PLANNING FOR THE FUTURE:
The Future of Planning

Dr. Catherine L. Ross

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The United States is currently and will continue to see an increase in the number of older citizens:

The population of 65 years and older is expected to double in size within the next 25 years.
By 2030, almost 1 out of every 5 Americans—almost 72 million people—will be 65 years or older.

The increase in aging has led to an increase in chronic health conditions, often resulting in disabilities.

About 80% of seniors have at least one chronic health condition and 50% have at least two chronic health conditions.
About 1 in 5 older Americans report having chronic disability.

Toward the end of the 20th Century, 53.9 million Americans, about 20.6% of the community-dwelling population, had some level of disability. Less than a decade later, that number has increased to 77.5 million people, or about 26% of the population.

People with disabilities make fewer trips outside the home, engage in fewer social activities, have lower levels of education, and higher unemployment rates than people without disabilities.
Oil Consumed for Transport

Breakdown of US Oil Consumption

- Transportation, 14.47, 68%
- Industrial, 4.92, 23%
- Commercial, 0.46, 2%
- Residential, 0.83, 4%
- Electricity Generation, 0.55, 3%

• The number of miles the US population drives will increase by 59% from 2005 to 2030.

Reducing Greenhouse Gases

VMT Growth Projected to Outpace CO₂ Emissions Improvements...

Source: Smart Growth America

Raw data from: US DOE, BA "AEO 2007"
3 Keys: Cleaner Cars, Cleaner Fuels, and Reduce Driving

Passenger Vehicles CO2 Emissions, End-Use Only

Source: Smart Growth America
Smart Location Outperforms Even the Greenest Sprawl House with Hybrid Cars

(“Green” assumes state-of-the-art green building & hybrid cars)

Source: Smart Growth America & Jonathan Rose Companies, LLC
Shifting just 10% of the U.S. housing starts over the next 10 years to smart growth would save:

- 4.85 billion gallons of gasoline
- 118 million barrels of oil
- 59.5 million metric tons of CO2
- $220 billion in household transportation costs

Source: Smart Growth America & Burer, Goldstein & Holtzclaw, 2004
Complete Neighborhoods

- Daily needs nearby
- Green space, shopping, and civic buildings
- Variety of housing choices

Complete Streets

- Accommodate people on foot, bike, automobile, or transit
- Safe and inviting
- Form a coherent, walkable network

Source: Smart Growth America & Burer, Goldstein and Holtzclaw, 2004
High Walkability Neighborhoods
- People in walkable neighborhoods generally drive less
- On weekends, those in most walkable areas drive 40% less

Low Walkability Neighborhoods
People who live in neighborhoods with the lowest walkability drive:
- 39 miles more per person each weekday
- 30% more than those with the highest walkability

Source: Smart Growth America & SMARTRAQ Report, 2007
Is there a market for walkable neighborhoods?

Today’s fastest growing households are:

- Young professionals
- Empty nesters
- Single parents
- Couples without children
- Senior Citizens

These households create demand for:

- Convenient, vibrant, walkable places
- Apartments, condos, and townhouses

Source: 2004 poll by National Association of Realtors & Smart Growth America
TOD Design Principles:

- Stations in the heart of the community
- Connect neighborhoods with transit
- Create pedestrian-friendly environment
- Manage traffic
- Balance parking
- Create partnership
- Complement community objectives
Benefits of TOD Design Principles:

- Higher Quality of Life
- Better place to live, work, and play
- Greater mobility with ease of moving around
- Increased transit ridership
- Reduced traffic congestion and driving
- Reduced accidents and injuries
- Reduced household spending on transportation → more affordable housing
- Healthier lifestyles with more spending
- Higher, more stable property values
- Increased foot traffic and customers for business
The demand for housing within walking distance of TOD is rising.

- Demand will grow from 6 million households in 2000 to over 15 million households in 2030.
- In 2000, households near transit composed 15% of the 40 million total households in metropolitan regions with transit; by 2030, it will increase to over 21% of regional households.

Source: Center for Transit-Oriented Development
TOD Benefits to Households:
Diverse Transit-Oriented Neighborhoods Provide Greater Affordability and Wealth Creation Opportunities

Source: Center for Transit-Oriented Development
LEED-ND: Neighborhood Development

- Collaboration between USGBC, the Congress for New Urbanism, and the Natural Resources Defense Council
- Rating system that integrates the principles of smart growth, new urbanism, and green building into neighborhood design standards
- LEED-ND is currently being revised and will be launched in 2009.
LEED-ND: Neighborhood Development

Advantages of LEED-ND:

LEED-ND encourages smart growth and new urbanist best practices, promoting the location and design of neighborhoods that reduce vehicle miles traveled and communities where jobs and services are accessible by foot or public transit.

LEED-ND also promotes more efficient energy and water usage.
Strategic network of green hubs and links

The BeltLine – “The Emerald”
Atlanta, Georgia

M-30 – “The Diamond”
Madrid, Spain

Atlanta BeltLine
## Strategic network of green hubs and links

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- Inner ring transit corridor
- Includes linear/park greenway and increases accessibility, encourages economic development, etc.
- Improves radial and non-radial connections
- Cost approximately $3 billion
- Approximately 22 miles around

- Inner ring road of the city
- Refurbishes the Madrid M-30 Motorway (Rerouting portions through tunnels under the city) creating redeveloped green park areas on top
- Improves radial connections
- Cost approximately $3.7 billion
- Approximately 23 miles around
Infrastructure planning is a national priority and a lever to enhance growth.

America’s infrastructure is adequate for the 21st Century with limited technological and modal integration.

Increased competitiveness in the global economy engendered through state of the art infrastructure that is:

- Efficient and consists of different technologies
- With different cost structures
- Serving different trip purposes and different travelers.
A Functional Approach to Planning:

- Integrating equity, economic development, climate change, and legal considerations
- Reducing energy consumption
- Increasing public’s share of value created through location of transit (enhanced value capture)
- Examining legal challenges to megaregions:
  - Arguments against megaregions (compact clause)
  - Informal and formal arrangements for multi-state infrastructure development
- Multi-state MPO’s
Crossing the Border

- From Sidewalks to Jet Ports: making investment decisions considering the impacts locally and at the multi-state level.

- Connecting MSAs and all parts to multiple spaces.

- Connecting depressed areas to economically viable ones.

- Infrastructure must support megaregion economic specialization with specialized infrastructure (reducing competition among megaregions and positioning them globally).