

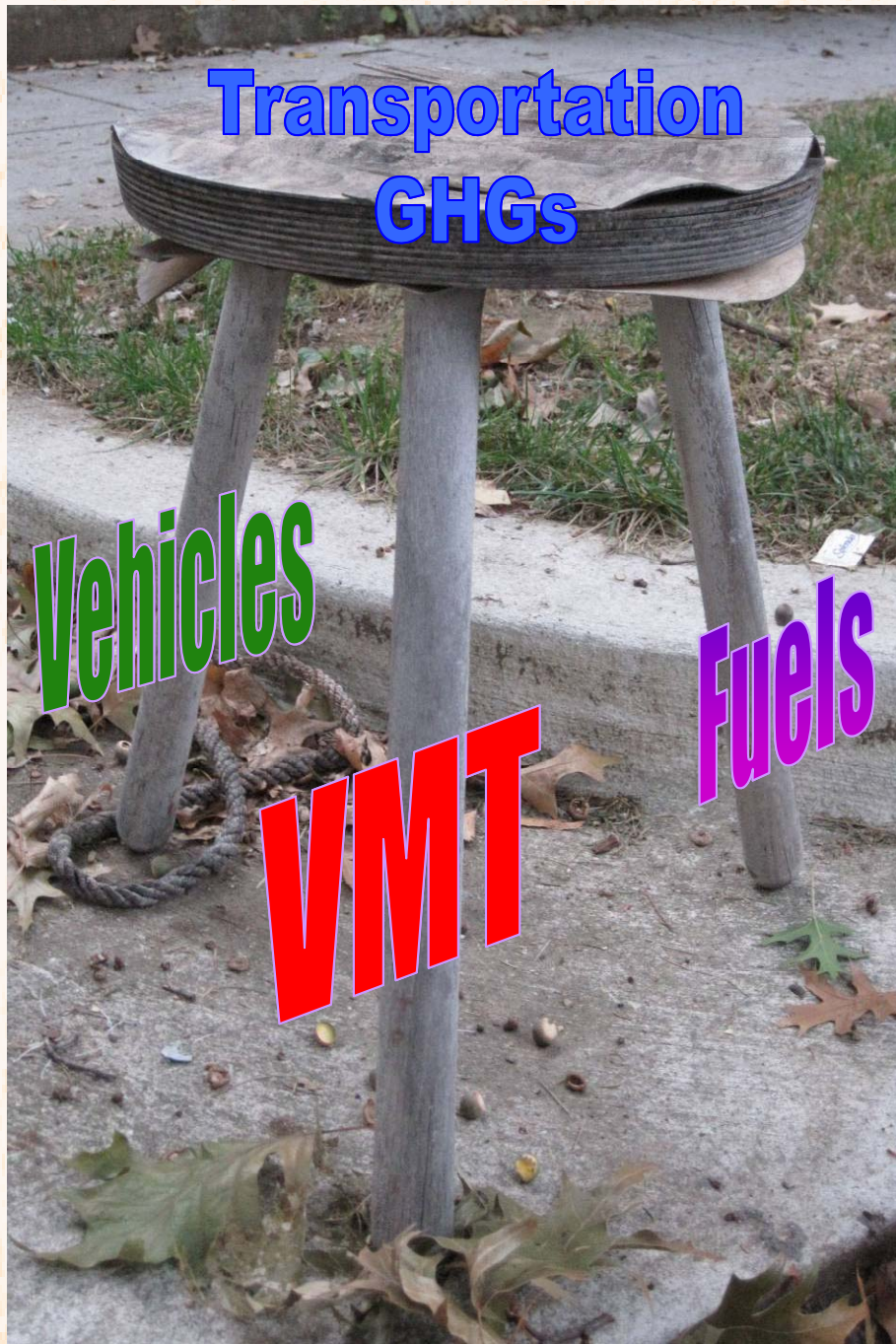
Smart Growth, Climate Change and Prosperity

Chuck Kooshian

**International Transportation
Economic Development Conference**

**Charleston, West Virginia
May 2, 2011**





CCAP Position

**Policies must include the
'third leg of the stool'**

We believe reducing VMT is

- essential
- achievable
- cost effective.



Why *Growing Wealthier?*

- Research
- Inform
- Inspire
- Motivate

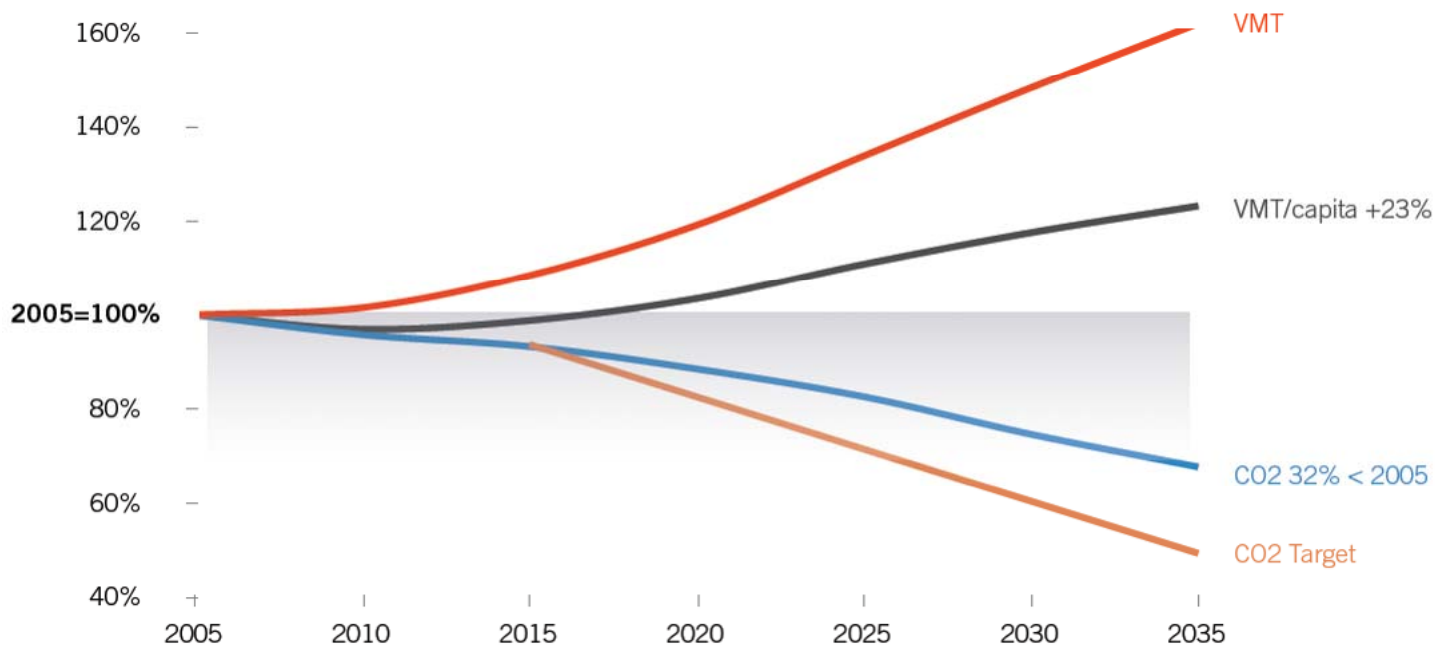




Mobility – the ability to move

**Accessibility – the ability to
get where you want to go**

Why emphasize accessibility with less driving?

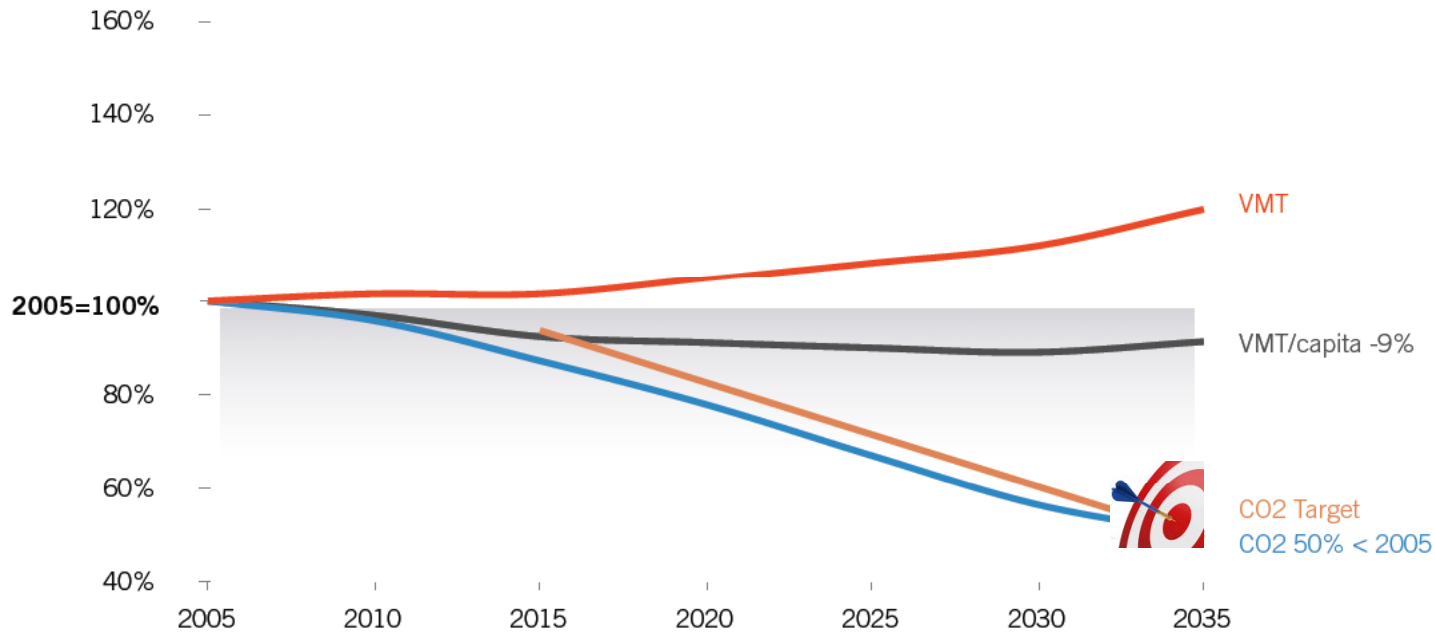


Source: *Growing Wealthier*, CCAP 2011

Mitigating climate change is one reason.



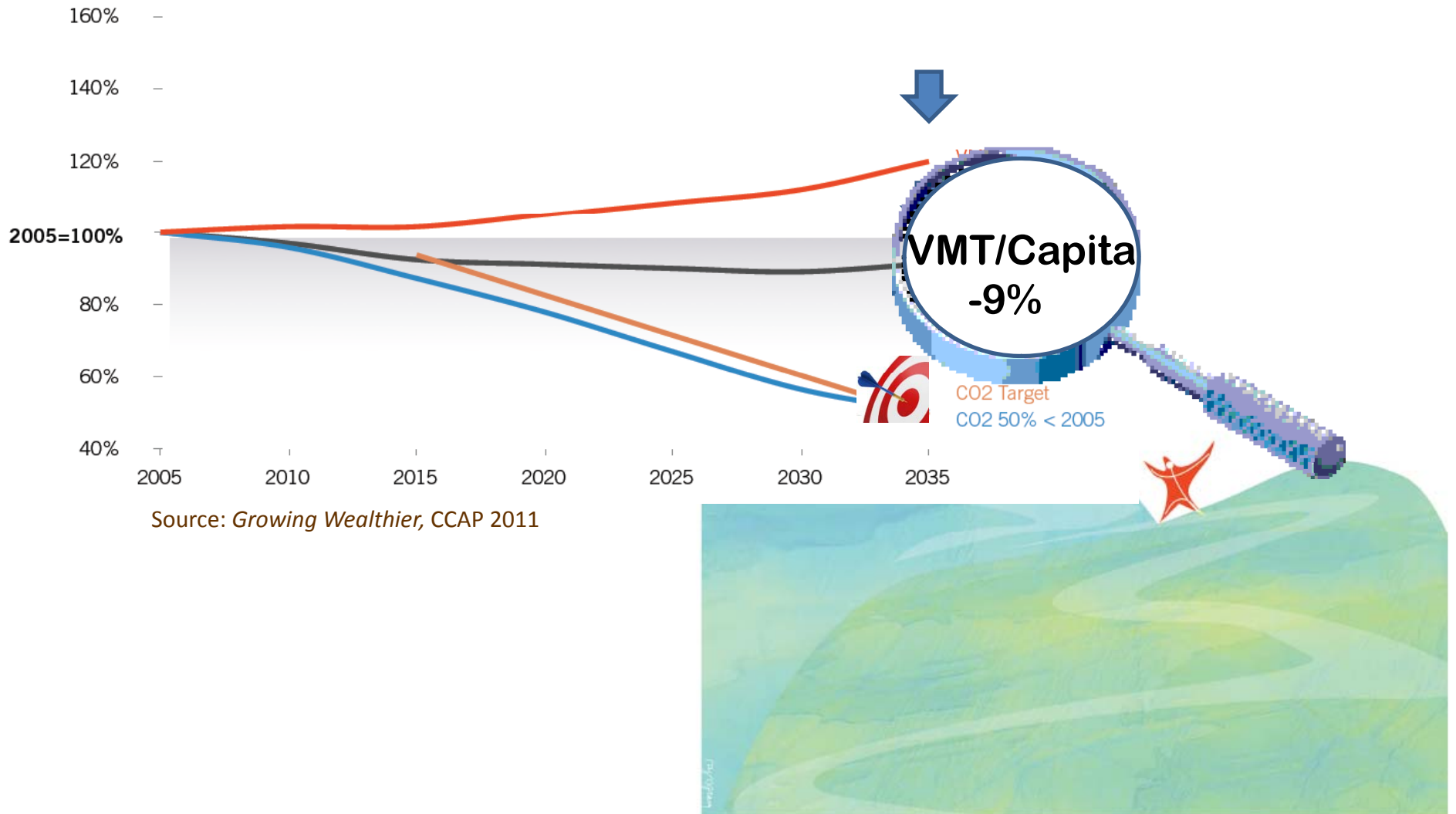
Transportation climate targets can be met...



Source: *Growing Wealthier*, CCAP 2011



By driving 2 ½ miles less per person per day



Key Principles of Smart Growth

1. Create a Range of Housing Opportunities and Choices
2. Create Walkable Neighborhoods
3. Encourage Community and Stakeholder Collaboration
4. Foster Distinctive, Attractive Communities with a Strong Sense of Place
5. Make Development Decisions Predictable, Fair and Cost Effective
6. Mix Land Uses
7. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
8. Provide a Variety of Transportation Choices
9. Strengthen and Direct Development Towards Existing Communities
10. Take Advantage of Compact Building Design

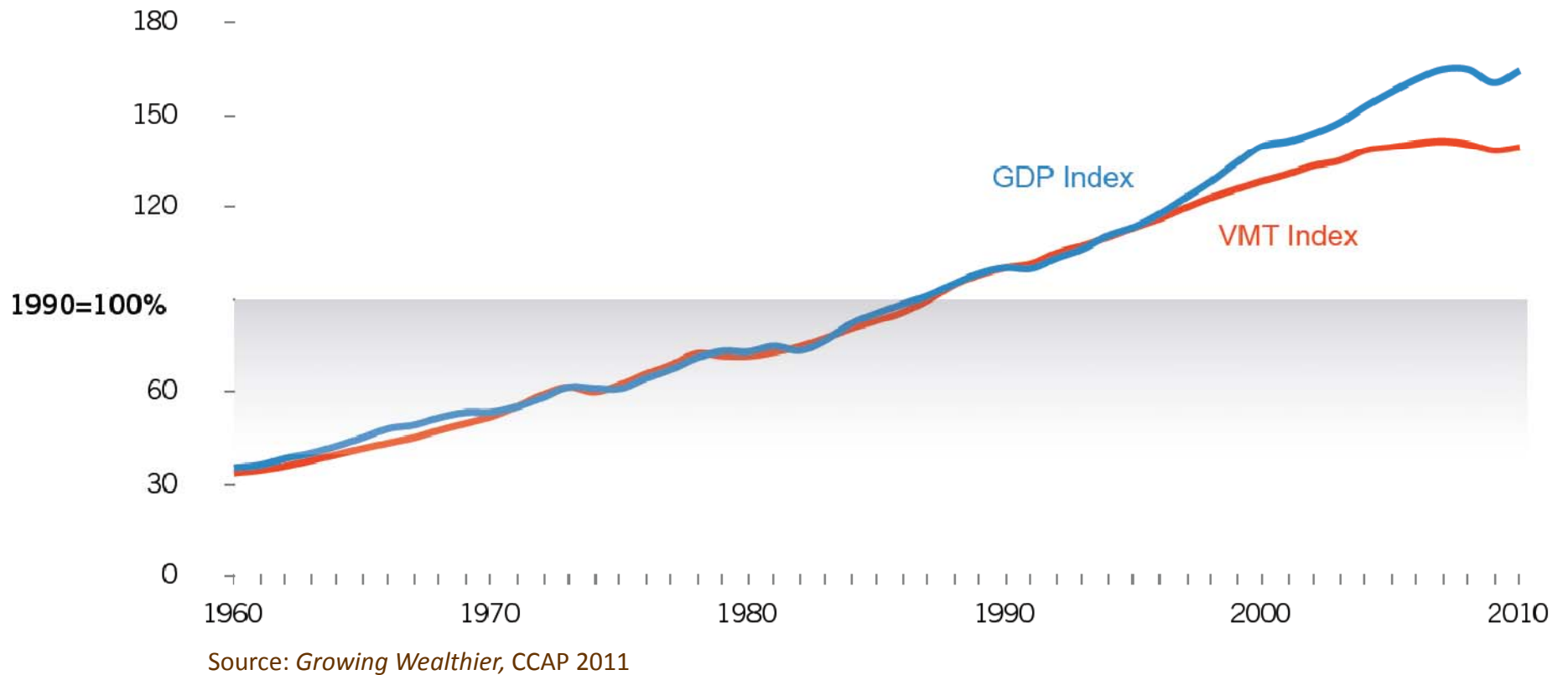
These common-sense principles can improve accessibility and reduce the need for driving.





**Doesn't driving
make us
prosperous?**

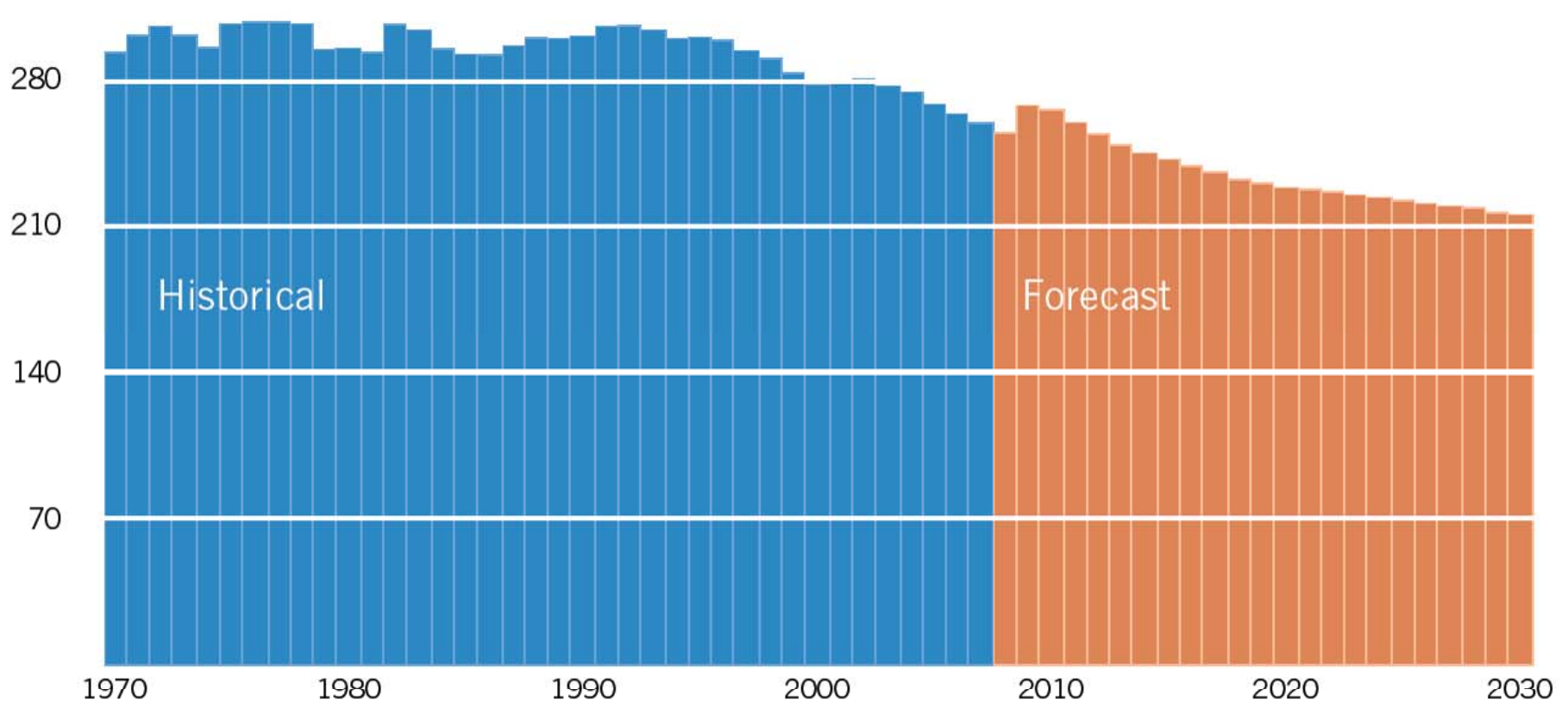
**Not like it
used to.**



By 1996 economic growth began to outpace driving growth.



US Vehicle Miles Traveled per \$1000 GDP



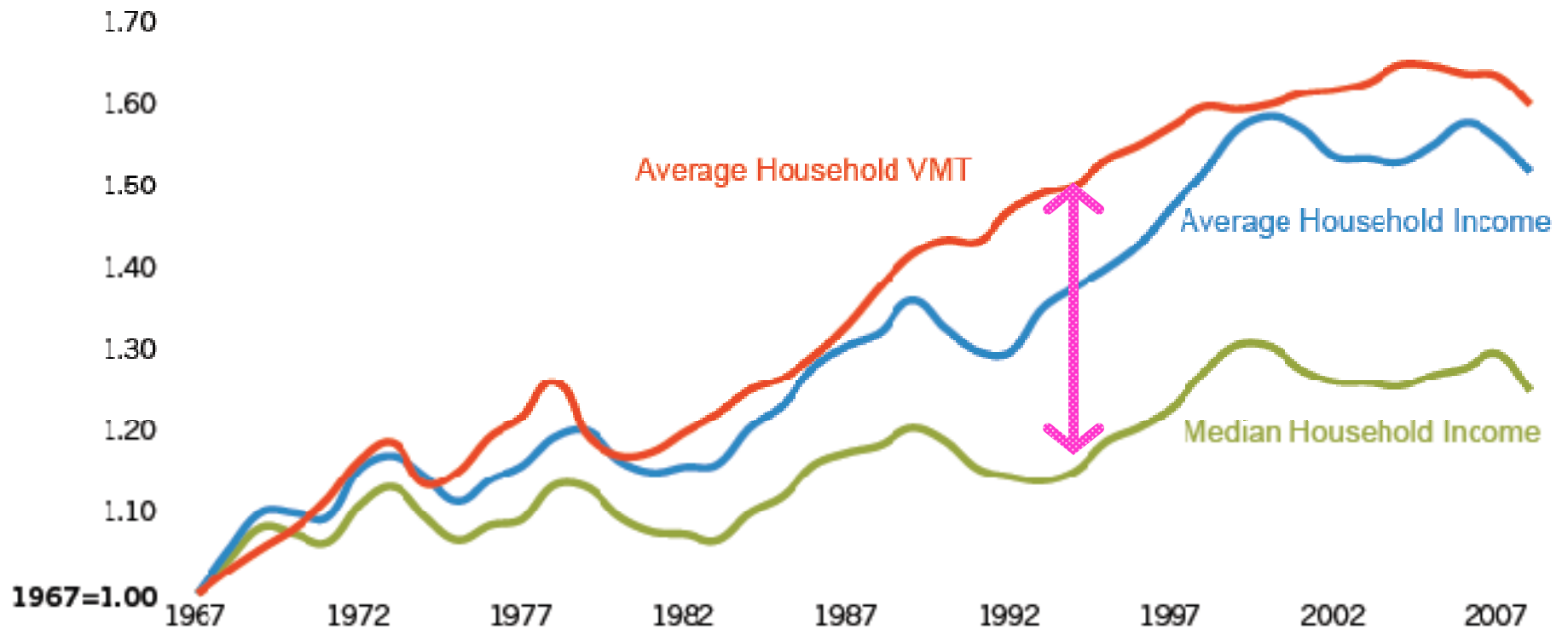
Source: US Chamber of Commerce, as cited in *Growing Wealthier*, CCAP 2011

It takes fewer miles to make a GDP dollar than it used to.



And consider....





Source: *Growing Wealthier*, CCAP 2011

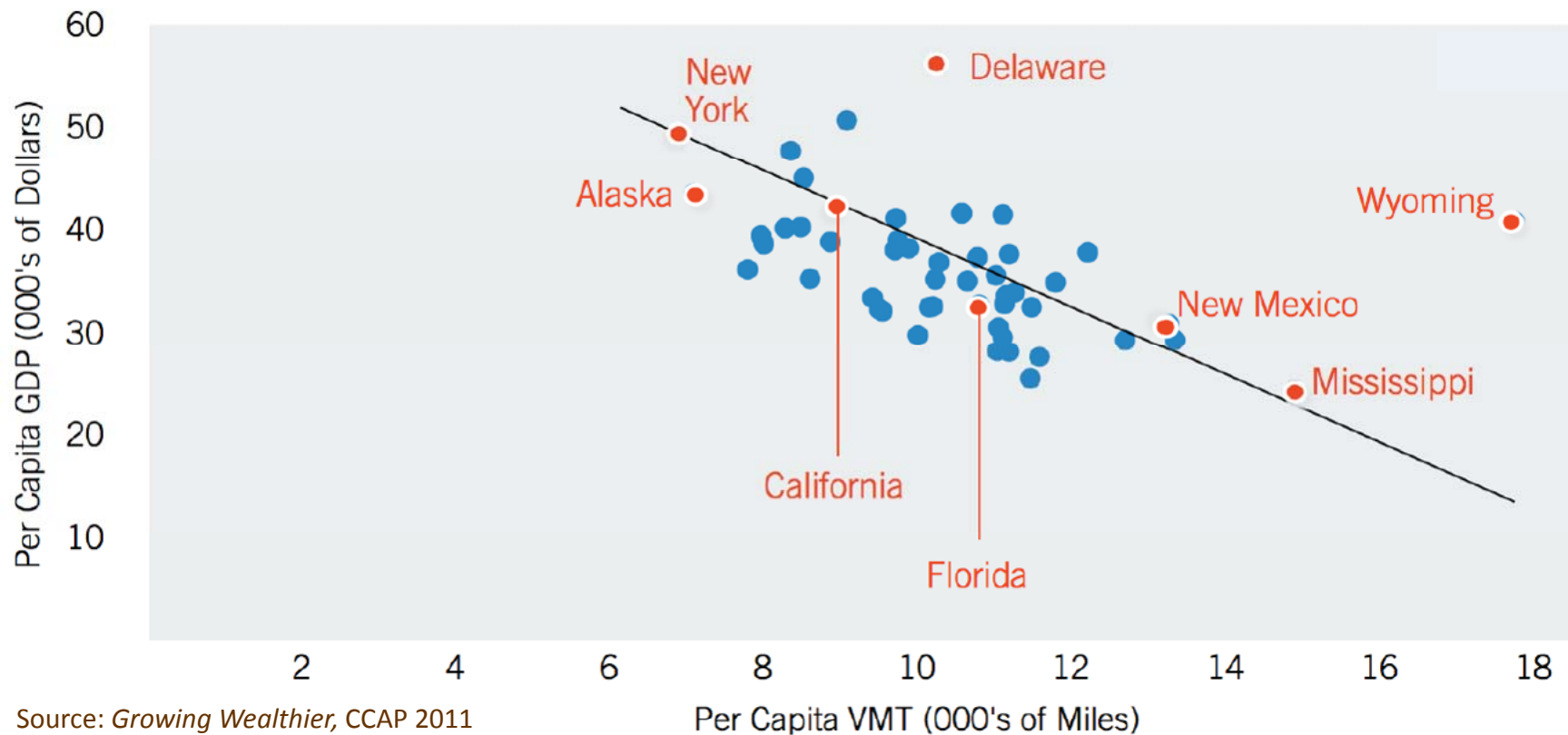
Most households are driving substantially more, but their income has not grown proportionally over the last 40 years.





Travel that contributes little or nothing to households and local economies might be called “**empty miles**”





**States with high per capita GDP
tend to drive less, not more**



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Smarter development patterns can:

- make money
- save on costs
- improve quality of life

- for households, businesses and governments.



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How does it happen?

Improved accessibility

More efficient travel

More efficient services

Lower energy costs

Use natural services

Inclusive planning

Quality design



Return on Investment

Business

Household

Municipal and
Region

Nation

Savings on Expenditures

Business

Household

Municipal and
Region

Nation

Improved Quality of Life

Business

Household

Municipal and
Region

Nation



Business	Household	Municipal & Regional	National
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Return on Investment

Access to new markets	Enhance or preserve housing values	Higher public revenues	More efficient use of transportation investments
Reduced investment risks	Better access to jobs	Reduced citizen opposition to development	Construction & transit jobs
Construction & transit jobs		Attracts private investment	
Higher property values		More efficient economy	
Productivity enhancements due to agglomeration			

Dallas: Retail grew 33% in 1st year after light rail began

Portland: \$100 million public investment in streetcar attracted \$3.5 billion in adjacent private investment

Denver: households within ½ mile of light rail line rose in value by 18% 2006-8; other Denver homes lost 7.5%

US: Investments in transit create 2X jobs as in highways

Business	Household	Municipal & Regional	National
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Savings on Expenditures

Employee health care savings	Save on travel costs	Infrastructure savings (construction & operation)	Energy security
Better information & decision making	Reduced energy & water use		Health care savings
Reduced parking requirements	Health care savings	Reduced costs from urban decline	
Reduced energy & water use	Lower taxes for infrastructure services	Green infrastructure (such as natural filtration) replaces gray infrastructure	

Sacramento: Infrastructure savings: \$18,000 per household

Bay Area: \$140 million in health savings by 2035

Sarasota, FL: Downtown development cost city 50% less and generated 8 times the tax revenues than similar suburban development

Garland, TX: Tree canopy diffuses 19 million cubic feet of runoff per storm, displacing the need for \$38 million in retention infrastructure

Business	Household	Municipal & Regional	National
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Improved Quality of Life

Quality places attract high quality workers	Better access to services	Reduced exposure to congestion	Reduced GHGs
	Affordable housing	Thriving public spaces	
Improved environment for small businesses	Access to nature & recreation	Growth reflects community values	
	Increased physical activity	Protects natural	

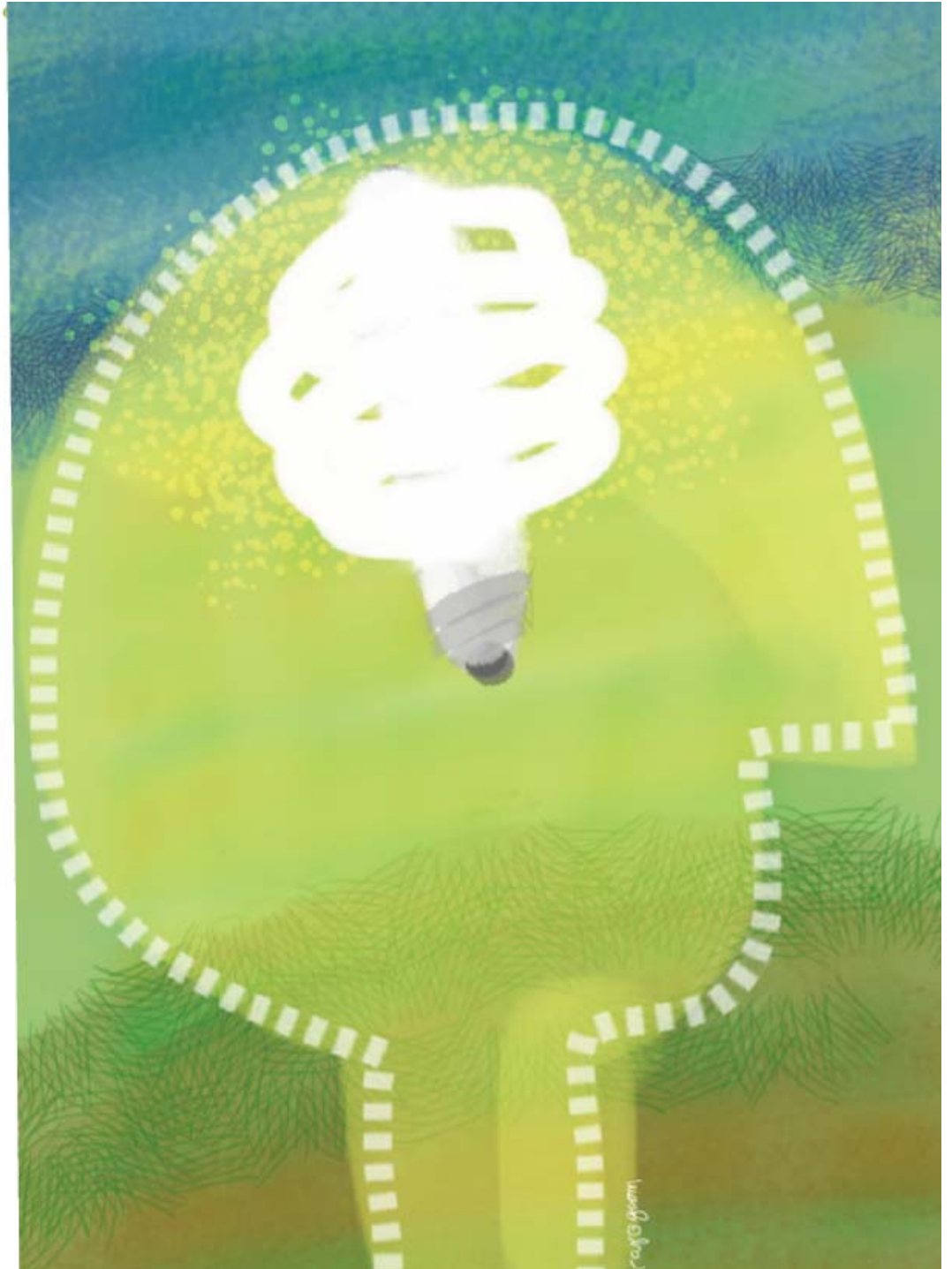
US: Lower rates of pedestrian fatalities in compact urban areas, higher rates in car-oriented suburban areas

Seattle: Increase in neighborhood walkability was associated with more time spent walking and lower body-mass-index

Placemaking efforts in Ohio, Kentucky, Washington DC, others help attract new businesses and visitors to formerly depressed areas.

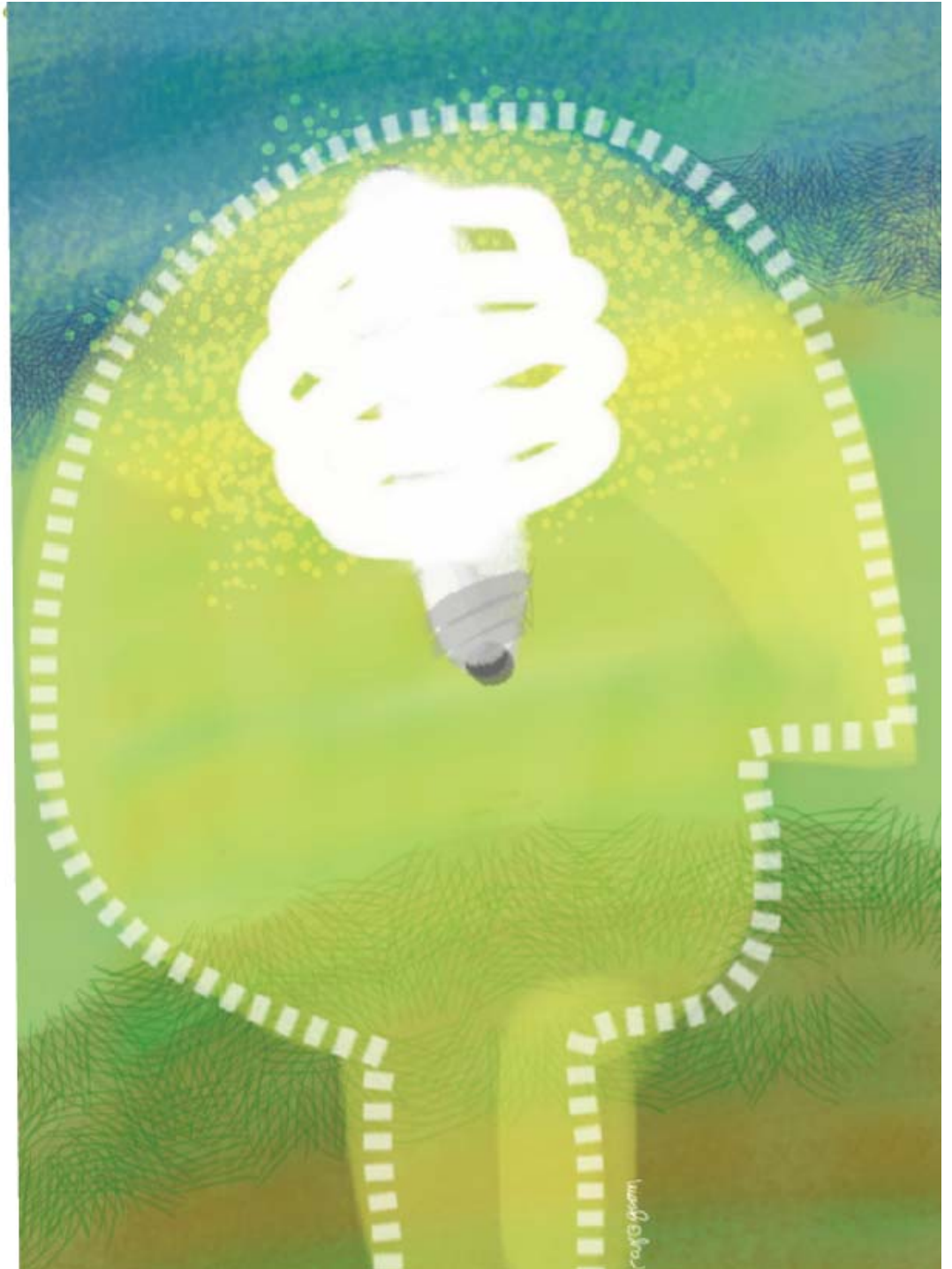
**RCLCO survey:
88% of Gen Y
-- 80 million born
1979 to 1996 --
prefer to live in
an urban setting.**

**One-third are
willing to pay for
walkability.**



Recommendations

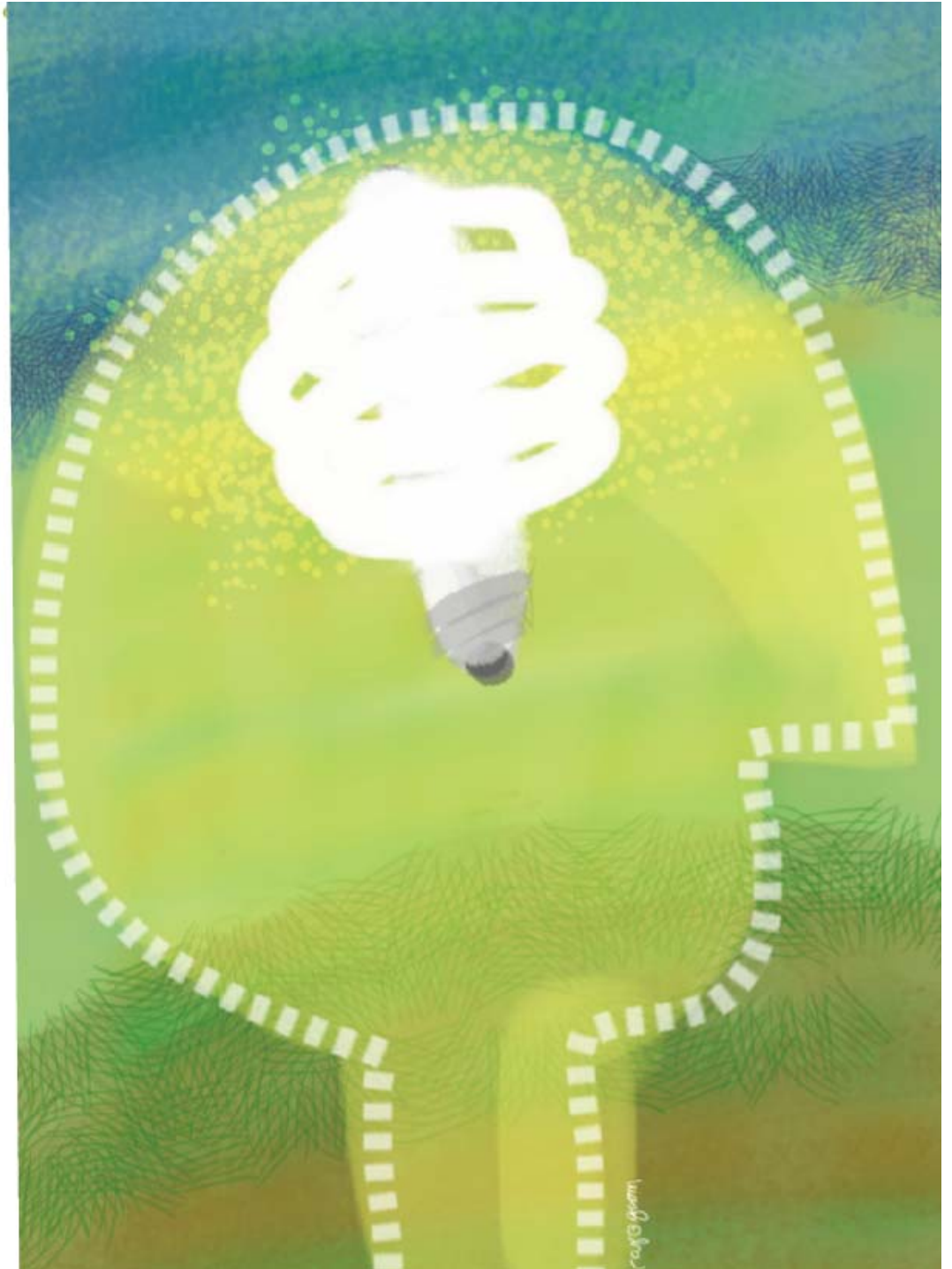
- **Do Measure Learn**
- **Equip and Empower**

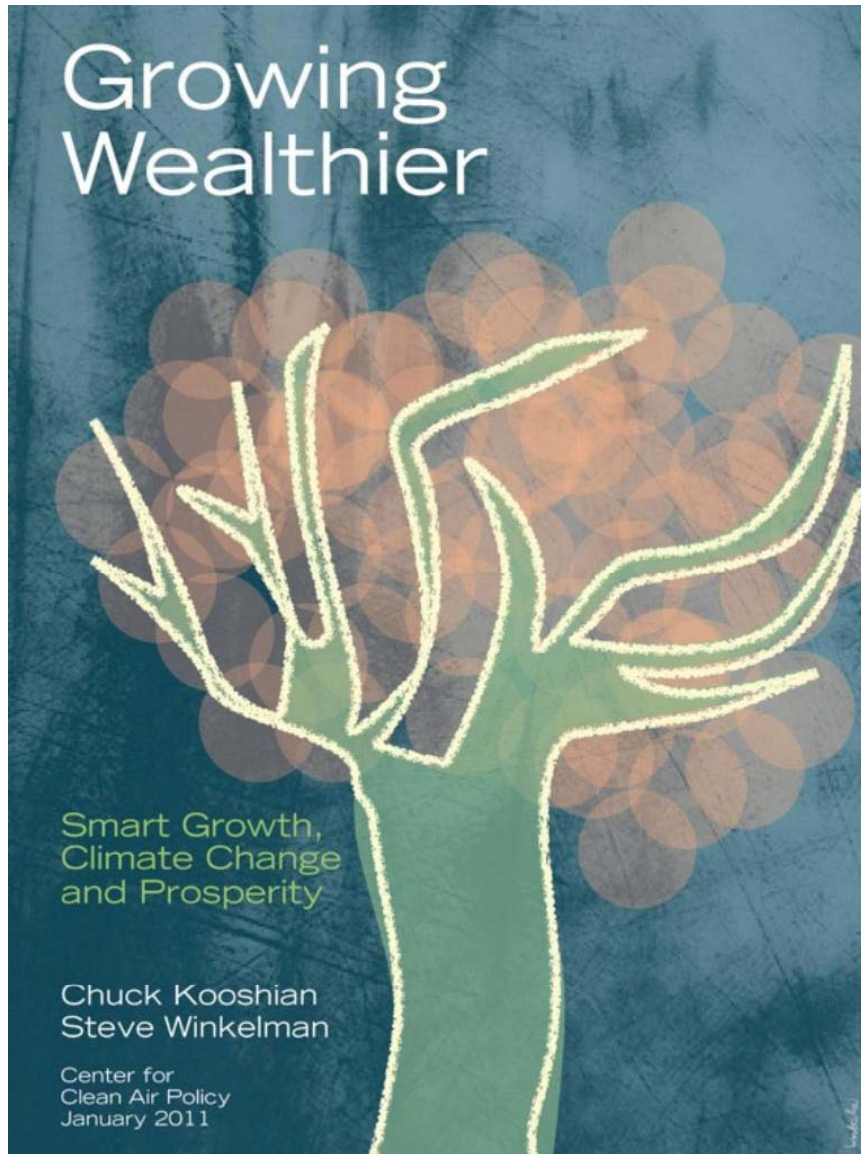


Equip & Empower Growing the Livability and Economy Toolbox

- Modelers
- Researchers
- Practitioners
- Federal Agencies

Finding and filling the
gaps in what modelers
can do and what
practitioners need.





www.growingwealthier.info

