Accelerating Active Transportation Change in Northern Virginia

The Business Case for Active Transportation

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Smart Growth America
Improving lives by improving communities

Who is **Smart Growth America**?

Smart Growth America envisions a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient. We empower communities through technical assistance, advocacy, and thought leadership to realize our vision of livable places, healthy people, and shared prosperity.

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National Complete Streets Coalition

Transportation for America

SSTI State Smart Transportation Initiative

FBCI Form-Based Codes Institute

Local Leaders Council

LOCUS

GOVERNORS' INSTITUTE on community design

How do we gauge economic benefit?

- Transportation agencies generally define economic benefit only by the time savings of drivers on the corridor
- We tend to focus on the value of time for one set of roadway users – vehicular users
- This misses a whole lot of value that is not captured in travel time

Transportation can build or deplete the economic value of the properties it touches.

Detroit 1959: Hastings Street

Detroit 1961: ~~Hastings Street~~ I-375

Roadway performance vs. impact on surroundings

Roadway performance vs. impact on surroundings

Traffic flow is top priority if saving travel time is the economic metric

What about travel time value for those crossing the street?

Courtesy of Local Government Commissi

Economic productivity and property values (both residential and commercial) go up in areas that are walkable and have slow traffic.

Photo: Charlotte NC DOT

And conversely . . .

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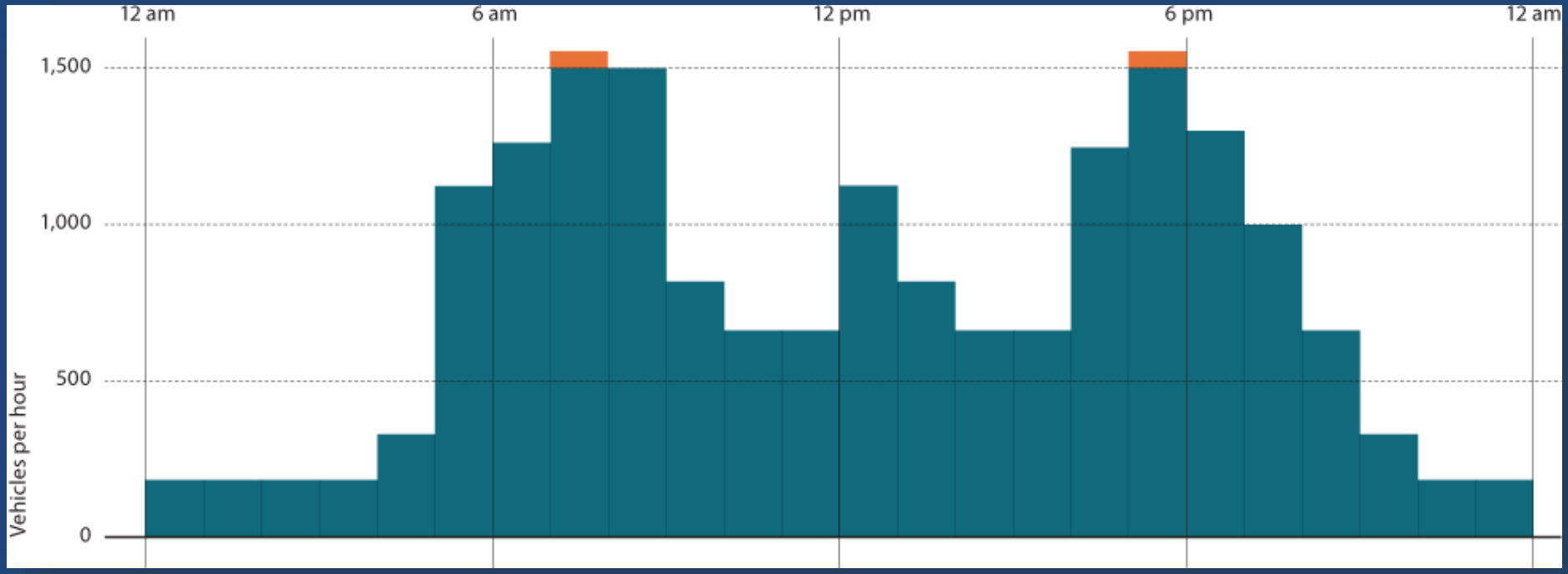
The role of delay/LOS

Peak hour vs. overall capacity



Where does economic value come from?

- Agglomeration
- The synergy of proximity
- $ value of safety improvement; etc.

Economic productivity and property values go up in areas that are walkable and have slow traffic

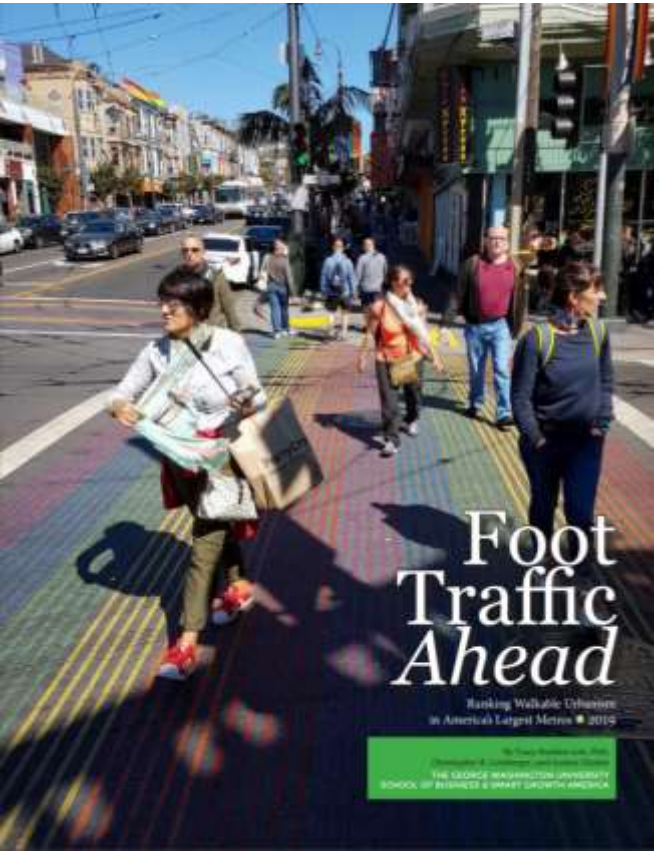
ROI

"Agglomeration"

It is the reason humans have been making villages, towns, and cities for the last 10,000 years.

The Economy Coalesces in Walkable Urban Places

This research maps the geographic locations and market demand for "regionally significant" walkable urban places, referred to as "WalkUPs", in the 30 largest U.S. metropolitan areas.



2019 study examines the top 30 US metropolitan areas

Key findings:

- All show rental rate premiums for walkable urban office, retail and rental multi-family.
- "drivable sub-urban real estate products have been losing market share to walkable urban real estate products during this economic cycle."
- *Much new walkable development is occurring in suburbs.*

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Walkable places are growing in value almost everywhere

By Joe Cortright | 16.1.2020

Over the past decade, across the nation, the most walkable homes have appreciated the most

In two-thirds of large metro areas, walkable neighborhoods have higher home values than car-dependent ones

Walkable neighborhoods appreciated faster than car-dependent ones in 44 of 51 large metro areas in the past seven years.

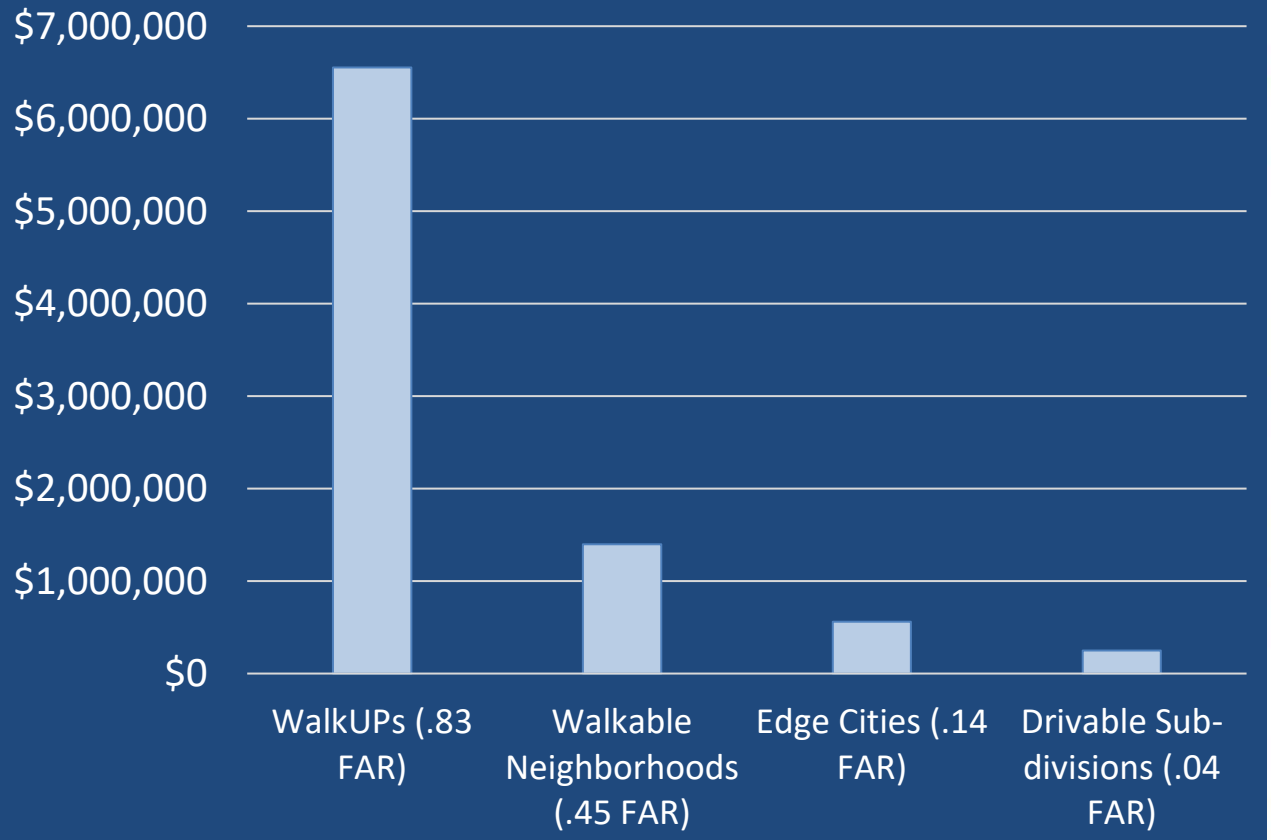
"The trend is clearly for walkable areas to gain value relative to car-dependent ones. Of the 51 metro areas for which we have data, 44 experienced an increase in average values in walkable areas relative to car-dependent ones over the period 2012 to 2019.

"The premium that buyers pay for walkable homes is increasing in size, and is becoming more and more common in metropolitan areas across the United States. The walkability premium is a clear market signal of the significant and growing value Americans attach to walkability."

(https://cityobservatory.org/walkable-places-are-growing-in-value-almost-everywhere/)

Walkable Urban Places

Assessed Values per Acre in Metro Boston by Neighborhood Category



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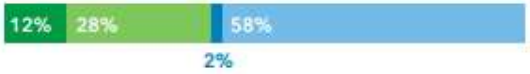
Key Metrics by Land Use

REGIONAL LAND
Share of Regional Land by Land Use Type:

POPULATION
Share Residing in Each Land Use Type:



EMPLOYMENT
Share of Employment in Each Land Use Type:

ASSESSED VALUE
Share of Region's Total Assessed Value & Property Tax Revenue by Each Land Use Type

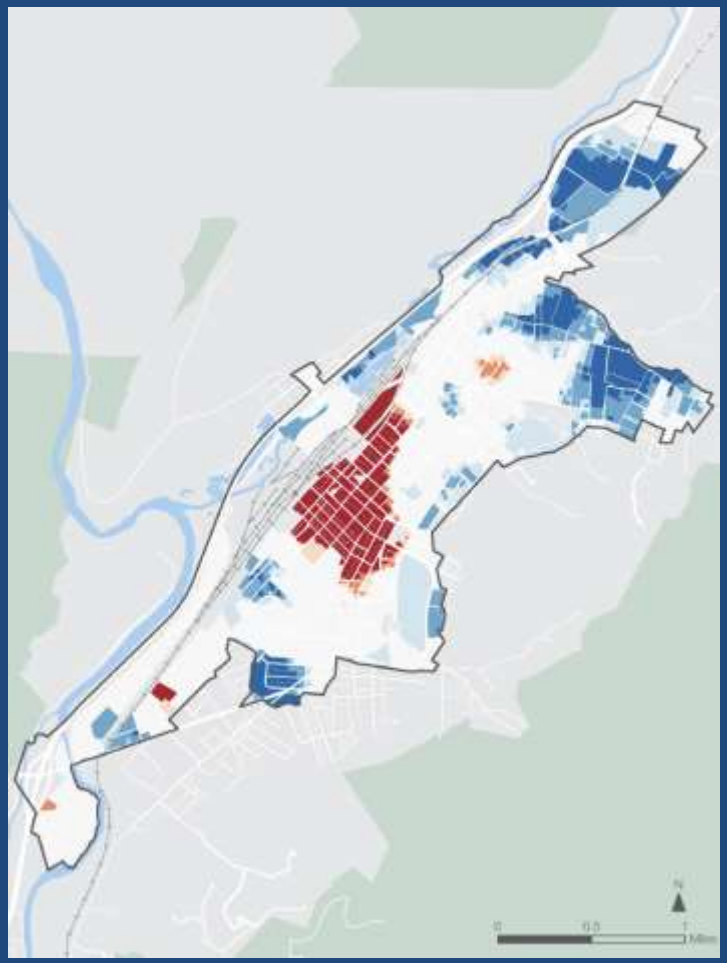
OFFICE INVENTORY
Share of Region's Office Inventory Housed in Each Land Use Type:

- WALKUP
- WALKABLE NEIGHBORHOOD
- DRIVABLE EDGE CITY
- DRIVABLE SUB-DIVISION

Land use pattern impacts revenue

Fiscal Hotspots

Housing and economic competitiveness analysis for Erwin, Tennessee (pop. ~ 6,000)



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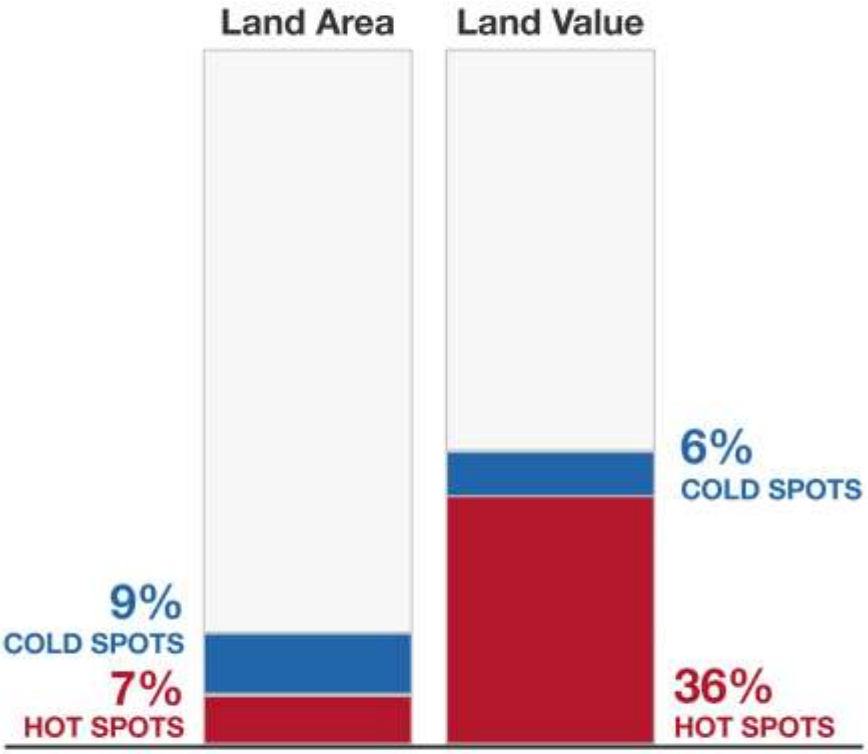
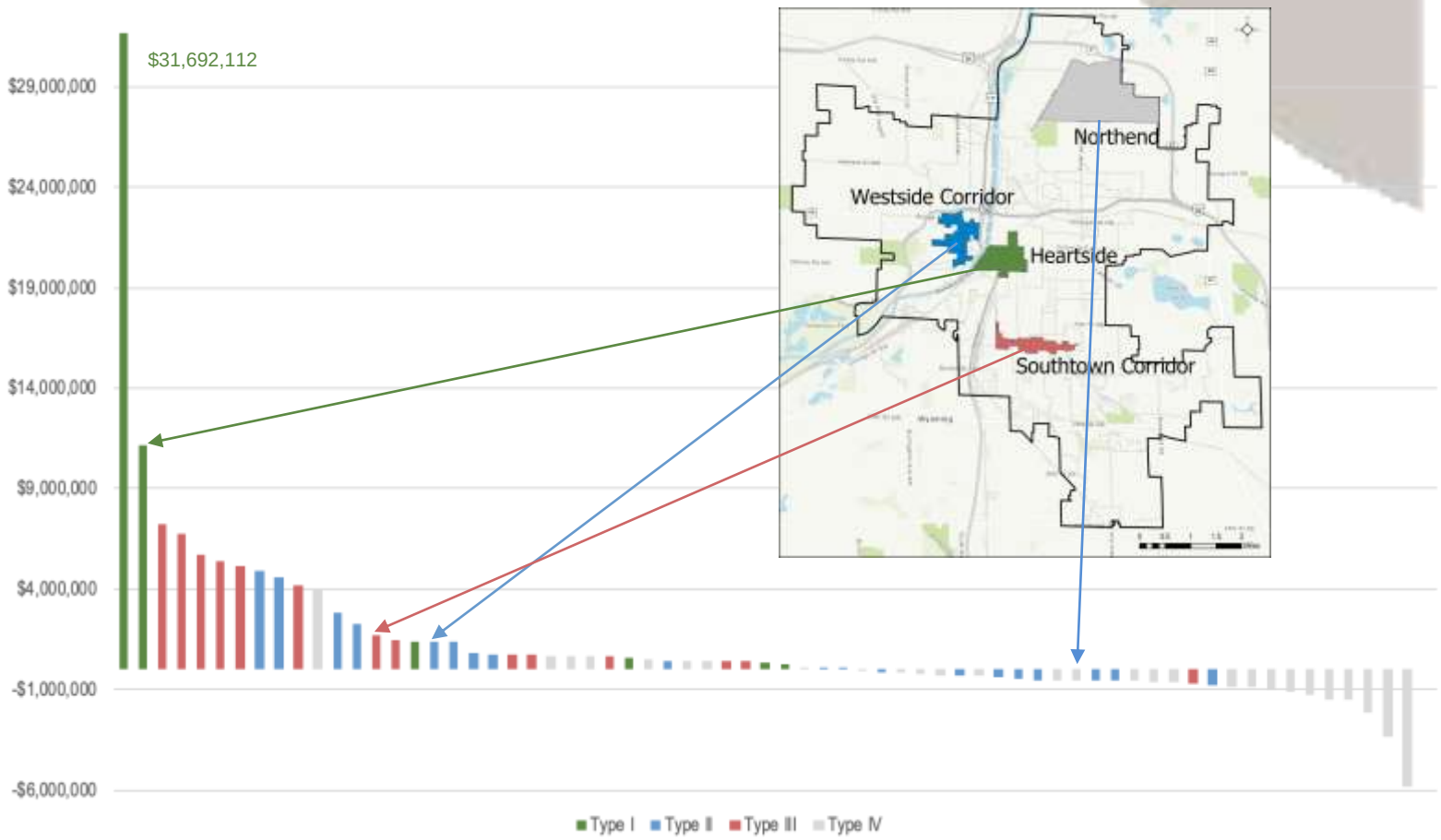
LAND VALUE IS HIGHER IN HOT SPOTS



Hot spots are **7%** of Ruston & Grambling's appraised land area, but contain **36%** of the land value.

Ruston-Grambling, Louisiana (pop. < 30,000)

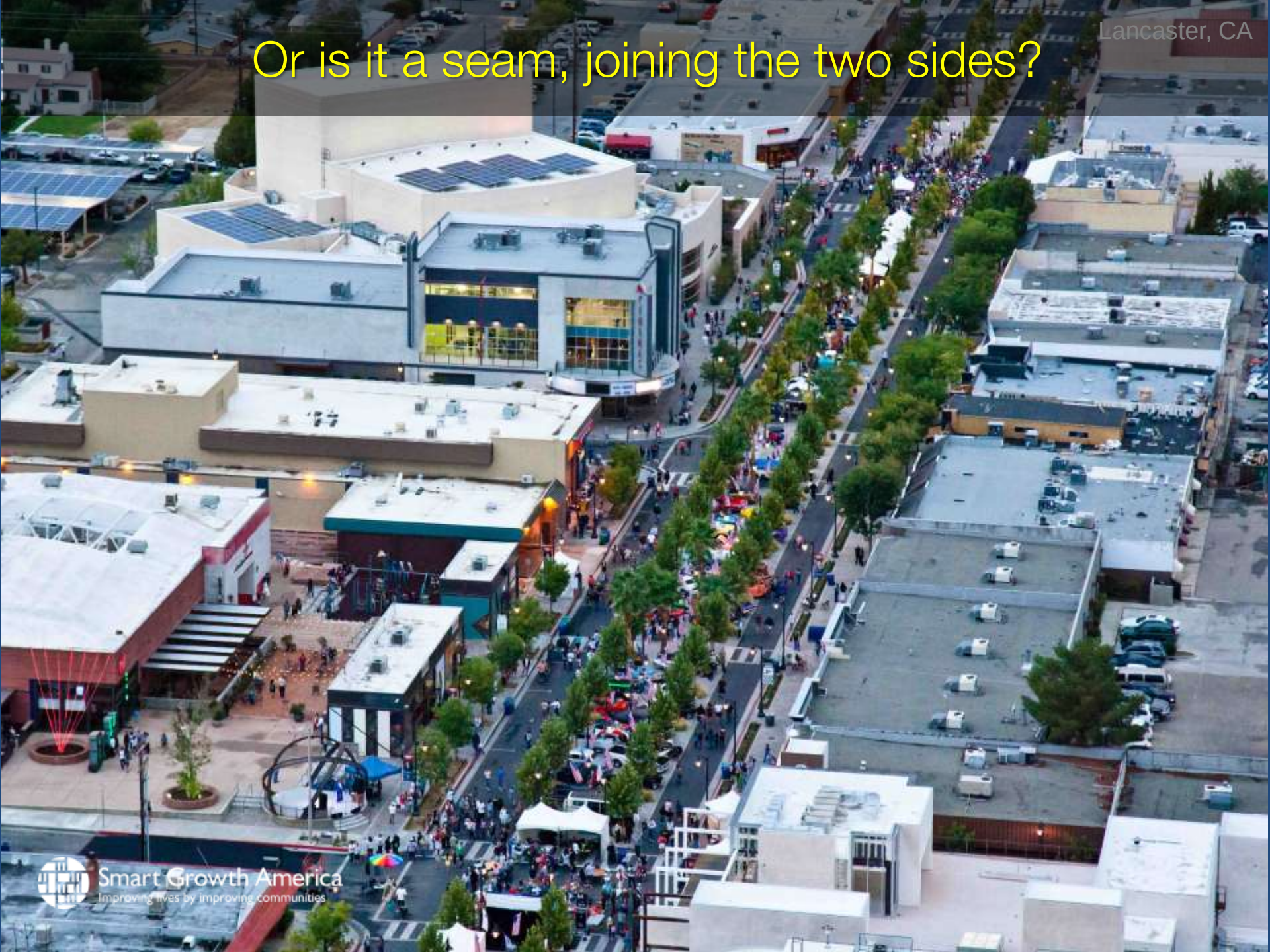
Economic Assessment
Net Fiscal Impact by place



Grand Rapids, Michigan (pop. ~200,000)

Transportation can build or deplete the economic value of the properties it touches.

Is the road a barrier, creating a divide?


Lancaster, CA
Or is it a seam, joining the two sides?
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Complete streets in South Bend, IN

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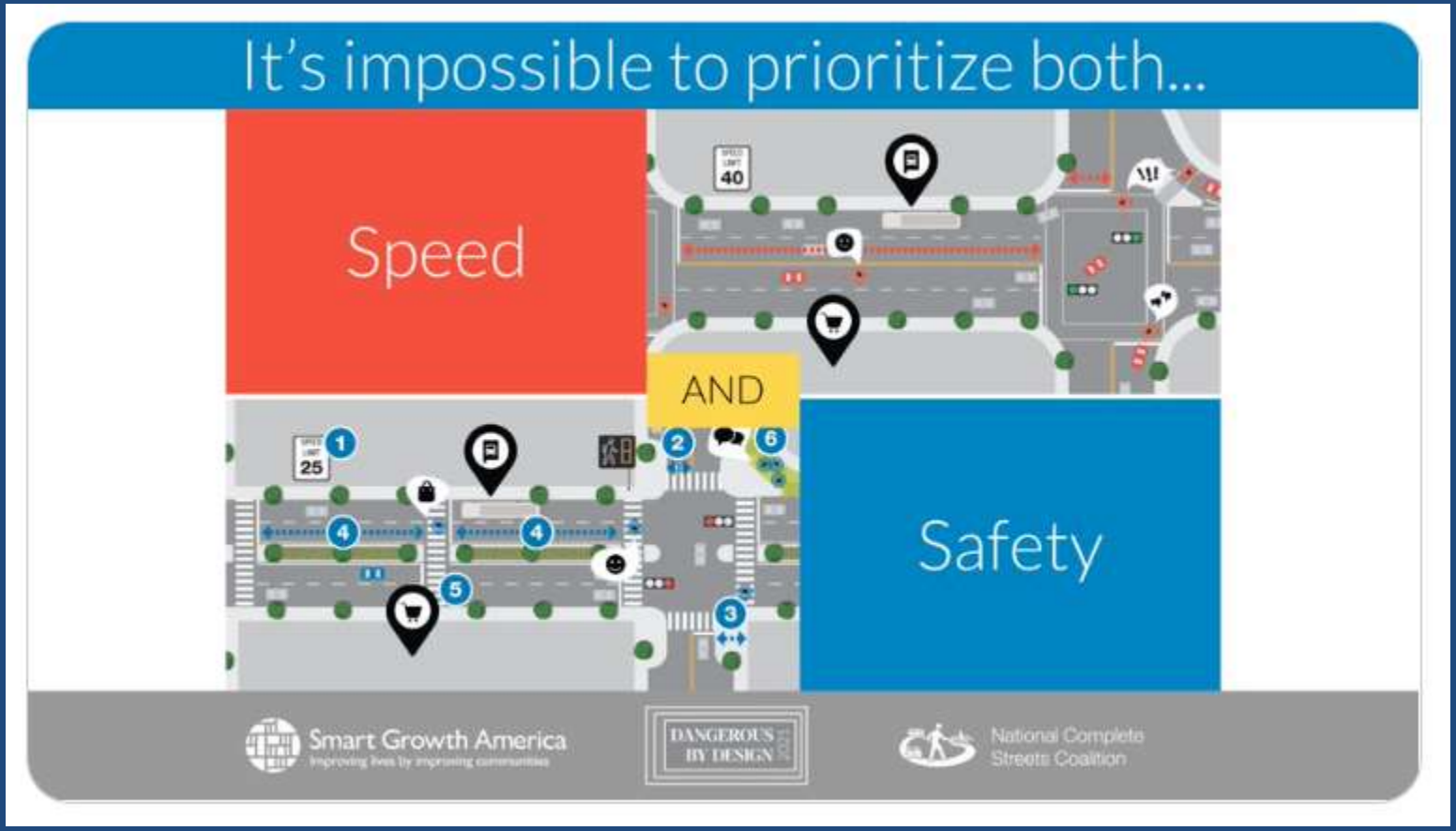
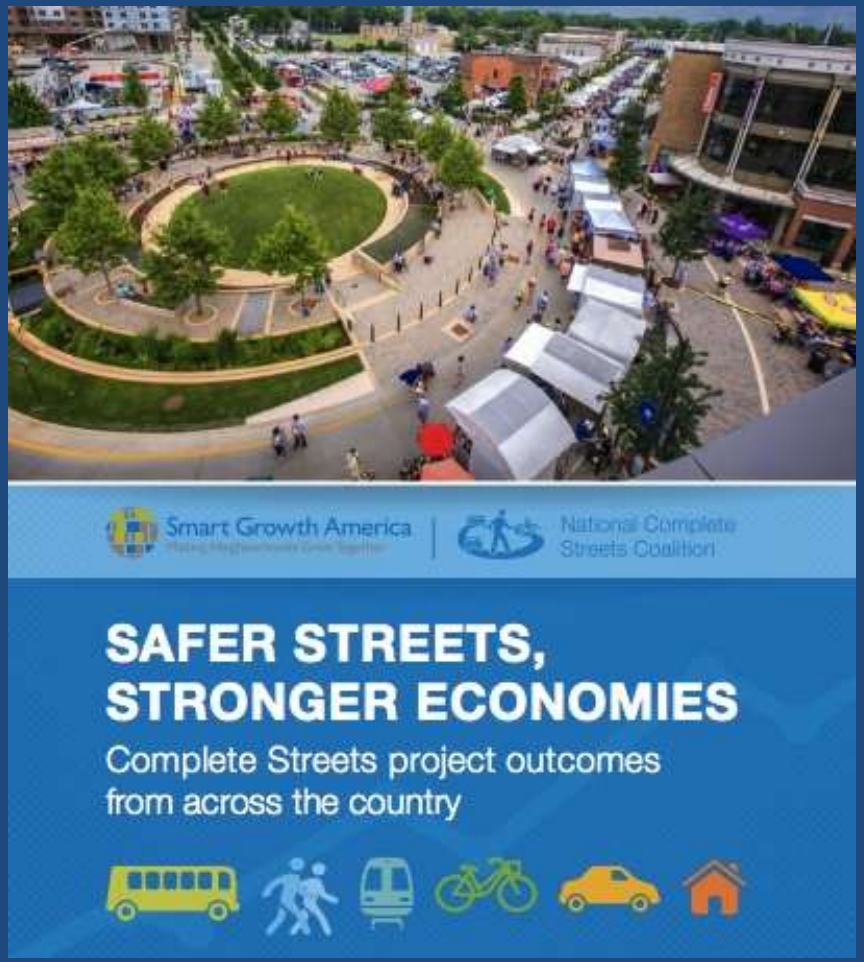
Image: City of South Bend by Smart Growth America

What's your priority?



Complete Streets: high value

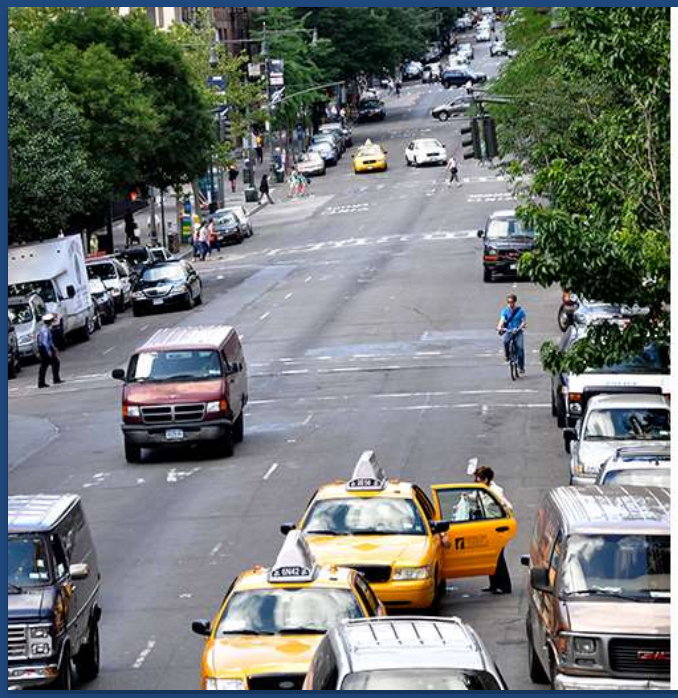


- Collision & injury costs
- Employment levels
- Property values
- Private sector investment
- Net new businesses

@CompleteStreets

…and these safer conditions saved money.

- Every avoided collision produces cost-savings for individuals.
- For individual projects, these savings alone can justify the cost of these improvements.



Within our sample, Complete Streets improvements collectively averted

$18.1 million

in collision costs in

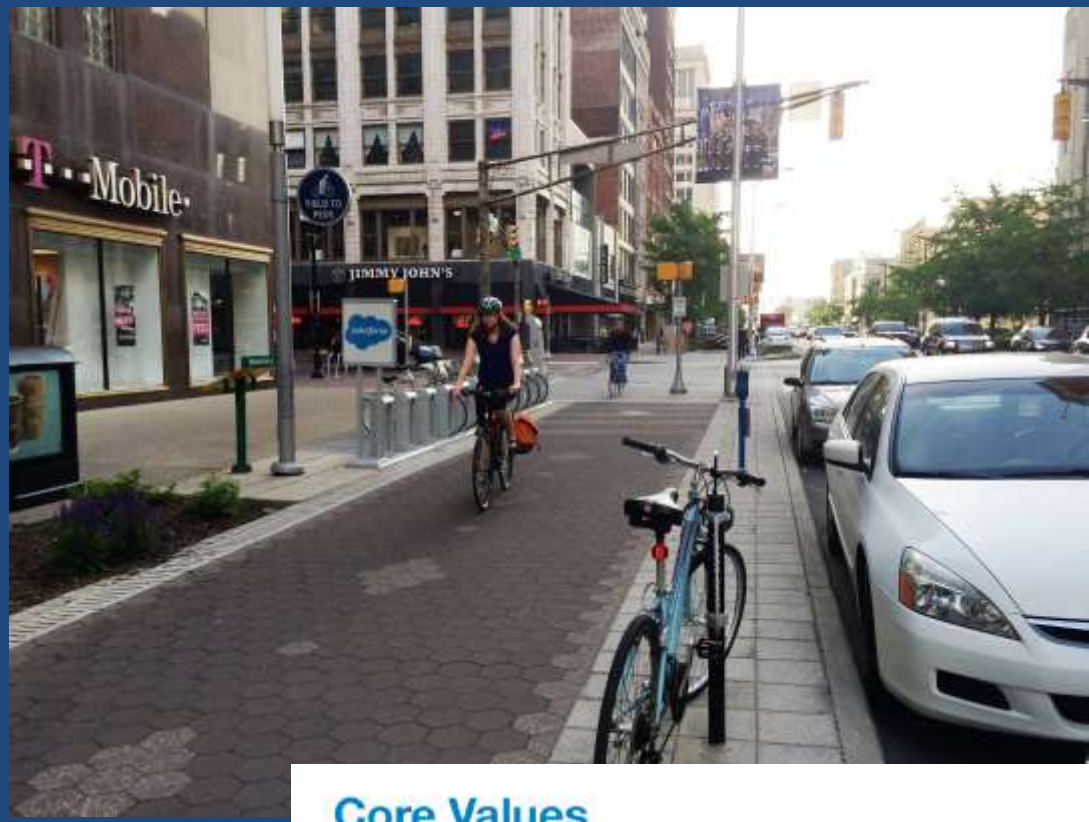
1 year.

To attract and retain talented workers: Millennials

"Our younger employees don't want to go to a suburban office park. It's boring as all getout out there. Here they walk outside and see cool stuff and it's fun. I wanted to be where they wanted to be."

- Reg Shiverick, President, Dakota Software, Cleveland, OH

Image: Indianapolis Cultural Trail (CZ)



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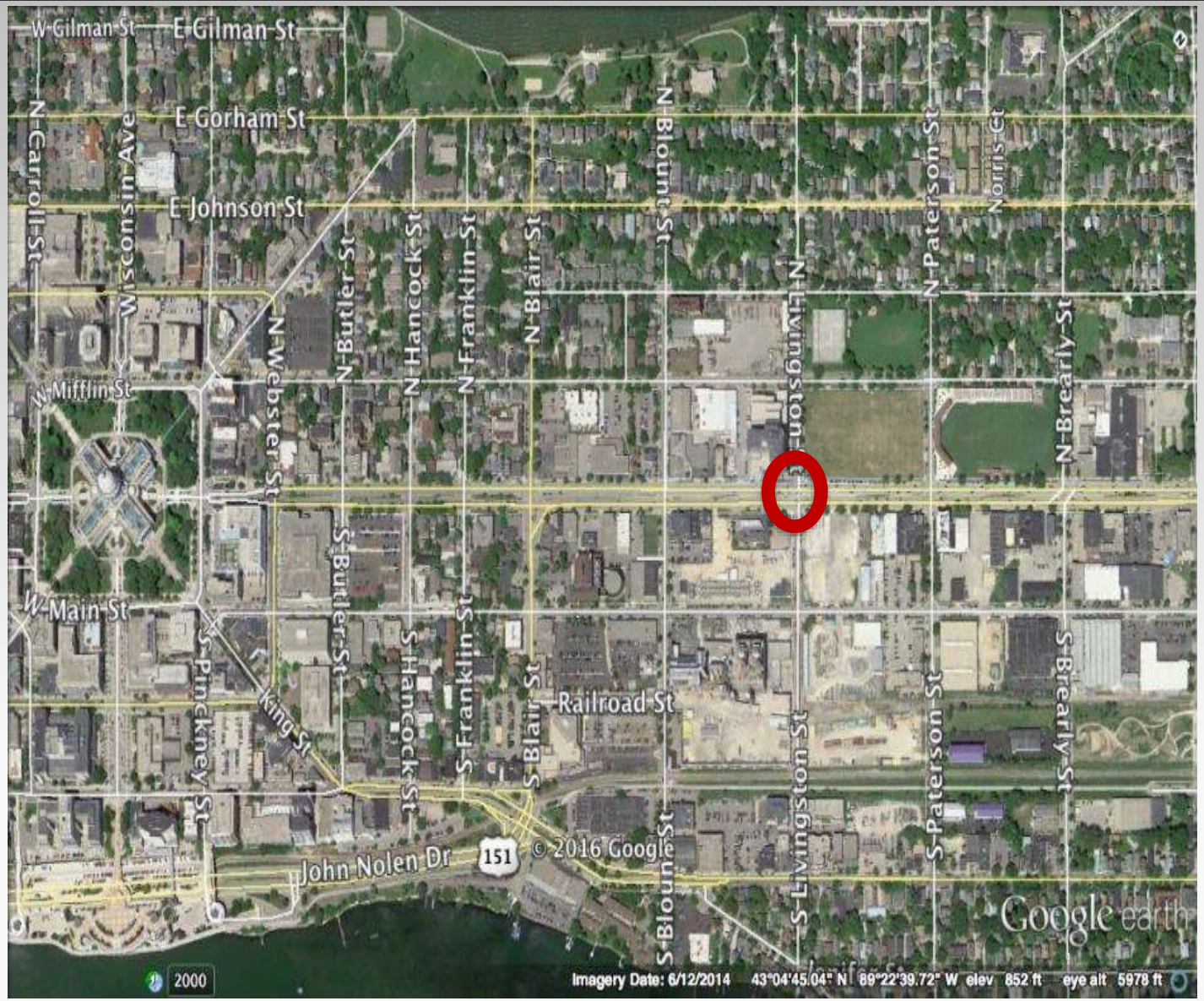
What to measure?



Mobility measures

Travel speed

Level of service

Vehicle throughout

Person throughput

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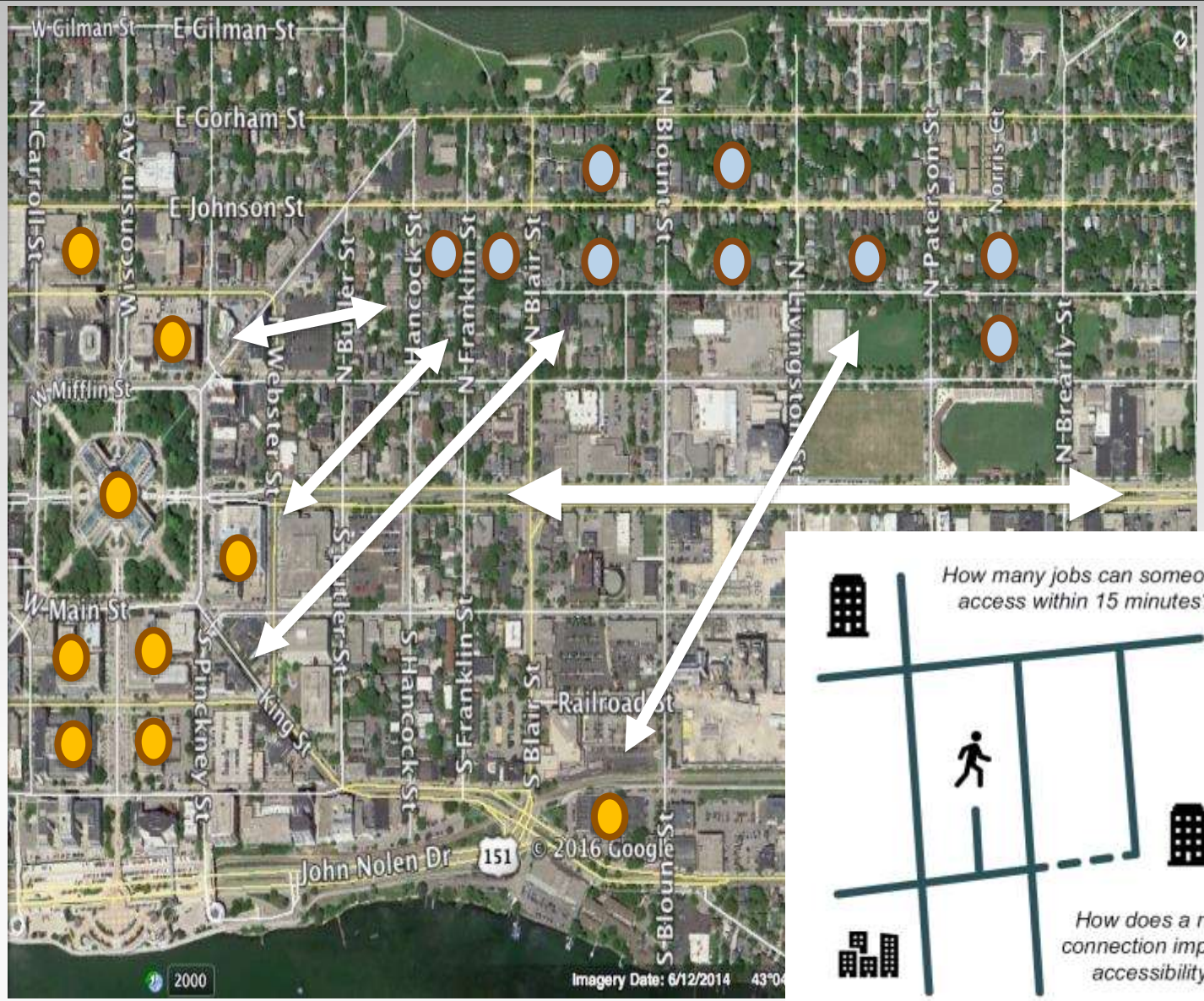
What to measure?

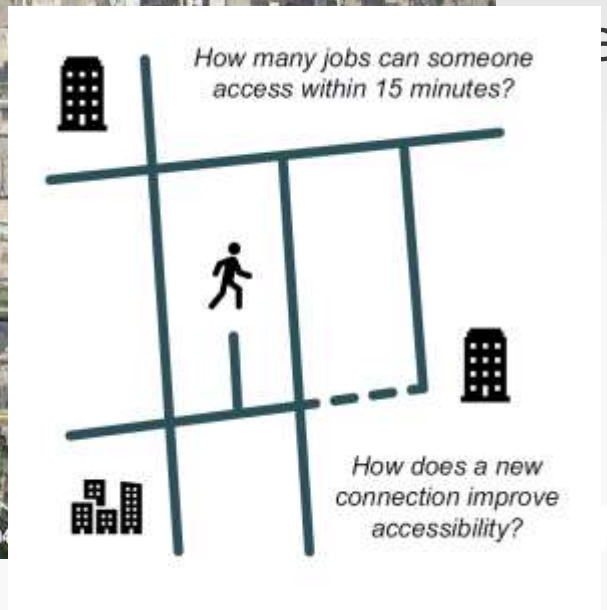


Accessibility measures

Origins

Destinations

Ability to travel between them



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Accessibility measures

Two measures

Access to jobs

- 20% of trips; 30% of VMT
- Reported as "number of jobs"

Non-work access

- Groceries, parks, schools, restaurants, and other non-work destinations
- 80% of trips; 70% of VMT
- Reported as a score (0-100)

What's needed?

Transportation networks

- Roads, bike paths, sidewalks, vehicle speeds, and transit routes and schedules

Land uses

- Jobs and non-work destinations

Calculation methods

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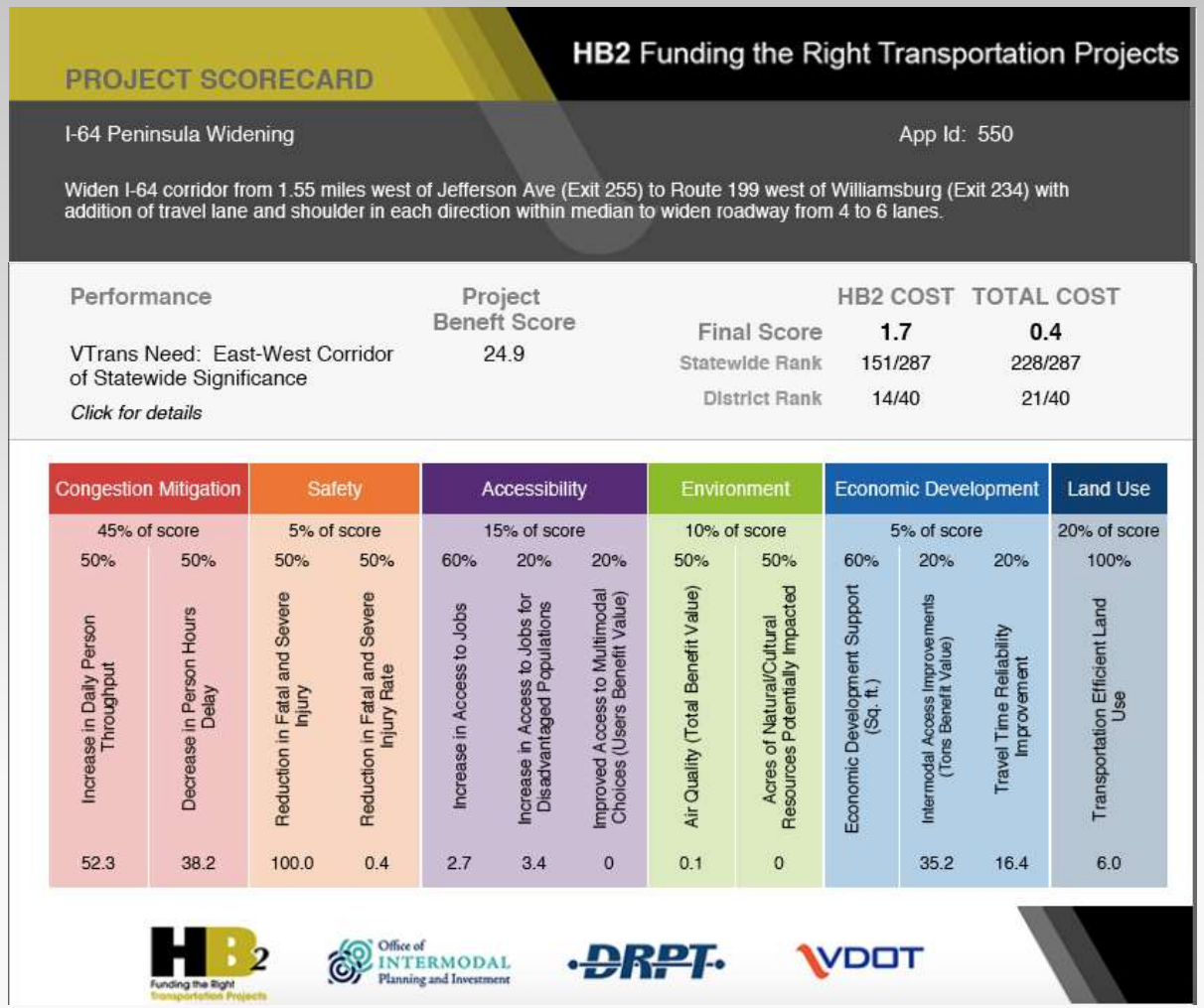
Maximizing return on investment



PROJECT SCORECARD

HB2 Funding the Right Transportation Projects

I-64 Peninsula Widening

App Id: 550

Widen I-64 corridor from 1.55 miles west of Jefferson Ave (Exit 255) to Route 199 west of Williamsburg (Exit 234) with addition of travel lane and shoulder in each direction within median to widen roadway from 4 to 6 lanes.

Performance	Project Beneft Score		HB2 COST	TOTAL COST
VTrans Need: East-West Corridor of Statewide Significance	24.9	Final Score	1.7	0.4
Click for details		Statewide Rank	151/287	228/287
		District Rank	14/40	21/40

Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
45% of score		5% of score		15% of score			10% of score		5% of score			20% of score
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	100%
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
52.3	38.2	100.0	0.4	2.7	3.4	0	0.1	0		35.2	16.4	6.0

HB2 Funding the Right Transportation Projects · Office of Intermodal Planning and Investment · DRPT · VDOT

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Route 10 “Superstreet”

Proposed for Chesterfield County, VA

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Richmond Hwy (Route 1)

A main street for Amazon's new HQ in Arlington

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“Reimagine Route 1”

A business view

NATIONAL LANDING
PENTAGON CITY
CRYSTAL CITY
POTOMAC YARD

DEVELOPED BY:
TOOLE DESIGN

“If done right, Route 1 can be transformed into an inspired gateway to National Landing that prioritizes the community by putting people first.”

-- BID Executive Director Tracy Sayegh Gabriel

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“Reimagine Route 1”

A business view

NATIONAL LANDING
PENTAGON CITY
CRYSTAL CITY
POTOMAC YARD

DEVELOPED BY:
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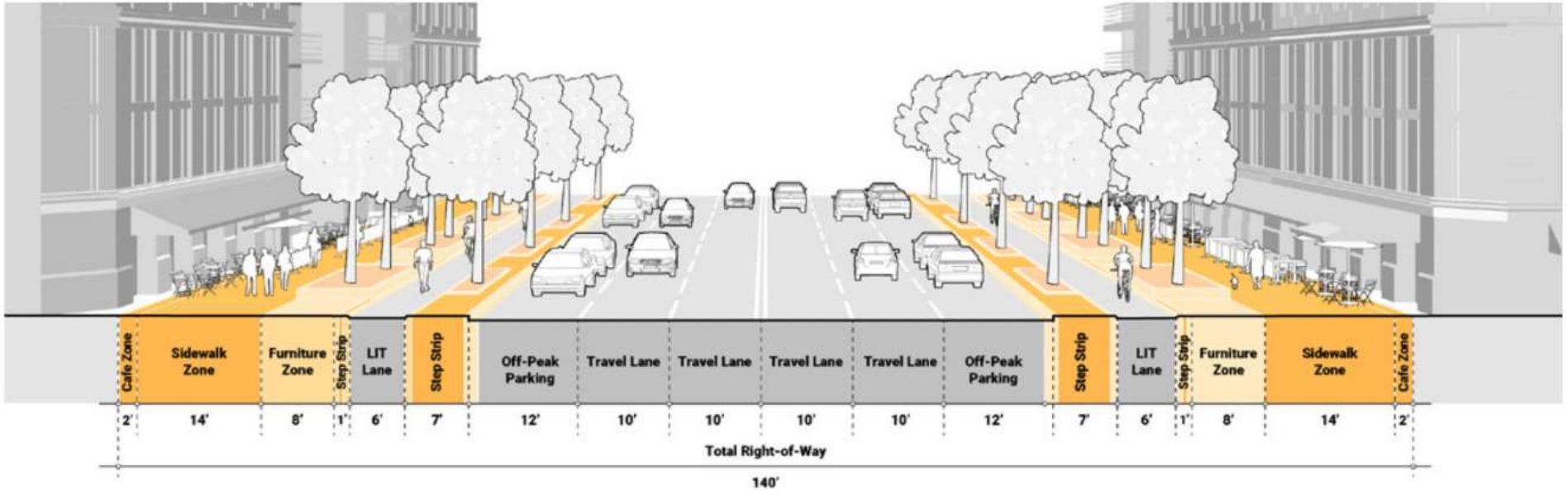
CONCEPT B- MAXIMUM SIDEWALK BOULEVARD

6 lanes (3 lanes in each direction) with no median. Outer lanes become parking during off-peak hours.



- 140 feet building face to building face
- 64 feet for cars in 6 lanes
- 76 feet for pedestrians, bikes, trees, street furniture

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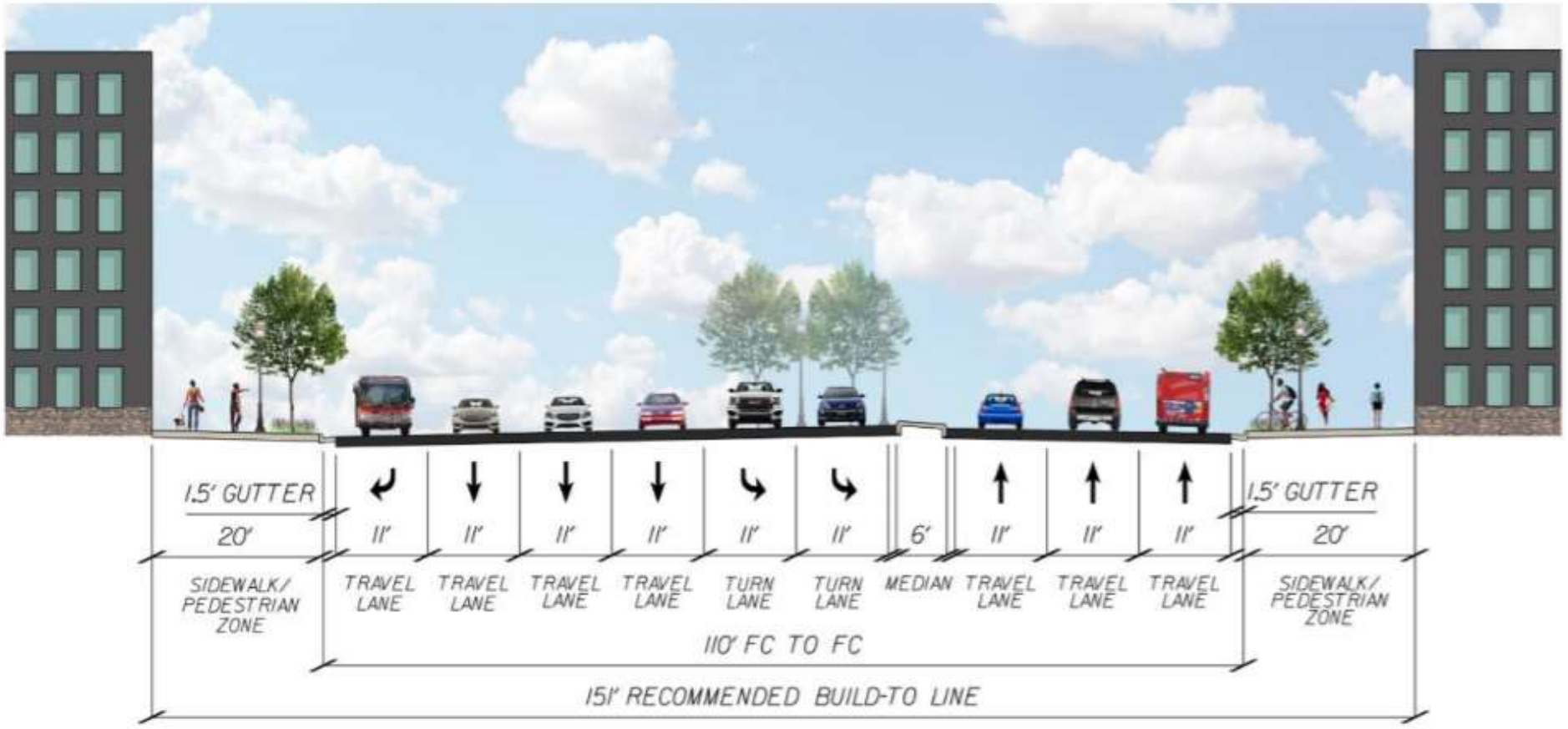
“Route 1 Multimodal Improvements”

A state DOT view



- 151 feet building face to building face
- 110 feet for cars in 9 lanes
- 40 feet for pedestrians, bikes, trees, street furniture

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Thank you

Christopher Zimmerman

Vice President for Economic Development

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