Impacts of Growth on the Transportation Network

City of Spokane/Spokane County Joint Development Meeting

Kevin Wallace, Executive Director
Spokane Regional Transportation Council

July 23, 2014
Presentation Overview

• Introduction
• Research
• Regional Growth Patterns
• Suggestions for Future Collaboration
“Oregonians really dislike two things. They dislike sprawl and they dislike density.”

– Oregon Governor John Kitzhaber
In Spokane, it’s likely somewhere in between.
Research
Research

• The Costs of Sprawl, Real Estate Research Corporation, 1974

• The Cost of Sprawl Revisited, Transit Cooperative Research Program, Report 39, 1997

• Costs of Sprawl, Transit Cooperative Research Program, Report 74, 2000
Key Indicators of Sprawl

- Low density development
- Segregated land uses
- Lack of significant centers
- Disconnected street networks
- Lack of travel options
- Separation from public facilities and services
Research Findings

• Low density fringe development will usually cost more to build and maintain than centrally located higher density development.

• Low density fringe development has been accepted by a large portion of the public for decades.

• 1980-2000: Auto travel was increasing more rapidly than population growth. However, recent demographic and economic shifts are changing how we live and travel in urban areas.
Spokane County Households

- Single-person households: 35%
- Families with children: 29%
- Families without children: 28%
- Other non-family households: 8%

(34% in 1990)

Source: U.S. Census Bureau, 2010 Census
Regional Growth Patterns
Several “Sprawl Factors” in Large Metropolitan Areas Are Absent Here

• Drive to quality (home mortgages)

• Rapid Growth
  – 1.2% annual population growth between 1990 and 2010 in Spokane County

• Pervasive regional traffic congestion
Population & Employment

2010
- Pop. = 471,221
- Emp. = 194,456

2040
- Pop. = 636,000
- Emp. = 262,576

+35%
Annualized Growth Rates: 2000 - 2012

Clark County, NV | Franklin County, WA | Spokane County, WA

Data Sources: US Census Bureau, WA Office of Financial Management, Nevada State Demographer
2010 Base vs. 2040 Build

2010

35% population growth

2040

VMT +41%

VHT +42%

+37%

+27%

+36%
Suggestions For Future Collaboration

- Establish common definitions (e.g., sprawl, density, place types, etc.)
- Integrate transportation planning and land use planning
- Include the cost of building, operating, and maintaining infrastructure in land use decisions
- Consider developing a land use scenario planning tool (e.g., I-Place³S, Urban Footprint, etc.)
Impacts of Growth on the Transportation Network

City of Spokane/Spokane County Joint Development Meeting

Kevin Wallace, Executive Director
Spokane Regional Transportation Council

July 23, 2014