



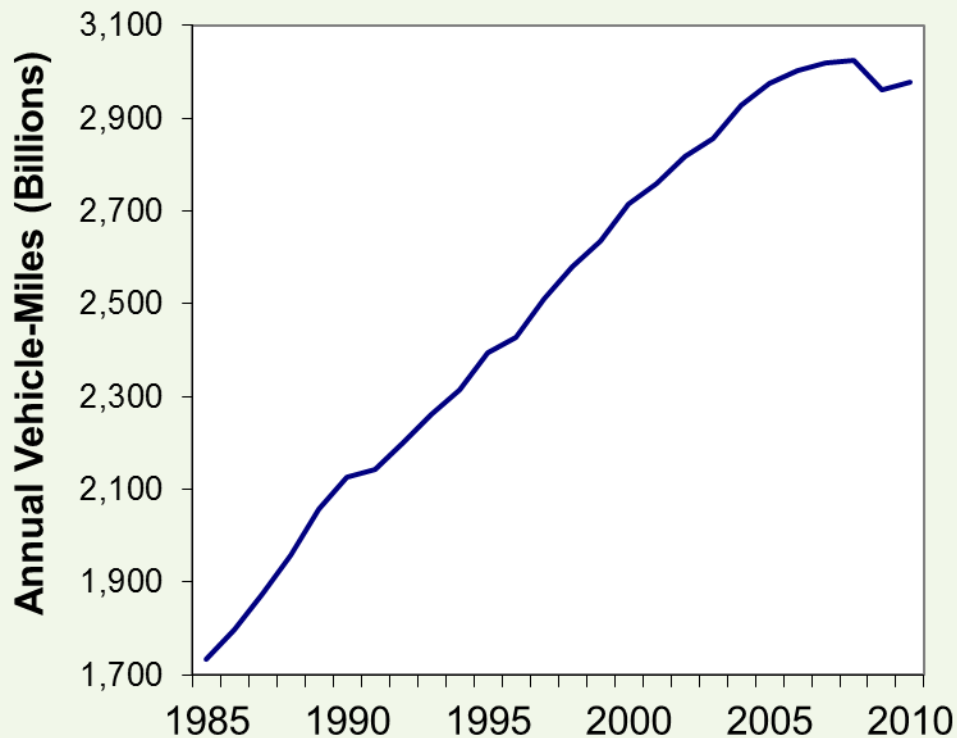
Planning for a Changing World

*Responding to Evolving
Market Demands*

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Victoria Transport Policy Institute
Presented
Creating Vibrant Neighbourhood Centres
Colwood, BC
27 February 2014

Trends Supporting Multi-Modalism

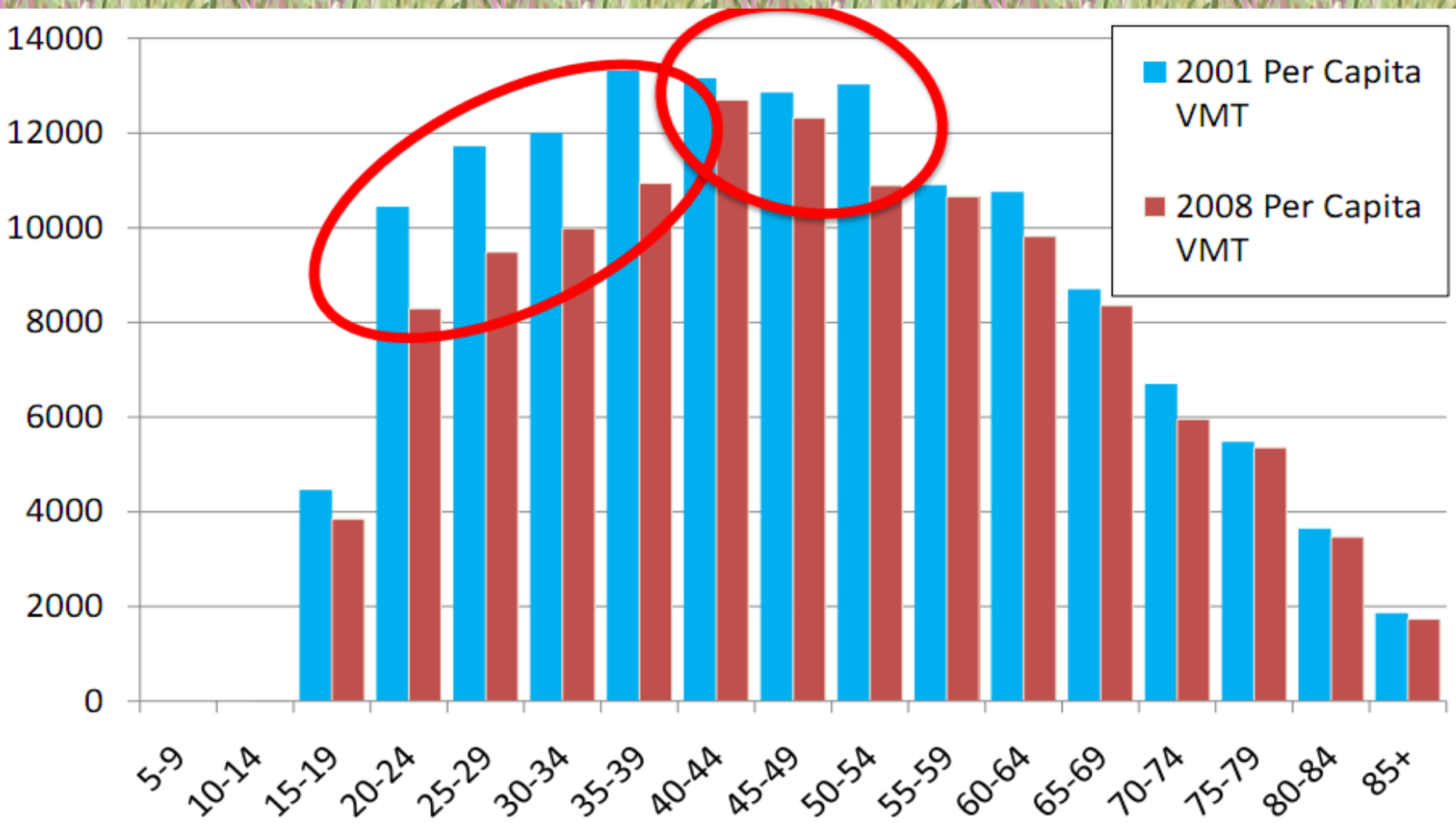
Annual Vehicle Mileage



Vehicle travel grew steadily during the Twentieth Century but stopped about 2003.

- Motor vehicle saturation.
- Aging population.
- Rising fuel prices.
- Increased urbanization.
- Increased traffic and parking congestion
- Improved transport options
- Changing preferences
- Health Concerns
- Environmental concerns

Average Annual Mileage by Age



(Polzin, Chu and McGuckin 2011)

Vehicle Travel Trends

During the last decade:

- Total population increased, particularly in the WestShore
- Trips per capita declined
- Total trips increased



Shifting Demand

Current demographic and economic trends are shifting travel demands (the amount and type of travel people will choose).

Many drivers spend more time than they would like chauffeuring non-drivers.

Market surveys indicate that, many North Americans would prefer to drive less and rely more on walking, cycling and public transit, provided those options are convenient, comfortable and integrated into their community.

↓ Less ↓	↑ More ↑
<ul style="list-style-type: none">• Automobile travel (reduced traffic growth)• Dispersed, automobile-dependent housing	<ul style="list-style-type: none">• Walking and cycling• Public transit• Taxi and carsharing• Walkable, transit-oriented neighborhoods• Local services (shops, restaurants, schools, parks, etc.)

Memo From Future Self

Hope for the best but prepare for the worst:

- *Physical disability* – diverse and integrated transport with universal design (accommodates people with disabilities and other special needs).
- *Poverty and inflation* – affordable housing in accessible, multi-modal locations.
- *Higher energy prices* – improve efficient modes (walking, cycling and public transport).
- *Isolation and loneliness* – community cohesion (opportunities for neighbors to interact in positive ways).



"The Economist"

22 September 2012

“Governments may find that changes in driving habits force them to rethink infrastructure. Most forecasting models that governments employ assume that driving will continue to increase indefinitely. Urban planning, in particular, has for half a century focused on cars.

If policymakers are confident that car use is waning they can focus on improving lives and infrastructure in areas already blighted by traffic rather than catering for future growth.

By improving alternatives to driving, city authorities can try to lock in the benefits of declining car use.”



The screenshot shows the top of a web browser displaying the The Economist website. The header includes the logo, navigation links (Log in, Register, Subscribe), and a menu with categories like World politics, Business & finance, Economics, Science & technology, Culture, and Blogs. Below the menu, there are social media sharing buttons for Facebook (Like 1.7k) and Twitter (Tweet 371). The article title is "Seeing the back of the car" under the sub-heading "The future of driving". The byline reads "In the rich world, people seem to be driving less than they used to" and "Sep 22nd 2012 | from the print edition". The main image is a close-up of the rear of a silver 1958 Chevrolet Impala, showing the taillights, bumper, and a California license plate that reads "EXX 401". A small "Corbis" watermark is visible in the bottom right corner of the image.

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The future of driving

Seeing the back of the car

In the rich world, people seem to be driving less than they used to

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Corbis

"I'll love and protect this car until death do us part," says Toad, a 17-year-old loser whose life is briefly transformed by a "super fine" 1958 Chevy Impala in "American Graffiti". The film follows him, his friends and their vehicles through a late summer night in early 1960s California: cruising the main drag, racing on the back streets and necking in back seats of machines which embody not just speed, prosperity and freedom but also adulthood, status and sex.

Questions

Questions:

- Is this occurring in your household? Your community?
- How will it affect the type of travel you will want to use in the future? Would you prefer to drive more or less?
- How well is Colwood responding to these changes?

"Emerging Trends in Real Estate"

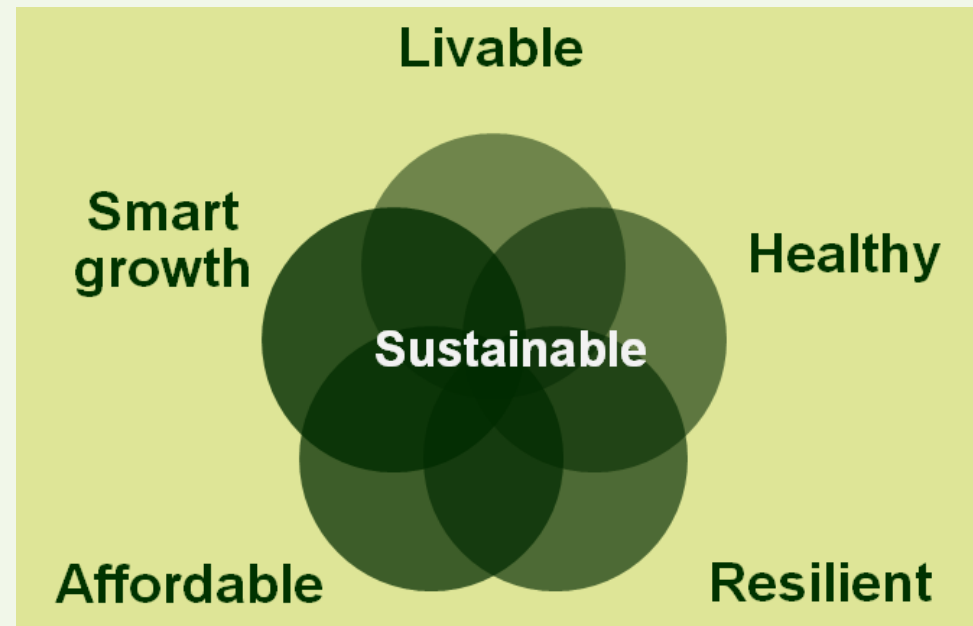
“Energy prices and road congestion accelerate the move back into metropolitan-area interiors as more people crave greater convenience in their lives. They want to live closer to work and shopping without the hassle of car dependence... Apartment and townhouse living looks more attractive, especially to singles and empty nesters—high utility bills, gasoline expenses, car payments, and rising property taxes make suburban-edge McMansion lifestyles decidedly less economical.” (Urban Land Institute 2009)



Various Names

Communities that respond to these changing demands are called:

- **Livable** (attractive neighborhoods)
- **Healthy** (healthy and safe)
- **Affordable** (low cost of living)
- **Resilient** (can withstand unpredictable environmental and economic changes)
- **Green** (resource efficient)
- **Smart growth** (compact, mixed and multi-modal)
- **Sustainable** (achieves economic, social and environmental objectives)



Smart Growth (Density, Design, Diversity)

- **Compact and mixed** development
- Transportation **diversity** (good walking, cycling, public transport, taxis, carsharing, etc.).
- **Urban villages** (mixed-use centers where housing and common services are located within walking distances)
- **Attractive** “complete” streets



Urban Villages (Network of Centres)

- **Urban villages** are neighbourhoods that contain most services that households commonly use (shops, restaurants, schools, parks, healthcare, etc.) within convenient walking and cycling distance, plus good transit connecting other centers.
- This provides good accessibility, particularly for non-drivers, which reduces transportation costs, including chauffeuring burdens.
- Urban villages tend to have relatively high and durable real estate values.



Smart Growth Benefits

More compact, accessible land use development provides numerous economic, social and environmental savings and benefits.

Economic	Social	Environmental
Development cost savings	Improved transport options, particularly for non-drivers.	Greenspace & habitat preservation
Public service cost savings	Improved housing options.	Pollution emission reductions
Transportation cost savings	Community cohesion.	Energy conservation
Agglomeration efficiencies	Cultural resource (historic sites, older neighborhoods, etc.) preservation	Reduced “heat island” effect
Supports environmentally sensitive industries (tourism, farming, etc.).	Increased physical fitness and health	



Questions

Questions:

- Is this region experiencing growing demand for housing and businesses in compact, mixed, walkable urban villages?
- How well is Colwood responding to this demand?
- Should it do more?

Basic Mobility and Equity

- *Basic mobility and basic accessibility* refer to people's ability to access goods, services and activities society considers "basic" or "essential."
- In most communities, 20-40% of the population cannot drive due to constraints including age (including teenagers), disability and poverty.
- Improving walking, cycling, public transit and taxi services, and providing more affordable-accessible housing improves basic access to disadvantaged populations.



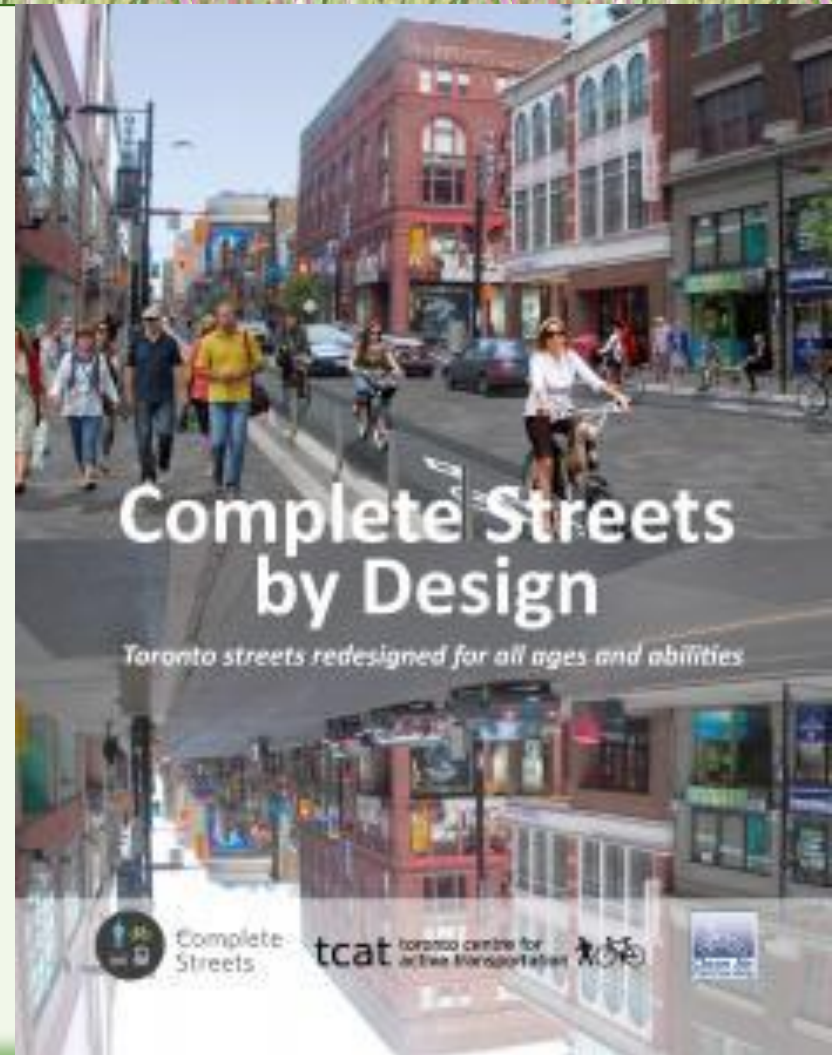
Affordable-Accessible Housing



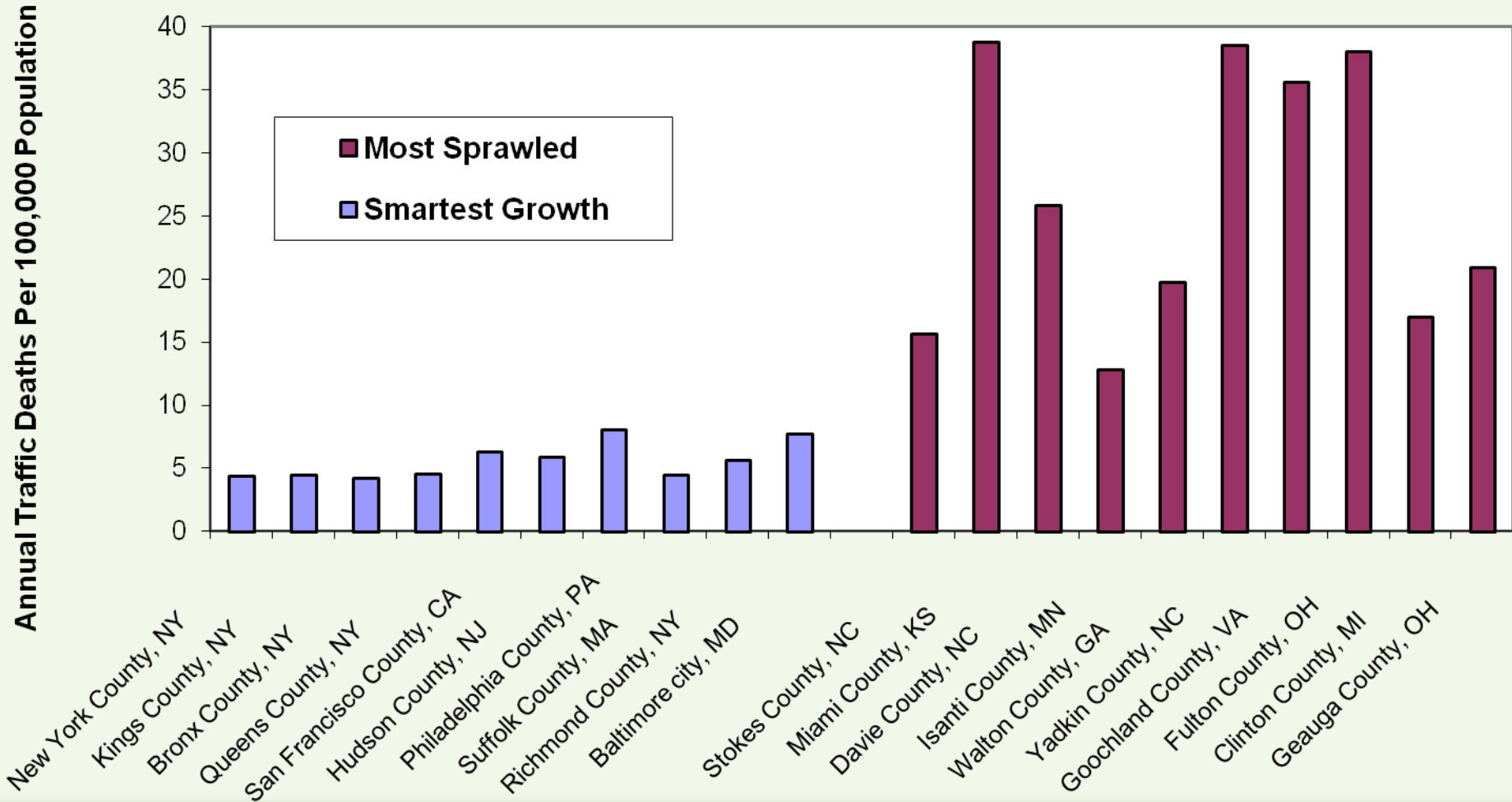
- Locate affordable housing in accessible areas (near services and jobs, walkable, public transit).
- Diverse, affordable housing options (secondary suites, rooms over shops, loft apartments).
- Reduced parking requirements.
- Reduces property taxes and utility fees for clustered and infill housing.

Complete Streets

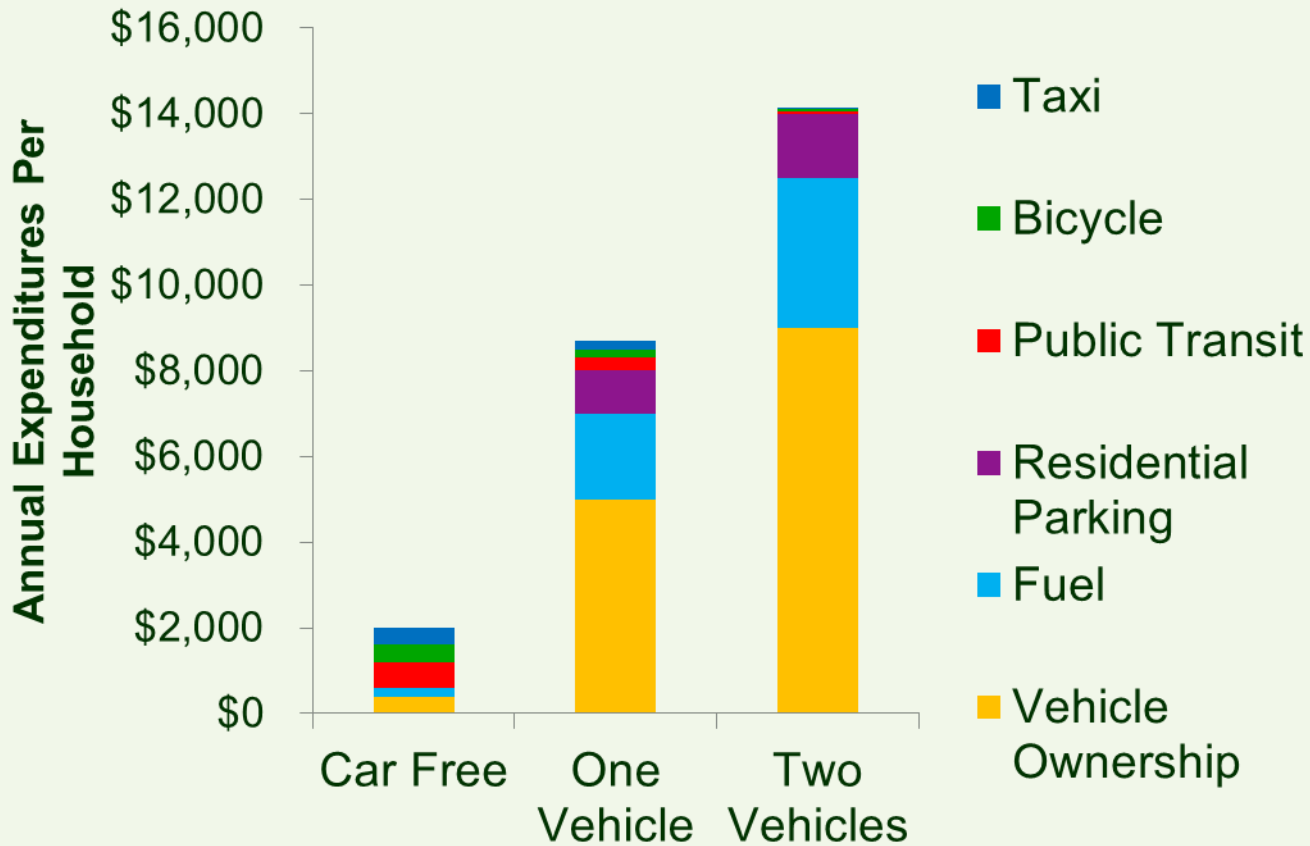
Complete streets are designed for diverse activities, abilities, and travel modes. They provide safe and comfortable access for pedestrians, cyclists, transit users and motorists, and a livable environment for visitors, customers, employees and residents in the area.



Traffic Safety

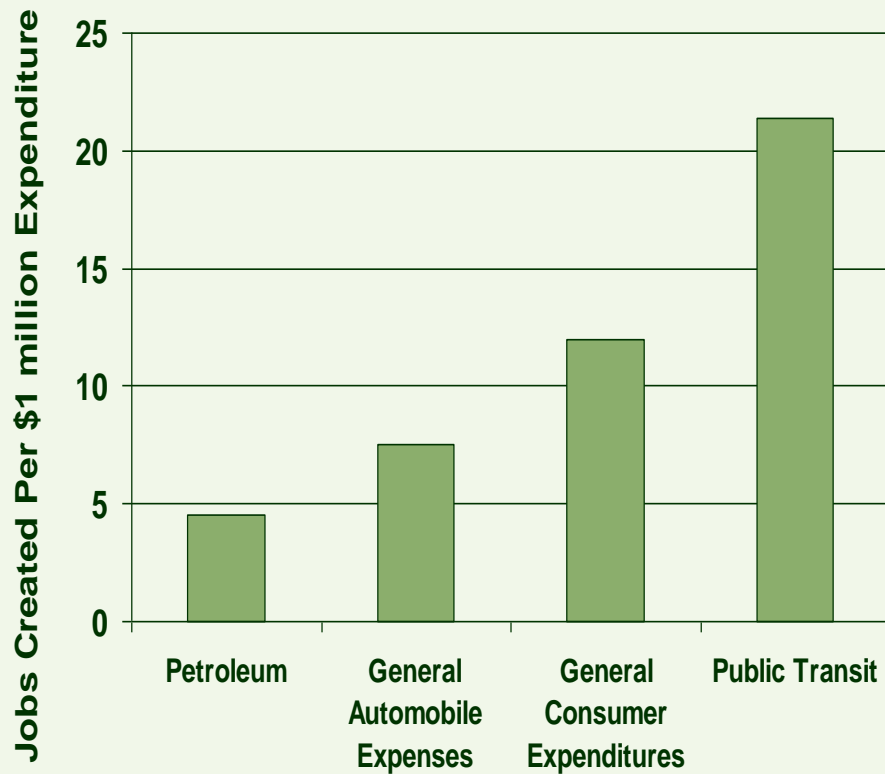


Affordability



Households in multi-modal communities can save thousands of dollars annually in transportation costs.

Economic Development

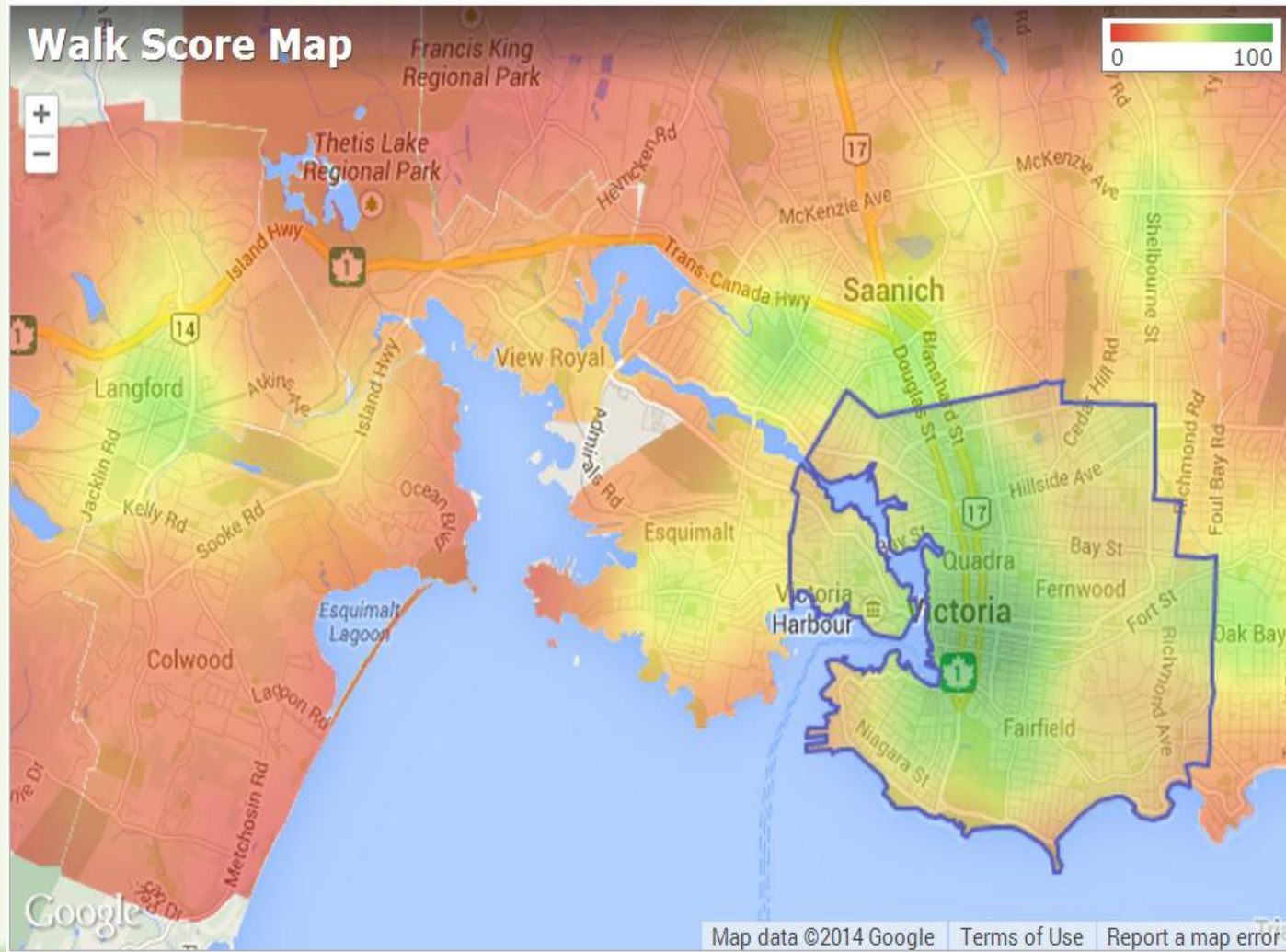


- Transportation savings (reduced consumer costs, road and parking infrastructure costs, accidents).
- More efficient development (infrastructure and public service savings).
- More money circulating in the local economy.
- Improved neighborhood livability (more attractive neighborhoods) which increases real estate values and local economic activity)
- Increases affordability, allowing businesses to attract employees in areas with high living costs.

Walkscore Rating

WalkScore is an Internet tool which rates locations and communities on the quality of pedestrian access.

Colwood currently ranks 42 out of 100, which is described as “Automobile dependent: most errands require a car.”

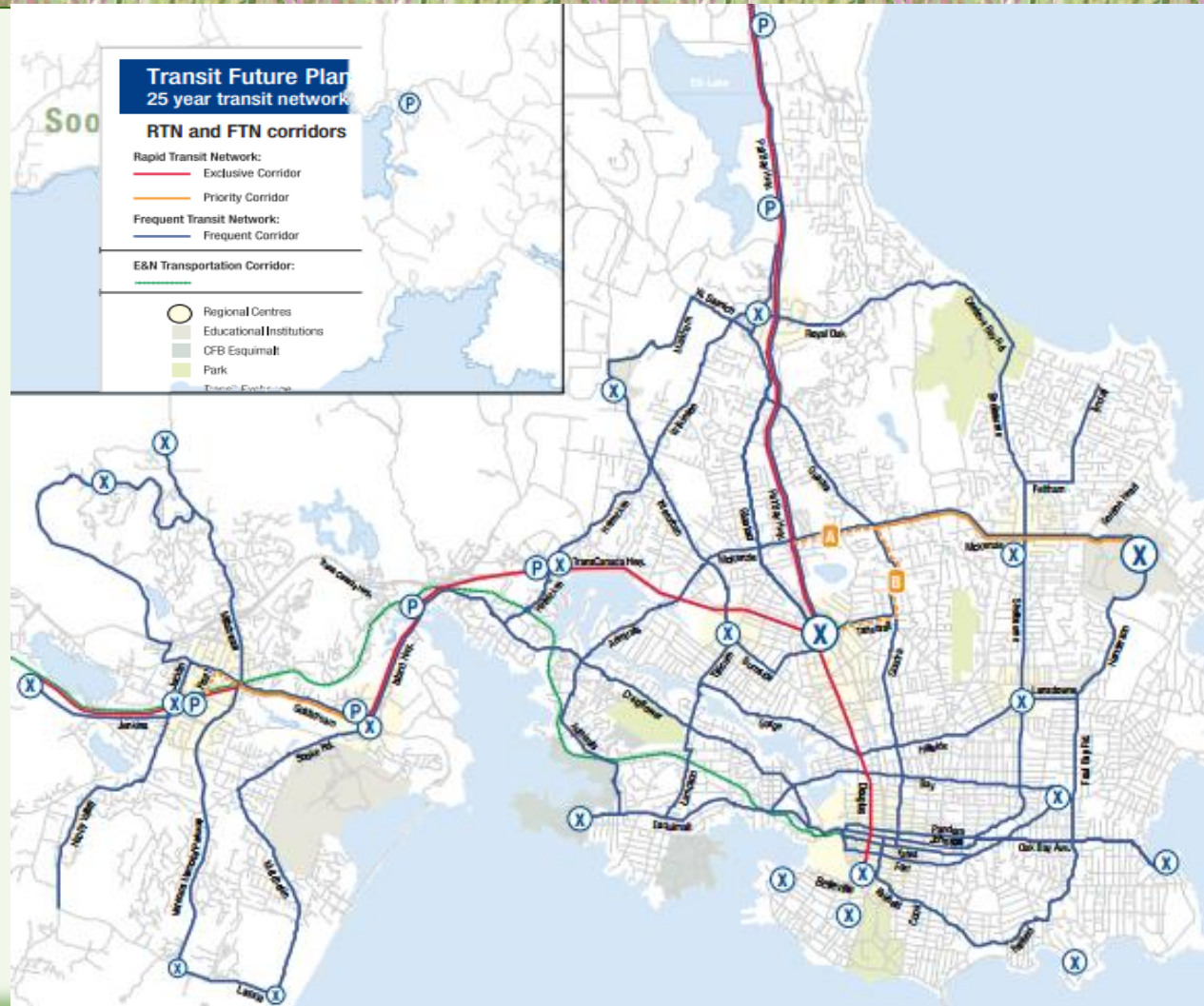


Attracting Discretionary Riders

- Quality service (convenient, fast, comfortable)
- Affordable
- Support and incentives (commute trip reduction programs, parking cash out, etc.)
- Integrated (good connections, walking and cycling access to stops and stations, transit-oriented development)
- Convenient information
- Integrated with special events
- Positive Image

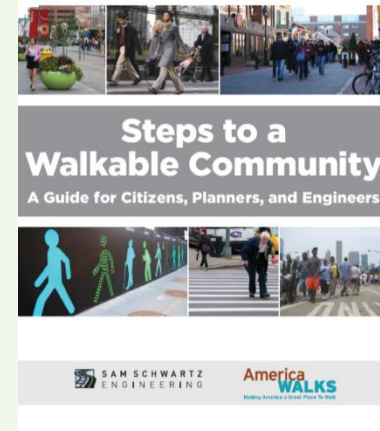
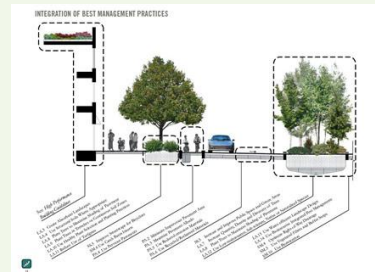
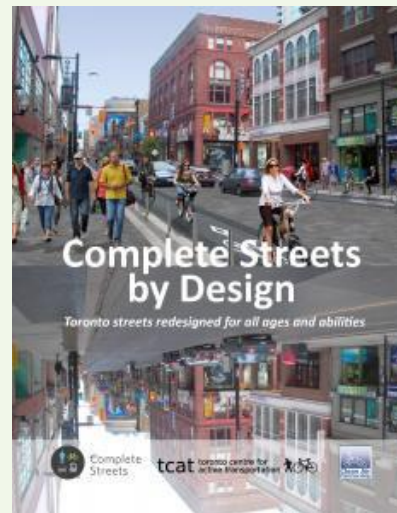
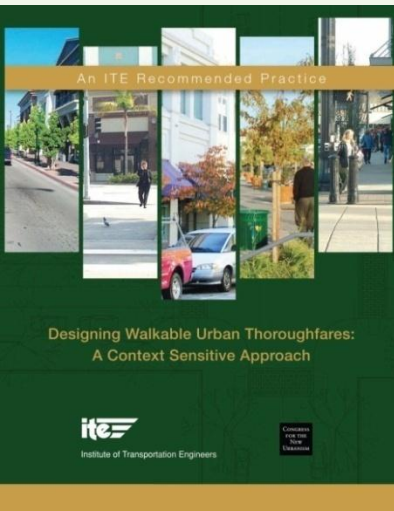
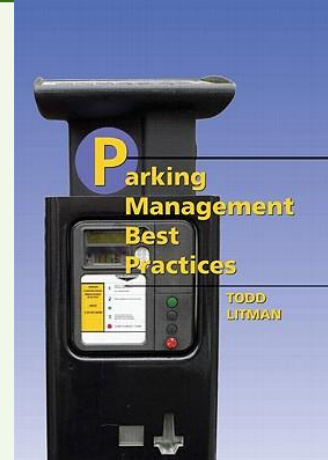


Regional Transit Future Plan



New Planning Resources

Employee Transportation Coordinator Handbook



Discussion Questions

- What type of community will best suit your needs in one, two and three decades?
- What value do you place on:
 1. Neighborhood walkability?
 2. Improved cycling conditions?
 3. Nearby services (shops, restaurants, schools, etc.)
 4. More convenient public transit service?
- What features, if any, would make multi-family housing (townhouses, condominiums or apartments) attractive to you?
- How much cheaper would a townhouse or condominium need to be for you to choose it over a single-family home?



**“Where We Want To Be: Home Location Preferences And
Their Implications For Smart Growth”**

“Evaluating Complete Streets Benefits and Costs”

“The New Transportation Planning Paradigm”

“The Future Isn’t What It Used To Be”

“Online TDM Encyclopedia”

and more...

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