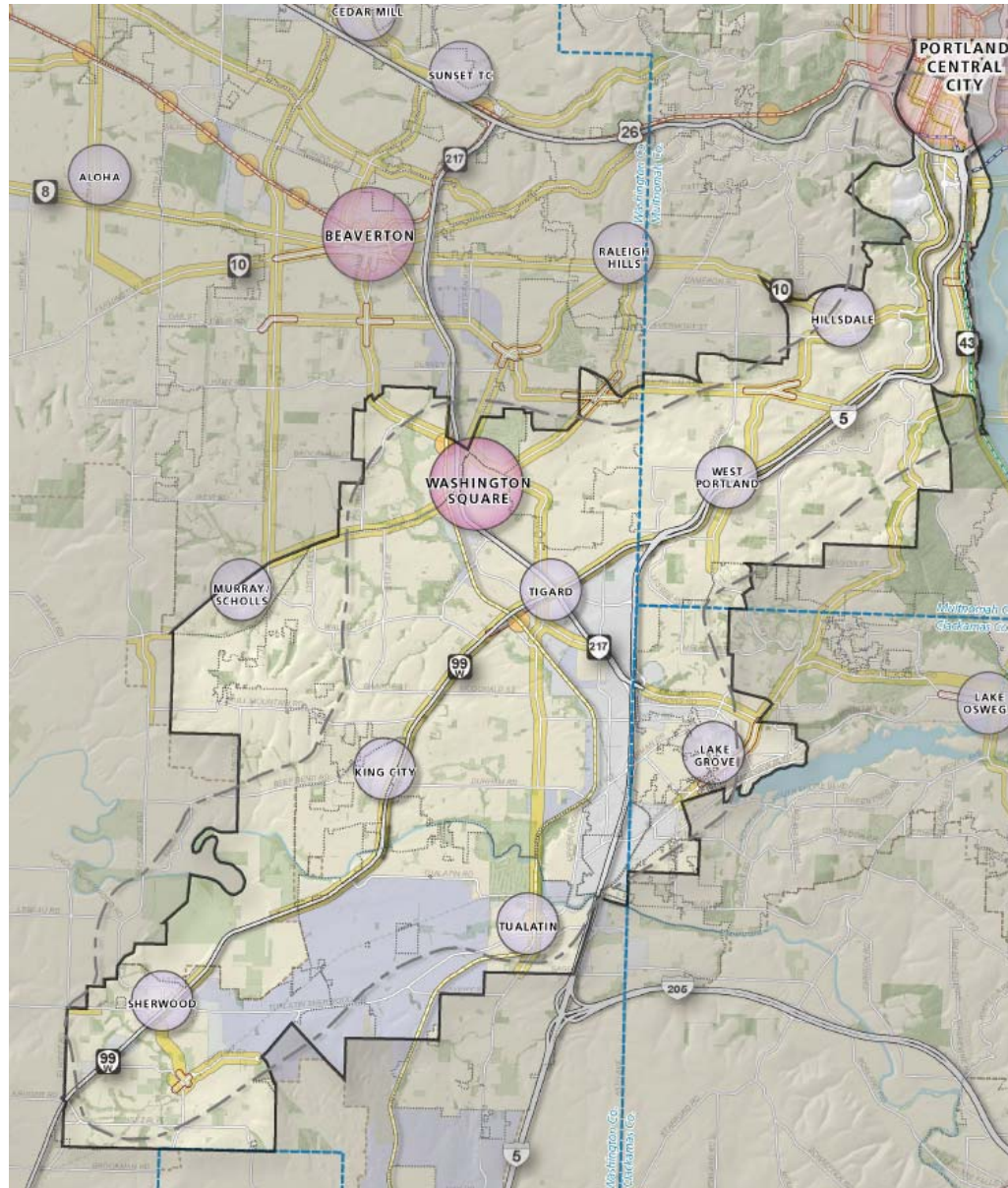


Start with the places...



Downtown Sherwood



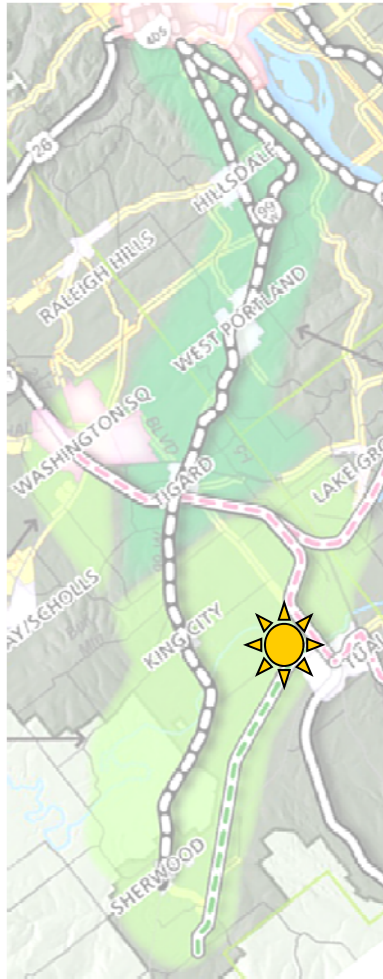
Sherwood Town Center



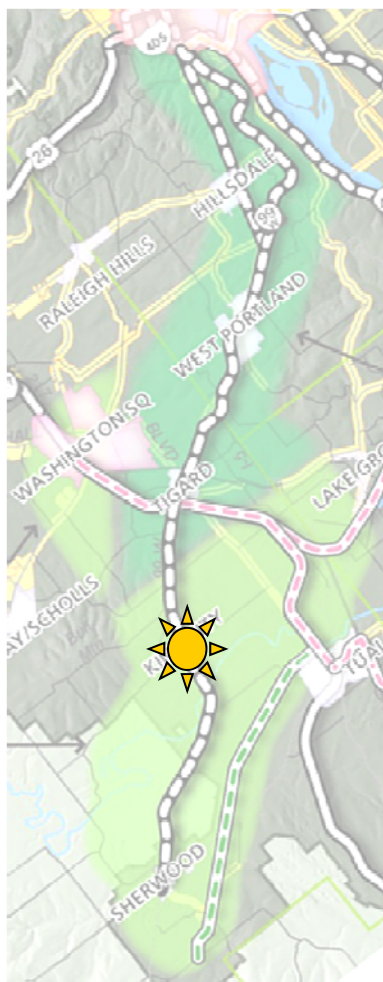
Tualatin Refuge



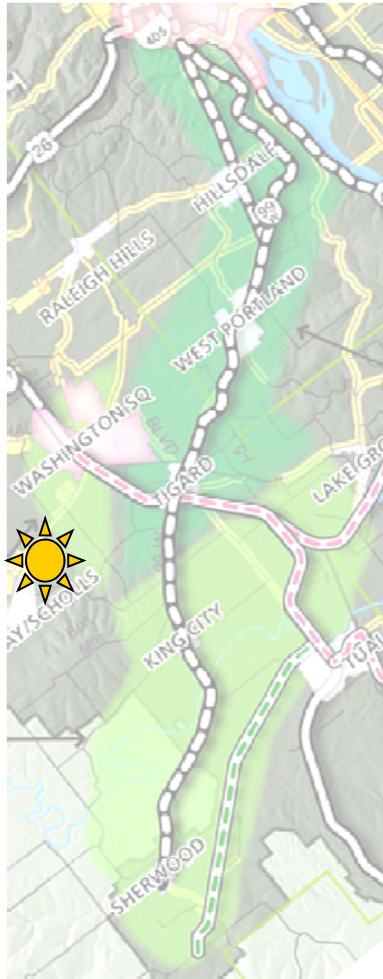
Tualatin Commons



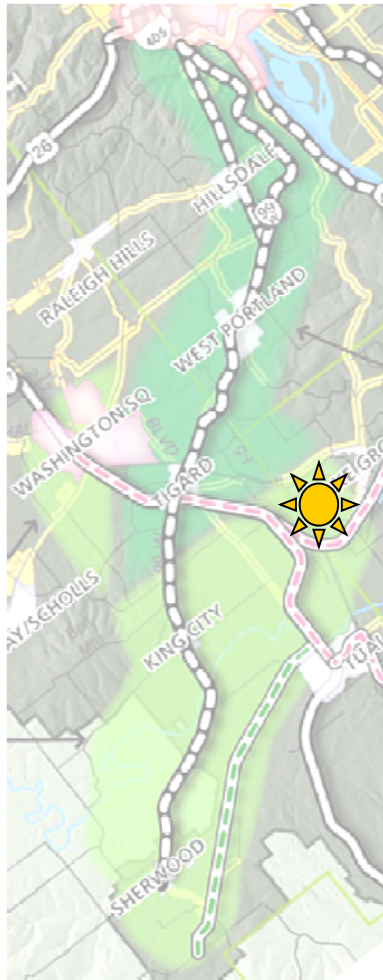
King City



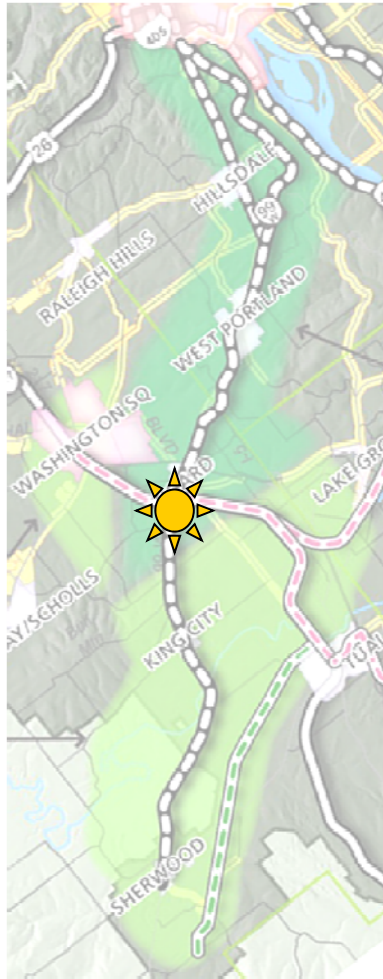
Murray Scholl's Town Center



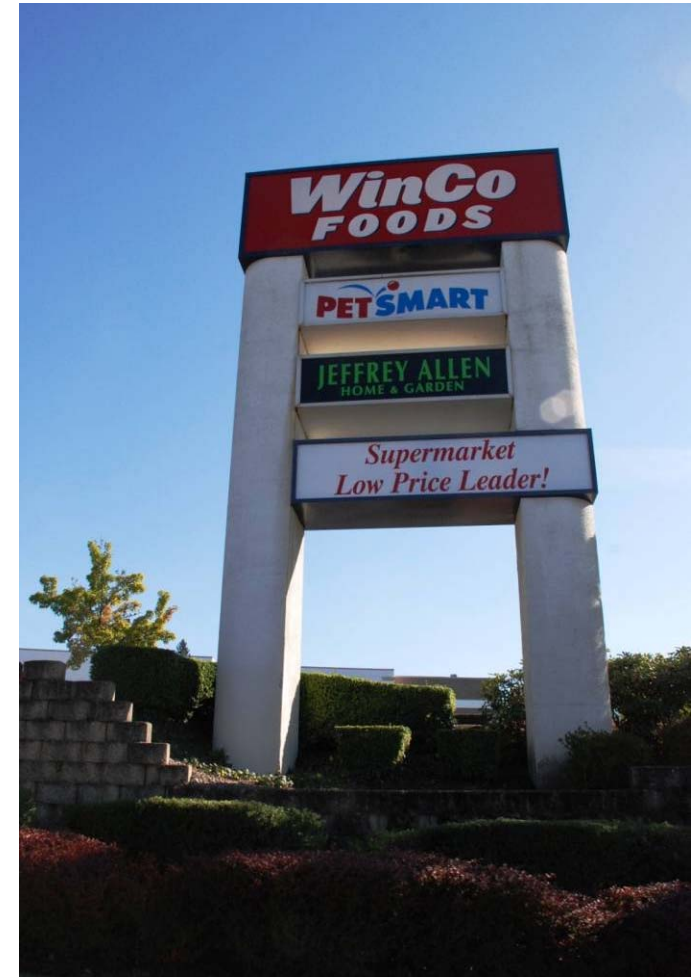
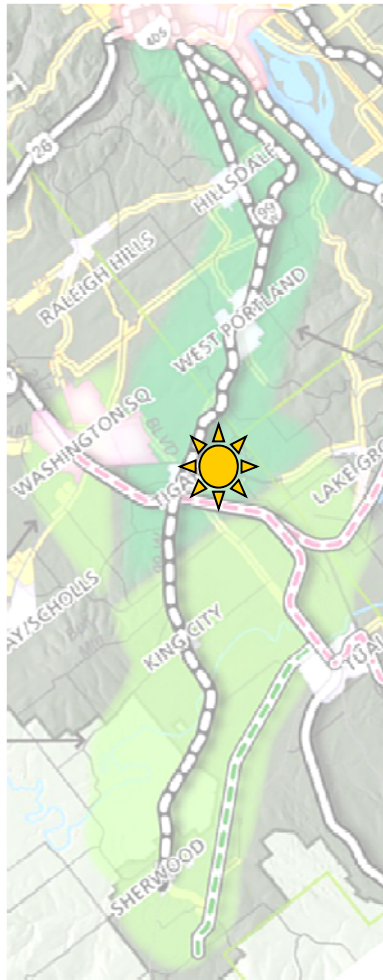
Lake Grove



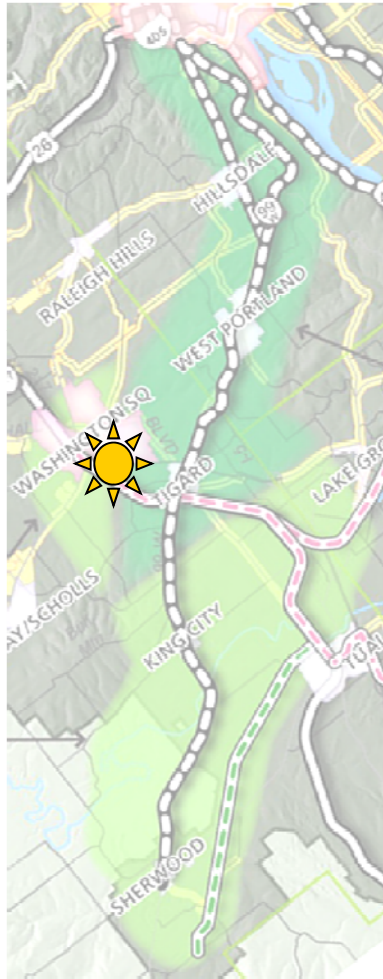
Downtown Tigard



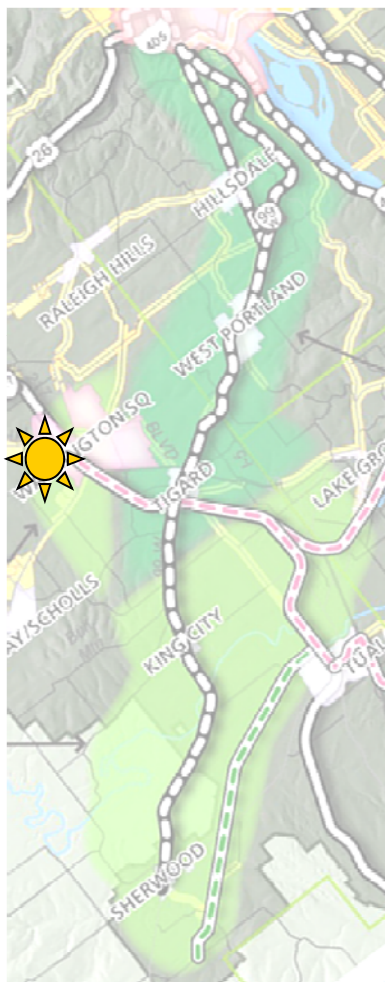
Tigard Triangle



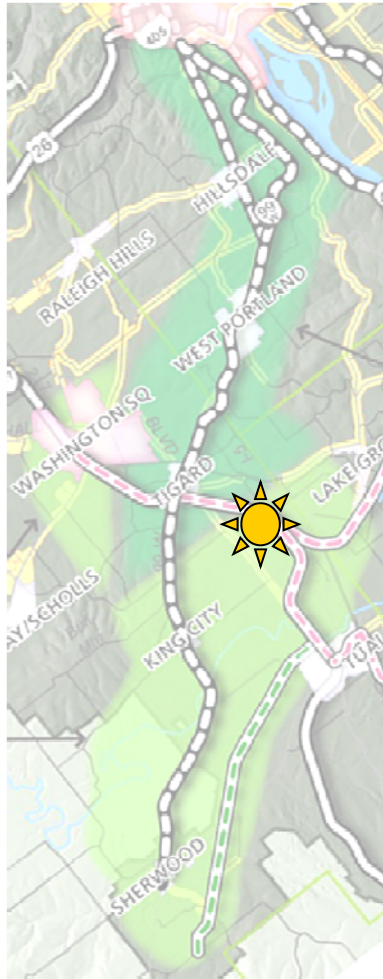
Washington Square



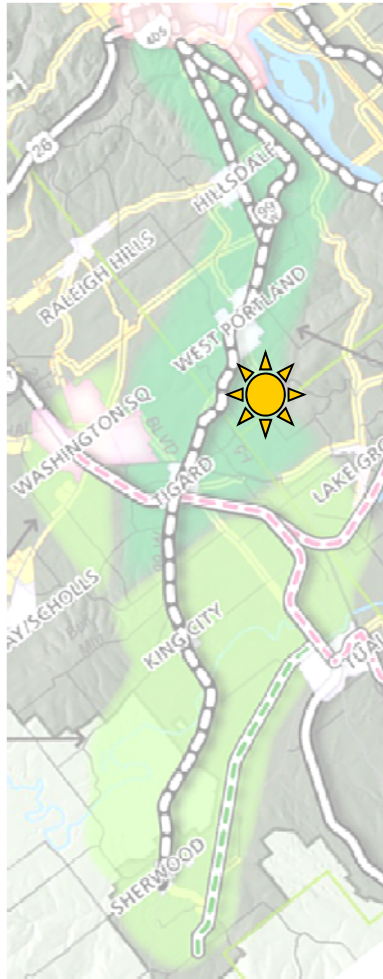
Nimbus



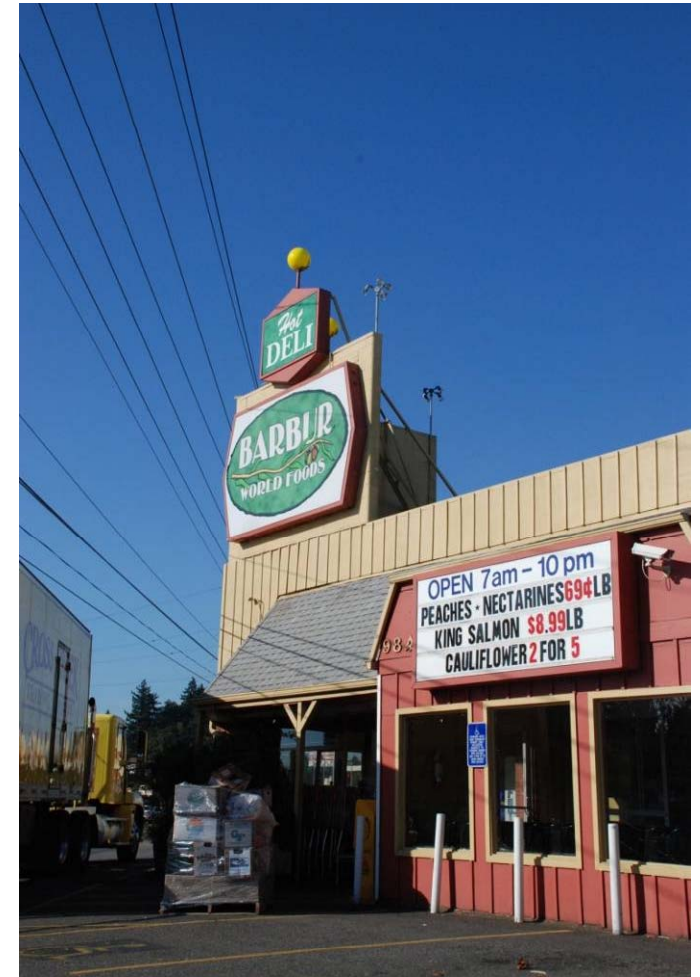
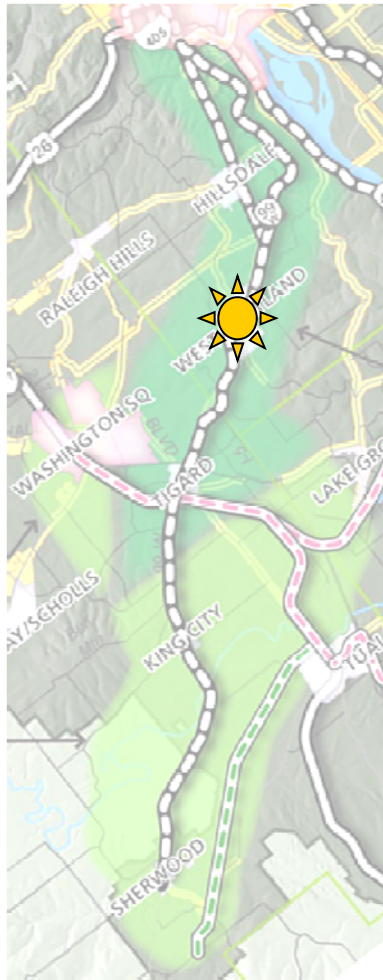
Bridgeport Village



Portland Community College



West Portland/Crossroads



Multnomah Village



Hillsdale



OHSU



South Waterfront



Riverplace





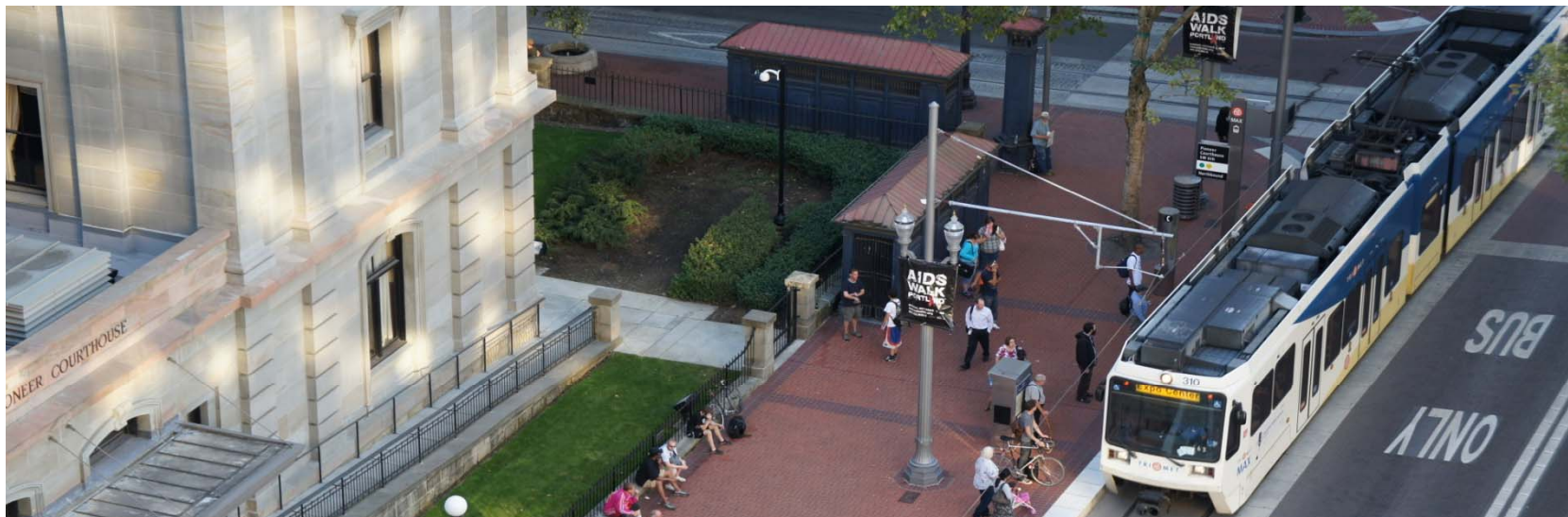
GREAT PLACES THROUGH PARTNERSHIPS

Jeff Tumlin

Nelson\Nygaard Consulting Associates

October 3rd, 2011

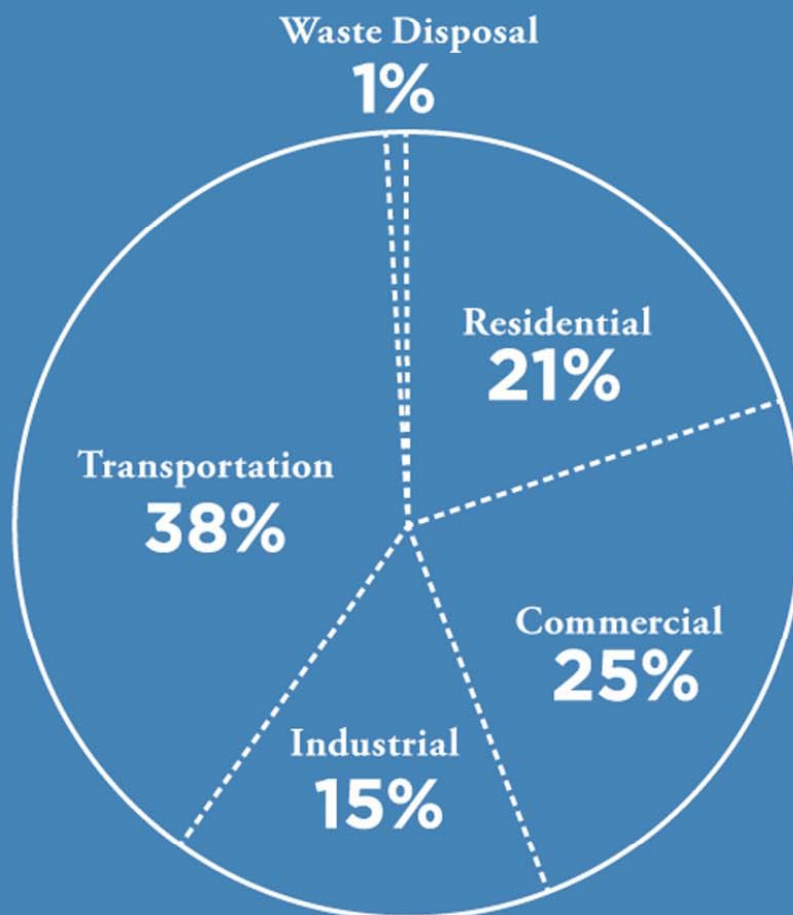
Strength in Partnerships



Why comprehensive transportation and land use planning?

Transportation affects our future...

2008 MULTNOMAH COUNTY GREENHOUSE GAS EMISSIONS BY SECTOR



What we already know...



240 Persons travel
to work:

-- in 177 Cars

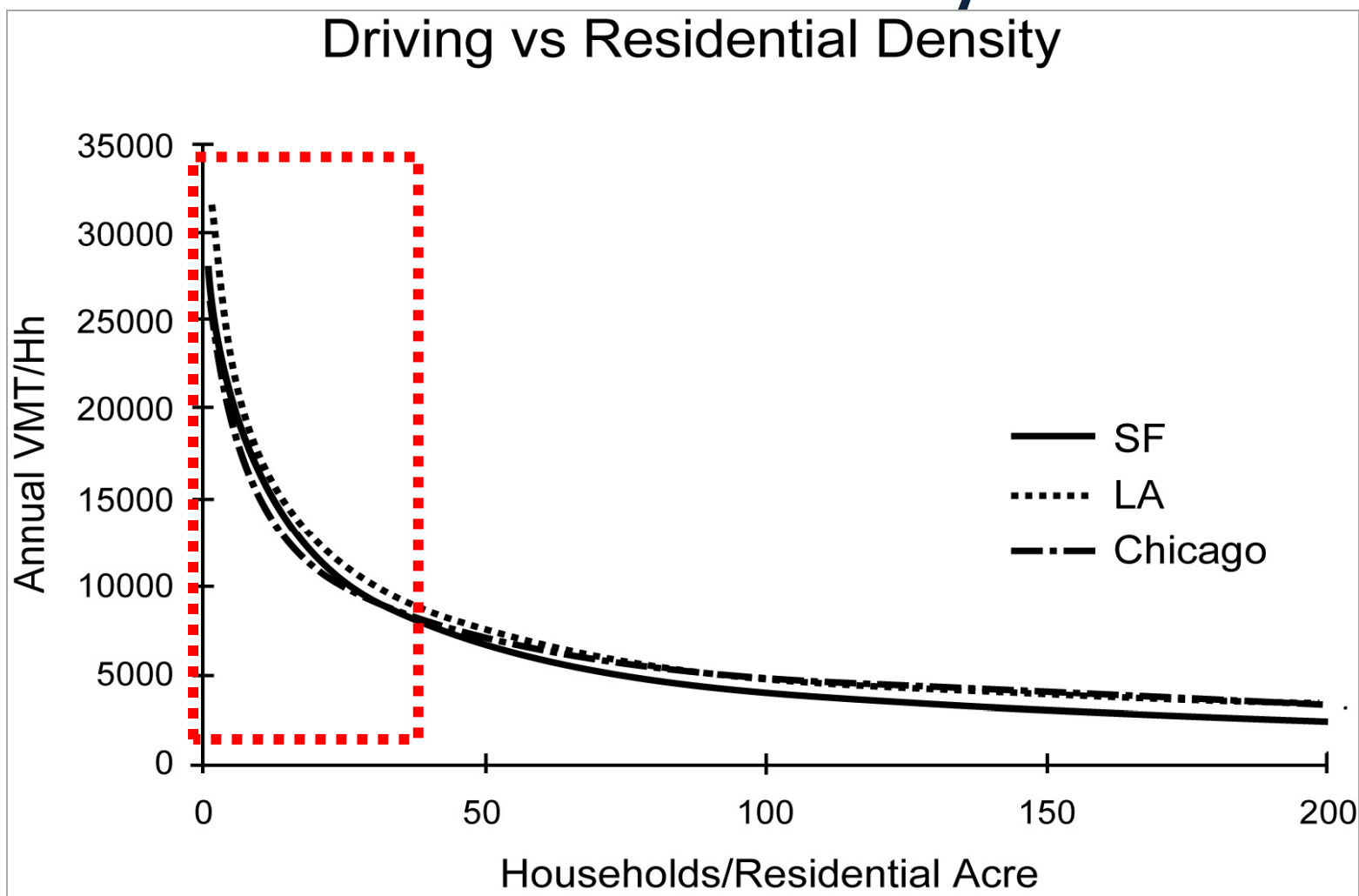
-- in 3 Busses

-- in 1 Tram



**Transit can
move people
more
efficiently.**

What we already know...



Source: Holtzclaw et. al. (2000)

Density affects how much we drive.

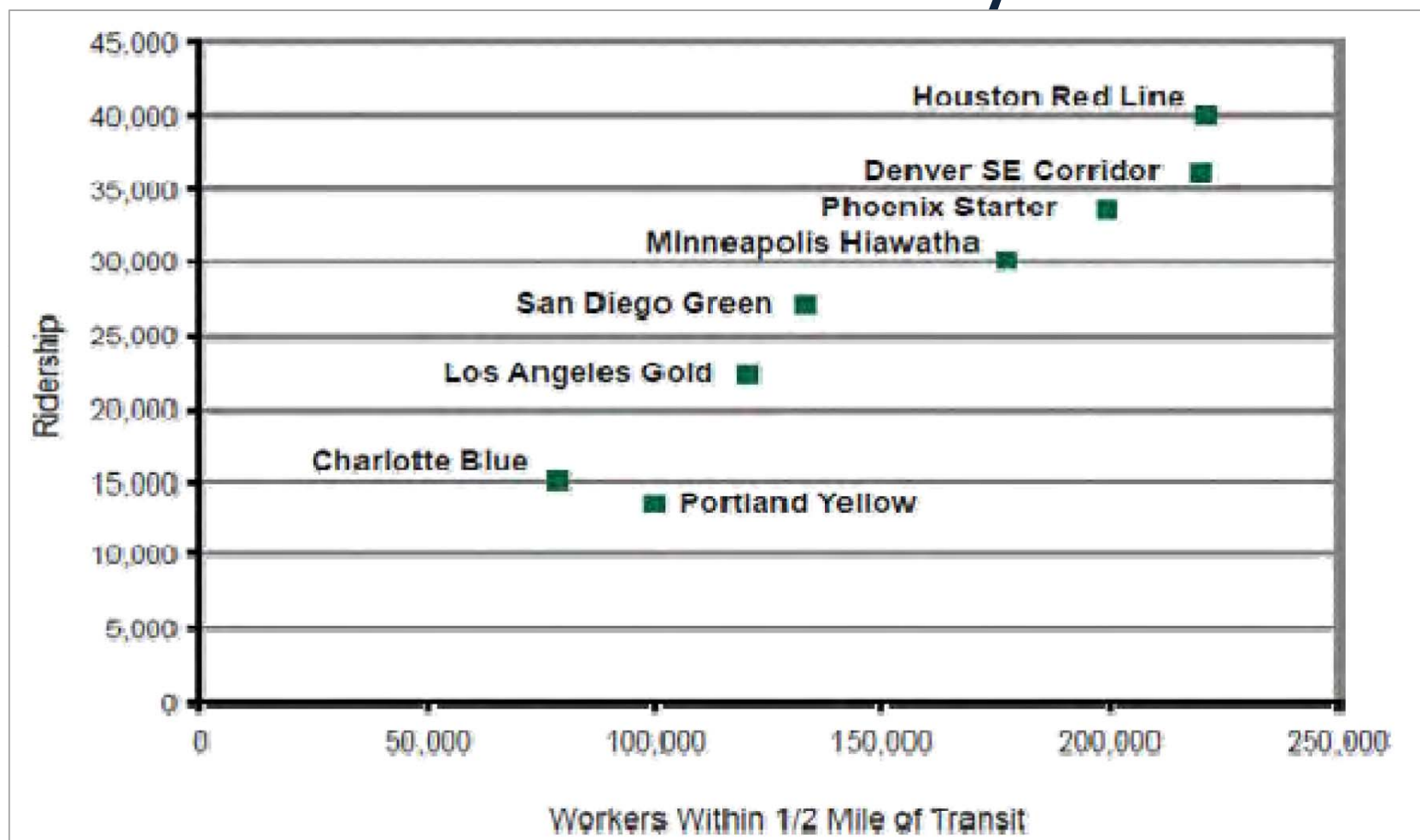
What we already know...



Source: CNT (2010), "Penny Wise, Pound Foolish: New Measures of Housing + Transportation Affordability"

Density affects how often we take transit.

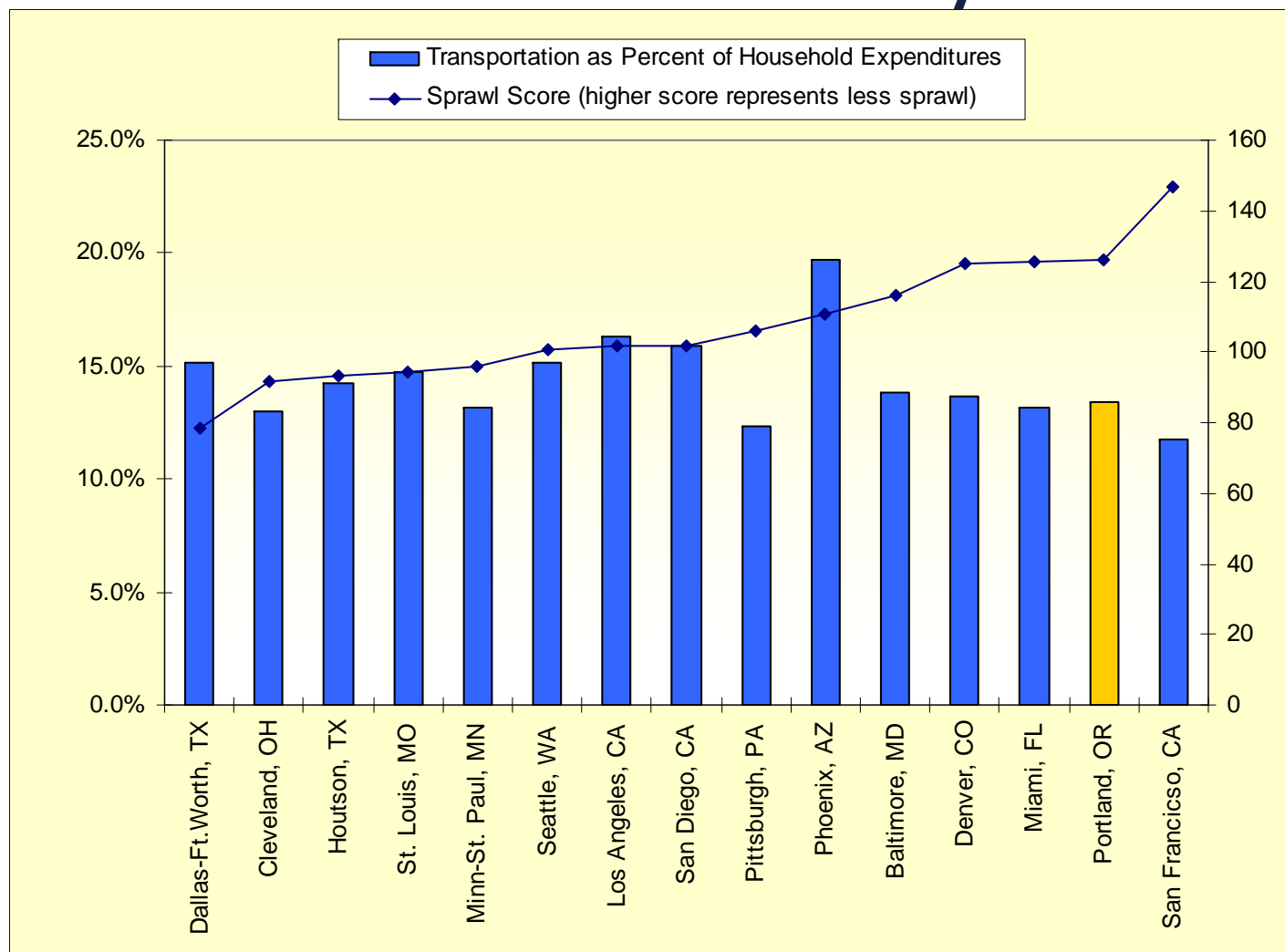
What we already know...



Source: Center for TOD (2008)

Transit ridership is linked to employment density.

What we already know...



Transportation costs are less in compact places.

What we already know...

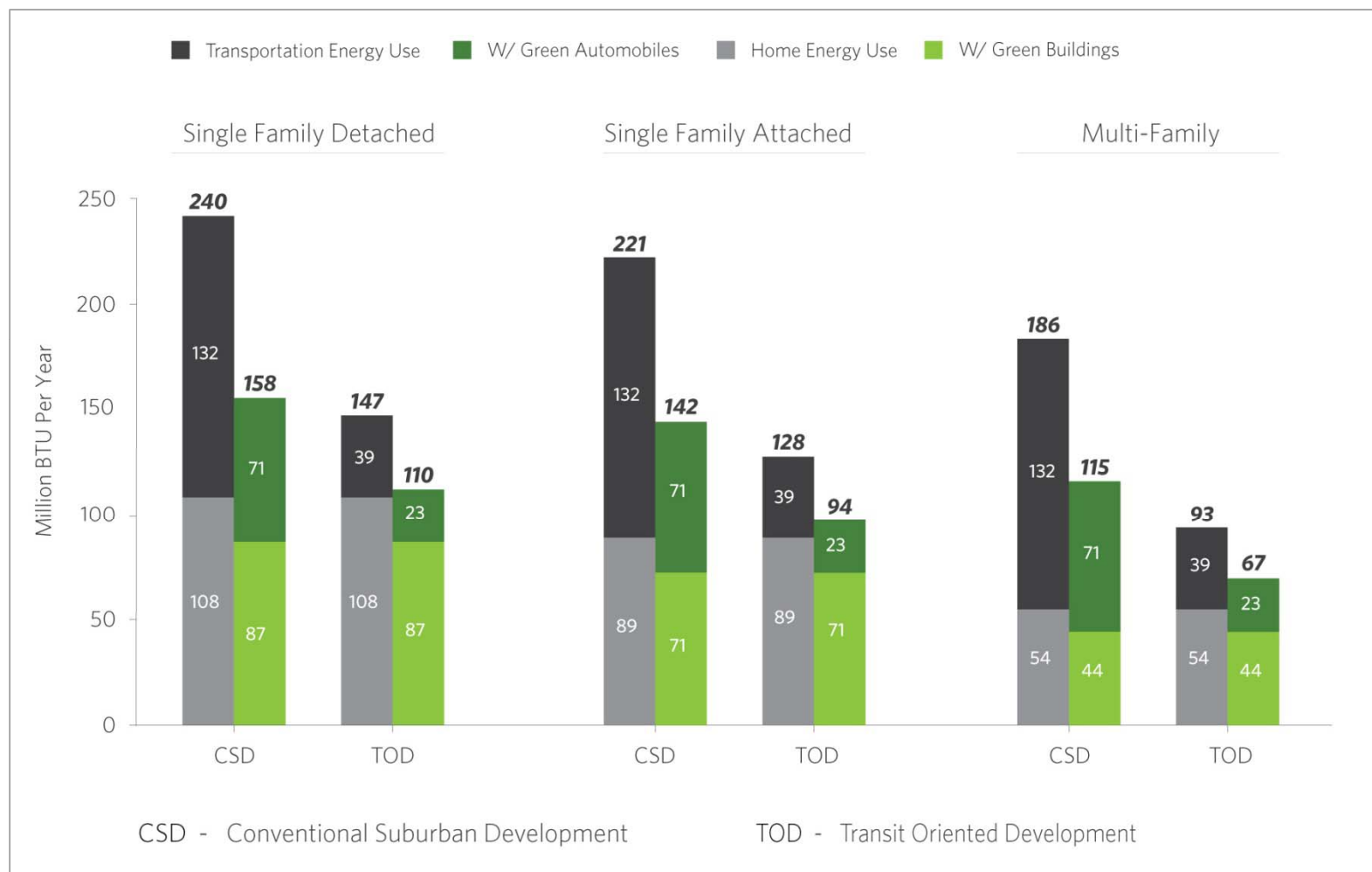
MPO Region	Sample Dispersed Neighborhood*	Sample Compact Neighborhood*	Difference in Annual Household Transportation Costs**	Difference in Annual Regional Transportation Costs (millions)***
Austin, TX ▶	Round Rock	Old West Austin	\$2,310	\$716.0
Boston, MA ▶	Braintree	Somerville	\$3,850	\$613.5
Charlotte, NC ▶	Sterling	Dilworth	\$1,700	\$239.8
Chicago, IL ▶	Schaumburg	Oak Park	\$3,110	\$1,110.2
Cincinnati, OH ▶	Milford	CUF Neighborhood	\$3,050	\$236.3
Denver, CO ▶	Arvada	Washington Park	\$2,240	\$661.3
Little Rock, AR ▶	Sherwood	Pulaski Heights	\$1,580	\$79.9
Minneapolis, MN ▶	Orono	Seward	\$1,830	\$345.1
Newark, NJ ▶	Butler	Montclair	\$2,300	\$550.8
Phoenix, AZ ▶	Gilbert	Encanto	\$3,610	\$2,144.3
Portland, OR ▶	Troutdale	Roseway	\$2,230	\$492.2
San Francisco, CA ▶	Antioch	Rockridge	\$2,780	\$1,126.8

*Representative compact and dispersed neighborhoods used to cost out the savings associated with greater efficiency.
 **Household savings of the representative compact community over the representative dispersed community.
 ***Regional savings if 50% of projected household growth through 2030 as listed on the MPO website had H+T savings of the compact over the dispersed community.

Source: CNT (2010), "Penny Wise, Pound Foolish: New Measures of Housing + Transportation Affordability"

Transportation costs are less in compact places.

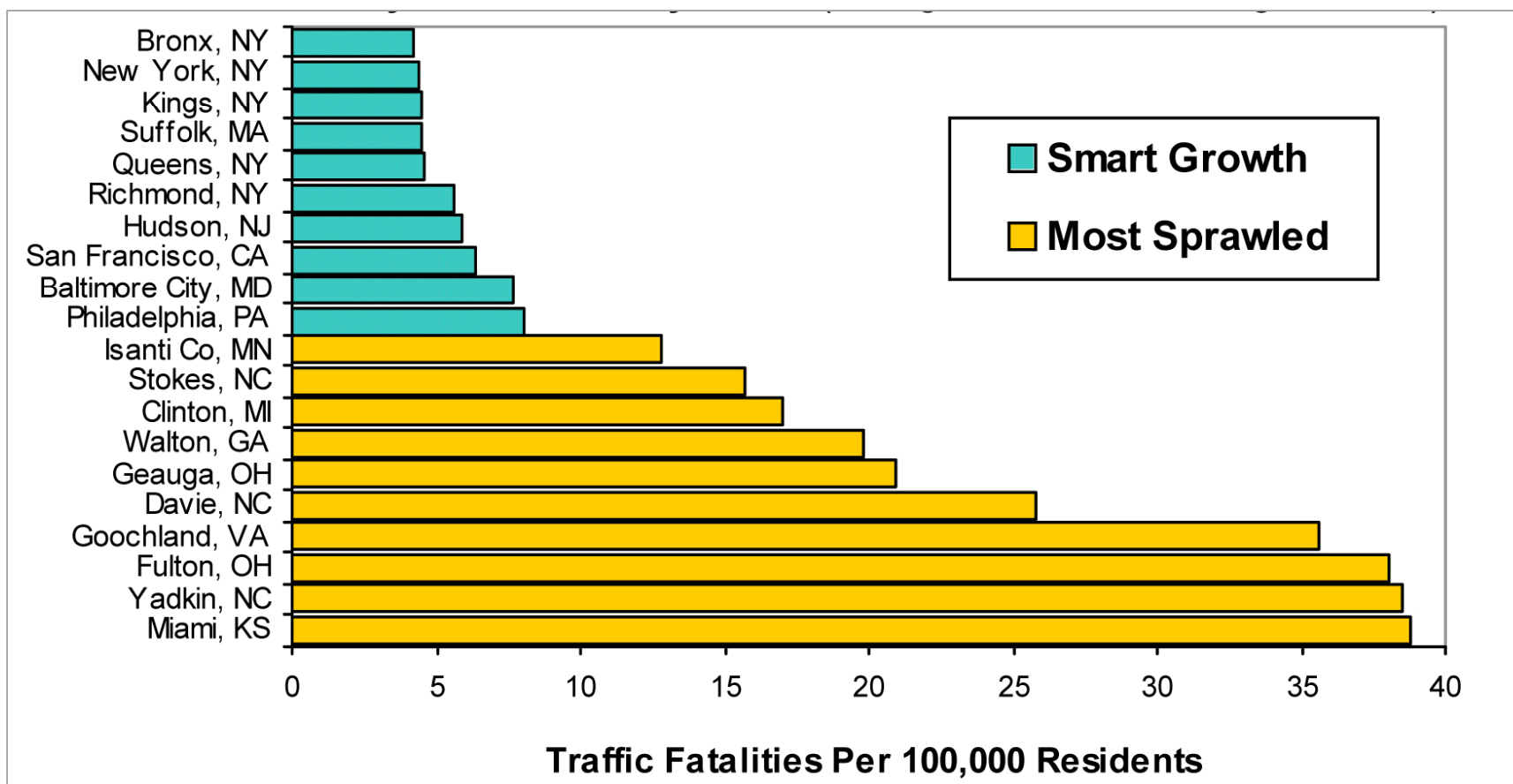
What we already know...



Source: Jonathan Rose Companies (2011). "Location Efficiency and Housing Type—Boiling it Down to BTUs"

Compact places use less energy.

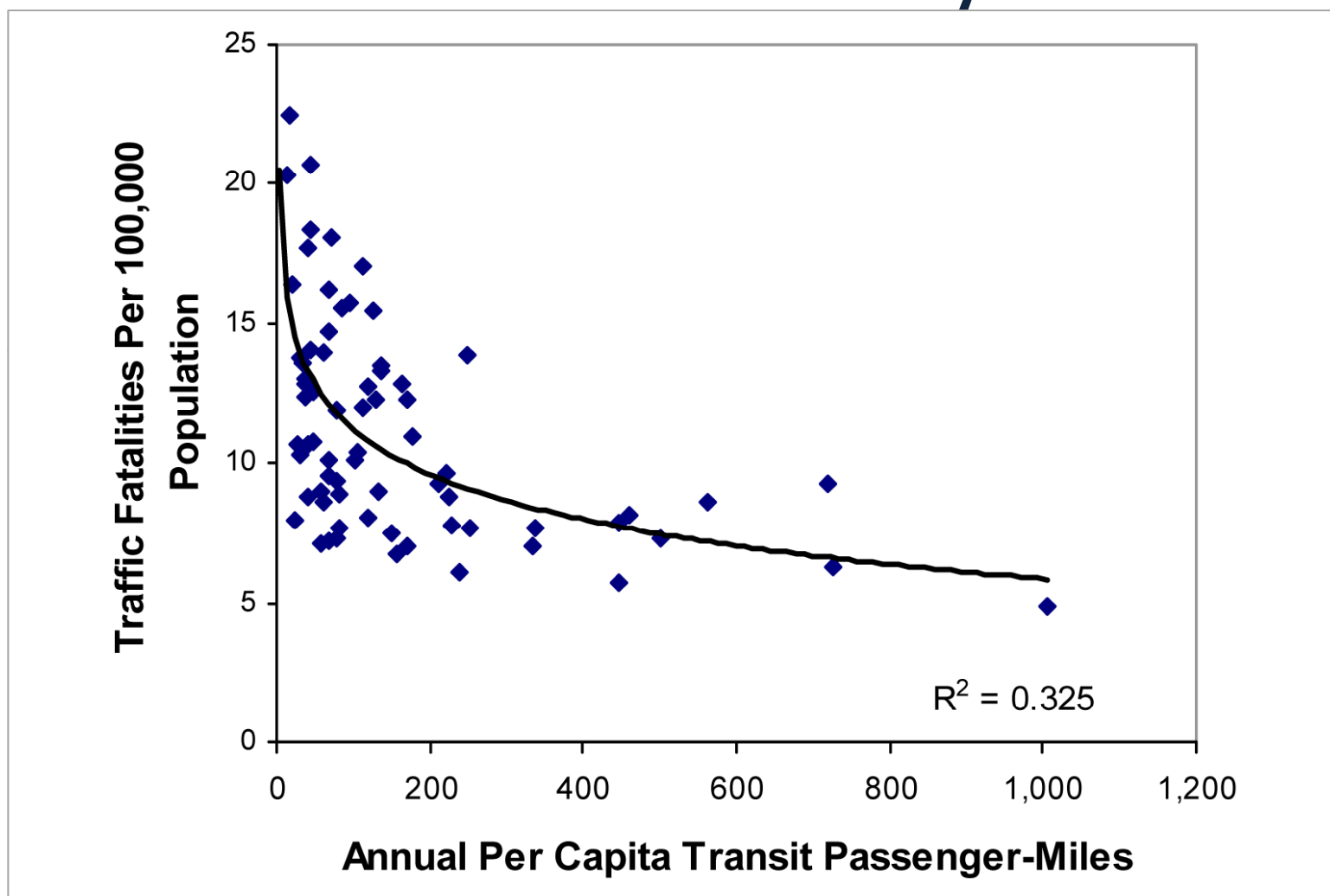
What we already know...



Source: Ewing et al. (2003)

Compact places have fewer traffic deaths.

What we already know...



Source: Litman and Fitzroy (2006)

As transit ridership goes up, traffic deaths go down.

What we already know

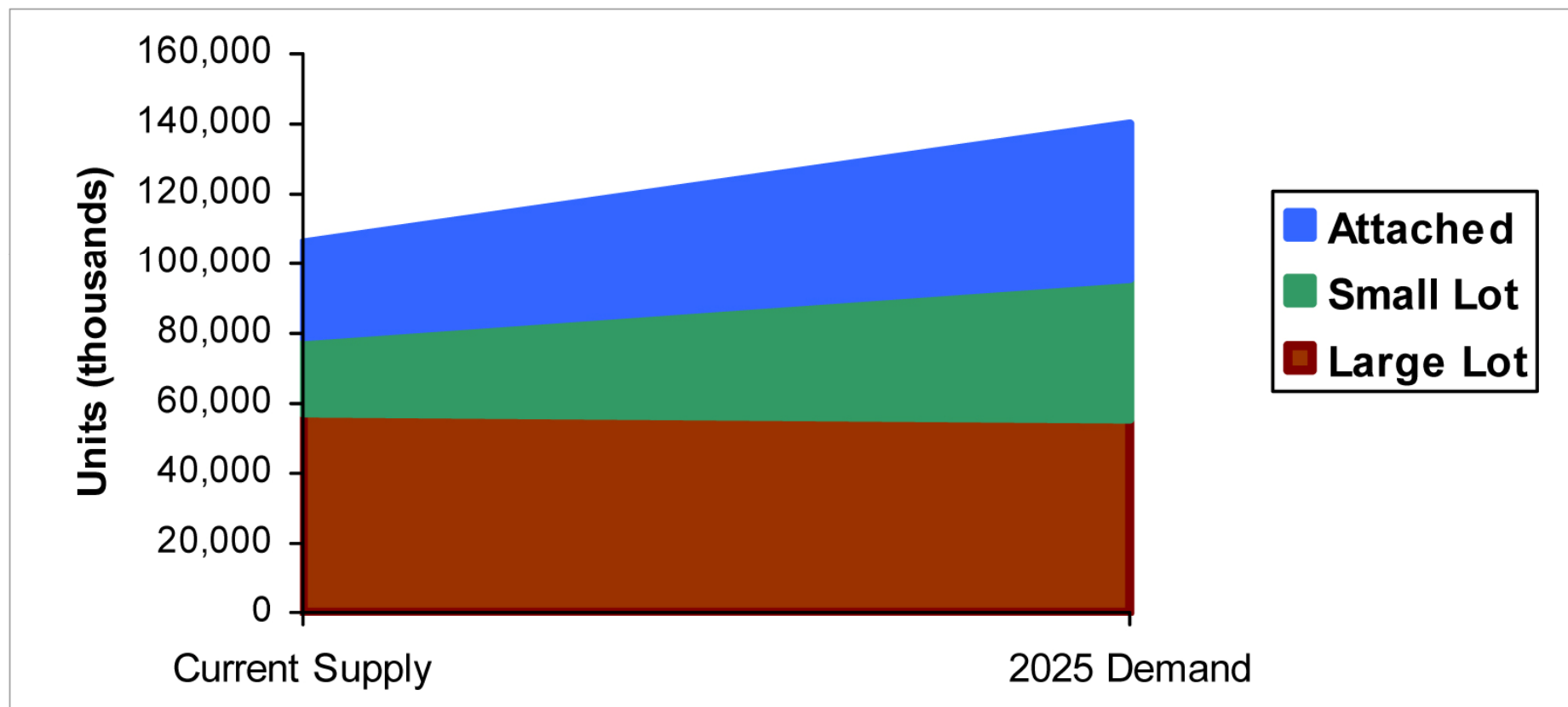
TABLE 5 ESTIMATED COST SAVINGS FROM WALKABLE URBAN DESIGN

Land Use/Urban Design Characteristics	Change in Amount of Walking (Miles, Over a Two-Day Period)		Number of Persons Who Will Move from First to Second Tertile of Physical Activity		Annual Lives Saved		Present Discounted Value (in Dollars)	
	Low (median-75th percentile)	High (median-95th percentile)	Low	High	Low	High	Low	High
Street connectivity (intersection density)	0.3816	1.1844	22.79	78.59	0.0456	0.1572	\$2,255,107	\$23,205,007
Retail employment density (retail jobs/ 0.0652 square mile)	0.0652	0.9734	4.72	62.09	0.0094	0.1242	\$466,574	\$18,331,955
Total employment density (jobs/1.0648 square mile)	0.0019	1.0648	1.57	66.02	0.0031	0.1320	\$155,525	\$19,492,206
Population density (persons/square mile)	0.2581	0.549	15.72	28.29	0.0314	0.0566	\$1,555,247	\$8,353,802
Distance to central business district (miles)	-0.8108	-2.5054	45.58	209.05	0.0912	0.4181	\$4,510,215	\$61,725,318

Source: APHA (2010). "The Hidden Health Costs of Transportation."

"Walkability" saves lives...and \$\$\$!

What we already know...



Source: Arthur C. Nelson (2006), "Leadership in a New Era," Journal of the American Planning Association, Vol. 72, No. 4

Consumer preferences are shifting.

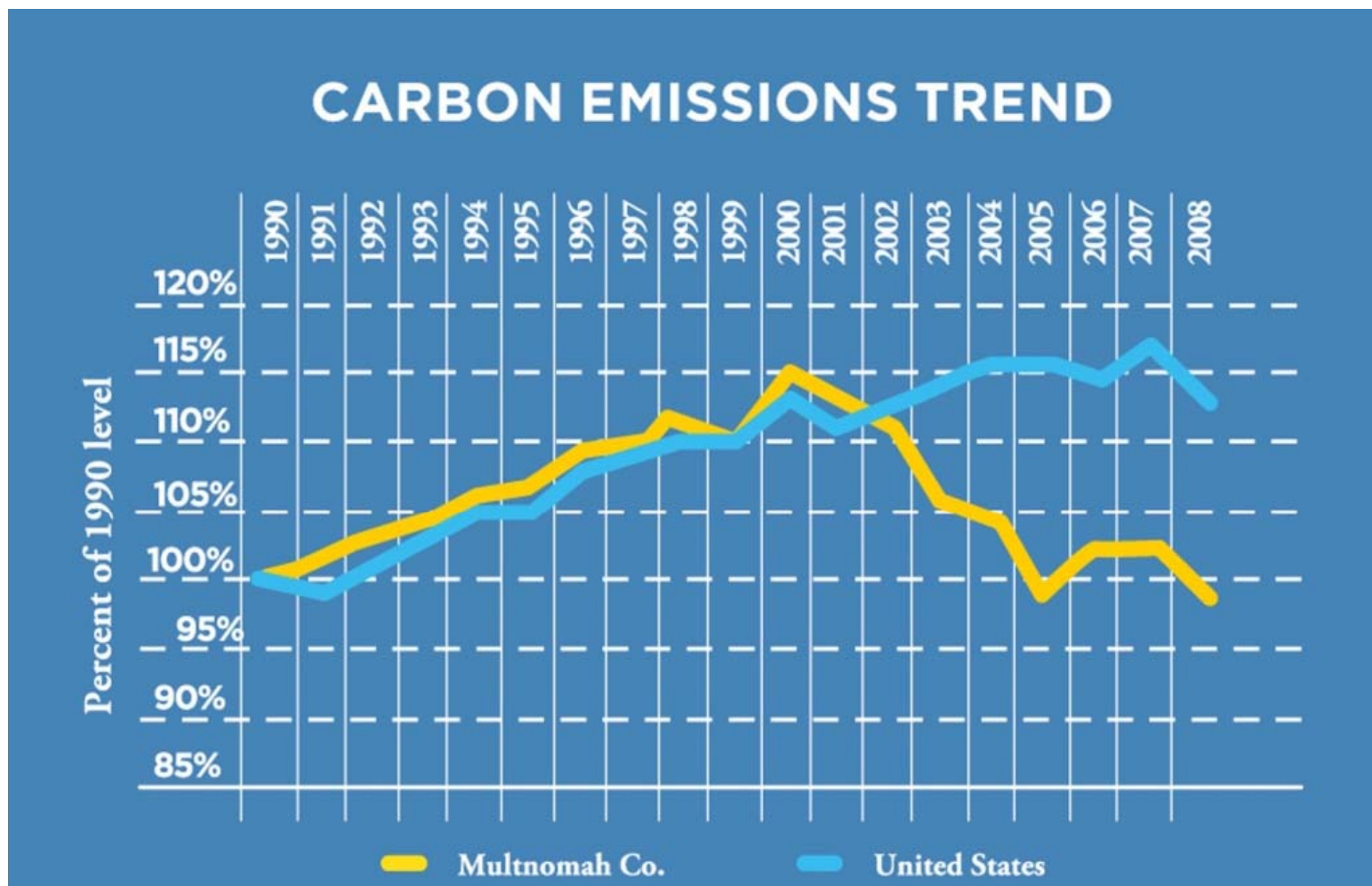
What we already know...



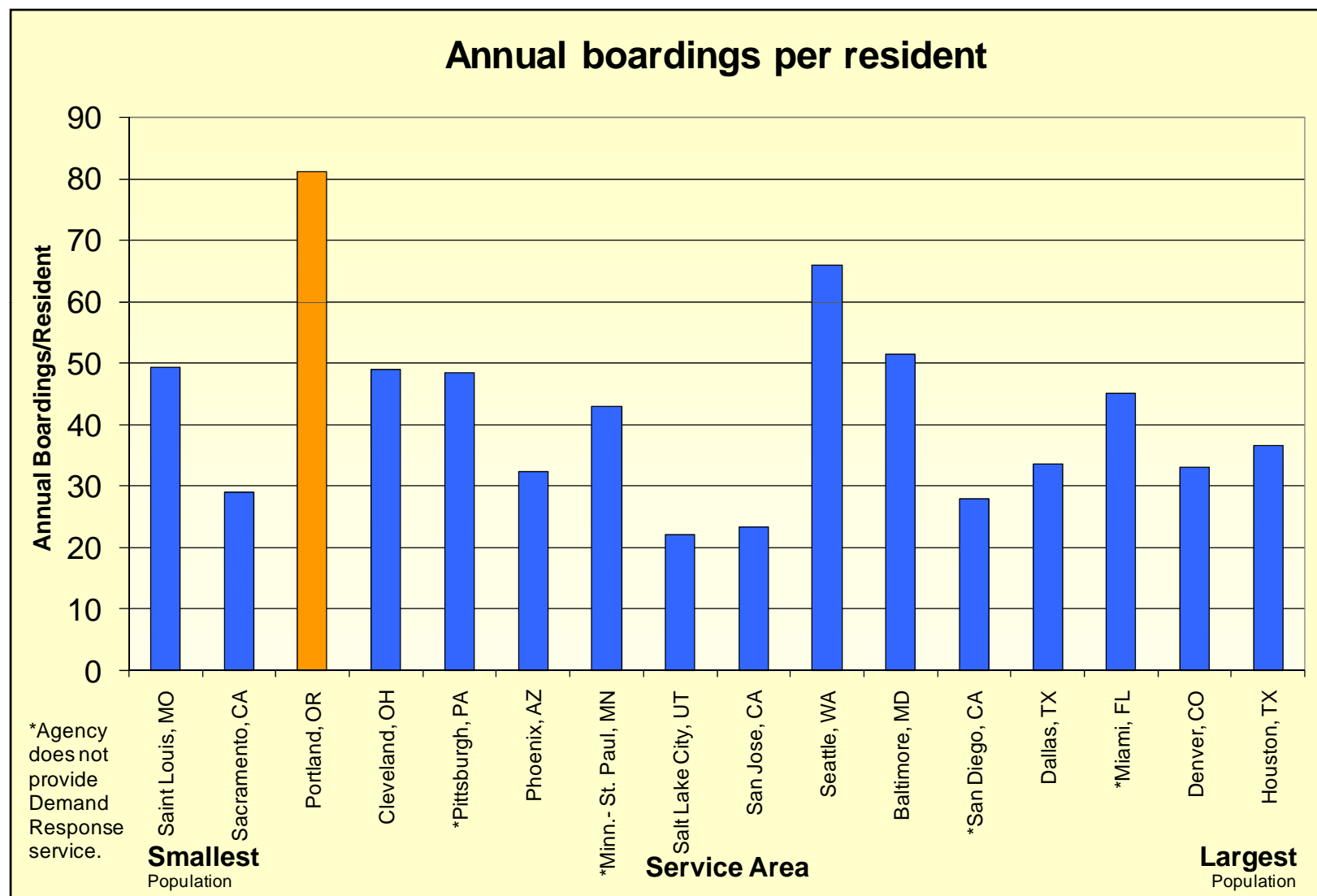
Consumers want choices.

How is the Portland region doing?

Portland region emits less...

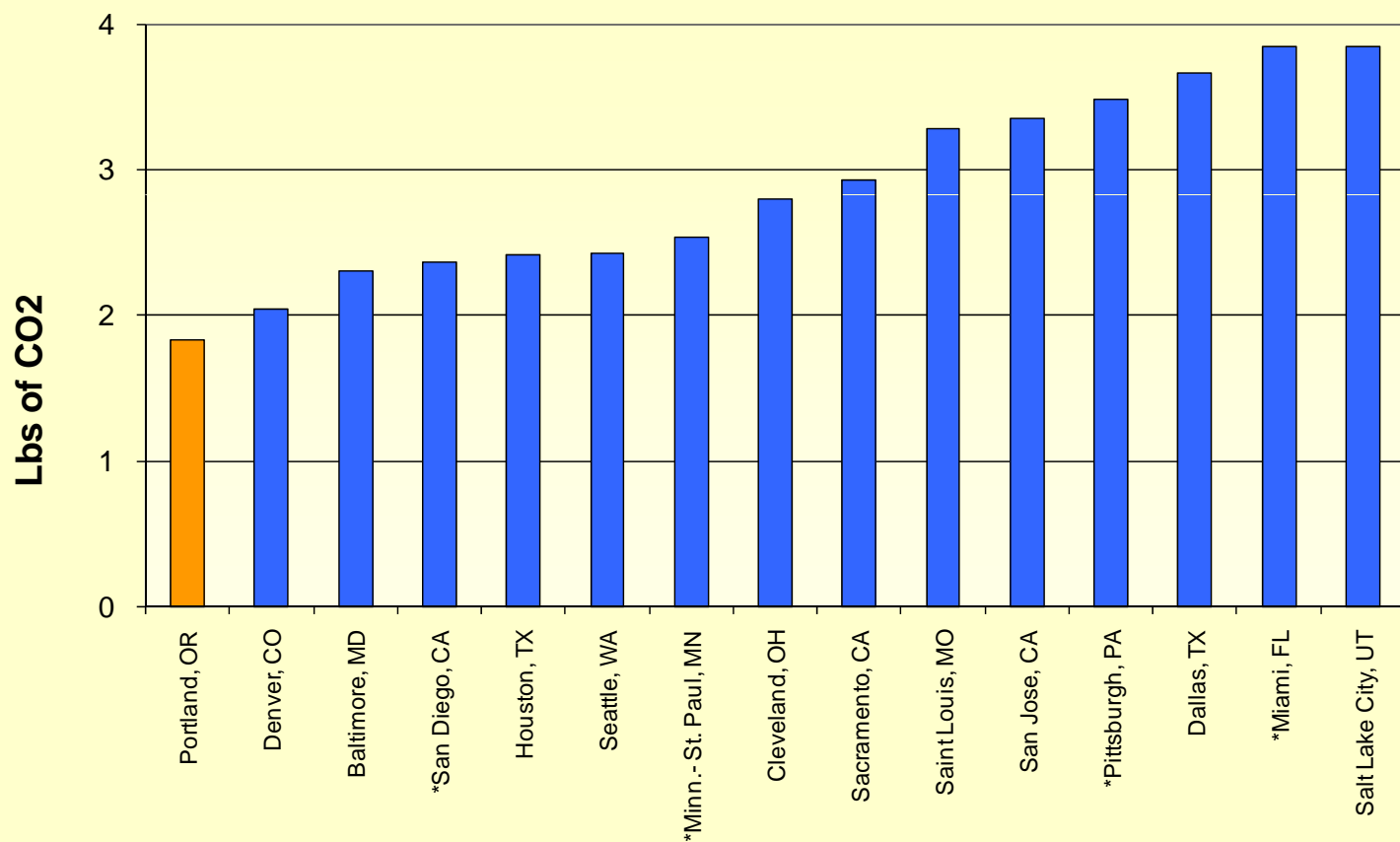


Rides transit more often...



Our region has a “green” system

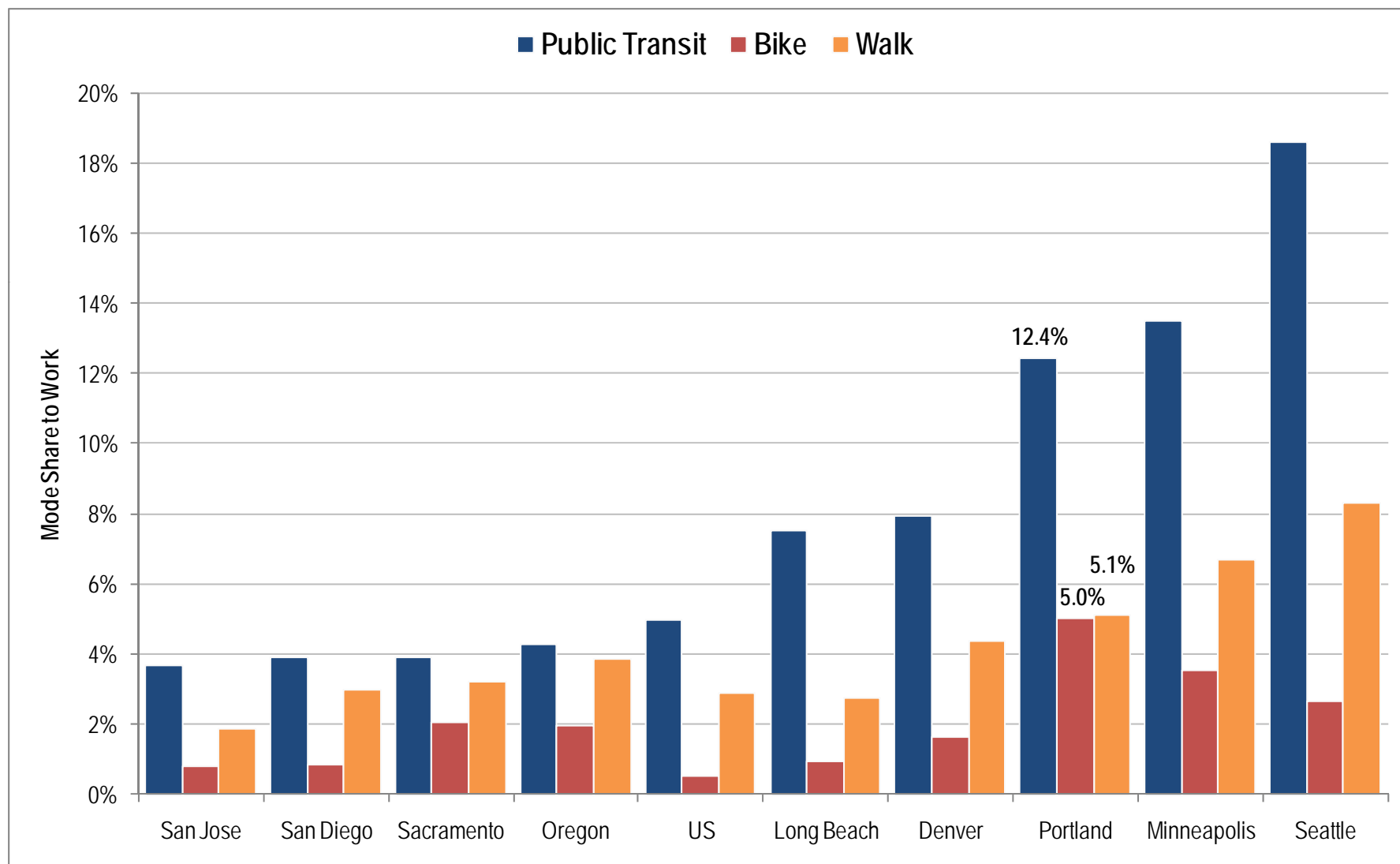
Carbon dioxide emissions per boarding



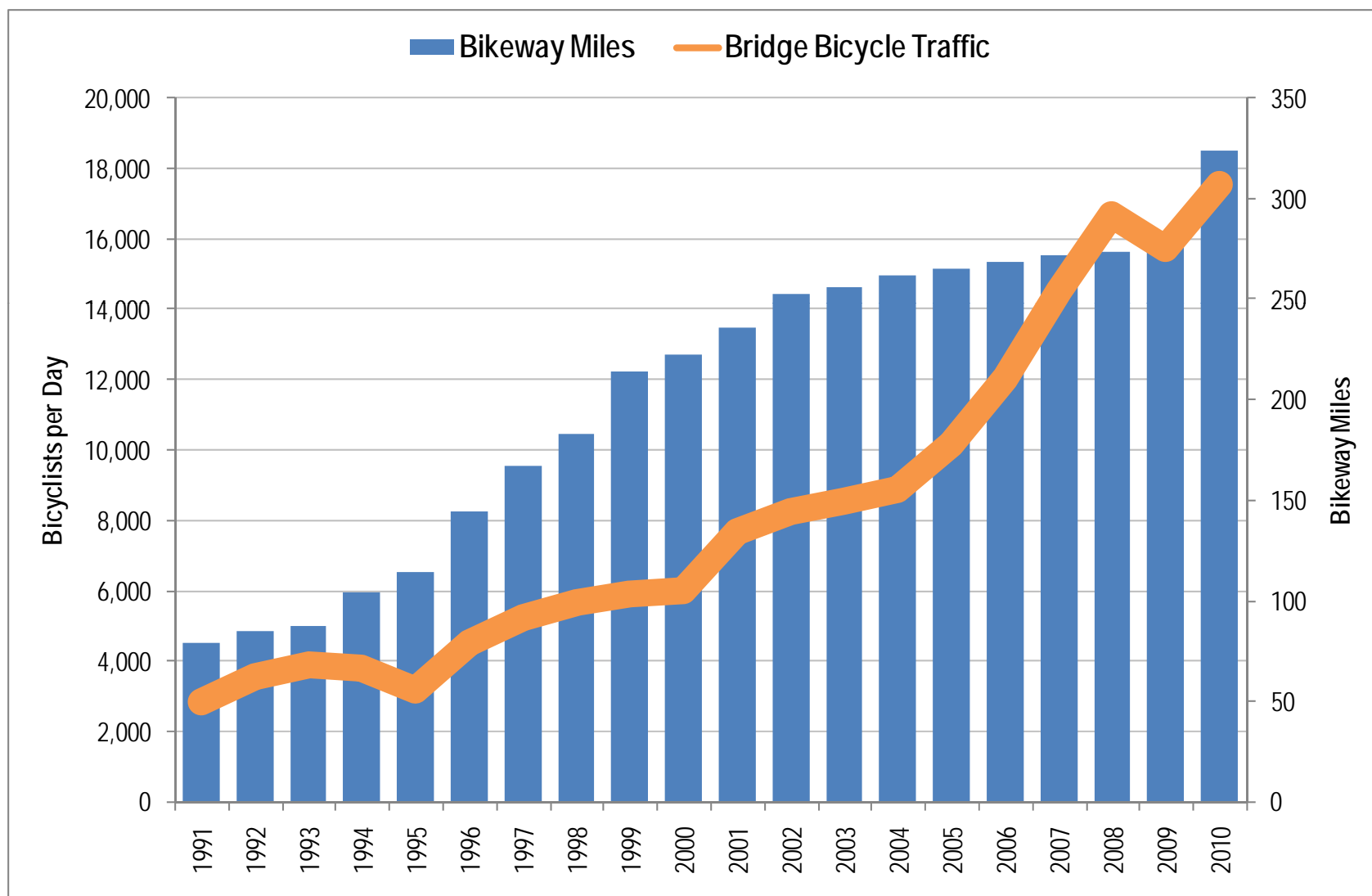
Note: Assumes national average of 1.34 lbs of CO2 emissions per kWh of electricity consumption. Regional power supplies vary significantly.

* Excludes energy consumption and corresponding trips for one or more modes provided by transit agency.

Our region bikes more...



...every year!





Significant investments continue...



Flickr user: Thomas Le Ngo

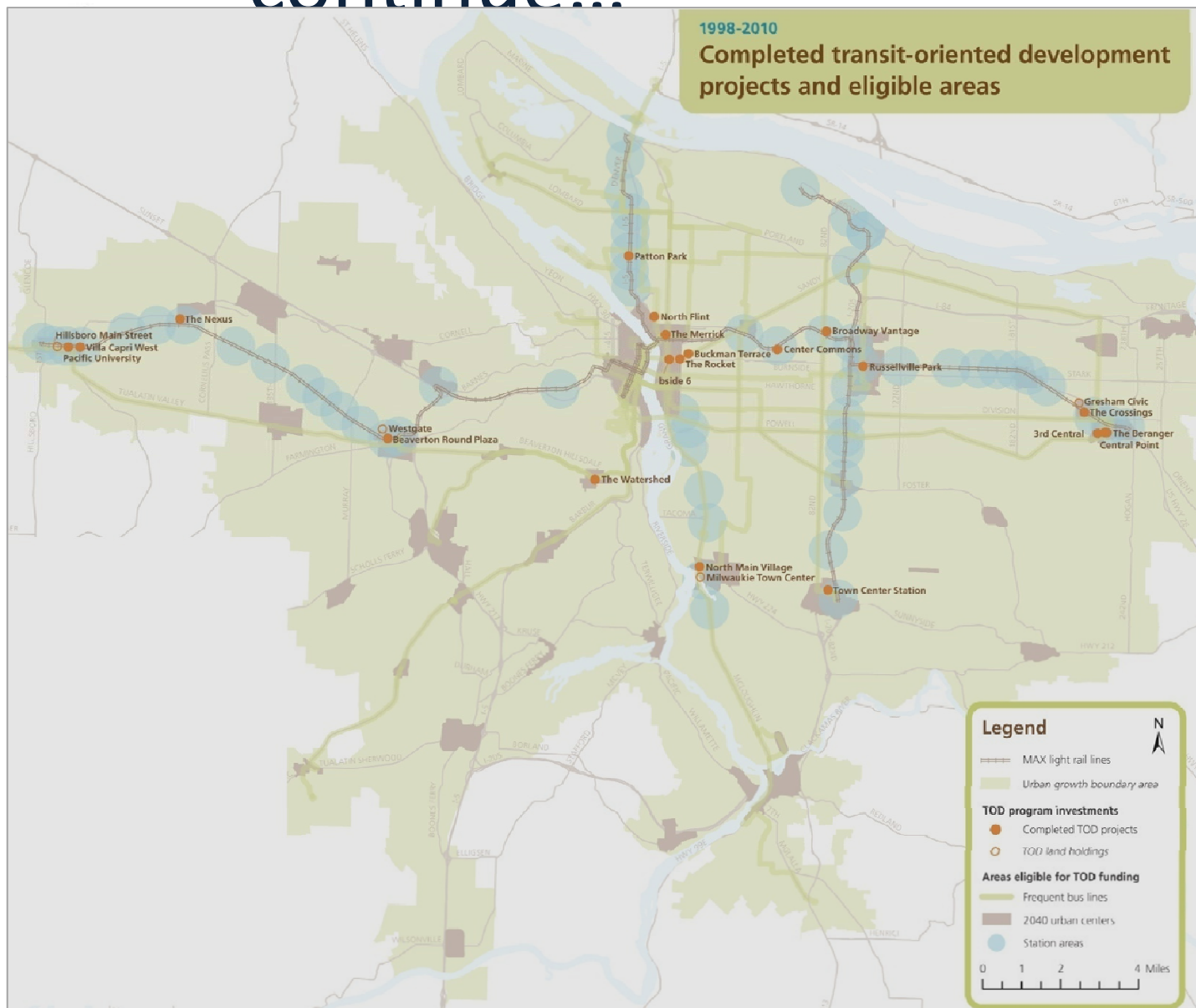


Flickr user: GIRLintheCAFE



Flickr user: ahockley

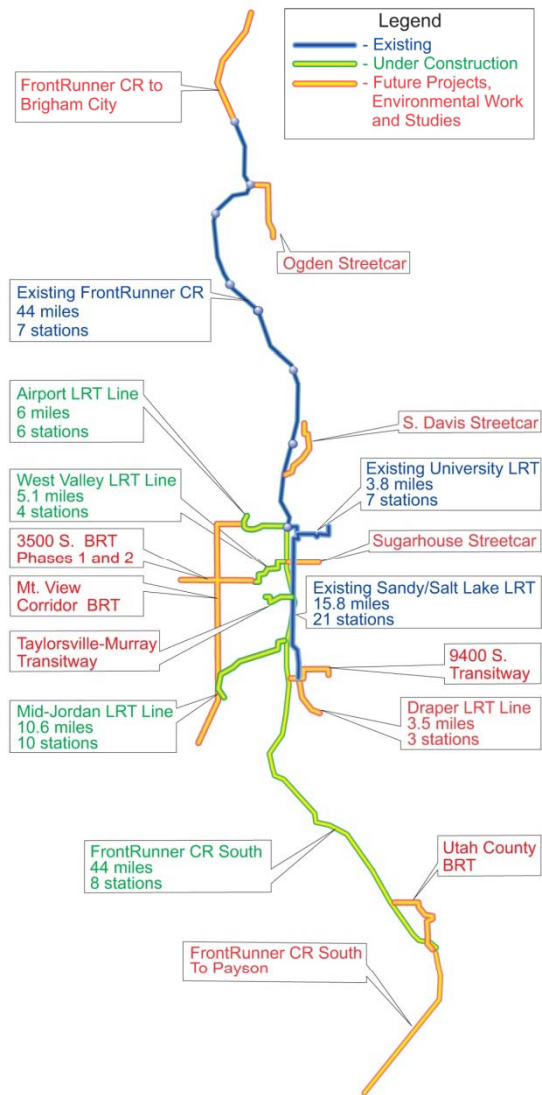
Significant investments continue...



What are other regions doing?

Salt Lake City, UT

Proposed System Expansion

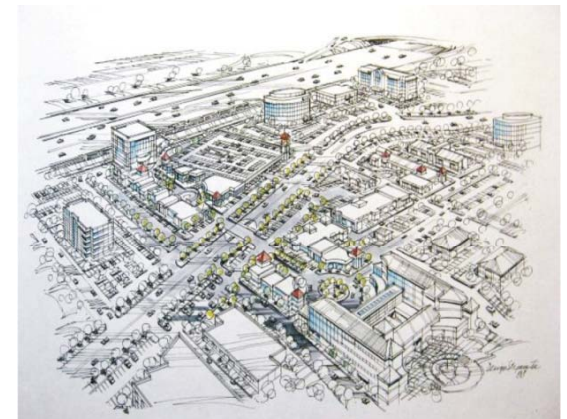


Flickr user: Steven Vance



Birkhill at Fireclay

South Jordan Station



Denver, CO

Denver Union Station



Flickr user: faceless b

Denver FasTraks System Expansion



Seattle, WA

East Link Project



Flickr user: DB's Travels



Flickr user: Oran Viriyincy

Metro RapidRide System





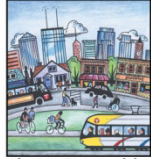
Flickr user: Stephen Rees



Flickr user: tracktwentynine

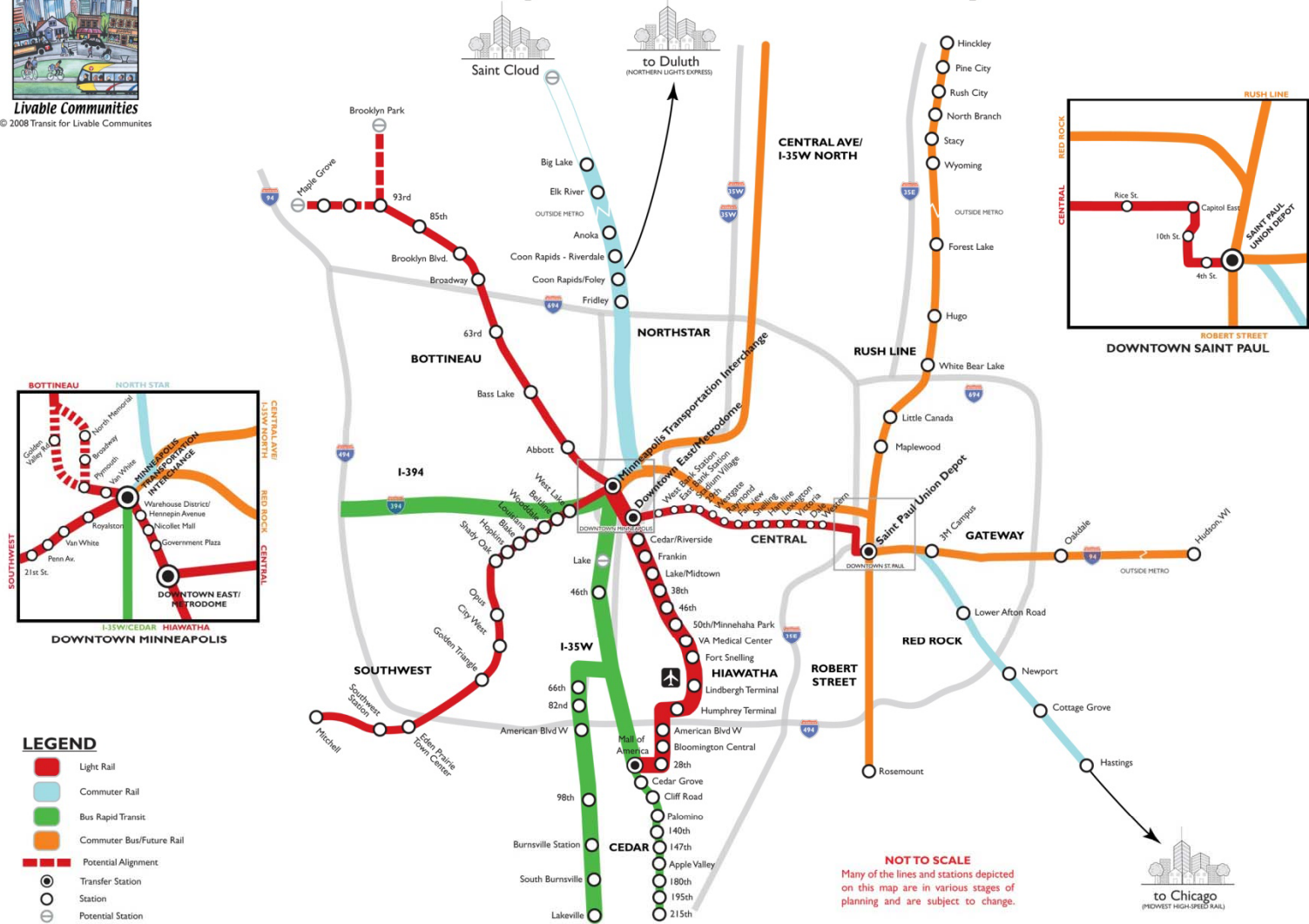
Minneapolis, MN

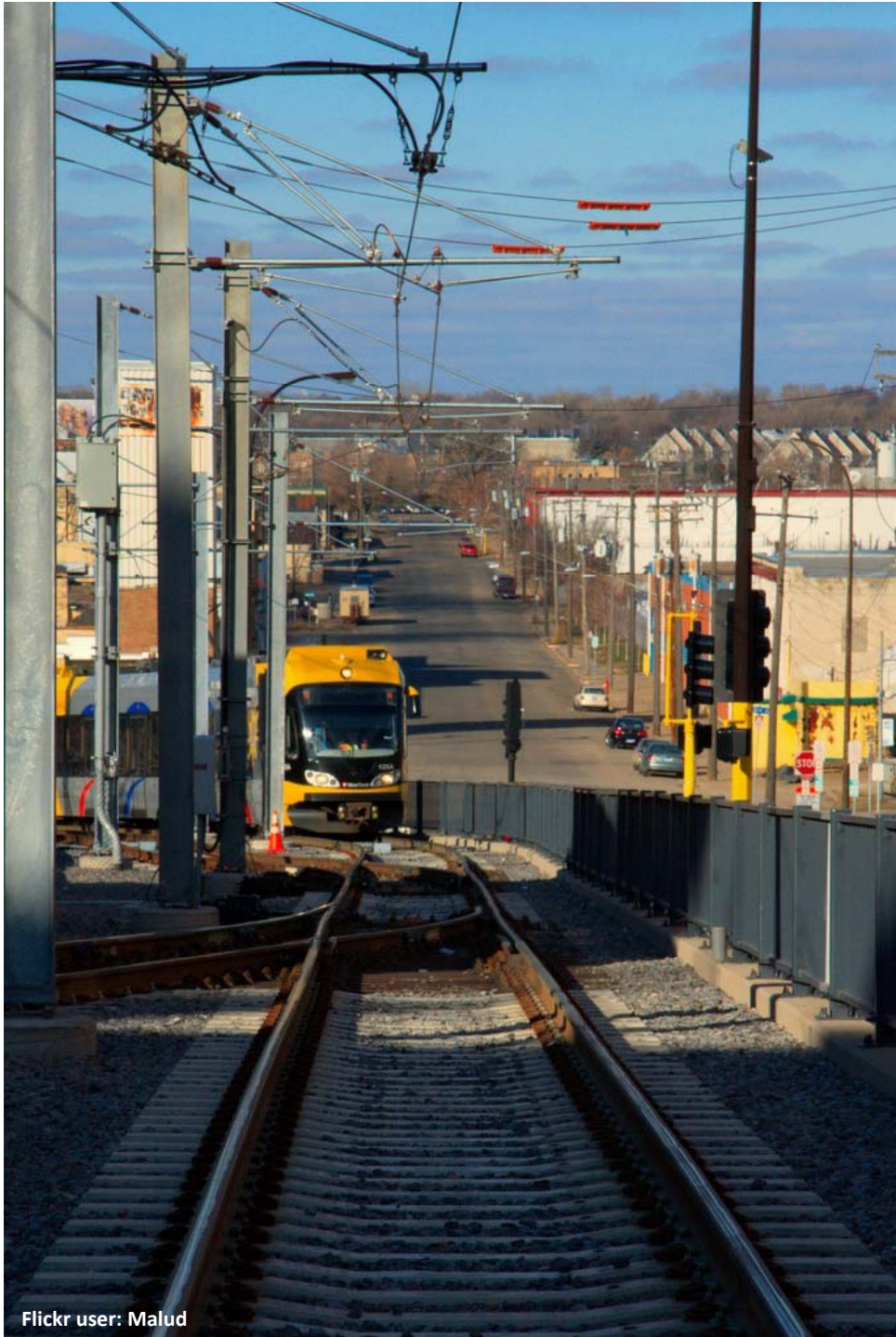
TRANSIT for



Livable Communities
© 2008 Transit for Livable Communities

Minneapolis-St. Paul Transitways 2020





Flickr user: Malud



Flickr user: tracktwentynine



Arlington Virginia's RB

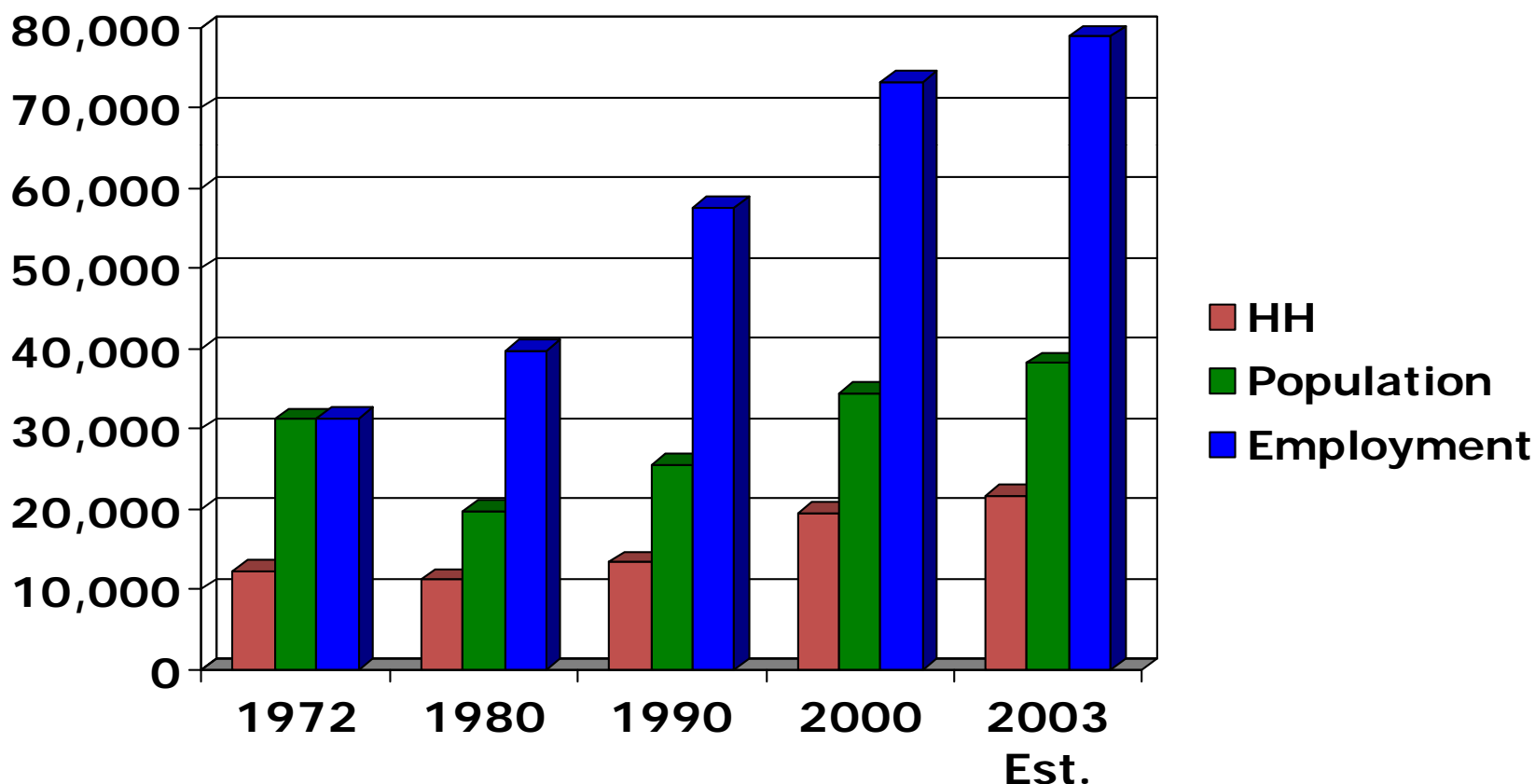




Using compact development to
protect single family neighborhoods

Cherrydale, Arlington. By Flickr user Adam Fagen, Creative Commons license

Household, Population & Employment Trends



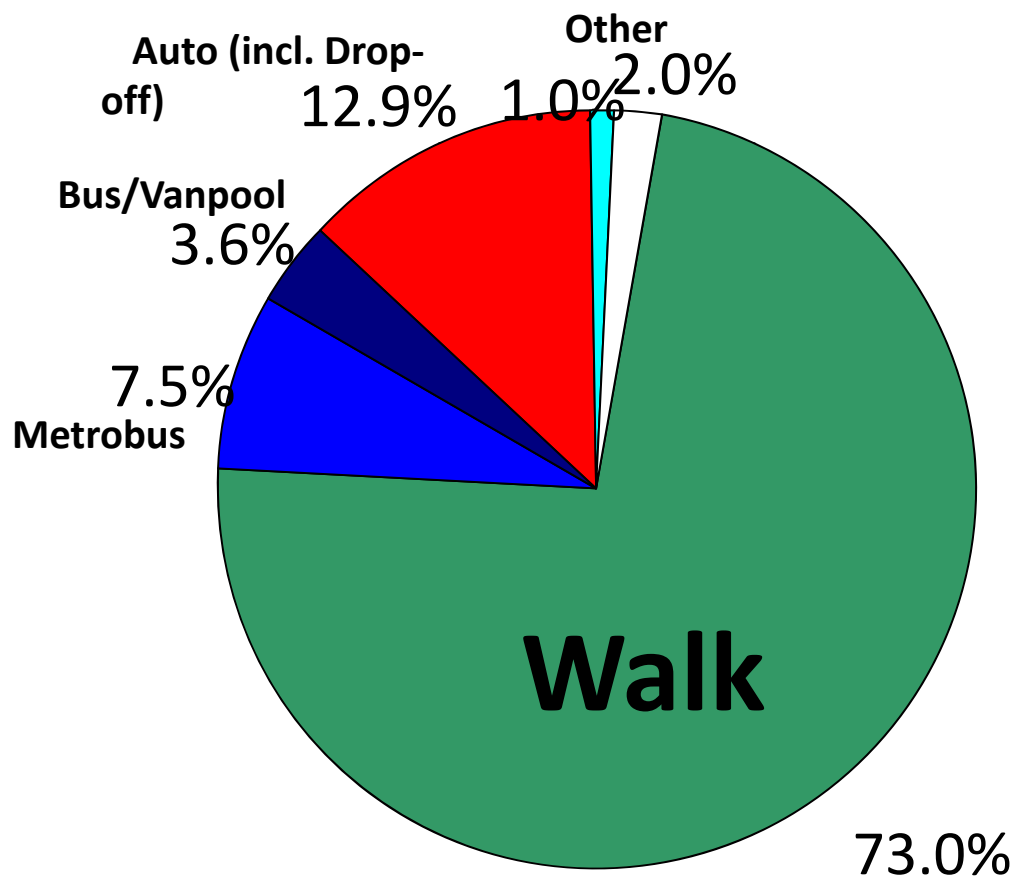
Source: Arlington County Department of Community Planning, Housing & Development

Regional Impacts

- **Almost 30 million SF of development has occurred on two square miles of urban land**
- **This development would require 14 square miles of green field land if constructed in a typical suburban location**
- **12.3% of all regional Metrorail trips originate or are destined for the R-B Corridor and almost 30% for Arlington (May 2002 average weekday)**
- **The R-B Corridor produces 32.8% of the County's real estate tax revenue from 7.6% of its land area**

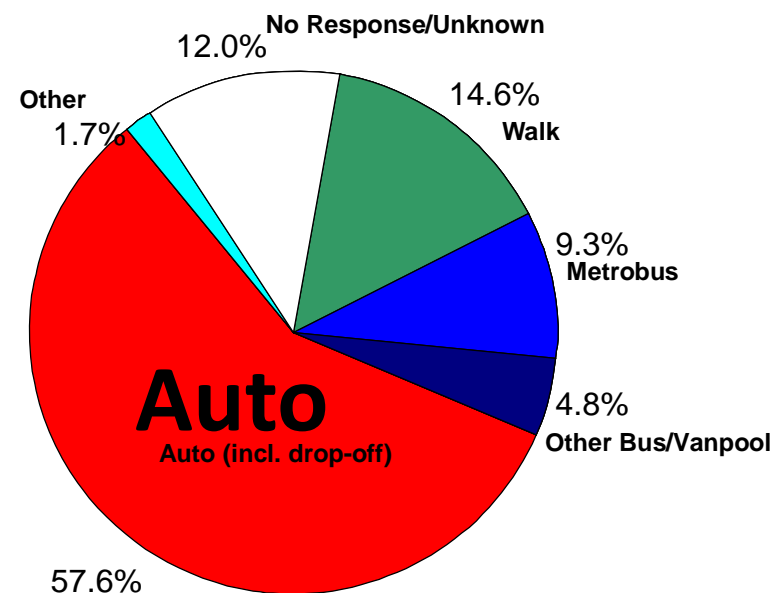
Arlington RB Corridor

39,500 daily boardings

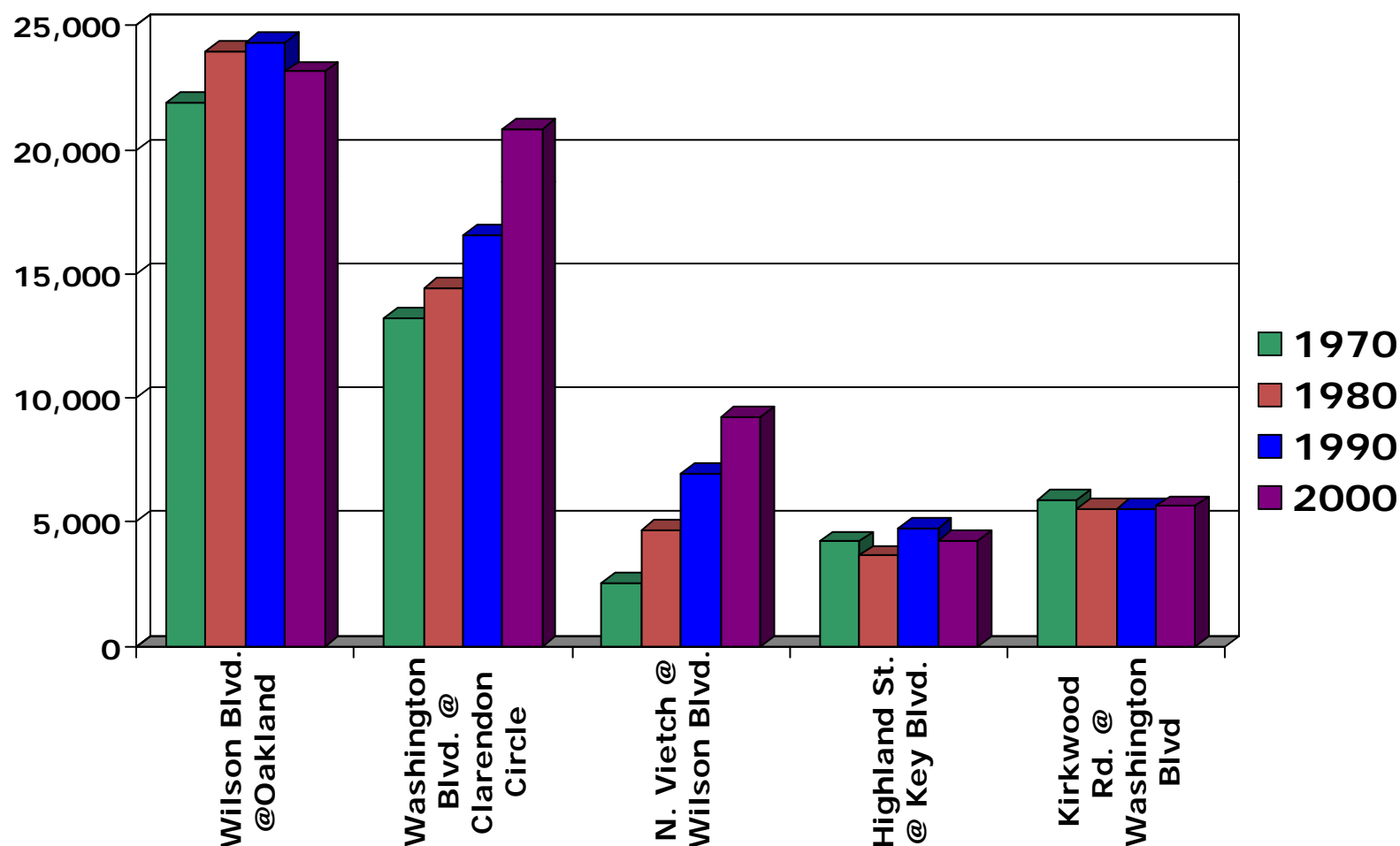


Fairfax County

29,250 daily boardings

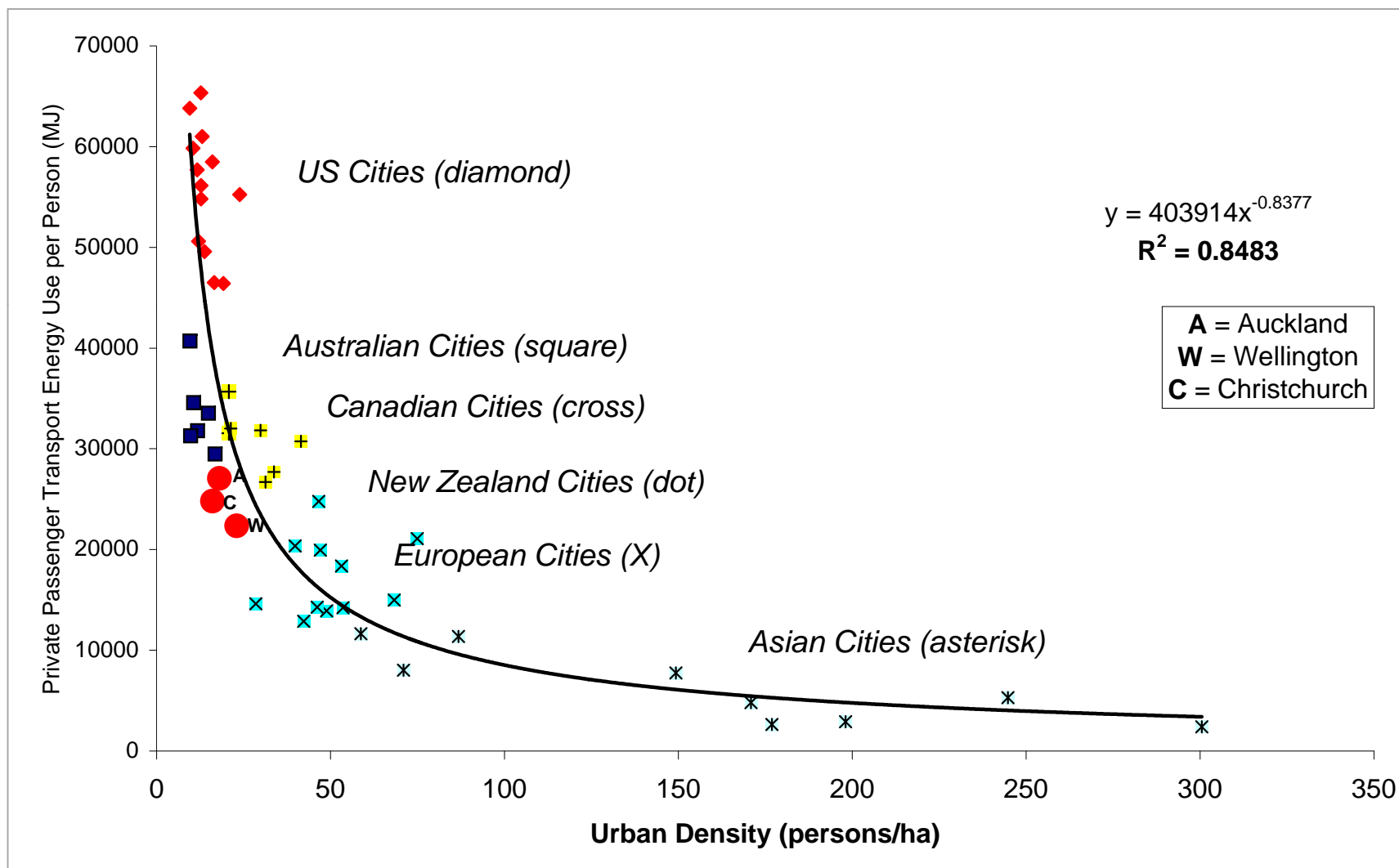


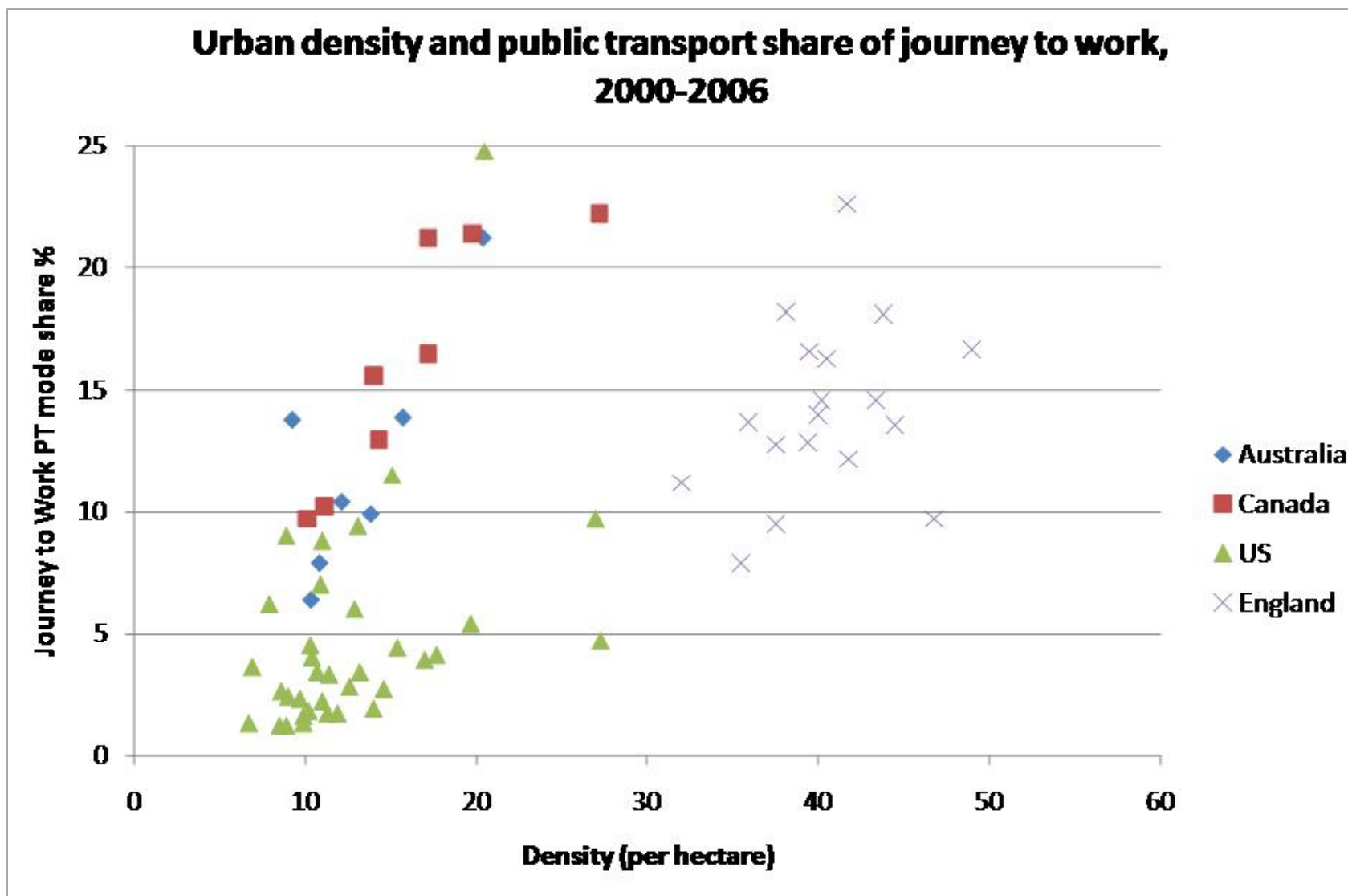
Traffic Trends



Source: Arlington County Department of Public Works historical traffic counts

**However, we are all playing
“catch up.”**





Edmonton





Photo by Flickr user Remotelyboris. Creative Commons license.

Calgary



Calgary



Flickr user: dmjarvey



Flickr user: thivier

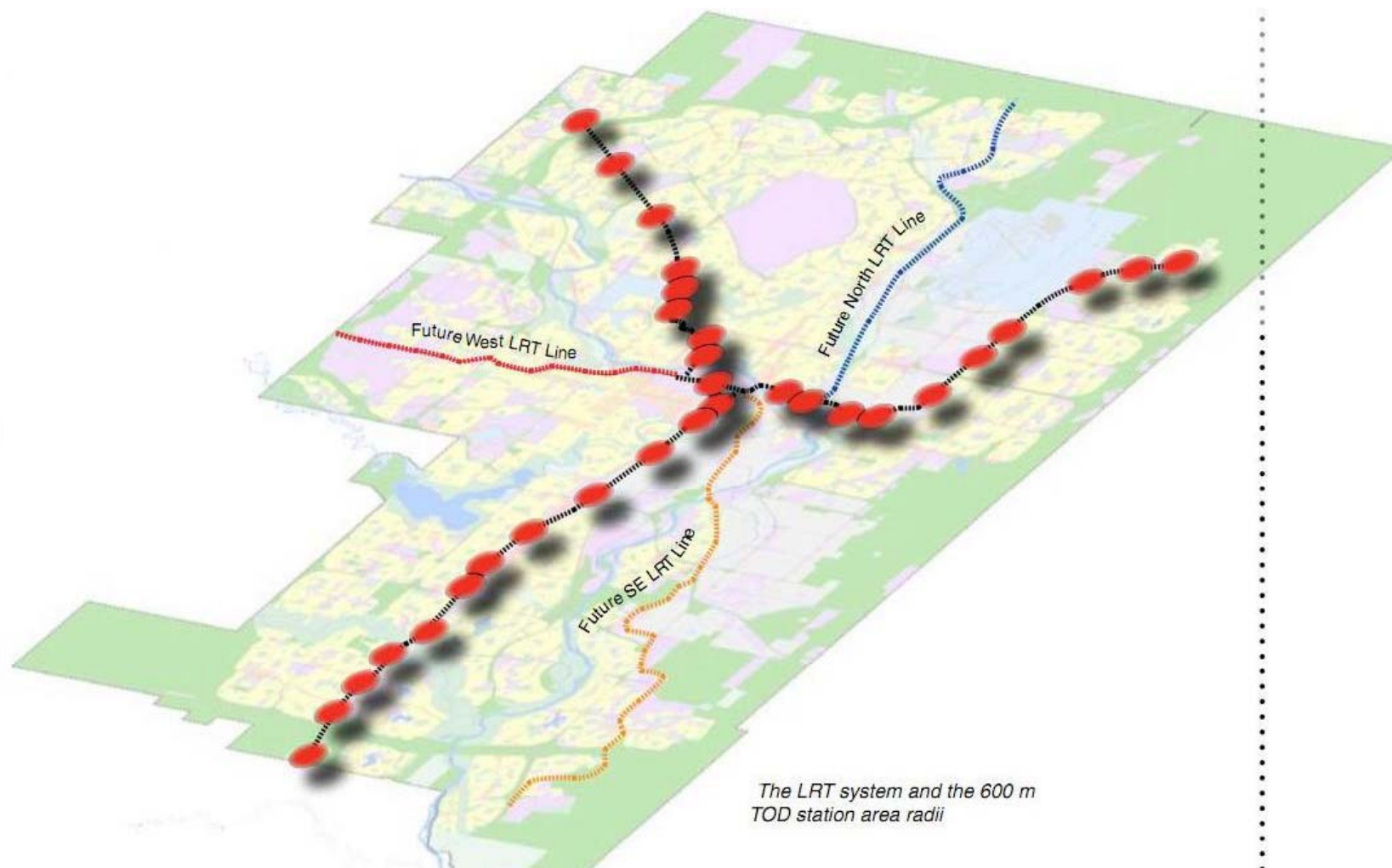


Flickr user: thivier



Flickr user: thivier

TOD in Calgary



Vancouver



Flickr user: Stephen Downes

Vancouver SkyTrain

SkyTrain



Richmond and Burnaby



Remarkable height and density





...but leafy and green at the ground level

...and great parks



...and every daily need within walking distance



...and developer-subsidized child
care



Photo: BC Government Photos: Creative Commons



Thank You.

Southwest Corridor Plan

Integrated approach to corridor
planning


Steering Committee | Oct. 3, 2011

Priority corridor

www.oregonmetro.gov

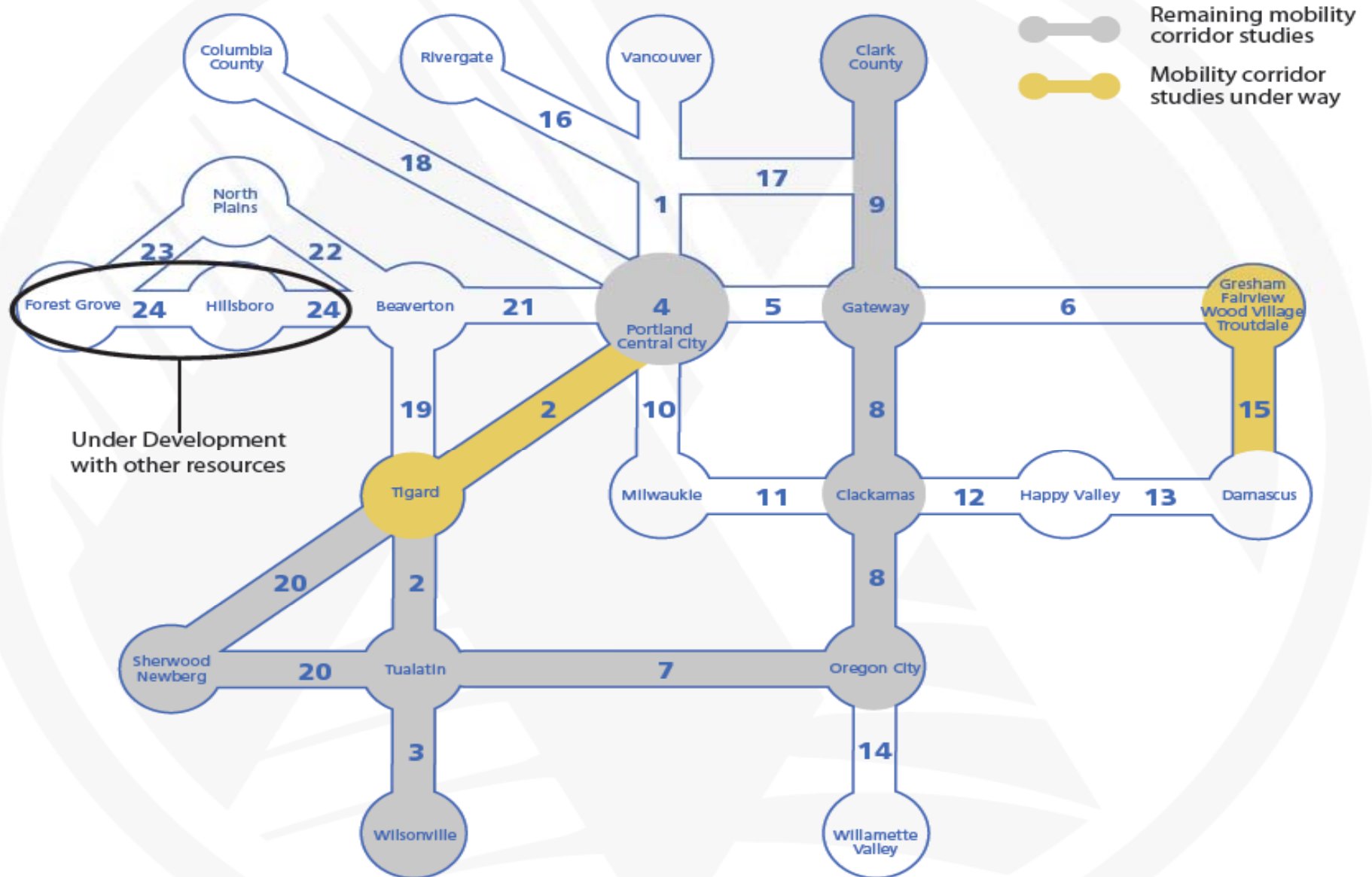


2035
REGIONAL TRANSPORTATION PLAN

 **Metro** | *Joint Policy Advisory Committee on Transportation*



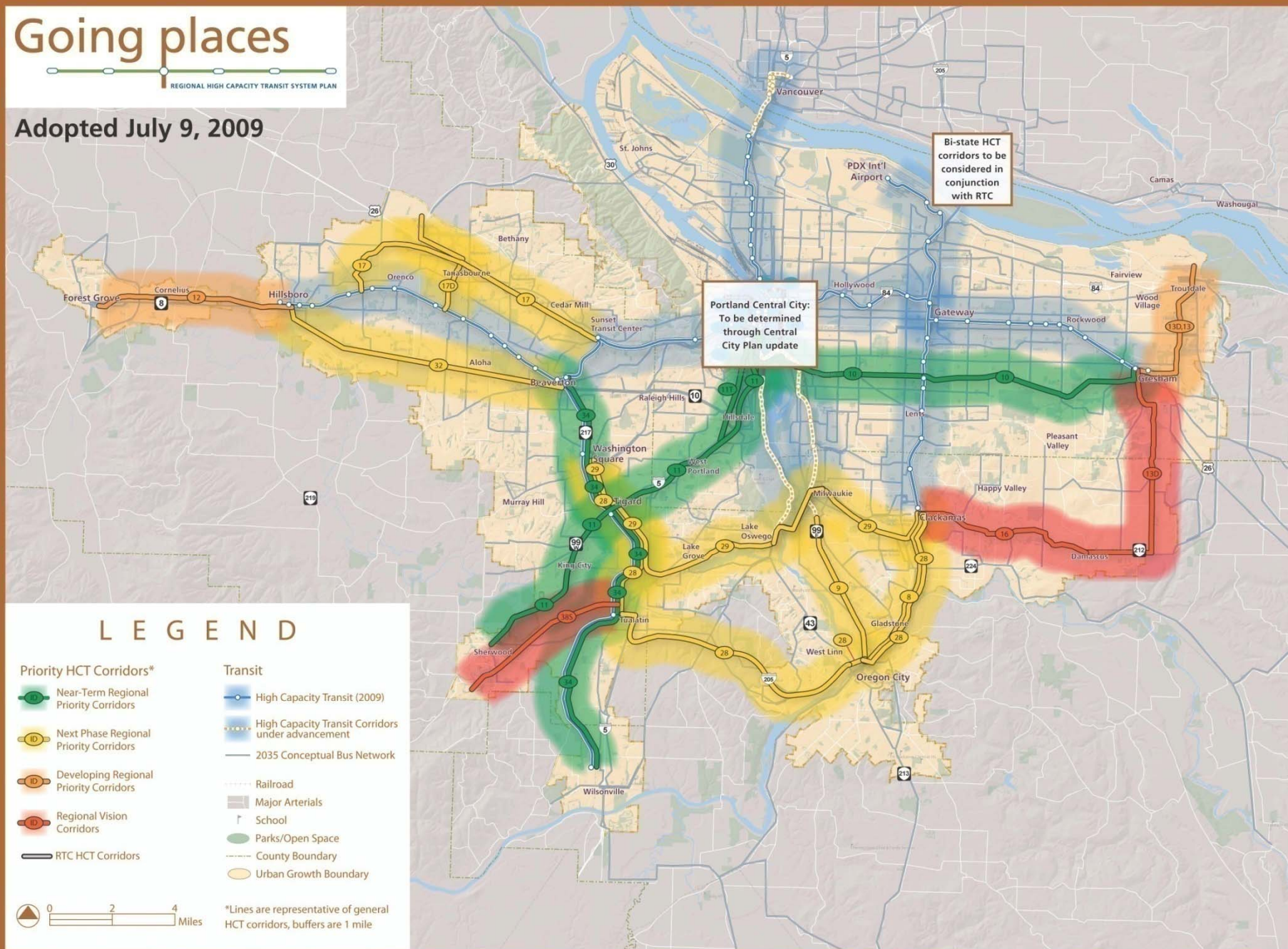
Mobility corridors



Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Adopted July 9, 2009



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

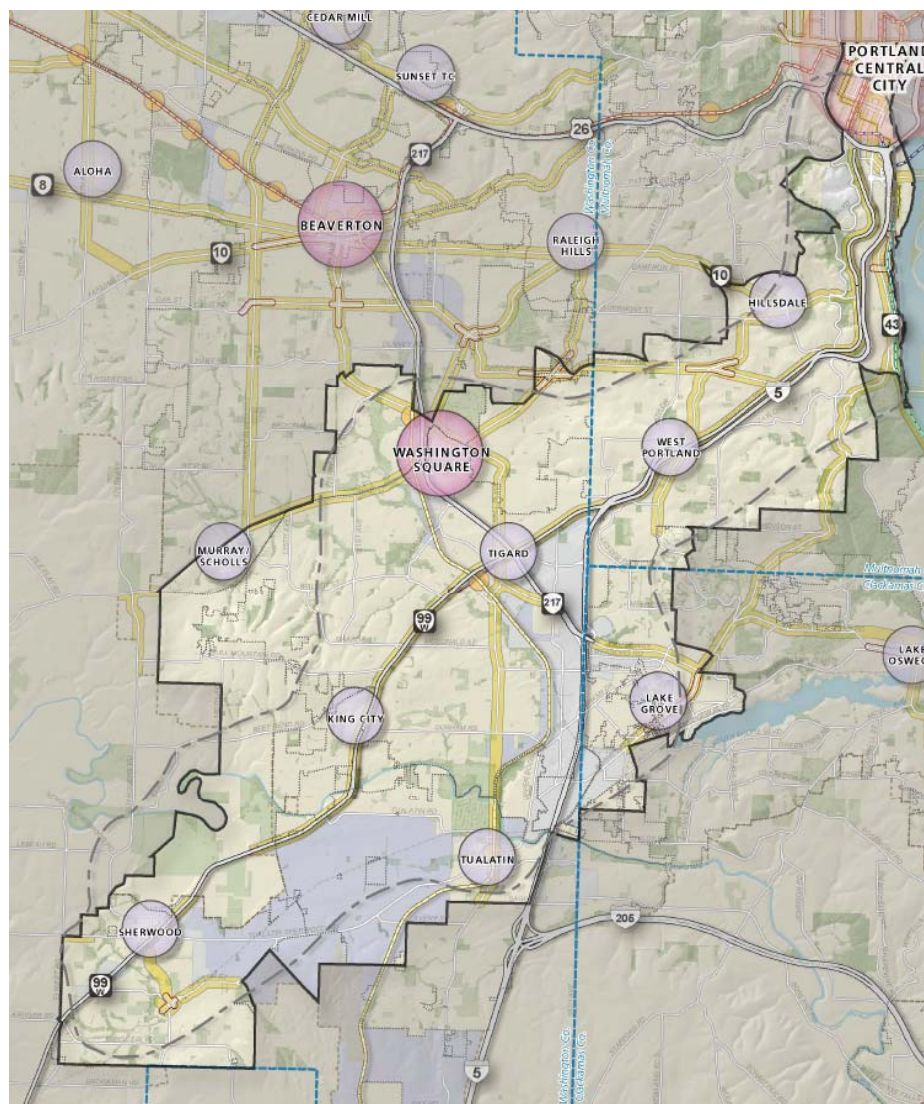
Bi-state HCT
corridors to be
considered in
conjunction
with RTC

Corridor Profile

Population
2010 140k
2035 206k

Employees
2010 163k
2035 251k

Projected
travel time
increase
30%





Hwy 217 and Hwy 43

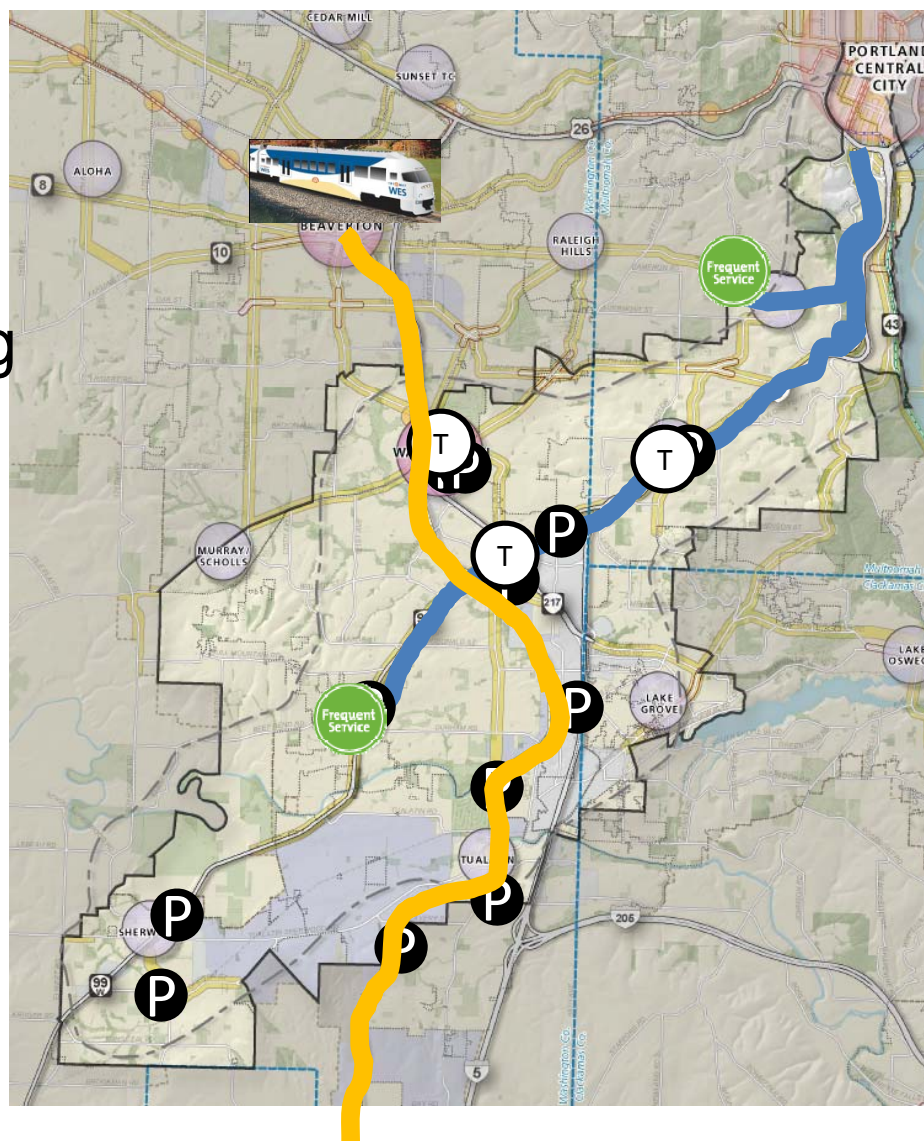


Pacific Highway/99W/Barbur Boulevard

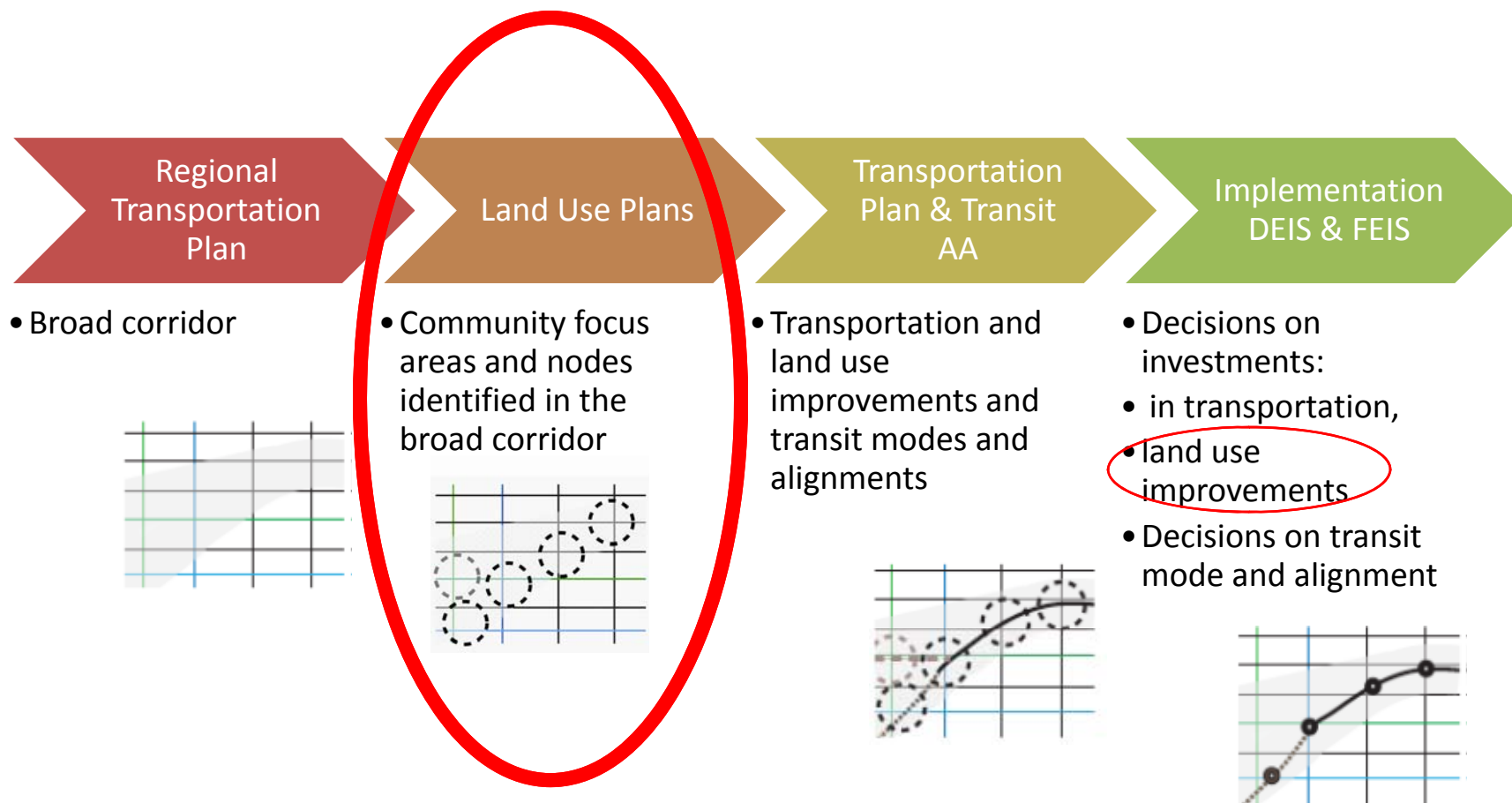


Major Transit Facilities

- WES
- 15 bus lines
- 2,000 parking spaces
- 3 Transit Centers
- 27,000 daily riders



Integrated approach



25 Years from Now

Daily celebration of place

Vibrant, safe communities where
people live, work and play



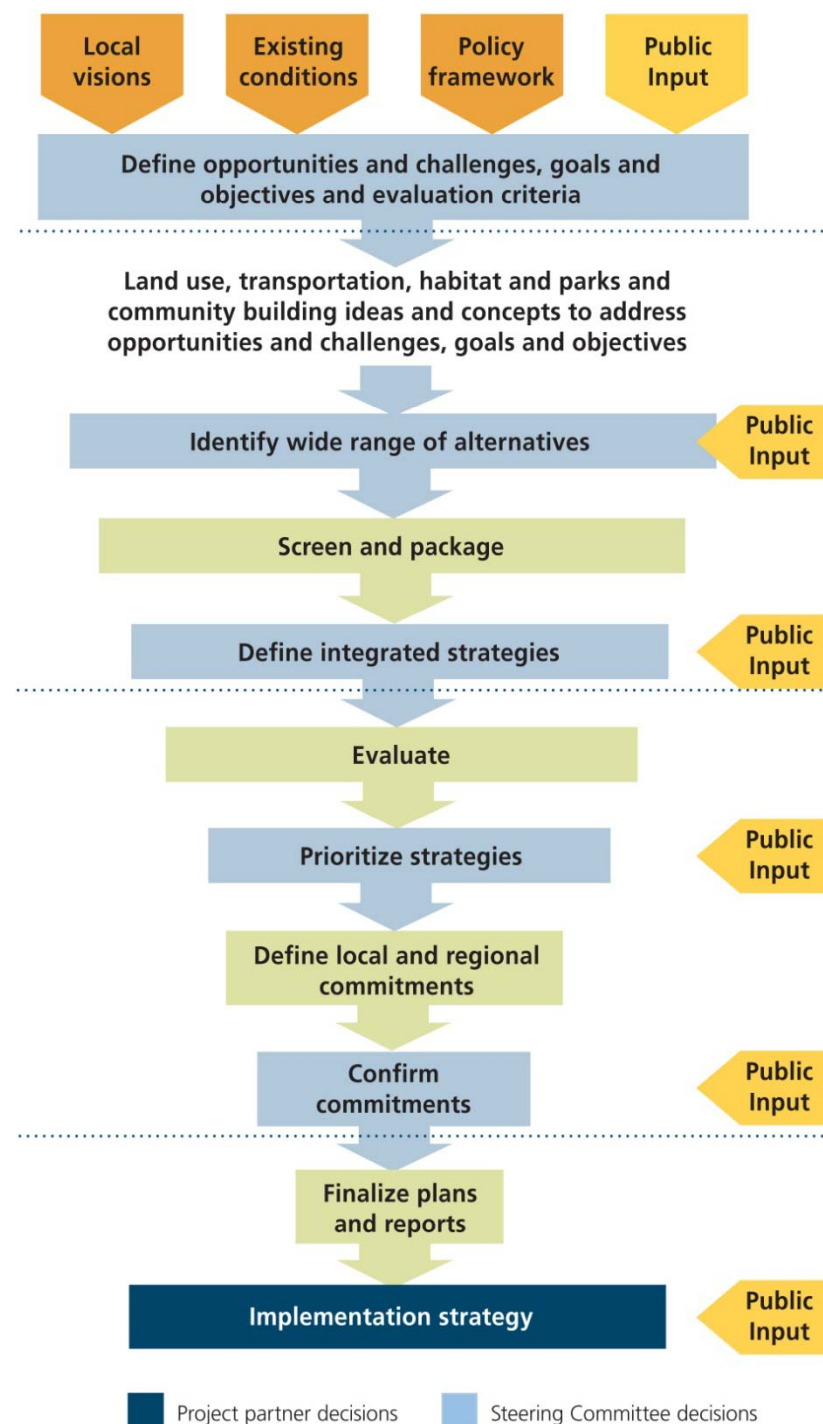
Major timeline

Southwest Corridor Plan schedule

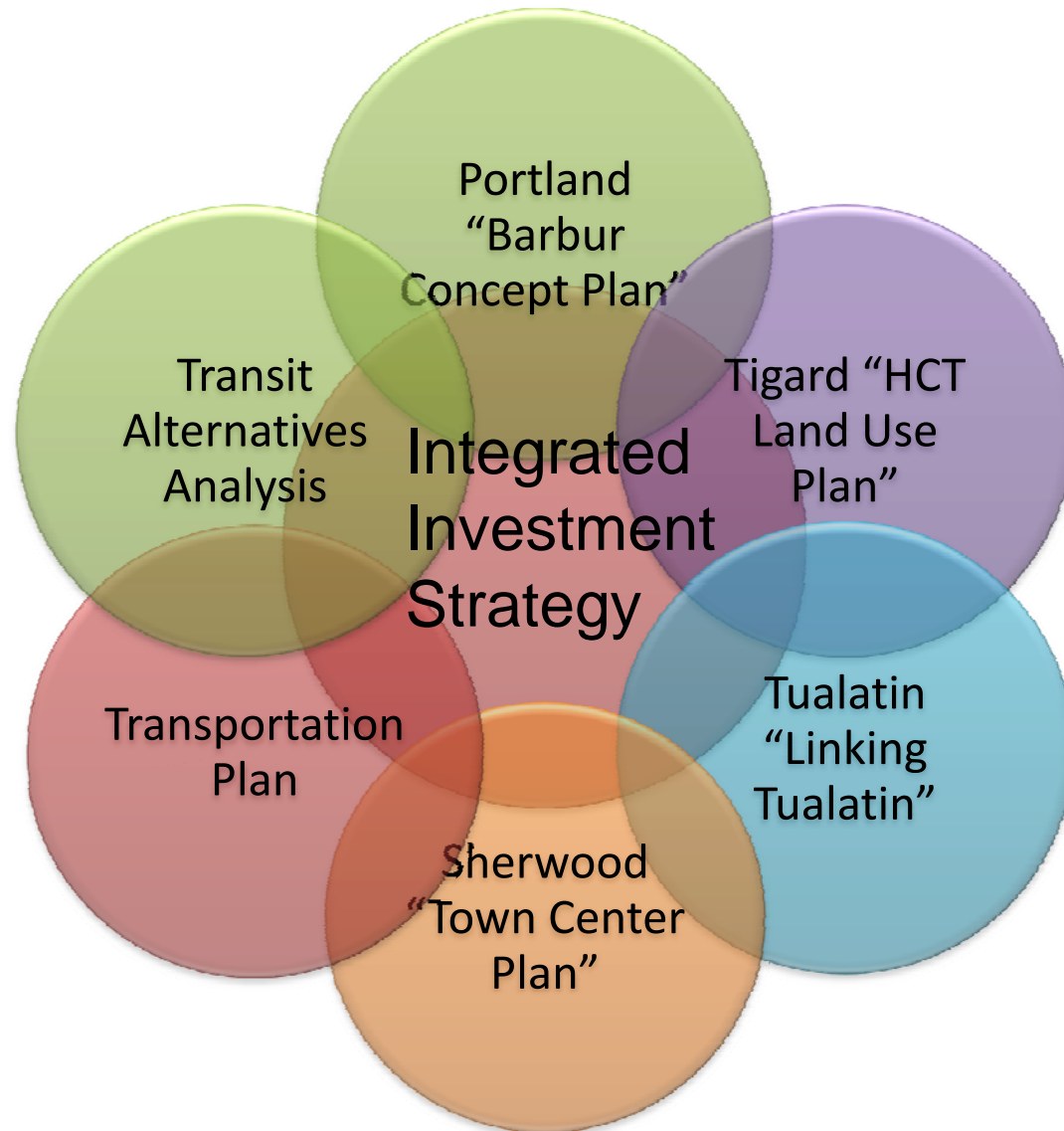


Major tasks

- Identify opportunities and challenges, goals & objectives, purpose & need
- Develop outcomes-based evaluation and screening criteria
- Develop wide range of alternatives
- Screen and package alternatives
- Evaluate integrated strategies
- Prioritize preferred set of integrated strategies
- Develop draft implementation strategy, project partner commitments



Collaborative effort



Tigard – already identified nodes



Typology



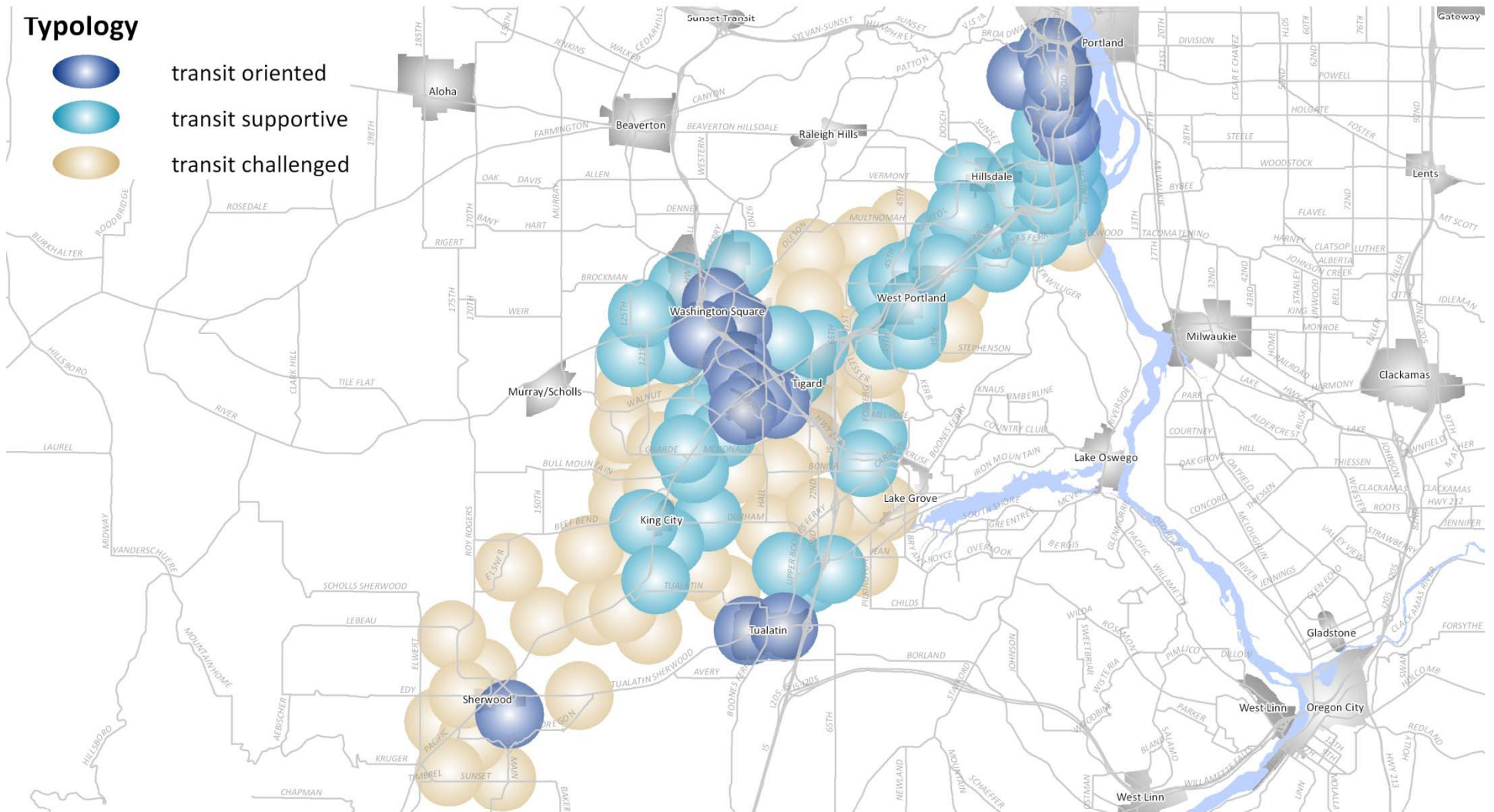
transit oriented

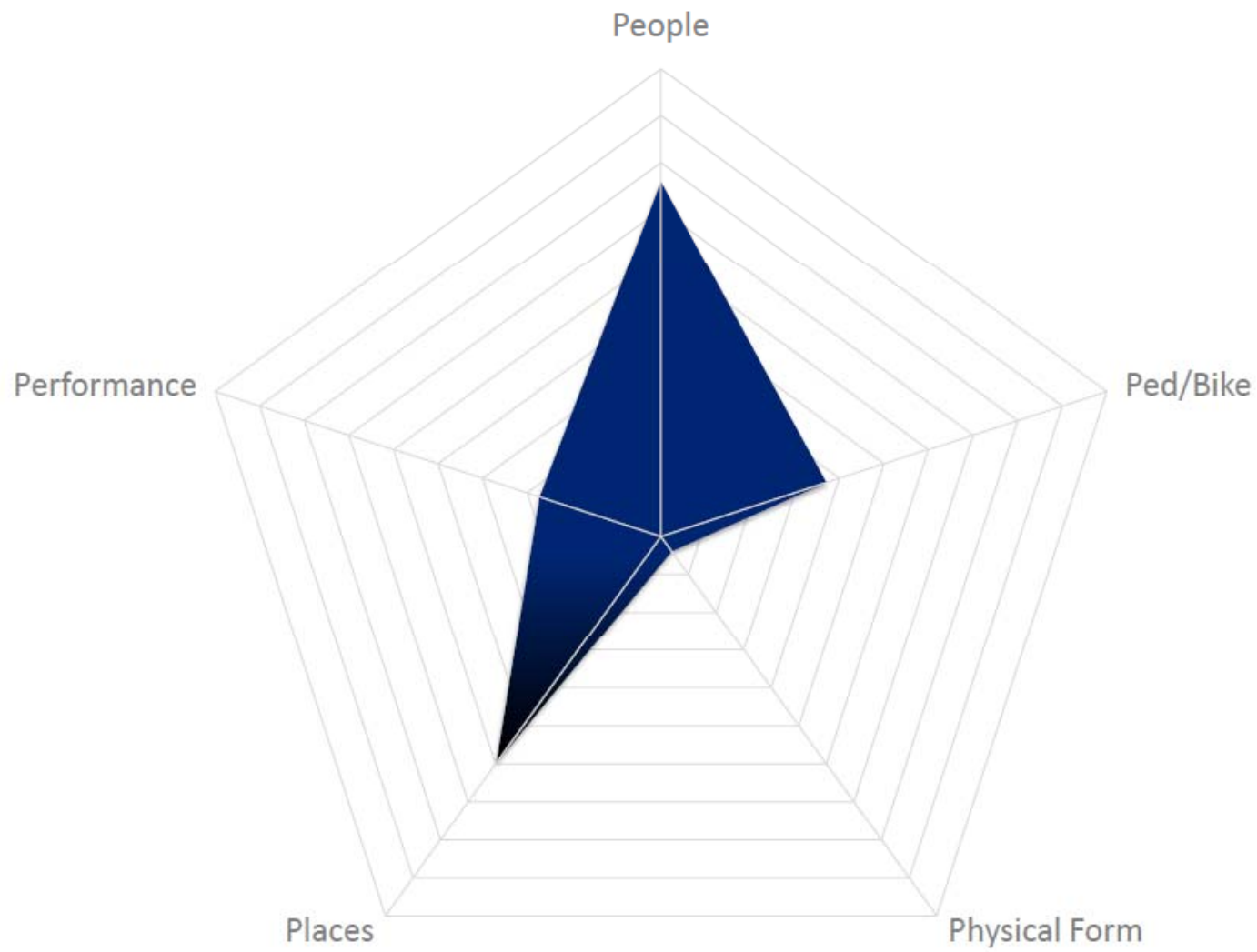


transit supportive

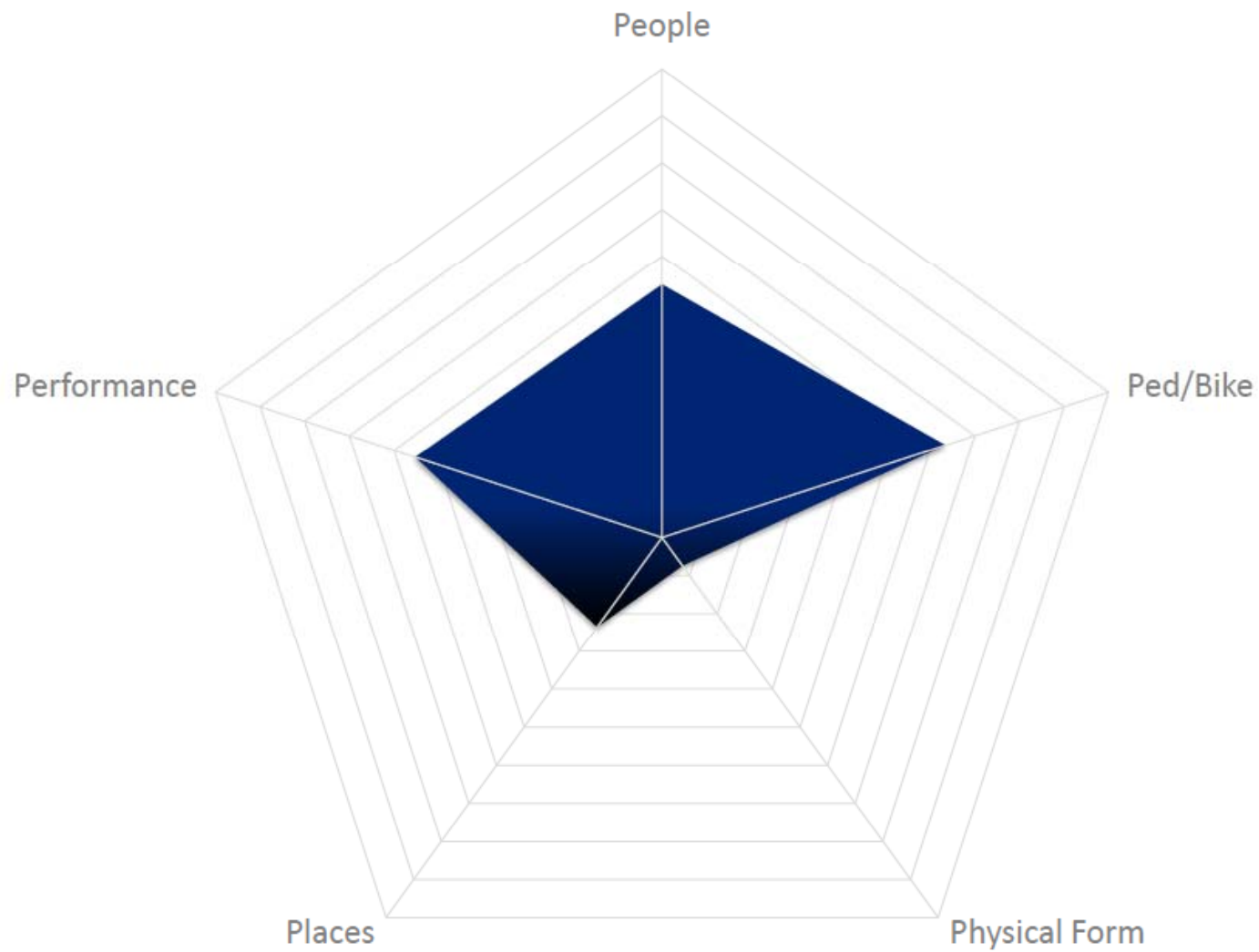


transit challenged

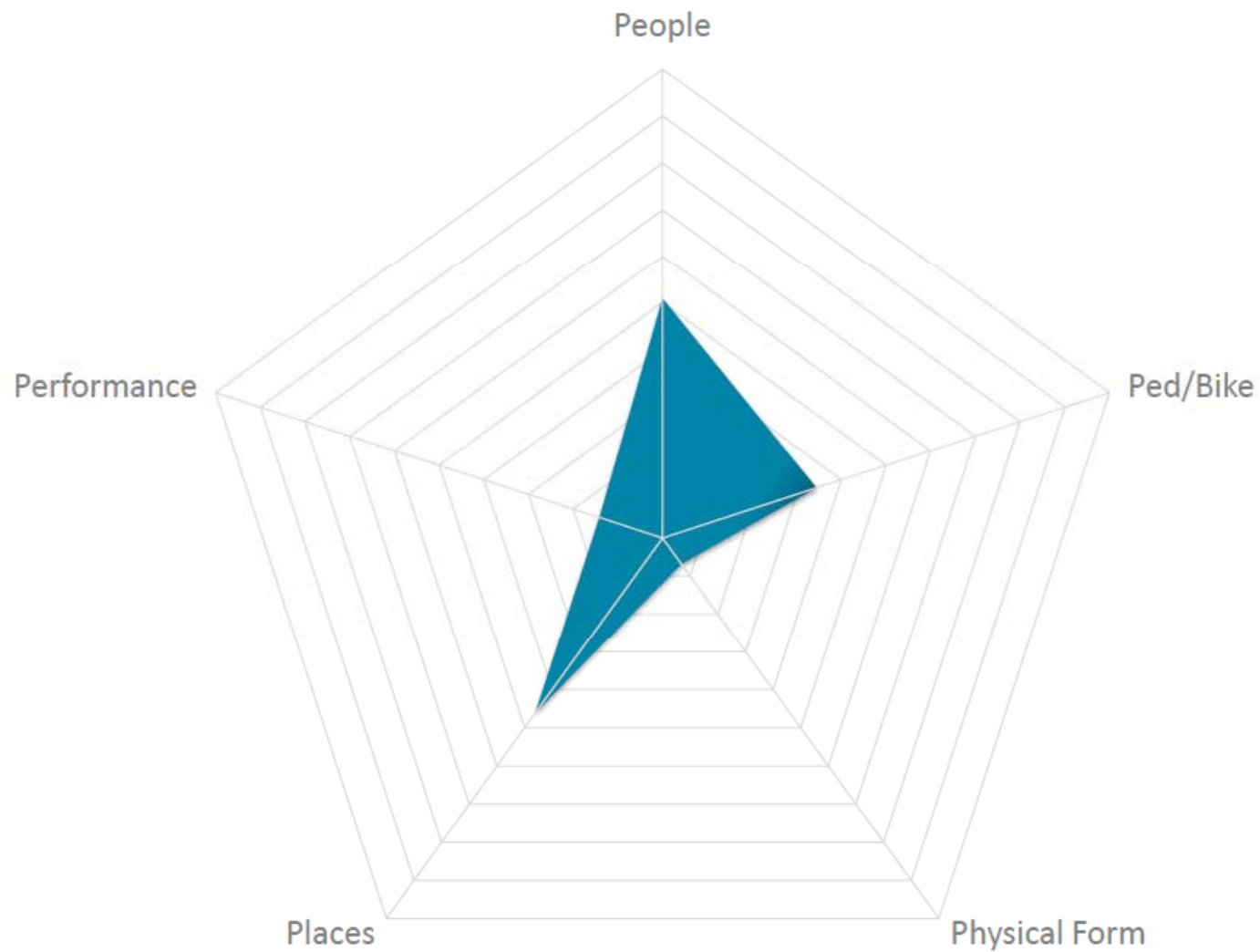




Washington Sq (Mall)



Downtown Tigard



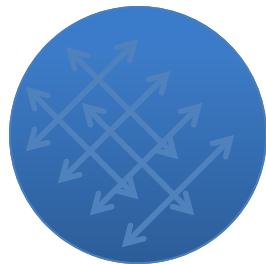
Bridgeport Village

Opportunities & constraints

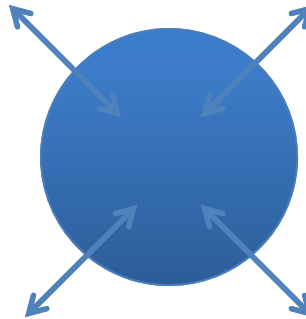
- *winter 2011*

Needs analysis

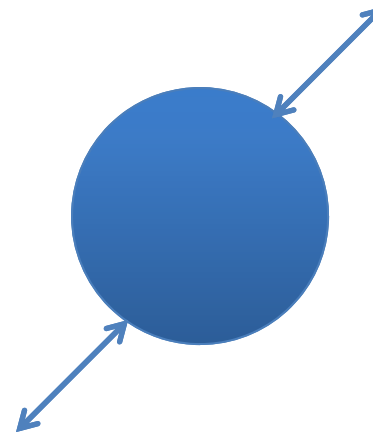
Within key
land use
nodes



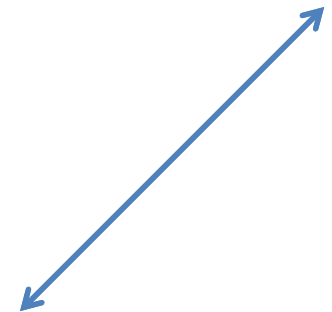
Access to
key land
use nodes



Between
key land
use nodes



Corridor
wide/
through the
corridor

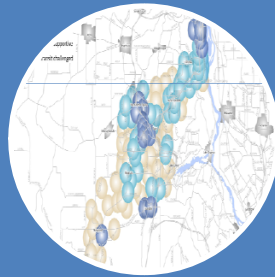




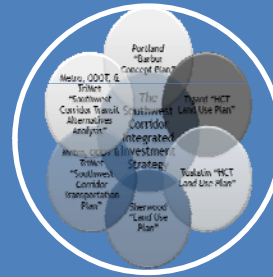
Adopted
regional
goals and
policies



Public input
on values



Existing
conditions
analysis



City land
use plans



ODOT
assessment
of TPR
measures

Opportunities & challenges;
evaluation criteria

Wide range of alternatives – all transportation modes

- I-5/99W improvements
- Roadway improvements within, access to, between nodes
- Bike/pedestrian improvements
- Transit improvements



Wide range of alternatives – transit AA

- Transportation System Management and Operation
- Light Rail Transit
- Rapid Streetcar
- Bus Rapid Transit
- High Occupancy Vehicle Lanes / High Occupancy Toll Lanes



Wide range of alternatives – land use/community building

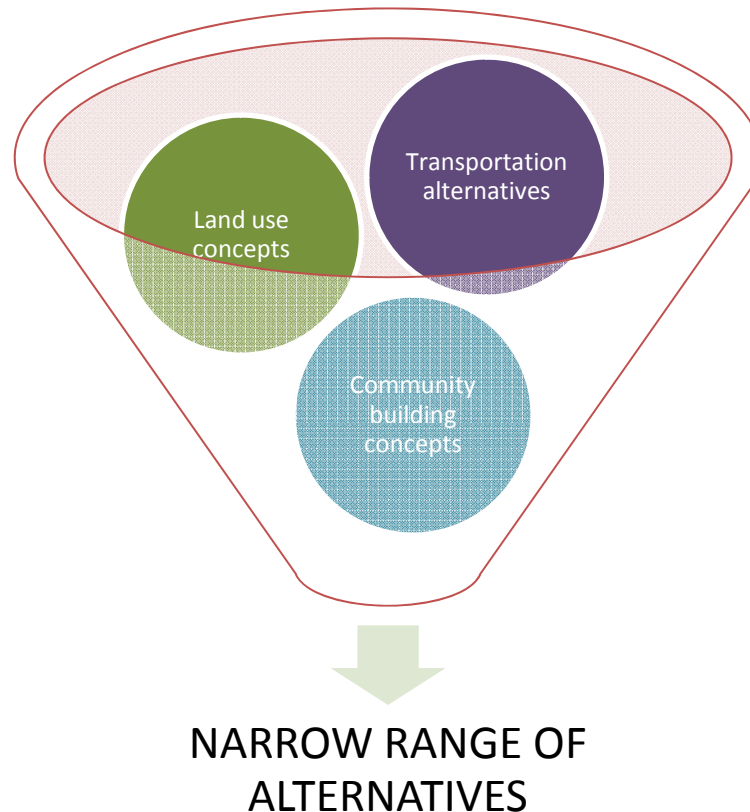
- City work: alternative land use strategies for nodes
- Trails, parks, habitat strategies
- Affordable and workforce housing strategies
- Economic development strategies
- Public health and equity strategies



Wide range of alternatives – *spring 2012*

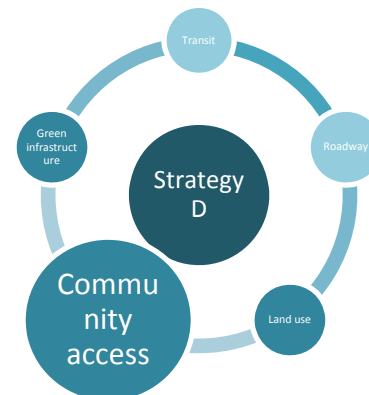
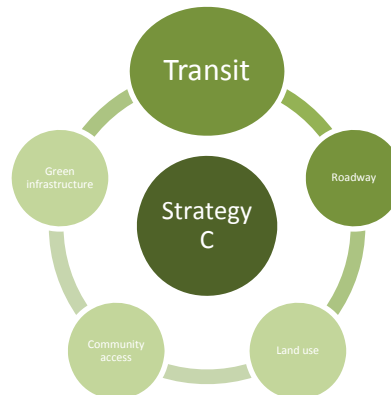
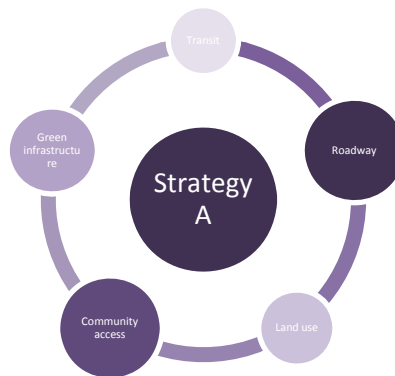
Develop a wide
range of alternatives

Screen alternatives
that are not feasible



Integrated strategies – *summer 2012*

Various strategies to best meet the goals and objectives for the corridor

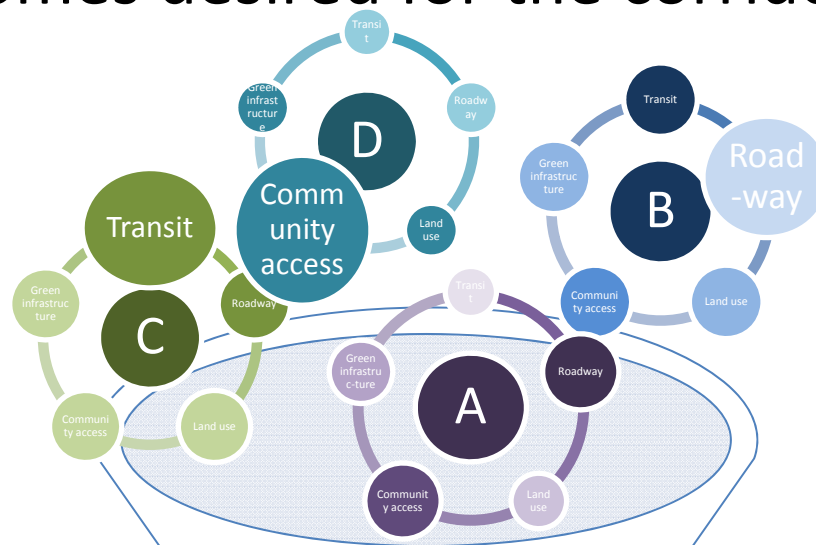


Integrated strategies – cities' input (June 2012)

- Cities' input on how to package land use strategies with other components of an integrated strategy is critical

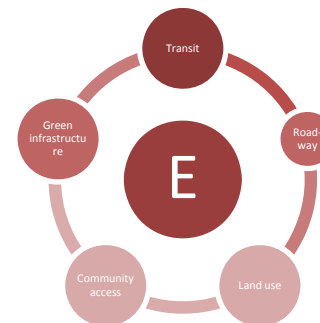
Evaluation – *late summer 2012*

Which integrated strategy best supports the outcomes desired for the corridor?



Evaluation
Criteria

PREFERRED STRATEGY =

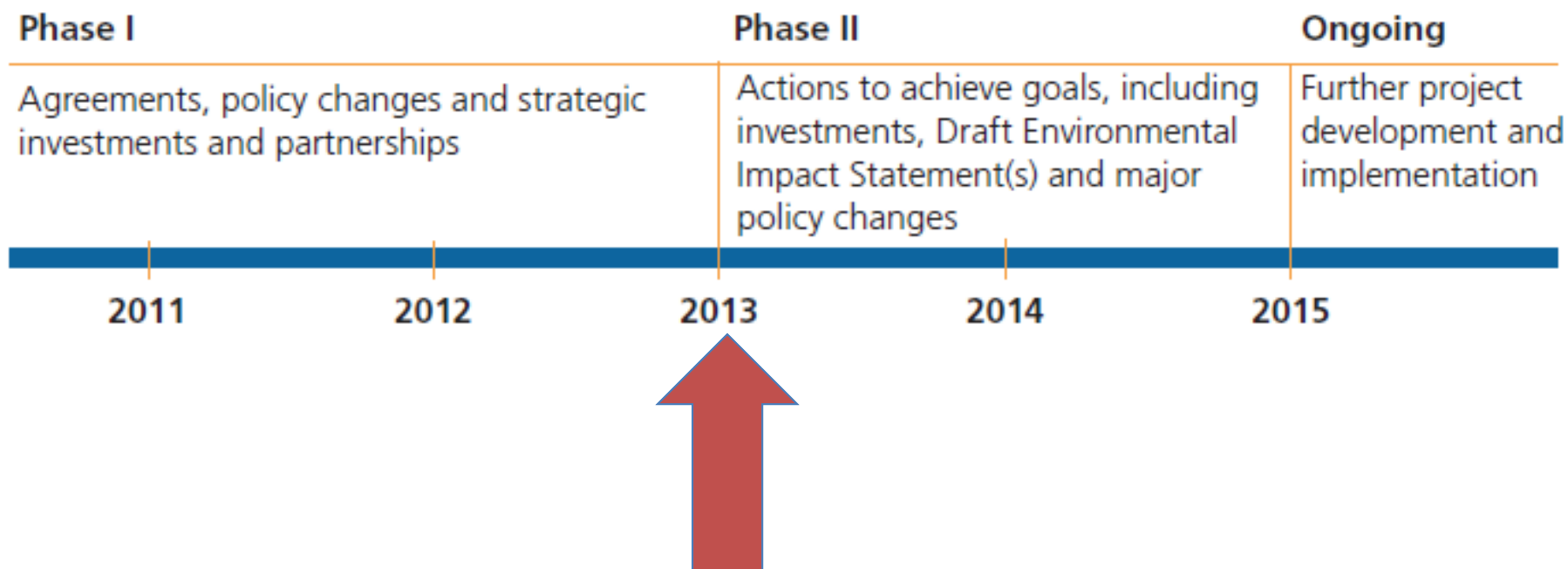


Identify commitments – *fall/winter 2012*

- Develop an integrated implementation strategy
 - Includes policy changes and next steps for further work
 - Identifies “if-then” decisions and actions
- Prioritize the improvements and policy changes
 - short-term, mid-term, long term

Major timeline

Southwest Corridor Plan schedule





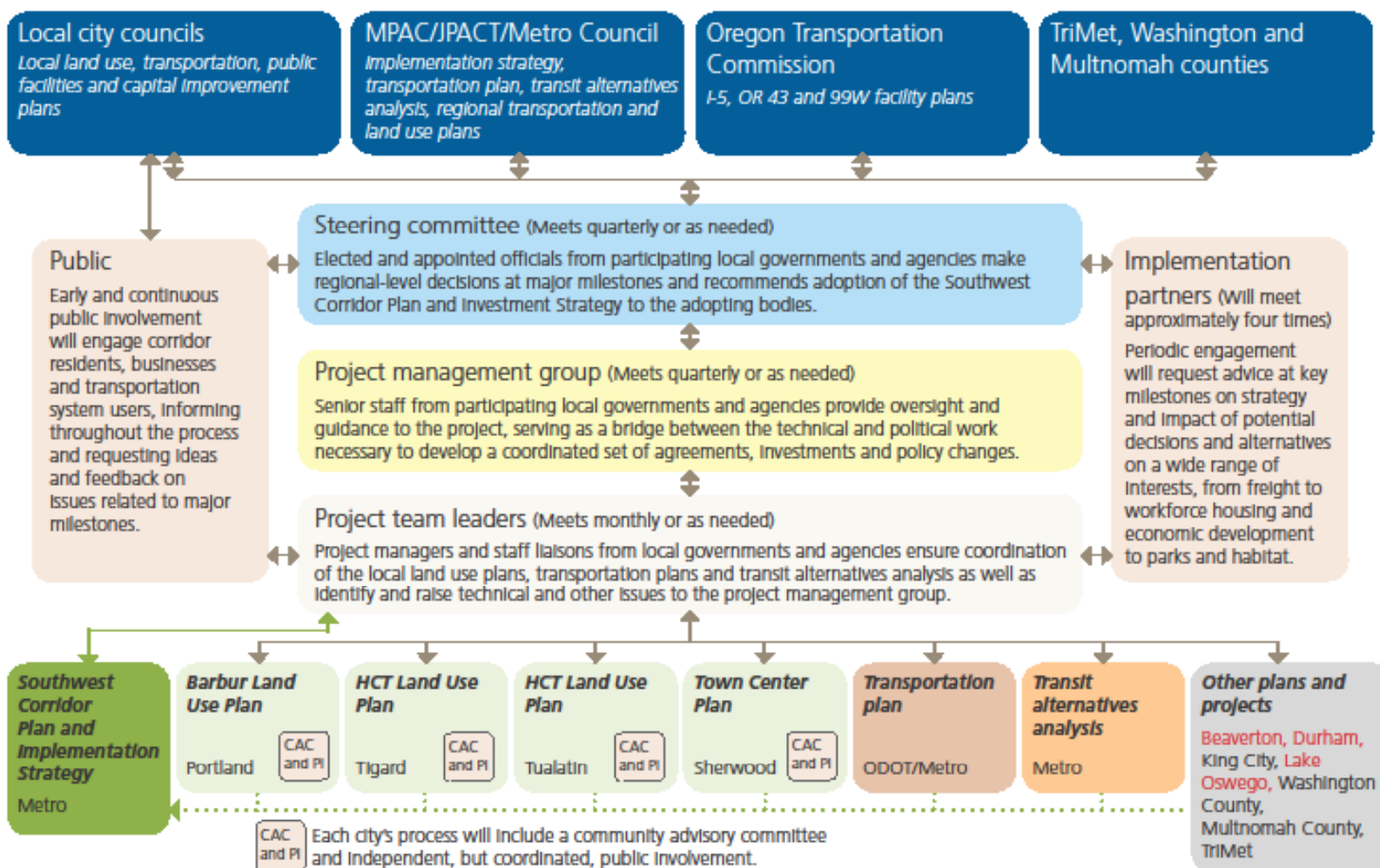
Charter & protocols

SOUTHWEST CORRIDOR PLAN

Decision-making structure

with summary of plans and agreements adopted by local governments, Metro and the Oregon Transportation Commission

The Southwest Corridor Plan will develop a coordinated set of component plans and an Implementation strategy that identifies and prioritizes needed projects to support local aspirations consistent with regional and state goals and stimulate community and economic development, leveraging private investments and making efficient use of available resources. It will include changes to local, regional and state policies to support the strategy.





GREAT PLACES

Corridor

Charter

Table of Contents

- A) Desired outcomes
- B) Goals
- C) Products
- D) Steering Committee Charge
- E) Timeline and milestones
- F) Roles and responsibilities
- G) Signed agreement

Appendix 1: Decision-making structure and process
Appendix 2: Geographic Area
Appendix 3: Six Outcomes

Table of Contents

- Desired outcomes
 - Goals
 - Products
 - Steering Committee charge
 - Timeline and milestones
 - Roles and responsibilities
 - Signed agreement
- Appendix 1: Decision-making structure and process**
- Appendix 2: Geographic Area**
- Appendix 3: Six Outcomes**

Protocol summary

- More than half of members = a quorum
- Strive to reach consensus
- If consensus cannot be reached, two-thirds present at the meeting = decision
- All decisions will be firm unless at least two-thirds agree to change

