



Smart Growth Transportation Planning in the Portland Region: What's Happening?

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Transportation Planning in Oregon

- 19 Statewide Planning Goals
- Goal 12: Transportation
To provide and encourage a safe, convenient and economic transportation system
- Transportation Planning Rule adopted in 1991 by Land Conservation Development Commission

Oregon Transportation Planning Rule

- Original requirements for Portland Region
 - Reduce VMT/capita in region
10% in 20 years, 20% in 30 years
 - Reduce parking spaces/capita
10% in 20 years
 - Examine alternative land use plans
 - Adopt Transportation Systems Plans

1998 Rule Revisions

- Allow alternative approaches to meeting parking reduction
- Changed VMT/capita objective
 - <1 million: 5% reduction within 20 years
 - >1 million: 10% reduction within 20 years
 - Additional 5% within 30 years
 - Or, alternative standards
 - Reduce reliance on autos; significant increase in availability and use of alternative modes; VMT per capita unlikely to increase by more than 5%; integrated land use and transportation plan

What's unique?

- Focus on land use and reducing reliance on the auto
- “It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.”

TPR: Land Use Requirements

- Local governments shall adopt land use or subdivision regulations...
 - Bicycle parking facilities as part of new development
 - On-site facilities to accommodate safe and convenient pedestrian and bicycle access
 - Bikeways along arterials and major collectors.
Sidewalks on arterials, collectors, most local streets
 - Street connectivity standards

TPR: Land Use Requirements

- Local governments shall adopt land use or subdivision regulations...
 - Internal pedestrian circulation for office parks, etc.
 - Convenient pedestrian access to transit
 - Designation of types and densities of land uses adequate to support transit

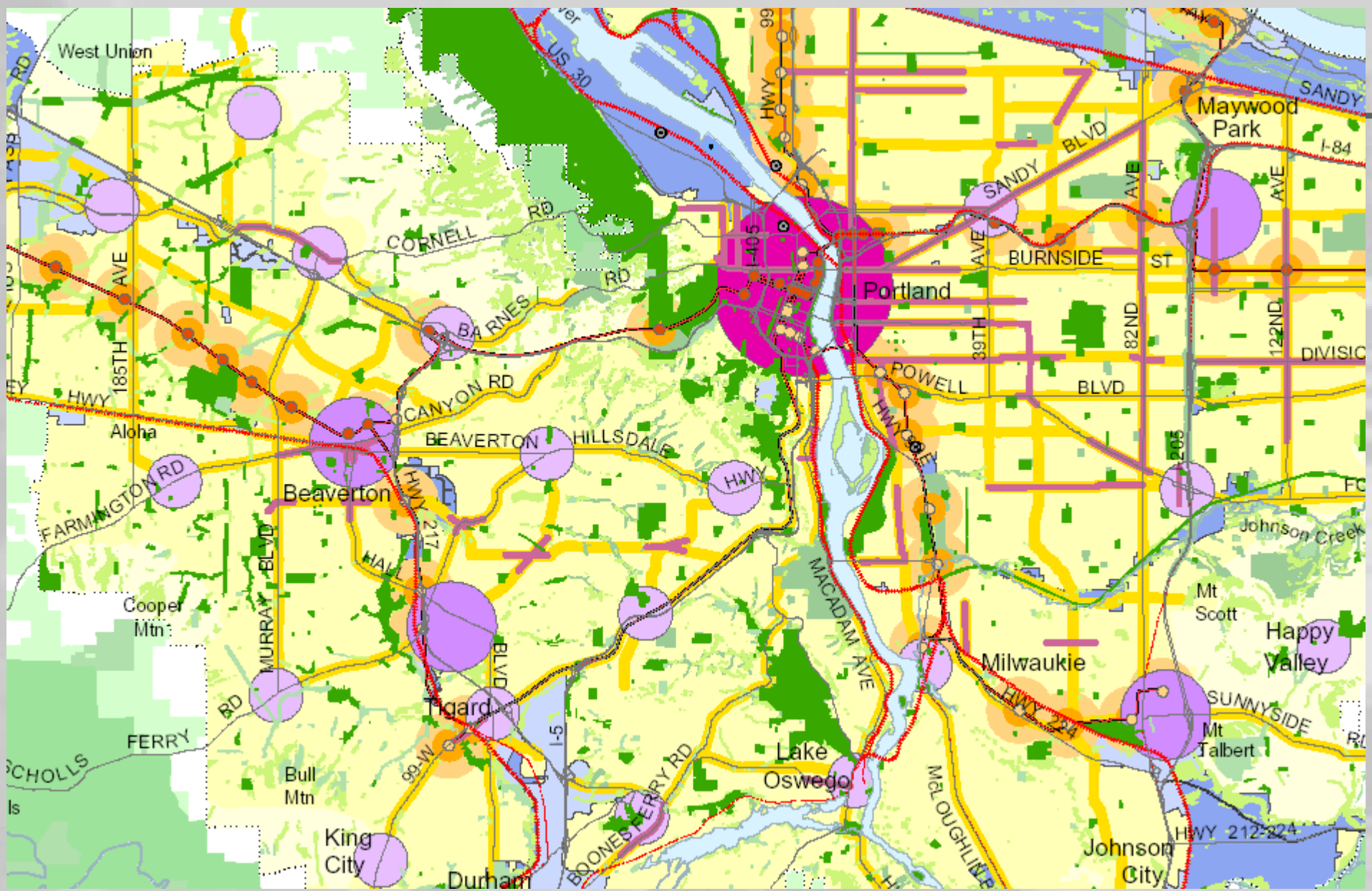
TPR: Street standards (660-012-0045(7))

- Local governments shall establish standards for local streets that minimize pavement width and total right-of-way consistent with the operational needs of the facility



What's happening?

- Most cities/counties and Metro have adopted Transportation Systems Plans
 - Except for City of Portland, none attempt to meet quantitative VMT and parking targets
 - Level of specificity and commitment to alternative modes varies
 - Lists of pedestrian and bicycle projects
- Metro
 - 2040 Growth Concept concentrates growth in centers and along transit corridors
 - Street connectivity standards



What's happening?

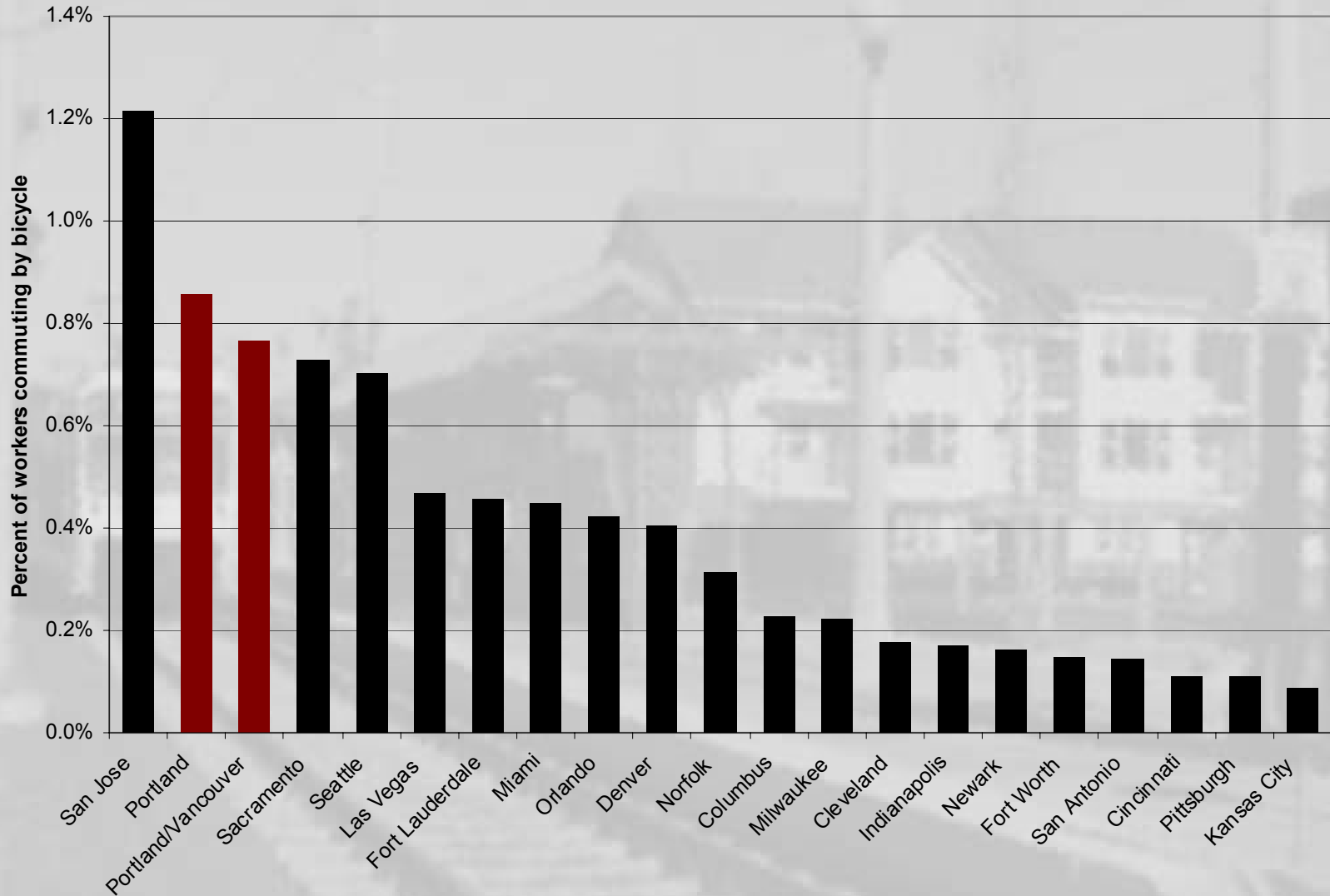
- Compare Portland-Vancouver to regions (MSAs) of similar size, plus Seattle
- When possible, also separate Oregon part of MSA

Bicycling

- Recognized as top bicycling city in U.S. and North America
- City of Portland Bicycle Master Plan adopted in 1996
- City of Portland has increased bikeway mileage from 111 miles in 1996 to 228 in 2001
- Increase in counts of cyclists across bridges
- Active bicycle community



Commuting by Bicycle (2000 Census)

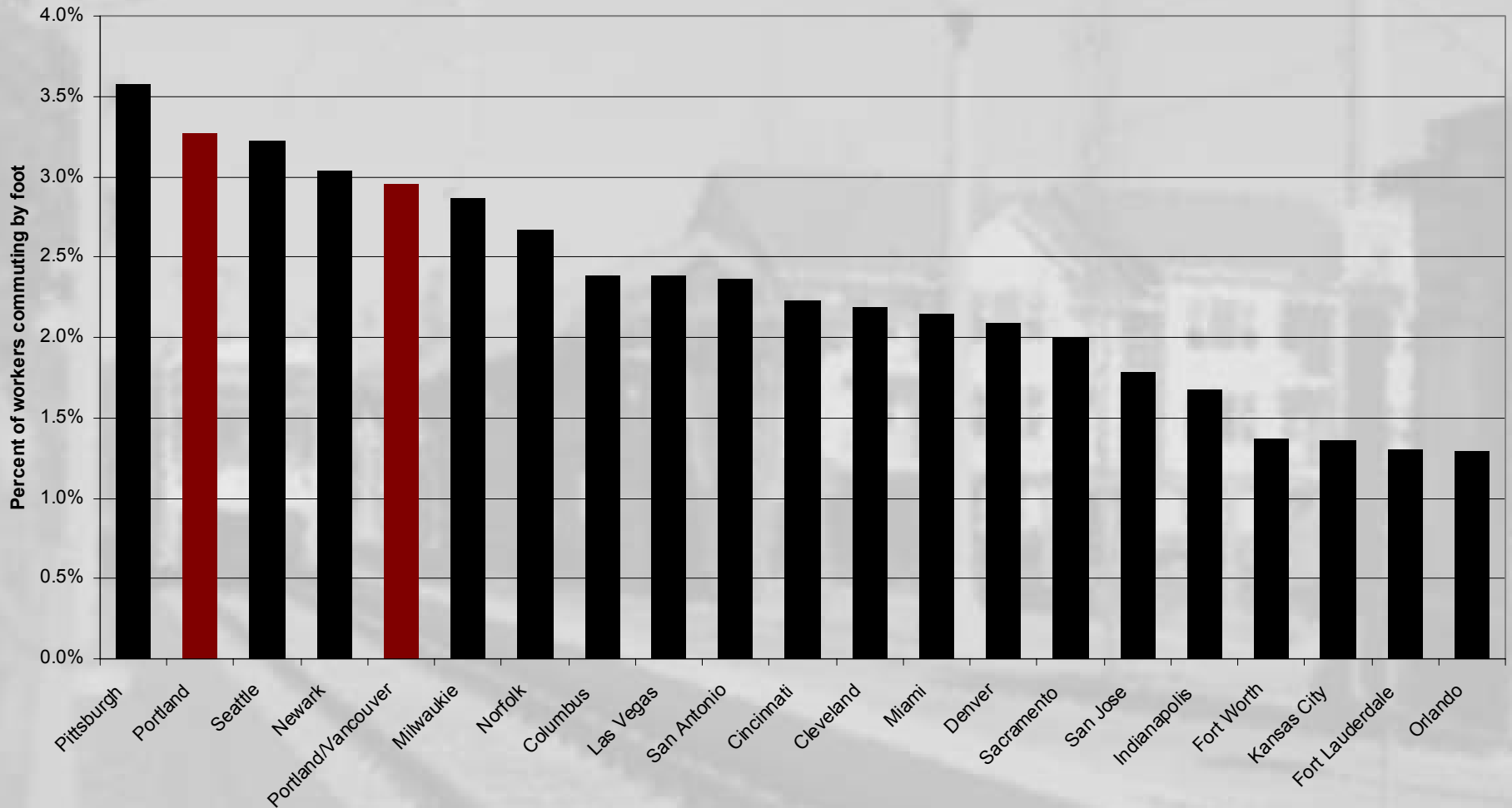


Walking

- City of Portland adopted Pedestrian Master Plan in 1998
- Designated pedestrian districts
- Active community, organizations



Commuting by Walking (2000 Census)

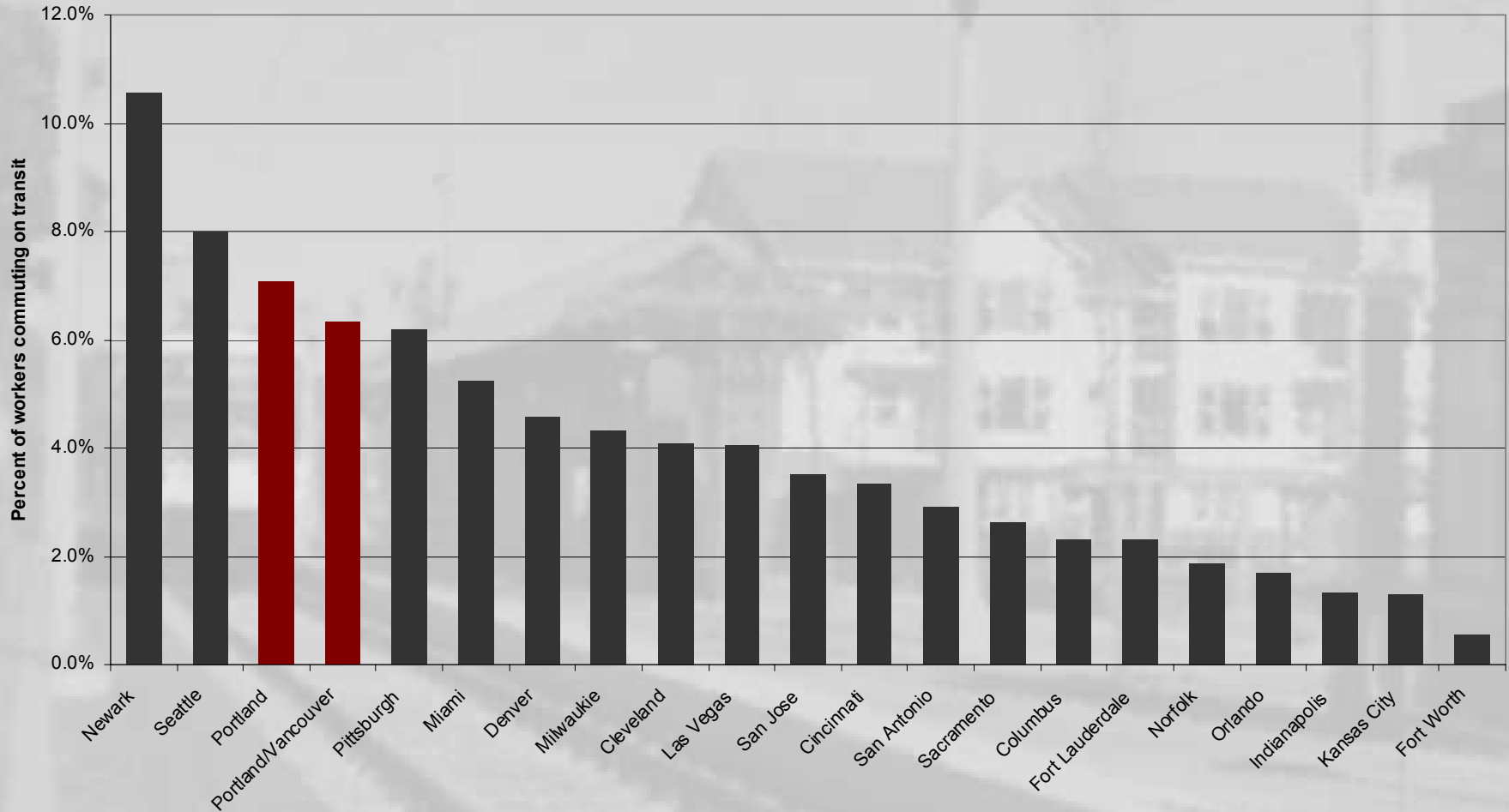


Transit

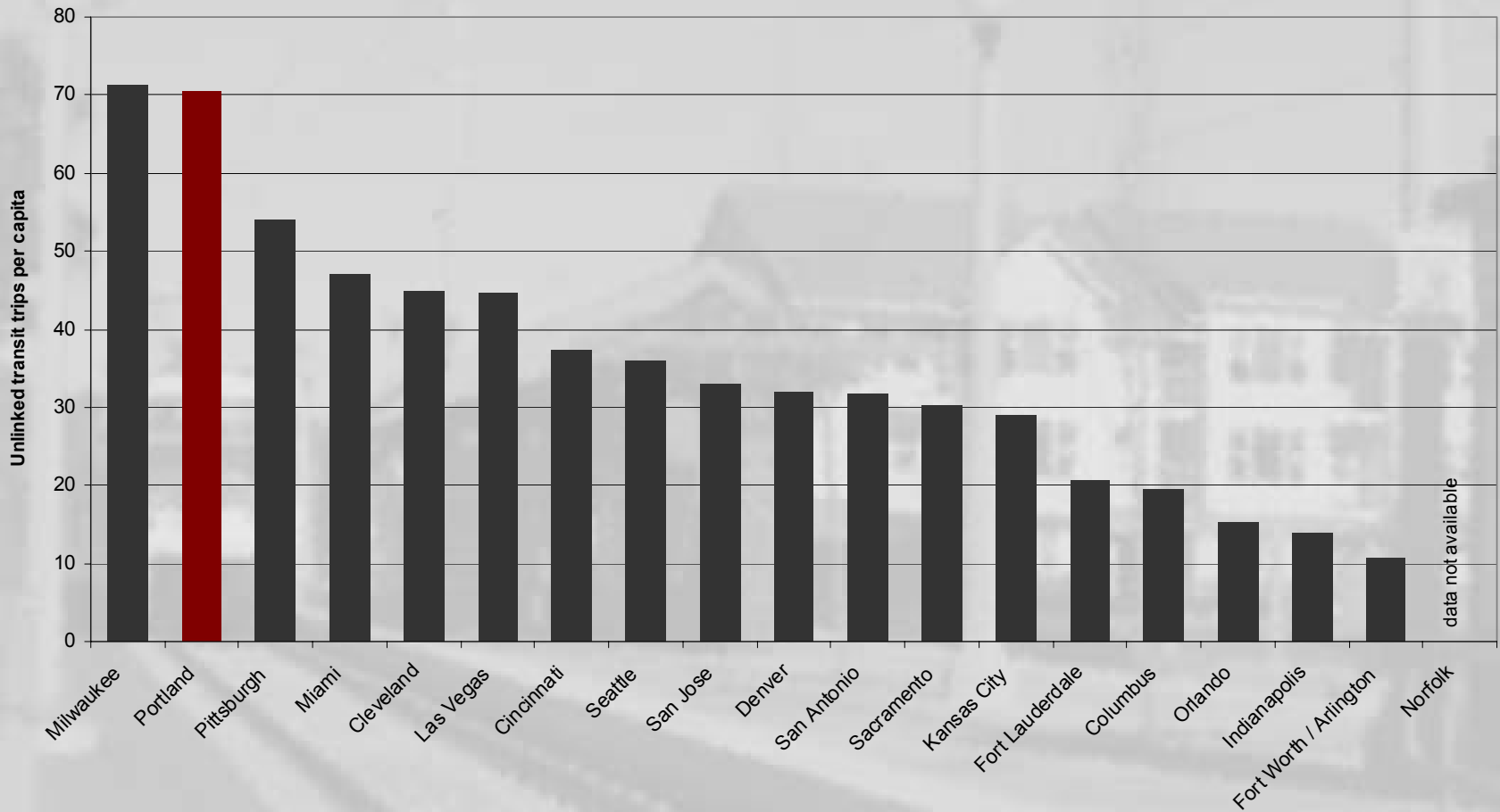
- Investment in new transit infrastructure
 - 1970s: Fareless Square and Transit Mall
 - 1980s: Started light rail system (MAX)
 - 1990s – 2000s: expanding light rail, improving bus service, Streetcar
- Metro's Transit Oriented Development program
- Tax and other incentives for TODs



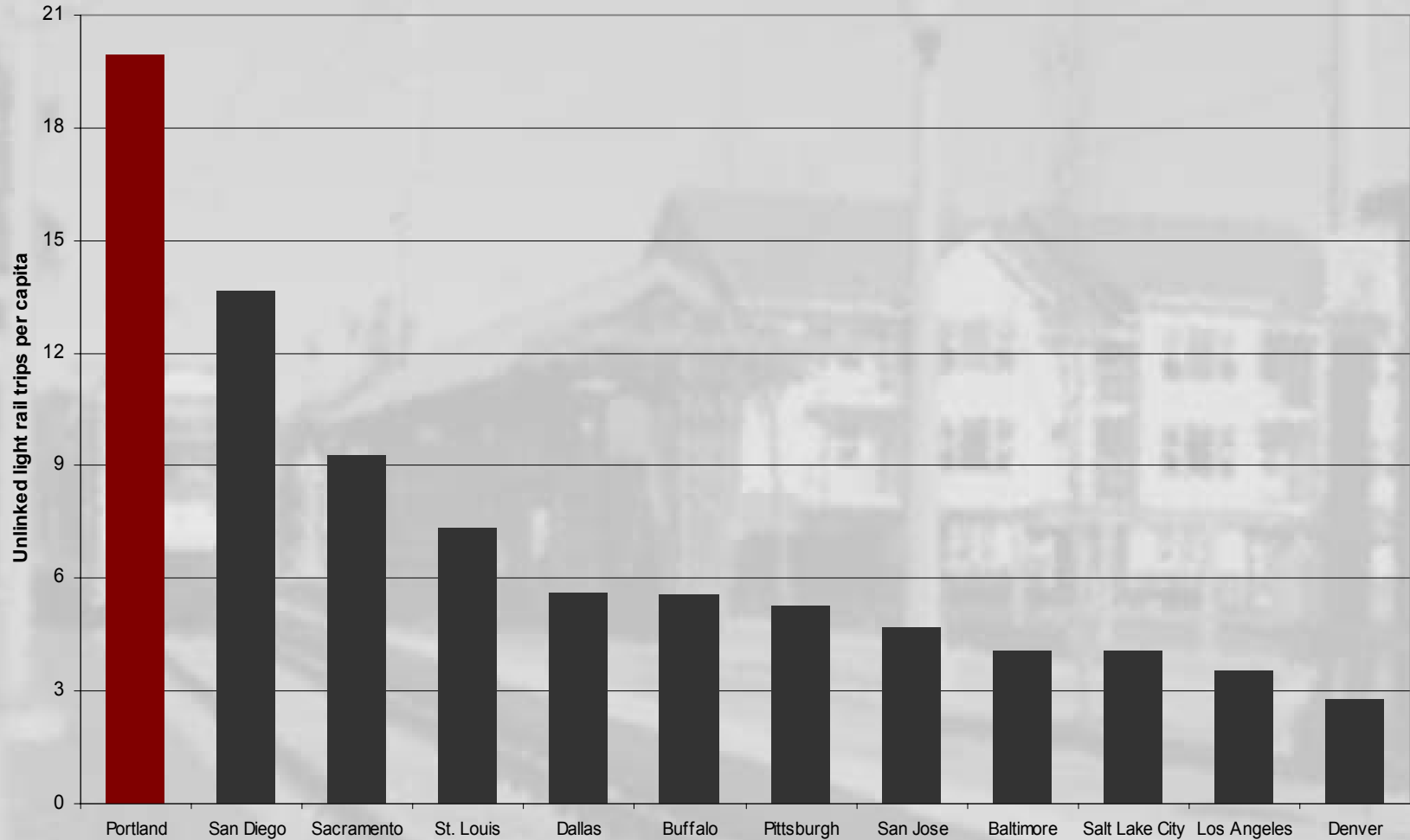
Commuting by Transit (2000 Census)



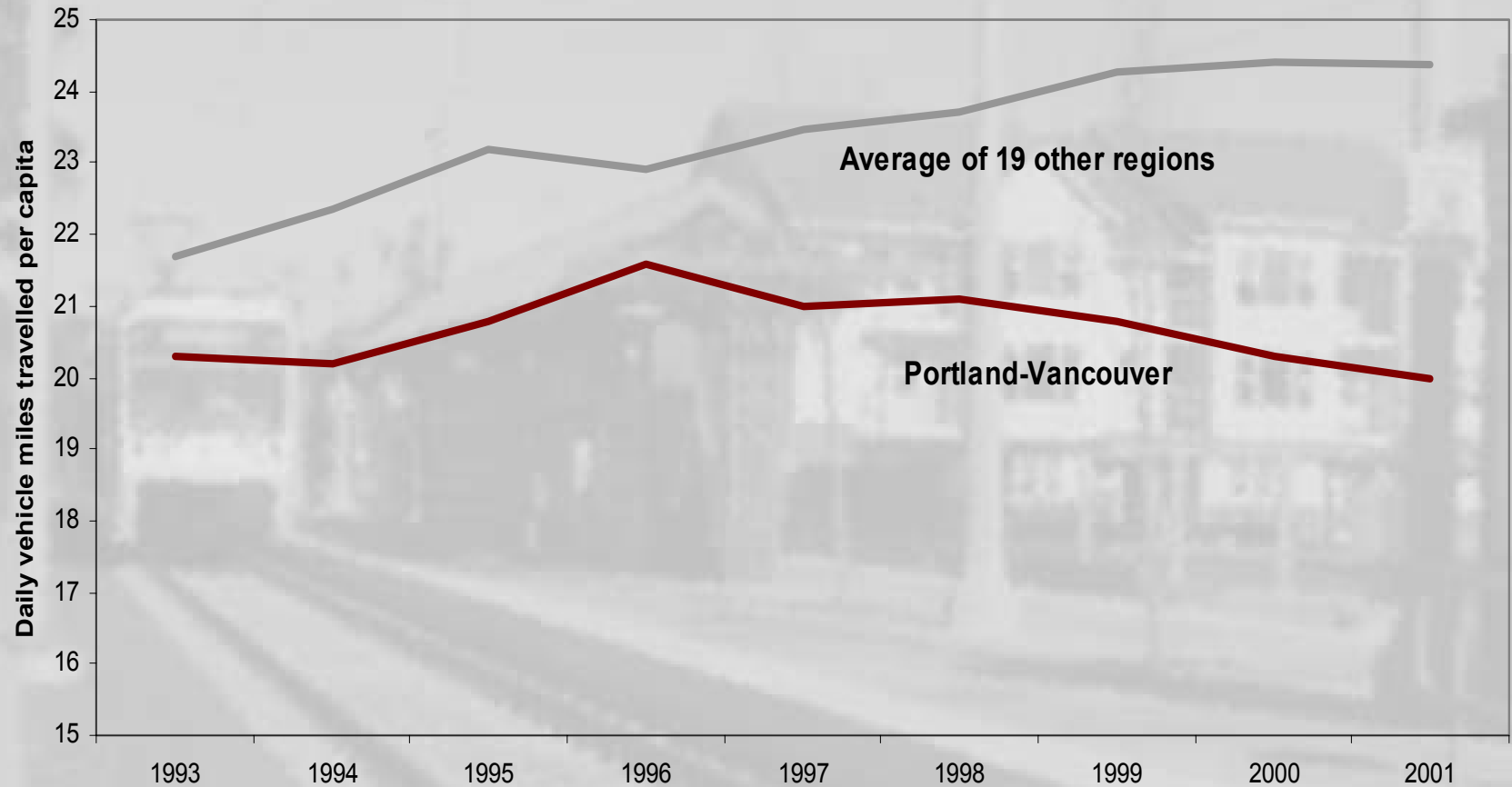
Transit Trips per Capita (FTA, 2000)



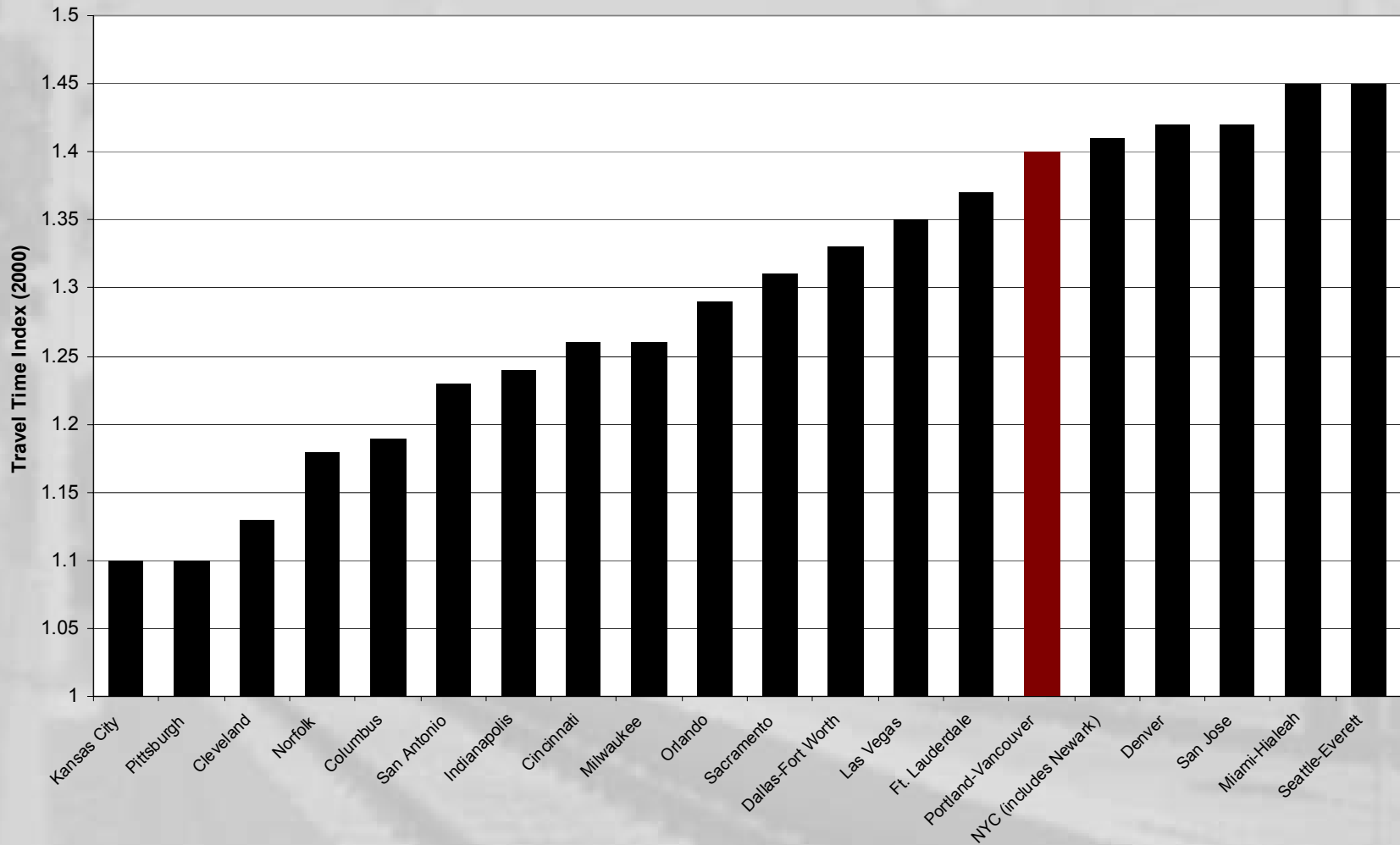
Light Rail Trips: New Systems



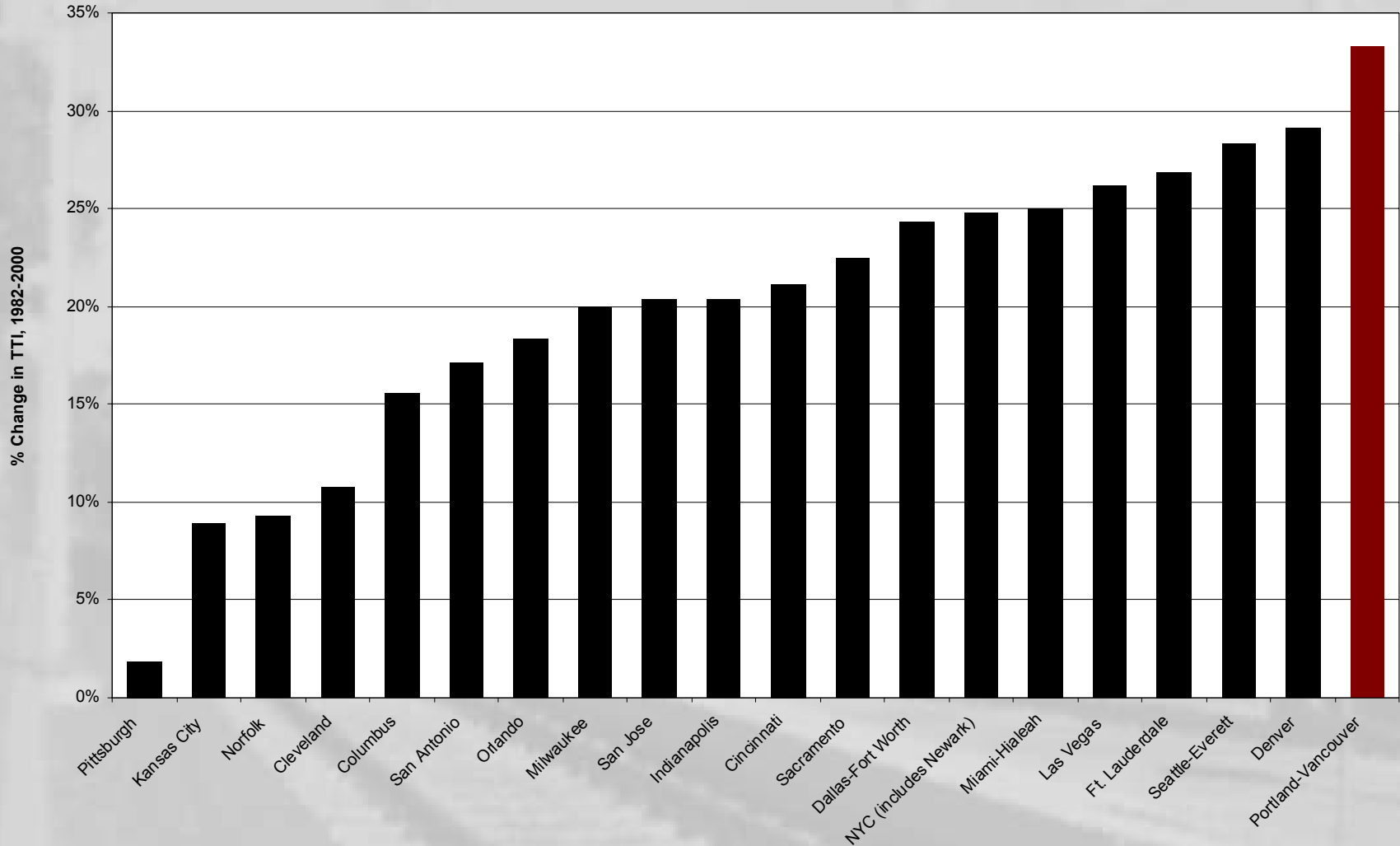
Daily VMT per Capita



Congestion: Travel Time Index (TTI, 2000)



Congestion: % Change 1982 - 2000



Conclusions

- Performance measures for alternative modes show that programs/policies *may* be working
- But, many strategies (particularly land use) are long-term – too early to tell
- Questions about the future