Engaging the Community

Connecting land use, transportation and global warming

Cheryl Cort
Coalition for Smarter Growth
Washington, D.C.
Railvolution Miami, Nov. 3, 2007
Why so much traffic?

- Home
- School
- Recreation
- Store
- Work

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Since 1982

Population: Up 22%
Driving: Up 70%
Highway Delay: Up 235%

(Based on data from the Texas Transportation Institute)
Factors Contributing to the Growth in Driving

- Increase in Trips Taken: 18%
- Increase in Trip Lengths: 35%
- Decrease in Vehicle Occupancy: 17%
- Switch to Driving: 17%
- Increase in Population: 13%

Surface Transportation Policy Project
Separation of Community Activities:
Where’s the Center in Centreville?
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Centreville
Capital Beltway Congestion
Imbalanced rush hour traffic flow and congestion

New and Expanded Freeways
Serve & exacerbate growth on favored westside of region
Over $30 billion in proposed new highways
Annual Mobile CO₂ Emissions (Tons) for 8-Hour Ozone Non-Attainment Area

Note: Years 2000, 2005 and 2020 were interpolated using 2002, 2010 and 2030 emissions estimates from the October 18, 2006 conformity determination.
Emerging Global Warming Consensus:

U.S. must cut Greenhouse Gases 60-80% below 1990 levels by 2050

- **Transportation about 1/3 of US CO2 emissions, and growing fastest**

- **Major reductions will be needed in all sectors**
  Other sectors (electricity, industry) unable to compensate for transportation

Transportation Greenhouse Gases: 3 Legs of a Stool

1. Vehicle Efficiency (mpg)
2. Fuel Greenhouse Gas content (Fuel GHG)
3. Vehicle Miles Traveled (VMT)

Need progress on all 3 legs, but climate policy discussions have ignored VMT
U.S. Share of Passenger Vehicle Emissions

- United States: 45%
- OECD Europe: 21%
- Canada and Mexico: 7%
- OECD Pacific: 9%
- Former Soviet Union and Eastern Europe: 6%
- China: 2%
- Other Asia: 2%
- Africa: 2%
- Latin America: 5%
- Middle East: 1%
- India: 1%
U.S. Growth of Driving

Index: 1980=1

- VMT
- Vehicles
- Population

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US VMT Growth Projected to Outpace Vehicle & Fuel Improvements (Fig 2-3)

Source: EIA AEO 2007
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From: Center for Neighborhood Technology
VMT & Residential Density

Driving vs Residential Density

25% Less VMT with Compact Development
Changing U.S. Demographics

- Married Couples with kids are no longer dominant
- “Empty-Nesters” are on the rise
- Single-Person Households will grow the most
- “The Rise of the Creative Class”
- By 2025: 72% of households will not have children
The Market Is Changing Dramatically

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Nelson, 2006
Solutions: Network of Livable Communities

- Urban revitalization
- Transit-oriented development
- Graceful expansion of small towns
- Preservation rural land
Tools for Engaging and Winning

- Education
- Grassroots Organizing
- Policy Advocacy
- Media
Metro In Your Neighborhood

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www.sgbrooks.com
The Journey Through Hallowed Ground

From Gettysburg, PA to Monticello, VA

The Old Carolina Road

175 Miles long

Where America Happened
Growth Critics In Loudoun Depict Impact Of Proposals

By Michael Laris
Washington Post Staff Writer
Thursday, October 7, 2004; Page B04

Slow-growth activists, including a woman yesterday in a still-rural part of Loudoun County, recent development proposals could add to the region's already clogged roads.

With the rumble of 18-wheelers drowning out traffic gathering along Route 50 at Mount Zion Church, Piedmont Environmental Council and other residents to decry a push for more construction in a growing county.
Traffic problems are a result of poor planning.

These are more and more people on our roads now. Roads that weren’t built to support this much traffic. With all the new development, no one planned adequate transportation solutions.

Tim Kaine will promote smart land use and impact studies.

Tim Kaine will promote mixed-use development that takes advantage of existing roads and public transportation. He will also direct the Secretary of Transportation to make recommendations on effectively linked land use and transportation planning within 100 days of the new administration.

He will give local communities more power to say no to out-of-control development.

Tim Kaine will give local governments – supervisors and city councils – power over zoning, so they can reject development plans that roads can’t support. This will allow local communities to preserve their quality of life and ensure that new development doesn’t add to our already congested roadways.
Each Transit Station offers space to accommodate new jobs & housing

In the kind of communities people want to live in.
Development around Metro

Gallery Place
Projects include:

- 1824 Tariff Building
- Gallery Place
- New Housing
Grassroots Organizing

**Grassroots organizing is key to our work**
- Smart growth supporters request our help
- Where building a campaign, we go door to door, build petitions, build a website, and network to find interested people.

**Building trusting relationships**
- Meet, provide resources, educate, then facilitate their participation in the planning process.
- Once you are a trusted source of information, then you can ask people to take a specific action (i.e. testify, write an LTE, speak at a press conference)

**Successful organizing combines traditional and new techniques**

**Local issues that people care about** – taxes, traffic, a missing park or lacking retail, affordable housing, etc.
Remaking Tysons Corner

- Urged elected officials to invest in a leading firm to lead a re-planning process
- Mobilized community participation
- Educated task force, electeds, county staff, media
Tysons Corner: The elements are there...
Ward 3 Vision

• Community leadership development
• Group development
• Media outreach
• Website, email alerts
• Local & citywide project & policy battles

The Akridge project at 5220 Wisconsin Ave.
Capitol Heights Metro station – Prince George’s County / D.C. border
Eastside Metro stations

- Fort Totten
- Minnesota Ave.
- Rhode Island Ave.
- Capitol Heights
Planning & Policy Solutions

- Small Area Plans
- Street design
- Parking & Transportation Demand Management (TDM)
- Urban Design
- Retail
- Civic space
- Affordable Housing
- Global Warming responses: VMT reduction
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