



Healthy and Equitable Transportation Planning

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Paradigm Shifts

- **Growth** - expanding, doing more.



- **Development** - improving, doing better.



- **Mobility** - physical movement.



- **Accessibility** - obtaining desired goods, services and activities.

Smart Growth Benefits

Economic

- Increased resource efficiency.
- Lower development costs.
- Lower public service costs.
- Road and parking cost savings.
- Economies of agglomeration.
- More efficient transportation.

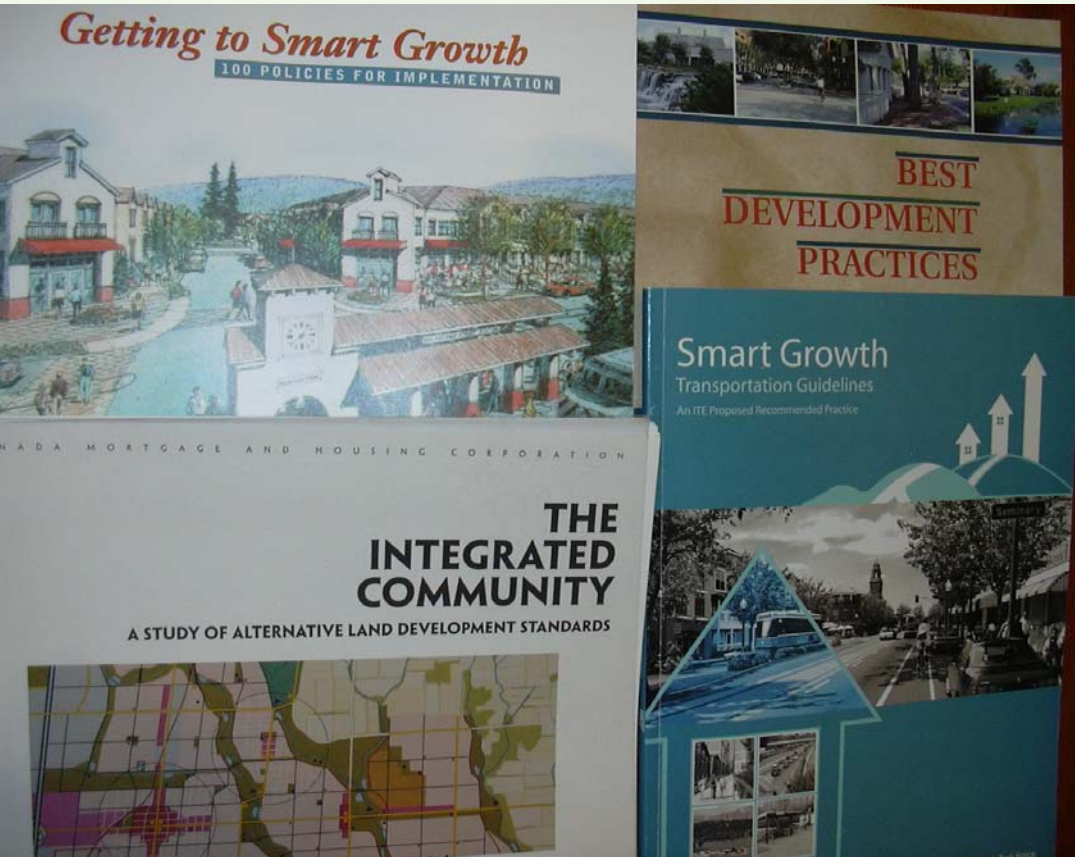
Social

- Improved transport options, particularly for nondrivers.
- Improved housing options.
- Community cohesion.
- Preserves unique cultural resources.
- More opportunities to exercise.

Environmental

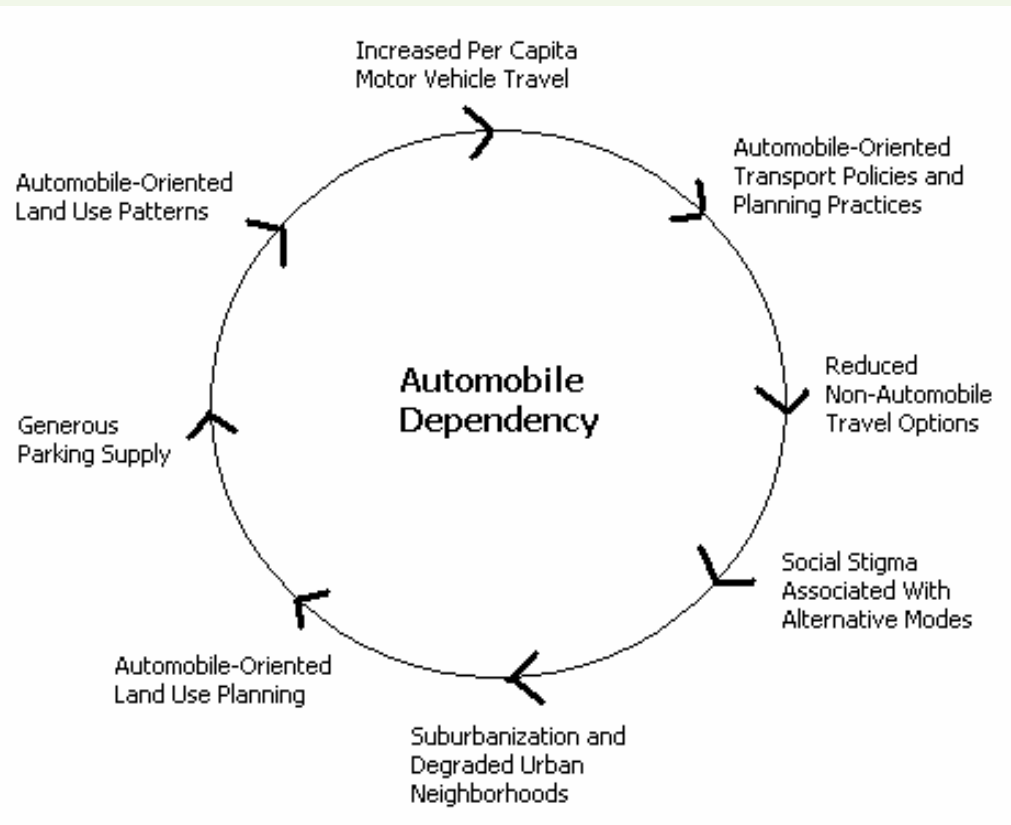
- Greenspace & habitat preservation.
- Reduced air pollution.
- Increased energy efficiency.
- Reduced water pollution.
- Reduced “heat island” effect.

Supported by Professional Organizations



- Institute of Transportation Engineers.
- American Planning Association.
- American Farmland Trust.
- Federal, state, regional and local planning and transportation agencies.
- International City/County Management Association
- National Governor's Association
- Health organizations.
- And much more...

Tradeoffs



Transport and land use planning often involves trade-offs between different forms of access. Current planning practices tend to bias decisions toward automobile dependency and away from a more balanced and multi-modal transport system.

Equity

A more diverse transportation systems helps achieve equity objectives:

A fair share of public resources for non-drivers.

Financial savings to lower-income people.

Increased opportunity to people who are physically, socially or economically disadvantaged.

Basic mobility.



Equitable Transport Planning

- Devote as much attention to the needs of non-drivers as to motorists.
- Create an effective and integrated non-automobile transport system.

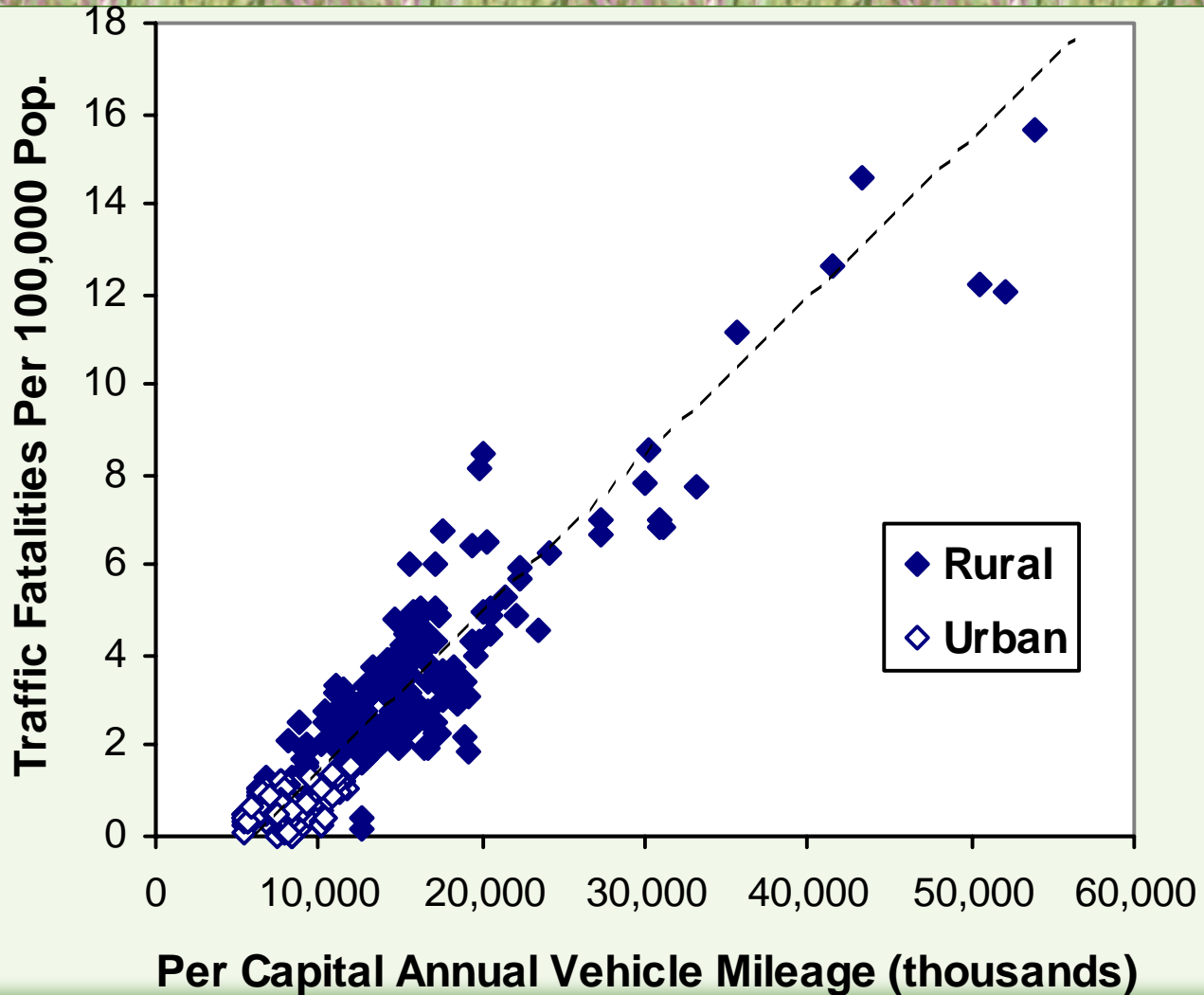


Active Transportation Tends to be Undervalued

- Difficult to measure
- Short distances
- Used by disenfranchised populations
- Low cost
- Lack of respect
- “Will take advantage of itself”

Although only about 7% of trips are **completely** by active transport, 10-20% of trips involve some active transport (mostly walking) on public facilities.

U.S. Crash Rates



Innovative Solutions

There is no single strategy that will solve our transportation problems. Innovation requires an integrated program.



Reform Planning Practices

- *Context Sensitive Design:* roadway standards and development practices that are flexible and sensitive to community values
- *Least-cost planning:* Management strategies that encourage more efficient use of existing capacity is allowed equal access to funding as facility investments.
- *Multi-modal planning:* create a diverse and integrated transportation system.
- *Fix-it-first:* Capital investments in new and expanded facilities are only made if adequate funding exists to properly maintain and operate existing facilities.

Ridesharing (Car- and Vanpooling)



Ridesharing is often the best option, particularly for longer-distance commutes from suburban locations.

Ridesharing: Puget Sound Example

The Puget Sound region has the most successful vanpool program in North America. About 2% of total commute trips and 7% of commute trips over 20 miles in length are by vanpooling. A marketing study suggests that this could double or triple. More than a third of suburban automobile commuters would consider vanpooling, if it had:

- More flexibility.
- High Occupant Vehicle priority lanes and parking.
- More financial incentives.
- Integration with public transit.
- Employer support.



Employee Trip Reduction Programs



Employers encourage employees to walk, bicycle, carpool, ride transit and telework rather than drive to work.

Walking and Cycling Improvements

- More investment in sidewalks, crosswalks, paths and bike lanes.
- Improved roadway shoulders.
- More traffic calming.
- Bicycle parking and changing facilities.
- Encouragement, education and enforcement programs.



OR. Roadway Shoulder Widths

	ADT < 250	ADT 250-400	ADT 400- DHV 100	DHV 100- 200	DHV 200-400	DHV >400
Rural Arterials	1.2	1.2	1.8	1.8	2.4	2.4
Rural Collectors	0.6	0.6	1.2	1.8	2.4	2.4
Rural Local Routes	0.6	0.6	1.2	1.8	1.8	2.4

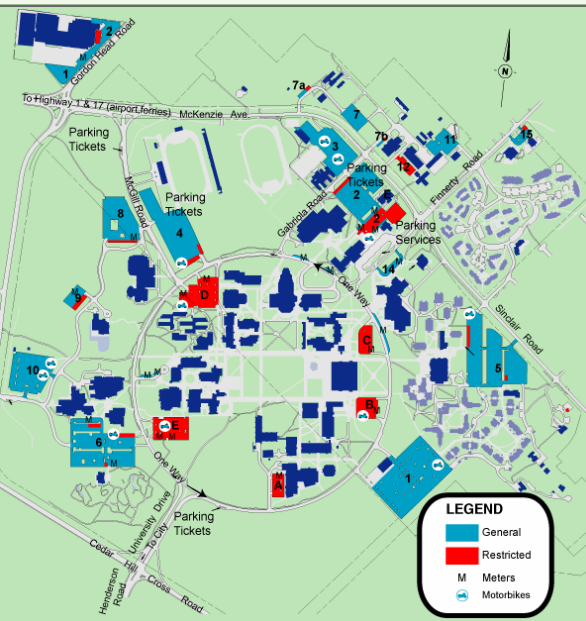
ADT = Average Daily Traffic **DHV** = Design Hour Volume
Widths in Meters: 0.6m = 2 ft; 1.2m = 4 ft.; 1.8m = 6 ft; 2.4m = 8 ft.

School & Campus Transport Management



Programs that encourage parents and students to use alternative modes to travel to schools, colleges and universities.

Campus Transport Management



- *U-Pass programs*, bulk purchase of transit passes for students and staff.
- Gradually raise parking fees. Use revenues to support alternatives.
- Replace cheap monthly and annual passes with daily and hourly fees.
- Offer discounted rates for less convenient parking lots.
- Establish employee commute trip reduction programs.
- Provide vanpool services to suburban locations.
- Establish overflow parking plan.
- Improve campus walking conditions.
- Cooperative transport and parking management programs with nearby businesses.

Road Diets

Redesign highways and arterials to be more multi-modal and walkable.



Transport Management Association

Ride-On in San Luis Obispo County:
*develop and implement creative solutions to
transportation and mobility issues.*

It provides:

- Shuttle bus services.
- School transportation.
- Special event transportation.
- Employee lunchtime shuttle.
- Employee Transportation Coordinator (ETC) contract services.
- Transport information and referral.
- Commuter baseline survey.
- Guaranteed/Emergency Ride Home.





“Understanding Smart Growth Savings”

“If Health Matters”

‘Rural Community TDM’

“Online TDM Encyclopedia”

and more...

www.vtppi.org