2 million < people

# Denver

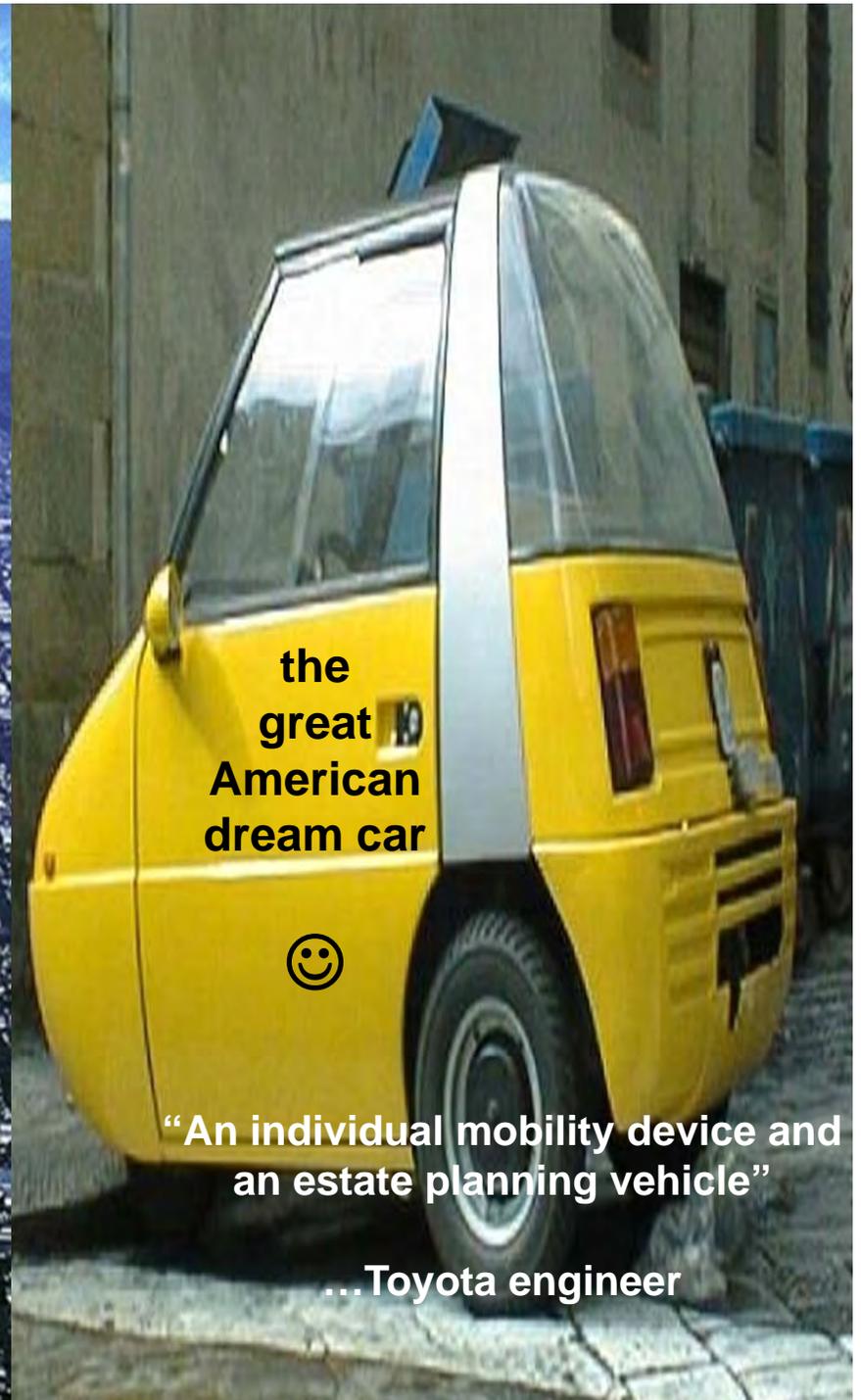


# metro region 10x land area of Barcelona

The very worst of high density auto-dependent urban living?

Los Angeles

Our goal is to have 1 million electric cars on the road by 2010 in the USA



the  
great  
American  
dream car



“An individual mobility device and an estate planning vehicle”

...Toyota engineer

# Need for Regional Framework

“Providing some regional framework for growth may help us avoid waking up some years from now to a world of unsustainable plug-in automobile traffic jams, unsustainable solar-powered housing sprawl, a collapsed regional road or utility infrastructure, or a metropolitan area without a ready and affordable supply of drinking water, energy, or food.”

“ We need to create a growth-management policy that avoids addressing critical growth issues in the future with ad hoc, massive, last ditch, crisis interventions. We are not likely to be rich or wise enough or possess the social cohesion in the future to make that approach work.”

**Edward Ziegler, Megapolitan Growth management  
for the 21<sup>st</sup> Century, 41 Urban Lawyer. 147 (2009).**

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