Healthy, Wealthy & Wise
Valuing Walkable and Transit-Oriented Communities

Todd Litman
Victoria Transport Policy Institute
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Recipe for Multi-modalism

- Excellent walking and cycling conditions.
- Sufficient density and housing diversity.
- Mixed development so most homes are within an easy 10-minute walk of commonly needed services (public transit, shops, schools, parks, etc.).
- Complete and connected streets.
- Adequate public transit, taxi and ridehailing services
- Carsharing (vehicle rental services)
- Delivery services
Transit-Oriented Development

Also called “Smart Growth,” “New Urbanism” and “Multi-Modal Community Planning.”

Creates “urban villages” where commonly-used services (shops, restaurants, schools, parks, etc.) and many jobs are easy to access without a car.
Transit Oriented Development residents typically own about half as many automobiles and generate about half as many trips as predicted by the Institute of Transportation Engineers (ITE) *Trip Generation* manual.

(Cervero 2009)
Costs of Sprawl Research
### TOD Benefits (compared with sprawl)

<table>
<thead>
<tr>
<th>Economic</th>
<th>Social</th>
<th>Environmental</th>
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<tbody>
<tr>
<td>Public infrastructure and service cost savings</td>
<td>Improved mobility options and economic opportunities, particularly for non-drivers</td>
<td>Greenspace &amp; habitat preservation</td>
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<tr>
<td>Parking cost savings</td>
<td>Increased housing options</td>
<td>Energy savings</td>
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<td>Consumer savings</td>
<td>Increased physical exercise and health</td>
<td>Air pollution reductions</td>
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<td>Agglomeration efficiencies</td>
<td>Community cohesion and security</td>
<td>Reduced impervious surface</td>
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<td>Supports industries that depend on compact development</td>
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<td>Water pollution reductions</td>
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<td>Reduced fuel imports</td>
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<td>Reduced “heat island” effect.</td>
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<td>Economic resilience</td>
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Transport Safety

As transit travel increases in a community, per capita traffic fatality rates tend to decline.

(National Highway Traffic Safety Administration Data for U.S. Urban Regions)
The portion of household income devoted to transport increases with per capita vehicle miles traveled (VMT). Each dot represents a U.S. state.
Mixed Income Housing

An efficient and equitable community ensures that everybody, including people with low incomes and disabilities, can find appropriate housing in walkable and transit-rich neighborhoods.

This requires policies that allow diverse infill housing:

- Increased allowable density and heights.
- Support mixed use (housing over shops).
- Reduced parking requirements and more efficient parking management.
- Affordable housing incentives and subsidies.
- Improve affordable modes.
Maintaining Affordability

TODs need diverse housing types and price ranges. This may require a combination of incentives and subsidies.

In many cases, affordable housing can be built on existing parking lots.
Affordable-Accessible Housing Types

- Small-lot single-family housing
- Accessory Units
- Laneway houses
- Duplex
- Townhouses
- Residential over retail
- Low-rise Apartment
- Loft apartments
- High-rise Apartment
Affordable-Efficient Modes

Walking, cycling and public transport are resource efficient and affordable, and so tend to be most sustainable.

Yet, they often receive less than a fair share of public investment.

Disparity of Pedestrian and Bicycle Mode Share, Fatalities, and Funding

- 11.4% of all trips are taken by bicycle or on foot
- 14.9% of roadway fatalities are pedestrians & bicyclists
- but only 2.1% of federal transportation funding goes to bicycling and walking projects

(US Data, ABW 2014)
More Balanced Policies

Conventional planning is biased in ways that favors more expensive housing and transport options:

• Restrictions on infill density.
• Restrictions on affordable housing types (townhouses and apartments) in most residential neighborhoods.
• Minimum parking requirements.
• Planning and funding practices that favor automobile-oriented improvements over investments in more affordable modes.
• Failure to consider non-drivers’ needs.
Transit Oriented Development is a great product! We have plenty of evidence concerning its economic, social and environmental benefits.

However, many benefits are often overlooked or undervalued.

We must answer the question, “What’s in it for me?”
Supported by Professional Organizations

- International City/County Management Association
- Institute of Transportation Engineers
- American Planning Association
- American Public Health Assoc.
- Center for Disease Control
- Federal, state, regional and local planning agencies
- World Health Organization
- National Governor’s Association
- And much more...
“Urban Sanity: Understanding Urban Mental Health Impacts and How to Create Saner, Happier Cities”

“Toward More Comprehensive and Multi-modal Transport Evaluation”

“The Hidden Traffic Safety Solution: Public Transportation”

“Evaluating Public Transportation Benefits and Costs”

“Affordable-Accessible Housing in a Dynamic City”

“The New Transportation Planning Paradigm”

“Transportation Cost and Benefit Analysis”

“Evaluating Complete Streets”

“Selling Smart Growth”

and more...

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