

Pathways to Urban Sustainability: Building Bridges

Carol Abel Lewis, Ph.D.

**Associate Professor and Director
Center for Transportation Training
and Research**

Outline

- **Commonly Discussed Elements of Transportation Sustainability**
- **More Elements of Transportation Sustainability**

Sustainable Transportation



TOD, Urban Villages, Walkable Communities



Village at Overlake Station - Town Center (Source: Design 97, 1997).



www.orencostation.com

Benefits

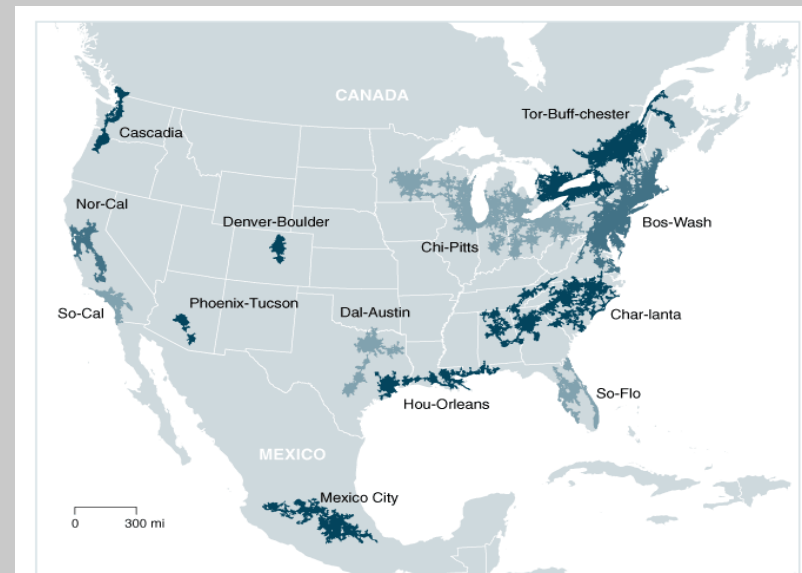
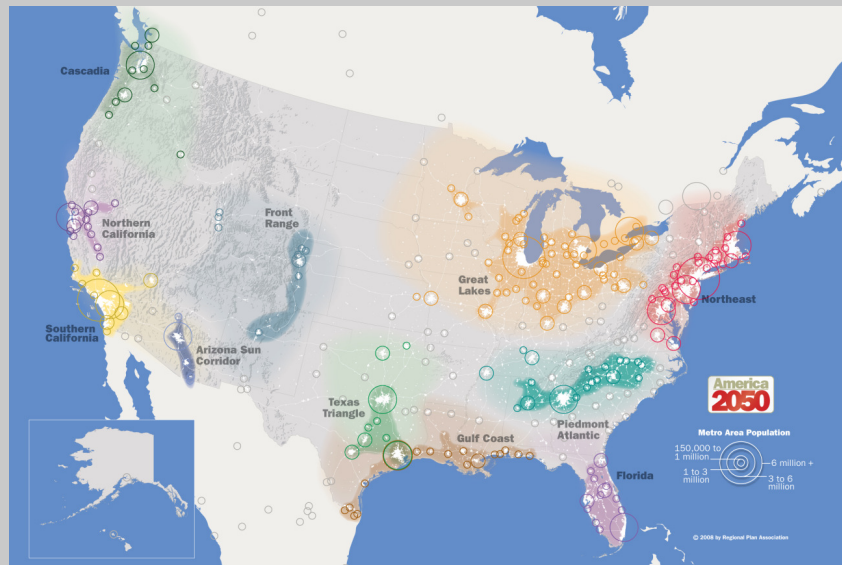
- ❑ TOD HHs twice as likely to not own a car
- ❑ ITE Trip and Parking Rates 50% too high (Arrington, 2009)
- ❑ Potential Annual Energy Savings if 2% of employees did not drive one day per week.
 - Downtown – 239 million BTUs
 - Medical Center – 108 million BTUs
 - Uptown – 86 million BTU(Lewis and Goodwin, 1996)

Sustainable Transportation: *More*

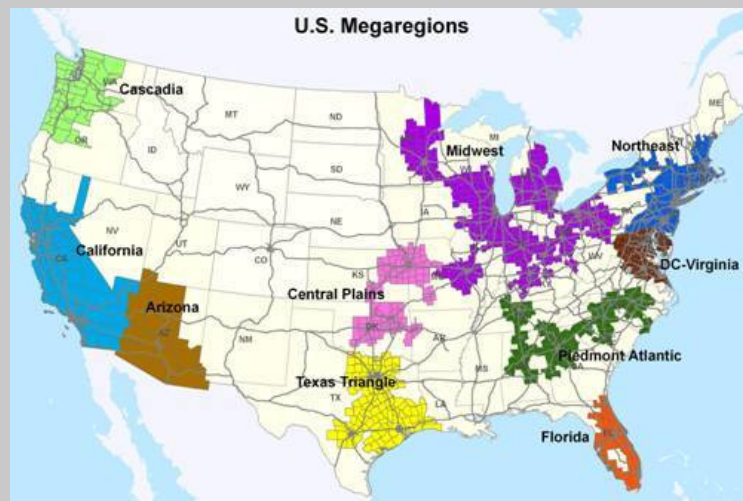
□ *How we plan*

□ *How we store vehicles*

Parochial Planning



Richard Florida, University of Toronto



Catherine Ross, Georgia Institute of Technology

□ Donald Shoup (1997)

“The High Cost of Free Parking”

- **Eliminate Parking Requirements**
 - **Reduce Development Costs**
 - **Improve Urban Design**
 - **Reduce Auto Dependence**
 - **Restrain Sprawl**

ABSTRACT

Urban planners typically set minimum parking requirements to meet the peak demand for parking at each land use, without considering either the price motorists pay for parking or the cost of providing the required parking spaces. By reducing the market price of parking, minimum parking requirements provide subsidies that inflate parking demand, and this inflated demand is then used to set minimum parking requirements. When considered as an impact fee, minimum parking requirements can increase development costs by more than 10 times the impact fees for all other public purposes combined. Eliminating minimum parking requirements would reduce the cost of urban development, improve urban design, reduce automobile dependency, and restrain urban sprawl.

Houston shown as example of excessive surface parking

Overhead shots comparing city

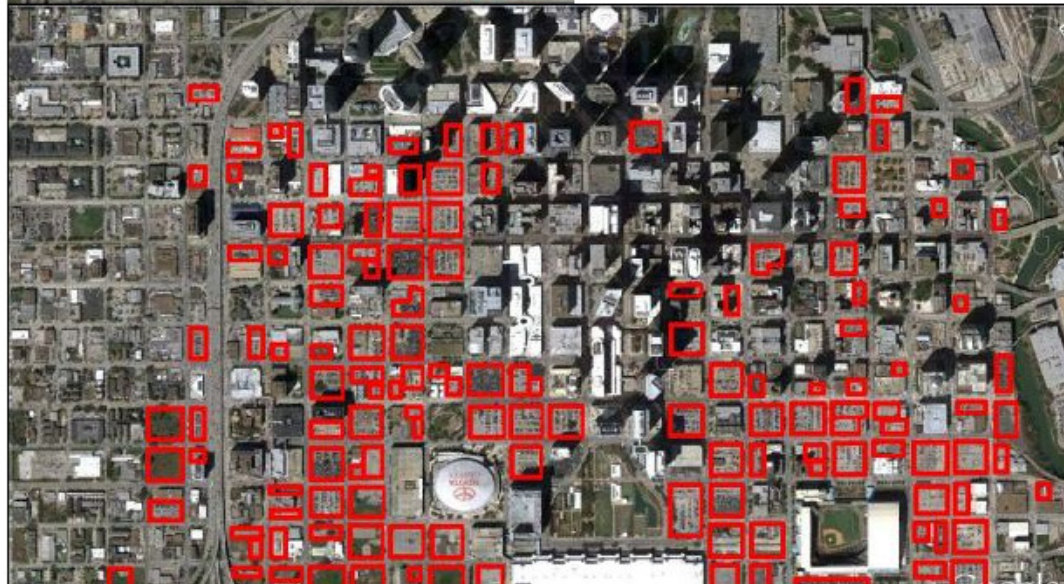
Jay Blazek Crossley, Jan 10, 12.

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The large amount of surface parking lots in downtown Houston is shown as the bad example in a series of images circulating the web recently showing the relationship between parking, development, and livability in different cities, [found at the blog Price Tags.](#)

Houston, shown below -



We're Learning

**“It is most disheartening when ITE guidelines ...
blamed for causing excessive parking lot
sizes.... and a development fabric that is not
sustainable.”**

Rock E. Miller, PE. PTOE

ITE International President

ITE Journal, January 2012

Thoughts As We Conclude

- **Maintain Vocal Advocacy**
- **Identify Bureaucratic and Technical Guidelines to Modify**
- **Scour Literature, Case Studies and Lessons Learned**