ECMT-USDOT WORKSHOP ON
FOSTERING SUCCESSFUL IMPLEMENTATION
OF SUSTAINABLE URBAN TRAVEL POLICIES

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Washington D.C.

Making the Land Use, Transportation, Air Quality Connection in Portland - Oregon

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Making the Land Use, Transportation, Air Quality Connection in Portland Oregon
The Pacific Northwest
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Metro Council Districts
Population Base

- 1.95 million people (includes Clark County, Washington)
  - 1.5 million people in Metro boundary (37% of the state)
  - 530,000 people in the City of Portland
  - 23 smaller cities (615 to 95,000 people each)

- Growth rate twice the national average

Major Economic Trends

- Growing industries
  - Hi-tech
  - Metals
  - Transport equipment
  - Sports Apparel
  - Printing
  - Creative Services
  - Nursery Products

- Declining industries
  - Lumber/wood
  - Paper
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Roles in the Region

- **State land use goals establish framework for planning in Oregon**
  - Oregon Department of Transportation (state highways)
  - Oregon Department of Land Conservation and Development (state land use goals and transportation planning rule)
  - Oregon Department of Environmental Quality (clean air and water regulations)

- **Regional plans guide local land use and transportation planning**
  - Metro Charter, 2040 Growth Concept and functional plans
  - TriMet (Transit)
  - Port of Portland (Marine and air terminals)

- **Local comprehensive land use plans control development permits and project implementation**
  - 24 cities
  - 3 counties
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Senate Bill 100

- Legislature adopts pioneering 1973 statewide planning program to limit sprawl and protect forest and farms
- Legislation requires local plans to meet statewide goals; creates LCDC
- Urbanization now focused inside urban growth boundaries
Portland’s Backlash

- In Portland, a backlash forms against a plan for massive freeway building that is already destroying urban neighborhoods.
Parking lid in Downtown Plan slowed the loss of historic buildings to surface parking lots.

In 1977, the new transit mall became the new focus of downtown redevelopment, making transit a viable option to driving.
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Highway Revolt

- Harbor Freeway removed in 1976 to make way for Tom McCall Waterfront Park
- Mount Hood Freeway withdrawn in favor of light rail transit along the Banfield
- Shift freeway money to multi-modal projects
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Pioneer Square 1983

... produced community demand for the construction of Pioneer Courthouse Square
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Eastside Light Rail constructed from Mount Hood Freeway funds
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Western Bypass

- Western bypass freeway plan in rapidly growing Washington County
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LUTRAQ

- 1989 Western Bypass proposal frames a new debate on regional growth management
- 1000 Friends of Oregon proposes LUTRAQ alternative to status quo
- Linking land use and transportation planning becomes new mandate for regional plans
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2040 Concepts

Base Case

Concept A

Concept B

Concept C

2040 Growth Concept adopted in 1995
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### Metro 1994 Travel Behavior Survey

<table>
<thead>
<tr>
<th>Area</th>
<th>Transit Modal Share</th>
<th>Non-auto Modal Share</th>
<th>VMT per Capita</th>
<th>Auto Ownership per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixed Use/Good Transit</td>
<td>11.5%</td>
<td>41.9%</td>
<td>9.80</td>
<td>0.93</td>
</tr>
<tr>
<td>Remainder of Region</td>
<td>1.2%</td>
<td>12.7%</td>
<td>21.79</td>
<td>1.93</td>
</tr>
<tr>
<td>Difference</td>
<td>942%</td>
<td>230%</td>
<td>45%</td>
<td>48%</td>
</tr>
</tbody>
</table>
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2040 Growth Concept

- 50-year vision for managing region’s growth
- Incorporates best parts of “Concepts for Growth” options
- Kicks off a major effort to enact the new regional vision through local plans
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2040 Theme: Central City
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2040 Theme: Growth in Centers

- Compact urban centers built to human scale
- Mixed housing and commerce served with good transit
- Focus of civic activities and public services
- Parking ratios established
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2040 Theme: Protect Industry

- Maintain freight mobility on highways
- Ensure quality freight access to ports and industrial areas from region’s highway and rail network
2040 Theme: Protect Rural Areas

- Create Green Corridors along rural state highways
- Mitigate urban overflow on rural routes
- Maintain rural separation between Metro region and neighbor cities
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2040 Theme: Nature in the City

- Network of parks, trails and open spaces
- Protections for streams and upland natural areas
- Green Streets - designs that minimize runoff
- Manage hazardous waste to protect streams and groundwater
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2040 Theme: Travel Options

- All streets retrofitted to include sidewalks and bikeways
- Better-connected street systems that allow easier walking and access to transit
- Frequent transit service on all major streets
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2040 Implementation: Focus on Multi-Modal

- Motor vehicle
- Public transportation
- Freight
- Pedestrian & bicycle
- Street design
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CMAQ/STP Funding 1992-2005

- Transit: 34%
- Planning: 3%
- Roads: 24%
- Bridges: 4%
- Freight: 11%
- Pedestrian: 5%
- Bicycle: 8%
- Boulevards: 4%
- TDM: 3%
- TOD: 3%

METRO
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Regional Rail Transit System

Transportation Designations:
- Existing light rail
- Light rail under construction
- Existing streetcar
- Future Vancouver rail loop
- Future South Corridor light rail
- Commuter rail
- Future streetcar
- Urban growth boundary
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2040 Themes: Streets for People

- Boulevard designs in centers that promote walking, bicycling and transit, while creating civic space and a sense of community
- Street designs with self-enforcing features that calm traffic to posted speeds
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Street Design Handbooks
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### 2040-based Congestion Standards in UGMRP and RTP

<table>
<thead>
<tr>
<th>Within Centers And Radial Freeways with Good Transit</th>
<th>Acceptable</th>
<th>Unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Hour – F</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Hour – F</td>
</tr>
<tr>
<td></td>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Hour - E</td>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Hour – F</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Outside Centers And Freeways without Good Transit</th>
<th>Acceptable</th>
<th>Unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Hour – E</td>
<td>1&lt;sup&gt;st&lt;/sup&gt; Hour – F</td>
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<tr>
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<td>2&lt;sup&gt;nd&lt;/sup&gt; Hour - E</td>
</tr>
</tbody>
</table>
### Parking Rations in UGMFP

<table>
<thead>
<tr>
<th></th>
<th>Minimum Requirements</th>
<th>Maximum Zone A</th>
<th>Maximum Zone B</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May not exceed</td>
<td>Near Transit</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>2.7 per 1000 sq. ft.</td>
<td>3.4 per 1000 sq. ft.</td>
<td>4.1 per 1000 sq. ft.</td>
</tr>
<tr>
<td>Retail</td>
<td>4.1 per 1000 sq. ft.</td>
<td>5.1 per 1000 sq. ft.</td>
<td>6.2 per 1000 sq. ft.</td>
</tr>
<tr>
<td>Single Family</td>
<td>1 per unit</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Townhouse 2 bedroom</td>
<td>1.5 per unit</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
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$13 million in TOD projects funded throughout the region in MTIP
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- How is it working?
- Downtown Portland employment up 73% since downtown plan adopted
- Infill occurring much faster than anticipated (26% residential, 53% retail)
- Mixed-use development occurring across region
- Consistently meet air quality standards; 1975: 180 days of violation
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Change in Population Density
1980-2000
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2040 Implementation: Transit Trends

In 2002:
- MAX provides 27% of weekday transit trips
- MAX ridership has increased four-fold in 16-year history
- 88.6 million boardings
  - 63.2 million bus trips
  - 25.4 million MAX trips
  - 287,3000 average daily boardings
- 25th largest metro with 13th largest annual transit ridership

Source: TriMet, 2002
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Portland Daily Vehicle Miles Traveled Per Person, Compared With Cities Of Similar Population Size

Within 250,000 Plus & Minus of Portland's Estimated Population For Each Year

Source: "Highway Statistics", published by the FHWA, 1990-2002, "Urbanized Areas, Selected Characteristics", Table HM-72. Portland data for 1999 and 2000 was in error due to a report software problem. The corrected figures appear above, as per direct correspondence with Oregon's DOT, Highway Performance Monitoring System office. Note: For data consistency over time, some figures were included that were above or below the 200,000 population range criteria.