

# 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



This?  
In Spokane, it's likely  
somewhere in between.



Or this?



# 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

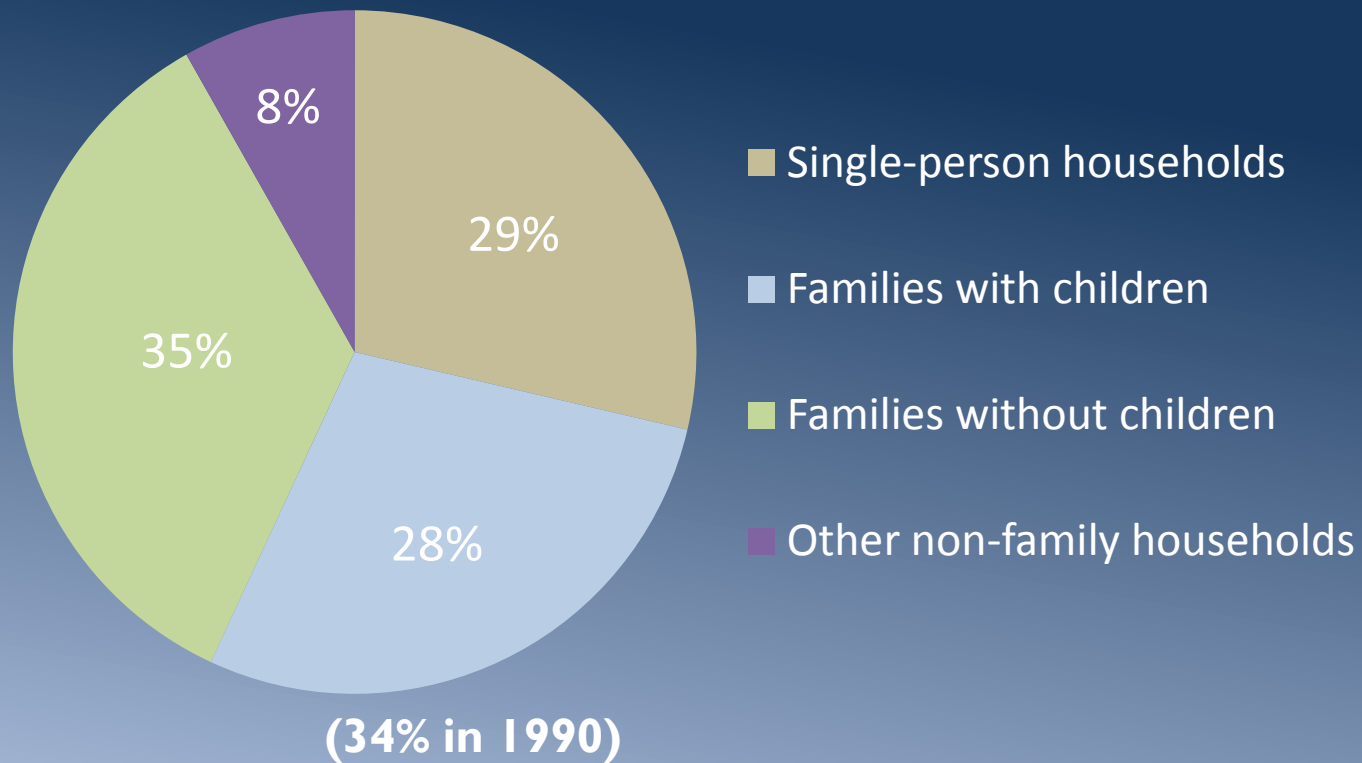


# Research Findings

- 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



# 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



+35%

2010

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

2040

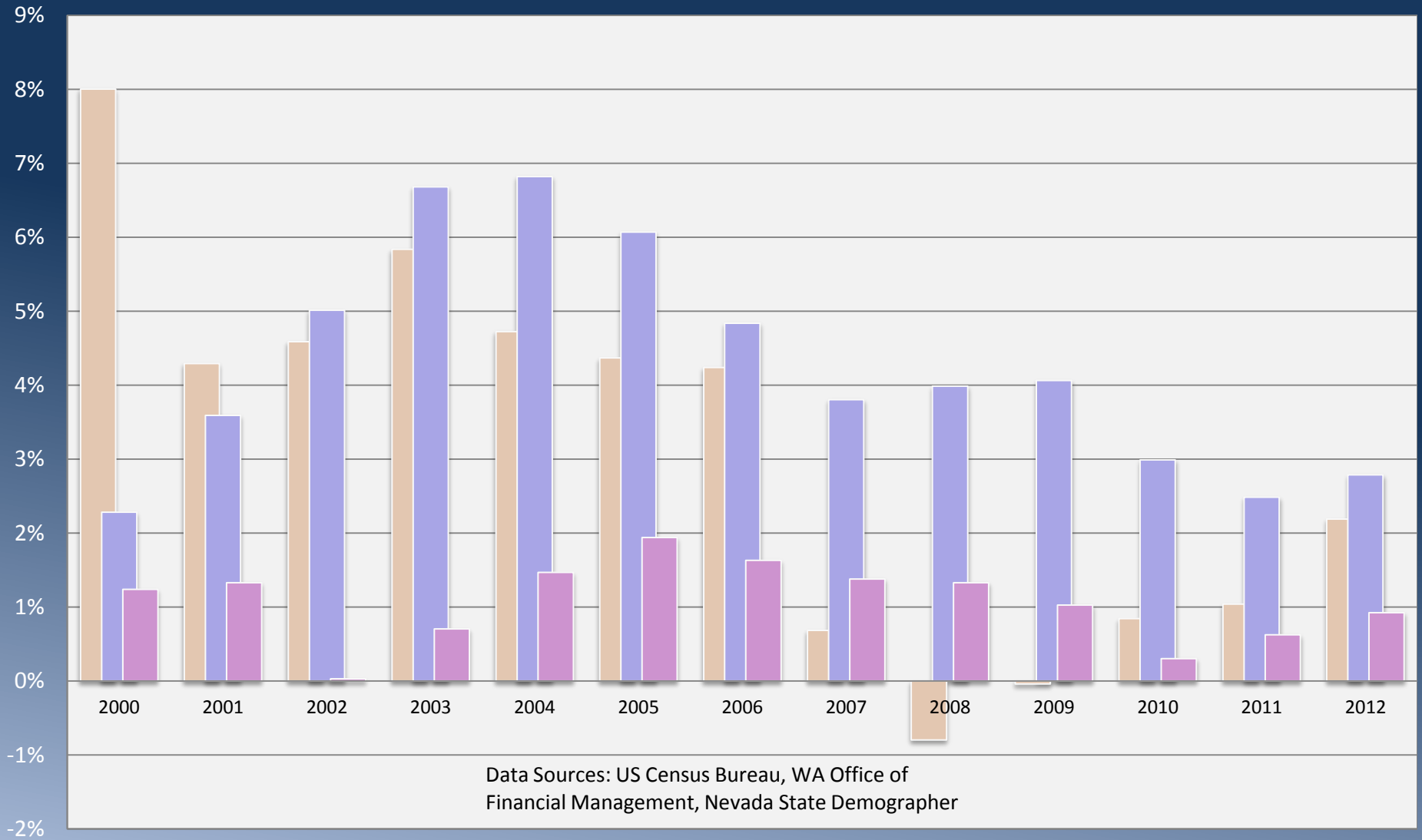
- Pop. = 636,000
- Emp. = 262,576

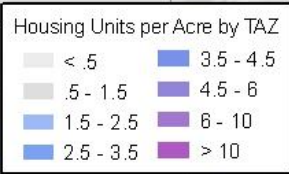
## Annualized Growth Rates: 2000 - 2012

Clark County, NV

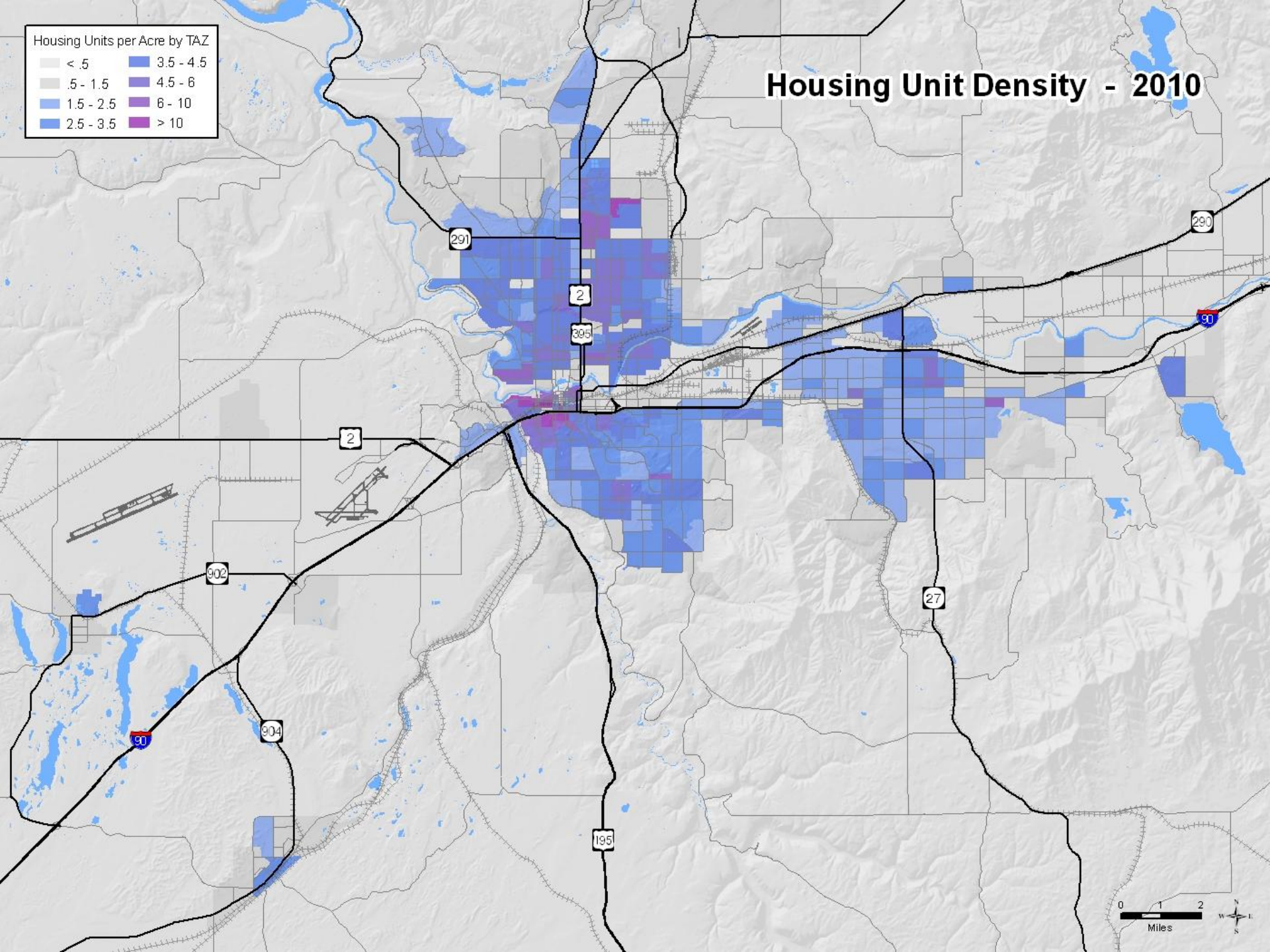
Franklin County, WA

Spokane County, WA

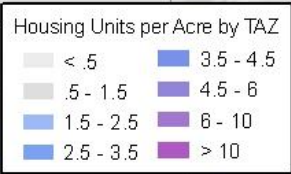




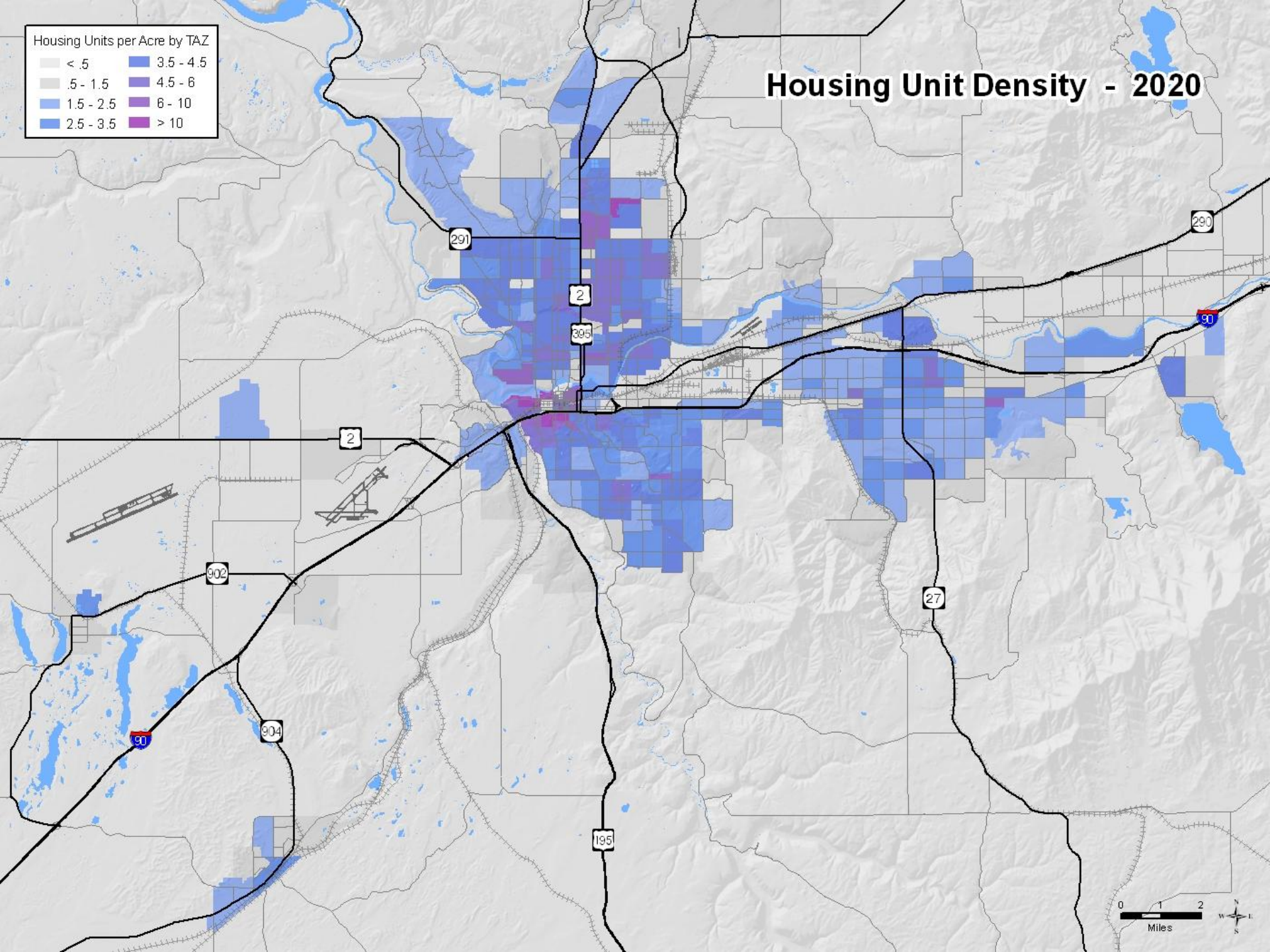
# Housing Unit Density - 2010



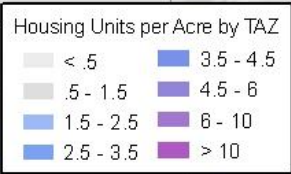




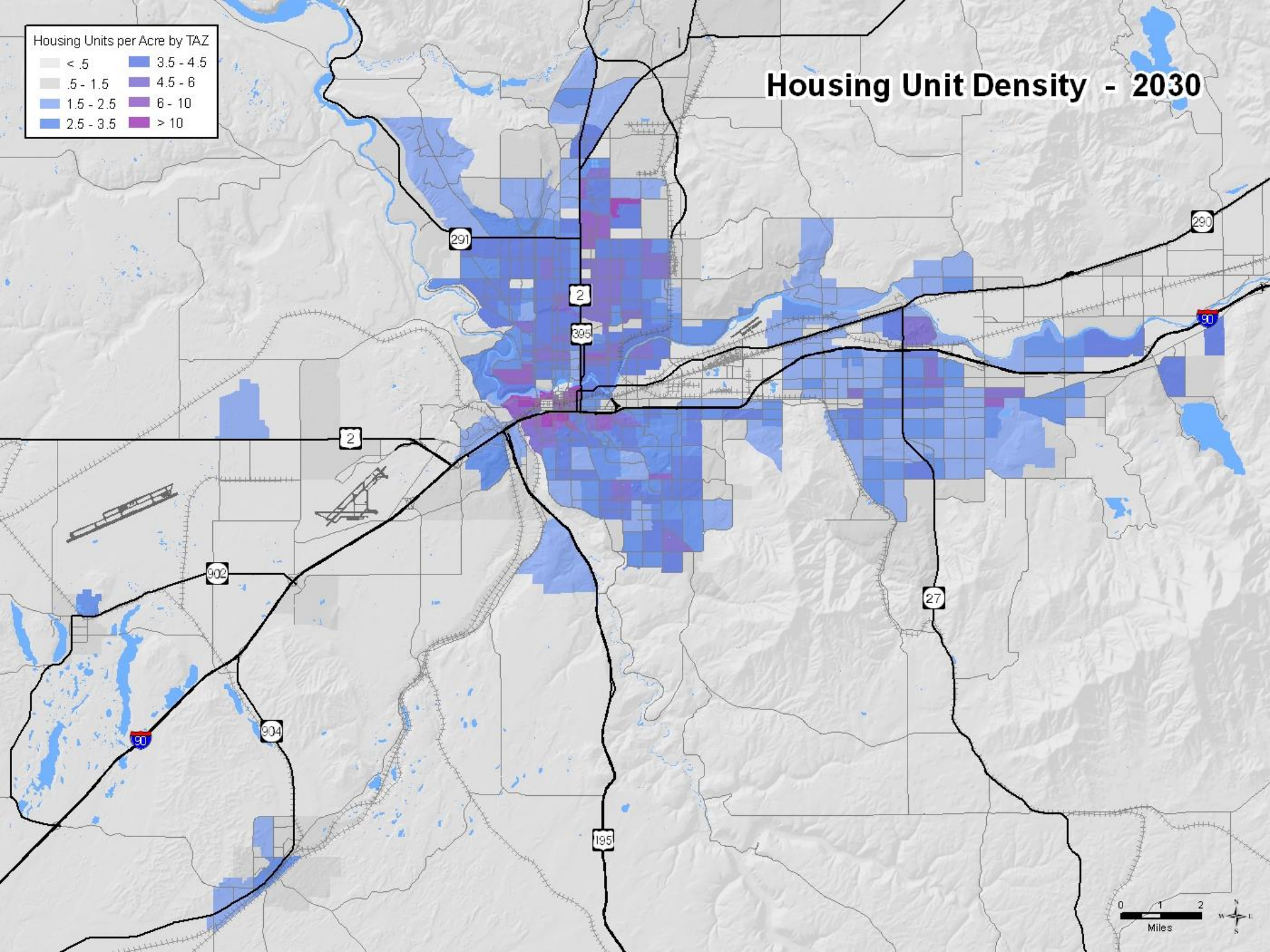
## Housing Unit Density - 2020



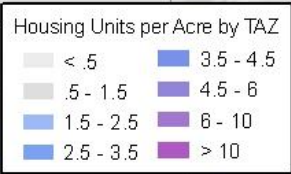




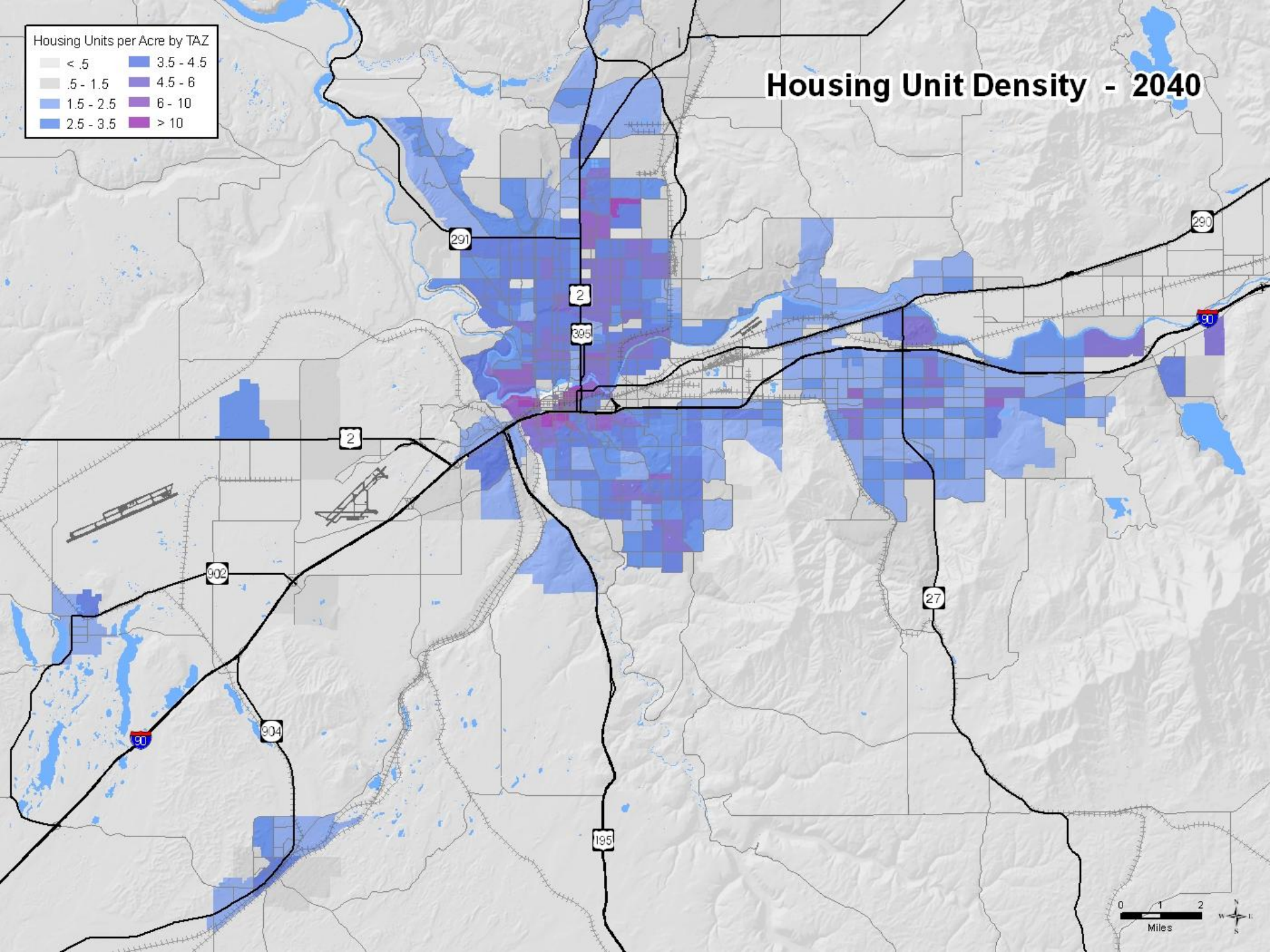
## Housing Unit Density - 2030







## Housing Unit Density - 2040



# 2010 Base vs. 2040 Build

2010

35% population growth

2040

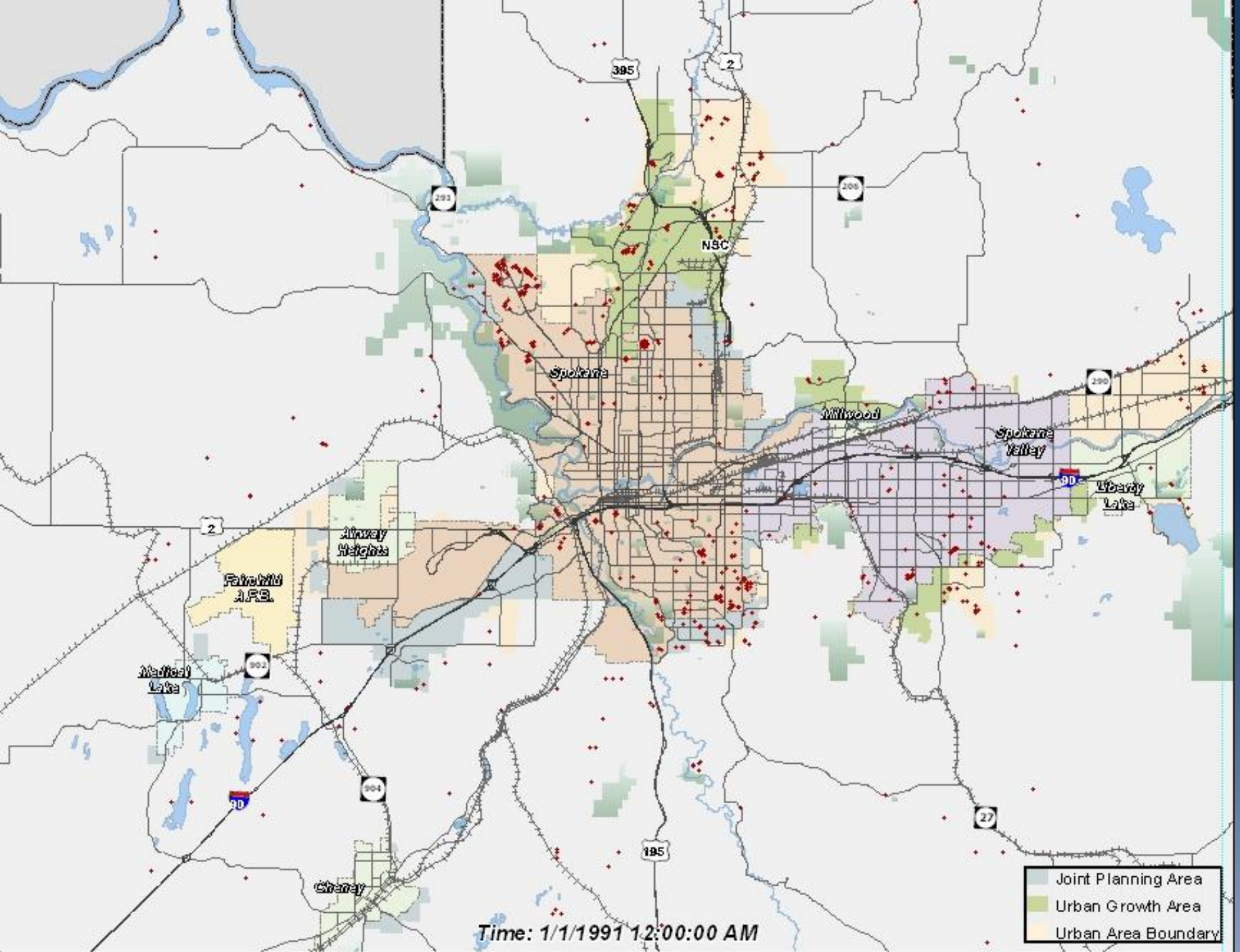
VMT +41%



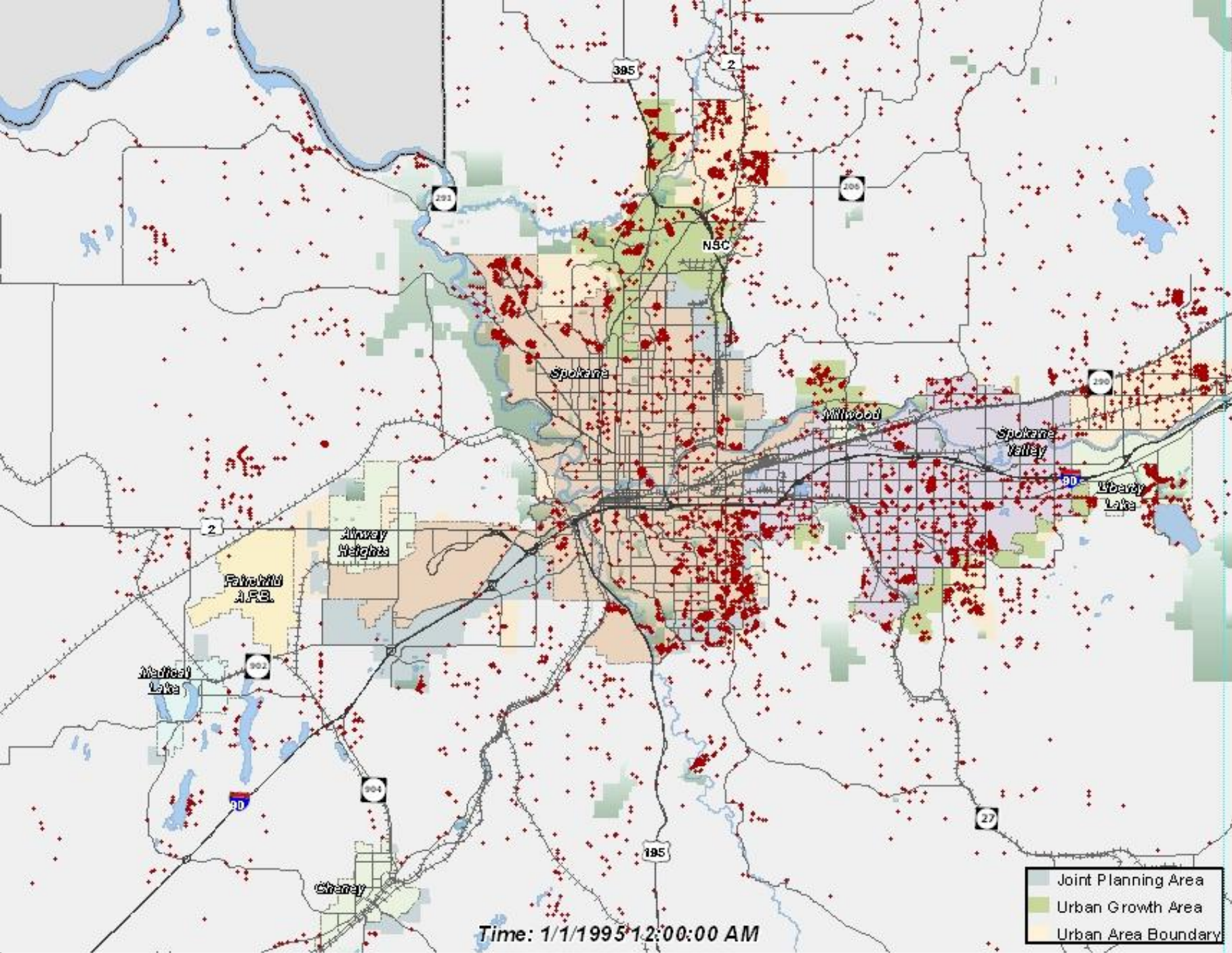
VHT +42%



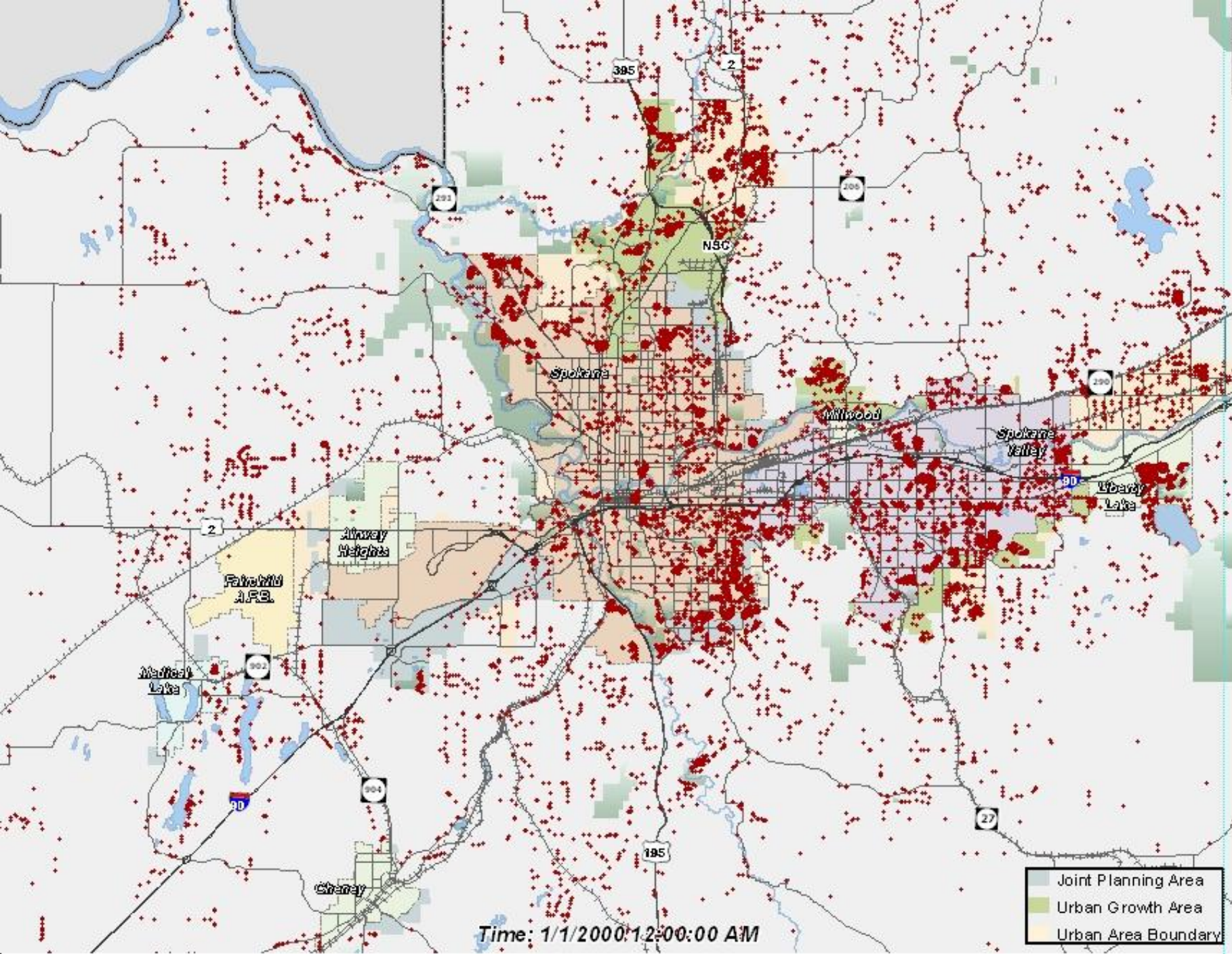




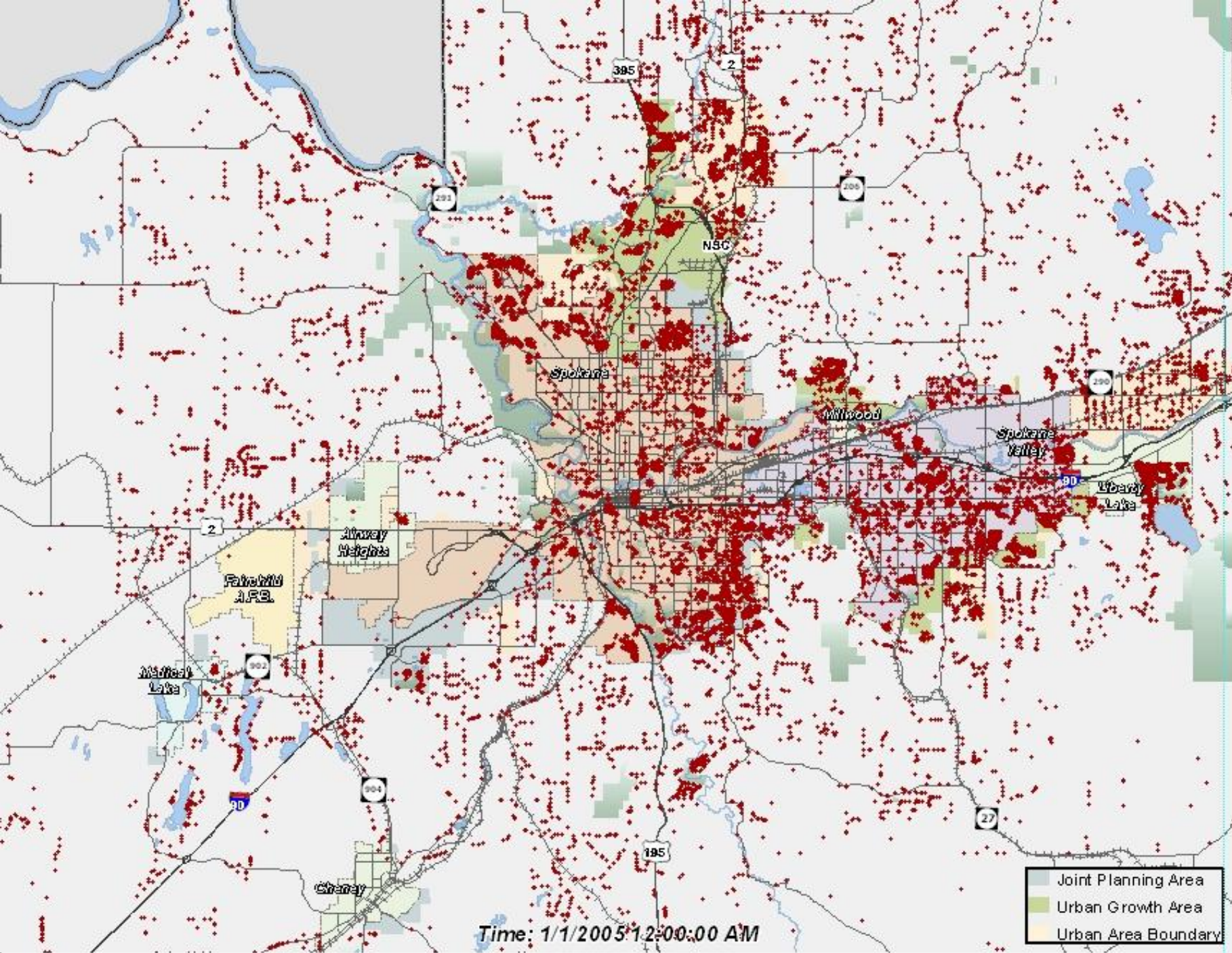




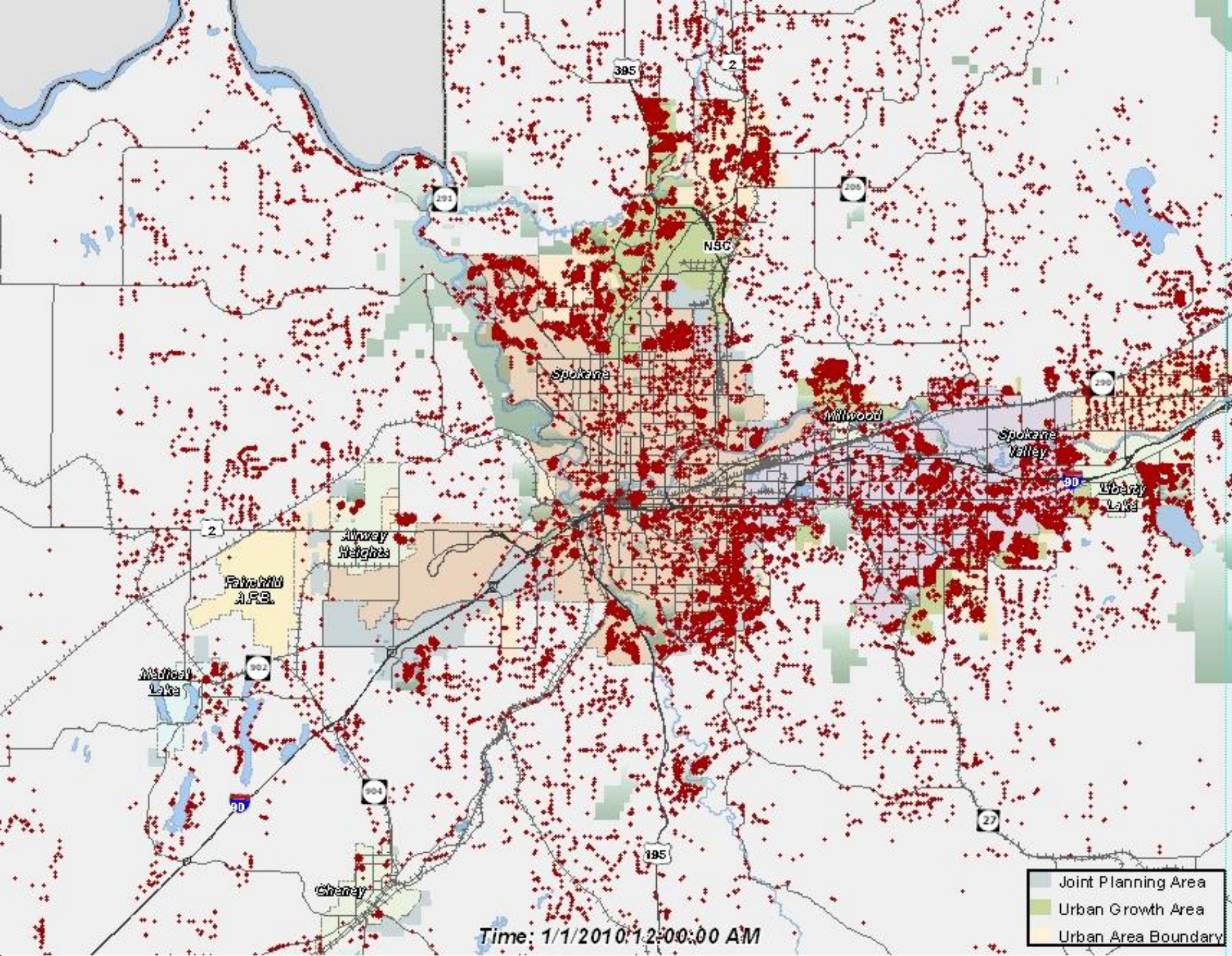




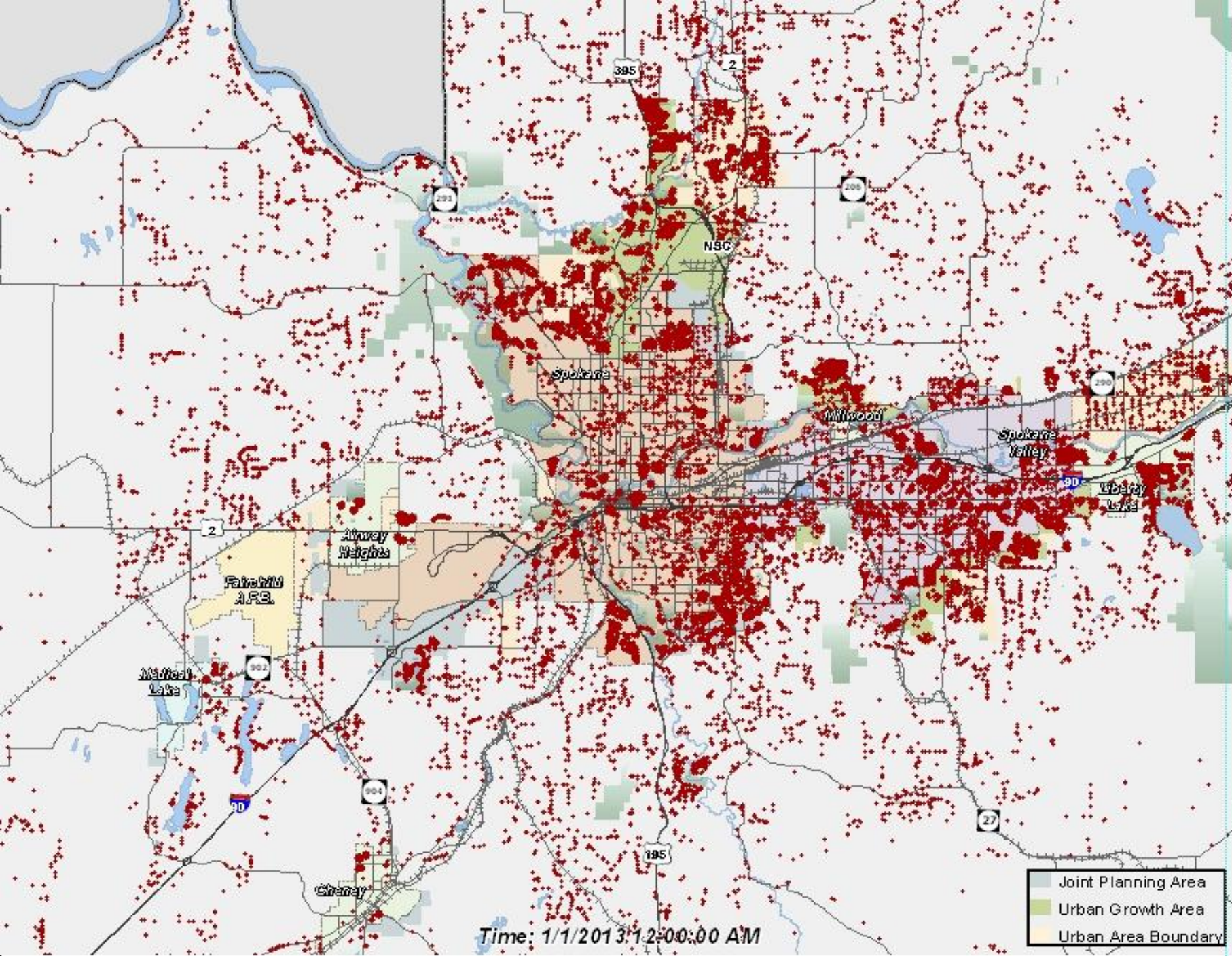














# STP & CMAQ Projects 2004-2014



# 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-Place<sup>3</sup>S, Urban Footprint, etc.)

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