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June 25, 2015

Transportation Futures Study Library
6/2015 Summary of Resources
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Core Values: *Why American Companies are Moving Downtown, Smart Growth America* (June, 2015). In the past 5 years, more than 500 companies have relocated, opened new offices, or expanded in walkable downtowns. Smart Growth America partnered with Cushman & Wakefield in interviewing 40 of these companies. Their reasons for their choices fell into 6 main themes: 1) To attract and retain talented workers; 2) To build brand identity and company culture; 3) To support creative collaborations; 4) To be closer to customers and business partners; 5) To centralize operations; and 6) To support triple-bottom-line business outcomes.

Well Done, Vancouver! Well Done, Planners!, Todd Littman (May, 2015) The City of Vancouver BC has reduced its automobile mode share to about half of all trips (most North American cities have about 80% automobile mode share) with a corresponding growth in walking, cycling, and transit use. These changes are the result of the city's efforts to improve walking, cycling, and transit use plus implementing smart growth policies that create compact, multimodal neighborhoods. The decline in automobile use has significantly increased safety; the Vancouver region has only 3.9 traffic deaths per 100,000 residents, one of the lowest among North American cities. Crashes involving bicyclists have also dropped, despite rapid growth in bicycle travel. Households in the Vancouver region devote just 12.4% of their household budgets to transportation, the least of all North American cities. Recent research also indicates that providing high quality public transit significantly reduces automobile travel, traffic congestion, and parking needs.

Centerlines: *Adding New Capacity Doesn't Improve Congestion*, (May, 2015) Various studies of US traffic data over the past few decades show that adding new road capacity not only doesn't decrease congestion; it actually *increases* vehicle miles traveled. A 2011 study found that the more capacity a metro's highway system had, the more miles its vehicles traveled on it. For instance, a 10% increase in highway capacity resulted in a 10% increase in vehicle miles traveled. The latest example is the widening of I-405 in Los Angeles, where traffic is now moving more slowly than before the highway was widened at a cost of more than \$1 billion.

Centerlines: *Census Undercounts Walking and Biking* (May 2015) The US Census asks American households only about commute trips, which account for about 16% of household travel. When researchers at the University of Minnesota asked households in Twin Cities about the other 84% of their trips, they found that driving decreased in the region between 2000 and 2010, while bicycling increased 58% and walking increased by 44% -- data that was never captured by the Census Bureau.

Essay: *Connecting the Dots between Education, Health, and Opportunity, Investing in What Works for America* (A joint project of the Federal Reserve Bank of San Francisco and the Low Income Investment Fund) Community investment in education, housing, transportation, and neighborhoods are closely linked to health, well being, and opportunity, especially for low-income families. Educational opportunities rely not only on high quality schools, but on the creation of an environment that improves educational outcomes. The greatest gains in education will result from investments in neighborhoods and community conditions that put children on the path to success in school, work, and better health.

More Extensive is More Expensive, 1000 Friends of Oregon (2013)

Land use and transportation policies that promote sprawl are costing Oregon communities and residents

more every year.

- Infrastructure costs are highest for sprawling development patterns, where low-density residential, commercial, and employment areas are separated by use and require automobiles for most trips.
- By contrast, infrastructure costs for 'quality growth,' which directs walkable, mixed-use development to existing communities, are less than for sprawl: roads cost 12% less, water and sewer cost 14% less.
- The costs of serving sprawl with infrastructure far outweigh the revenues produced by taxes, development charges, and user fees, leaving existing residents to foot the bill through higher taxes and/or a decline of public services.
- Oregon communities rarely consider the life cycle costs of transportation facilities (operation, maintenance, and replacement) when planning for new infrastructure.
- Oregon cities would benefit from applying a Fiscal Impact Analysis (FIA) to proposed transportation and land use changes. An FIA compares the negative impacts of proposed changes on public services (police, water and sewer, schools, fire protection, etc.) to expected revenues from property taxes, SDCs, and user fees.
- Past investments in low-density development have left Oregon taxpayers and communities with costly maintenance and replacement bills. For example, Oregon cities need an additional \$187 million every year just to maintain and construct roads at current levels.
- Scenario planning helps communities evaluate a wide range of land use and transportation options to determine cost-effective investments.

Poverty & Race Transportation and Civil Rights, Poverty & Race Research Council, 2010.

Transportation and civil rights are interrelated. The recent economic crisis means that transportation-disadvantaged people are stuck with a crumbling transportation infrastructure that never met their needs in the first place. Transportation systems facilitate race-, ethnic-, and class-based segregation.

Puget Sound Regional Council: *Transportation Public Opinion Survey*, (March, 2015). A survey of voters Washington's King, Pierce, Snohomish, and Kitsap counties found that traffic congestion is a serious or critical problem; their region lacks good transportation alternatives; highways are the most important component of their transportation system; the gas tax is not keeping pace with funding needs; taxes/fees are a predictable long range funding solution; and local communities should have the authority to raise revenue to improve transportation.

***Where We Need to Go - A Civil Rights Roadmap for Transportation Equity, The Leadership Conference Education Fund* (March, 2011)** Americans in the lowest 20% income bracket spend 42% of their total annual income on transportation; middle-income Americans spend only 22%. Although African-Americans make up 12% of the US population, they account for 20% of pedestrian fatalities. Native Americans have the highest rate of pedestrian injury and death per capita of any racial or ethnic group in the US. Transportation policy has a significant impact on economic opportunity; in 2006, 45% of jobs in the largest 98 metro areas were located more than 10 miles from the urban core, in locations often unreachable by public transit, the primary source of mobility for low-income employees. (Racial minorities are 4 times more likely than Whites to rely on public transportation for their work commute.) Although rents in outlying areas are lower than in the gentrifying urban core, lower-income households bear the additional burdens of car ownership and longer commutes. People in communities with plentiful transit options spend only 9% of their income on transportation, while the average American family spends 19%. In car-dependent outer suburbs, however, families often must spend 25% of their income on transportation.