

## Employment areas

Employment areas allow mixed commercial and industrial uses, including some residential development. A network of street connections to the freeway system and intermodal facilities serves these areas. Some employment areas are also served by freight rail. Employment areas often are located near industrial areas, and may benefit from freight improvements.

## Neighborhoods

Under the 2040 Growth Concept, most existing neighborhoods will remain largely the same. The growth concept envisions that some redevelopment can occur so that vacant land or under-used buildings can be put to better use. New neighborhoods are likely to have an emphasis on smaller single-family lots, a mix of housing types and better connected local streets. However, new connections must be designed to discourage through-travel on local neighborhood streets.

## Rural reserves

An important component of the growth concept is the availability and designation of lands that will remain undeveloped outside the urban growth boundary. These largely undeveloped rural reserves have very limited transportation facilities. Roads in these areas are intended to serve rural industry and designs are sensitive to their basic rural function. Rural reserves will be protected from urbanization for the foreseeable future.

## Neighboring cities and green corridors

Communities such as Sandy, Canby, Newberg and North Plains have a significant number of residents who work or shop in the metropolitan area. These neighboring cities are separated from the main urban area by rural reserves but are connected to the metro area by limited-access green corridor transportation routes. These routes will include bicycle and public transportation service to neighboring cities. Neighboring cities will be encouraged to balance jobs and households in order to limit auto travel on these connector routes, which mainly function as freight corridors.

## Policies to implement the 2040 Growth Concept

The Regional Transportation Plan sets transportation policies to adequately serve walking, bicycling, driving, the use of transit and the movement of freight in this region. The plan sets a new direction for future transportation projects by linking urban form to transportation

investments. The RTP strategically invests limited transportation funds to the areas where the region is directing future growth as part of implementation of the 2040 Growth Concept.

Transportation planning by all government partners in the region will be guided by the following strategies:

- protect the economic health and livability of the region by providing access to jobs and industry
- invest limited resources wisely by targeting transportation investments to maintain freight mobility and rejuvenate main streets and traditional downtowns
- expand transportation choices for travel in this region by providing safe and convenient alternatives to driving, and serve special access needs for all people, including youth, elderly and disabled
- integrate land use and transportation in regional and local street designs
- limit the impact of urban travel on rural land through use of green corridors.

### For more information

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

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# 2040 Growth Concept and the RTP

*Implementing the regional transportation plan*

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## What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



**METRO**  
Regional Services  
*Creating livable communities*

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.



*Streets like Northeast Broadway that once were auto-oriented are being transformed into pedestrian friendly boulevards. Design features such as street trees and curb extensions complement new housing and shops.*

## Linking the 2040 Growth Concept and the Regional Transportation Plan

Adoption of the Regional Transportation Plan is an important part of achieving the 2040 Growth Concept vision. It marks the end of a five-year planning process.

Highlights of the 2000 plan include the need to:

- expand some roads and highways throughout the region
- expand bus and light rail service and the ability to walk to stations
- build new sidewalks and bikeways on existing streets
- limit delays for national and international freight movement
- implement strategies to ensure our transportation system works efficiently
- identify new funding sources to keep pace with growth.

## The regional transportation vision

Adoption of the 2040 Growth Concept in 1995 established a new direction for planning in the Portland metropolitan region by linking urban form to transportation. The 2000 Regional Transportation Plan further supports the region's commitment to use land efficiently and provide a safe, cost-effective and efficient transportation system that supports the 2040 Growth Concept. The plan incorporates the goals of the 2040 Growth Concept into its strategies for keeping people and goods moving throughout the region.

From 1992 to 1997, 131,000 more people joined the region's three-county population. Another 500,000 are expected to live in the region by 2017. The 2040 Growth Concept is intended to preserve the region's livability while planning for expected growth in the region. This vision calls for a regional transportation system designed to meet the specific needs of each land-use component in the growth concept, such as the central city, regional and town centers, industrial areas, intermodal facilities, station communities and main streets.

## Connecting land use and transportation

The 2040 Growth Concept is a long-range land-use planning strategy that directs most development to centers and along existing major transportation corridors that are served by both highways and high-capacity transit. However, the success of the concept hinges on carrying out regional transportation policies identified in the 2000 Regional Transportation Plan. Providing regionwide access to the central city, regional centers, industrial areas and shipping terminals is a primary goal of the plan.

The 2040 Growth Concept identifies land-use components, called 2040 design types. The RTP defines a transportation system that is designed to serve the individual transportation needs of each 2040 design type. The design types, the building blocks of the region's strategy for managing growth, are:

### Central city and regional centers

Portland's central city serves as the hub of business and cultural activity in the region. Regional centers such as Gresham, Beaverton and Hillsboro are envisioned as complementary centers of economic activity. These areas have the highest development densities, a diverse mix of land uses and the greatest concentration of commerce, offices and cultural activities. They are

*The transportation system shapes Hillsdale's town center plan, where boulevard designs on major streets feature wide sidewalks, frequent crossings and street trees.*



the most accessible areas in the region by auto, bicycle and public transportation and have pedestrian-oriented streets.

### **Industrial areas and shipping terminals**

Industrial areas serve as “sanctuaries” for long-term industrial activity. A network of major streets connecting to the freeway system and shipping terminals serve these areas. Many industrial areas are also served by freight rail and have good access to shipping terminals called “intermodal facilities” (air and marine terminals, freight rail yards and truck terminals). Access to these areas is centered on rail, freeway, public transportation, bikeways and key road connections. Roadway needs unique to freight movement are critical to the continued vitality of industry and shipping terminals and maintaining a healthy regional economy.

### **Station communities and town centers**

Station communities are areas located along light rail and high capacity transit corridors and feature high-quality pedestrian and bicycle environments. These communities are designed around the public transportation system. While they include some local services and employment, they are mostly residential developments oriented toward larger centers that can be accessed by light rail for most services and employment. Town centers are local activity areas providing

close access to retail and services within a few miles of most residents. Each will function as strong business and civic communities with excellent arterial street access and public transportation with good connections to regional centers and other major destinations.

### **Main streets**

Main streets feature mixed-use storefront-style development that serves the same urban function as town centers, but are located in a linear pattern along a limited number of bus corridors. Main streets feature street designs that emphasize pedestrian, public transportation and bicycle travel.

### **Corridors**

Corridors are major streets that are designed to emphasize a high-quality bicycle and pedestrian environment and convenient access to public transportation. Transit and pedestrian improvements are especially important. Corridors can include auto-oriented land uses but are carefully planned to preserve the pedestrian orientation and scale of the overall corridor design. Corridors are served extensively by transit. Examples of corridors include the Tualatin Valley Highway and 185<sup>th</sup> Avenue in Washington County, Powell Boulevard in Portland and Gresham and McLoughlin Boulevard in Clackamas County.



*A new boulevard retrofit along Sandy Boulevard in the Hollywood District will transform the street from a barrier to one that unites the community.*