

# Global Warming? No, its just good planning!



Rex Burkholder  
Metro Councilor  
Portland, Oregon

Portland



METRO

# Portland-Vancouver

30 cities- 4 counties- 1.9 million people

*Pacific Ocean*

MT. Saint Helens

Vancouver

Portland





# Population Growth

## Population Base *(including Clark Co. WA)*

### ❖ **1.9 million people**

- 1.7 million people in Metro boundary (38% of the state)
- 550,000 people in the City of Portland
- 24 smaller cities (630 to 94,000 people each)
- Growth rate 50% greater than the national average



# The Economy

## Economic Trends

### •Growing industries

- Technology
- Sporting goods
- Transportation
- Printing
- Retail & Service sector

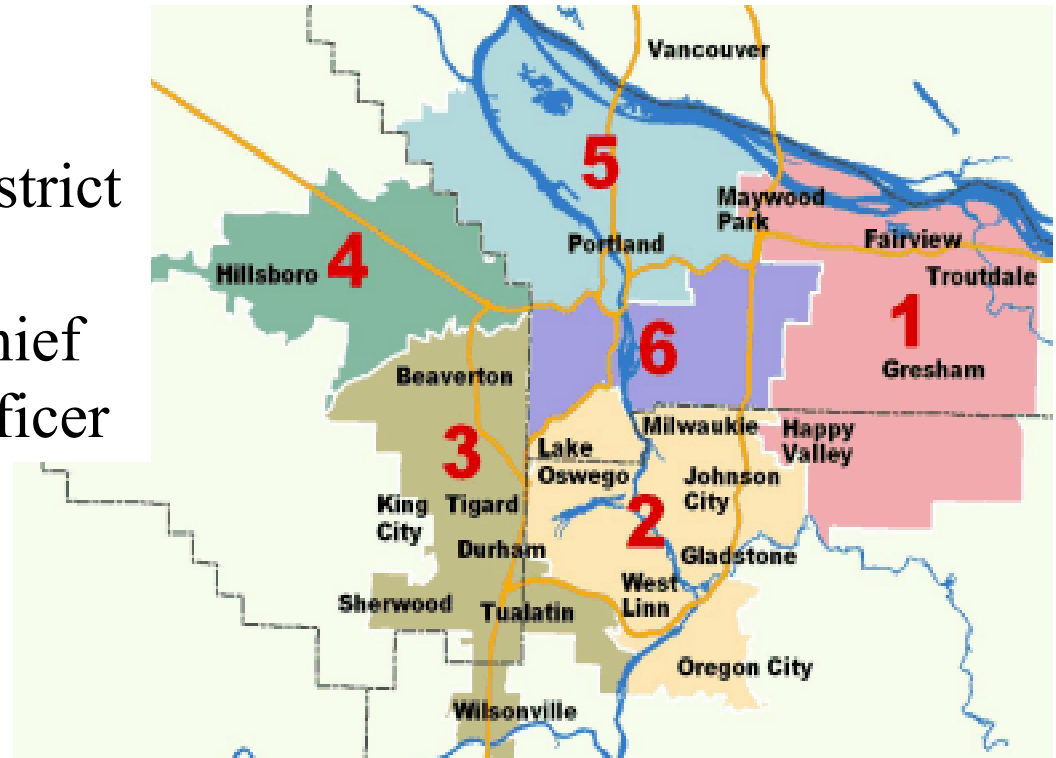
### •Declining industries

- Lumber/wood
- Paper
- Food processing



# Metro Governance

- ➔ Regionally elected Council President
- ➔ 6 Councilors elected by District
- ➔ Appointed Chief Operating Officer





# Planning Roles

- ❖ **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 land use and transportation planning**
  - Metro Charter, 2040 Growth Concept and functional plans
  - TriMet (Transit)
  - Port of Portland (Marine and air terminals)
- ❖ **Local plans control development permits and project implementation**
  - 25 cities in Metro District
  - 3 counties

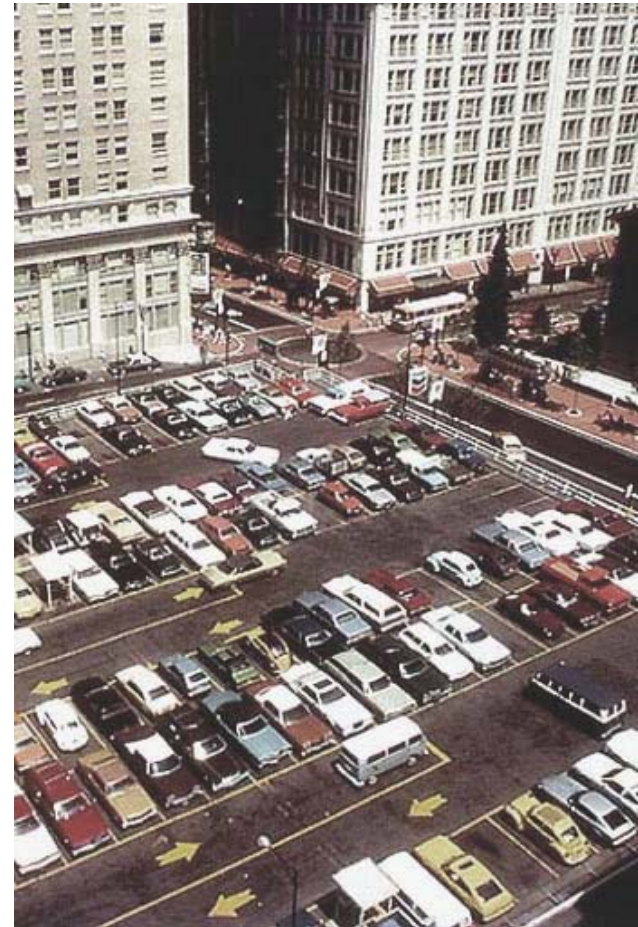
# A Little History...



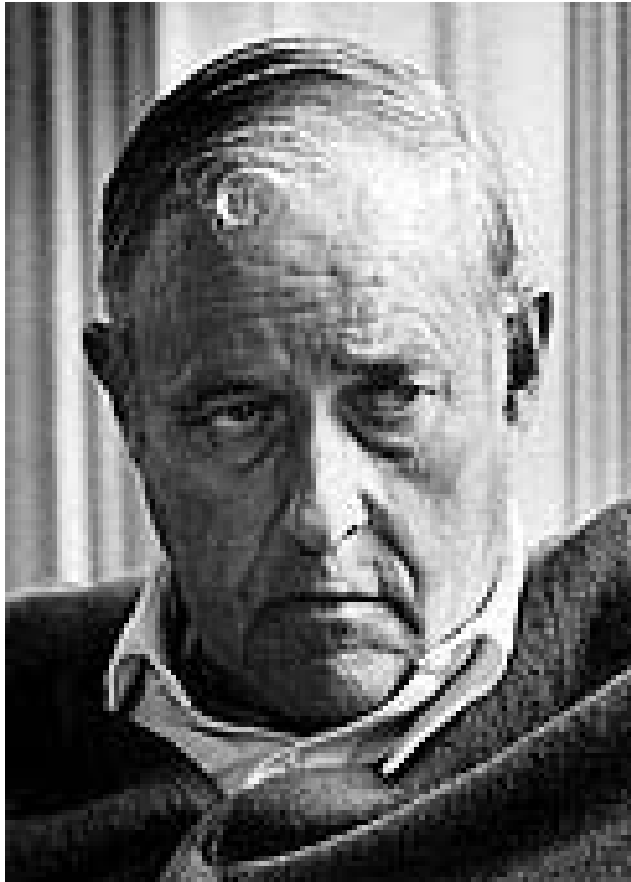
- 1960's: Freeways fuel flight to the suburbs=>Disinvestment in inner city
- 1980's: Collapse of Timber Industry=>Depression
- Late 1980's: Invasion of Crack Gangs
- 1990's: High Tech Boom=>Gentrification
- 2000: High Tech Crash=>highest unemployment/hunger rate in nation

# 1970's: 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**



# A Visionary Leader



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





***...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***

# 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



# Senate Bill 100

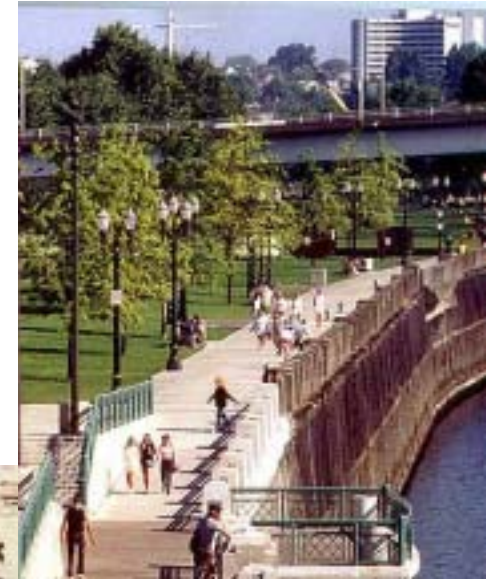
14 Goals relating to urban development  
and natural resource conservation

## Goal #1: Citizen involvement



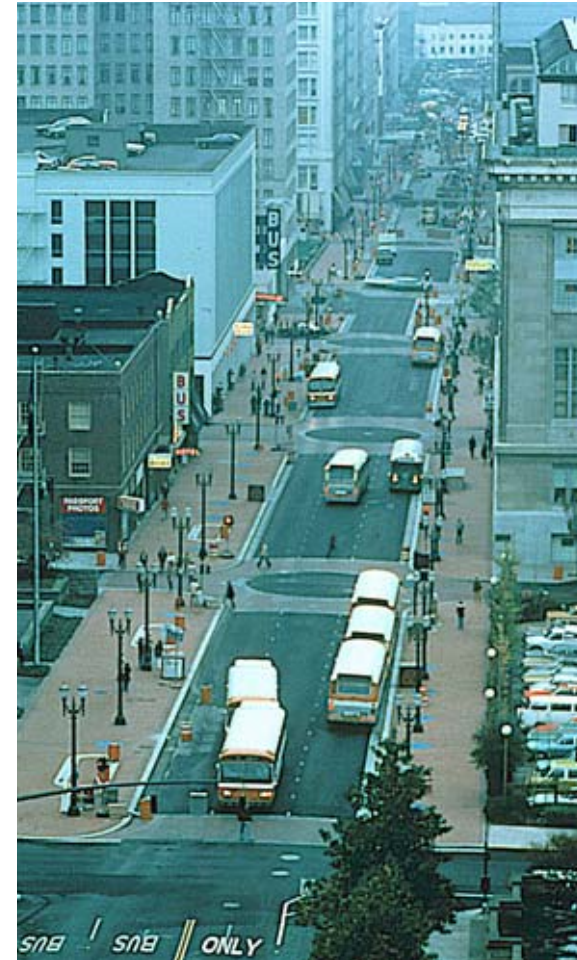
# Highway Revolt

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



# Lid on Parking

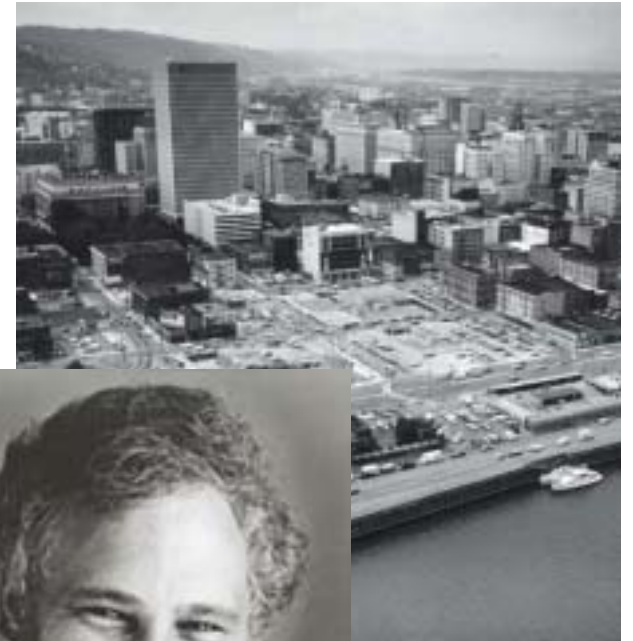
- ❖ **Parking lid in Downtown Plan slowed the loss of historic buildings to surface parking lots**
- ❖ **In 1977, the new transit mall became the new focus of downtown redevelopment, making transit a viable option to driving**



# 1972 Downtown Plan

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

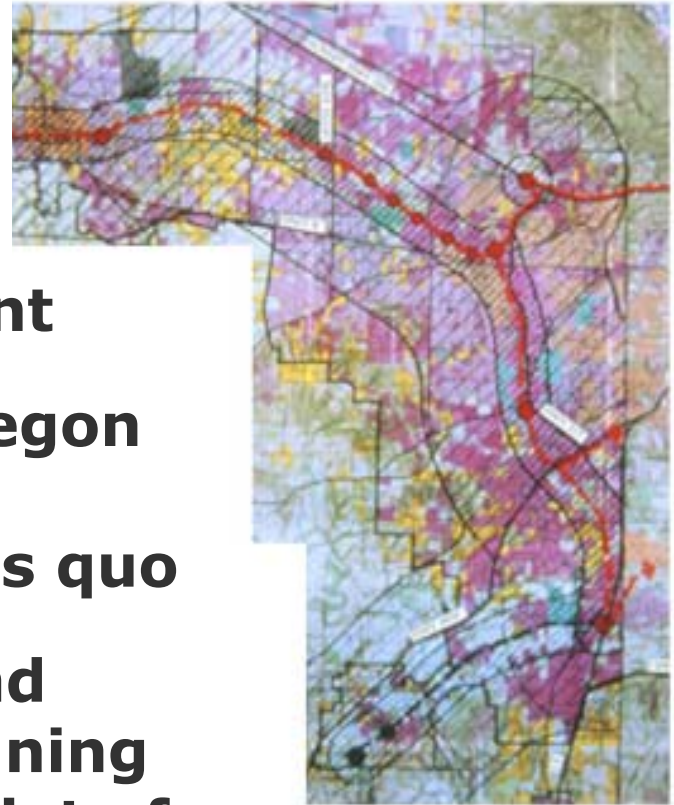
- ❖ **emphasis on  
transit-oriented  
development**
- ❖ **24-hour  
downtown with  
more housing  
and ground-floor  
retail**



Mayor Neil Goldschmidt

# 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**



# 2040 Plan Begins

- ❖ **First regional growth goals established in 1990**
- ❖ **Metro Charter expanded by voters in 1992 to focus on managing growth**
- ❖ **2060 update just beginning**



# 2040 Concepts



**2040 Growth  
Concept  
adopted in  
1995**



# 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**



# 2040 Theme: Travel Options

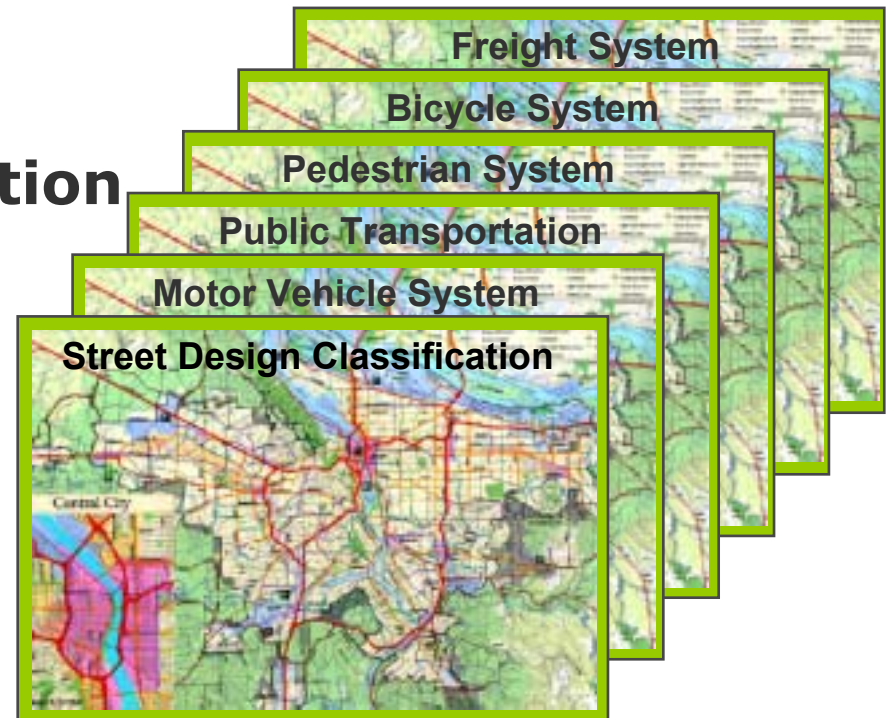
- ❖ **All streets retrofitted to include sidewalks and bikeways**
- ❖ **Better-connected street systems that allow easier walking and access to transit**
- ❖ **Frequent transit service on all major streets**





# 2040 Implementation: Focus on Multi-Modal

- ❖ Motor vehicle
- ❖ Public transportation
- ❖ Freight
- ❖ Pedestrian & bicycle
- ❖ Street design



# 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**





# 2040 Implementation: Street Design Concepts



**Throughways** connect centers and provide mobility across the region, and include freeway and highway design types.



**Boulevards** are transit, pedestrian, and bicycle-oriented designs that serve centers and main streets.



**Streets** balance all modes of travel with general traffic mobility in corridors and neighborhoods.



**Roads** are vehicle-oriented with urban roads that serve industrial areas and rural roads that serve urban and rural reserves.



## 2040 Implementation: **Sizing Major Streets**

### **Class**

**Throughway**

**Arterial**

**Collector**

**Local**

### **Capacity**

**Up to 6 lanes**

**Up to 4 lanes**

**2-3 lanes**

**1-2 lanes**

### **Spacing**

**6-10 miles**

**1 mile**

**1/2 mile**

**330 to 530'**



# 2040 Implementation: Connectivity

- ❖ Map key connections
- ❖ New streets at 10-16 per mile in residential and mixed-use areas
- ❖ Bike/ped accessways where full streets not provided
- ❖ Maintains function and helps state highways



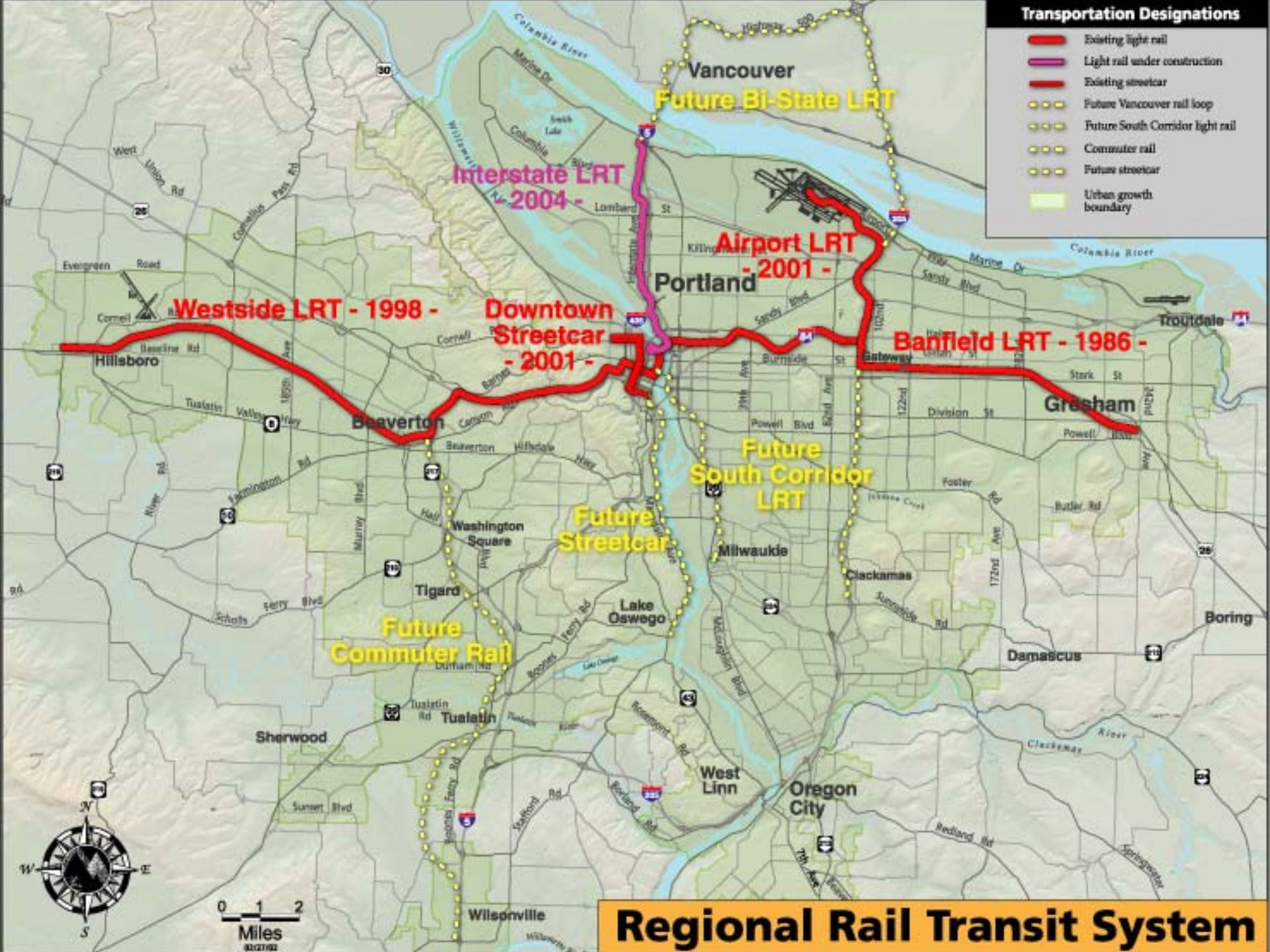
# Light Rail Opens

- ❖ **First light rail opens in late 1986, becoming the centerpiece of downtown plans**
- ❖ **Westside light rail to Hillsboro begins in 1998**
- ❖ **Airport service begins in 2001**
- ❖ **North Portland line opened May 1, 2004**



**Transportation Designations**

-  Existing light rail
-  Light rail under construction
-  Existing streetcar
-  Future Vancouver rail loop
-  Future South Corridor light rail
-  Commuter rail
-  Future streetcar
-  Future streetcar
-  Future streetcar
-  Urban growth boundary



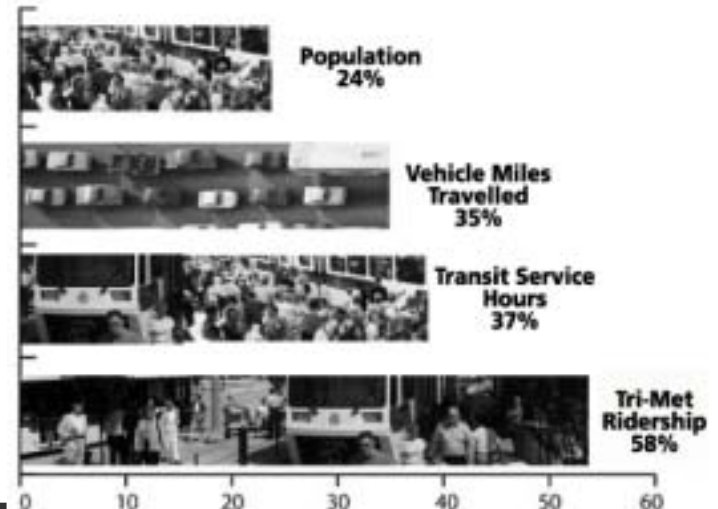
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**Regional Rail Transit System**

# 2040 Implementation: Transit Trends

- ❖ MAX provides 27% of weekday transit trips
- ❖ MAX ridership has increased four-fold
- ❖ 88.6 million boardings
  - 63.2 million bus trips
  - 25.4 million MAX trips
  - 287,300 average daily boardings
- ❖ 25th largest metro with 13th largest annual transit ridership

1990-2000



Source: TriMet, 2002

# 2040 Implementation: **Air Quality**

- ❖ **Local plan adoption of 2040**
- ❖ **Urban growth boundary**
- ❖ **Downtown Portland parking plan**
- ❖ **Regional parking requirements**



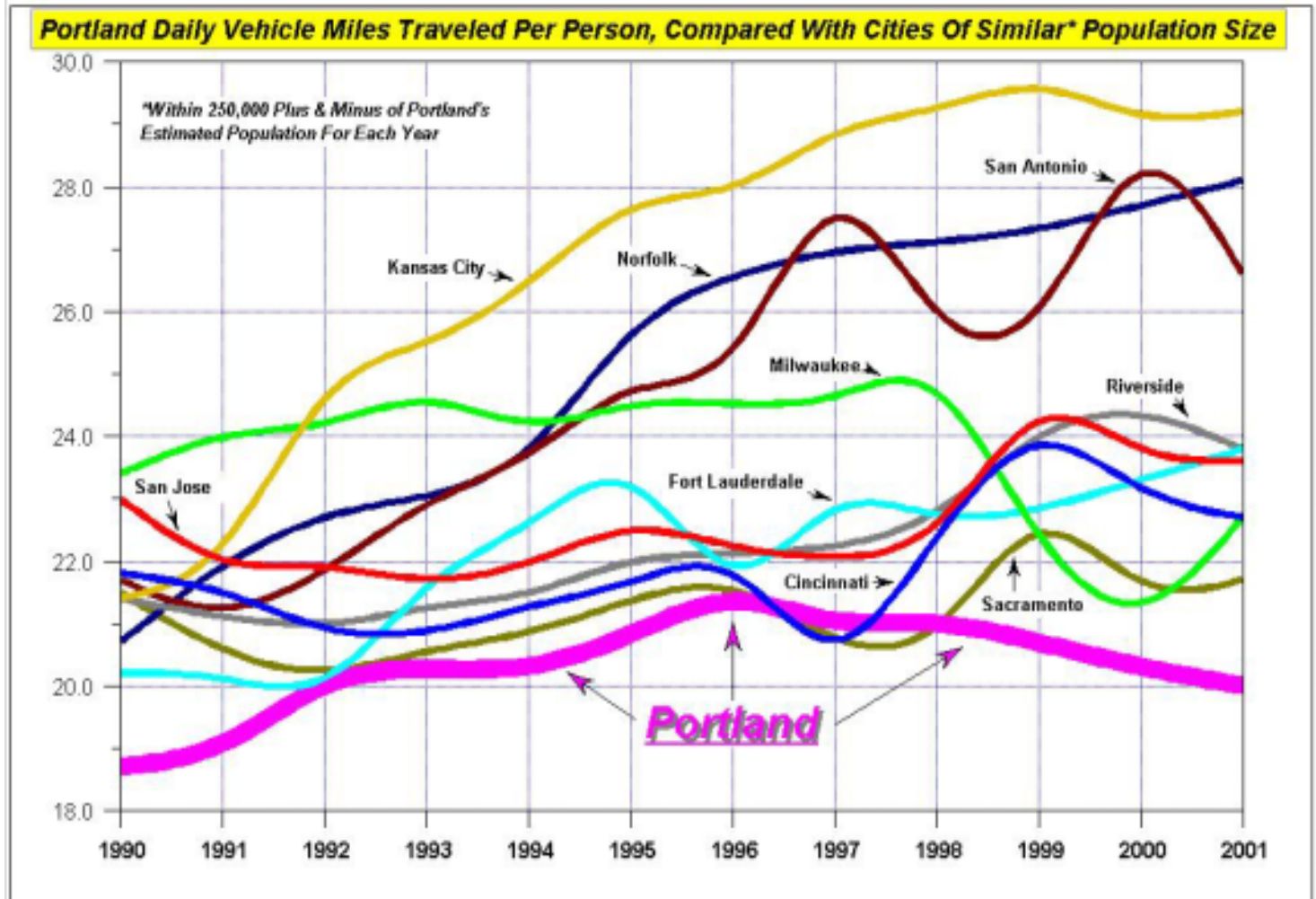


## 2040 Implementation: **Air Quality Results**

- ❖ **No violations since 1989  
(90 a year in the 1970's)**
- ❖ **Designated attainment  
in 1997**
- ❖ **Credit for 5 percent  
reduction in overall  
mobile emissions**



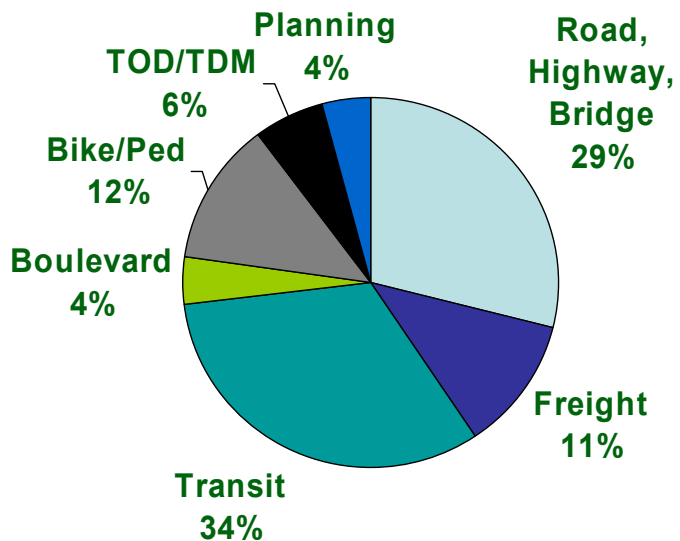
# Portland VMT Trends



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 250,000 population range criteria.

# Leveraging the MPO

## Regional Flexible Fund Allocations Years 1992 - 2005



- Regional Transportation Plan supports 2040 land uses
- \$29 Million annually in flexible federal funds (STP, CMAQ)
- Land use/economic development filter
  - Within 1 mile of 2040 center
  - Multi-modal
  - Support desired land uses

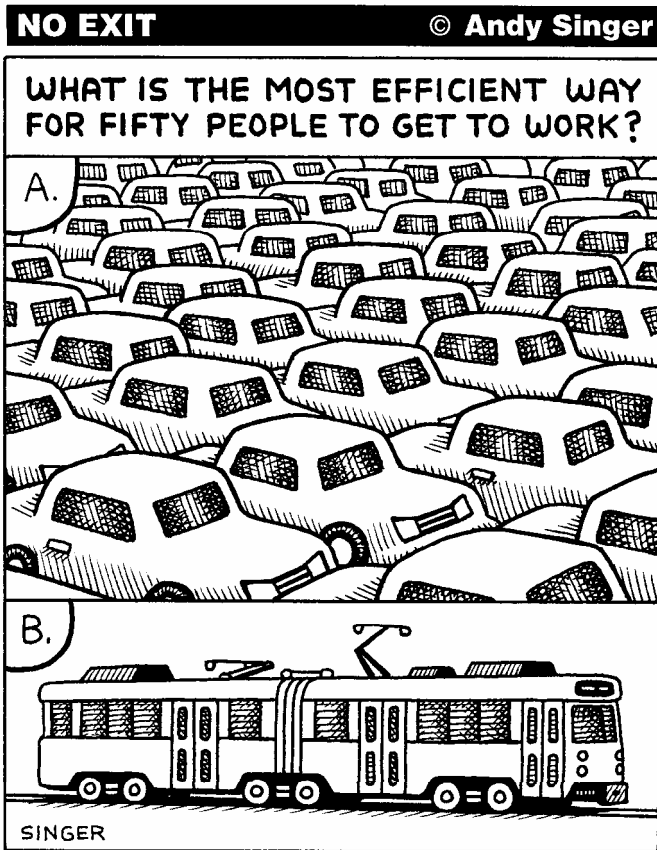


# Local Action: City of Portland

- Goal: reduce greenhouse gases to 10% below 1990 levels by 2010
- Results: .1% below 1990 levels despite 25% increase in population.

QuickTime™ and a  
TIFF (LZW) decompressor  
are needed to see this picture.

# Local Action: City of Portland



- Creation of 2 more light rail lines and 75% increase in transit use.
- 10% renewable energy purchase
- Planting of more than 750,000 trees and shrubs
- Weatherization of more than 10,000 multi-family units and 800 homes in two years.

# Livability = CO<sub>2</sub> Reduction

Adaptive Strategies serve a dual purpose:

- Mixed use, compact communities
- Increase housing densities
- Re-use downtowns
- Provide sidewalks and bike lanes everywhere
- Protect and restore natural areas

