

# Sustainability in Transportation: The Land Use Connection

## NC Board of Transportation Environmental Planning and Policy Committee

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# Topics

- Sustainability and urban growth in NC
- Core principles for achieving sustainable transportation
- Case studies:
  - Denver Blueprint Land Use & Transportation Plan
  - Maine Gateway Corridor Plan
- Policy considerations



# The case for sustainable transportation

- Sprawl
- Safety
- Low funding
- Health
- Air quality & greenhouse gases

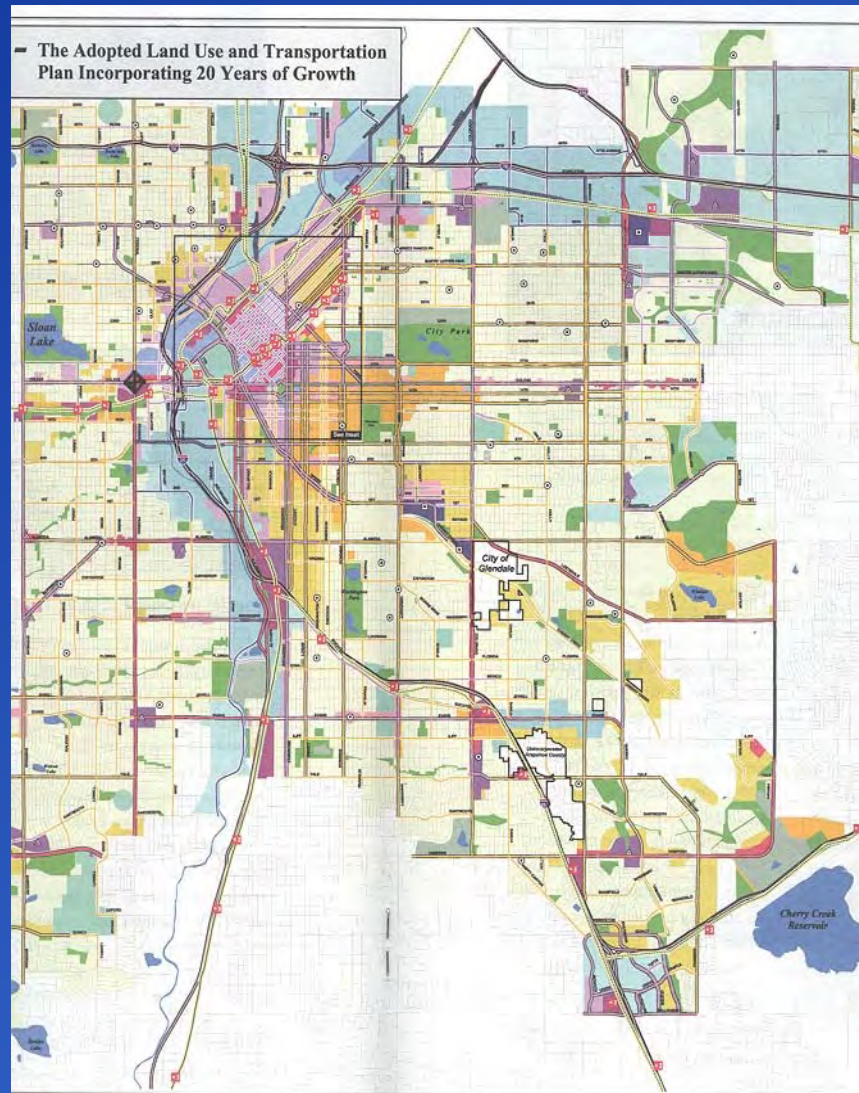
# Core sustainability principles

- Prepare and anticipate
- Build partnerships at multiple levels
- Encourage cooperation –carrots & sticks
- Set targets, monitor, and evaluate

# Case 1: *Blueprint Denver*

***Integrates* land use & transportation plans**

**Designates centers, corridors, streets, land use in growth and stable areas**



**Tools:**

- mixed use zones
- multi-modal streetscapes stds.
- bldg. design stds.
- infrastructure investments coordinated with land use, economic development, & small area plans

# *Blueprint Denver*

- Scarred aging corridor into a modern walkable economic development success.



- Regulatory change
- Infrastructure investments
- Public and private partnerships

# *Blueprint Denver:* DM Tools: Urban Renewal District

## -Regulatory change

- Mixed use zoning
- Urban design standards



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## -Infrastructure investments

- public transit
- sidewalk improvements

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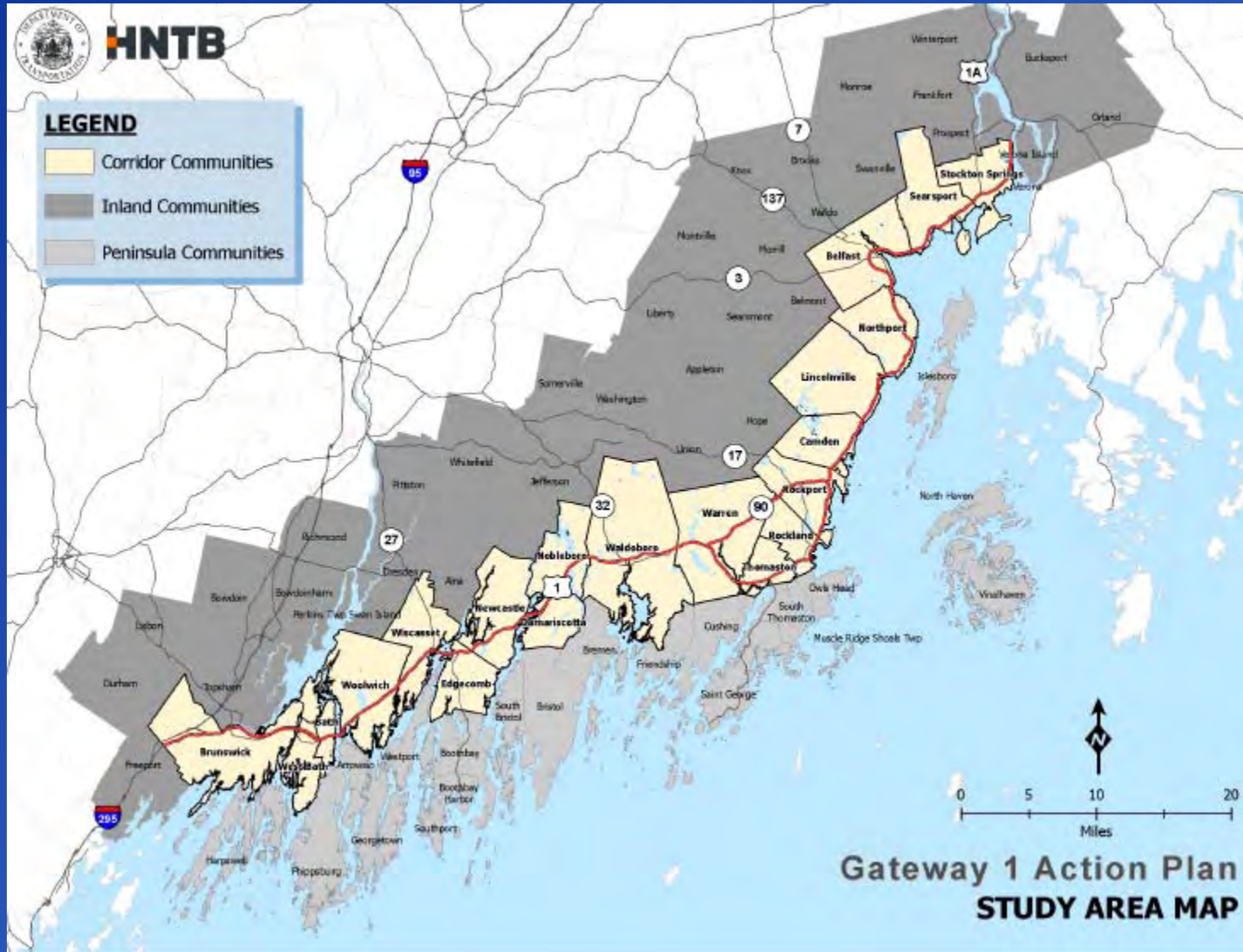
## -Infrastructure investments

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## -Public and private partnerships

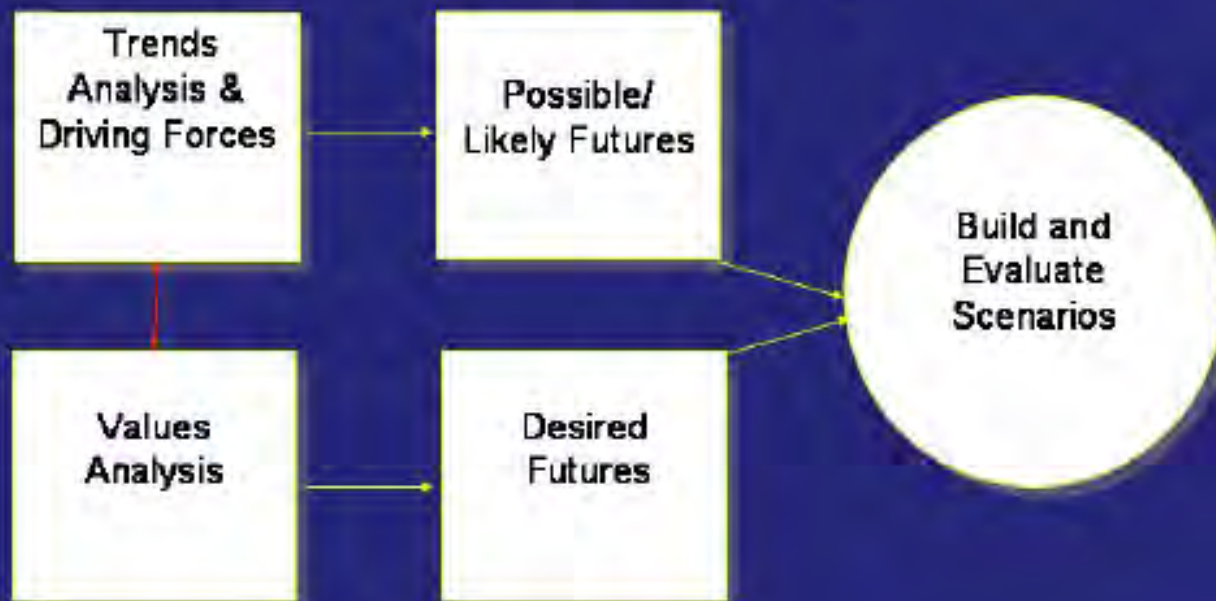
- tax increment financing
- sliding scale impact fee
- housing subsidies

# Case 2: Gateway Corridor Planning Area



# Regional Visioning: Scenario-based Futures Planning

## Generalized Framework for Futures Planning





# Gateway Corridor Plan: Goals

Goal 1: Grow jobs and balance nearby housing.

Goal 2: Increase mobility by multiple modes.

Goal 3: Conserve open spaces.

# Maine Gateway Corridor Plan: State Actions

- DOT startup funding for local planning
- DOT authorizes local gov'ts with approved plans to:
  - prioritize state funding for transportation projects
  - be eligible for reduced local match for trans. projects
  - be eligible for priority funding for TOD master planning
- Dept. of Environmental Protection authorizes priority funding for water/sewer in targeted growth areas
- DOT and State Planning designate staff for technical assistance
- Track measurable targets set by goal and by time period (short and long term)

# Maine Gateway Corridor Plan: Implementation

- Establish Corridor Coalition and start implement regional plan implementation actions
- After one year:
  - Sign an Inter-jurisdictional Agreement to create joint powers: share land use authority and budgeting, coordinate infrastructure investments, staff regional coalition
- Core Functions of Corridor Coalition
  - Education, technical assistance, review of plans for consistency with regional plan, review of projects of regional impact.
- After 5yrs:
  - Shared land use regulations, receive annual allotment of DOT transportation funds, establish use of TDRs and Purchase-and Transfer of Trips program



# Policy considerations I:

## Require Planning for Sustainable Transportation & Land Use

1. Develop a statewide vision for future sustainable communities
2. Promote State, Regional, and Local Planning partnerships
  - Strengthen funding for multimodal transportation planning
    - Fund also comprehensive land use planning that coordinates with transportation
  - Enable inter-jurisdictional agreement to create joint land use and public investment powers
3. Set measurable targets and monitor to hold local governments accountable



# Policy considerations II:

Prepare forward-looking model plans, operations guidelines, & codes

Plans, codes and guidelines should aim to:

1. Establish transportation policies that complement smarter urban growth patterns
  - Complete streets policy is a great start!
2. Create and nurture thriving, mixed-use centers of activity
  - Ped-bike investments as cornerstone strategy
3. Encourage new development or redevelopment in already built up areas
4. Promote reinvestment in neglected communities and provide more housing opportunities



# Policy considerations III:

## Building partnerships

1. Educate about our state's threats and basic functions of a sustainable transportation system
  - Communicate in multiple ways
  - Understand how high stress (congestion, health, climate change) changes the rules
  - Recognize audience fear of change and anger (loss of property rights)
  - Acknowledge uncertainty
2. Strengthen devolution of authority for transportation investments to regional bodies
  - Encourage using CMAQ funds in flexible ways
  - Sub-allocate CMAQ and enhancements funds to MPOs as per federal guidelines



# Policy considerations III:

## Building partnerships

3. Provide technical support for evaluating transportation investments
  - Use multimodal cost-effectiveness criteria when prioritizing projects
  - Include air quality benefits of non-motorized transportation modes