State Smart Transportation Initiative

Transportation and land use

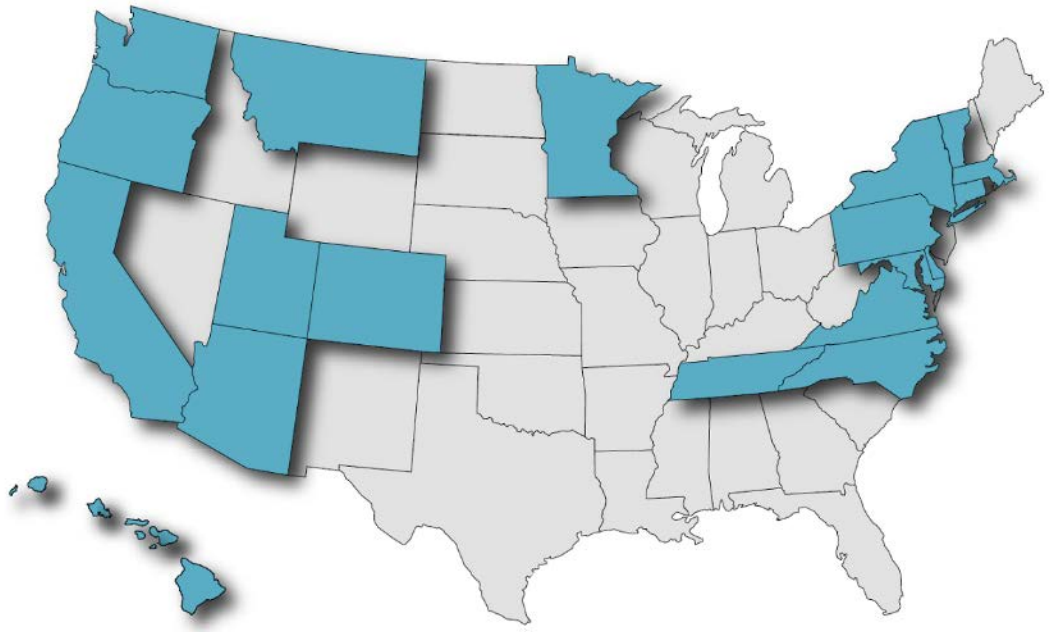
Options for policy and practice

July 13, 2017

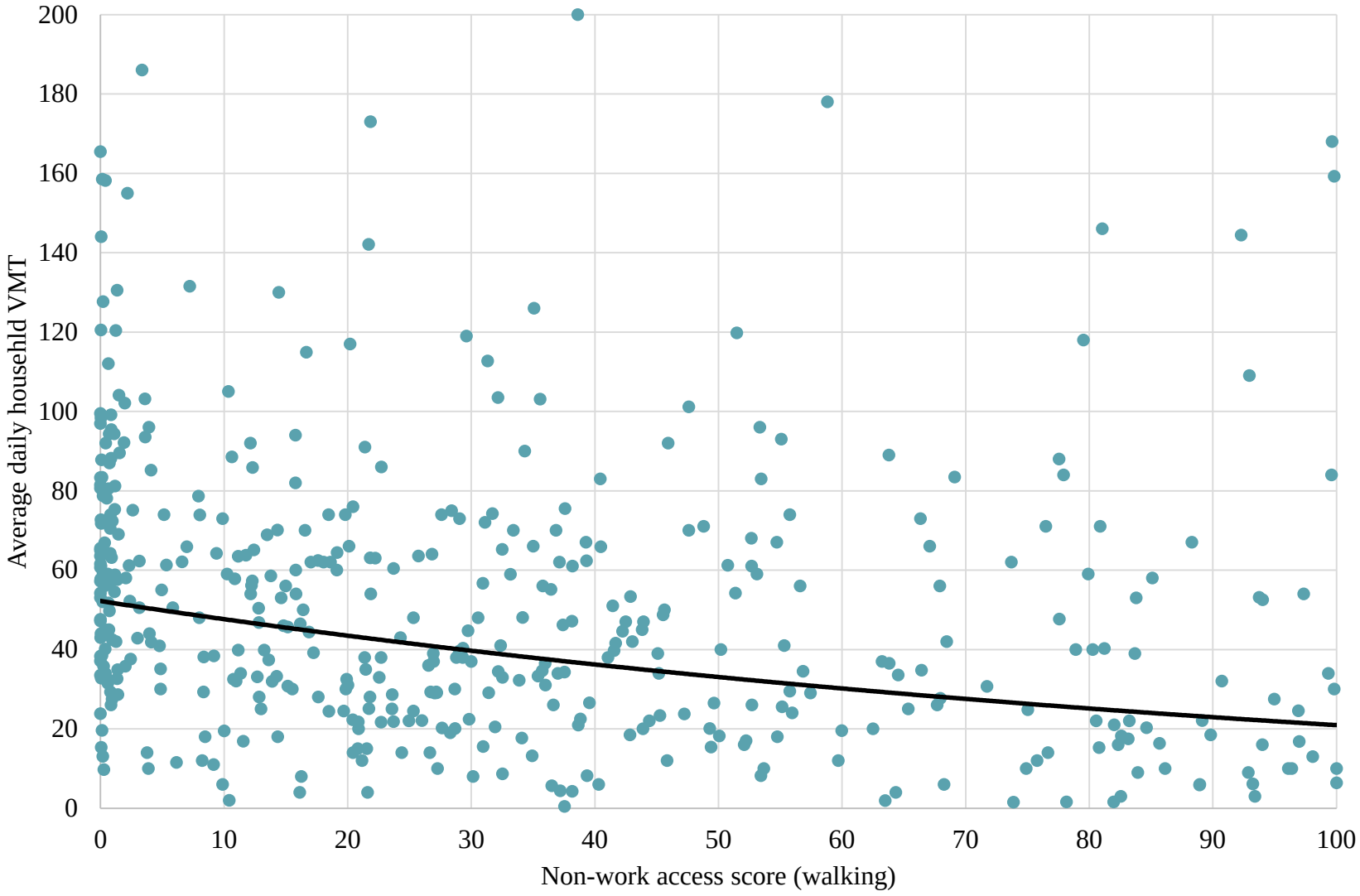
SSTI

SSTI, jointly operated by the University of Wisconsin and Smart Growth America, operates in three ways:

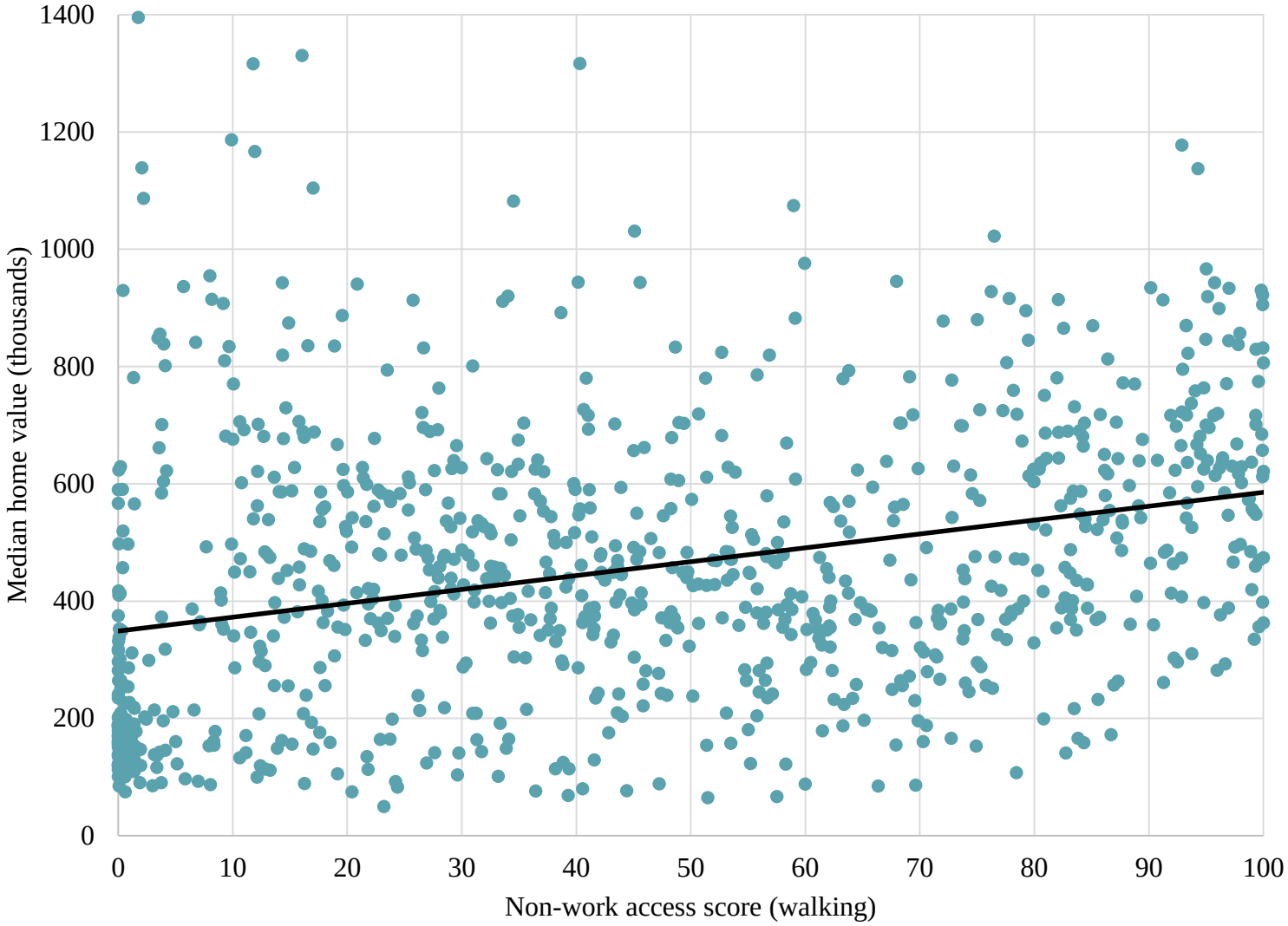
- As a community of practice, where participating agencies can learn together.
- As a source of direct technical assistance.
- As a resource to the wider transportation community.



Why land use?


Average daily household VMT
200
180
160
140
120
100
80
60
40
20
0
0
10
20
30
40
50
60
70
80
90
100
Non-work access score (walking)

Why land use?


1400
1200
1000
800
600
400
200
0
Median home value (thousands)
0
10
20
30
40
50
60
70
80
90
100
Non-work access score (walking)

Why land use?

- Congestion
- Direct costs to state and local government
  - Roads
  - Transit
  - Utilities
  - Public safety
- Opportunity costs to government and private sector (including tax revenues)
- Emissions, water quality, heat island and other environmental concerns

Why land use?

- Workforce recruitment
- Economic development
- Personal transportation costs (time and dollar)
- Quality of life

One of many resources: smartgrowthamerica.org/resources/the-fiscal-implications-of-development-patterns-overview/

“Control” of land use

- Local land use authority
  - Subdivision ordinance
  - Comp plan
  - Zoning
  - Parking requirements
- State and local infrastructure agencies
  - Utilities
  - Transportation
- Developers
- Financiers
- Businesses and households
  - New
  - Existing

Policy and practice: Funding

Land Use
Recommended Measures

SMART SCALE — Funding the Right Transportation Projects in Virginia

Office of INTERMODAL Planning and Investment

- **70% of score based on**
  - 2025 population and employment
    X
    non-work accessibility
- **30% of score based on**
  - Change in population and employment (Current day to 2025)
    X
    non-work accessibility

71 Office of the SECRETARY of TRANSPORTATION

vasmartscale.org

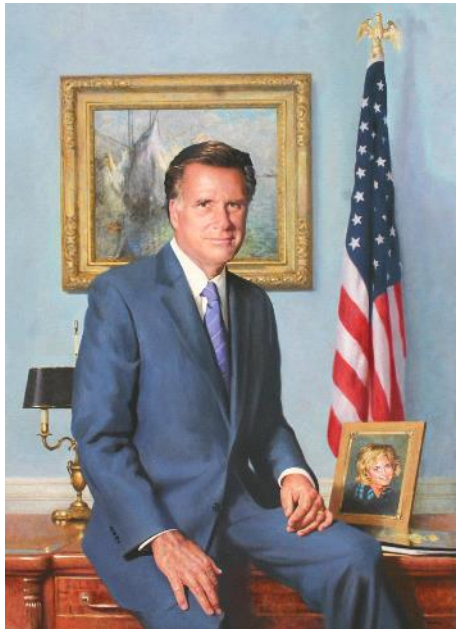
Policy and practice: Funding

Policy and practice: Funding

The Commonwealth Capital Scorecard (2006) was part of Massachusetts' Commonwealth Capital Program. Massachusetts initiated the program in 2005 to distribute state funding for capital and infrastructure based on whether cities and towns were engaged in smart growth planning.

Each community received a score based on its responses. This score counted for 30 percent of the decision on whether a community received a Commonwealth Capital grant and/or loan. Commonwealth Capital was a screen for $500 million in grants and loans annually.

Communities noted that completing the Commonwealth Capital scorecard was a useful exercise for determining where they were in their long-term growth strategy, planning, and overall direction. More than 350 cities and towns completed scorecards in fiscal years 2005 to 2011.



www.epa.gov/smartgrowth/commonwealth-capital-scorecard

Policy and practice: Funding

Creating Vibrant, Walkable Communities

The Atlanta Regional Commission's Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles and provide improved access to jobs and services.

Since 2000, the LCI program has invested $201 million in 120 communities throughout the Atlanta region, helping pay for planning studies and the construction of transportation projects, such as sidewalks and intersection improvements, to bring those visions to life. The ARC board has allocated $314 million through 2030 to fund transportation projects resulting from completed LCI studies.

The LCI program is funded with federal transportation dollars. The grants cover 80 percent of the cost of each study or transportation project, with the recipient making a 20 percent match.

atlantaregional.org/livable-centers-initiative/

Policy and practice: Mitigation

- Remove barriers to infill
- Charge developers for VMT, not LOS

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

State Seeks Public Comment On New Rules to Streamline Projects Benefitting Public Transportation, Walking and Biking

MEDIA CONTACT: 916-445-4571

SACRAMENTO—Following 18 months of public workshops and incorporating hundreds of public comments, the Office of Planning and Research today announced a proposal to streamline CEQA for projects that boost public transportation, walking and biking, and reduce the need for traveling long distances by car.

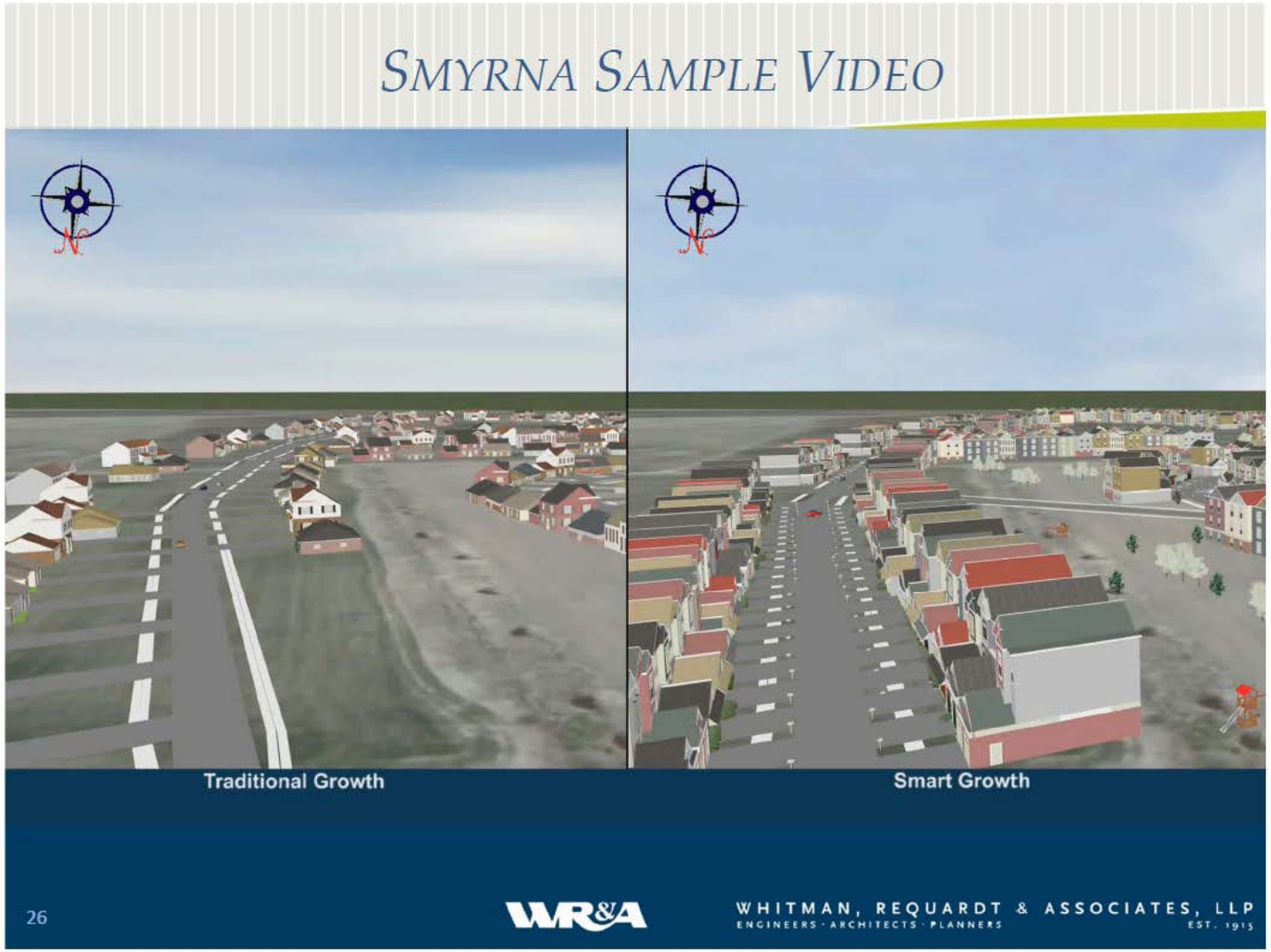
"These new rules help remove a quirk of California environmental law that made it harder to build projects that improve air quality and reduce greenhouse gas emissions," said Ken Alex, Director of the Governor's Office of Planning and Research. "Not only does this proposal remove barriers to infill development, walking, biking and public transportation—it also explicitly recognizes that such projects have less-than-significant impacts under environmental law."

www.opr.ca.gov/s_sb743.php

Policy and practice: State planning requirements

- Oregon urban growth boundaries
- Washington urban growth areas
- California SB 375

Policy and practice: Technical assistance



DelDOT

www.ssti.us/2012/06/lutsam/

Policy and practice: Technical assistance

The Office of Community Transportation (OCT) gives TDOT a thorough understanding of local communities and the various transportation planning documents and policies in place. The office is comprised of two sections, Community Planning and Regional Planning. The OCT's mission is to coordinate the state's transportation planning, local land use decisions, and community visions to guide the development of a safe and efficient statewide transportation system.

The OCT accomplishes this mission through the following:

- Partnering with local agencies to determine appropriate land-use and infrastructure (or transportation facilities)
- Strengthening local partner collaboration on transportation decisions
- Improving communication between TDOT and local partners through planning efforts

www.tn.gov/tdot/topic/longrange-oct

Policy and practice: Technical assistance (with $ and strings)

As enabled by Virginia Code § 2.2-229, the Office of Intermodal Planning and Investment (OIPI) of the Secretary of Transportation is offering grants for professional planning consultant assistance to local governments and regional entities to establish and support Urban Development Areas.

Urban Development Areas (UDAs) can cover a wide variety of community types, ranging from small town or village centers to suburban activity areas to urban downtowns. UDAs can help local governments and regional entities to focus investments and create great places that attract businesses and workers alike.

The technical assistance, in the form of direct on-call consultant support, will assist local governments in one or more of the following:

- plan for and designate at least one urban/village development area in their comprehensive plan,
- revise as appropriate applicable land use ordinances (including appropriate zoning classifications and subdivision ordinances) to incorporate the principles of traditional neighborhood design (see §15.2-2223.1 of the Code of Virginia),
- assist with public participation processes, and other related tasks.

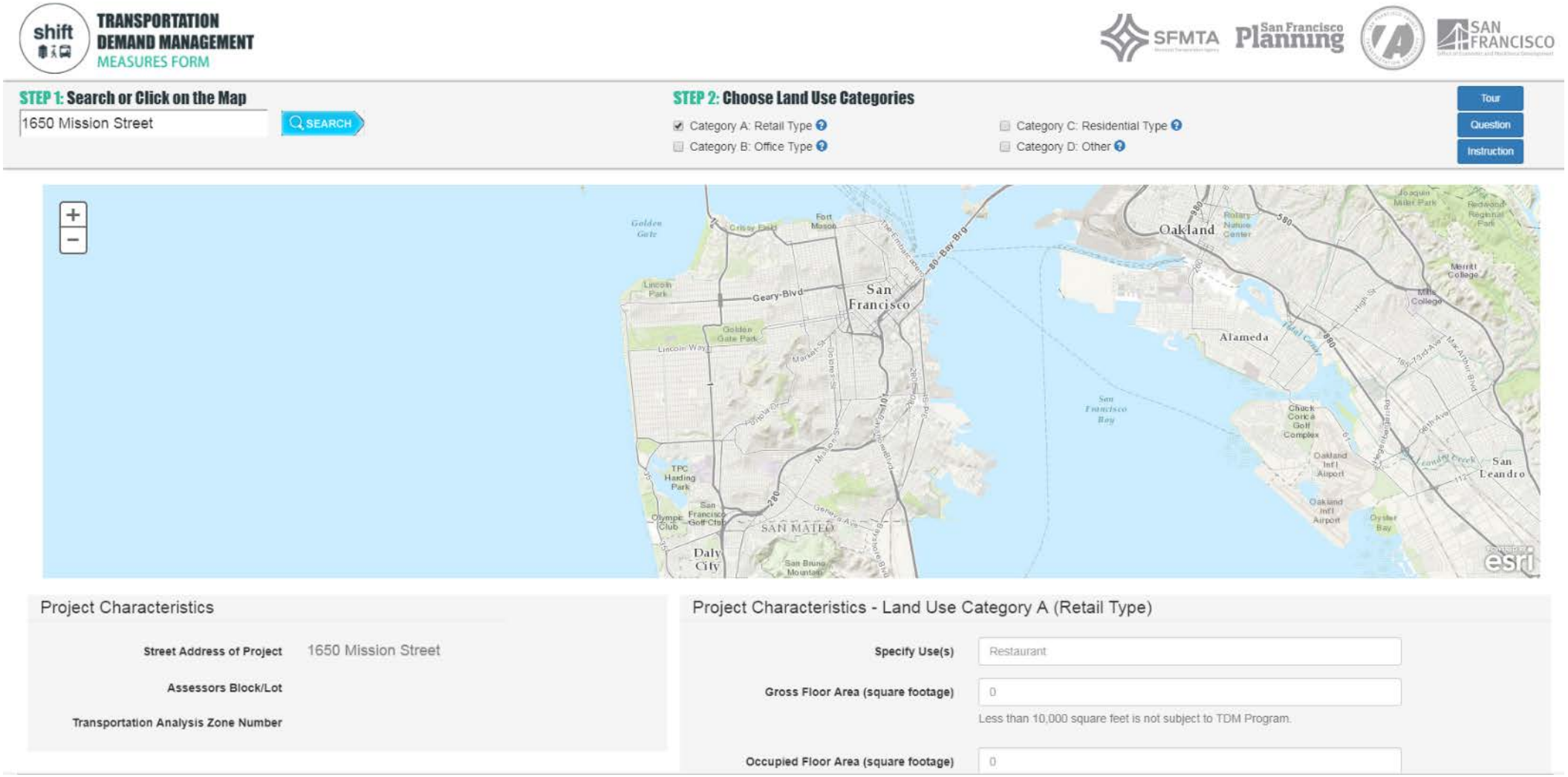
www.vtrans.org/urban_development_area_technical_assistance_grant_program.asp#whatisit

Policy and practice: TDM

CTR By the Numbers
1,000+ Number of worksites participating in the state's CTR program
530,000+ Number of participating CTR commuters statewide
$59 Amount CTR helped save each central Puget Sound rush-hour commuter in 2009
154 million Statewide vehicle miles reduced since 2007
69,000+ Metric tons of greenhouse gas CTR prevented from being released annually
3 million Gallons of gasoline that CTR Participants conserved 2009-2010 biennium
$30 million Cumulative monthly amount CTR participants save on transportation

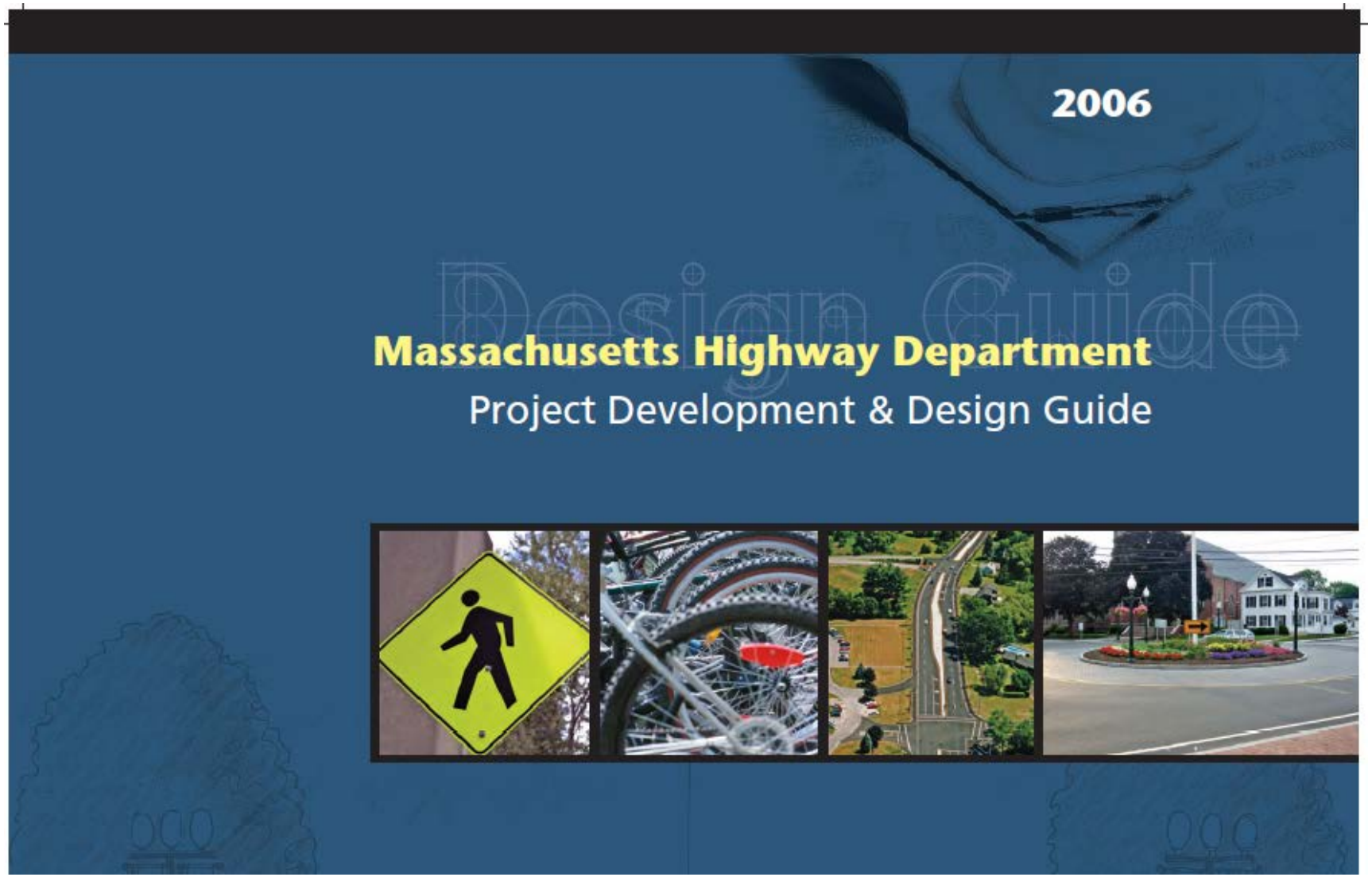
www.wsdot.wa.gov/transit/ctr

Policy and practice: TDM



sf-planning.org/shift-transportation-demand-management-tdm

Policy and practice: Design



www.massdot.state.ma.us/highway/DoingBusinessWithUs/ManualsPublicationsForms/ProjectDevelopmentDesignGuide.aspx

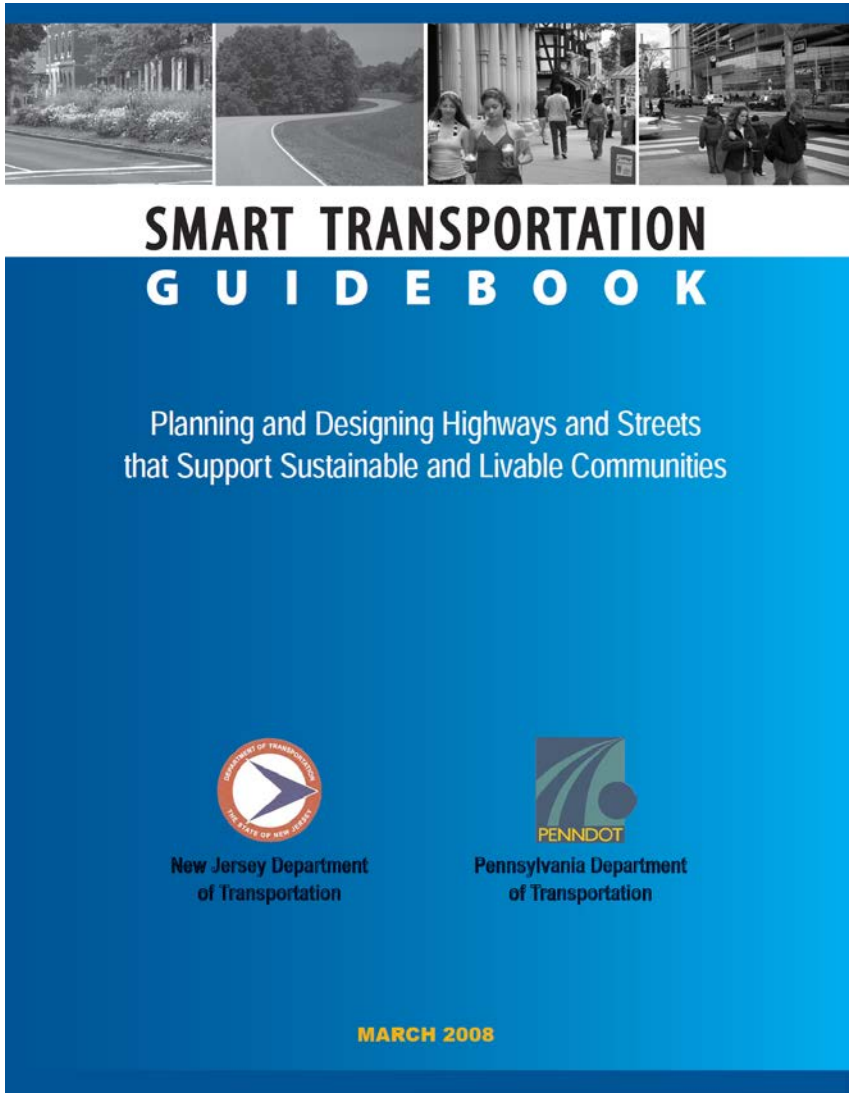
Policy and practice: Performance measures

Objectives

- Vision Zero: Decrease transportation related fatality rate to zero by 2035.
- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually.
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035. (Refer to Complete Streets Design Guide for targeted operating speeds).
- Establish 100 school slow zones operating within 1/2 mile of schools by 2035.
- Increase the percentage of females* who travel by bicycle to 35% of all riders by 2035. (*The presence of females riding on a bikeway is typically cited as an indicator that the bikeway provides a safe and comfortable environment for less experienced riders. Therefore, this measurement is a good proxy for understanding the degree to which a particular bikeway has succeeded in attracting the range of bicyclists between eight and 80 years of age).
- Increase pedestrian safety improvements in the design and implementation of complete streets projects within the top 25% SB565 disadvantaged communities located in the City of Los Angeles or as subsequently identified through tools utilized by the City.

planning.lacity.org/documents/policy/mobilityplnmemo.pdf

Policy and practice: General policy



www.state.nj.us/transportation/community/mobility/pdf/smarttransportationguidebook2008.pdf

Policy and practice: General policy

Complete Transportation

GUIDEBOOK

www.azdot.gov/planning/transportation-programs/complete-transportation-guidebook

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