



Coalition for Smarter Growth

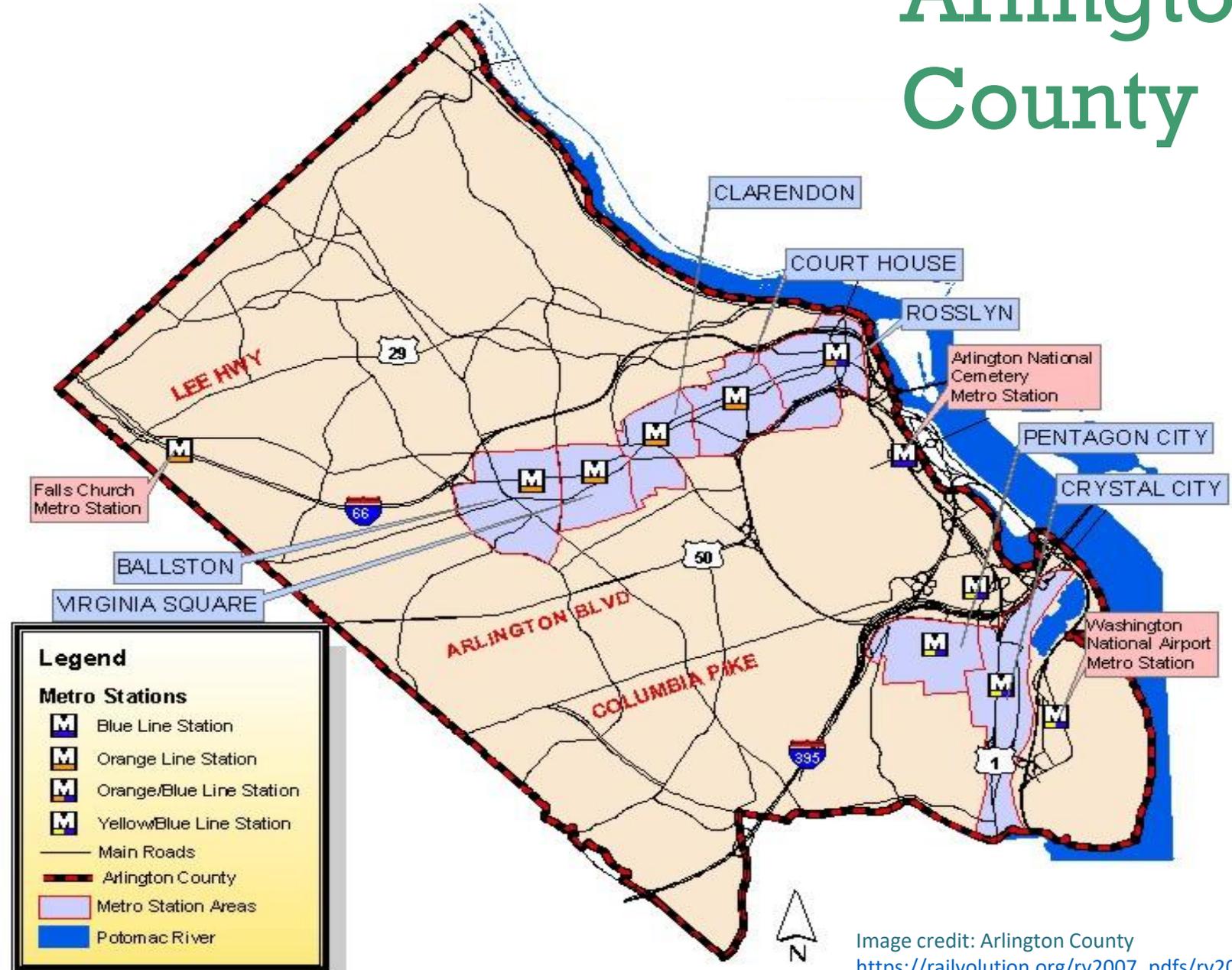
DC • MD • VA

CSG and the Fight for Walkable, Transit-Oriented Communities

- Founded by DC region's leading conservation groups, 23 years old, 6 staff, working in 9 major DC area jurisdictions
- Blueprint for a Better Region – vision for network of walkable, mixed-use, mixed-income, transit-oriented communities, has helped change the debate about growth in the DC region
- COG Region Forward vision plan adopts our vision; COG goal now to locate 75% of new jobs and housing in transit-accessible activity centers
- “TOD is our future” say local elected officials but need to push harder and fund transit, walk, bike, NOT more highway expansion

Arlington County

- Two Metro Corridors, with eight stations for development
- 1970's "Bullseye" Plan, a National model for transit-oriented development
- TOD focused on 11.7% of land area, provides 50% of property tax base
- The 2.5 square miles of TOD in Rosslyn-Ballston corridor would consume 14 square miles in suburbs



Rosslyn 1970's

Image credit: Arlington County



Rosslyn and Courthouse in 2000s

Image credit: Arlington County

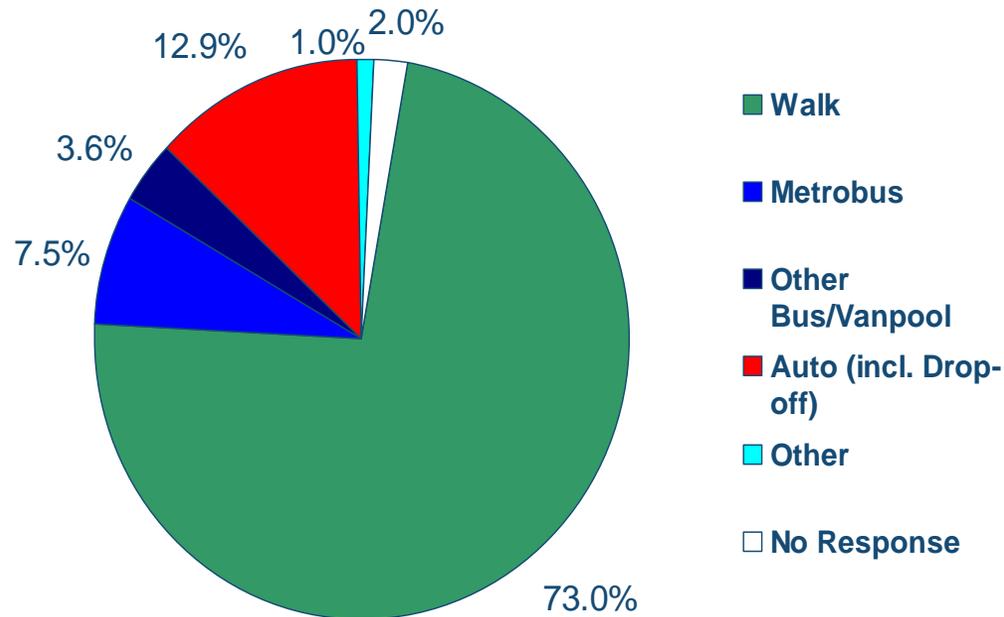


Arlington has created an environment rich in travel choices

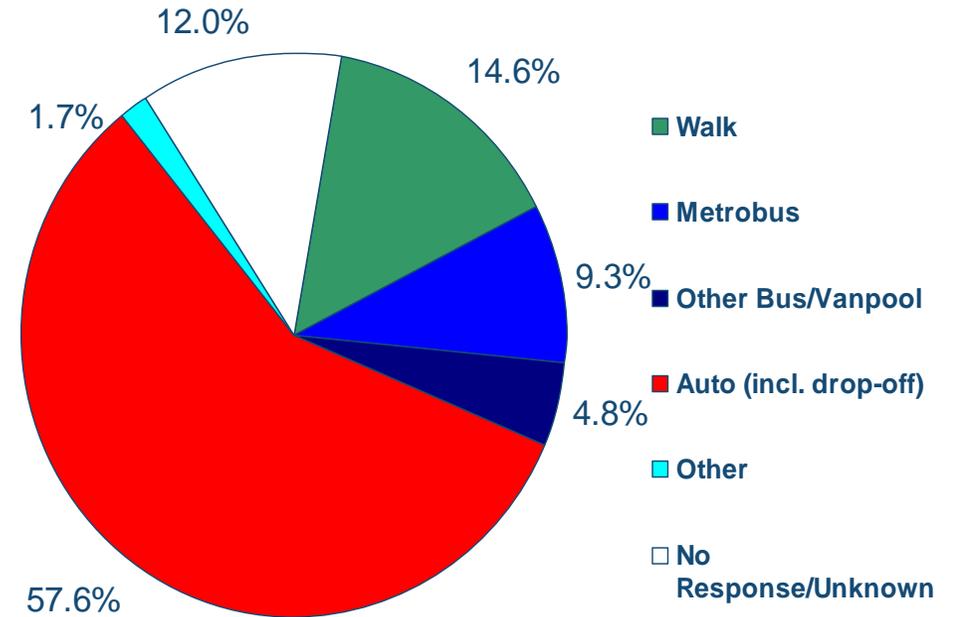


Walk/Bike vs. Drive to Metro R-B Corridor vs. East Falls Church to Vienna

5 R-B Corridor Stations – 45,733
Weekday Boardings



4 Suburban Stations – 34,451
Weekday Boardings



In the National Capital Region, driving alone is much more common among Outer Ring residents (75%), and middle ring (64%), than among Inner Core residents (37%).

Data from National Capital Region Transportation Planning Board, 2019 State of the Commute Survey (2019): <https://www.mwcog.org/newsroom/2019/09/24/three-big-takeaways-from-the-2019-state-of-the-commute-survey/>

Table 6
Commute Mode (Primary Mode)
by Home and Work Locations – Arlington and Neighboring Jurisdictions

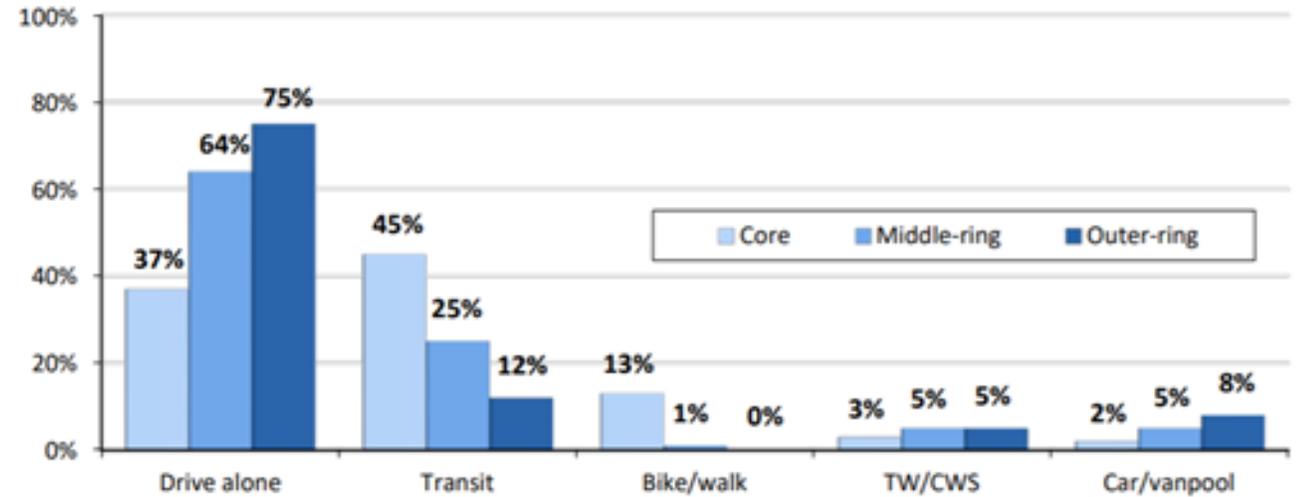
Mode by HOME Jurisdiction	Arlington (n = 504)	Alexandria (n = 473)	District of Columbia (n = 557)	Fairfax (n = 552)	Suburban Maryland* (n = 1,004)
Drive alone	44%	59%	34%	67%	65%
Bus or train	38%	18%	40%	15%	19%
Carpool or vanpool	3%	3%	4%	4%	4%
Bike or walk	6%	7%	15%	1%	2%
Telework / CWS	9%	13%	7%	13%	10%

Mode by WORK Jurisdiction	Arlington (n = 404)	Alexandria (n = 293)	District of Columbia (n = 1,711)	Fairfax (n = 871)	Suburban Maryland* (n = 961)
Drive alone	55%	72%	37%	76%	73%
Bus or train	23%	11%	43%	6%	12%
Carpool or vanpool	8%	3%	6%	3%	6%
Bike or walk	4%	4%	6%	1%	3%
Telework / CWS	9%	10%	8%	14%	6%

* Suburban Maryland counties includes Montgomery County and Prince George's County

Figure 9
Primary Mode by Home Area

(Inner Core n = 2,198, Middle Ring n = 2,421, Outer Ring n = 4,488)



In areas where transit is more accessible and there are communities with transit-oriented development, like Arlington and Washington DC, people are more likely to commute by bus, train, walk, bike

When comparing commute mode by home jurisdiction, Arlington residents are more likely to take the bus or train (38%) than their Fairfax County counterparts (15%).

Data from Metropolitan Washington Council of Governments, State of the Commute Survey, Arlington County, VA (2018): <https://mobilitylab.org/research-document/regional-state-of-commute-survey-2016-arlington-analysis/>

CNT Housing + Transportation, Virginia Comparison

Arlington County, VA

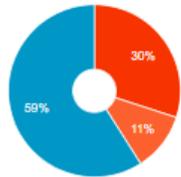
vs.

Loudoun County, VA

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

● Housing
● Transportation
● Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$9,848
Annual Transportation Costs



1.39
Autos Per Household

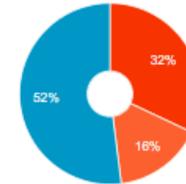


13,494
Average Household VMT

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

● Housing
● Transportation
● Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$14,764
Annual Transportation Costs



2.02
Autos Per Household



23,129
Average Household VMT

26%

Transit Ridership % of Workers

33

Annual Transit Trips

5.05 Tonnes

Annual Greenhouse Gas per Household

3%

Transit Ridership % of Workers

10

Annual Transit Trips

10.26 Tonnes

Annual Greenhouse Gas per Household

Arlington County = Spends less on housing (30% of income) AND transportation (11%); spends less on annual transportation costs (\$9,848); produces less average household VMT: (13,494)

Loudoun County = Spends more on housing (32%) AND transportation (16%); spends more on annual transportation Costs (\$14,764); produces more average household VMT (23,129)

A Virginia Comparison Continued...

County: Arlington, VA

H+T Costs % Income: 40%

Housing: 30% Transportation: 11%

Fact Sheet

Annual GHG per Household



Annual GHG per Household ?
Average: 5.05 Tonnes Range: 2.88 - 9.12

Population	Household	Neighborhood
	Households	% of Households
■ < 3.3 Tonnes	6,309	6.6%
■ 3.3 - 5.1 Tonnes	46,875	48.7%
■ 5.1 - 6.5 Tonnes	20,706	21.5%
■ 6.5 - 8.6 Tonnes	19,835	20.6%
■ 8.6 + Tonnes	2,462	2.6%
Total	96,187	100%

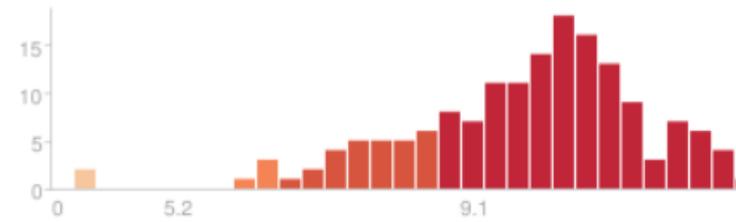
County: Loudoun, VA

H+T Costs % Income: 48%

Housing: 32% Transportation: 16%

Fact Sheet

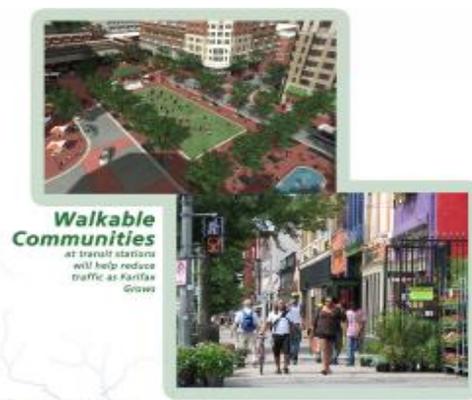
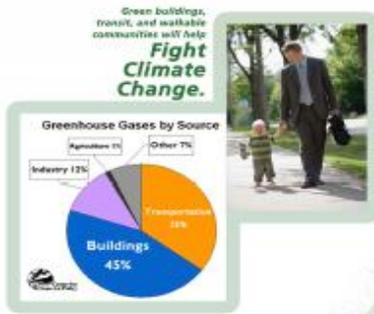
Annual GHG per Household



Annual GHG per Household ?
Average: 10.26 Tonnes Range: 4.31 - 13.05

Population	Household	Neighborhood
	Households	% of Households
■ < 3.3 Tonnes	0	0%
■ 3.3 - 5.1 Tonnes	1,441	1.3%
■ 5.1 - 6.5 Tonnes	0	0%
■ 6.5 - 8.6 Tonnes	15,141	13.3%
■ 8.6 + Tonnes	96,850	85.4%
Total	113,432	100%

GHG emissions are much lower in Arlington County (5.05 tons per household), the more transit-oriented and compact county, than in Loudoun County (10.26 tons per household).



CSG– Shaping the Future of Fairfax

- Without faster action, % of Fairfax residents driving instead of using transit, will not change. Need to accelerate TOD/transit
- Map shows the approximately 10% of Fairfax land that could support TOD and absorb population growth
- ½ mile circles around Metro Stations (red and gray); ¼ mile circles around VRE stations (orange)
- Commercial corridors and their parking lots that could be redeveloped into mixed-use, walkable places with transit



Revitalizing Older Commercial Corridors
will not only enhance property values - but will also provide jobs, housing, and transportation options.



Image credit: Piedmont Environmental Council and Coalition for Smarter Growth, bottom right image: Urban Advantage



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