Transit on Tap
A talk at one of the region’s great brewpubs.
#transitontap
Special Thanks To Our Generous Sponsor
What Happened To Harbor Drive and the Mt. Hood Freeway?

Andy Cotugno
Metro Policy Advisor
Making the Land Use, Transportation, Air Quality Connection

180 days of air quality violations
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Gas Crisis
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The Pacific Northwest
"There is a shameless threat to our environment and to the whole quality of life: unfettered despoiling of the land. Sagebrush subdivisions, coastal 'condomania'…

Governor Tom McCall
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The Oregon Story

“...and the ravenous rampage of suburbia in the Willamette Valley all threaten to mock Oregon's status as the environmental model for the nation.”

Tom McCall’s address to the Legislature, January 8, 1973
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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
Oregon Land Use Program

State Goals & Regulations

Goal 1 – Citizen Involvement
Goal 2 – Planning Process
Goal 3 – Agricultural Lands
Goal 4 – Forest Lands
Goal 5 – Natural Resources
Goal 6 – Air/Water Quality
Goal 7 – Natural Disasters & Hazards
Goal 8 – Recreation
Goal 9 – Economic Development
Goal 10 – Housing
Goal 11 – Public Facilities
Goal 12 – Transportation
Goal 13 – Energy Conservation
Goal 14 – Urban Growth Boundary
Goal 15 – Willamette River Greenway
Goal 16 – Estuarine Resources
Goal 17 – Coastal Shorelands
Goal 18 – Beaches and Dunes
Goal 19 – Ocean Resources

Metro

Regional Framework Plan
2040 Growth Concept
Urban Growth Boundary
Regional Transportation Plan
Riparian Setback Regulations

Cities and Counties

Local Comprehensive Plan Compliance
Comprehensive Land use Plans
Building Permits
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Downtown in Decline

- Freeways focusing growth in suburbs
- Downtown buildings razed to construct more parking lots
- Urban renewal replaces vibrant neighborhoods with sterile high-rise apartments
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They paved paradise...

Plans to expand this parking lot to 10 floors in the heart of downtown...
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... produced community demand for the construction of Pioneer Courthouse Square
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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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Harbor Drive pre-1976
In Portland, a backlash forms against a plan for massive freeway building that is already destroying urban neighborhoods.
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I-5 construction circa 1964
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Proposed Mt. Hood Freeway through SE Portland
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Governor’s Task Force on Transportation Policy – 1975

The Cooperative Transportation Planning Process in the Portland Metropolitan Area
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Proposed Transit Corridors
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Opposition Forms

- 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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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: 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

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

- Adopt 50-year Rural Reserves
- 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
- Employ regulatory and acquisition approaches to preservation and enhancement
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Two Tracks for Implementation

2035 RTP Investment Strategy

Track 1: Mobility Corridors

Centered on major travel corridors

Track 2: Community Building

Focused on place making
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To date:

• 50 miles Light-Rail, 7.3 miles in progress
• 12 miles of Streetcar
• 14.7 miles Commuter Rail
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Future High Capacity Transit

Going places
REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009

Legend

<table>
<thead>
<tr>
<th>Priority HCT Corridors*</th>
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<tbody>
<tr>
<td>Near-Term Regional Priority Corridors</td>
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<tr>
<td>Next Phase Regional Priority Corridors</td>
</tr>
<tr>
<td>Developing Regional Priority Corridors</td>
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<tr>
<td>Regional Vision Corridors</td>
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<td>RTC HCT Corridors</td>
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<tr>
<td>High Capacity Transit (2009)</td>
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<tr>
<td>High Capacity Transit Corridors under advancement</td>
</tr>
<tr>
<td>2035 Conceptual Bus Network</td>
</tr>
</tbody>
</table>

*Lines are representative of general HCT corridors, buffers are 1 mile

Portland Central City: To be determined through Central City Plan update

Bi-state HCT corridors to be considered in conjunction with RTC
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PORTLAND STREETCAR SYSTEM CONCEPT PLAN
- Concept Streetcar Corridors with Existing and Planned Alignments
- Comprehensive Plan Streetcar Corridors
- MAX Light Rail: Existing and Planned
- Portland Aerial Tram
- TriMet Bus (April 2009)
Protecting nature
Two decades, three regional votes
1995: $136 million bond measure
2006: $227 million bond measure
2013: Five-year, $50 million levy
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On-the-ground results

13,000 acres preserved
100 miles of river and stream banks protected
2 million trees and shrubs planted
3 major nature parks opened
Hundreds of community projects supported
Within the UGB

22,000 acres of Metro’s Bond Acquisitions. Public Parks, and public Open Spaces have been protected.
Within the UGB Title 13 (through regulation) protects 27,300 acres of Riparian Habitat outside of our Public parks and open spaces.
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Rides per Resident

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Unlinked Trips/Service District Population</th>
<th>Rides per Resident</th>
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<tr>
<td>Sacramento, CA</td>
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<td>Cleveland, OH</td>
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<td>Houston, TX</td>
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Note: Data for Minneapolis/St. Paul, Phoenix and Seattle contain multiple reporting agencies.

2011 National Transit Database

Released September 2012
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more bikes ...

Bicycle Traffic across Five Main Portland Bicycle Bridges Juxtaposed with Bikeway Miles

1991-2012

Extrapolated from peak period counts
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VMT per Capita

Portland, OR Only
Portland-Vancouver
U.S. National Average
Oregon’s efforts to reduce emissions

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What will it Take?

In Oregon, annual GHG emission rates increased significantly from 1990 through about 2000, as illustrated by data from the Oregon Global Warming Commission (Figure 1).

Actions taken over the past decade have likely helped to keep GHG emissions relatively flat since 2000, and thus appear to have helped meet the state’s first legislatively set goal of arresting the growth in GHG emissions by 2010.

The remaining goals – reducing emissions to 10 percent below 1990 levels by 2020 and 75 percent below 1990 levels by 2050 – represent a significant challenge.

As reported by the Oregon Climate Change Research Institute, without substantial changes in activities that produce greenhouse gases, future regional change will likely see continued increases in average temperature that appear small but have potentially serious long-term consequences.

Further progress will result from existing policies, but much additional work is needed to put Oregon on track to meet Oregon’s emissions reduction goals and mitigate future impacts of climate change.

The STS is a comprehensive response to that challenge, and focuses on what needs to be done within the transportation sector to contribute proportionally to the legislative goals.

Achieving the state’s goals cannot be done by any single strategy. It will require a multi-faceted approach and significant cooperation between the federal government, state agencies, regional planning entities, local governments, the private sector, and the public.

While Oregon is prepared to be in the forefront in addressing climate change, it cannot face this challenge alone. Limiting the impacts of climate change must ultimately be a global effort, requiring actions from other states, the federal government, other countries, and private industry.

Source data:


Oregon Climate Change Research Institute, Oregon Climate Change Assessment Report, December 2010.

From Appendix 2: Update and Revision of Oregon Greenhouse Gas Inventory & Forecast.
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Reduced Greenhouse Gas Emissions
Percent Below 2005 Levels

Scenario A: Recent Trends
12%

Scenario B: Adopted Plans
24%

Scenario C: New Plans & Policies
36%

Draft Approach
29%

State Mandated Target

20% Reduction by 2035
The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

Source: GreenSTEP