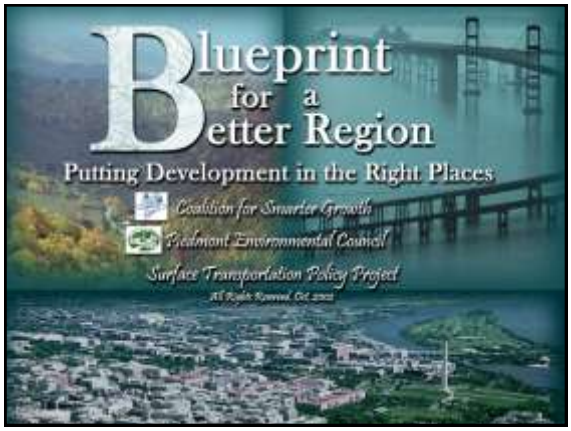


"D.C. area is No. 1 nationwide in traffic congestion, study says"

Washington Post, September 27, 2011, Study by Texas Transportation Institute

Washington Beltway -- 1968

Washington Beltway -- 2000

Washington Beltway -- 2013

Springfield Interchange (I-95/I-395/I-495) (Complete)

$800 Million

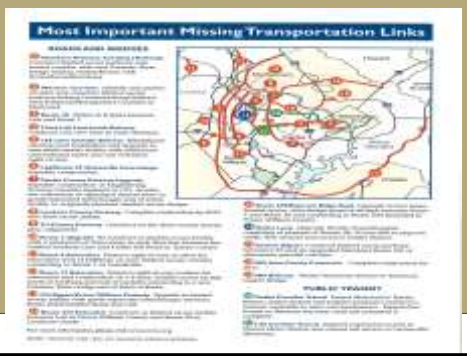
50 Bridges

Unknown Maintenance costs

Simply moved the bottlenecks

Over $30 billion in proposed new highways

Group Proposes More Beltways



"None of the ICC alternatives will have a substantial impact on the levels of service [congestion] experienced by motorists on the Capital Beltway, I-270 or I-95 within the Study Area."

1997 Federal Study on the Intercounty Connector, Volume 3, VI-23

Why so much traffic?


Home


School


Recreation

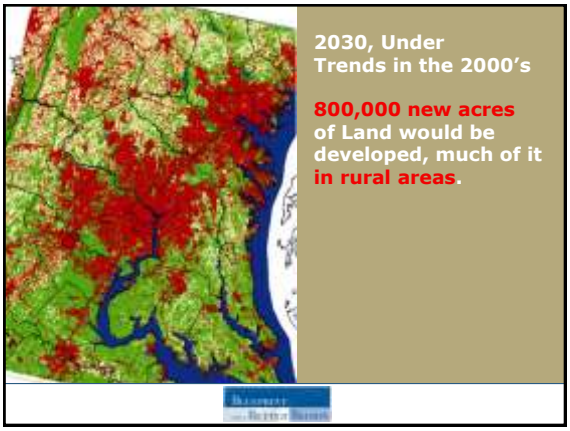

Store


Work

Developed Areas in 2000

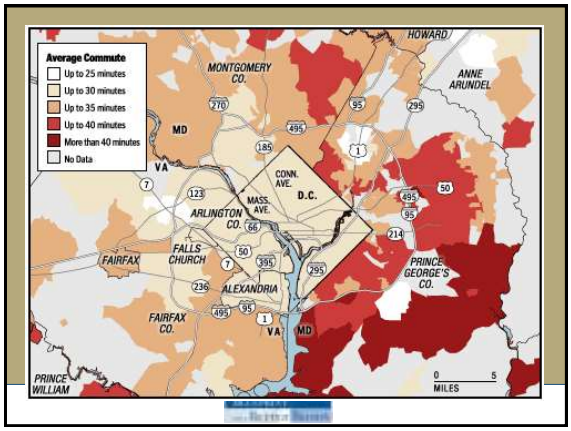
Developed Land	19%
Farm and Forest	74%

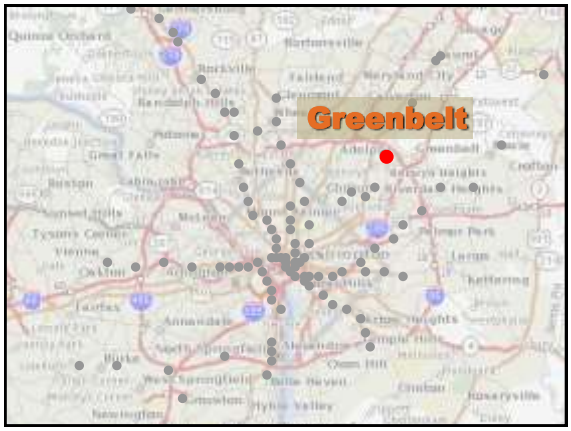
Loss of :
Farmland and Forests
Historic Landscapes,
Watersheds


2030, Under
Trends in the 2000's
800,000 new acres
of Land would be
developed, much of it
in rural areas.


Where's the "Center" in Centreville?
shopping
office
church
home
homes
homes

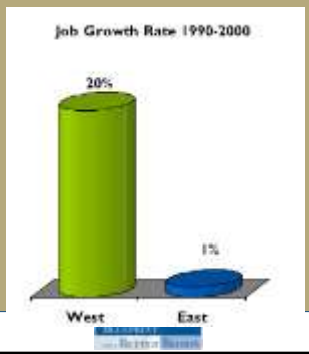

High Tech Corridor, Low Tech Planning
Homes
Offices
Homes
Dulles Corridor


Average Commute
Up to 25 minutes
Up to 30 minutes
Up to 35 minutes
Up to 40 minutes
More than 40 minutes
No Data
HOWARD
MONTGOMERY CO.
ANNE ARUNDEL
MD
VA
CONN. AVE.
MASS. AVE.
D.C.
ARLINGTON CO.
FALLS CHURCH
FAIRFAX
ALEXANDRIA
PRINCE GEORGE'S CO.
FAIRFAX CO.
PRINCE WILLIAM
0 5
MILES


Greenbelt


Greenbelt

Lagging eastside job growth



Washington Beltway – Morning Commute in Maryland

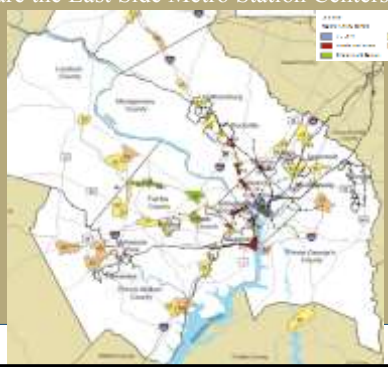
A Transportation Problem?

Or

A Land Use and Jobs/Housing Problem?

"Reverse Commute" Metro Train to Prince George's Metro Stations

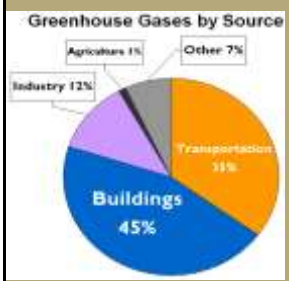
Debate over Regional Activity Centers – Where are the East Side Metro Station Centers?



High Cost of Transportation

- AAA: $8000 per year to own, operate, maintain, and insure a 4-door sedan driven 15,000 miles per year
- CEO's for Cities: "The gas price spike popped the housing bubble."
  - 2002: $1.10 per gallon
  - 2007: $4.00 per gallon

U.S. Greenhouse Gas Emissions



Buildings +Transportation = 80% of Greenhouse Gases (& Energy)

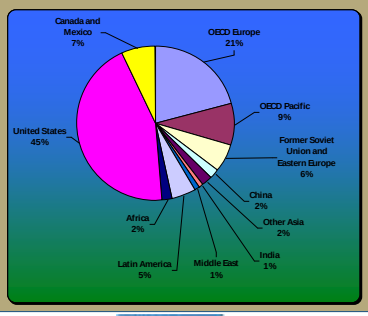
U.S. Oil Dependency

< 5% of World Population

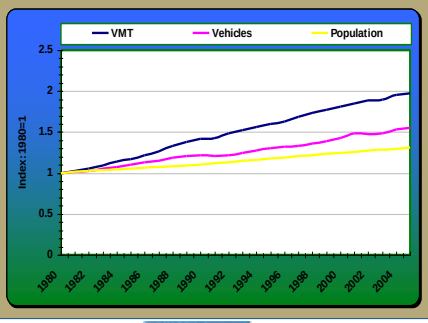
25% of World's Oil

70% for Transportation

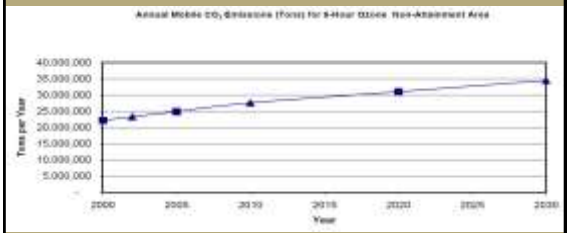
U.S. Share of Passenger Vehicle Emissions



U.S. Growth of Driving



Annual Mobile CO_2 Emissions (Tons) for 8-Hour Ozone Non-Attainment Area



Note: Years 2000, 2005 and 2020 were interpolated using 2002, 2010 and 2030 emissions estimates from the October 18, 2006 conformity determination.

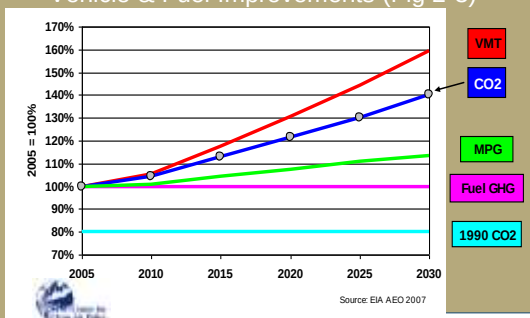
Emerging Global Warming Consensus:

U.S. must cut Greenhouse Gases
60-80% below 1990 levels by 2050

- **Transportation about 1/3 of US CO2 emissions, and growing fastest**
- **Major reductions will be needed in all sectors**
  Other sectors (electricity, industry) unable to compensate for transportation

See: *Growing Cooler: The Evidence on Urban Development and Climate Change*, by Ewing, et al.

US VMT Growth Projected to Outpace Vehicle & Fuel Improvements (Fig 2-3)

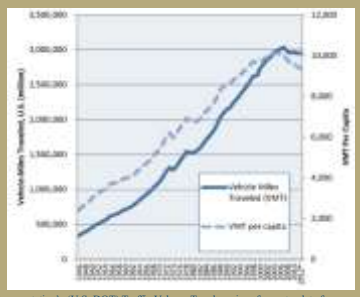


Transportation Greenhouse Gases: 3 Legs of a Stool

1. Vehicle Efficiency (mpg)
2. Fuel Greenhouse Gas content (Fuel GHG)
3. Vehicle Miles Traveled (VMT)

Need progress on all 3 legs, but climate policy discussions have ignored VMT

U.S. PIRG Education Fund: A New Direction: Our Changing Relationship with Driving and the Implications for America's Future



U.S. Department of Transportation's (U.S. DOT) Traffic Volume Trends series of reports; data from previous years from U.S. DOT's Highway Statistics series of reports.

A New Direction: Our Changing Relationship with Driving and the Implications for America's Future

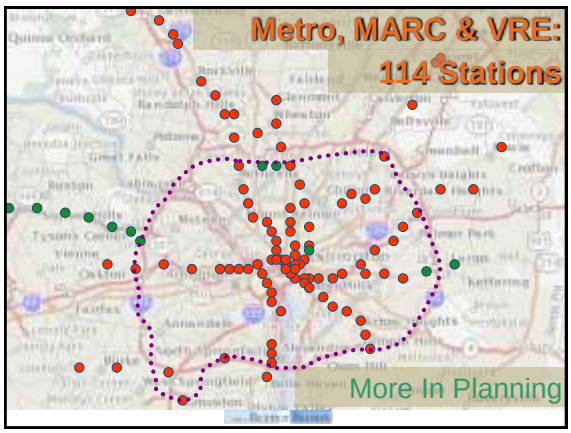
•Americans drove more miles nearly every year between the en of World War II and 2004. By the end of this "Driving Boom"– the average American was driving 85 percent more miles each year than in 1970.

•Americans drive no more miles in total today than we did in 2004 and no more per person than we did in 1996.

•On the other hand, Americans took nearly 10 percent more trips via public transportation in 2011 than we did in 2005. The nation also saw increases in commuting by bike and on foot.

SOLUTIONS: Network of Livable Communities (1996)

- Urban revitalization and transit-oriented development with pricing cuts traffic:
  - 15% reduction in daily vehicle trips
  - 11.5% reduction in vehicle miles traveled
  - 22% reduction in vehicle hours of travel
  - 13% increase in average daily highway speed



"Reality Check" Event 2005

Allocating 2 Million People/1.6 Million Jobs by 2030
300 People Participated

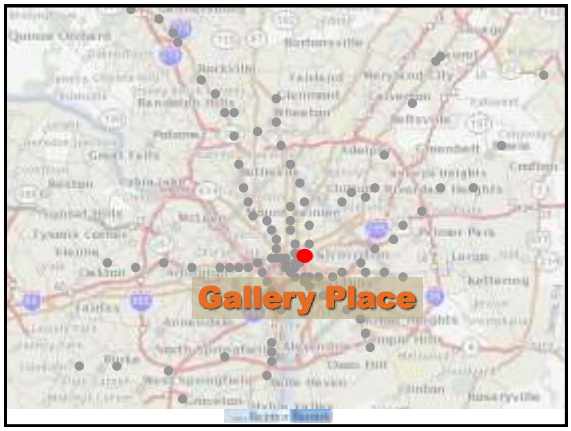
Common Principles Emerge

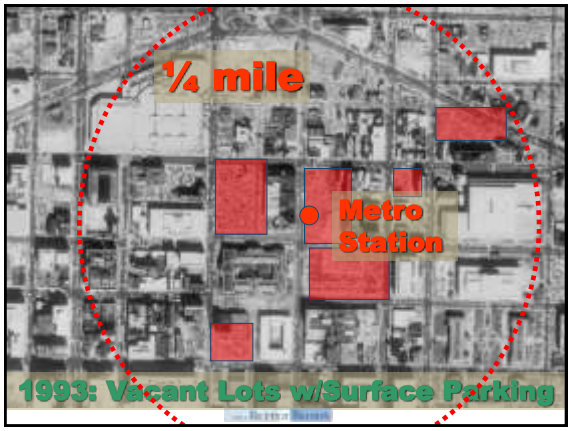
- ☑ Preserve and Protect open space
- ☑ Focus development near transit stations
- ☑ Maintain jobs-housing balance
- ☑ Concentrate development along transportation corridors

Common Principles Emerge

- ☑ Concentrate development around existing town centers
- ☑ Create mixed use nodes
- ☑ Develop east side of region
- ☑ Offer more housing choices

- George Vradenburg (philanthropist)
- Andrea McGimsey (civic activist and now Loudoun Supervisor
- Mayor Williams (former DC Mayor)
- Kim Hosen (Prince William Conservation Alliance)





Projects Include

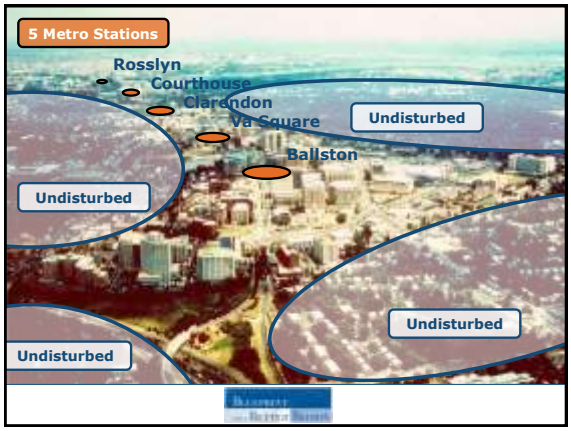
Washington, DC

DC Revitalization Beyond Downtown

U Street

Arlington County, Virginia

- Use Metrorail as catalyst for redevelopment of commercial spine of Arlington
- Concentrate density and promote mixed use at five stations; scale development down to neighborhoods
- Preserve and reinvest in adjacent residential neighborhoods



ROSSLYN THEN

ROSSLYN NOW

3 blocks from Ballston Metro

Clarendon 1980's

Clarendon 2000's

Clarendon Future

Clarendon Future (oblique view)

Redevelopment Results

R-B CORRIDOR 1970

22,000 jobs

5.5 million sf office

7,000 housing units

R-B CORRIDOR TODAY

94,000 jobs

23.5 million sf office

24,500 housing units

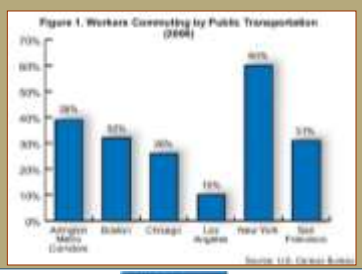
More Downtown office space than Dallas, Denver, Pittsburgh

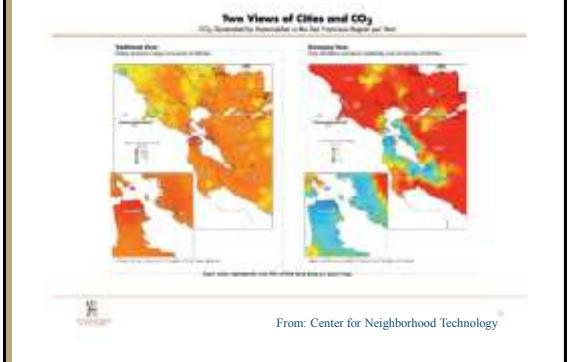
ECONOMIC/FISCAL RESULTS

- Two TOD Corridors = 11% of land area and 50% of property taxes
- Lowest Property Tax Rate in DC Region with High Level of Services
- TOD corridor revenues fund parks, libraries, schools, streets, recreation centers, and other services in ALL Arlington neighborhoods

Creating Environments Rich In Travel Choices

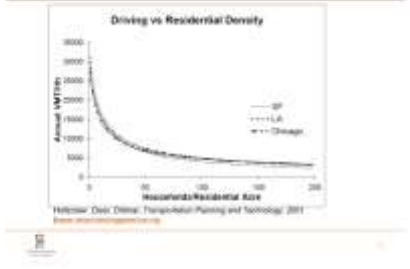
Transit usage



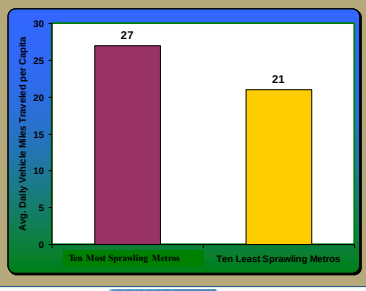


From: Center for Neighborhood Technology

VMT & Residential Density



25% Less VMT with Compact Development

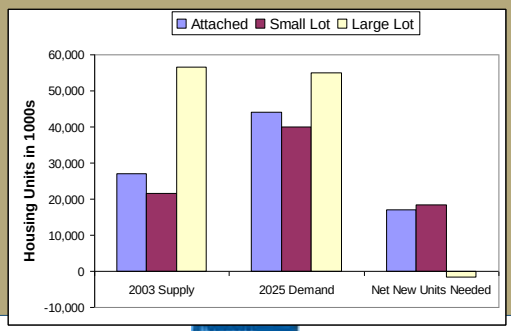


Changing U.S. Demographics: Demand will more than double for compact, urban-style housing

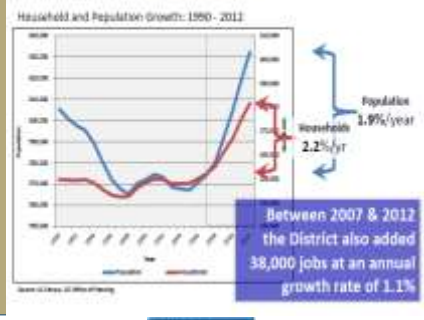
Household	1960	2000	2025
With Children	48%	33%	28%
Without Children	52%	67%	72%
Single Person	*13%*	*26%*	*28%*

- Married Couples with kids are no longer dominant
- "Senior Tsunami"
- Single-Person Households will grow the most
- By 2025: 72% of households will not have children

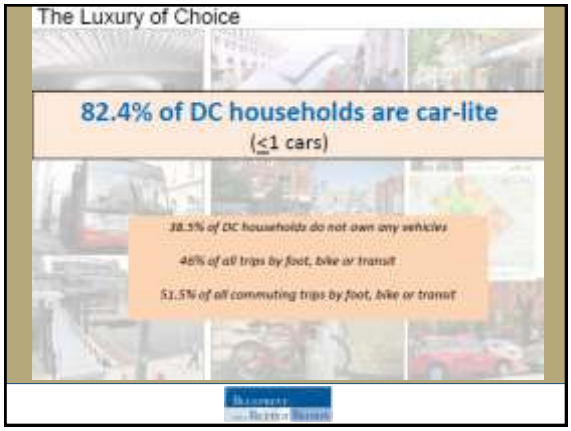
2025 deficit of urban-style housing



The District is Growing



The Luxury of Choice


The Luxury of Choice
82.4% of DC households are car-lite
(≤1 cars)
38.5% of DC households do not own any vehicles
46% of all trips by foot, bike or transit
51.5% of all commuting trips by foot, bike or transit


Shady Grove


King Farm

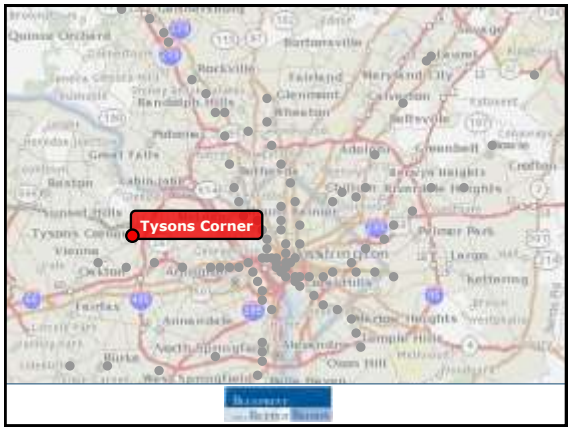

Twinbrook


full build-out
1
2
3
4
5
6
7
8
9
10
11
12
13

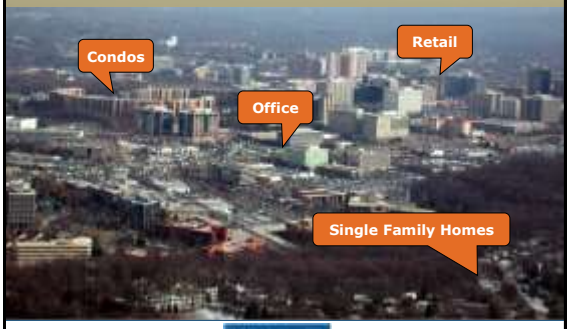

Fairfax County Begins Adopting Transit-Oriented Development
Vienna Metro - 1988

Vienna Metro (2003) and 'MetroWest" site

MetroWest Plan at Vienna Metro



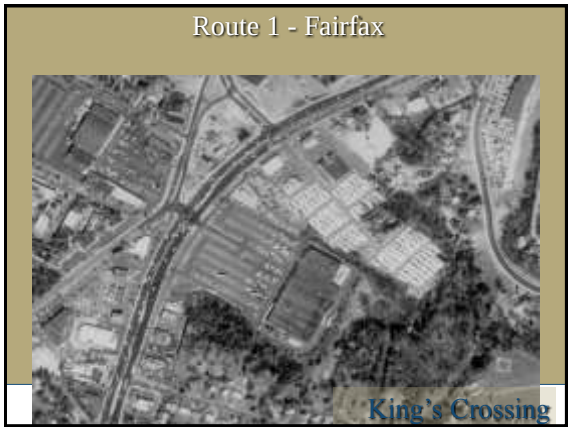
Tyson's Corner Today:
The Elements are there. . .



What Tyson's could be:
A Mixed-Use, Walkable Community


Corridor Revitalization and Vacant and Underutilized Land
Survey of 7 Nodes of Commercial Land and Parking Lots on Route 1 in Fairfax County
624 Acres
(2 more nodes to the south)
Google
Sarah Cairney August 2005

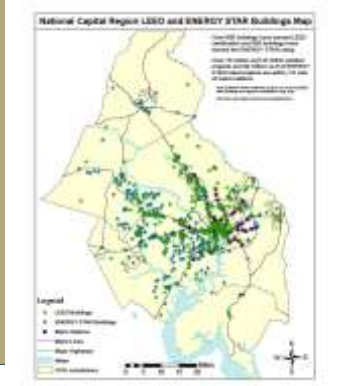

Route 1 -- Beacon Hill


Route 1 - Fairfax
King's Crossing


Reinventing the Commercial Strip


Montgomery County Agricultural Reserve

Conserving Land – Montgomery County's Agricultural Reserve

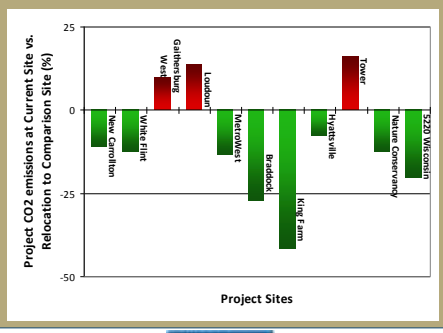


Calculating the environmental benefit

Cool Communities
Comparing project CO2 emissions

Reductions of 8–40% in C02 & VMT

Cool communities & better choices



New Transit Options

Great Places Begin with Great Streets

For Their Future

And Our Own!

The choice is ours.

For More Information

Stewart Schwartz, Executive Director
Coalition for Smarter Growth
www.smartergrowth.net
Email: stewart@smartergrowth.net