

Blueprint for a Better Region

Putting Development in the Right Places



Coalition for Smarter Growth

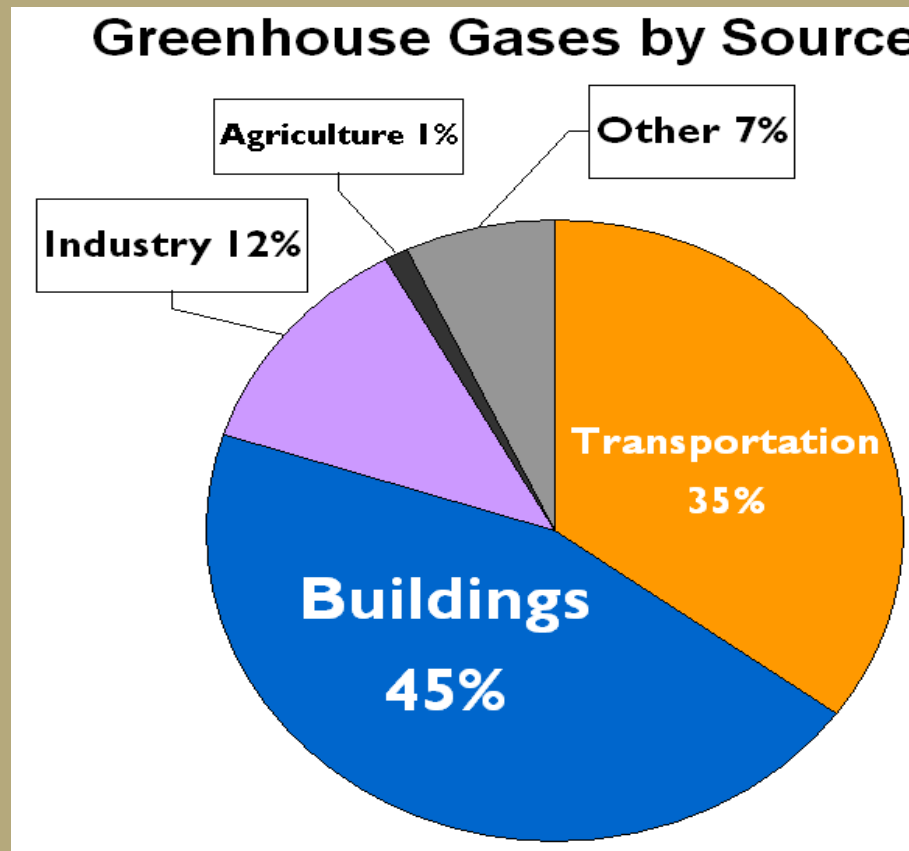


Piedmont Environmental Council

Surface Transportation Policy Project

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Better Land, Community Design, and Transportation Offer Solutions for Energy and Climate Change



Buildings and Transportation Account for 80% of Greenhouse Gases

Location Efficiency Should Be A Big Part of National Energy Policy

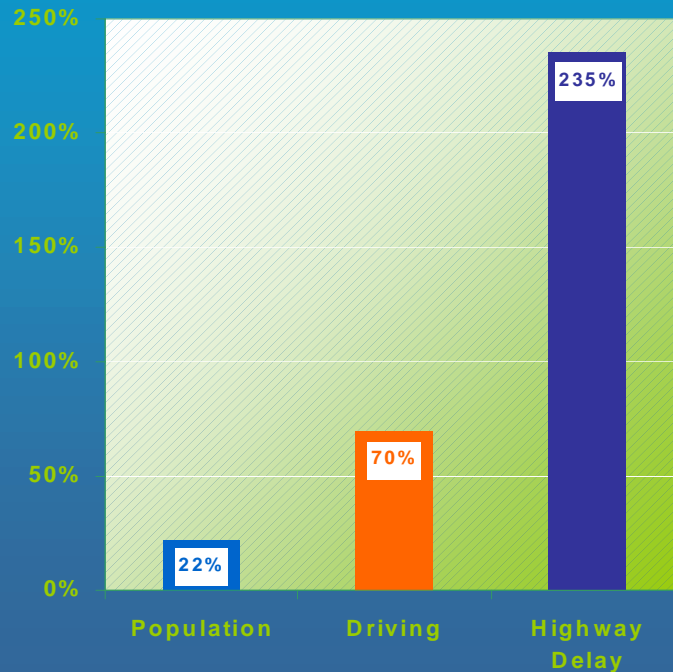
- Green/Energy Efficient Buildings located in:
 - Mixed-use
 - Mixed-income
 - Walkable
 - Bikeable
 - Transit-accessible communities
 - AND, regionally sited in a Transit-Oriented “Network of Livable Communities”

THE PROBLEM:

Vehicle Miles Traveled in VA Increased 3x Population Growth

(similar to national trend below)

Since 1982



Population:
Up 22%

Driving:
Up 70%

Highway Delay:
Up 235%

(Based on data from the Texas
Transportation Institute)

Surface Transportation Policy Project

CO₂ Emissions from Cars, Trucks & Buses in the Metropolitan Washington Region

Presentation to the
National Capital Region
Transportation Planning Board

Ronald F. Kirby
Director of Transportation Planning

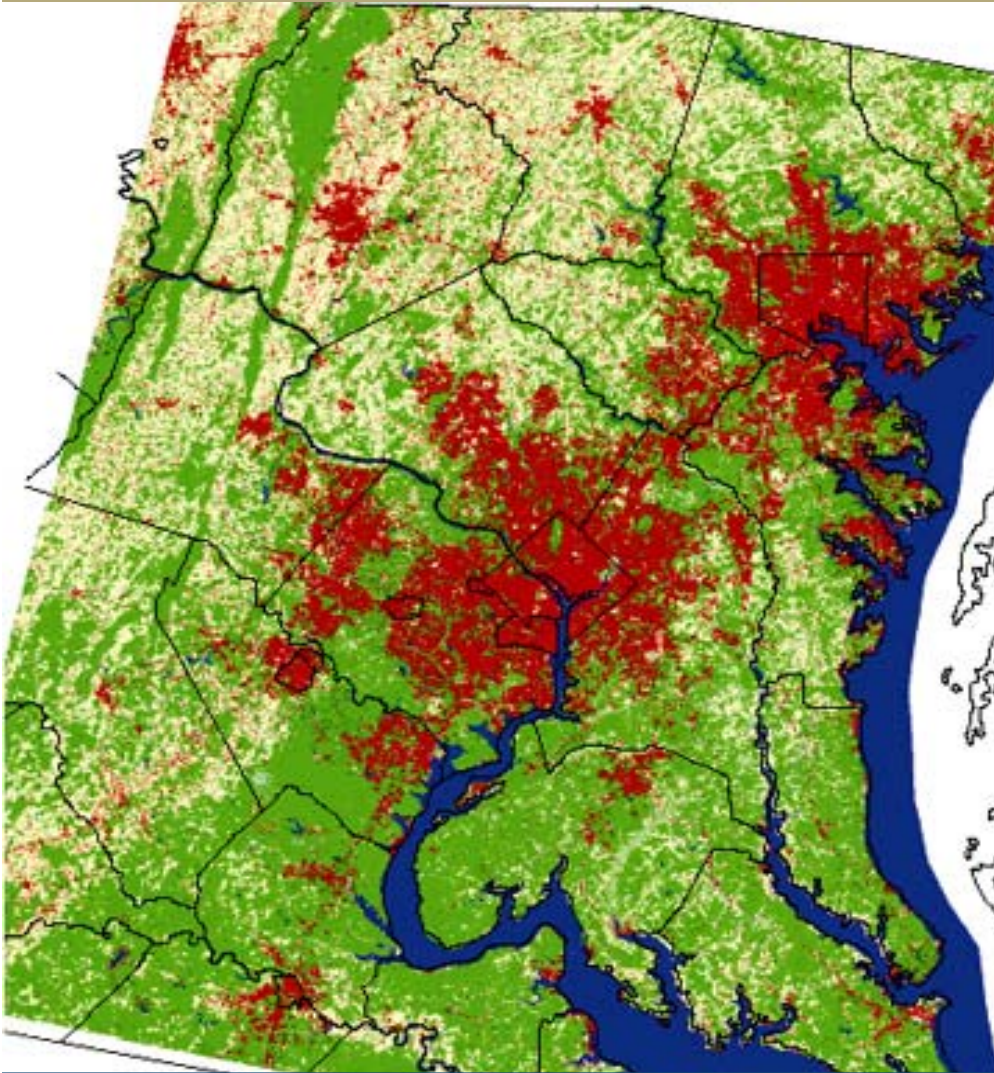
June 20, 2007



COG Analysis Shows:
DC Regional VMT Growth Slowing But Still
Increasing along with CO2 From Vehicles

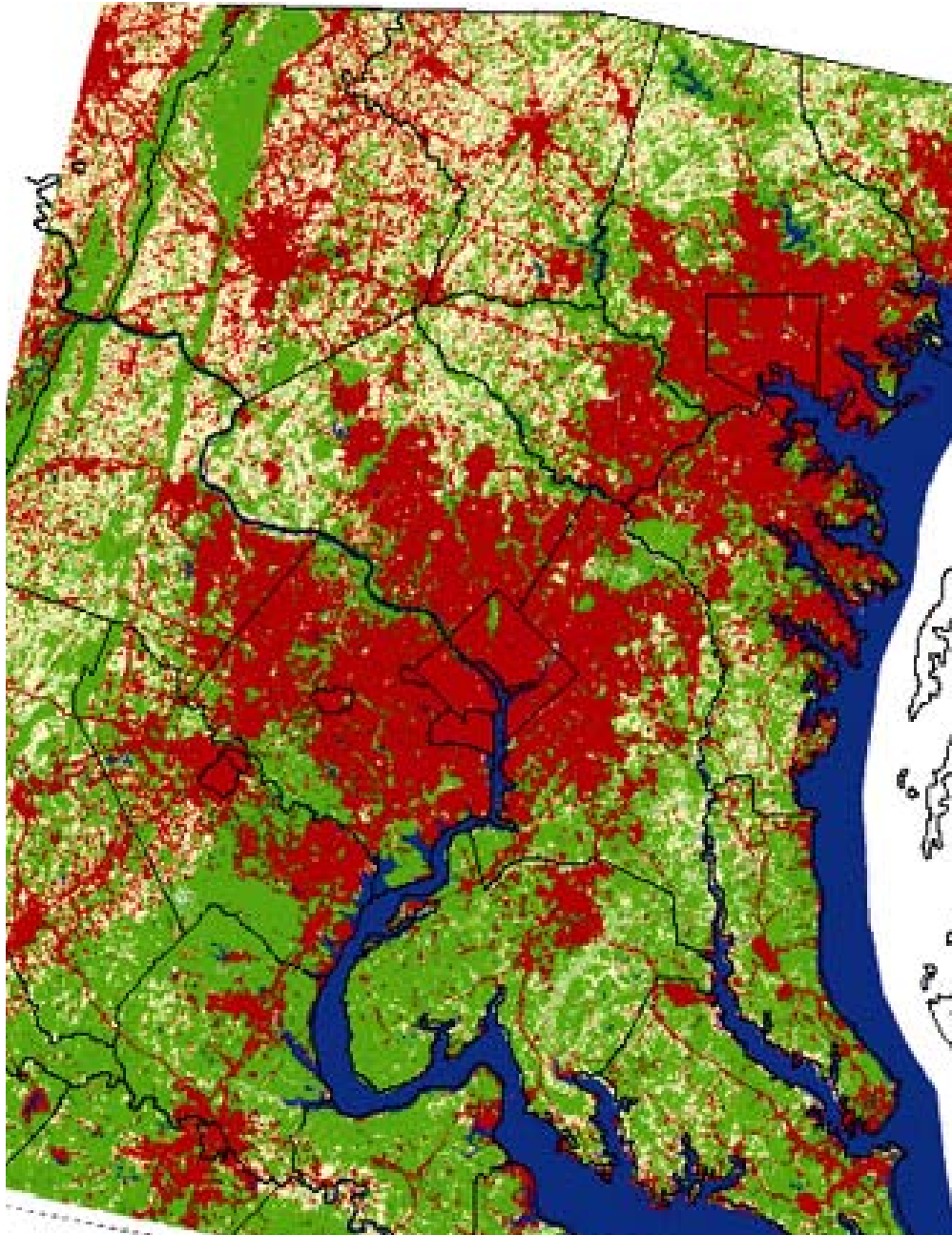
	2002	2030	% Change
Households	2,893,646	4,162,621	44%
Employment	1,742,117	2,463,893	41%
Annual VMT (000,000's)	39,212	53,726	37%
NOx (tons/day)	259.232	34.899	-87%
VOC (tons/day)	101.117	39.41	-61%
CO2 (tons/year)	23,273,168	34,450,922	48%

Here's Why...



Developed Areas in 2000

Developed Land	19%
Farm and Forest	74%



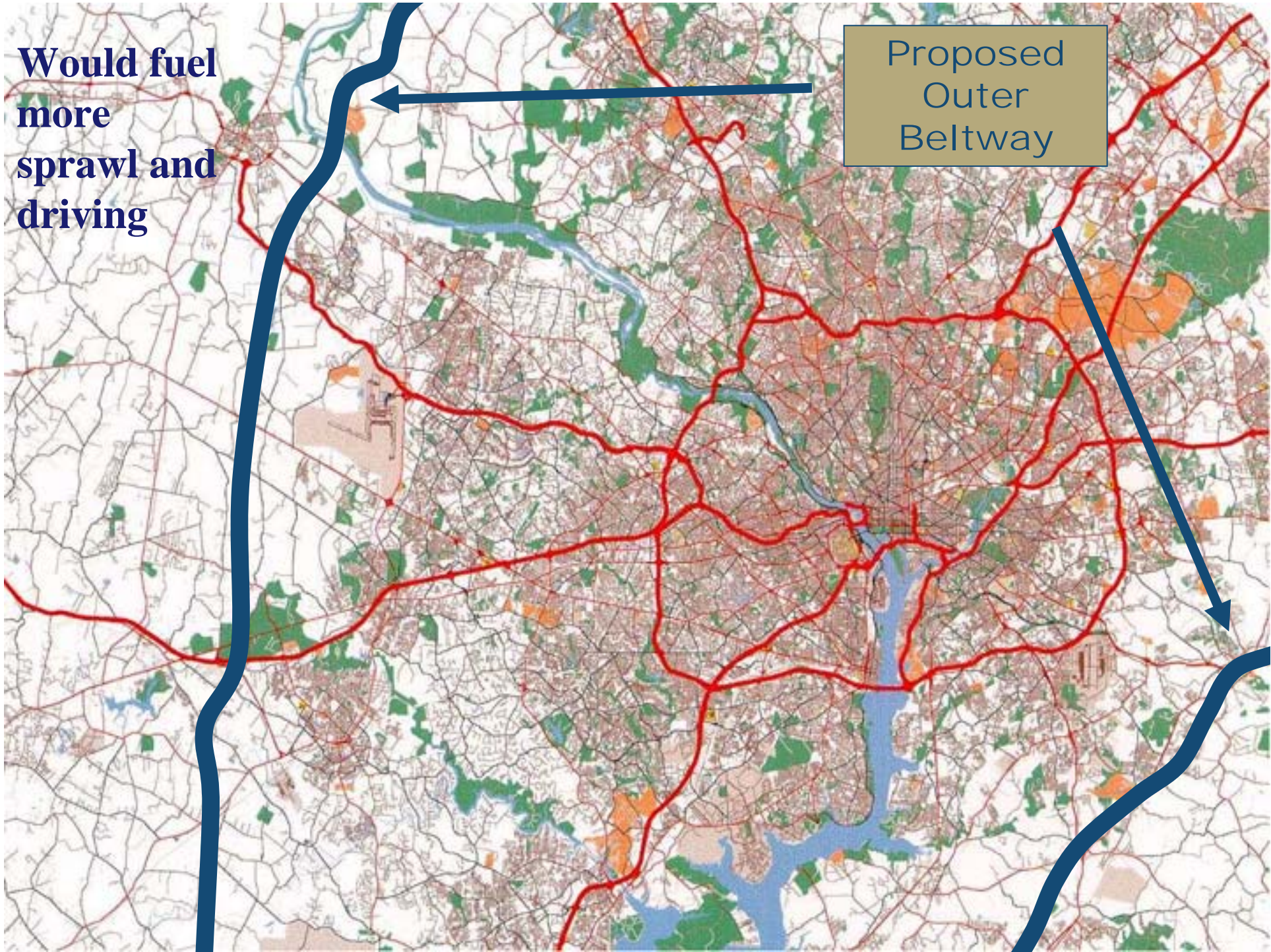
2030, Under
Current Trends

800,000 new acres
of Land would be
developed, much of it
in rural areas.

This isn't good for the
Bay and it isn't energy
efficient either

**Would fuel
more
sprawl and
driving**

Proposed
Outer
Beltway



Separation of Community Activities: Where's the Center in Centreville?



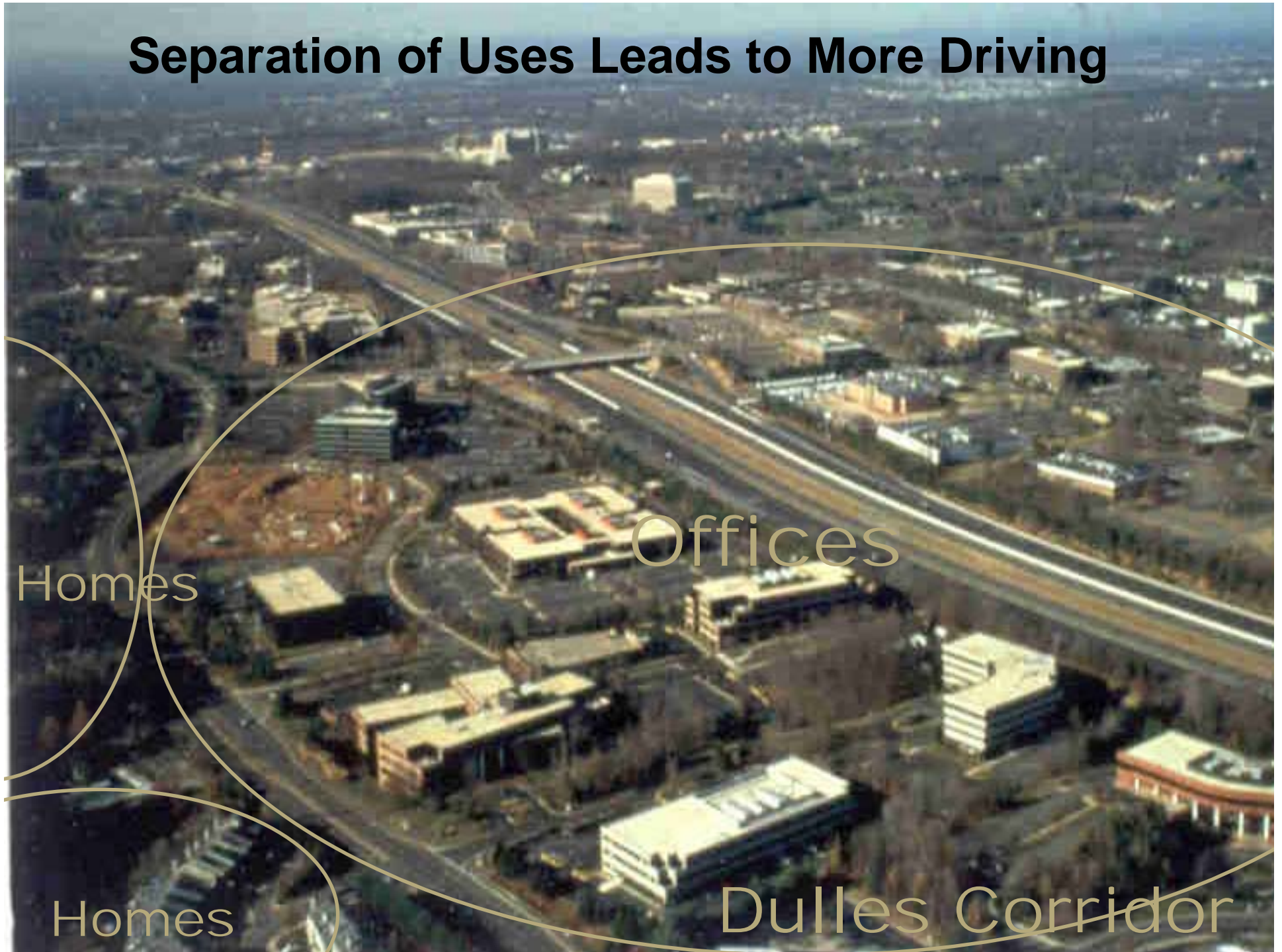
Separation of Uses Leads to More Driving

Homes

Offices

Homes

Dulles Corridor



Spreading out means no choice but to drive and requires large lots – consuming land that could serve as carbon sinks



Reston



Beacon Hill



Are walking and biking options here?

Tyson's Galleria Mall



Merrifield

Location Efficiency Should Be A Big Part of National Energy Policy

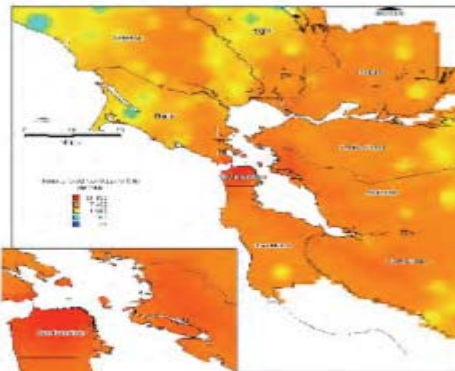
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Lots of CO₂ from vehicles in Metropolitan areas, BUT on a per capita basis, cities and walkable suburbs with transit are “cooler”

Two Views of Cities and CO₂ CO₂ Generated by Automobiles in the San Francisco Region per Year

Traditional View:

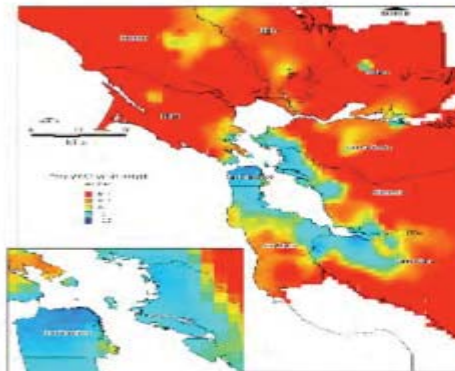
Cities produce large amounts of GHGs.



Source: MTC, based on data from the California Air Resources Board.

Emerging View:

City dwellers produce relatively low amounts of GHGs.



Source: MTC, based on data from the California Air Resources Board.

Each color represents one fifth of the land area on each map.

See this Great Report:

Growing Cooler: Evidence on Urban Development and Climate Change

www.smartgrowthamerica.org

**Smart Growth
America**

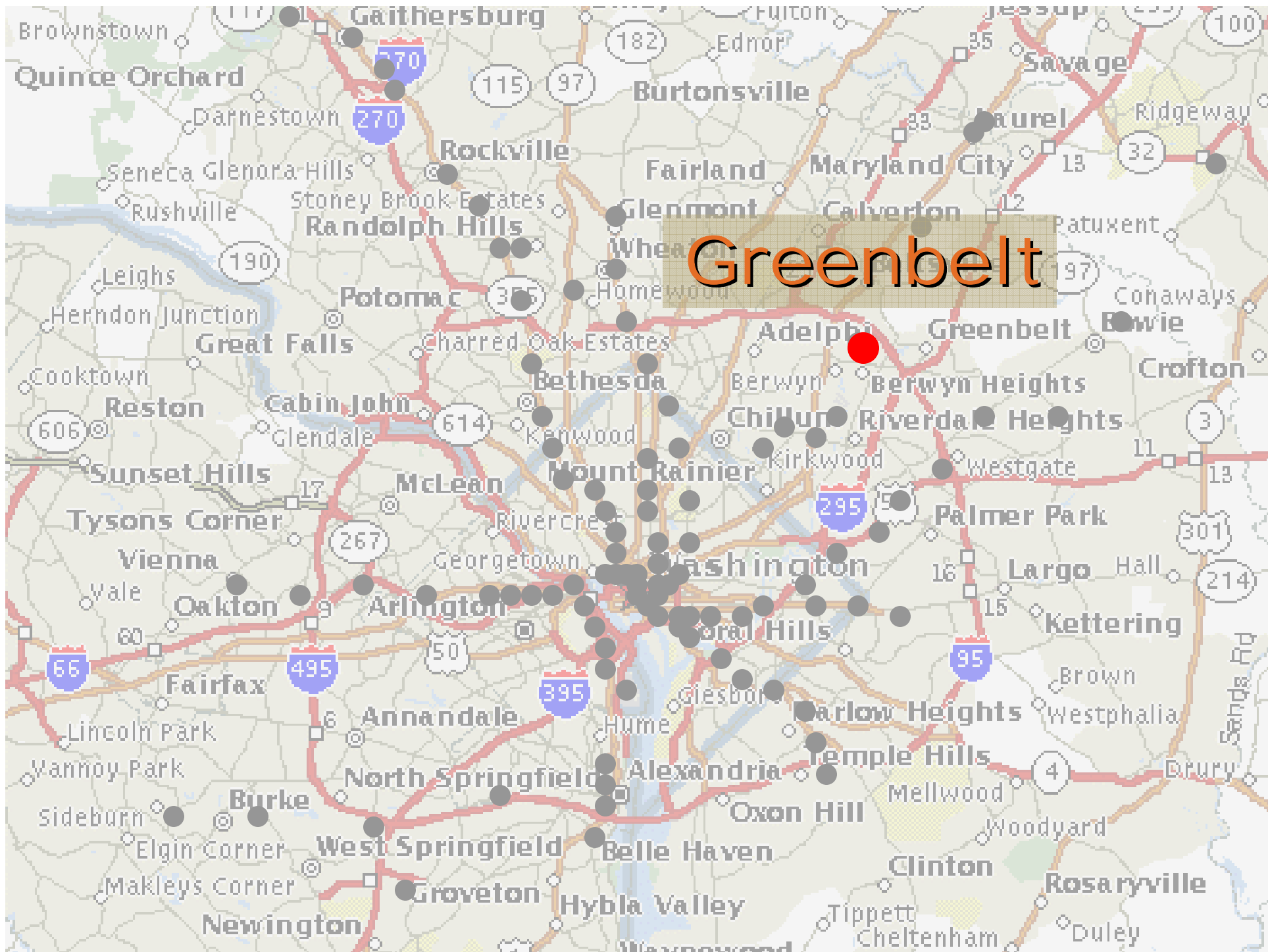
Better Choices For Our Communities

ULI **Urban Land
Institute**

BLUEPRINT
FOR A **BETTER** **REGION**

CBF Network of Livable Communities Report 1996

- Urban revitalization and transit-oriented development with pricing cuts traffic:
 - 15% reduction in daily vehicle trips
 - 11.5% reduction in vehicle miles traveled
 - 22% reduction in vehicle hours of travel
 - 13% increase in average daily highway speed



Greenbelt

Opportunities at Metro Stations

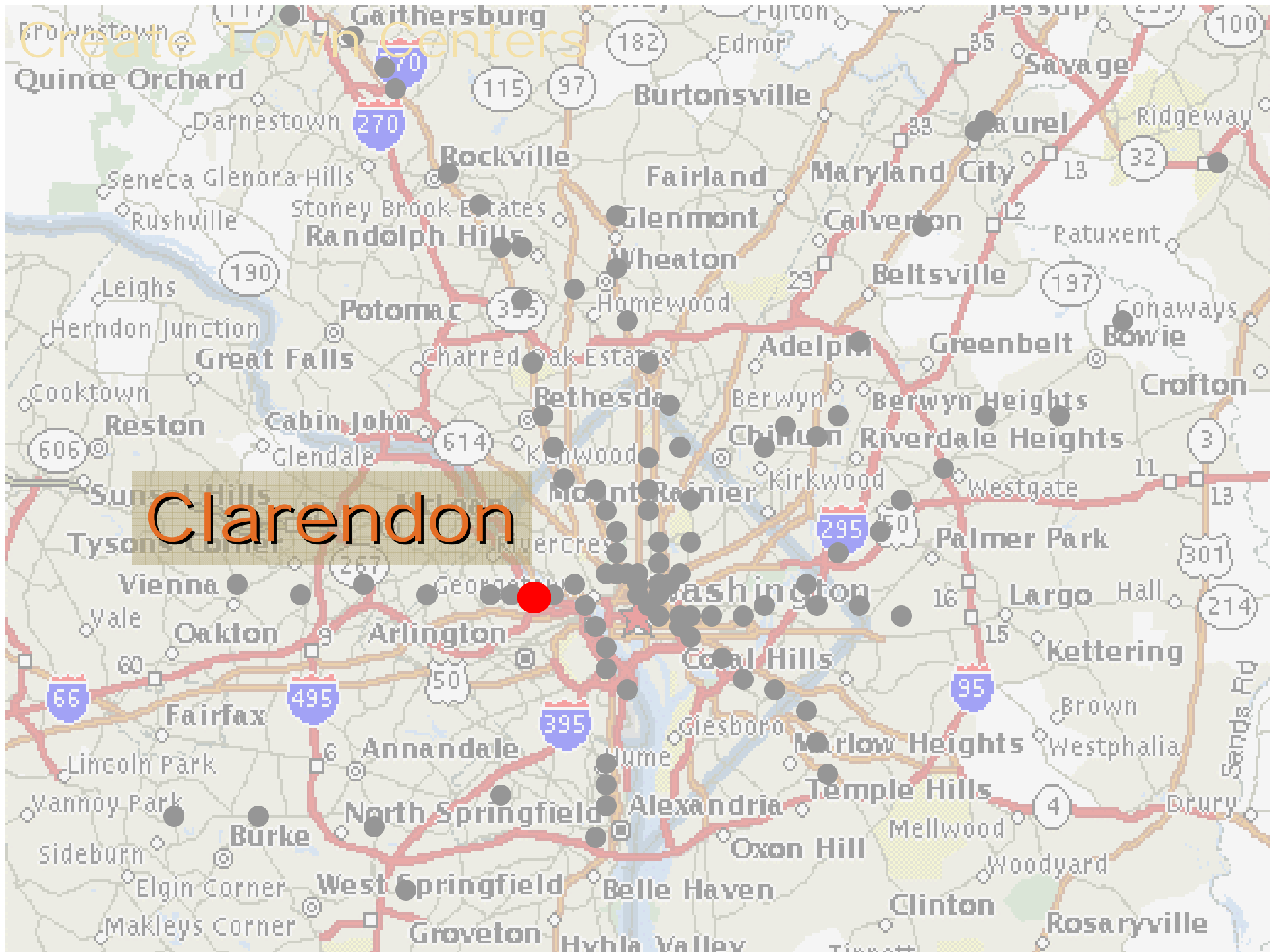
Greenbelt





Twinbrook Metro Plan

Create Town Centers



Clarendon



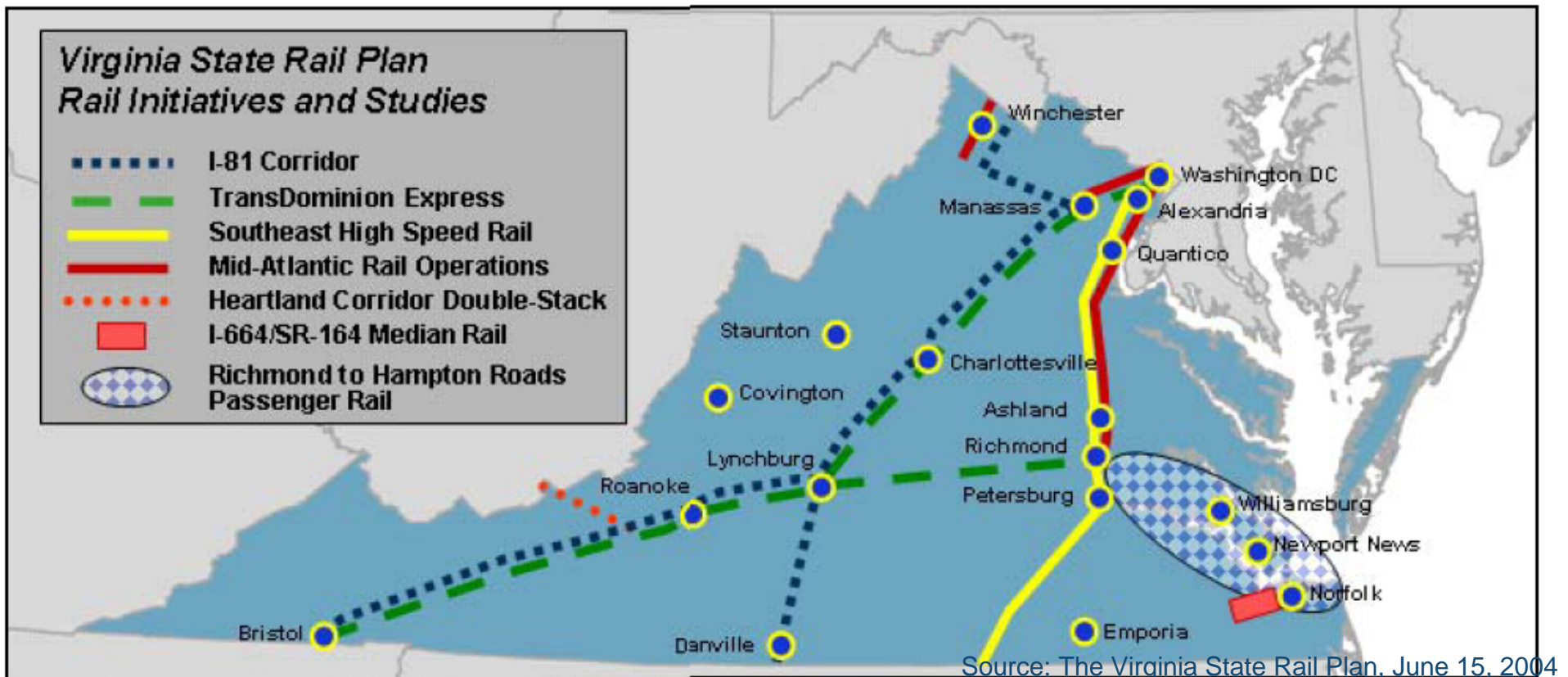


Now Leasing
Clarendon's premier apartment homes
528-9566

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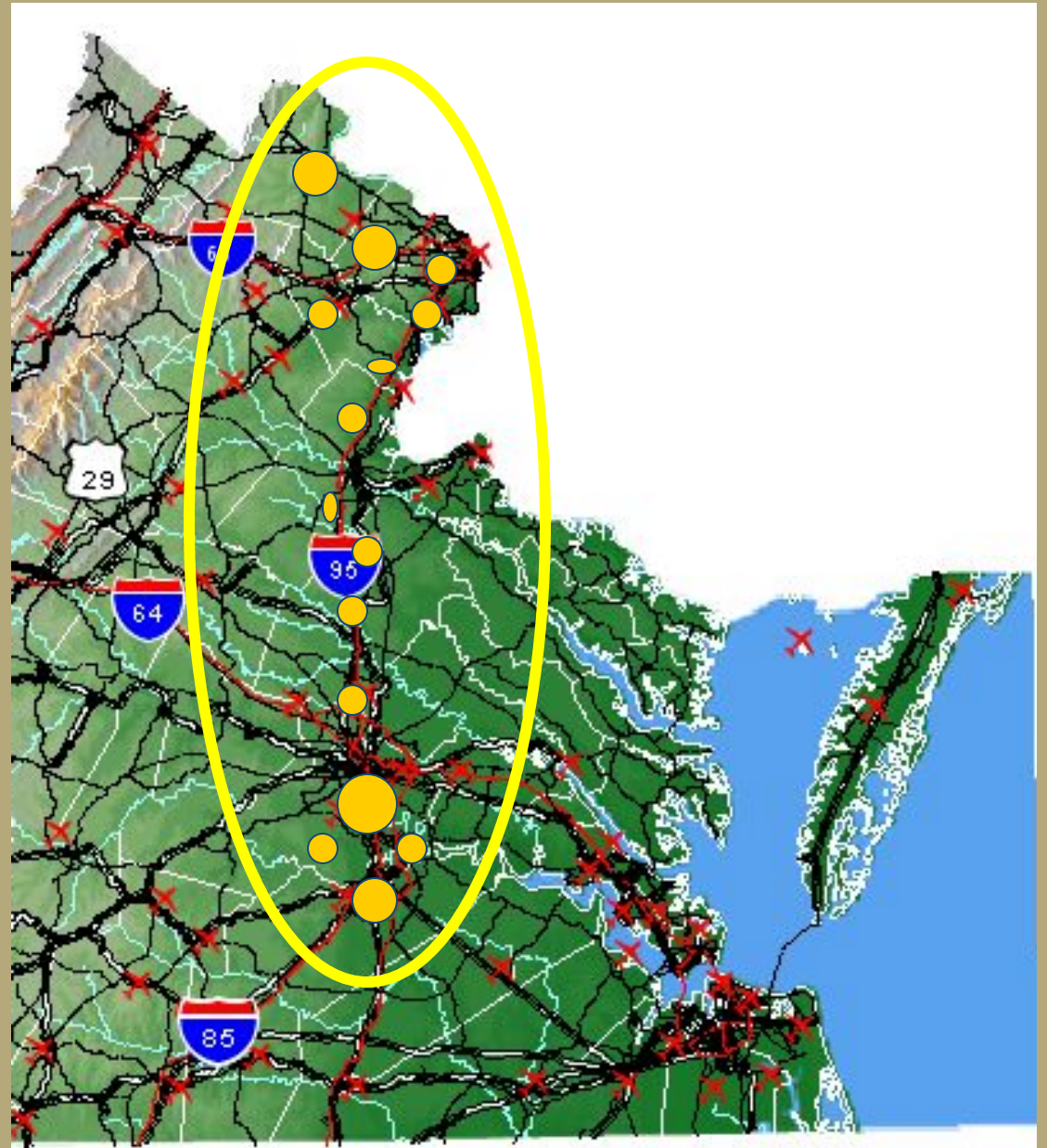
Clarendon

Intercity Passenger and Freight Rail Solution



DC to Richmond

- VRE and Amtrak Station Areas Can Accommodate Anticipated Growth



Returning to Traditional Town Design with connecting streets

Sprawl development lacks street connections and forces all traffic onto a few arterial roads.

Traditional town streets offer more choices in driving routes and the ability to walk and bicycle, reducing traffic.

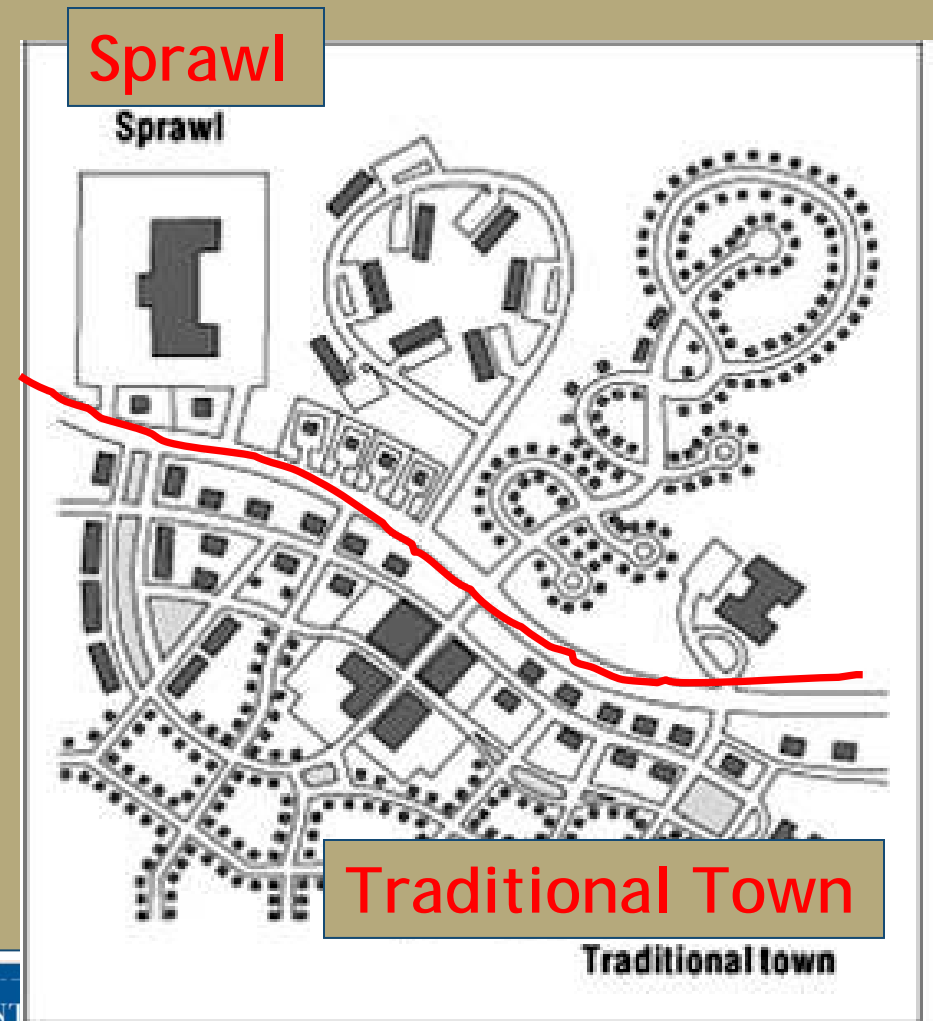
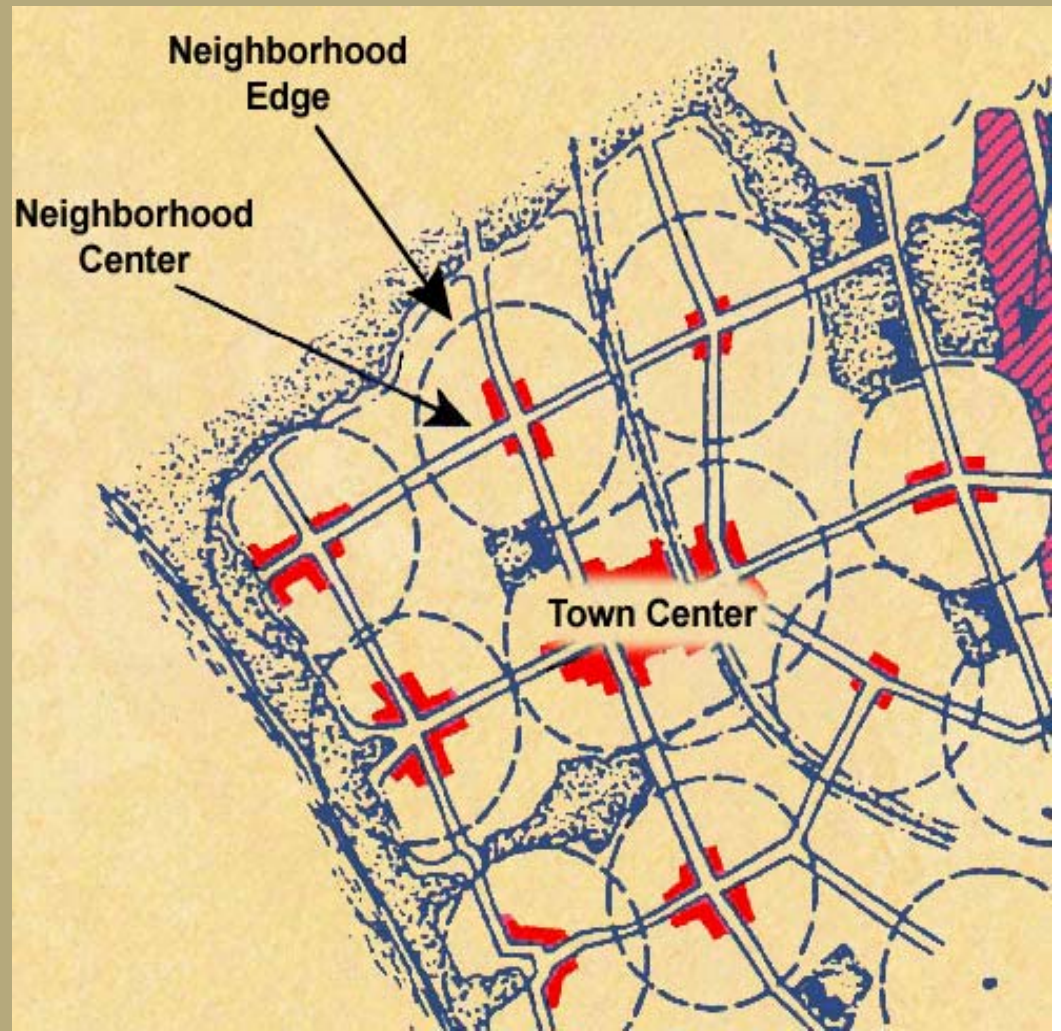


Diagram by Duany Plater-Zyberk & Company

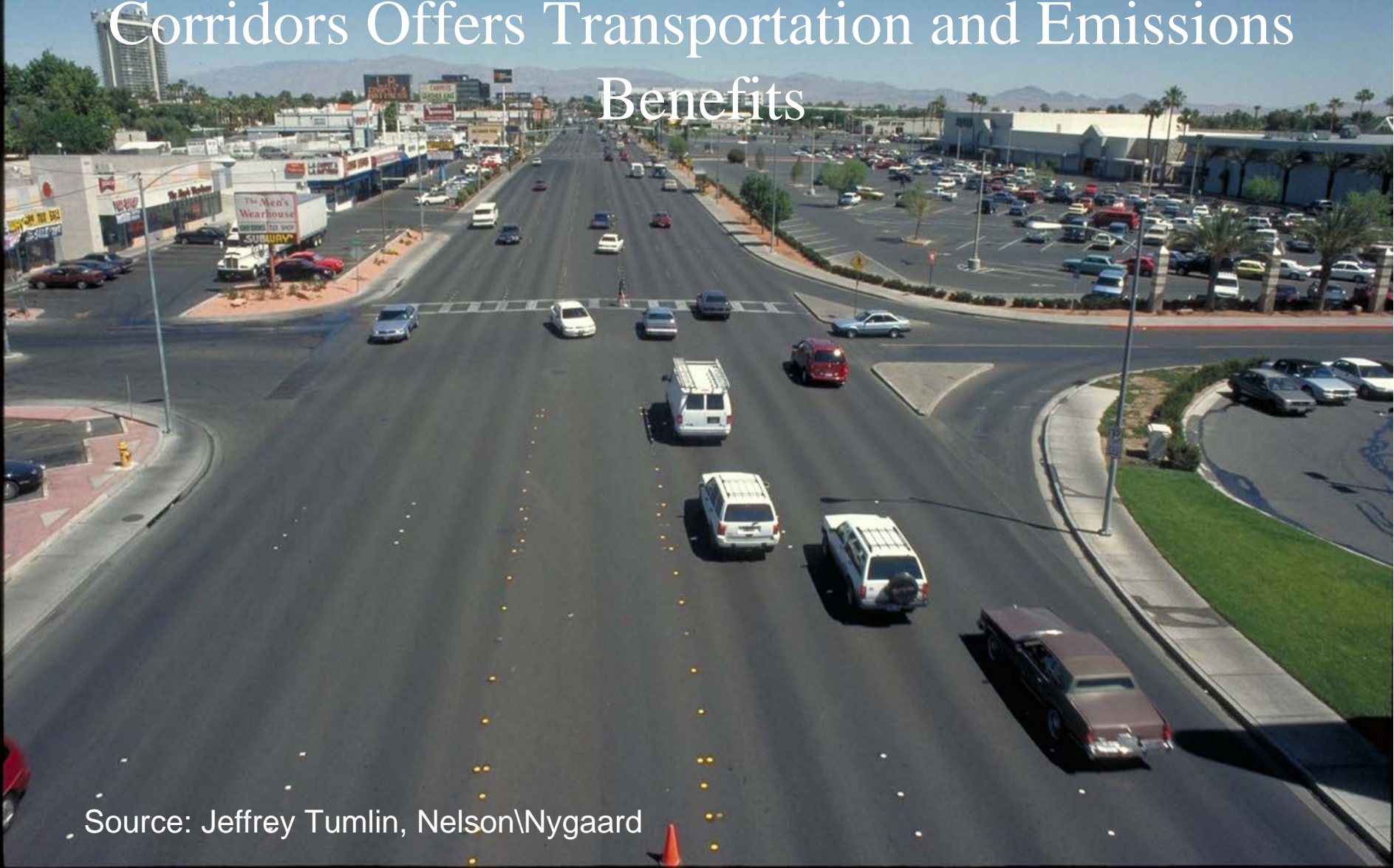
Creating Neighborhoods Where Walking for Daily Needs is an Option

SEE:

www.WalkScore.com

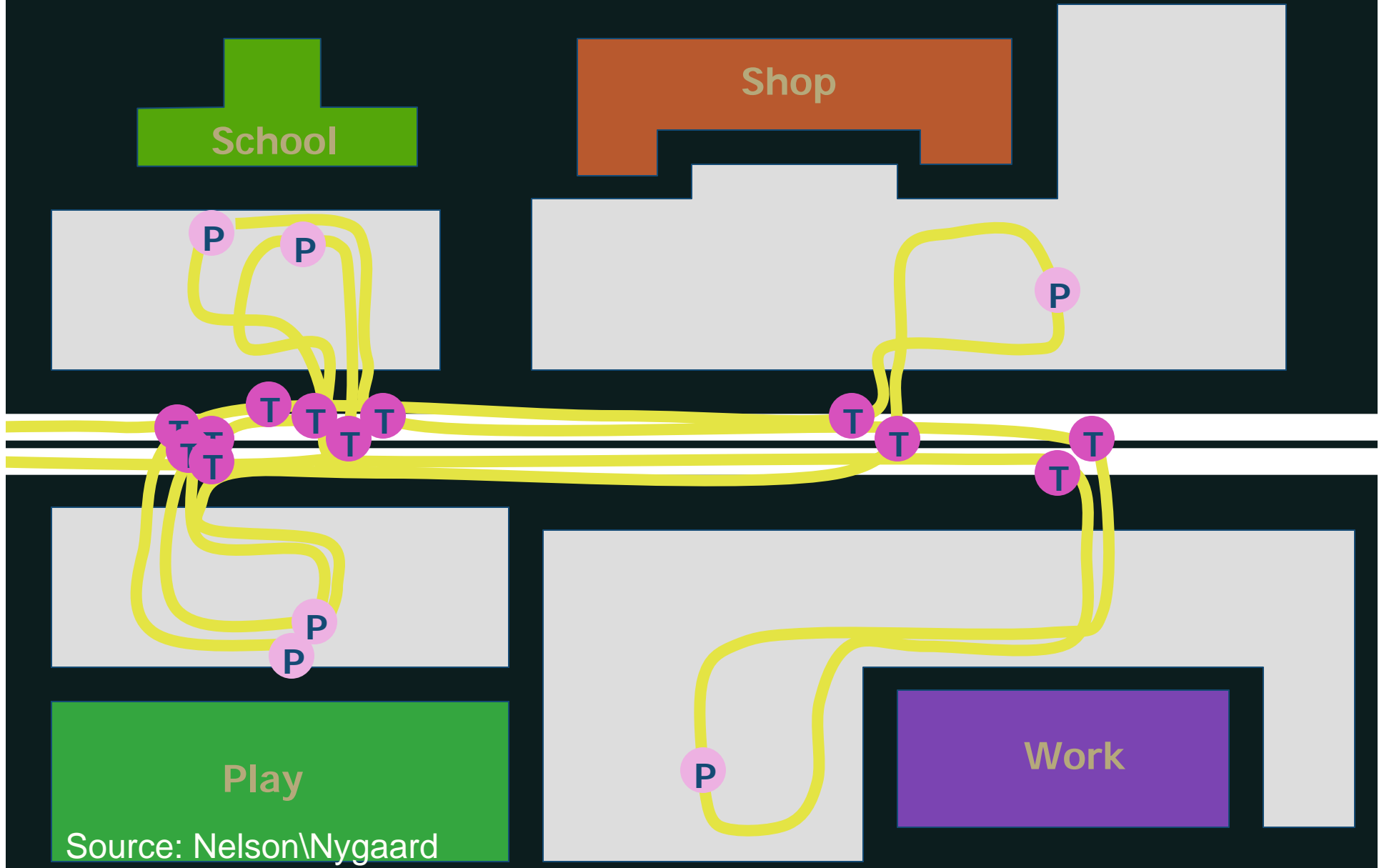


Focusing Growth in Redesigned Commercial Corridors Offers Transportation and Emissions Benefits

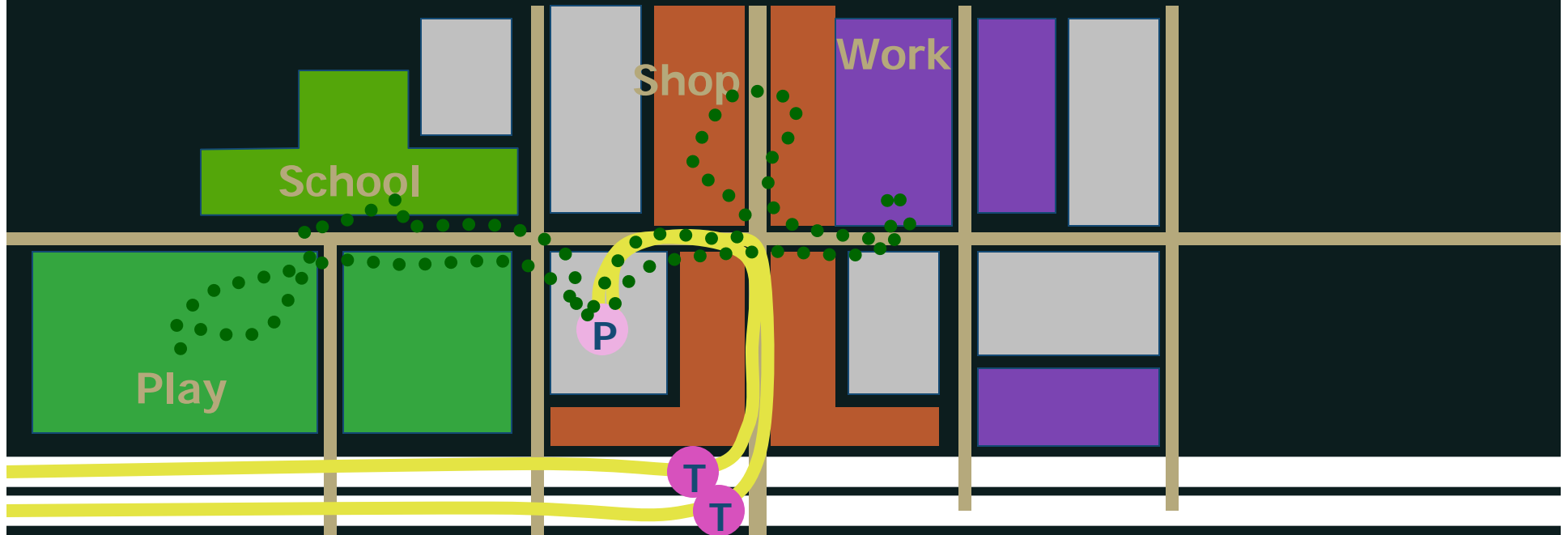


Source: Jeffrey Tumlin, Nelson\Nygaard

Conventional Development



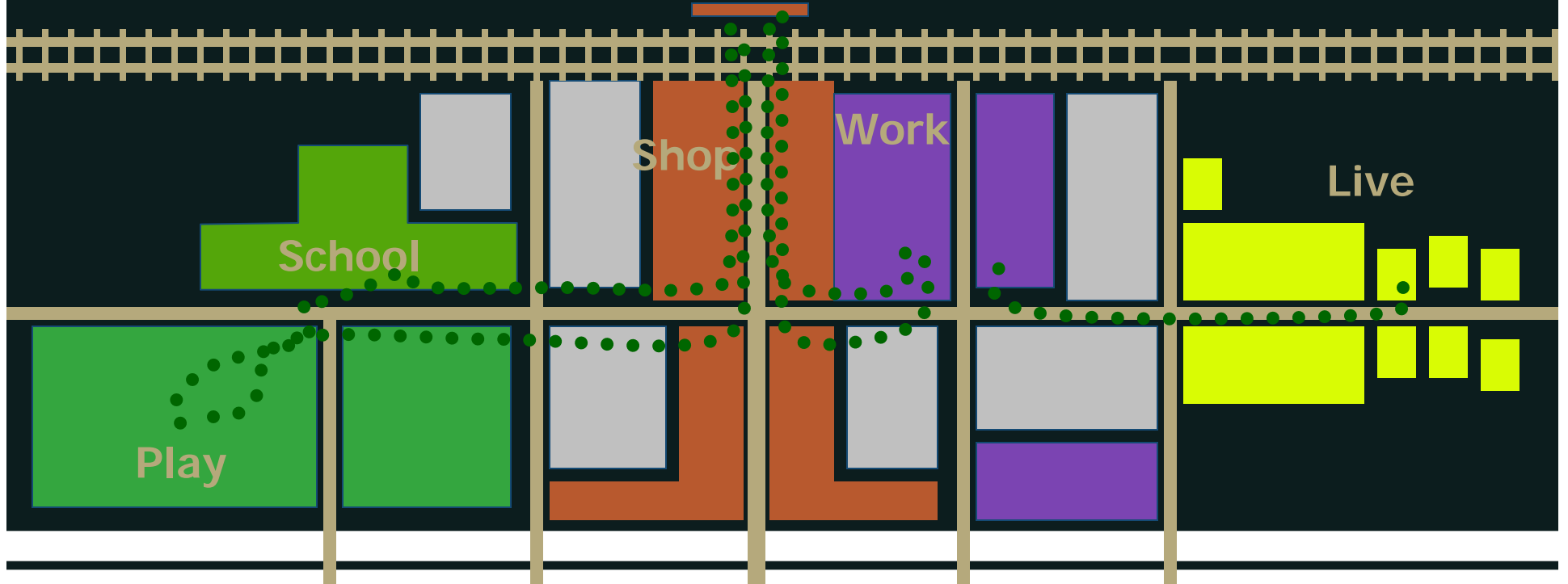
Mixed Use, Park Once District



Results:

- $< \frac{1}{2}$ the parking
- $< \frac{1}{2}$ the land area
- $\frac{1}{4}$ the arterial trips
- $\frac{1}{6}$ th the arterial turning movements
- $< \frac{1}{4}$ the vehicle miles traveled

Transit Oriented Development





Reinventing the Commercial Strip by the Advantage

Great Places Begin with Great Streets and Sidewalks



Streets

Pedestrian-friendly four lane arterial residential street next to pocket park



Streets

Ample sidewalks for cafes



Graceful Growth for Small Towns





Walkable Communities

Ensure Appropriate Transportation Options

Changing U.S. Demographics



- Married Couples with kids are no longer dominant (only 23% of households)
- “Empty-Nesters” are on the rise
- Single-Person Households will grow the most
- “The Rise of the Creative Class”





The Key to Success: Location Efficiency – The Right Development in the Right Places with Good Design

Loca

Kentlands



To Get Involved or Learn More, Contact:

Coalition for Smarter Growth
(202)244-4408

www.smartergrowth.net

Piedmont Environmental Council

www.pecva.org