



COMMONWEALTH of VIRGINIA  
*Office of the*  
SECRETARY of TRANSPORTATION

**Transportation and Land Use  
in Virginia**

**Nick Donohue**  
**Assistant Secretary of Transportation**  
**Commonwealth of Virginia**



# Improving Coordination Between Transportation and Land Use

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- **Identified Problem**
- **Champion**
- **Legislative Environment**
- **Message**
- **Compromise**

# Identified Problem

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- **Taxes and fees assessed for highway construction were being diverted to maintain existing highways**
- **Urban regions have significant congestion issues**
  - **Northern Virginia and Hampton Roads were 3<sup>rd</sup> and 46<sup>th</sup> congested areas respectively by Texas Transportation Institute's Urban Mobility report**
- **Legislature worked unsuccessfully to address transportation funding since 2000**

# Champion

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## TIM Kaine KNOWS we can't tax and pave our way out of traffic.

### Traffic problems are a result of poor planning.

There are more and more people on our roads now. Roads that weren't built to support this much traffic. With all the new development, no one planned adequate transportation solutions.

### Tim Kaine will promote smart land use.

Tim Kaine will promote smart land use development that takes advantage of existing roads and public transportation. He will also direct the Secretary of Transportation to make recommendations on effectively linked land use and transportation planning within 100 days of the new administration.

A close-up photograph of a person's hand resting on a steering wheel. The hand is wearing a dark watch. The background is blurred, showing the interior of a car. The text "OUR QUALITY OF LIFE IS STUCK IN TRAFFIC." is overlaid in white, bold, sans-serif font across the center of the image.

OUR QUALITY OF LIFE IS  
**STUCK IN TRAFFIC.**



# Champion

“... have to connect your land use decisions with transportation decisions...”

# The Washington Post

TUESDAY, OCTOBER 18, 2005

## Kaine Sounds Slow-Growth Note in Exurbs

*Candidate Goes After GOP Stronghold in N. Va.*

By MICHAEL D. SHERAN  
*Washington Post Staff Writer*

Democratic gubernatorial candidate Timothy M. Kaine is taking his campaign into the heart of Republican strength in Northern Virginia — the outer suburbs — with a call for powerful new tools to curb sprawl.

**CAMPAIGN  
2005**

Kaine spent yesterday campaigning with Gov. Mark R. Warner (D) in Prince William and Loudoun counties, two areas Warner lost in 2001. Last year, President Bush trounced Sen. John F. Kerry (D-Mass.) in both areas.

At a breakfast in Leesburg and later in

Manassas and Woodbridge, Kaine told audiences that fixing the traffic problems plaguing the region will require local governments to have better control over development.

“You have got to connect your land use decisions with transportation decisions,” Kaine said. “There are some who find that that is a huge and controversial concept, the notion that we shouldn’t just automatically rezone and develop everything when the transportation infrastructure isn’t in place to support it. I think that is such a common-sense value.”

Kaine’s political strategy is to break the stronghold Republicans have had on the rapidly growing communities that ring

See KANE, A16, C4, 1



U.S. Gov. Timothy M. Kaine (D), left, and Gov. Mark R. Warner (D) in Manassas.

# Champion

- **Governor Kaine inaugurated in 2006**  
– one term governor
- **First priority was to address state's transportation needs and improve the coordination between transportation and land use**
- **In Virginia, state is responsible for transportation and land use is a local responsibility**



# Legislative Environment - 2006

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- **Consensus that Virginia's transportation system needed to be improved**
- **Weak consensus on how to address transportation funding**
  - **Abusive driver fees, existing general fund revenues, new taxes and fees, impact fees**
- **Concern that providing new transportation funding without addressing the disconnect between transportation and land use would not provide long term solution**



# Legislative Environment - 2006

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**Both of houses of Virginia legislature and the Governor made land use reform a platform of their respective transportation packages.**

**From the Senate package:**

## *Land use*

- **Scattered development of homes and businesses impacts both cities and suburbs.**
  - Cities lose population and existing infrastructure is not used to capacity.
  - For suburbs, more people require new infrastructure.
  - Both scenarios can lead to higher taxes.
  
- **Senate Bill 373 encourages local government and developers to voluntarily work together.**
  - Through a transfer of development rights program, target growth in areas with adequate transportation, schools, and other infrastructure.
  - This program presents opportunities for transportation alternatives such as transit, and could reduce the need for more roads.

# Legislative Environment - 2006

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Timothy M. Kaine  
Governor

FOR IMMEDIATE RELEASE  
January 20, 2006

Contact: Kevin Hall  
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## GOVERNOR KAINE ANNOUNCES BALANCED TRANSPORTATION INITIATIVE

*– Sustainable funding will allow smarter planning, congestion relief –*

**RICHMOND** – Governor Timothy M. Kaine today released a transportation initiative that provides for smarter planning, protects designated transportation revenues, and helps relieve traffic congestion. The Governor's plan balances the sense of urgency and the demand for accountability expressed by thousands of Virginians who shared their thoughts on the Commonwealth's transportation challenges in a series of 11 town hall meetings the Governor has hosted since last November.

# Legislative Environment - 2006

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FOR IMMEDIATE RELEASE:  
February 10, 2006

Contact: Tim Murtaugh  
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## House Republicans Complete Introduction of Comprehensive 21<sup>st</sup> Century Transportation Plan

- Local Management, VDOT Reforms & Investment Represent 3-Pronged Approach --
- Additional Revenues Dedicated to Transportation without Raising Taxes --

**“... Our plan is focused on making daily commutes better and reducing sprawl in fast-growing communities ...”**

# Legislative Environment - 2007

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**After 2006 legislative session citizens and local governments upset about the lack of a transportation solution**

**In 2007, all 140 members of Virginia's legislature were up for re-election**

# Legislative Environment - 2007

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Timothy M. Kaine  
Governor

FOR IMMEDIATE RELEASE  
January 4, 2007

Contact: Kevin Hall  
Phone: (804) 225-4260  
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Internet: [www.governor.virginia.gov](http://www.governor.virginia.gov)

**GOVERNOR KAINE ANNOUNCES 2007  
LEGISLATIVE INITIATIVE ON TRANSPORTATION**  
*~ Package includes land use, accountability, and revenue proposals ~*



# Legislative Environment - 2007

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FOR IMMEDIATE RELEASE

December 27, 2006

Contact: G. Paul Nardo

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[gnardo@house.state.va.us](mailto:gnardo@house.state.va.us)

## Speaker Howell Unveils House Republican Transportation-Land Use Reform Package

- *Speaker Announces House GOP Plan to Reduce Congestion by Managing Growth, Limiting Sprawl --*
- *Republican Delegates See Controlling Over-Development as Key to Transportation Solution --*
- *Localities to Receive Incentives to Increase Local Control, Responsibility over Growth and Roads --*
- *Landmark Reform Package Characterized as "Most Significant Advance Since Zoning" --*

# Legislative Environment - 2007

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- **Kaine Administration worked with legislature on six initiatives to improve the coordination between transportation and land use**
  - **Traffic Impact Analysis (2006): uniform, statewide standards to inform citizens and decision makers**
  - **Access Management: preserve public investment in existing highways**
  - **Road Impact Fees: assign road improvement costs based on site design and location**
  - **Urban Development Areas: promote compact development that incorporates principles of new urbanism**
  - **Regional Transportation and Land Use Performance Measures: regions to develop measures like job-to-housing ratios**
  - **Secondary Street Acceptance Requirements: ensure adequate public benefit to justify perpetual public maintenance of new streets**

# “The Message”

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- **Focused on financial benefits and prudent use of taxpayer funds**
- **Urban Development Areas: “Any legislative plan to improve transportation that ignores one of the root causes of clogged roads and highways – Virginia’s 70-plus-year-old government land use policies – is inherently inadequate, shortsighted, and flawed”**
- **Street Connectivity Policy: “Subdivision streets are built by developers and accepted by the state for perpetual public maintenance without regard to the relative benefit they provide to the traveling public”**

# Street Connectivity Policy

- Requires street connections between adjacent developments
- Pedestrian accommodations required at urban and suburban densities
- Reduced street widths
- Flexible parking requirements



# Street Connectivity Policy

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- **Citizens, developers and local governments expressed concern with policy including:**
  - **My local street will become a high speed thoroughfare**
  - **Cul-de-sacs are safer**
  - **Market does not support connectivity**
  - **Narrow streets hinder emergency response**
  - **Sidewalks are unnecessary and costly**
  - **Local governments will reject connections**



# Street Connectivity Policy

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- **Discuss and challenge long-standing perceptions**
  - Are residents concerned about the concept or existing characteristics of through streets?
- **Address and balance stakeholder concerns to the extent possible**
  - Connectivity, street width, safety and emergency responders
- **Do not let perfect be the enemy of good**
  - “Perfect” policy is not a sign of a balanced compromise
- **Focus on policy goal**
  - ‘Ensure adequate public benefit for expenditure of taxpayer funds’

# Framing the Discussion on Transportation and Land Use

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- What are issues caused by development today?
- Ability of people to move from one place to a destination is a recognized public goal
- Goal can be accomplished through two methods – mobility and proximity or transportation and land use

# Framing the Discussion on Transportation and Land Use

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- **What issues matter the most to people?**
  - According to 2007 Virginia State of the Commute Survey 74% of responders identified cost savings as the reason for transit use and carpooling while 25% identified environmental benefits
- **Dispersed, separated land uses with low levels of proximity require very high levels of mobility**
- **Reaching destinations in areas with high levels of proximity can be accomplished with low levels of mobility**
- **Mobility is dynamic while proximity is generally stagnant**

# Framing the Discussion on Transportation and Land Use

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- What is the appropriate balance of mobility and proximity to allow people to move from A to B?
- If existing land use patterns continue, traffic model predicts that I-95 in Northern Virginia will need 25 lanes
  - I-95 currently has 8 to 10 lanes in Northern Virginia
- What are the costs of continuing existing patterns?
- Are these costs affordable?
- What issues can future development help offset



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# Transportation and Land Use in Virginia

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