





Mobility Diet Examples: Planned vs. Organic

Almere (Planned, Post-WWII)

What it is

- New town (1970s–present), ~220k people
- Built on reclaimed land near Amsterdam
- Designed as polycentric districts (multiple centers)

Mobility Diet Features

- **Separated bike network** → fast, safe, direct routes
- **Dedicated busways + rail** → transit is competitive with cars
- **Polycentric layout** → daily needs closer to home
- **Green corridors** → pleasant, continuous active travel routes
- **Mode hierarchy** → walking/biking/transit prioritized by design

👉 **A rare example of a modern city intentionally designed around Mobility Diet principles.**







West University Neighborhood (Organic, Pre-WWII)

What it is

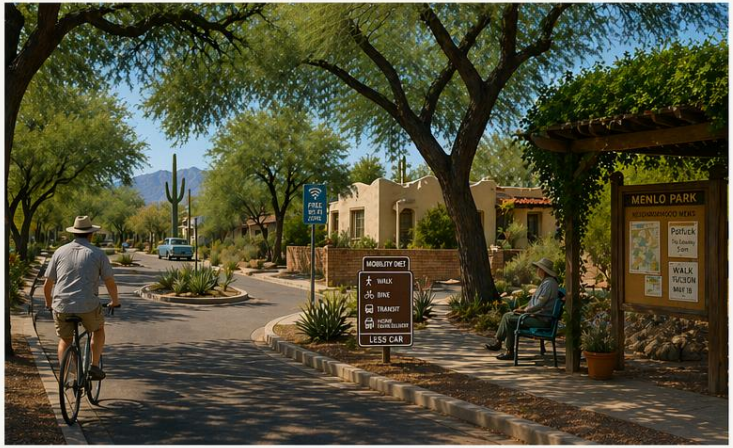
- Built ~1890–1930
- ~0.5–0.7 sq mi, ~4,500 residents
- Between downtown Tucson & University of Arizona

Mobility Diet Features

- ✅ **Compact scale** → most trips short
- ✅ **Connected street grid** → direct walking/biking routes
- ✅ **Mixed nearby destinations** → jobs, shops, services within reach
- ✅ **Transit access (streetcar)** → viable non-car option
- ✅ **Human-scale design** → shade, frontage, active streets

🎯 👉 **Naturally achieves Mobility Diet outcomes because it was built before car dependence.**





DENSITY IS THE MULTIPLIER

Density multiplies the benefits of smart investments that connect people to important destinations nearby.

Density may allow for shorter distance, but doesn't have to. Proper investments can shorten distances, increase choice, and make sustainable options the easy choice.

INVESTMENTS THAT MULTIPLY IMPACT:

SHORTER DISTANCES
Put daily needs within a 15–20 minute walk or bike ride

SHADED, SAFE & INTERESTING TRIPS
Trees, wide sidewalks, seating, lighting, art, and engaging streets

SAFE CROSSINGS FOR EVERYONE
Make major street crossings safe for large numbers of people

GREAT TRANSIT TO ELSEWHERE
Frequent, reliable transit connects you beyond the neighborhood

HOME DELIVERY SERVICE
Home delivery reduces that need for car trips

ALL OF THIS ENCOURAGES NEIGHBORS TO WALK OR BIKE TO THE NEARBY URBAN VILLAGE CENTER
More people close by means more vibrant local shops, services, jobs, and community life—for everyone.

Mobility Diet:

A New Model for Accessible Neighborhoods

Better places. Fewer trips. Healthier communities.

1. **Reduce Total Travel**
   Bring daily needs closer to home and shorten trip distances.
2. **Accessibility Over Mobility**
   Design for people—so everyone can reach what they need, easily.
3. **Park Neighborhoods**
   Transform neighborhoods into walkable, bikeable, greener, more livable places.
4. **Calm, People-First Streets**
   Use traffic calming to create low-speed streets where cars are guests.
5. **Green, Comfortable Places**
   Add shade trees, green infrastructure, and pocket parks for a cooler, healthier environment.
6. **Urban Village Centers**
   Create distributed centers with essential services, jobs, and housing near transit.
7. **High-Quality Bus Rapid Transit**
   Connect centers with frequent, reliable, comfortable BRT for fast, convenient trips.
8. **Safe Short Trips**
   Build strong pedestrian and bike networks and safe crossings over busy streets.
9. **Less Car Dependence**
   Support local access and alternative delivery to reduce the need for car trips.



Healthier People | Greener Environment | Stronger Communities | Lower Costs, Greater Value | More Resilient City

Sustainable Tucson's Renew Tucson Summit

April 23-24th



Scott Hancock