



Kloster - K. *Brief History*

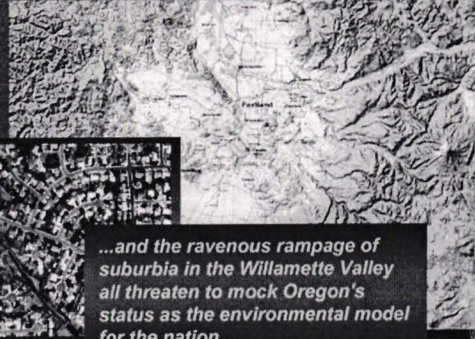
In the Beginning: A Visionary





"There is a shameless threat to our environment and to the whole quality of life: unfettered despoiling of the land. Sagebrush subdivisions, coastal 'condomania'..."



North Willamette Valley




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





...We are in dire need of a state land use policy, new subdivision laws, and new standards for planning and zoning... we must respect another truism: That unlimited and unregulated growth leads inexorably to a lowered quality of life."


Governor Tom McCall's opening address to the Legislature January 8, 1973




State Planning Program Established in 1973




- 20-year Urban Growth Boundaries required statewide
- Farm and Forest conservation outside UGBs
- Urbanization focused inside UGBs




1990 PVMTS (adopted 1970)




In Portland, a backlash forms against a plan for massive freeway building that threatens urban neighborhoods



Portland Central City in Decline




- Freeway construction focuses growth in suburbs
- Downtown buildings razed to construct parking lots
- Urban renewal replaces vibrant neighborhoods with high-rise apartments



I | Depts | Rod Park | Speaking Points | Yakima | Brief History .ppt


6-8-01

Portland's 1972 Downtown Plan




Mayor Neil Goldschmidt leads reform movement, and development of Portland's downtown plan:



- centered on transit-oriented development
- 24-hour downtown with housing and ground-floor retail




Parking Limits



Parking lid in the Downtown Plan slowed the loss of historic buildings to surface parking lots, and was tied to limiting traffic growth and increasing transit

In 1977, the new transit mall became the new focus of downtown redevelopment



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Tom McCall Park Reclaims Riverfront in 1976

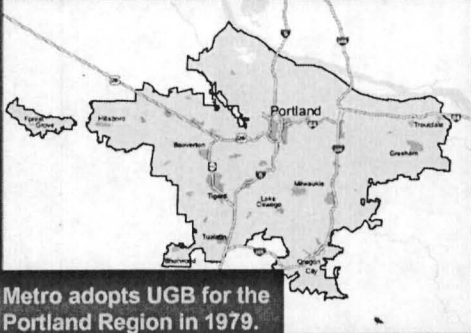



Before


After



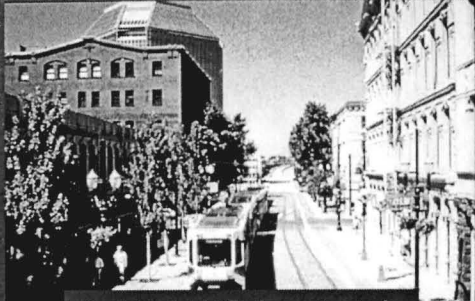
Urban Growth Boundary




Metro adopts UGB for the Portland Region in 1979.



1986 Light Rail Transit



Eastside Light Rail constructed from Mount Hood Freeway funds



Western Bypass Study

Opposition forms to bypass freeway plan in rapidly growing Washington County

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LUTRAQ

Linking land use and transportation became the mandate

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Urban Growth Boundary

By the late 1980s, rapid growth also creating development pressure to expand the UGB

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Region 2040 Plan Begins

- RUGGOs
- Concepts for Growth
- Metro Charter in 1992

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2040 Base Case

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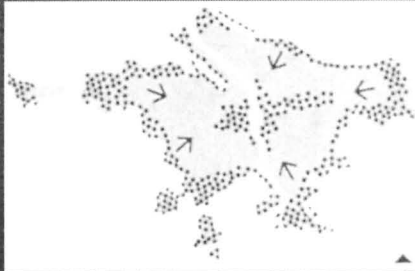
Option A

Expand at the Edge

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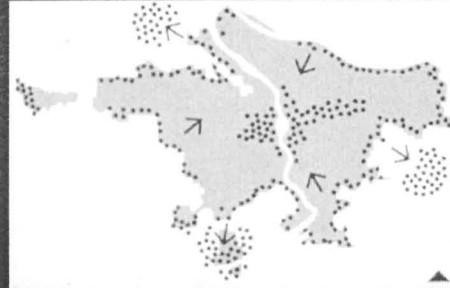
Option B

Hold the Line



Option C

Satellite Cities



2040 Recommended Alternative Unanimously Adopted in 1995



2040 Public Outreach



- Largest public involvement effort ever in Oregon
- Over 17,000 comments received on Growth Concept



2040 Growth Concept

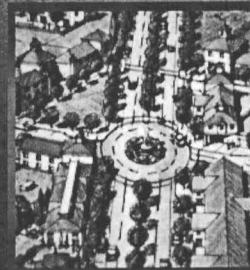


2040 Premise:

Changing our land use patterns and transportation systems produces both better communities and mobility



2040 Elements: Focusing Growth in Centers



- Seven Regional Centers and two dozen Town Centers based on lessons learned in the Central City
- Main Streets and corridors along major streets with good transit



2040 Elements: Vibrant Ports and Industry



- Maintain access to labor markets and regional travel corridors
- Protect prime port and industrial areas as "reserves"
- Strategically locate new industry to balance housing and jobs



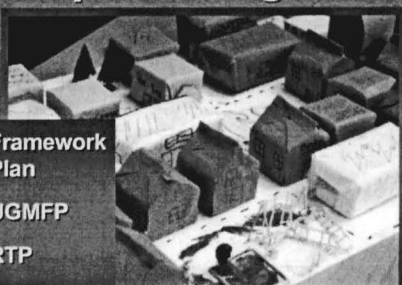
2040 Elements: Protected Rural Reserves



- Preserve integrity of rural economy
- Build on public support for a tight UGB
- Preserve the "access to nature" that the region's residents already enjoy



Implementing 2040



- Framework Plan
- UGMFP
- RTP
- MTIP



2040 Land Use and Transportation Principles:



- Maintain a compact region that contains sprawl and need for roads
- Develop transit and pedestrian oriented centers that reduce need surface parking
- Pursue Jobs/Housing Balance



...2040 Land Use and Transportation Principles...



- Design streets for people, not just cars
- Provide interconnected local streets to reduce congestion on major streets
- Make bike travel feasible and safe
- Emphasize freight access to terminals



...2040 Land Use and Transportation Principles



- Emphasize access to nature
- Maintain separation between neighboring communities
- "Green Corridors" along rural highways
- Protect rural economy from urban impacts



Parking Ratios in UGMFP

| | Minimum Requirements | Maximum Zone A May not exceed Near | Maximum Zone B Transit |
|---------------------|----------------------|---------------------------------------|---------------------------|
| Office | 2.7 per 1000 sq. ft. | 3.4 per 1000 sq. ft. | 4.1 per 1000 sq. ft. |
| Retail | 4.1 per 1000 sq. ft. | 5.1 per 1000 sq. ft. | 6.2 per 1000 sq. ft. |
| Single Family | 1 per unit | None | None |
| Townhouse 2 bedroom | 1.5 per unit | None | None |



2040-based Congestion Standards in UGMFP and RTP

| | Acceptable | Unacceptable |
|--|--|--|
| Within Centers And Radial Freeways with Good Transit | 1 st Hour - F 2 nd Hour - E | 1 st Hour - F 2 nd Hour - F |
| Outside Centers And Freeways without Good Transit | 1 st Hour - E 2 nd Hour - E | 1 st Hour - F 2 nd Hour - E |



Boulevards



\$10 million in Boulevard projects funded throughout region in MTIP



Transit-Oriented Development



\$6 million in TOD projects funded throughout region in MTIP



How is it working?



- Downtown Portland employment up 73% since downtown plan adopted
- After 1 year of operation, Westside MAX ridership up 137%
- Region regularly meets air quality standards.



How is it working?



- Infill occurring much faster than anticipated
- Transit use up every month for the past 6 years.
- Transit ridership growing faster than population and VMT
- Mixed-use development occurring across region



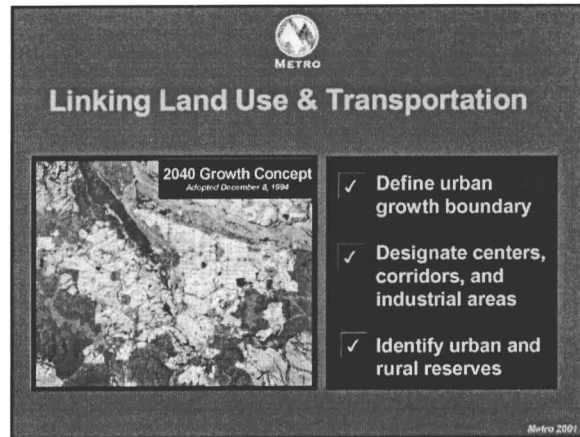
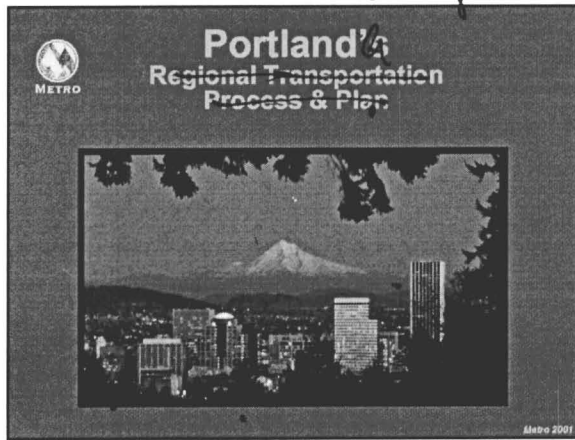
What's Next?

- ▣ UGB Amendment
- ▣ RTP Ordinance
- ▣ Affordable Housing
- ▣ Goal 5 Ordinance
- ▣ Green Streets
- ▣ Interstate MAX
- ▣ TCSP Project

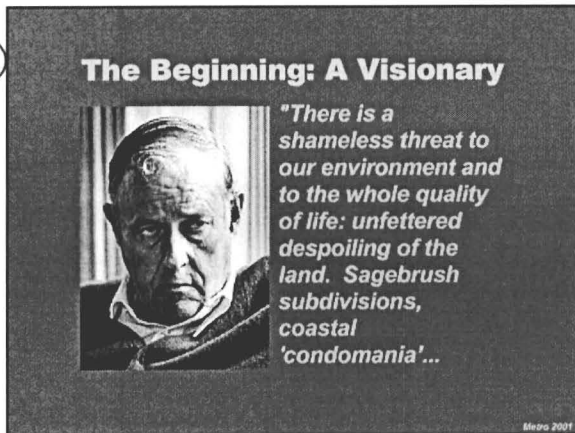


Oregon Metropolitan area

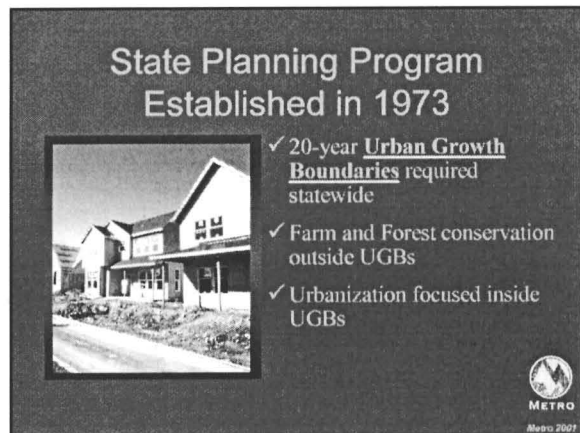
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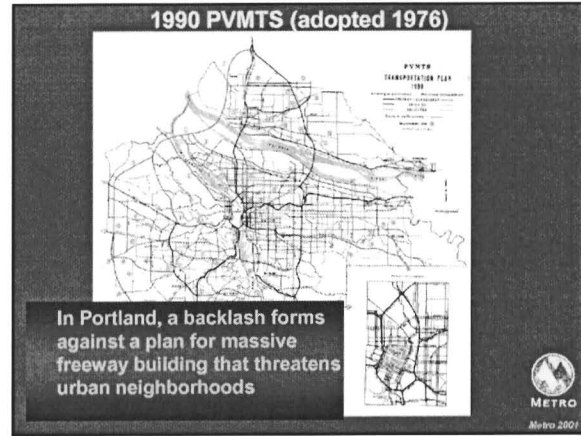
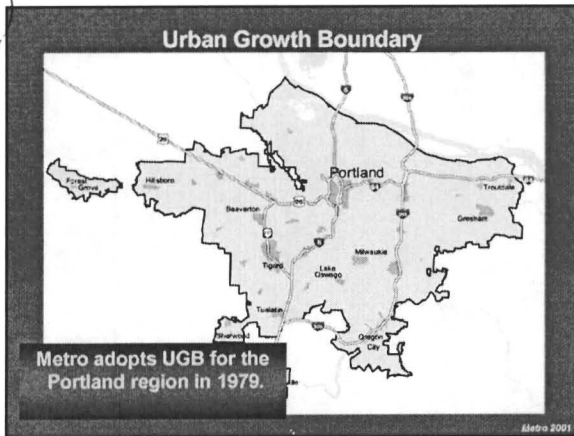
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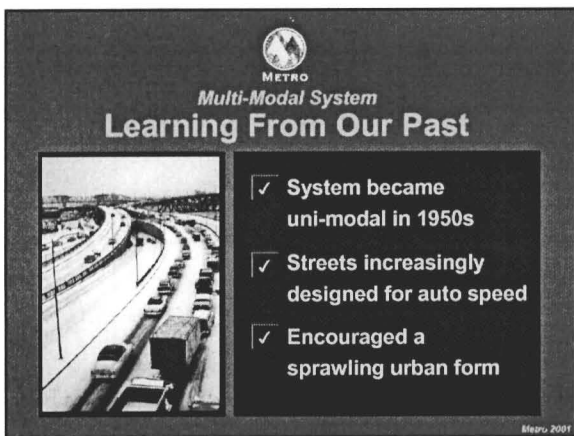
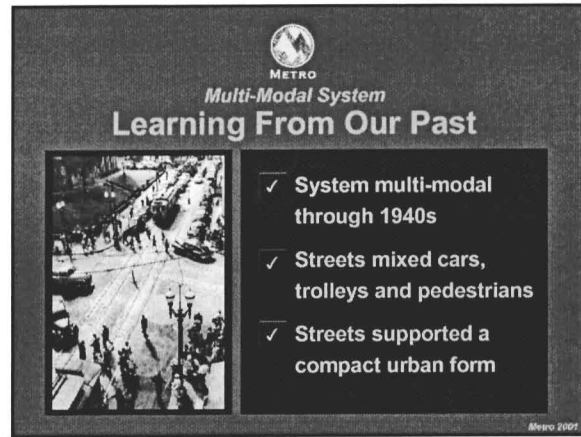
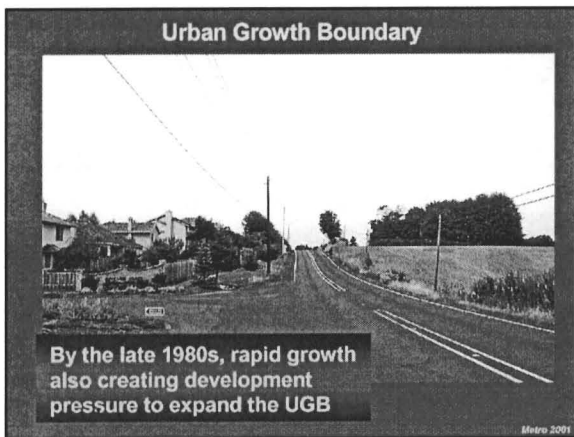
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Yakima

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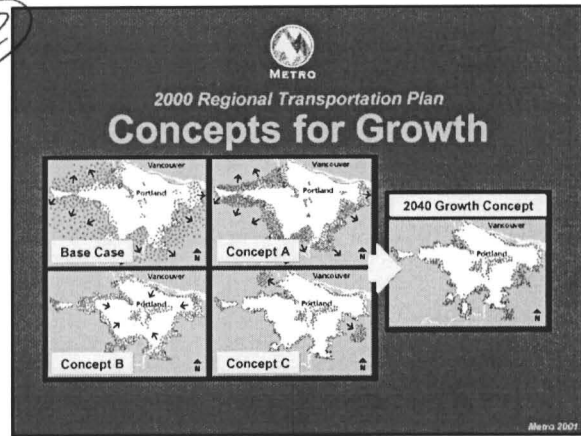
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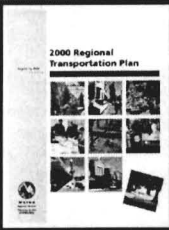
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 2000 Regional Transportation Plan
What's in the 2000 RTP?

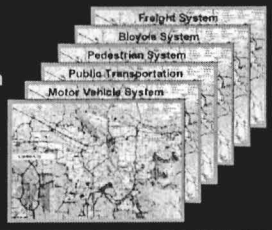


- ✓ Policy framework
- ✓ Multi-modal system & performance expectations
- ✓ \$7.6 billion priority system
- ✓ 693 separate projects
- ✓ Local implementation req'd


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 2000 Regional Transportation Plan
Focus on Multi-Modal

- ✓ Motor vehicle
- ✓ Public transportation
- ✓ Freight
- ✓ Pedestrian & Bicycle
- ✓ Street Design



Metro 2001



 Multi-Modal System
Level of Service Policy



High LOS standards result in:

- ✓ Increased urban sprawl
- ✓ Overbuilding the system
- ✓ Emphasis on mobility over accessibility
- ✓ Exceeding public expectations
- ✓ Financially unattainable system

Metro 2001


 2000 Regional Transportation Plan
LOS and System Cost

\$4.7 Billion

Level of Service
F

\$9 Billion

Level of Service
E


\$13.5 Billion


Level of Service
D

Estimated Costs for the Portland region through 2015

Source: Regional Street Design Study (1997)


Metro 2001



 2000 Regional Transportation Plan
LOS Lessons



- ✓ Recognize 2-hour peaks
- ✓ One-size fits all approach not working
- ✓ LOS 'D' standard outdated, costly and unrealistic
- ✓ Targeted LOS 'D' appropriate with certain conditions

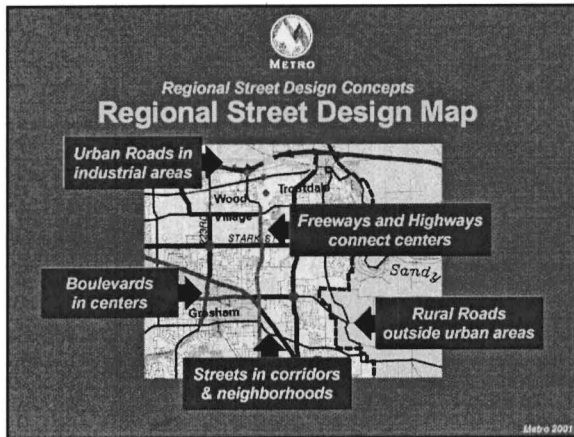
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 Level of Service Policy
LOS and Land Use



- ✓ LOS expressed as "acceptable" and "unacceptable" in relation to land use
- ✓ Analysis requires integrated GIS and travel forecasting models

Metro 2001



Regional Street Design
Making it Happen

- ✓ UGMFP - Local governments must consider regional street design policies when making improvements
- ✓ 2,000 copies of *Creating Livable Streets* distributed to local officials, professionals and the public

Creating Livable Streets

Metro 2001

2000 Regional Transportation Plan
Public Involvement

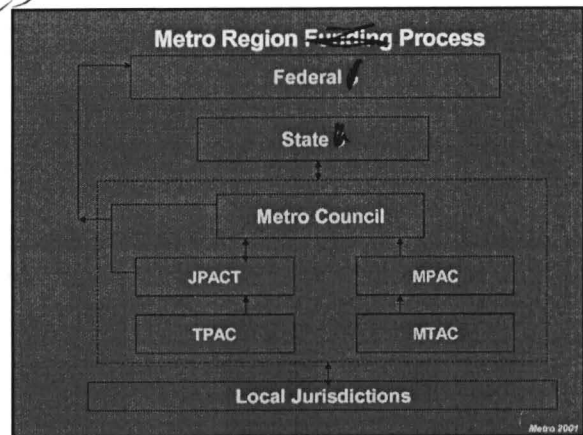
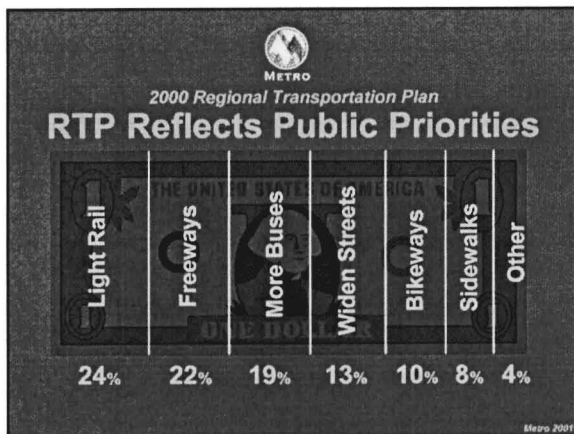
- ✓ 25 public events and workshops from 1995-99
- ✓ 28 CAC meetings
- ✓ Transportation hotline
- ✓ Expanded web site
- ✓ Comment reports
- ✓ 300,000 printed documents distributed

Metro 2001

2000 Regional Transportation Plan
CAC Public Workshops

- ✓ Facilitated by CAC members
- ✓ Emphasis on meeting current needs and 2040
- ✓ RTP expanded to include key "local" projects
- ✓ LOS policy used to size the roadway system


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Metro Region Funding Process

Federal

- ✓ Requires **development of metropolitan transportation improvement plan** and an annual unified work plan
- ✓ **Major funding source through TEA-21**, transit funding and earmarked allocations
- ✓ **Air Quality Conformity – EPA/DEQ**




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Metro Region Funding Process

State Government

- ✓ **Allocation of STIP funds**, state gas tax revenue, transit funds, and specialized funds, such as TGM grants, that link land use and transportation planning and project development
- ✓ Allocates funds for **major state and interstate highway improvements**
- ✓ Requires **development of a transportation system plan**



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Metro Region Funding Process

Metro Council

- ✓ **Development and approval of regional metropolitan transportation improvement plan, transportation system plan and a regional transportation plan**
- ✓ **Prioritizes and allocates federal metropolitan transportation improvement plan funds**
- ✓ **Prioritizes and coordinates completion of multi-jurisdictional transportation corridor studies**




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Metro Region Funding Process

JPACT
(Joint Policy Advisory Committee on Transportation)

- ✓ **Composed of the region's elected officials**, Tri-met, Port of Portland, 3 Members of the Metro Council.
- ✓ **Acts jointly with the Metro Council** as the federally designated Metropolitan Planning Organization for the Portland region
- ✓ **Makes recommendations** concerning development and approval of regional metropolitan transportation improvement plan, transportation system plan and a regional transportation plan




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Metro Region Funding Process

MPAC
(Metro Policy Advisory Committee)

- ✓ **Charter-mandated committee of local elected officials**, special districts, Tri-met, Port of Portland and citizens that provides advice and review of Metro planning activities and functions




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Metro Region Funding Process

TPAC and MTAC
(Transportation Policy Alternatives Committee and Metro Technical Advisory Committee)


- ✓ Provide **technical assistance** and recommendations to JPACT, MPAC and the Metro Council
- ✓ **Advisory committees made up from local government staffs**, special districts, Tri-met, Port of Portland and selected citizens.



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Regional Transportation Plan
Next Steps



- ✓ Local implementation of regional policies
- ✓ Green Streets Project
- ✓ Improved bicycle and pedestrian modeling
- ✓ Alternative performance measures to LOS

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What's Next?



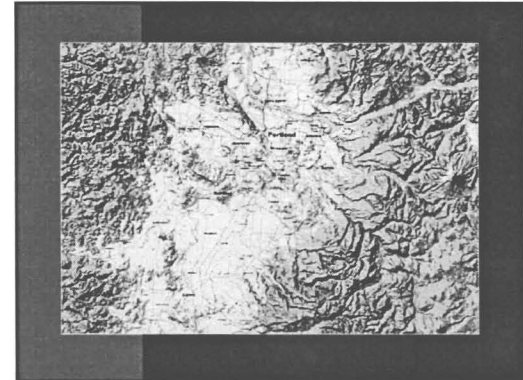
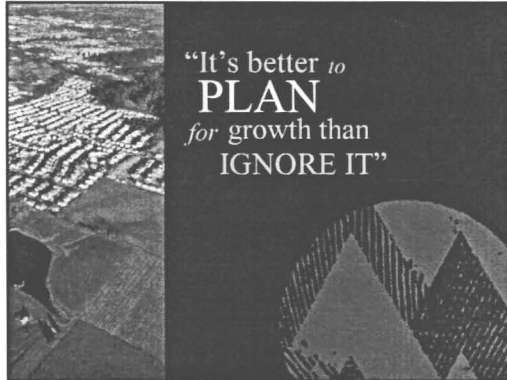
- ✓ 2040 Reengagement
- ✓ 2002 UGB Decision
- ✓ State Land Use Goal 1, Public Involvement



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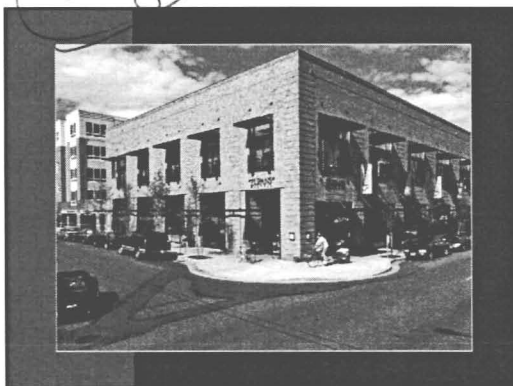
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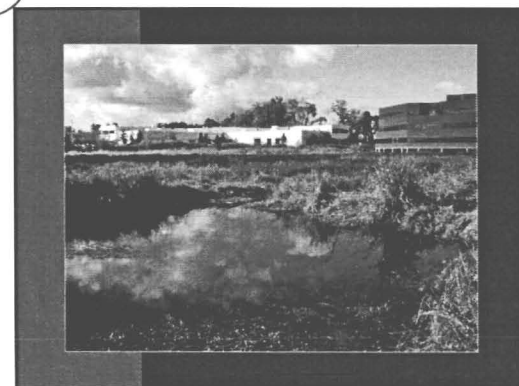


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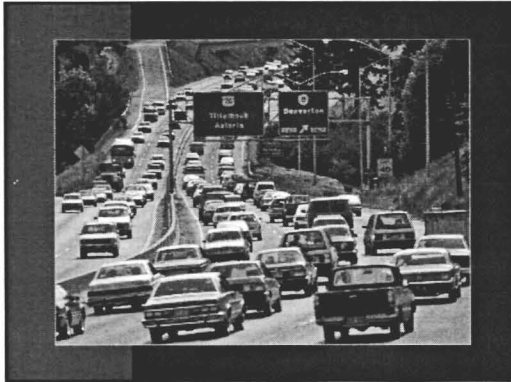


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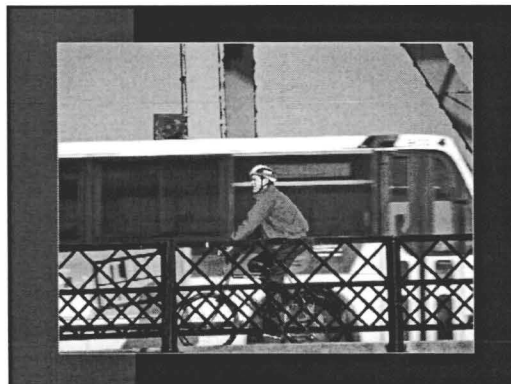


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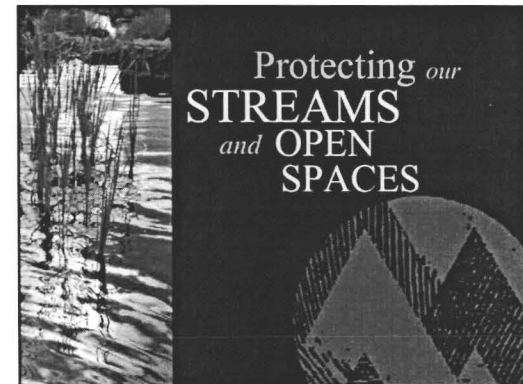
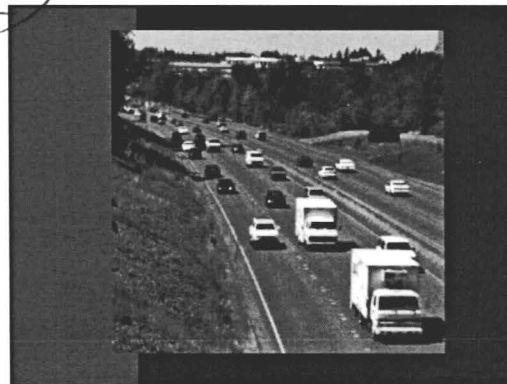
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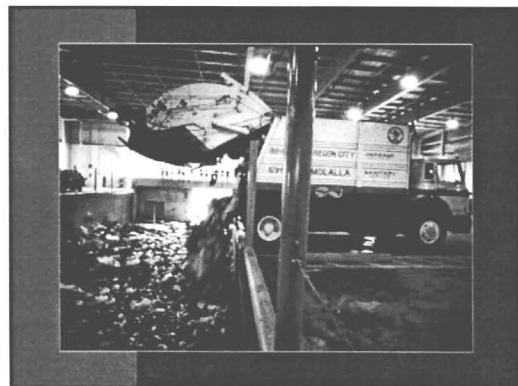
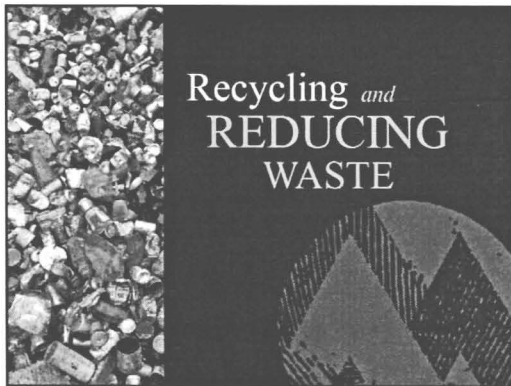
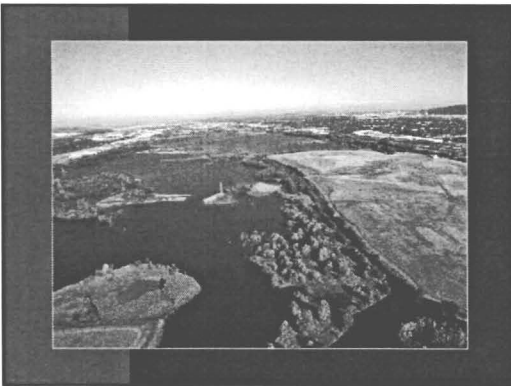
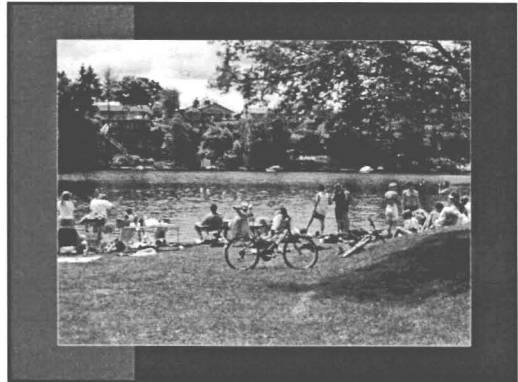
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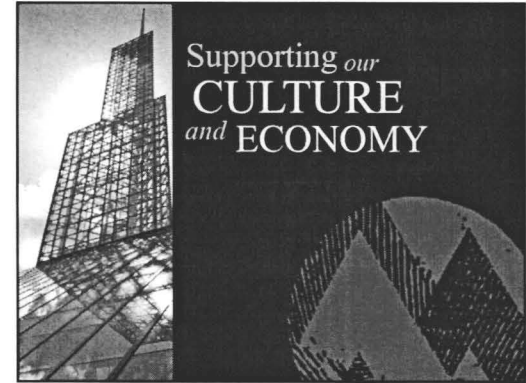


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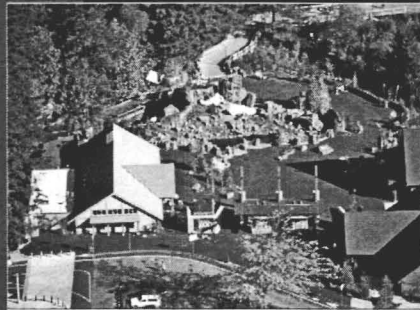


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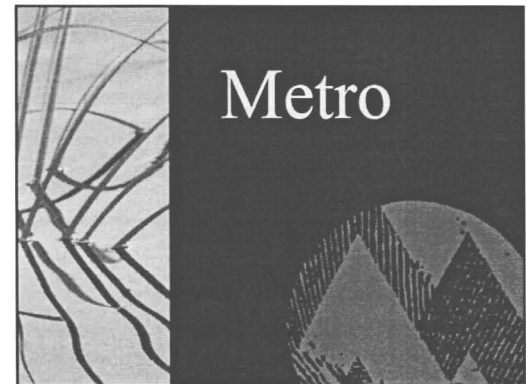
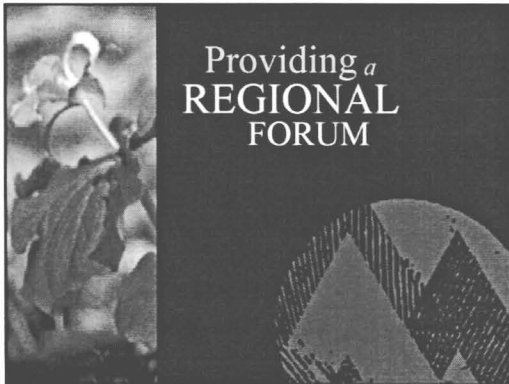
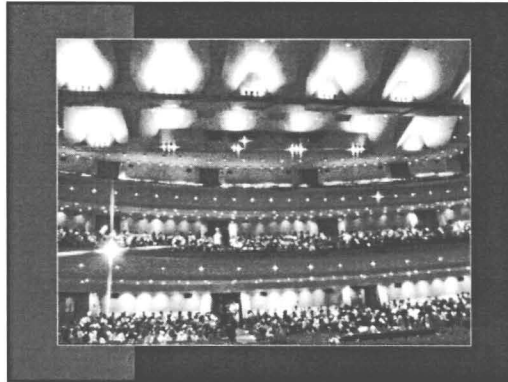
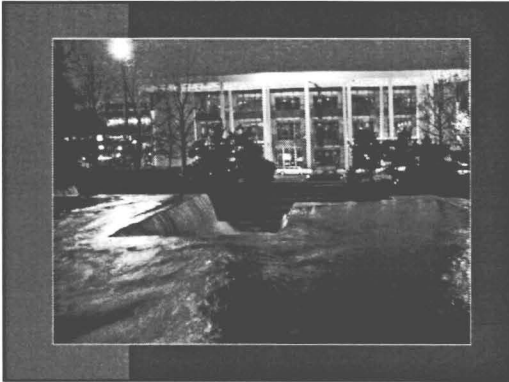


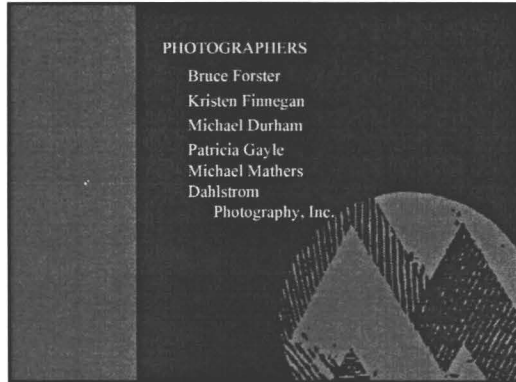
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