



Healthy Community Planning In Clark County

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Presented

Clark County: Growing Healthier

Vancouver, Washington

25 February 2011

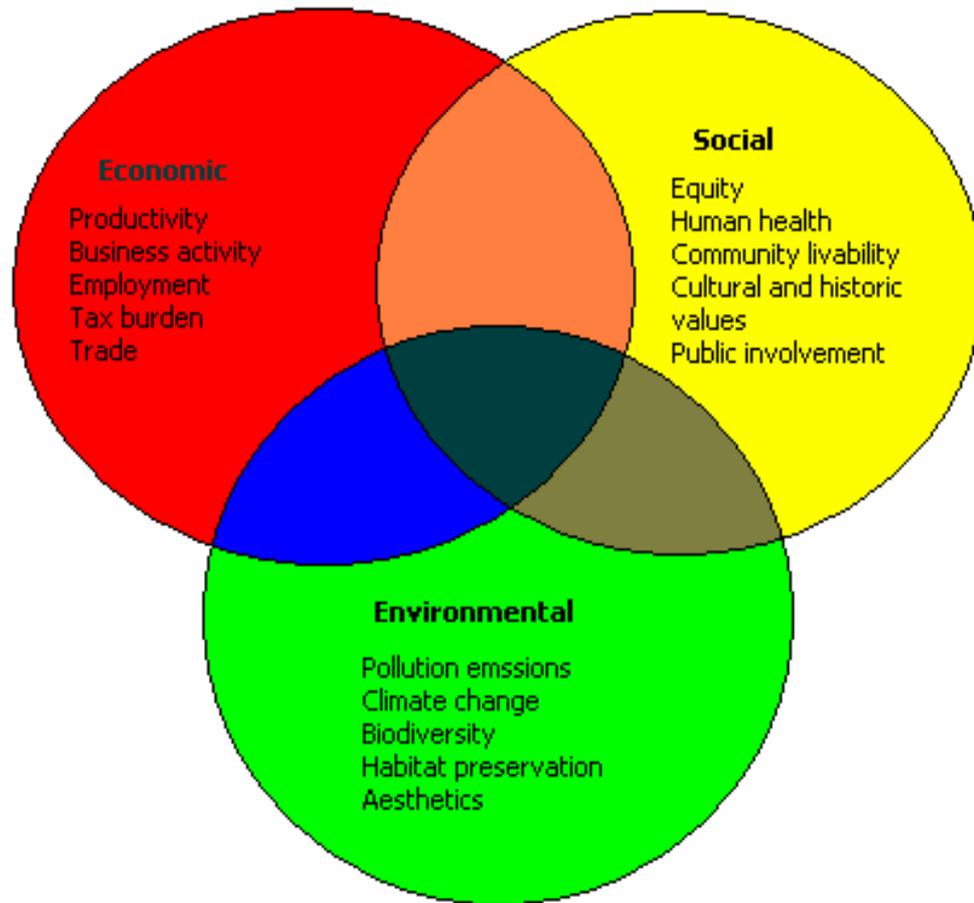
Creating Paradise

Paradise is not a distant destination, it is something we create in our own communities.

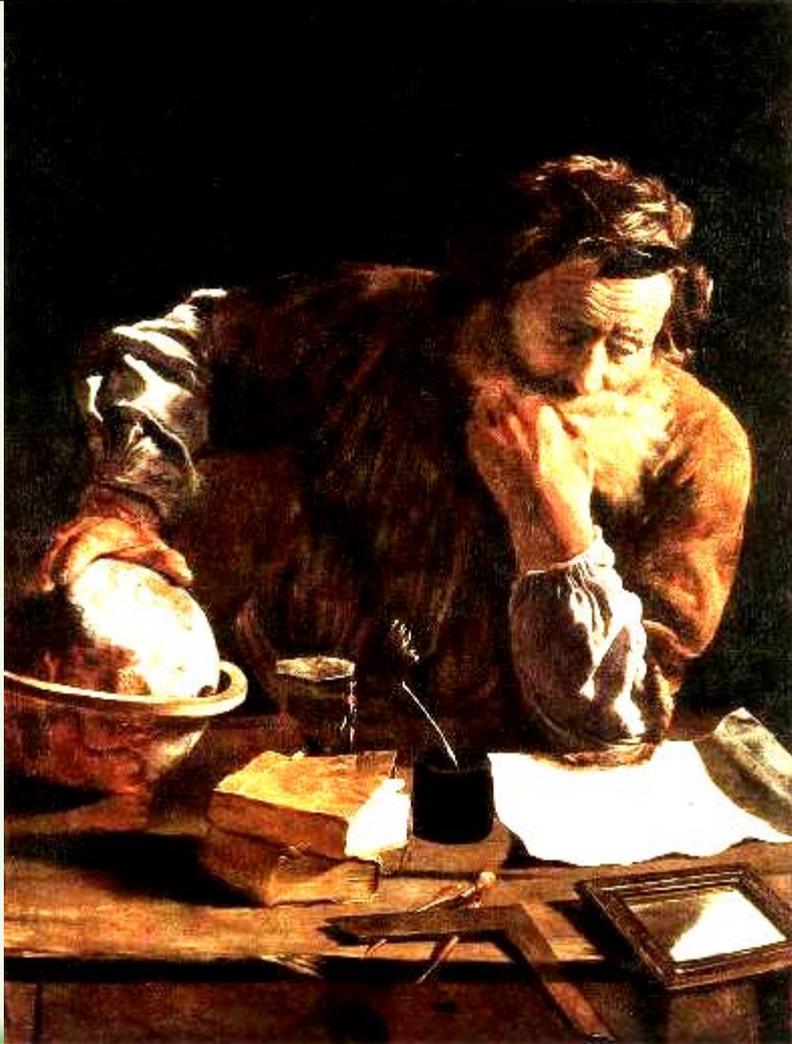


Sustainable Planning

Sustainability emphasizes the integrated nature of human activities and therefore the need to coordinate planning among different sectors, jurisdictions and groups.



Preventing Problems



Sustainability planning is to development what preventive medicine is to health: it anticipates and manages problems rather than waiting for crises to develop.

Sustainable Transportation?

Is a transport system sustainable if all vehicles are electric powered?



Electric Power Does Not:

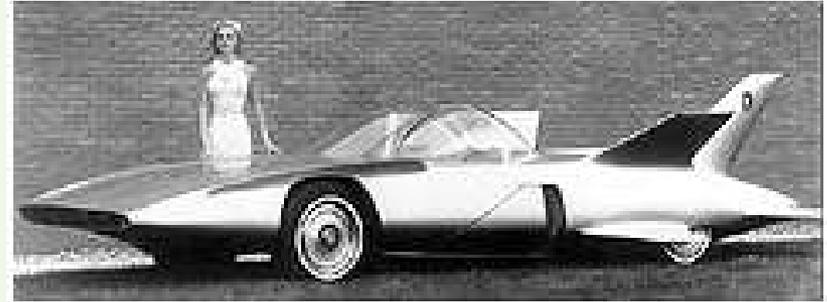
- Reduce traffic congestion
- Reduce accidents
- Reduce roadway costs
- Reduce parking facility costs
- Reduce vehicle purchase costs
- Improve mobility for non-drivers
- Improve social equity
- Improve public fitness and health
- Reduce sprawl
- Protect threatened habitat



Past Visions of Future Transport



1949 ConvAIRCAR Flying Car



1958 Firebird



Segways



Supersonic Concorde

2001 A Space Odyssey



Wheeled Luggage



Paradigm Shifts

- **Growth** - expanding, doing more.



- **Development** - improving, doing better.



- **Mobility** - physical movement.



- **Accessibility** - obtaining desired goods, services and activities.

What is "The" Transportation Problem?

- Traffic congestion?
- Road construction costs?
- Parking congestion or costs?
- Excessive costs to consumers?
- Traffic crashes?
- Lack of mobility for non-drivers?
- Poor freight services?
- Environmental impacts?
- Inadequate physical activity?
- Others?



Current Transport Planning

Current planning tends to be reductionist: each problem is assigned to a single agency with narrowly defined responsibilities. For example:

- Transport agencies deal with congestion.
- Environmental agencies deal with pollution.
- Welfare agencies deal with the needs of disadvantaged people.
- Public health agencies are concerned with community fitness.
- Etc.

Reductionist Decision-Making

Reductionist planning can result in public agencies implementing solutions to one problem that exacerbate other problems facing society, and tends to undervalue strategies that provide multiple but modest benefits.



Win-Win Solutions

Put another way, more comprehensive planning helps identify “Win-Win” strategies: solutions to one problem that also help solve other problems facing society.

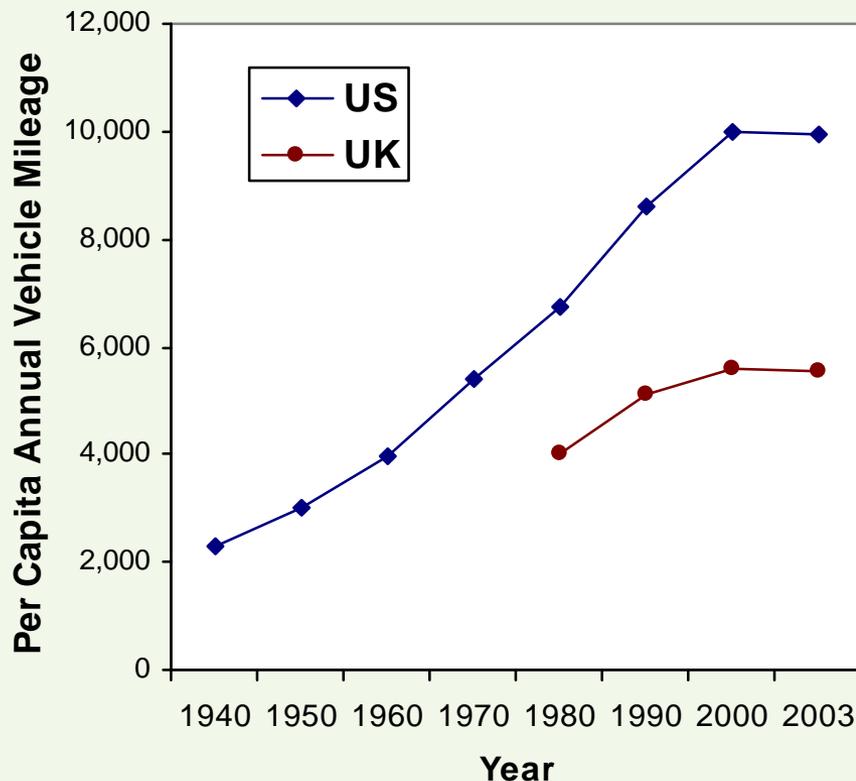
Ask:

“Which congestion-reduction strategy also reduces parking costs, saves consumers money, and improves mobility options for non-drivers.”

Comparing Benefits

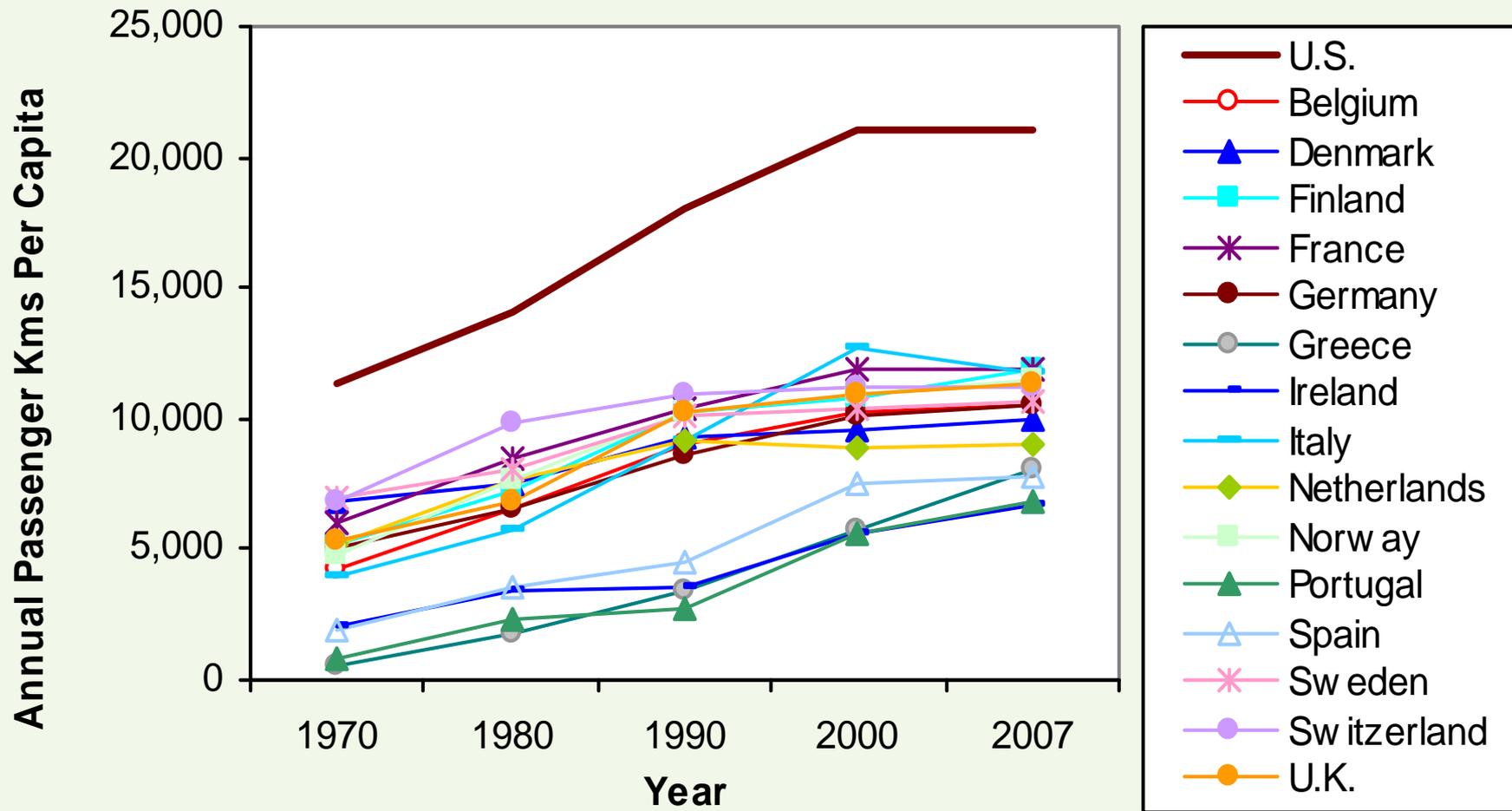
Planning Objectives	Expand Roadways	Efficient and Alt. Fuel Vehicles	Improve Alt. Modes and Smart Growth
<i>Vehicle Travel Impacts</i>	<i>Increased VMT</i>	<i>Increased VMT</i>	<i>Reduced VMT</i>
Reduce traffic congestion	✓		✓
Improved travel experience	✓		✓
Roadway cost savings			✓
Parking cost savings			✓
Consumer cost savings			✓
Improve mobility options			✓
Improve traffic safety			✓
Energy conservation		✓	✓
Pollution reduction		✓	✓
Land use objectives			✓
Public fitness & health			✓

Trends Supporting Multi-Modalism



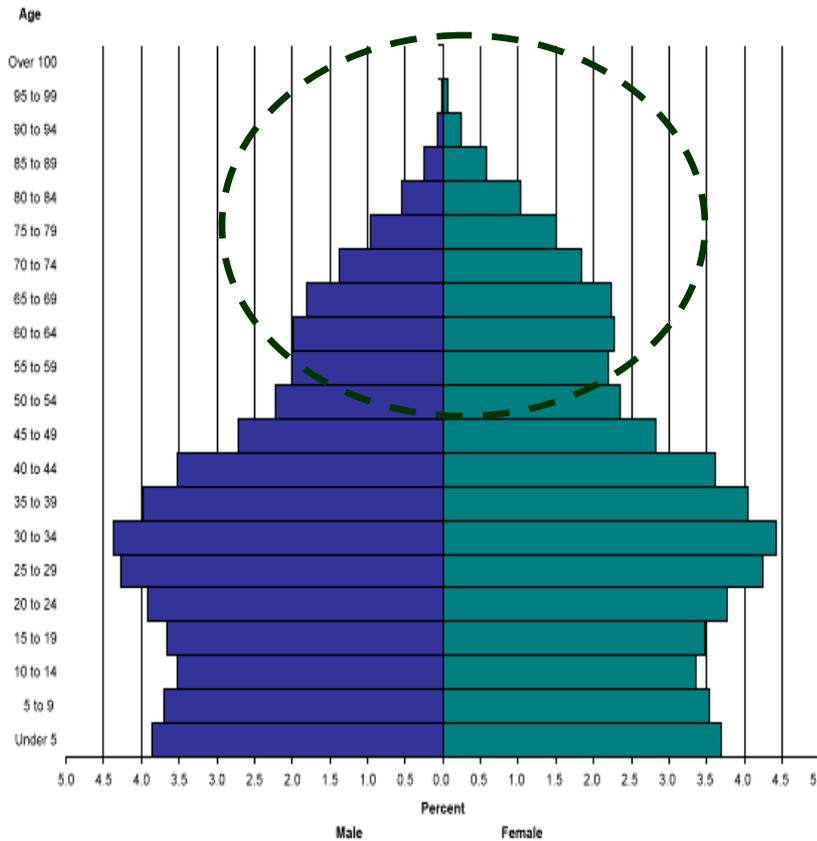
- Motor vehicle saturation.
- Aging population.
- Rising fuel prices.
- Increased urbanization.
- Increased traffic and parking congestion.
- Rising roadway construction costs and declining economic return from increased roadway capacity.
- Environmental concerns.
- Health Concerns

OECD Travel Trends

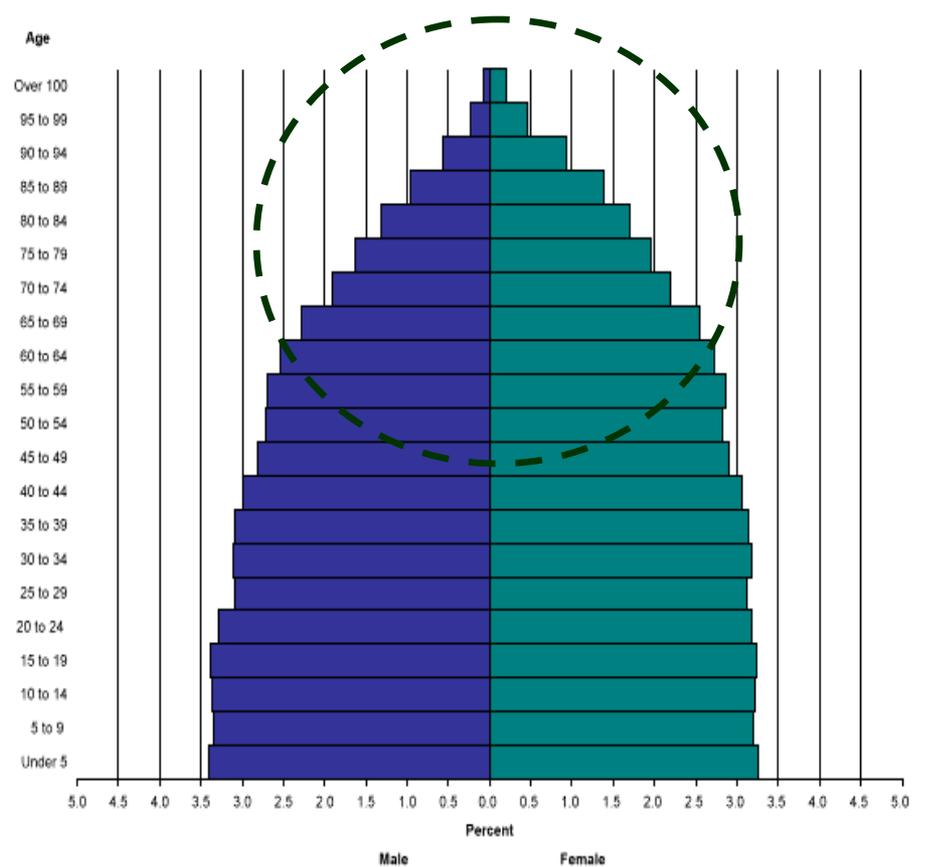


The Population is Aging

1990

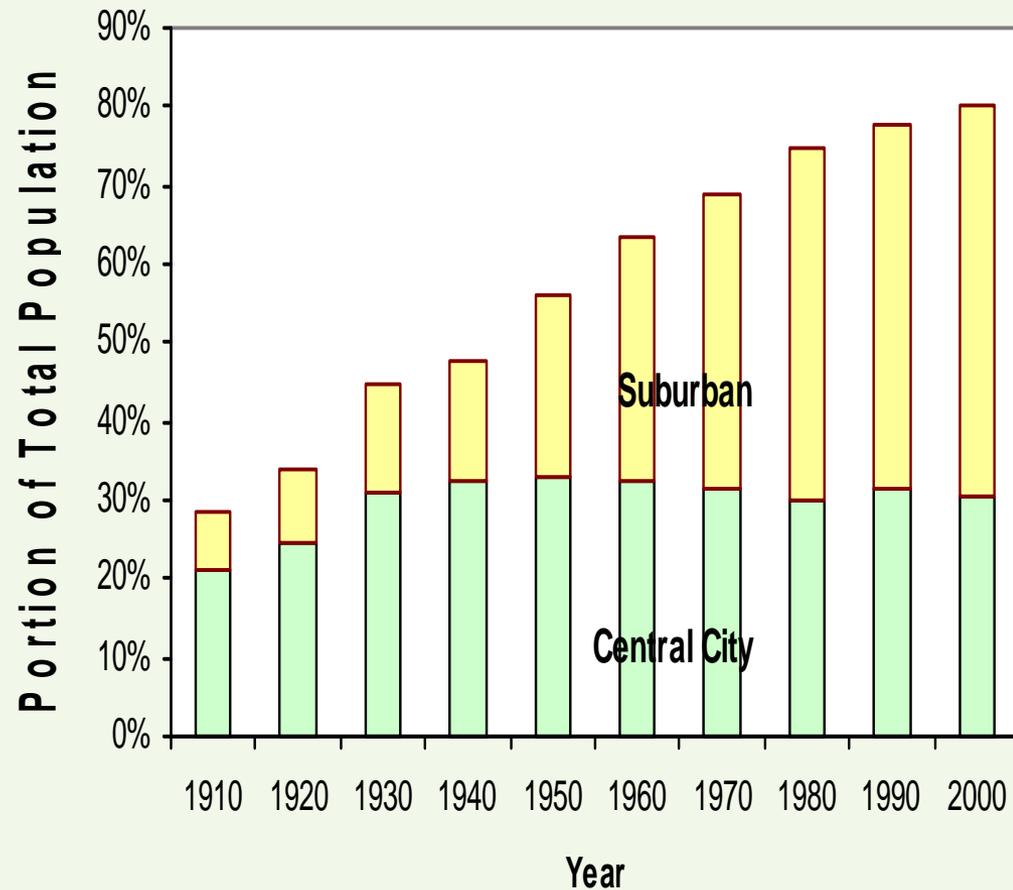


2050



Urbanization

Between the 1940s and 1980s the population became more suburbanized. Now, about half of North Americans live in suburbs.



“Emerging Trends in Real Estate”

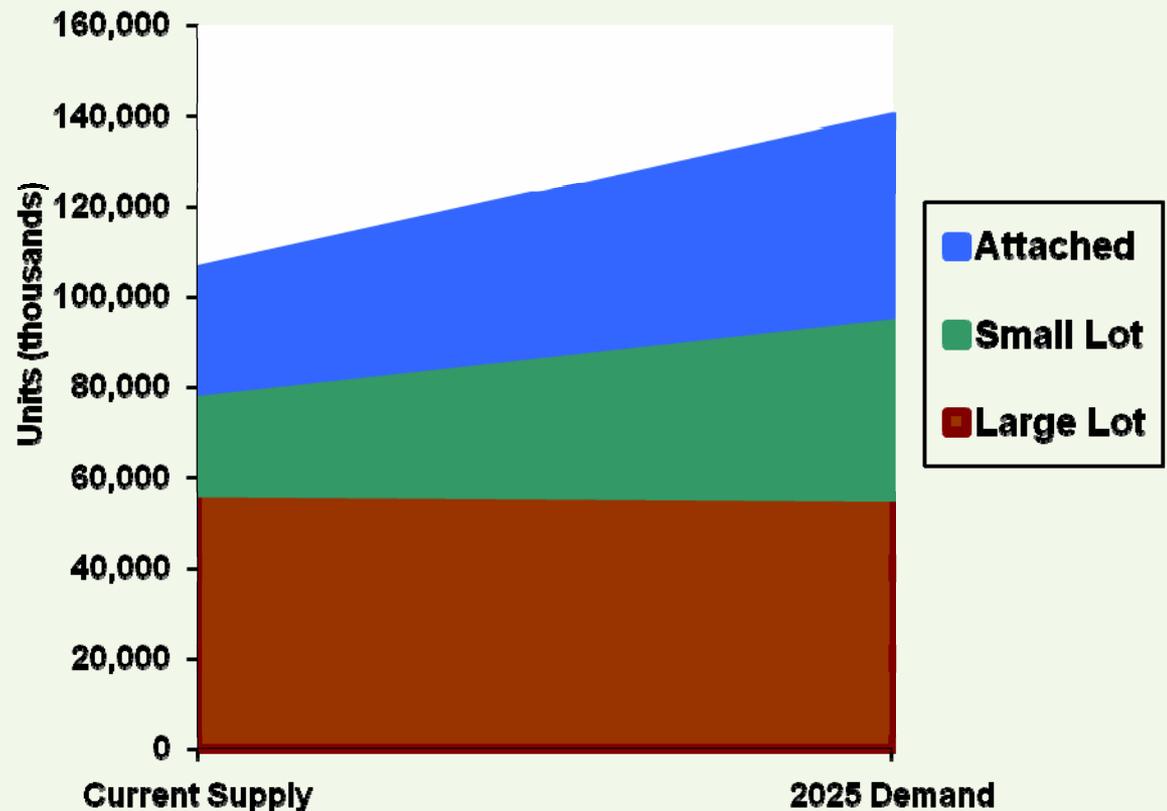
“Energy prices and road congestion accelerate the move back into metropolitan-area interiors as more people crave greater convenience in their lives. They want to live closer to work and shopping without the hassle of car dependence... Apartment and townhouse living looks more attractive, especially to singles and empty nesters—high utility bills, gasoline expenses, car payments, and rising property taxes make suburban-edge McMansion lifestyles decidedly less economical.” (Urban Land Institute 2009)



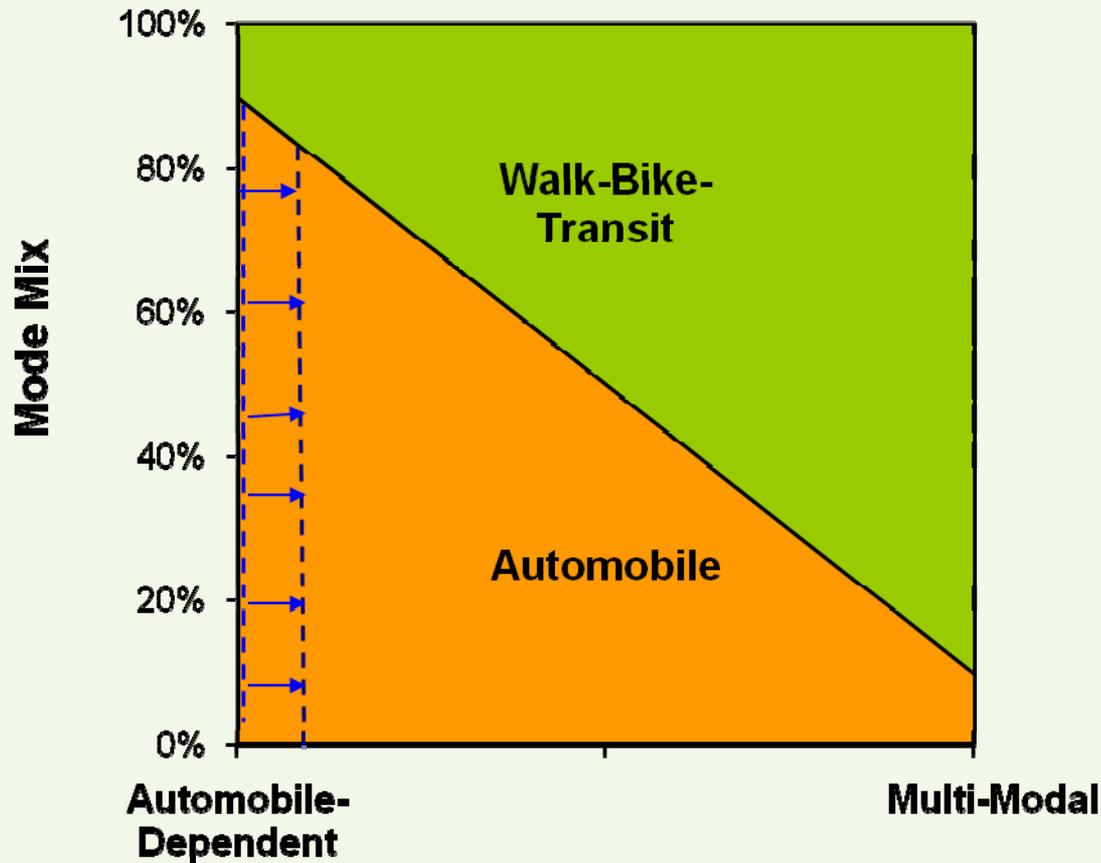
Housing Demand By Type (Nelson 2006)

The current supply of large-lot suburban is approximately adequate to satisfy demand for the next two decades. Prices for such housing is currently depressed and a significant amount will become available as baby boomers downsize.

Most growth will be in smaller-lot and multi-family housing.



Modal Shifts



Small shifts from automobile to alternative modes causes large increases in walking, cycling and public transit demand.

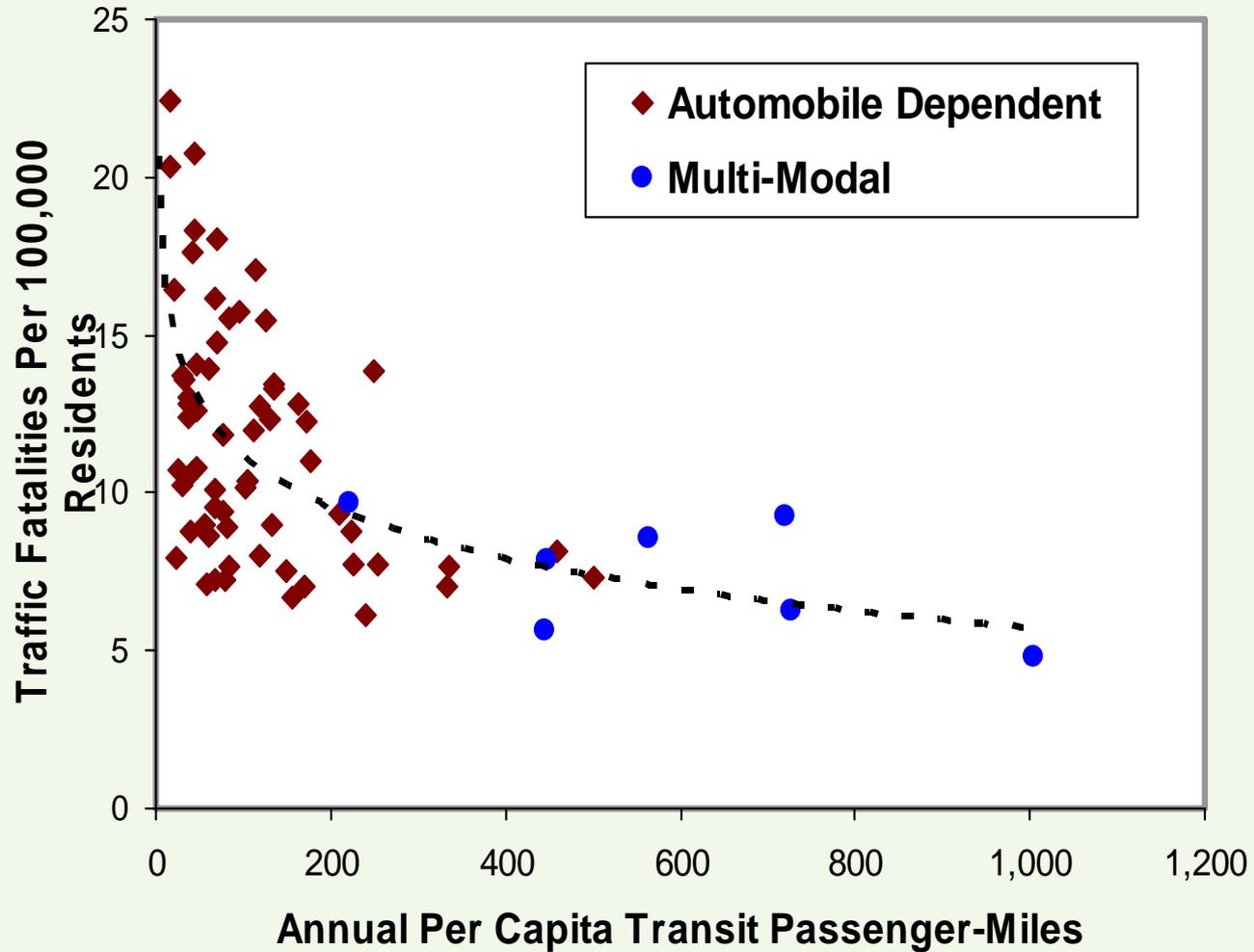
For example, a 10-point shift doubles demand for alternative modes.

Transportation Public Health Impacts

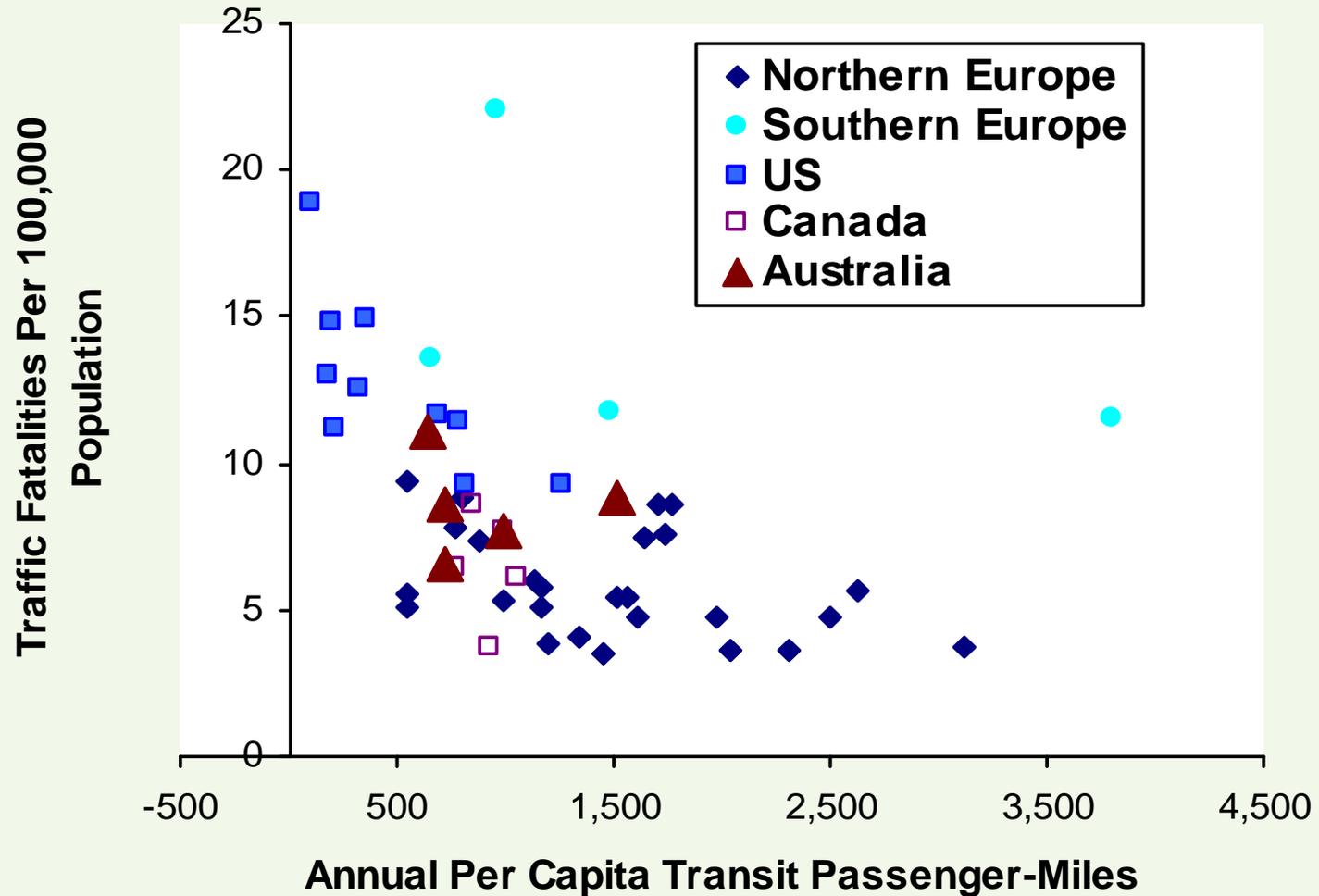


- Traffic safety
- Pollution
- Physical fitness
- Mental health - stress
- Basic mobility (including access to medical services)
- Affordability
- Community cohesion

Traffic Fatalities

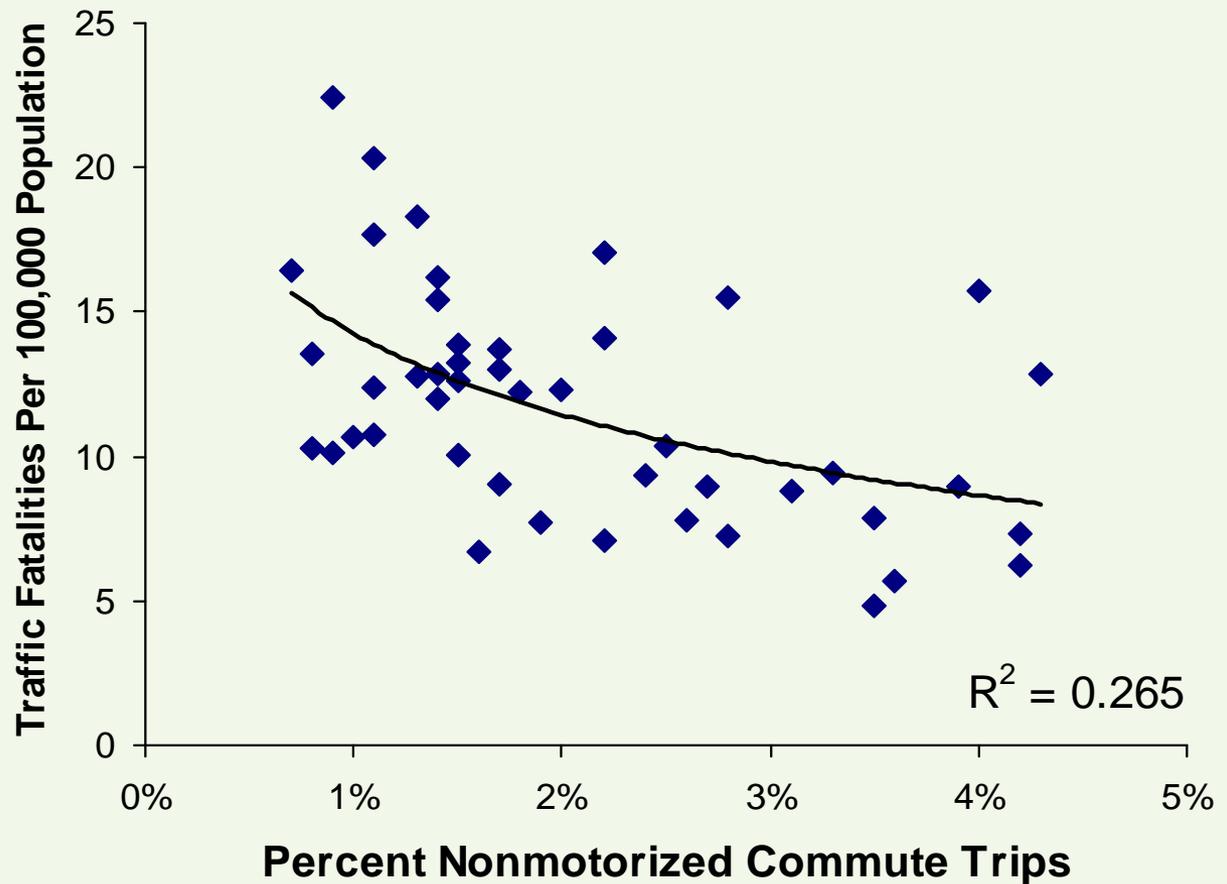


International Traffic Death Rates

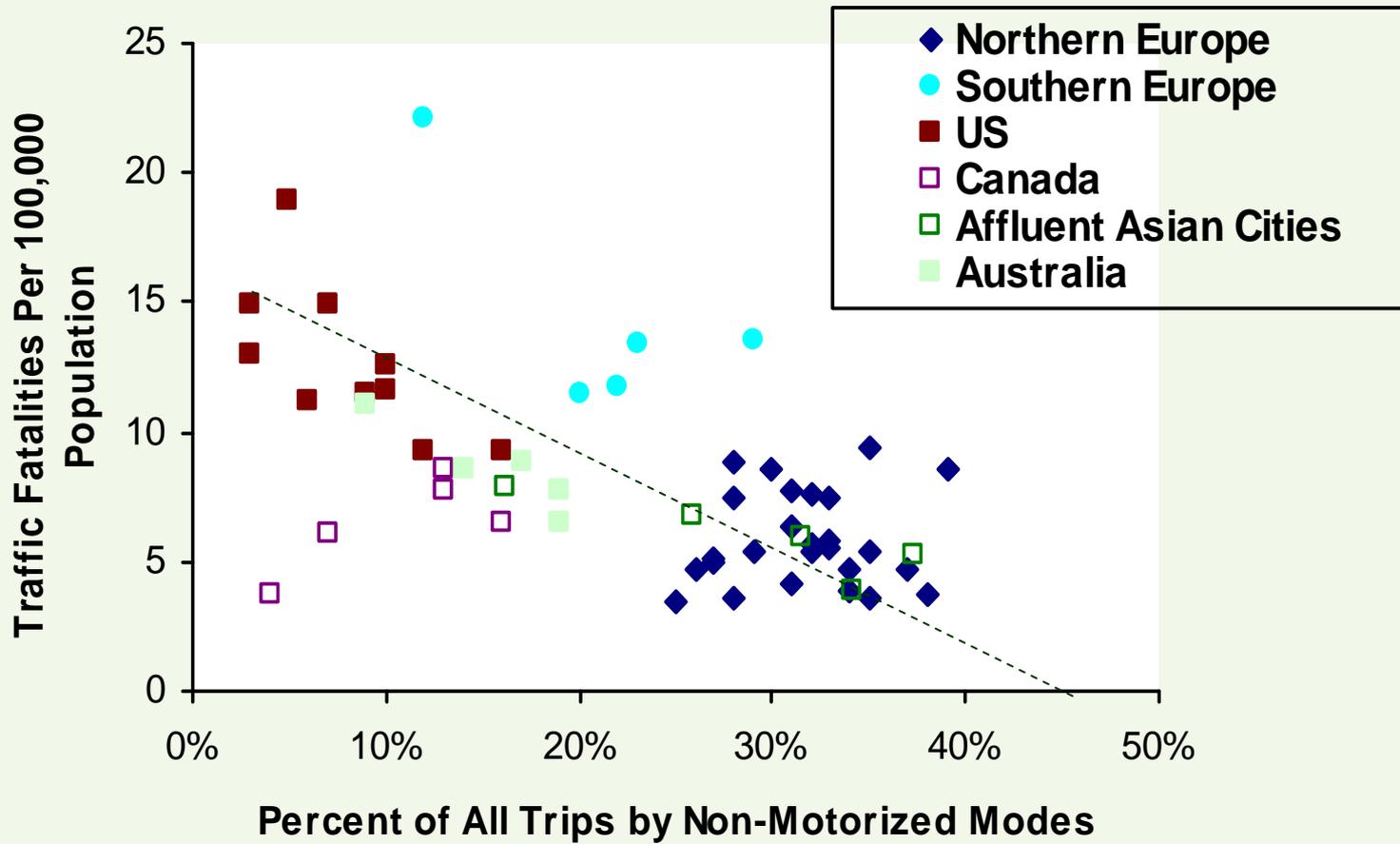


Nonmotorized Travel

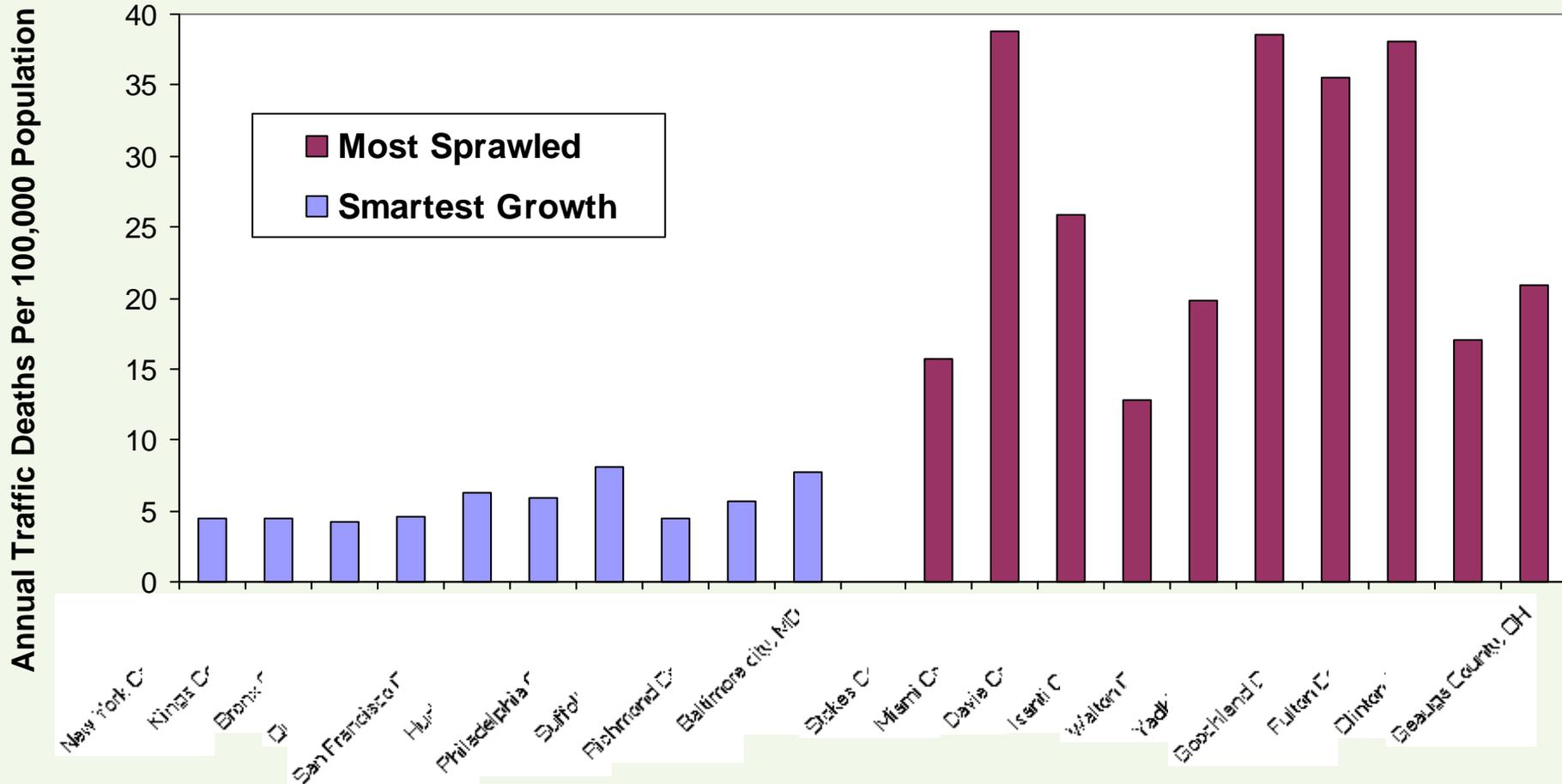
Per capita traffic fatality rates tend to decline as nonmotorized travel increases.



Safety Benefits



Smart Growth Safety Impacts

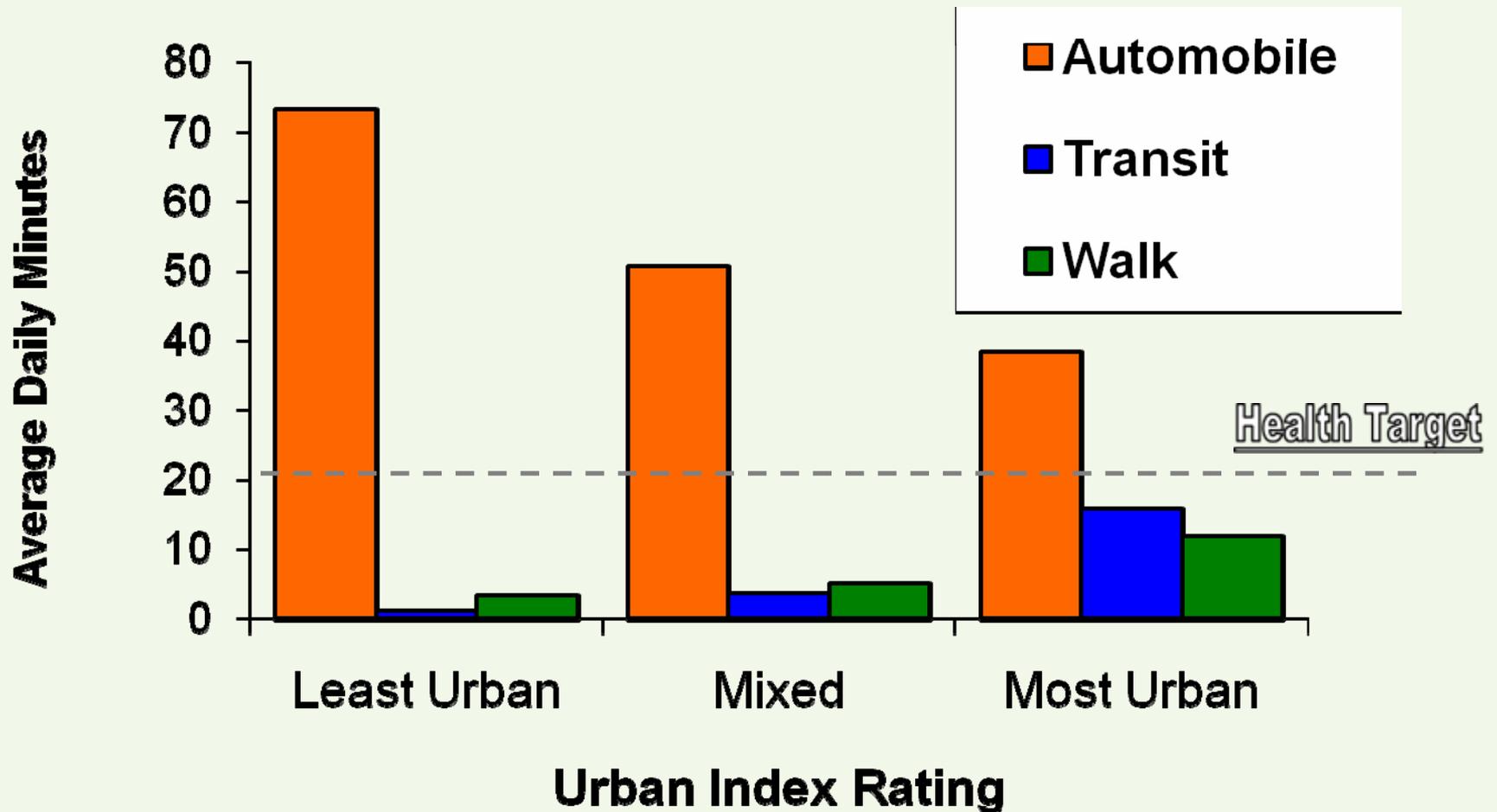


What Gets People Moving?

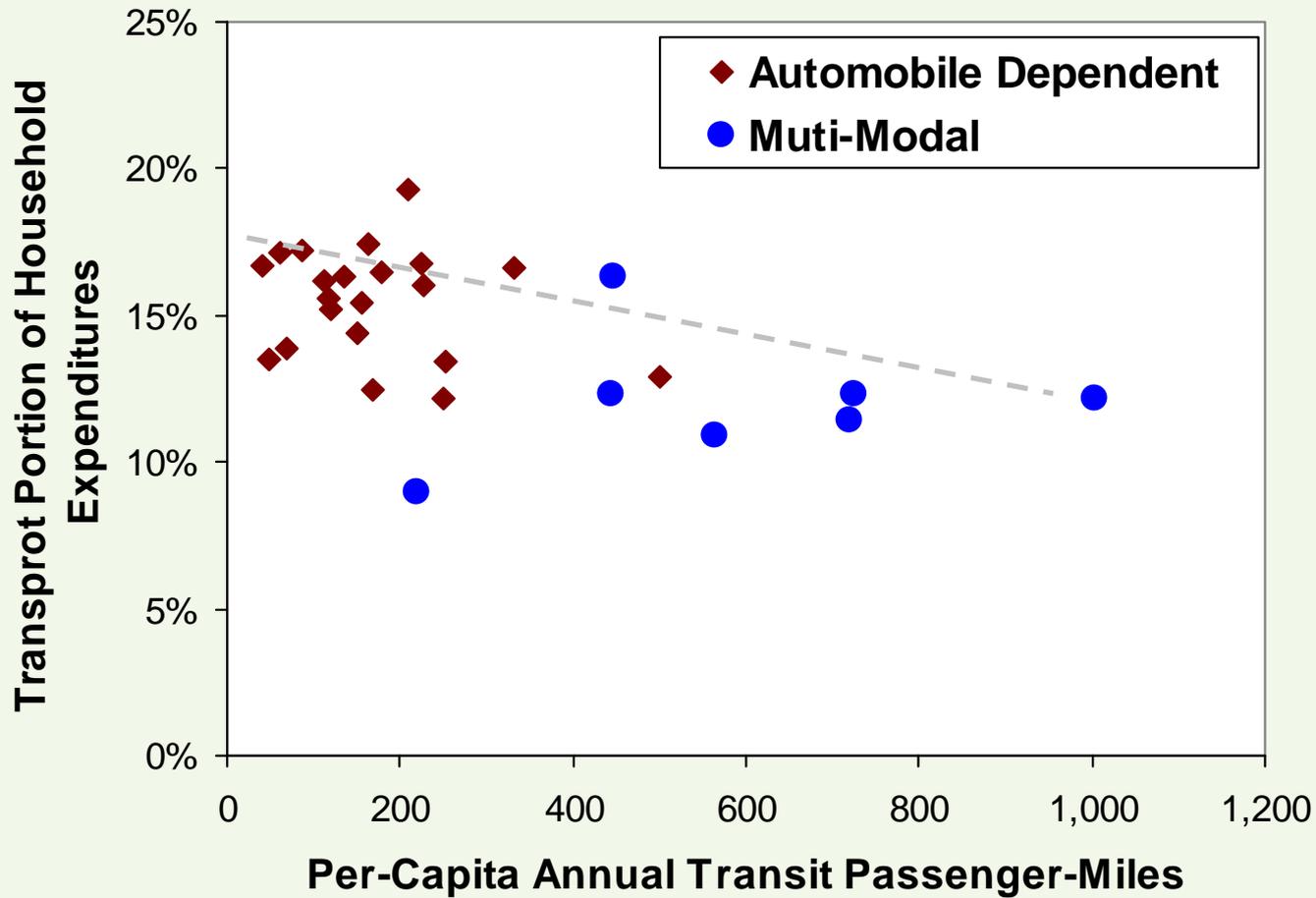
Walking is a natural and essential activity. If you ask sedentary people what physical activity they will most likely to stick with, walking usually ranks first.



Land Use Impacts On Travel



Transportation Affordability



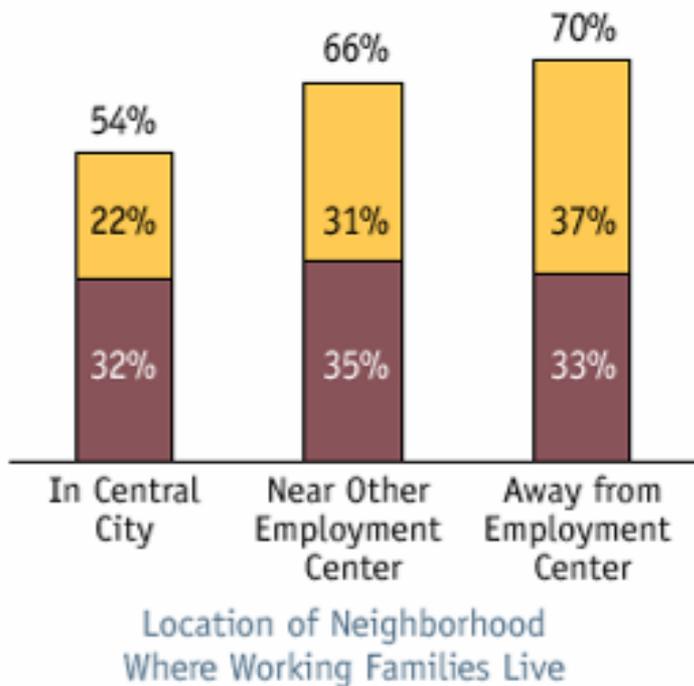
"A Heavy Load" Report

Share of Income Spent on Housing and Transportation

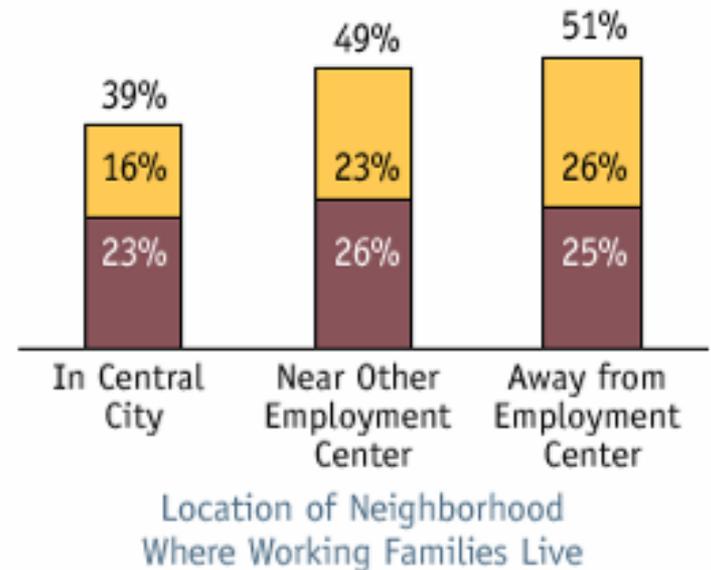
Transportation

Housing

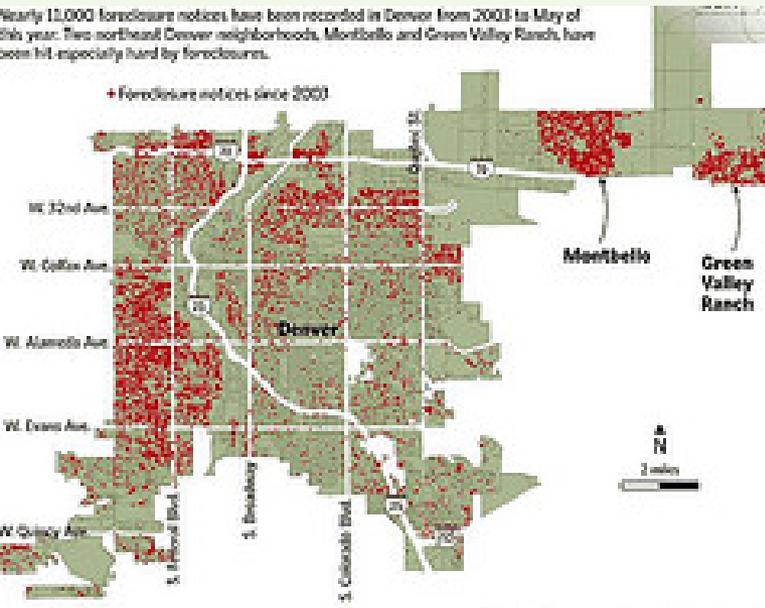
Households \$20,000 – \$35,000



Households \$35,000 – \$50,000

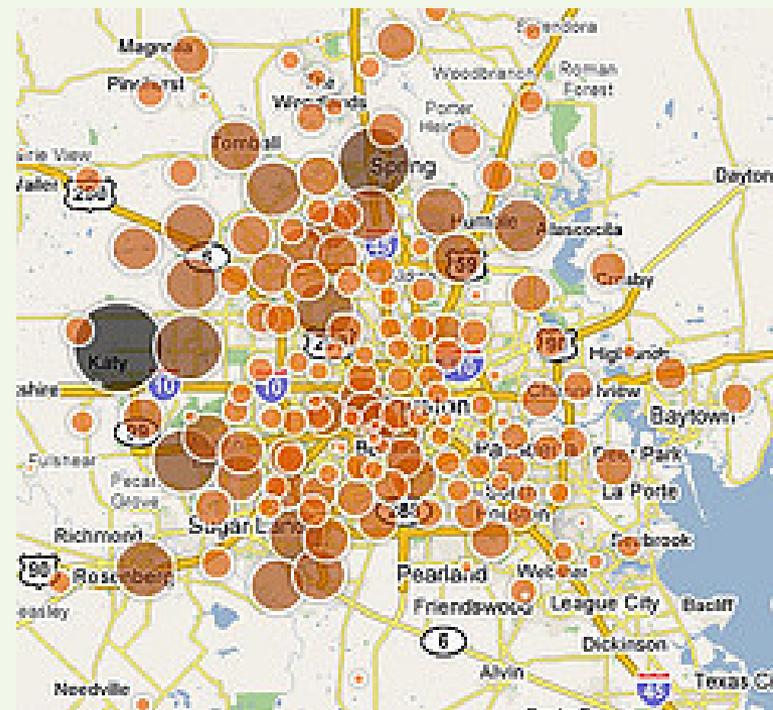


Housing Foreclosures



Denver

Housing foreclosure rates are much higher in automobile-dependent locations.



Houston

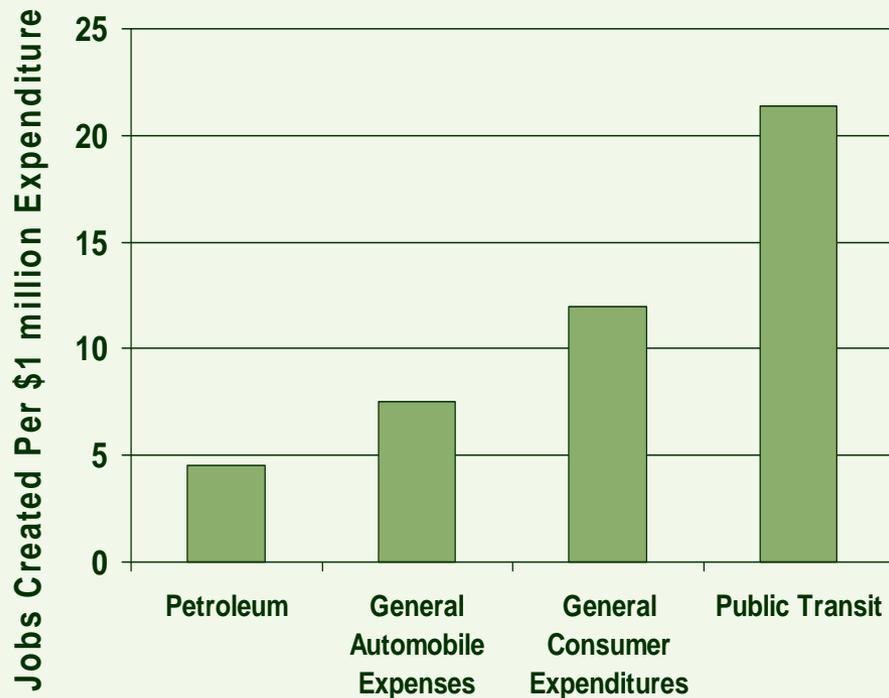
Memo From Future Self

Hope for the best but prepare for the worst:

- *Physical disability* – diverse and integrated transport with universal design (accommodates people with disabilities and other special needs).
- *Poverty and inflation* – affordable housing in accessible, multi-modal locations.
- *Higher energy prices* – improve efficient modes (walking, cycling and public transport).
- *Isolation and loneliness* – community cohesion (opportunities for neighbors to interact in positive ways).



Economic Development Benefits

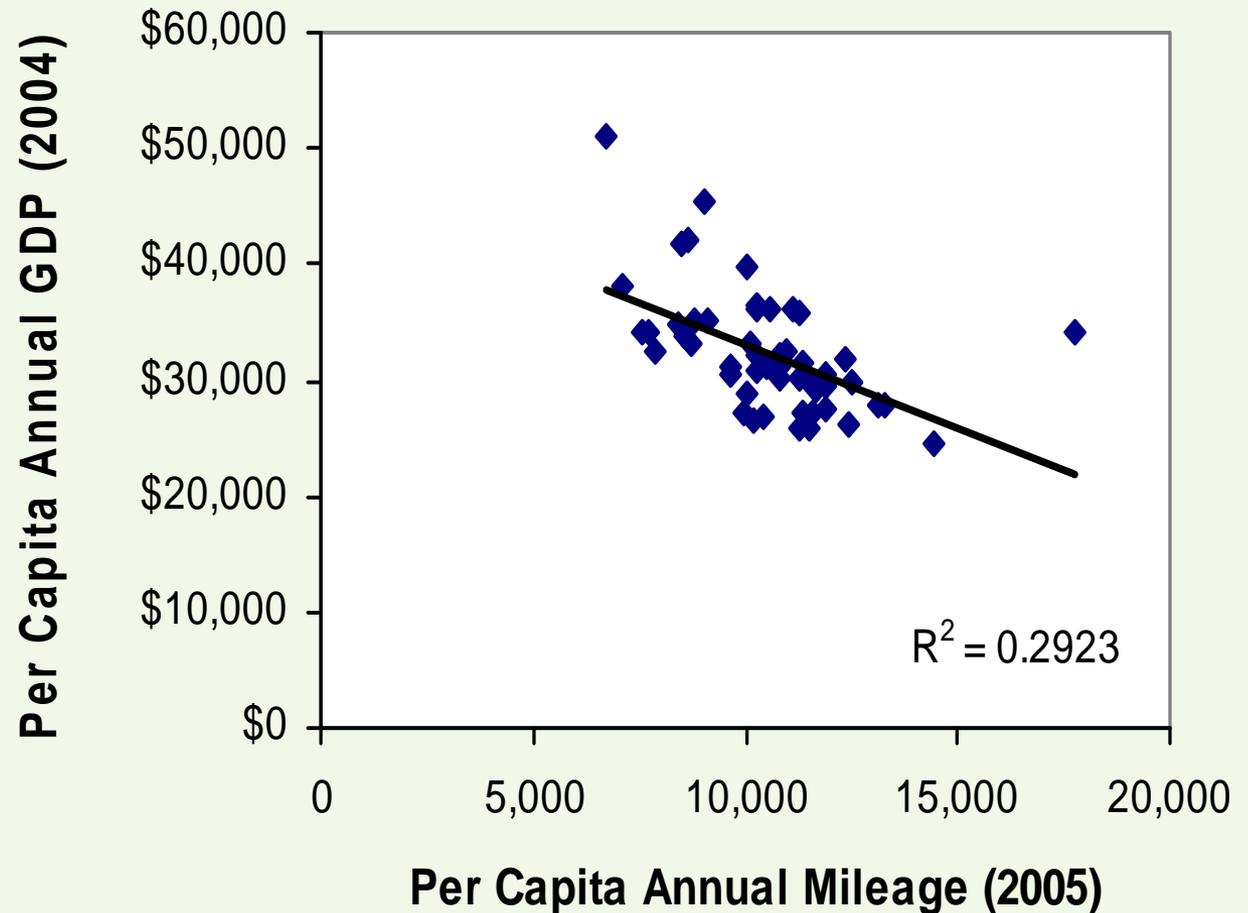


- Reducing vehicle expenditures and expanding transit service increases regional employment and business activity.
- Reducing transportation costs (congestion, parking, property taxes) to businesses increases productivity and competitiveness.
- Agglomeration efficiencies.
- Stimulates development and increases local property values.
- Increases affordability, allowing businesses to attract employees in areas with high living costs.

Per Capita GDP and VMT

Productivity tends to decline with increased mobility. (Each dot is a U.S. urban region.)

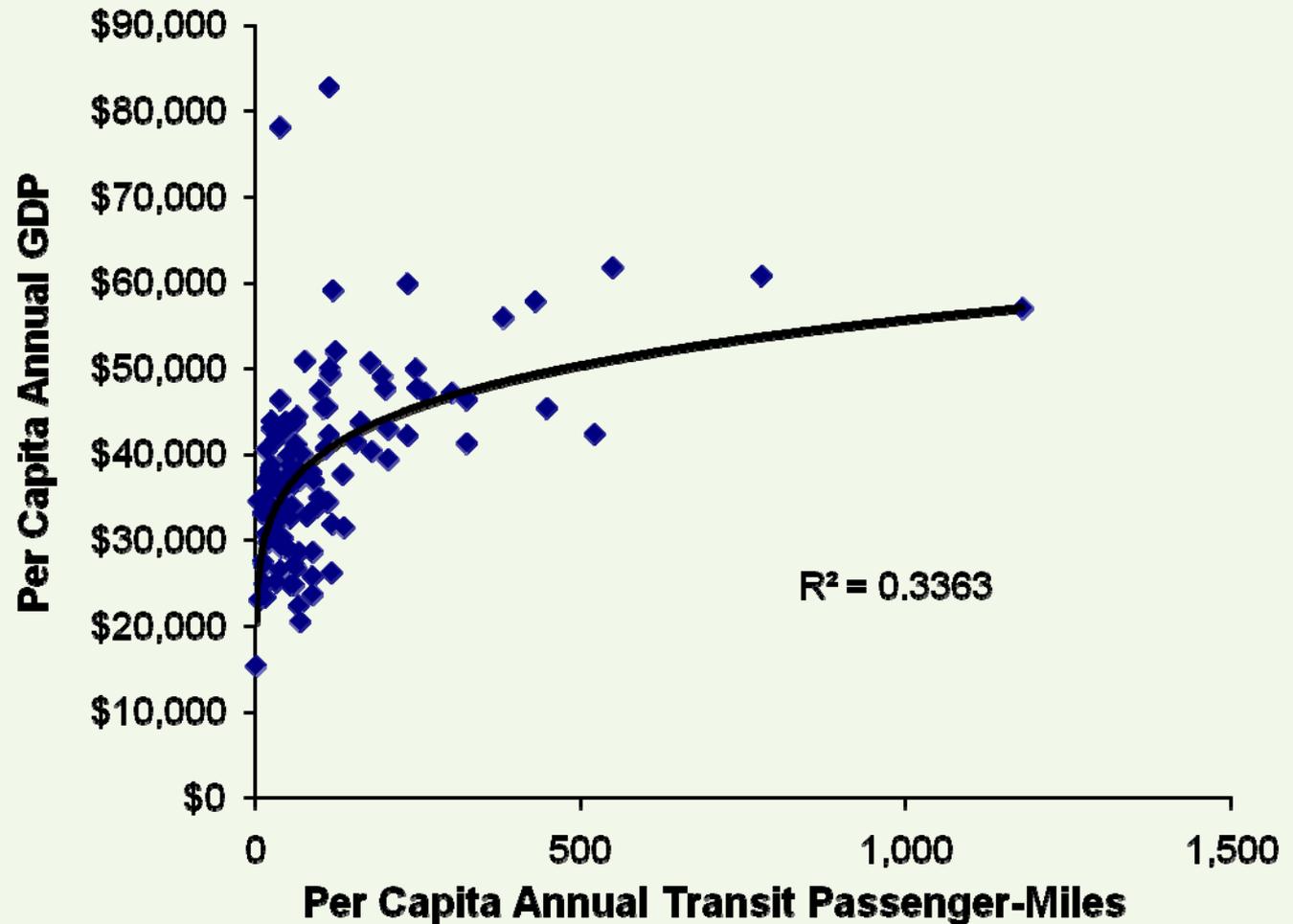
Bureau of Economic Analysis and FHWA data



Per Capita GDP and Transit Ridership

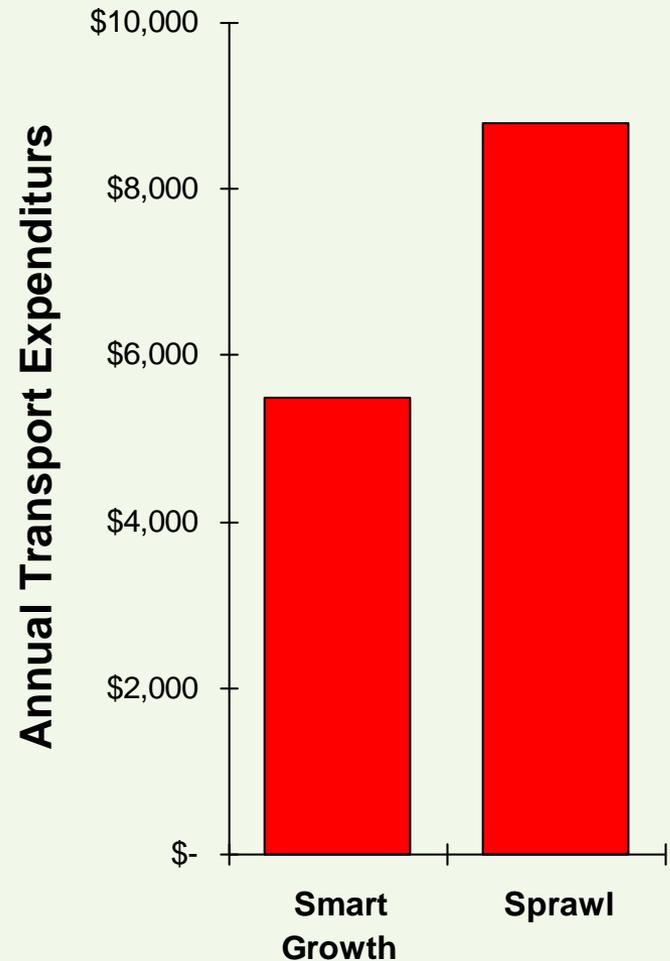
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Bureau of Economic Analysis and FHWA data



Sprawl Is Costly

- Increases infrastructure and public service costs.
- Increases transportation costs and reduces travel options.
- Environmental costs (reduced greenspace and wildlife habitat).



Win-Win Transportation Solutions

Market reforms justified on economic principles that help provide various economic, social and environmental benefits.

- Improved travel options.
- Incentives to use travel alternatives.
- Accessible land use.
- Policy and market reforms.



Sustainable Transport Hierarchy

1. Walking
2. Cycling
3. Public Transit
4. Service & Freight
5. Taxi
6. HOV
7. Private Automobile



Mode Shifts



How do we
convince people
who drive luxury
cars to shift mode?

Attracting Discretionary Riders

- Quality service (convenient, fast, comfortable).
- Affordable.
- Support (walkable communities, park & ride facilities, commute trip reduction programs).
- Convenient information.
- Parking “cash out” and employee transit passes.
- Integrated with special events.
- Positive Image.



Ridesharing

Market studies suggest that a third of suburban automobile commuters would consider vanpooling, if it had:

- Flexibility.
- High Occupant Vehicle priority lanes and parking.
- Financial incentives.
- Integration with public transit.
- Employer support.



Puget Sound Vanpool Market Plan



Telephone survey of commuters and employers in target areas.

- Current commute distance & mode.
- Level of interest in vanpooling (have you considered vanpooling in the last year?).
- Effects of pricing and affinity products.
- Barriers to mode shifting.

Results identify cost-effective interventions and predict their impacts. Potential for doubling or tripling vanpool ridership. Being developed into a plan with specific goals, objectives and programs.

Walking and Cycling Improvements

- More investment in sidewalks, crosswalks, paths and bike lanes.
- Improved roadway shoulders.
- More traffic calming.
- Bicycle parking and changing facilities.
- Encouragement, education and enforcement programs.



School & Campus Transport Management



Programs that encourage parents and students to use alternative modes to travel to schools, colleges and universities.

Employee Trip Reduction Programs



Employers encourage employees to walk, bicycle, carpool, ride transit and telework rather than drive to work.

Distance-Based Pricing



Motorists pay by the vehicle-kilometre, so a \$600 annual premium becomes 3¢/km and a \$2,000 annual premium becomes 10¢/km. This gives motorists a significant financial incentive to drive less, but is not a new fee at all, simply a different way to pay existing fees.

Smart Growth Development

- Compact (density)
- Mixed development (proximity)
- Urban villages
- Connectivity
- Walkability/bikability
- Public transport
- Public realm
- Parking management



Parking Management



- More flexible parking requirements.
- Share parking spaces rather than having assigned spaces.
- Charge users directly for parking, rather than indirectly through taxes and rents.
- Parking Cash Out
(Employees who current receive free parking are able to choose a cash benefit or transit subsidy instead.)

Location-Efficient Development



- Locate affordable housing in accessible areas (near services and jobs, walkable, public transit).
- Diverse, affordable housing options (secondary suites, rooms over shops, loft apartments).
- Reduced parking requirements and unbundle parking.
- Reduces property taxes and utility fees for clustered and infill housing.

Change Is Possible

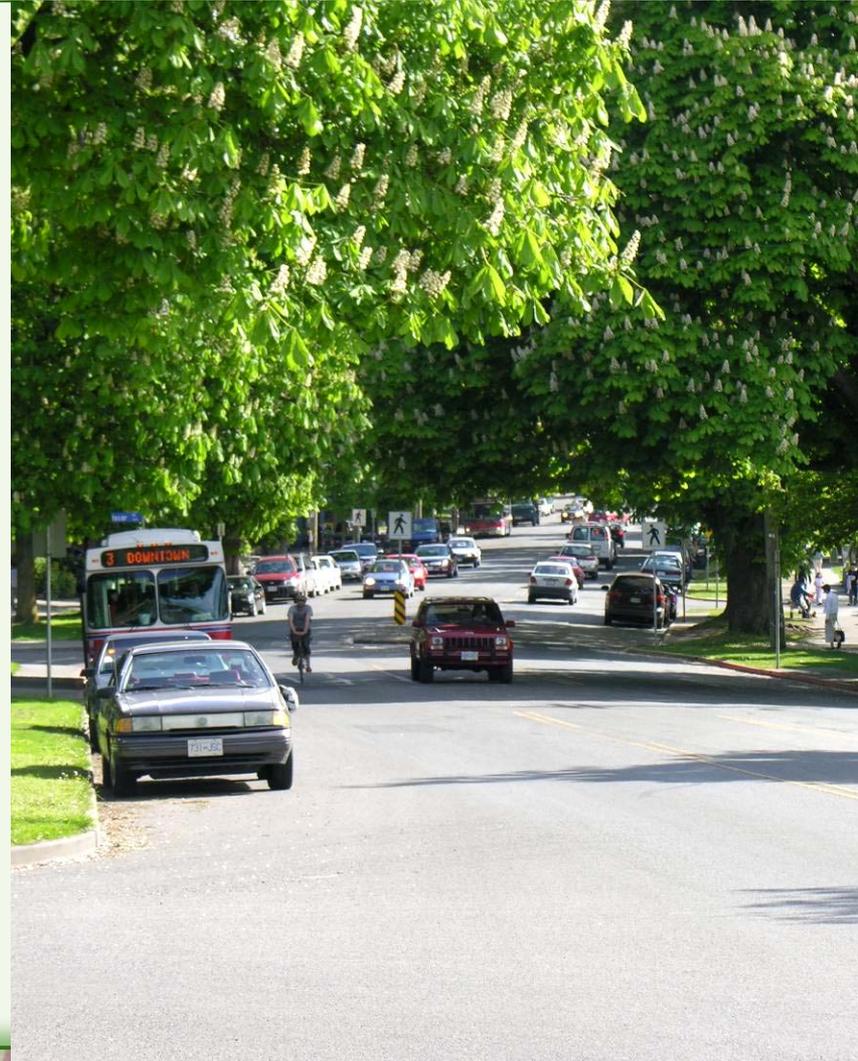


In many situations, consumers are happy to change their habits, given suitable support. Many travelers want to use alternative mode. They need information, resources and encouragement.

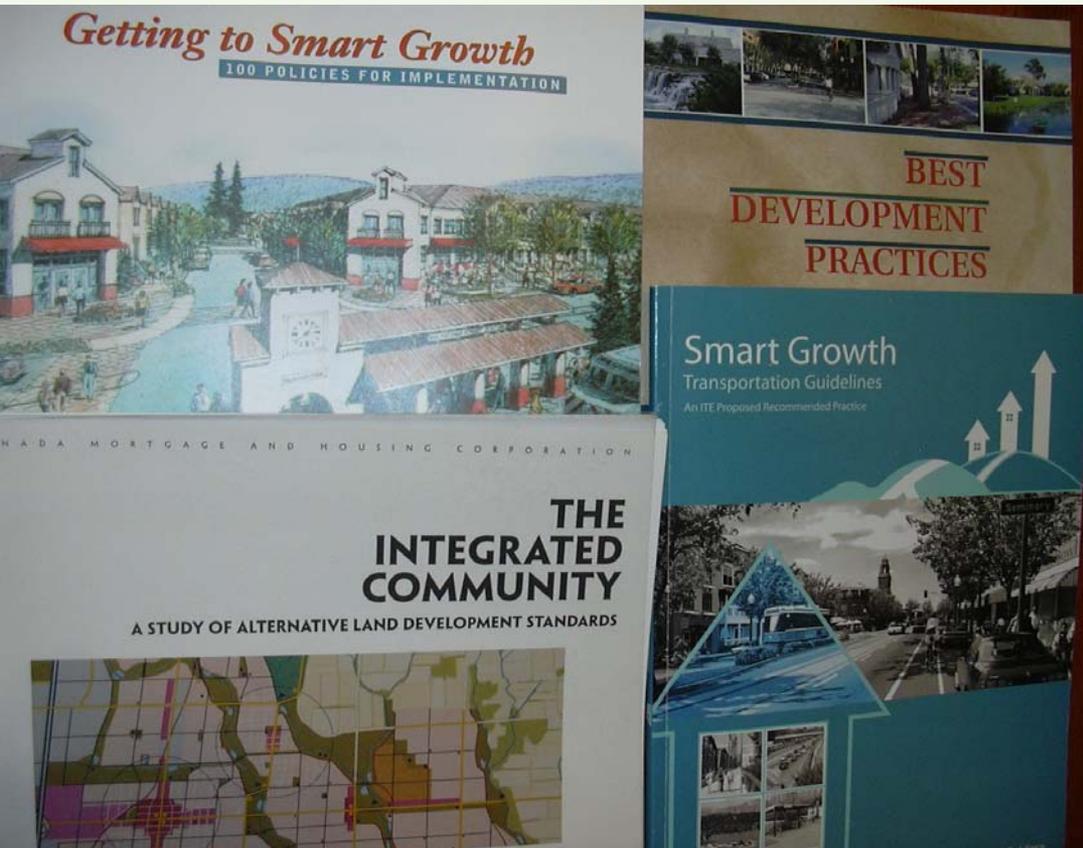
Motorists Benefit Too

More balanced transport policy is no more “anti-car” than a healthy diet is anti-food. Motorists have every reason to support these reforms:

- Reduced traffic and parking congestion.
- Improved safety.
- Improved travel options.
- Reduced chauffeuring burden.
- Often the quickest and most cost effective way to improve driving conditions.



Supported by Professional Organizations



- Institute of Transportation Engineers.
- American Planning Association.
- American Farmland Trust.
- Federal, state, regional and local planning and transportation agencies.
- International City/County Management Association
- National Governor's Association
- Health organizations.
- And much more...



“Where We Want To Be: Home Location Preferences & Their Implications for Smart Growth”

“If Health Matters: Integrating Public Health Objectives into Transportation Decision-Making”

“Evaluating Transportation Economic Development Impacts”

“Affordable-Accessible Housing In A Dynamic City”

“Parking Management Best Practices”

“The Future Isn’t What It Used To Be”

“Evaluating Smart Growth Benefits”

“Online TDM Encyclopedia”

and more...

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