

**New Partners for Smart Growth Conference
Sheraton Marina and Hotel
San Diego, CA
February 2-5, 2012
Trip Report by Breene Harimoto**

Several quotes from the conference brochure are the best way to introduce what this conference is all about:

"Welcome to San Diego and the 11th annual New Partners for Smart Growth: Building Safe, Healthy and Livable Communities Conference – the largest and most comprehensive smart growth/sustainable communities conference held in the U.S. each year."

"Today, we are faced with environmental and economic challenges that will define our generation, shape our future, and test our resilience as cities, regions, states and a nation. As a participant at this important and timely conference, you will have a chance to learn from and be inspired by cutting-edge, local-level responses to these pressing issues, selected from impressive initiatives drawn from throughout the country."

"We hope this conference will give you even more energy, connections, tools and information with which to go home and create safer, healthier, more equitable and economically viable livable communities."

And from the conference web site:

"The eighth-largest city in the United States, San Diego is one of the most livable and sustainable major metropolitan areas in the nation. An innovative pioneer in the smart growth movement, the San Diego region provides inspiring models for creating transit-oriented, compact development; transforming downtowns and ethnically diverse, older neighborhoods; designing walkable, mixed-use urban villages; and fostering the emergence of leading high-tech, telecommunications, and clean-tech businesses."

"San Diego has used smart growth principles to create a vibrant, sustainable community by implementing a program of transit-oriented development that addresses wetlands restoration, transportation planning, urban growth and hillside preservation; guiding infill redevelopment in the Downtown and waterfront district to create housing and jobs while removing blight; and conserving resources through renewable sources of energy, efficient building design and integrated land-use planning."

"Today, we are faced with economic, environmental, and social challenges that will define our generation, shape our future, and test our resilience as neighborhoods, cities, and a nation. Join leaders from across the U.S. as we tackle these challenges head-on and demonstrate smart growth solutions that will reduce our dependence upon foreign oil, create a more resilient economy, assure a healthy population, foster more equitable development, and expand transportation and housing options for all Americans."

This conference certainly lived up to my expectations as set forth by the quotes above. My interests in livable communities, healthy initiatives, and TOD fit in well with this conference. It was a great conference with more than 1,400 attendees from across the country. I heard many inspiring speakers talk about the concepts of smart growth, describing their experiences and successful projects, and promoting best practices. I met many people from around the country, and also met several people from Hawaii (see Attachment A for list of attendees from Hawaii). There were 17 people from Kauai, including several county councilmembers, the planning director, transportation director, Sustainability Manager, Housing Development Coordinator, Get Fit Kauai director, and others. I also met the Hawaii State Department of Health Community Programs Director and someone from the University of Hawaii Sea Grant Program.

Public transportation (bus, rail, trolley), complete streets, livable communities, health initiatives, and transit oriented development (TOD) are all part of Smart Growth. If done correctly, these become important parts of an overarching vision of Honolulu of tomorrow.

As we focus on fixing potholes, repaving streets, improving our aging sewer system, deciding on what to do with the landfill, and arguing endlessly about the cost and benefits of rail, we have lost sight of something of importance. That is, having a vision of Honolulu of the future. Yes, we must take care of our streets and sewers, but we must do much more. Building a great city requires a great vision. I always believed this but this conference really put it into perspective. Other cities are on their way to becoming great cities while Honolulu has become complacent in resting on our laurels that we have the military and we have tourists so we're okay. We are stuck on the today with blinders and we have lost our ability to dream about how things could be. History reveals that complacency often leads to decay. It is time for Honolulu to have a vision of what we want our city to look like 20, 30, 40, or 50 years from now. This change won't occur overnight, but with a shared vision, we know where we want to go so we can make changes over time toward that vision. As one presenter put it, our grandparents sacrificed so much for us to have a better life and to live in a better place; what will we sacrifice to ensure that our grandchildren have a better life and live in a better city?

This conference really drove home the need for all of us to work together toward our vision of the future. I encourage all councilmembers, mayor, DPP, DTS, HART, and others to attend this conference next year to learn and be inspired into action to create a shared vision of the future.

I stayed at an off-site hotel some distance away to save some money. Also, I wanted to experience a good public bus and transit system and to see good TOD and Smart Growth as I traveled daily to and from the conference.

Biggest Take-Aways (in no particular order):

- Smart Growth is not a cost item; if we want our cities to thrive, we must provide a safe, healthy, and inviting environment.
- Place making; sense of place is key.
- In the past, roads were built just for cars; roads must now be built for cars, pedestrians, bicycles, mobility devices, and mass transit (complete streets).
- Freeways led to the growth of suburbs and urban sprawl; mass transit and smart growth are transforming cities into places more people are choosing to live in.
- Sprawl is yesterday's choice; today is infill.
- Increasing density is not a bad thing; if done according to smart growth principles, it can be done to be environmentally friendly and esthetically pleasing and it could provide many benefits.
- The trend is for younger workforce choosing to live near where they work in cities as opposed to the sprawling suburbs.
- Multi-disciplinary approach to transportation and planning is essential.
- Health Impact Assessments are growing in popularity in transportation and planning projects.
- Collaboration, public engagement, and public-private partnerships are essential.
- There is large growth in cities; the trend now is for people to move into cities instead of out to suburbs as in the past.
- Change begins with a leader who has a vision and the ability to get others excited about that vision.
- There will be challenges and failures along the way but true leaders will have the will to persevere toward the vision; statesmen will emerge.

Some Planned Actions (listed in no particular order):

- Convene a meeting of conference attendees from Oahu to share what we learned and to plan ongoing collaborative actions to move smart growth concepts forward in Honolulu.
- Share smart growth concepts and its importance with Honolulu with Mayor, Managing Director, DPP, DTS, HART board, City Council members.
- Invite Kauai mayor, key staffers, and councilmembers to share with Honolulu their efforts and progress with implementing smart growth concepts on Kauai, perhaps using their trail project as an example of a vision they are working toward.
- Collaborate with other organizations to get Dan Burden, Richard Jackson, and others to work with Honolulu to jump start our smart growth and complete streets efforts and to help us to begin thinking about our vision.
- Share information with others about how health issues are related to transportation issues and how Smart Growth and Complete Streets can address both transportation issues and some serious health issues. Tie in existing health initiatives with Complete Streets and Smart Growth discussions.

- Include funds in the FY2013 budget for Mayor, DPP, and DTS key staff to attend this conference next year to gain a better understanding of the Smart Growth principles and how it will help to transform Honolulu into a great city; learn best practices; learn from the successes and failures of other cities; and to be inspired into action.
- Introduce the concept of Health Impact Assessments to City Administration and Council and work to implement this as a standard.
- Request HART to do a Health Impact Assessment for the transit project.
- Work with DOH and DOT/DTS to work together as a team on transportation projects.
- Research Sustainability/Mobility Coordinator positions in other cities and propose a similar position for Honolulu.

Some reflective questions resulting from my attendance at this conference (just a few of many that I would like to begin addressing):

- Is Honolulu currently a place where people want to live?
- If we continue doing what we are doing now, will Honolulu be a place where people want to live in the future, 20, 30, 40, or 50 years from now?
- What is our shared vision of the future for Honolulu?
- Do our streets and neighborhoods have a sense of place? Are they inviting and safe for pedestrians, seniors, bicyclists, and mobility devices?
- Are we letting individual developments drive the future of Honolulu or do we have a vision of what we want Honolulu to look like so developers follow our plan?
- Who are the leaders who will create the vision, get people excited about the vision, and work to implement the vision?
- Will our political leaders have the fortitude to persevere and hold on to the vision when things go wrong, or will we give up and be satisfied with the status quo?
- We are one island and one county; we're all in this together; how do we move away from the divisiveness of pitting district against district or community against community?
- What can we do to move the principles of Smart Growth and Complete Streets forward?
- Does our General Plan include Smart Growth concepts? Does it take into account national and global trends such as movement away from the suburbs into cities and urban areas? Does the plan recognize the trend for young professionals and seniors choosing to live in cities near transit and the growth in the senior population and single-person households without children?
- Does Honolulu's existing zoning and permitting rules embrace, encourage, allow, discourage, restrict, or prohibit infill developments?
- What can we do to encourage appropriate infill developments?
- Who is taking the lead in TOD planning? Do we have an over-arching TOD master plan with appropriate city policies regarding requirements such as open

spaces and affordable housing in new developments, and appropriate developer incentives such as tax discounts/holidays and increased heights and densities to encourage greater benefits to increase livability?

- Is it wise to have a variety of city and state agencies develop their own TOD plans and policies for lands under their jurisdiction within our city?
- What can we do to expedite the long-overdue implementation of the bicycle plan?
- What can we do to begin creating a vision of the future of Honolulu?

Thursday, February 2, 2012

8:00am – 12:00pm

Tour 3. Birdrock's LaJolla Boulevard: Could This be America's Most Remade Street?

This was a great bus and walking audit tour of the La Jolla and Del Mar areas outside of San Diego. This was conducted primarily by Dan Burden, the nationally acclaimed walkability expert. We saw some shining examples of street transformations, creation of "sense of place", appropriate use of roundabouts and street parking as traffic-calming measures, good accommodations for bicyclists, and other important city and street design factors. We also met with other people who added to the discussion, including Scott Peters, former Councilmember and current candidate for Congress, who had the vision and perseverance to lead much of the transformation.

1:00pm - 4:30pm

Tour 9. Creating Community Support for Smart Growth: Efforts to Improve Food, Physical Activity Environments and Safety in Western Chula Vista

This was a tour of an older, lower-income community that banded together, led by a Councilmember with a vision, to address critical health issues in their community. We toured a new park with wonderful play areas that is now the pride of the community in what was formerly a crime-infested area; we toured a new community center that focuses on healthy eating and healthy choices in what was an empty building that was attracting homeless and undesirable elements; we saw a liquor store that now sells fresh fruits and vegetables in what was a food desert; and we saw student art decorating all the utility boxes along streets. These were all accomplished through community-driven efforts and innovative public-private partnerships. Health inequities and environmental/social conditions were addressed through a variety of smart growth strategies that increase local residents' health, safety, and quality of life by enhancing public safety, increasing access to healthy food and improving physical activity opportunities. The Healthy Eating Active Communities project demonstrates how smart growth solutions were used and the community was engaged to fight childhood obesity and adult diabetes epidemics.

6:45 – 8:00pm

Kickoff Plenary: Smart Growth for Economic Recovery

Jared Blumenfeld, Regional Administrator, U.S. Environmental Protection Agency
Region 9 (which includes Hawaii and California)

Highlights:

- Improved air quality results in less health problems and lower costs
- 56 counties in 26 states received assistance

Mary D. Nichols, Chair, California Air Resources Board (with EPA under Clinton)
Highlights:

- Over 40 years, reduced auto emissions by 90%
- By 2020, will cut emissions back to 1990 levels (Kiyoto Agreement)
- By 2025, at least 15% of vehicles sold will be fuel cell or electric
- Adopted renewable energy standards
- Link housing and transportation together
- All MPO's working on Sustainable Cities Strategy

Mick Cornett, Mayor, City of Oklahoma City, OK
Highlights:

- Mayor Cornett is a visionary; inspiring and motivating speaker
- Little known facts about Oklahoma City
 - In 1920's, invented shopping carts
 - In 1930's, invented parking meters
 - Good times followed
 - In 1980's, end of boom and more than 100 banks failed; voted for tax to attract thousands of federal jobs but feds went elsewhere
 - In 1990's, voted for tax to get 6,000 United Airlines jobs but United decided to go to Indianapolis because United couldn't see its employees wanting to live in Oklahoma City
- After voting twice to tax themselves to get better times but failed, leaders looked to Indianapolis and found that Indianapolis created a city where people wanted to be while Oklahoma City became a city where people didn't want to be
- City leaders created a vision, got citizens excited about the vision, and in December 1993 voters approved the MAX initiative
 - Build a new sports arena, improve fairgrounds, improve performing arts center, upgrade transit system, put water in river (long story about how the river was dry but they transformed it into a real river with parks and trails along side it)
 - 1% sales tax to fund construction projects
 - All construction funded by sales tax so no debt funding
- Things immediately went wrong
 - MAX projects were late and over-budget
 - Oklahoma City bombing killed 168 people
 - ✓ Very emotional time for everyone
 - ✓ Now the only thing people knew about Oklahoma City was the bombing
- But city leaders persevered and things eventually turned around because MAX projects began coming through
 - The first project completed was the sports arena, which became the finest minor league arena
 - The river became the finest venue for kayaking and rowing
 - An "intense, unified" culture resulted
 - It's like "we grabbed hands and pulled each other up"

- Downtown problems
 - “If you lived downtown, there’s a very good chance you were in jail”
 - Until schools are fixed, no one will move downtown
 - ✓ Downtown schools were of poor quality with buildings falling apart
- City leaders then created a new vision called MAX 2 - MAX For Kids
 - Voters approved a 7 year 1% sales tax for \$700 million dedicated funding for school CIP
 - ✓ All 73 buildings were renewed, built a new high school, and purchased a new fleet of buses
- Oklahoma City began getting on the best city lists for various things
- First time in a long time the city was really feeling good about themselves
- Then Cornett became Mayor
- Since becoming mayor, Cornett gained much weight
 - Everyone wanted to take him out to breakfast, lunch, dinner, and he was eating too much but his weight was a taboo subject
- Then Oklahoma City got on the Most Obese Cities list
 - They didn’t deny it but no one talked about it or did anything about it
 - Commitment to automobiles and fast foods led to obesity
- Getting on the Most Obese Cities list was his wake up call
 - Mayor Cornett developed campaign to put entire city on a diet to lose 1 million pounds
 - ✓ Announced the campaign in December 2007 in front of the zoo
 - ✓ This awareness campaign did wonders; people were finally talking about the obesity issue
 - ✓ 42,000 people registered on the web site to chart their progress
- MAX 3 resulted
 - New tax to fund convention center, downtown park, streetcar system, 400 miles of new sidewalks, completing implementation of bike trail master plan, senior health & wellness centers
 - Cornett’s priorities were always jobs and education, but now also includes health
 - ✓ “As a culture, we must place a higher priority on health”
- A transformation began
 - Stopped building streets for cars; streets now built for people
 - Streets are now places of their own; no longer only fastest way to move cars
 - City civil engineers now listen to the planning department
 - “wrath of grapes”
 - ✓ More people are now moving from California to Oklahoma City
 - Large influx of highly skilled, educated, and trained young professionals
 - Large demand for downtown housing
- This is the story of the renaissance of Oklahoma City

Friday, February 3, 2012

8:30am – 9:30am

Morning Plenary. Places for People: How Transportation Choices, Infill Development and Good City Design Can Reshape Our Communities

Shelley Poticha, Director, Office of Sustainable Housing and Communities, U.S. HUD
Highlights:

- Partnerships – HUD-DOT-EPA
 - All signed on to Livability Principles
 - ✓ Transportation choices
 - ✓ Equitable, affordable housing
 - ✓ Economic competitiveness
 - ✓ Support existing counties
 - Align funding and policies to work together
 - ✓ Example: CDBG can now be used as matching for DOT projects (was prohibited use in the past)
 - Now reaching out to Dept. of Agriculture to join in partnership
- Comprehensive community revitalization
- Place-making
- Collaborative set of investments in order of \$800 million
- Economic development tied to sustainable development
- Must put people where they need to be
 - Transit networks connect where people live and work
- Do everything in partnerships

Janet Attarian, Project Director, Streetscape and Sustainable Design Program;
Sustainability Coordinator, Chicago Department of Transportation

Highlights:

- Transportation infrastructure
 - “Very poor shape” in US
 - Direct effect on behavior
 - Infrastructure has long life, expensive to rebuild so must be built for future – 50 years
- Vehicles account for at least 30% of CO2 emissions
- Public health – obesity, lifespans, cost
- Good educational choices
- Streetscape and sustainable design program goals
 - Supportive economic development
 - Improve public safety and health
 - Quality of life and sense of place
 - Beautiful
 - Maintainability

- How
 - Partnerships with sister agencies
 - Establish guiding documents
 - Private - public partnerships
 - Design for the 21st century
 - Partner with utilities to better manage public works
 - Balance safety and mobility
- Examples
 - Lincoln Square neighborhood
 - ✓ Streetscaped
 - ⇒ Roads narrowed, diagonal parking, raised crosswalks, etc.
 - ✓ Plazas
 - ⇒ Entertainment, farmers markets, etc.
 - ⇒ Businesses now remain open later
 - Congress Parkway
 - ✓ Streetscaped
 - ⇒ Wider sidewalks, burying ramps, more green spaces, etc.
 - Green Alley program
 - ✓ 1,900 miles of public alleys
 - ✓ Markets and plazas

Meca Kang, President, Domus Development, LLC; President, California Infill Builders Association

Highlights:

- Build mixed use, affordable housing
- Sprawl is yesterday's choice; today is infill
- Sacramento New Dynamic project
 - Rehabbed old car repair shop into 18 lofts and 12,000sf office space
 - Walk score of 97
 - Gov. Brown lives there and walks to work daily
- Infill
 - Building homes, businesses, public facilities on unused land in urban areas
 - Transforms neighborhoods
 - Benefits
 - ✓ Lower costs for government and businesses
 - ✓ Faster government approvals
 - ⇒ In California, new development (non-infill) could take 6 years
 - ✓ Protects open spaces and agricultural lands
 - ✓ Less traffic and shorter commutes
 - ✓ Better location efficiency
 - ⇒ EPA study shows even conventional homes near transit is better than energy-efficient homes
 - ✓ Closer families and stronger communities

- Obstacles
 - ✓ Infrastructure inventory
 - ✓ Uncertain regulatory environment
 - ✓ Higher cost up front
 - ✓ Skewed tax incentives
 - ✓ Restrictive land use policies
 - ✓ Public investment in affordable housing
- Affordable housing is critical
- Lincoln Court
 - ✓ Then Mayor Brown created “blight law” which allowed city to purchase property declared as blight
 - ✓ One blight area with the 3rd highest emergency calls, drug dealers, prostitutes, etc.; people were afraid to even walk by
 - ✓ City purchased property and transformed into a welcoming housing development

10:00am – 11:30am

Leveraging Smart Growth Brand to Build a Political Base and Vice Versa

Elaine Clegg, Councilmember, City of Boise, ID; Special Projects Manager, Idaho Smart Growth

Highlights:

- 200,000 population; was 30,000 when she was growing up
- Ran on Smart Growth platform in 2003
- Rewrote comprehensive plan
 - Introduced mixed use centers
 - Identified most economically challenged areas
 - Created store-front libraries

Tommy Wells, Councilmember, District of Columbia

Highlights:

- Must elect leaders who believe in smart growth
- He ran on a platform of “Building a livable, walkable city”
- Bikes to work
 - Councilmembers have free reserved parking in front of city hall; no bike racks so he parked his bike in his parking stall; now has bike racks
- Who are new-comers to DC?
 - Highly educated 20-30 year olds
 - 50+ with high disposable incomes
- Oversaw transportation
 - Implemented highly successful Bikeshare; now pledged to double ridership
 - Point-to-point car share
 - Re-branded bus system; now called Circulator

- ✓ Don't use schedules; now use headways (e.g., every 7 minutes)
- 5-minute living
 - Get to amenities within 5 minutes – grocery stores, cleaners, transportation, etc.
- Renewed outdoor amenities
- 5¢ bag tax
 - Anacosta River was polluted with plastic bags and stuck on trees
 - Used bag tax to clean up river and surrounding areas and parks
- Smart Growth is flexible
- Gentrification and equity issues

Brad Lander, Councilmember, City of Brooklyn, NY

Highlights:

- Had battles; not everyone was on board
- Congestion pricing
 - Revenue goes to new bus line to working class low-income areas
 - Failed initiative; did not get various interest groups on board
- Bike-Lash 2011
 - Lawsuits, protests
 - Advocacy groups on board and provided much public support to make this successful
 - Pedestrian fatalities down; bike ridership up
- Takeaways
 - Run for office
 - Focus on tangible results
 - Campaign to win; forge coalitions; encourage communities
 - \$1 million allocated to let people decide how to spend it in their communities; public engagement success

John Engen, Mayor, City of Missoula, MT

Highlights:

- Public values
 - Construction of a parking garage costing \$30,000 per parking stall is okay
 - But people oppose \$30,000 in incentives to construct affordable housing
- “You get elected so you can do the work; you don't do the work to get elected”
- “You should beam when you talk about your place”
- Sustainable efforts
 - As stewards, we need to be sure not only to do the work, but to be sure there's someone else behind you to take your place

Mick Cornett, Mayor, Oklahoma City, OK

Highlights:

- Background
 - Conservative city consisting of 77 communities
 - Red state; only state in which Obama lost in every county
 - History of many tax initiatives
 - Nonpartisan election
 - City Manager form of government; frees mayor for visioning
- Survey brought in 1,800 ideas
 - Transit most difficult issue
 - Groups came together and agreed on the need for streetcars
- Vitality of suburbs directly tied to vitality of urban core
- “I’m creating a community where your grandkids will want to live”
- Children were forced to leave home to get good jobs and housing
- Trend is for jobs to go to where people live

Mark Mallory, Mayor, City of Cincinnati, OH

Highlights:

- 2.1 million population in region
- Tough economic times was excuse for not doing things
- Improvements in infrastructure is our responsibility when times are tough
- Streetcars
 - 14 studies over many years concluded that this should be done
 - Opponents felt that this won’t work here; Cincinnati is different
 - Coalition opposed; demanded vote; I won’t use it, too expensive, etc.
 - Leaders persevered; breaking ground in several weeks
- Fixed rail works
- Past generations did infrastructure for us; they sacrificed for us
- What are we leaving for future generations?

1:30pm – 3:00pm

The Walking Audit: A Tool for Organizing Strong Communities and Developing Complete Streets

Eric Friedman, Realtor, Friedman Group, Ltd.

Nate Johnson, Realtor, Real Estate Solution

Frank Williamson, Alderman, 26th Ward, City of St. Louis, MO

Dan Burden, Executive Director, Walkable and Livable Communities Institute

Highlights:

- Start with a community others want to become
- See if in any way you can dream it
- Start with core group, then reach out to others

- Create a sense of place
- Every project must add value
- Empower the people and let them create the plan
- One community at a time
- Effective messaging
 - Even if you don't use transit, you need it
- How to get right people involved
 - Get influential people first, then others will follow
 - Example: get mayor first, then other elected officials and staff, and others will jump on board

3:30pm – 5:30pm

Emerging Practices and Policies in Transit-Oriented Development

Moderator: David Taylor, CNU, National Director, Sustainable Transportation Solutions, HDR, Inc.

Highlights:

- Precepts
 - Land use first, then transportation
 - Sustainable development
 - Expand mobility choices
- TOD
 - Policy decision
 - Planning approach
 - Location definition
 - Key features
 - ✓ Compact, walkable, diverse mix of use
 - ✓ Civic or public spaces for interactions
 - ✓ Increase in pedestrian activity
 - Benefits
 - ✓ 50% work trips
 - ✓ Decrease in infrastructure costs by 25%
 - ✓ Increased transit
 - ⇒ 10% greater density = 5% greater transit trips
 - ✓ Healthier lifestyles
 - ⇒ 10% less obesity
 - Market factors for successful TOD
 - ✓ Supportive real estate markets
 - ✓ Sound, understandable financial deals
 - ✓ Long-term commitment
 - ✓ Responsive land use plans and advances
 - ✓ Private-public partnerships
 - ✓ Mixture of incentives

- Development value
 - ✓ San Francisco
 - ⇒ Residential value increased 10% at BART stations
 - ✓ Portland
 - ⇒ 11% greater property values within 1,500 feet of stations
 - ✓ Dallas
 - ⇒ 45% greater property values near stations
- Property value upticks when announced
 - ✓ Example: Charlotte 2-3 months after announcement, increase in investors
- Emerging sustainable solutions
 - ✓ Change way we develop
 - ✓ Build sustainable communities
 - ✓ Emphasize transit orientation
- 3,000 transit stations in US
 - Will be almost 3,900 soon
- Next 20 years will double number of housing units near transit
- Even if don't ride transit, you want to be in that place

Elizabeth Wampler, Program Associate, Reconnecting America
Highlights:

- TOD regional scale
 - ½ mile, compact, walkable, mixed use, equitable
- Regional
 - Know area – car ownership, map, housing cost, affordable housing, etc.
 - Invest in capacity-building, education, and technical assistance
 - Create a strategy for prioritizing and phasing investments
 - Create incentives and target funds for implementation

Susan Baldwin, AICP, Senior Regional Planner, San Diego Association of Governments
Highlights:

- SANDAG is MPO encompassing 18 cities with 3 million population
- By 2020, population is projected to increase by 1 million
- Housing
 - Equity
 - Transportation choices
 - Safe Routes to Schools
 - Safe Routes to Transit
- Smart Growth place types
 - Metro Center
 - Urban Center
 - Town
 - Community
 - Mixed use transit corridors

- Special Use Center
- Rural Villages
- Urban Area Transit Strategy for 2050 RTP
 - Significantly increase transit, walking, biking
- Lessons learned
 - Buy-in of decision makers is critical
 - Adopt policies that strengthen land use

Sharon Pugh, Senior Policy Analyst, Federal Transit Administration
Highlights:

- Infrastructure is critical; need transit for TOD
- Station is critical – mode-neutral; could be bus stop, trolley stop, train stop, etc.
- Station area
 - Vision, goals, objectives of study
- Transit is vital link in community development
 - Mobility options and choices are essential
 - Increase economic competitiveness
 - Enhance quality of life
 - Facilities place-making; vibrant community
- Land use planning and transit planning must be in sync
- Must engage public
- Transit and place-making
 - Infrastructure for leveraging other investments, both public and private
 - Allow for joint development
 - Zoning must allow for mixed use
 - Necessitates a friendly pedestrian environment
- Streetcars
 - Typically short distance between stops
- Greatest asset is transit station
 - Station is platform for development
- Appropriate zoning is critical
- Must minimize parking near transit
- Must be inviting environment
 - Focus on pedestrian friendly
 - Most access to transit is walking
- Maximize stations
 - Optimize locations
 - Maximize intermodal connections
 - Ensure effective development
 - ✓ Shape through urban design and focus on infill development
 - ✓ If not already built up, must consider where will housing and offices be

- Usually transit results in rerouting bus lines to provide intermodal connections and increased service areas
- FTA efforts
 - Promote joint development and TOD
 - Enhanced bicycle and pedestrian policies
 - Provide livability grants
 - Proposed Environmental Justice Circular – social benefits and adverse impacts
 - Changes in New Starts Program
 - ✓ Include urban circulators and streetcars
 - New Starts proposed rule-making
 - ✓ 20% of FTA funds
 - ✓ 80% of FTA focus
 - Bush Administration – cost effectiveness only
 - Now back to metrics and time factors – economic development, job creation, affordable housing, etc.
- Government agencies must work together for common vision
 - In city, mayor must take lead to get city agencies together
- Since no Congress reauthorization yet, FTA has flexibility of funds

Saturday, February 4, 2012

7:00am – 8:30pm

Elected Leaders' Breakfast

This was a good presentation about the health impacts of transit.

Highlights:

- The average American is now 25 pounds heavier than in 1978
- The more you sit in a car, the less you know your neighbors, the less you get involved in your community, etc.
- Young people are really scared about the world we're leaving them
- 20% of US GDP is spent on medical care
- 2% of US GDP is spent on prevention
- Cannot be healthy in an unhealthy environment
- Community must "own" plans for it to succeed; need community buy-in of plans
 - "here's what we're going to do for you" never works
- California HEAL program is an example of success (Healthy Eating Active Living)

8:30am – 9:45am

Morning Plenary. The Great Reset: Reshaping Our Economic and Physical Landscape to Meet New Needs

Kim Walesh, Chief Strategist/Director of Economic Development, City of San Jose, CA
Highlights:

- World is becoming more urban
 - In 1990, 10% lived in cities
 - Today, 50% live in cities
 - By 2050, 75% will live in cities
 - Most growth in US is in urban areas
- Leaders must anticipate and harness forces of change
 - Demographic changes
 - ✓ Growth in seniors
 - ✓ Young professionals are preferring to live in urban locations
 - ✓ Priority is becoming where to live first, then where to work
 - ✓ Immigrants will drive workforce growth in next 25 years
 - ✓ Household structures will shift
 - ⇒ Tremendous growth in households without children
 - ⇒ Rapid growth in single person households
 - ⇒ 90% of growth in housing for singles without children
 - Economics
 - ✓ Global; world is connected and is competitive
 - ✓ Power is shifting to Asia
 - ✓ By 2020, 3 of 5 largest economies will be in Asia
 - ✓ Creativity fuels innovation
 - ✓ More entrepreneurs, small startups
 - ✓ Mobile networked “offices”
 - ✓ Shift away from traditional industrial parks
 - Environmental
 - ✓ Change design of cities to address issues
 - ✓ In past, suburbs grew tremendously because of cheap gas
 - ✓ On a per capita basis, dense communities have less environmental impact
 - ✓ Goal is 40% decrease in VMT (vehicle miles traveled)
 - ✓ Trend is to “grow up”, not “grow out”

Mark Mallory, Mayor, City of Cincinnati, OH

Highlights:

- As leaders, our responsibility is to act on information we have
- Leaders have much information others don't have
- NOTE: much of his speech was a repeat of a prior breakout session I attended.

Richard Conlin, Councilmember, City of Seattle, WA

Highlights:

- 612,000 population; 10,000 city employees
- Seattle is embracing demographic changes
- Emphasizing education
 - School district is separate, but partnership and collaboration are essential

10:15am – 12:15pm

Public Health, Transportation and Land Use: Institutionalizing Partnerships and Practices to Create Healthier Communities

Jeremy Cantor, MPH, Program Manager, Prevention Institute

Barb Alberson, MPH, Chief, Injury Control Section, California Department of Public Health

Dawn Foster, Senior Transportation Engineer, California Department of Transportation

Barb and Dawn talked about California's implementation of Safe Routes To School (SRTS) program.

Highlights:

- State level partnership
- Prevention program to reduce risk of injuries
- No one will walk if they don't feel safe
- DOT – DOH partnerships
 - Good example is Complete Streets
- California
 - Goals – safe environment; encourage children to walk/bike safely
 - Why DOT/DOH partnership?
 - ✓ Lack of expertise in DOT
 - ✓ 3 years to work out issues; first 31 months very frustrating
 - ✓ Challenge was to learn each other's language, culture, etc.
 - ✓ Trust and accountability issues

Megan Wier, MPH, Epidemiologist, Program on Health, Equity, and Sustainability, San Francisco Department of Public Health

Michael Schwartz, Transportation Planner, San Francisco County Transportation Authority

Highlights:

- Congestion Pricing (CP) study
 - Health, equity, economics, housing, etc. are factors in study
 - Health Impact Assessment of Road Pricing funded by Robert Wood Johnson Foundation
 - Health Impact Assessments (HIA) are politically sensitive
 - CP is new to North America

- HIA message is important
 - ✓ Strong communication throughout
 - ✓ Both agencies must be present when getting the message out

Kirsten Frandsen, Program Coordinator, Nutrition and Physical Activity Tacoma-Pierce
County health department

Diane Wiatr, Mobility Coordinator, City of Tacoma, WA

Highlights:

- Tacoma - 200,000 population
- Pierce County – 800,000 population
- Began with Complete Streets at county level, then in city level
- Tacoma paid \$200,000 for a 15-year mobility plan
- Must do training and education campaigns
 - Highly successful Drive Better Tacoma campaign
- Need policies for active transportation options
- Cultural shift took some time but now institutionalized and is normal thinking now

Eloisa Raynault, MS, Public Affairs and Advocacy Program Manager, Transportation,
Health and Equity, American Public Health Association

Highlights:

- Policy Adoption Model
 - Community assessment
 - ✓ Gather interested people as a core group
 - ✓ Identify issues that will influence policy makers
 - ✓ Collect data
 - ✓ Document public health problem
 - ✓ Investigate political environment
 - Develop campaign roadmap
 - Engage broad-based community stakeholders
 - Implement campaign
 - Implement/enforce (oversight)
 - ✓ Ensure policy is complied with

Mighty Fine, MPH, Public Health Practice Manager, Center for Professional
Development, Public Health Systems and Partnerships, American Public Health
Association

Jamila Porter, MPH, Assistant Director, Safe States Alliance

Eloisa Gonzalez, MD, MPH, Director, Physical Activity and Cardiovascular Health
Program, Los Angeles County Department of Public Health

Terri Fields Hosler, MPH, RD, Deputy Director Shasta County Department of Public
Health

Highlights:

- Rural, remote area with only 3 incorporated cities; 180,000 population, 90,000 of those living in Redding
- Successful “Healthy choice is an easy choice” campaign
- Lacked support of elected leaders; began targeting children then succeeded
- Partnerships
 - Set measurable goals
 - Connect to health
 - Speak their language
 - Meet them where they’re at

12:15pm – 1:45pm

Networking Luncheon

Video: 2011 EPA National Awards for Smart Growth Achievement

Nora Johanson, Policy Fellow, U.S. EPA

This was a video presentation over lunch. I spent this time mostly talking with Heidi Hansen from our state DOH. We shared thoughts about the conference and how we could work together moving forward.

1:45pm – 3:15pm

Development-Oriented Transit: Innovative Economic Tools and Models

Moderator: Geoffrey Anderson, President and CEO, Smart Growth America

Daniel Hodge, Principal Economist, HDR Decision Economics (Providence, RI)

David Elvin, AICP, Senior Transit Planner, Pioneer Valley Planning Commission

Highlights:

- In western Massachusetts, Hartford – New Haven – Springfield rail
- Train tripling service to 8 stations and 30+ trains per day by 2014
- New busway parallel to I-84 corridor
- Amtrack rerouted to more populated areas; increase service to inner cities
- 1.4 billion investments in 5 years
- Create significant TOD opportunities
- Key questions
 - How to leverage private investments
 - Sustainability
 - Special considerations
 - Workforce required
- TOD market analysis
 - Begin at regional level
 - Corridor – blend of development and housing

- Station area – investment potential
- Clear recommendations for policy makers
- Younger workforce preference for urban living and choosing to not have cars
- Station planning
 - Zoning
 - Consider likely future trends
 - Don't displace existing population
- Proposed Providence Streetcar
 - Key development factors
 - ✓ % vacant land likely to be redeveloped due to streetcar
 - ✓ Mix – office, retail, etc.
 - ✓ FAR
 - ✓ Property values
 - ✓ Time to build out
 - Held workshop with development experts

Rick Gustafson, Vice President, Shiels Oblatz Johnsen (Portland/Seattle/DC)
Highlights:

- Abandoned railroad, 18 acres, studied what to do with land
- Worked with Earl Blumenauer on streetcars
- Managed streetcars in Portland and Seattle; co-managed in DC
- Streetcar was catalyst, not cause
- Drivable suburban – drive to where you're going
 - Road access, utility extensions, cheap land
- Walkable urban – mixed use environmental'
 - Walkability, quality of alternative access, open spaces, affordability
- Benefits
 - Automobile trips down, walking up
 - 65% reduction in use of cars in good TOD
- Results
 - \$3.5 billion in new developments
 - 10,000 new housing units
 - Reduction in VMT by 70,000,000 miles, and continuing to decrease
- Plans call for continuing higher densities
- Plan, have patience and diligence
- Since 1997
 - 90% of allowable densities realized
 - 53% of all building permits are within 1 block of streetcar lines
- Streetcar line extended five times, always led by private sector
- Financing
 - Tax increments
 - Private assessments

- Parking fees and meters
- \$28 million for streetcars raised from 25¢ per hour increase in parking fees
- Mobility is TriMet responsibility
- Transit is Portland responsibility

Brian Leary, President and CEO, Atlanta Beltline, Inc.

Highlights:

- 5.5 million population
- DC, San Francisco failed but Atlanta no problem with 1¢ tax
- 22 mile loop beltway around downtown through 45 neighborhoods
- Right of way 70-200 feet wide
- Added 1,300 parks
- Affordable housing
- Keep homes near jobs
- Must be equitable
- Development will shape transit

3:15pm – 4:00pm

Closing Plenary. Community Design and Urban Innovation for a Knowledge Economy

Michael Freedman, Principal, Freedman, Tung & Sasaki Urban Design

Highlights:

- Problems
 - Congestion; lack of accessibility
 - Energy
 - Land and resource consumption
 - Climate change
- Solutions
 - Complete neighborhoods – walkable, mixed use, dense
 - TOD – integrated with transit network
- TOD
 - Fundamental change in suburbia
 - Not just a little difference; big difference
- Must have shared set of ideas; consensus
 - Example – new BART station in middle of highway
 - ✓ Collaborative efforts chose logical site
 - ✓ Non-participants had loud voices, petitions, councilman backed them but collaborative efforts won out
- Business parks giving way to mixed use developments
- Cities are growing; make “more city”
- US is 3rd largest growth in cities in world
- Consensus about how to build cities is rapidly deteriorating

- Forces
 - ✓ Traffic congestion – need/love for cars; elderly dependent upon others to drive them around
 - ✓ Rapid water consumption; increased gas consumption and increasing gas and oil prices
- Segregated land use model now failing
- Definite trend now away from suburban sprawl to urbanism
- Creativity and innovation have become the primary wealth generators; no long assembly line mentality
- How do we nurture creativity and innovation, and what are the implications to businesses and cities?
- City is not where creativity and innovation occurs; it is the city itself
- Requires new basis of urban design
- Provide settings for interactions
 - Collaborate; new ideas
 - Mix – work anywhere, anytime
- Problem is we are still building cities according to old ways
- Needed for new cities
 - Clustering and density
 - Synergy and mix
 - Open public spaces
- Business parks are outdated; mixed use is new model
- Workplace district is out of sync
- Trend: single-family houses → townhouses → condos

Sunday, February 5, 2012

8:00am – 12:00pm

Tour 12. Downtown San Diego Walk Audit with Walkability Guru Dan Burden

This was a walking tour of the Little Italy neighborhood. Dan pointed out many good examples of design. We saw what was formerly a busy 4-lane street that was narrowed to 2 lanes with street parking and outdoor cafés. When it was a busy 4-lane street, stores and restaurants couldn't stay in business. After it was narrowed to 2 lanes with parking, businesses and restaurants are now flourishing. The "sense of place" was developed and it is now a tourist destination. Residents want to live there and people want to be there. Dan also pointed out many building and street design features that contribute to the walkability and sense of place. This was an excellent experience and I learned much.

**11th Annual New Partners for Smart Growth:
Building Safe, Healthy and Livable Communities Conference
February 2-4, 2012 San Diego, California**

Conference Participants from Hawaii

NAME	Position/Agency/County	Email Address	Phone
AKI, Nalani	Organizational Coach/Consultant Capacity Builders, Honolulu	nalani@capacitybuildersllc.com	808-256-8426
BRODY, Bev	Director, UH-Get Fit Kauai	bbrody1@hawaii.rr.com	808-212-4765
BYNUM, Tim	Councilmember, Kauai County Council	lishibashi@kauai.gov	808-241-4188
CHANG, Dickie	Councilmember, Kauai County Council	lishibashi@kauai.gov	808-241-4820
CLENDENINN, Neil	Chair, Lihue Tomorrow Lihue Business Association	cybermad@msn.com	808-294-0660
CROWELL, Dee	Dep. Director of Planning, County of Kauai	lagoot@kauai.gov	808-241-4050
DAHILIG, Michael	Director of Planning, County of Kauai	lagoot@kauai.gov	808-241-4050
EVERSOLE, Dolan	Extension Agent, UH - Sea Grant Program	eversole@hawaii.edu	808-956-9780
GONSER, Matthew	Extension Agent, UH Sea Grant Program	mjonser@gmail.com	516-680-5877
HANSEN SMITH, Heidi	DOH Acting Community Programs Director	heidi.hansen-smith@doh.hawaii.gov	808-586-4495
HINAZUMI, David	Project Manager, Grove Farm, Kauai	dhinazumi@grovefarm.com	808-245-3678
MACKLER, Gary	Housing Development Coordinator Kauai County Housing Agency	gmackler@kauai.gov	808-241-4429
MORIMOTO, Peter	Council Legal Analyst, County of Kauai	lishibashi@kauai.gov	808-241-4188
NAKAMURA, Nadine	Councilmember, Kauai County Council	lishibashi@kauai.gov	808-241-4188
NAKAMURA, Peter	Planner, County of Kauai	lagoot@kauai.gov	808-241-4050
SATO, Glenn	Sustainability Manager, County of Kauai	gsato@kauai.gov	808-241-4951
SHIMABUKURO, Shawn	Project Manager, Grove Farm, Kauai	sshimabukuro@grovefarm.com	808-245-3678
TABATA, Lyle	Deputy County Engineer, County of Kauai	mchan@kauai.gov	808-241-4996
TEXEIRA, Herman	Planning Commissioner, County of Kauai	lagoot@kauai.gov	808-241-4050
WARE, Terrance	Manager, Transit Oriented Development City and County of Honolulu	tware@honolulu.gov	808-768-8294
WILLIAMS, Marie	Planner, County of Kauai	lagoot@kauai.gov	808-241-4050
WOOTON-MAHIKOA, Celia	Executive of Transportation, County of Kauai Transportation Agency	cmahikoa@kauai.gov	808-241-6419
YUEN, Kimi	Senior Associate, PBR Hawaii & Associates, Honolulu	kyuen@pbrhawaii.com	808-521-5631
YUKIMURA, JoAnn	Council Vice-Chair, County of Kauai	lishibashi@kauai.gov	808-241-4188

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: 2/9/2012

Traveler: Breene Harimoto

Event: 11th Annual New Partners for Smart Growth Conference

Location: San Diego, CA

Dates: From February 2, 2012 To February 4, 2012

Description	Amount	Notes:
1. Registration Fee	419.00	Online receipt attached
2. Airfare	408.30	Online receipt attached
3. Hotel	521.15	Copy attached
4. Meals		
5. Ground Transportation	15.00	Receipts attached
6. Tips		
7. Other	17.00	Receipt attached
Other		
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	1380.45	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:

Breene Harimoto
Signature of Traveler

2/9/12
Date