



Planning for high capacity transit in the region

High capacity transit and 2040

High Capacity Transit Think Tank
November 17, 2008

High capacity transit and 2040

- 2040 Context and history
- State of the Region
- Thought provoking questions

1992 Metro Charter

Develop a vision that addresses:

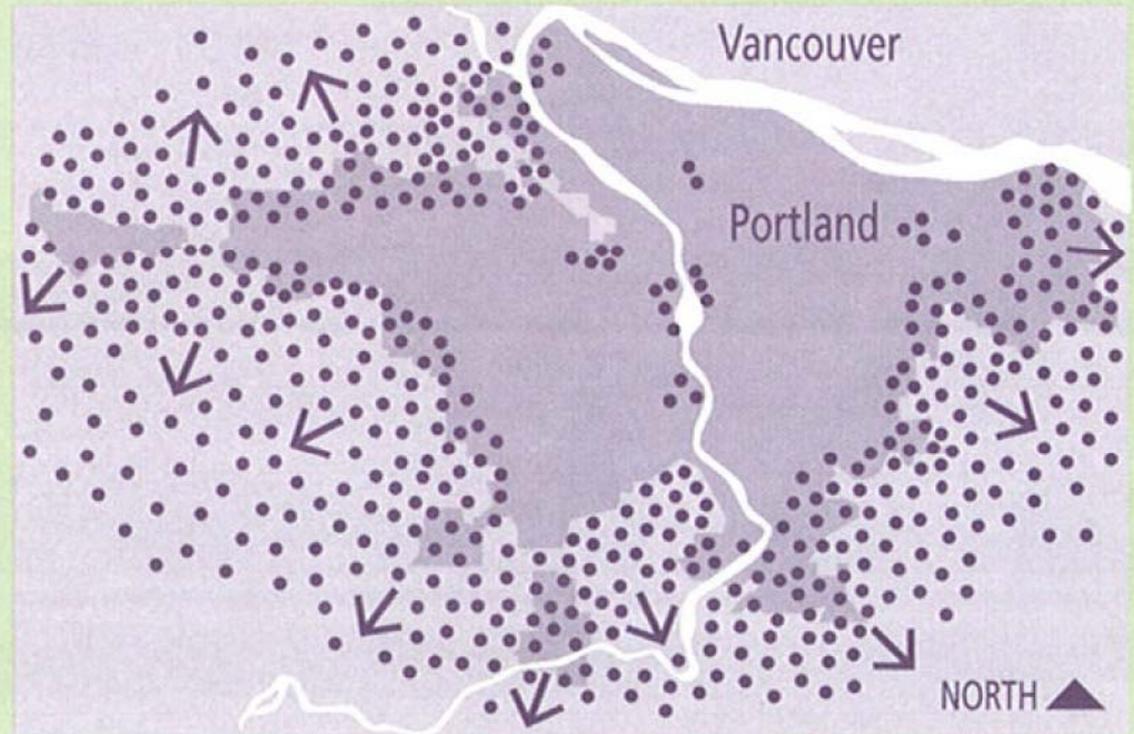
- Plan for growth
- Preserve quality of life
- Preserve natural areas
- Maintain air and water quality

Adopt a regional framework

- Transportation and mass transit
- Urban growth boundary
- Housing density, urban design, open space, water supply

Four scenarios

Base case – Continuing pattern

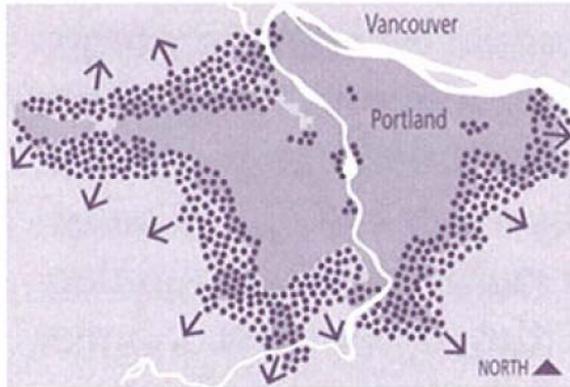


Greatest expansion of UGB; continuation of development patterns occurring between 1985 and 1990.

354,000 acres in UGB
(121,000 acres added to UGB)

Four scenarios

Concept A Growing out



Significant expansion of the UGB; new growth at urban edge develops mostly in the form of housing.

284,000 acres in UGB
(51,000 acres added to UGB)

Concept B Growing up



No UGB expansion; growth accommodated through development of existing land within the urban growth boundary.

234,000 acres in UGB

Concept C Neighboring cities

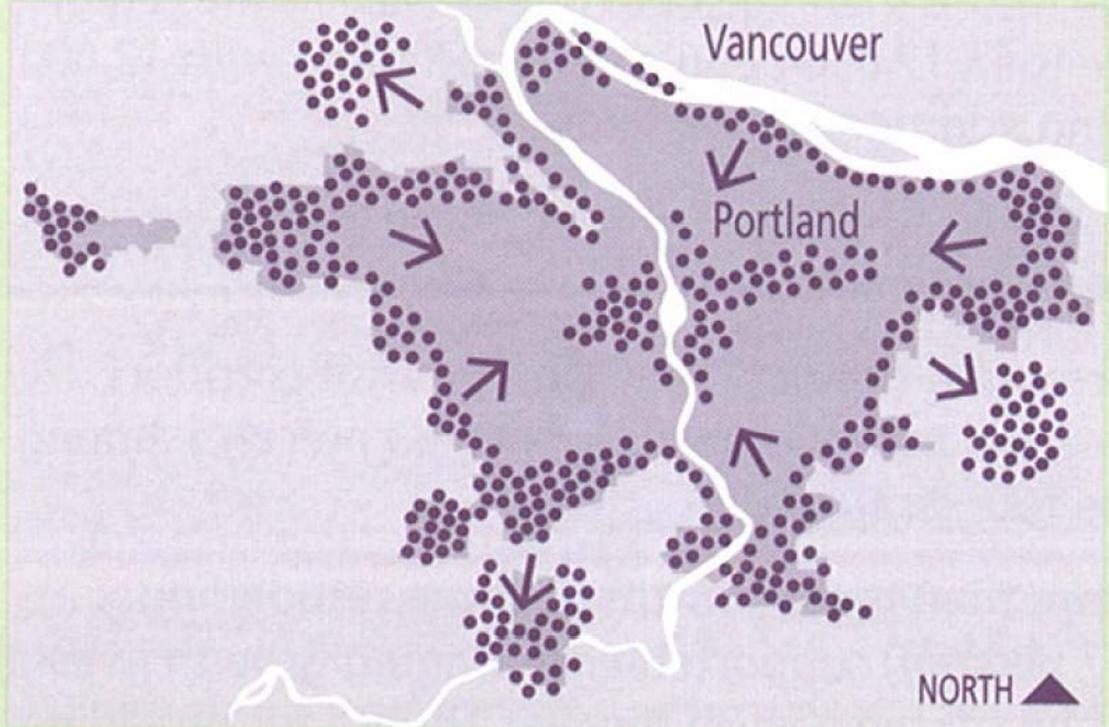


Moderate expansion of the UGB; growth focused in centers, corridors and neighboring cities.

257,000 acres in UGB
(22,000 acres added to the UGB)

2040

2040 recommended alternative

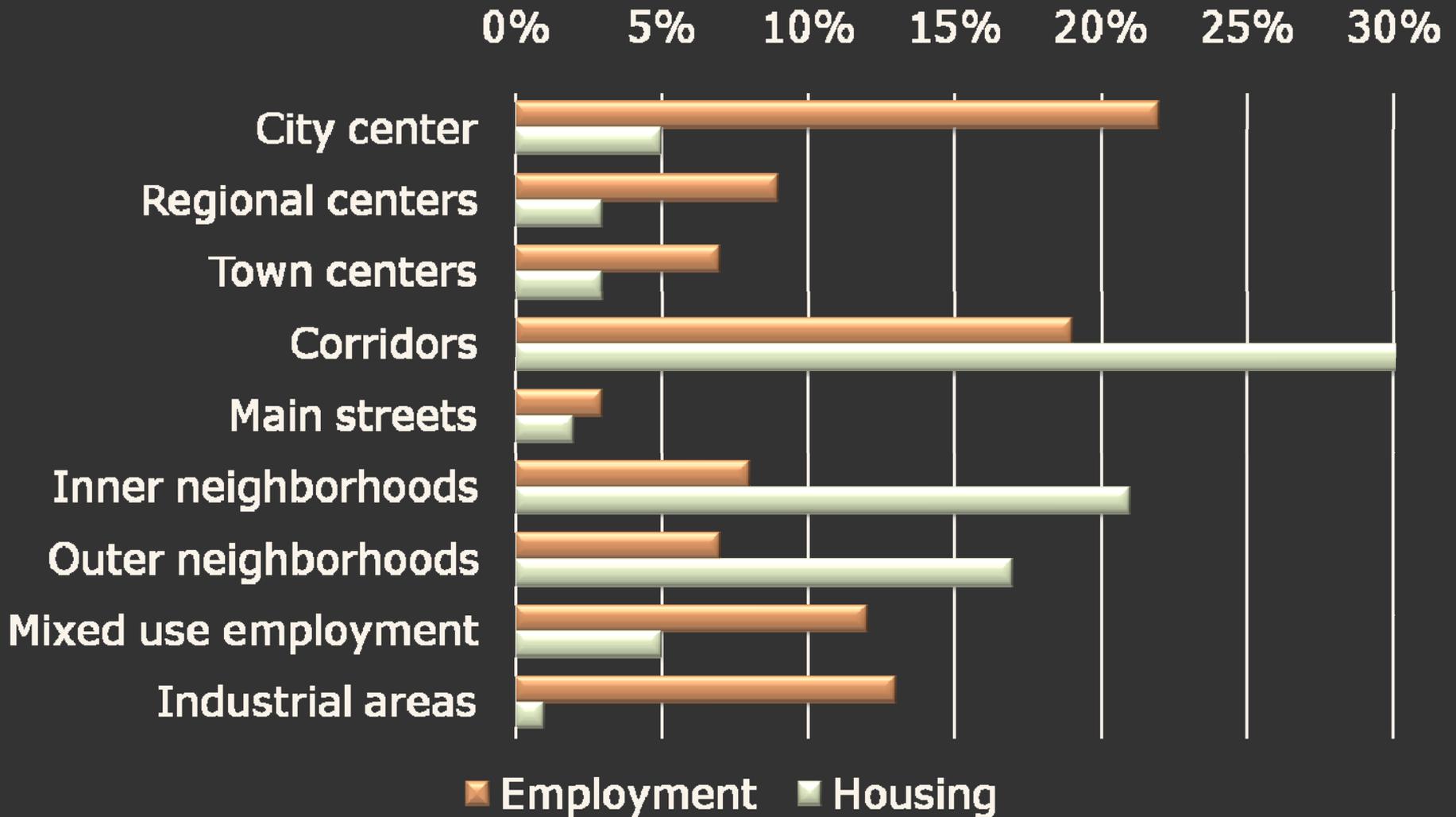


Growth is encouraged in centers and corridors with increased emphasis on redevelopment within the urban growth boundary.

248,000 to 252,000 acres in UGB
(15,000 to 19,000 acres added to the UGB over 50 years)

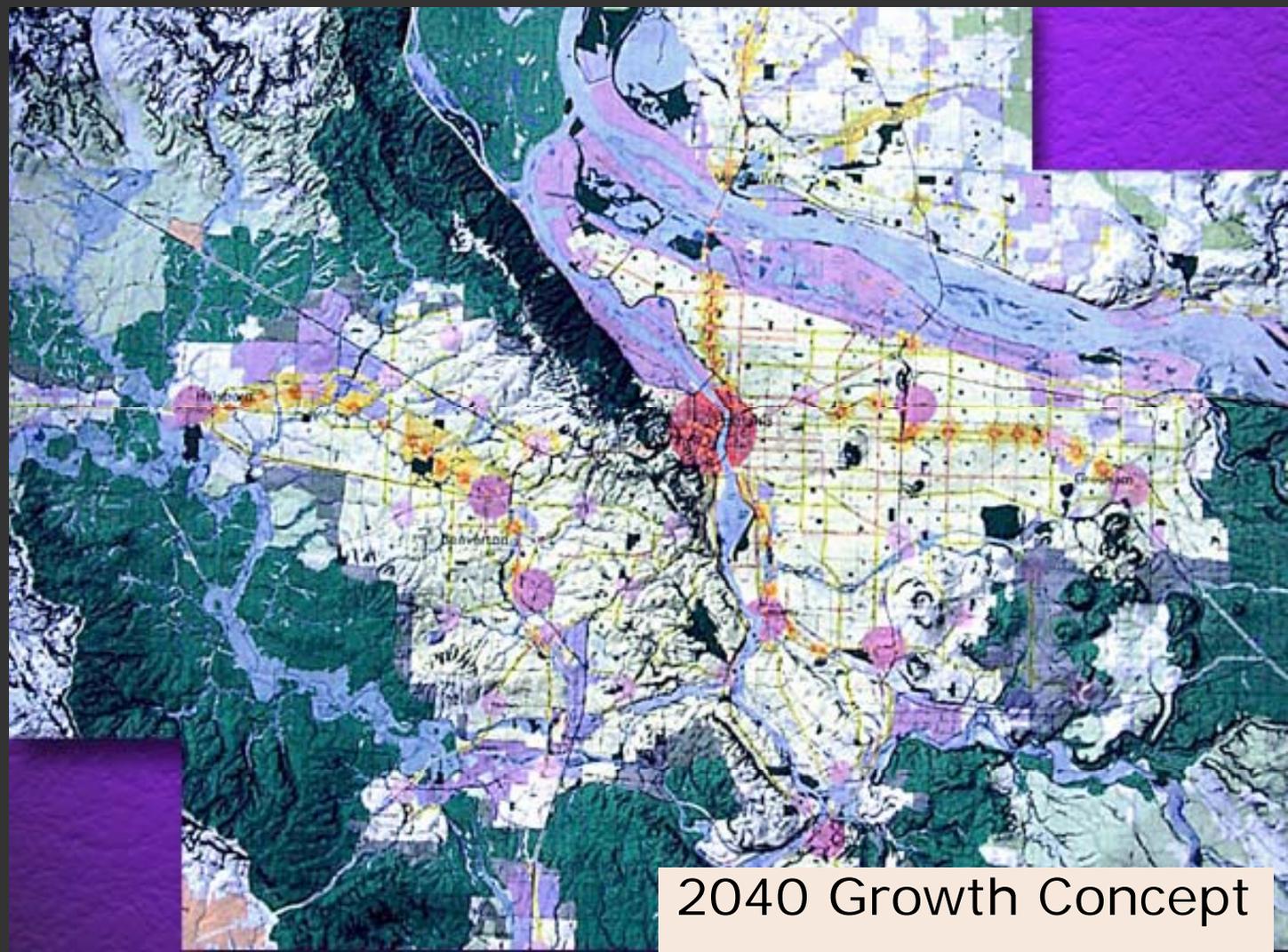
Source: 2040 Decisions for Tomorrow, Fall 1994

Planning for high capacity transit in the region 2040 recommended alternative



Planning for high capacity transit in the region **2040 premise**

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



2040 Growth Concept

Planning for high capacity transit in the region 2040 fundamentals

- Encourage a strong local economy.
- Encourage the efficient use of land within the urban growth boundary.
- Protect and restore the natural environment.
- Provide a balanced transportation system.
- Maintain separation between the Metro urban growth boundary and neighboring cities.

Planning for high capacity transit in the region 2040 fundamentals

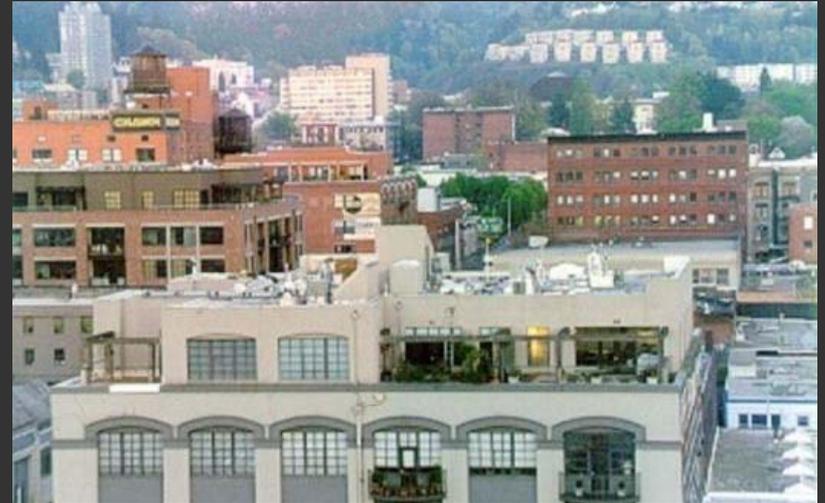
Enable communities inside the Metro urban growth boundary to enhance their physical sense of place.

Enable communities to provide diverse housing options.

Create a vibrant place to live and work.

Our place in the world: The State of the Region, 2008

Planning for high capacity transit in the region This treasured place



This treasured place

1,400,000 residents within the urban growth boundary

62,000 businesses

28,555 acres of public parks and natural areas

1,493 miles of rivers and streams

25 cities

3 counties

1 region

Planning for high capacity transit in the region

This treasured place



AP

- In an average week, the greater Portland area gains more than 500 new residents.
- Half of the new residents anticipated in the next 20 years will be born here.
- More than 60% of households in the Portland region consist of just one or two people, according to the 2000 census.

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A legacy of stewardship



- 80% of metro area residents mention the environment when asked what they enjoy most about the quality of life in the region.
- 83% of metro area residents believe that land use regulations are an essential tool to protect the area's quality of life.
- 83% of metro area residents agree that maintaining the area's quality of life will bring jobs to the area.

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Going places



- Oil prices in 2008 have exceeded the reference price of oil that the U.S. Energy Information Administration forecast for 2030.
- Portland Metro region will need \$10 billion over the next few decades to repair and rebuild our existing infrastructure.
- \$31 billion will be needed to meet the demands of the anticipated growth by 2035.

Planning for high capacity transit in the region A million changes



Between 1968 and 2006, the Portland Metro region grew by one million residents. In 1968:

- Median single-family home cost \$16,200
- Median household income was \$7,700
- A loaf of bread cost 25 cents; gasoline cost 34 cents per gallon

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A million changes



In 1968:

- Traffic congestion was not a problem.
- I-5 and I-84 built in 1966.
- I-405 and I-205 did not exist.
- TriMet did not exist and Rose City Transit teetered on the edge of insolvency.

Planning for high capacity transit in the region A million changes

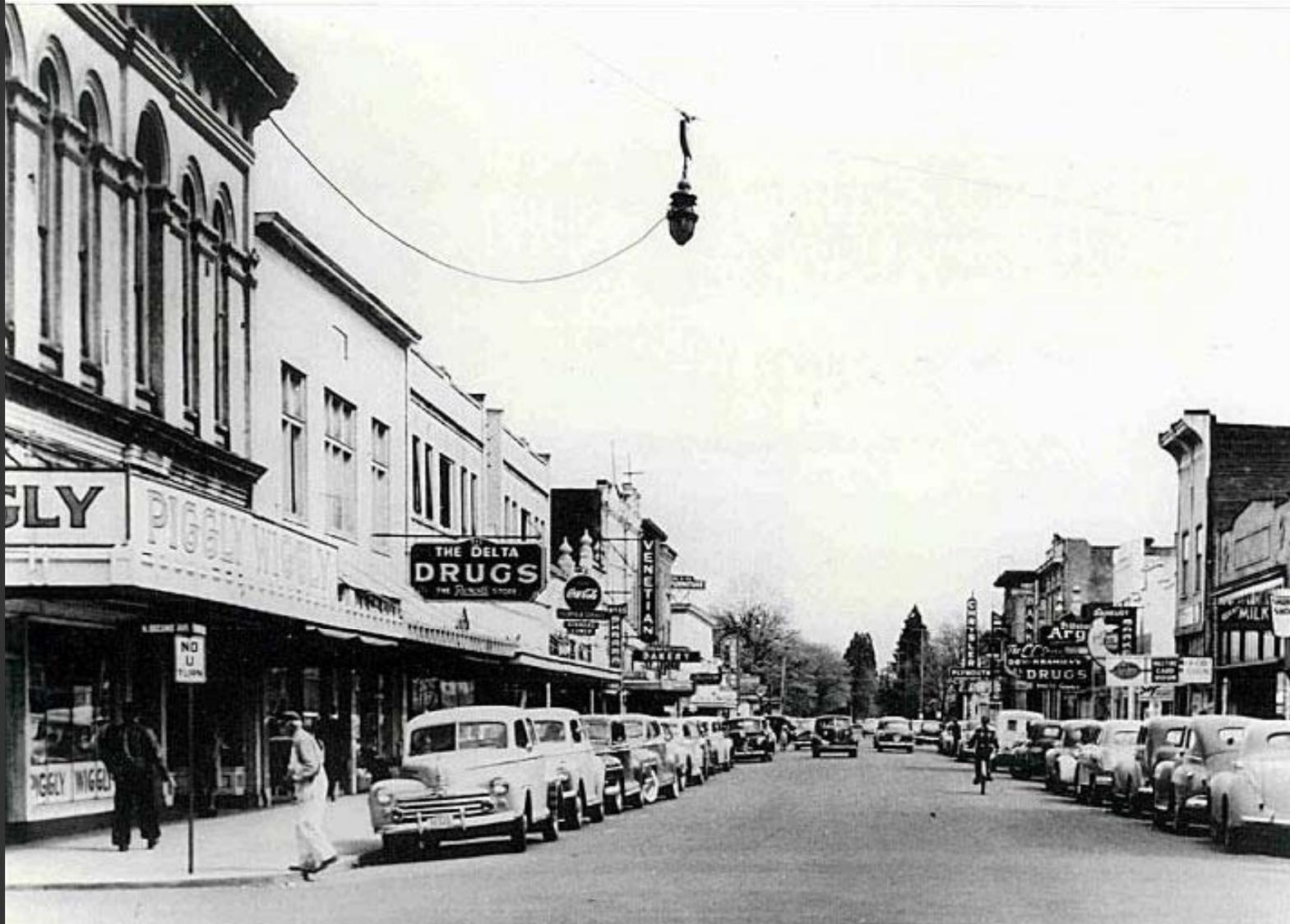


In 1968:

- The economy was dominated by forest products, transportation, and public utilities.
- None of the ten largest employers in 1968 are among the largest employers today.

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A million changes



- In 2003, there were 31,000 acres of vacant, buildable land within the metro region's urban growth boundary, a combined area roughly 70 times the size of downtown Portland.
- In a nationwide study, compact communities were shown to reduce average driving by as much as 33%.

Planning for high capacity transit in the region Centers and main streets



- In 2003, there were 31,000 acres of vacant, buildable land within the metro region's urban growth boundary, a combined area roughly 70 times the size of downtown Portland.
- In a nationwide study, compact communities were shown to reduce average driving by as much as 33%.

Planning for high capacity transit in the region Downtowns and main streets



- Values of homes within walking distance of urban amenities such as specialty grocers, cinema cafes and bookstores have been shown to be 3% to 18% higher than average.

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Jobs and economic vitality



- Portland Metropolitan Region is home to 38.4% of the state's population and nearly half of its jobs, but encompasses less than 5% of Oregon's land area.
- Additional regional transportation investment would generate an economic benefit of at least \$2 for each \$1 spent.

- Of the 100,000 new Portland-area jobs expected in the next five years, over 40% are projected to be in the professional, financial and information services.
- Failure to invest adequately in transportation improvements that relieve congestion will result in potential economic losses valued at \$844 million annually by 2025.

Planning for high capacity transit in the region Homes and neighborhoods



- Between 1990 and 2007, the median price of a single-family residence in the tri-county area increased 264% while the median household income rose only 206% during the same period.
- 62% of households in the tri-county Portland metro region own their home.

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Homes and neighborhood



- The average household in the region spent 27% of their monthly income on housing and 14% on transportation in 2006.
- Since 2000, the Portland region has built over 111,000 new dwellings, of which 69% were single-family residences and 31% were multi-family units.

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Community infrastructure



- Since 1965, government spending on transportation, sewers and water systems has declined from 39 cents to 25 cents for every dollar spent on private residential construction.
- Oregon ranks last in total auto taxes compared with other western states.

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Transportation



- Over 70% of the region's residents live within ¼ mile of public transit.
- 9.2 million rides on bus and MAX were taken during July 2008, a 13.3% increase over July 2007.
- 100 million rides on bus and MAX annually.

- Congestion on our region's freeways increased 20% between 2000 and 2005.
- Transportation activities are the second largest sources of greenhouse gasses in the state, accounting for approximately 34% of the state's carbon dioxide emissions.

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Trails and greenways



- For every \$1 invested on developing trails, there is an equivalent medical benefit of \$2.94 related to their use.
- In the Portland metro region, 3.4% of residents walked to work and 1.7% bicycled to work in 2006.
- In the city of Portland, 5.5% of residents walked and 4.4% bicycled to work in 2006, among the highest rates in the U.S.

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Nature in neighborhoods



- 64% of the metro area residents live within a ¼ mile of public park, greenspace or regional trail. 97% of Boston's children live within ¼ mile of a park.
- Approximately 53% of the region's park land and 60% of land within 50 feet of streams and wetlands are deforested.
- About 10% of the region's floodplains are developed, substantially degrading ground and stream water quality.

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Farms, forests and natural areas



- Nearly 20% of the state's prime farmland is located in Clackamas, Multnomah, and Washington counties.
- 76% of metro area residents believe that farm and forest lands should be preserved because of the contribution they make to our economy.
- 78% of metro area residents identify the protection of rivers and streams as the top planning priority over the next ten years.

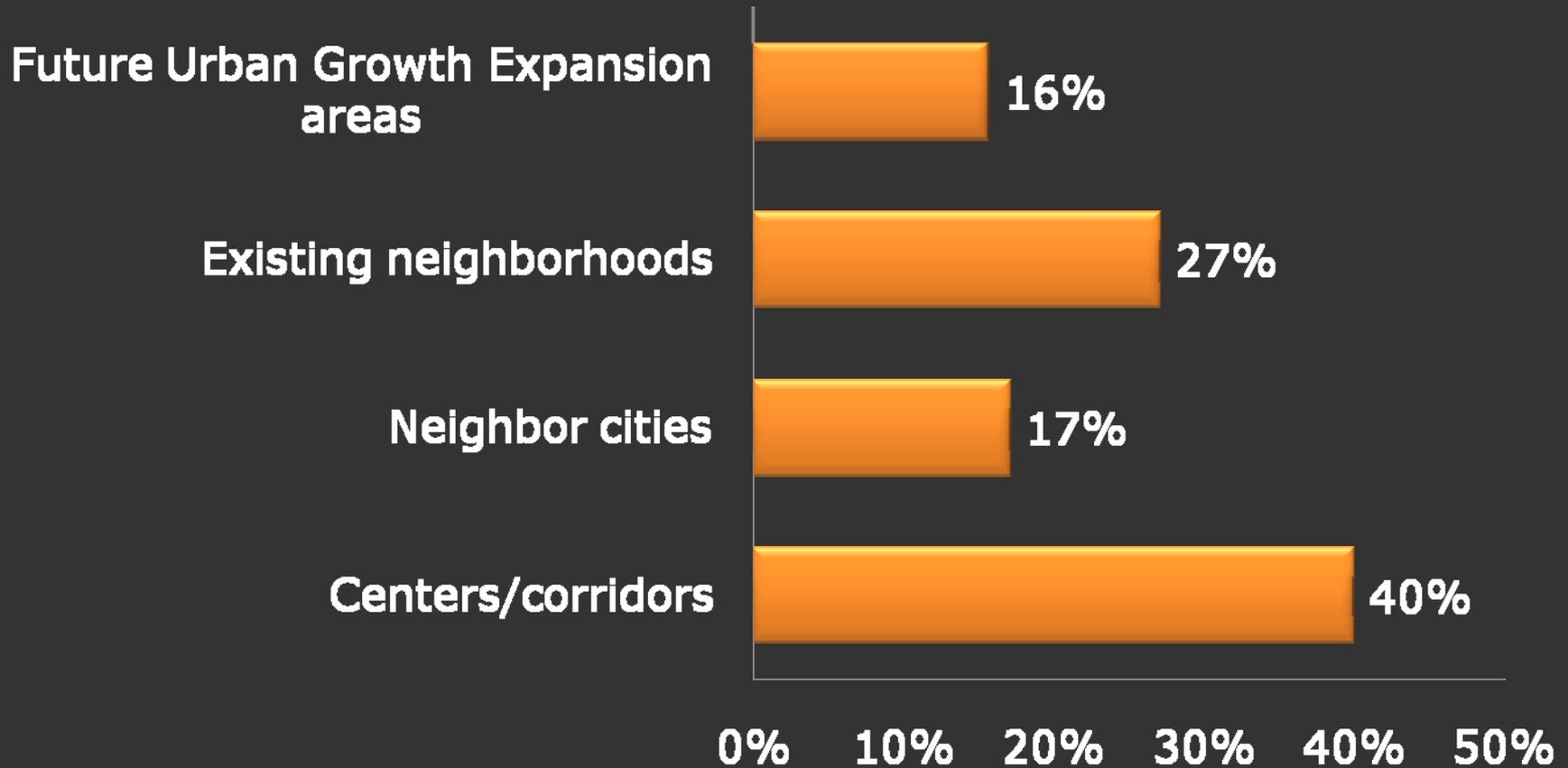
Where do we want to grow

Surveys of Elected Officials on:

- Land Use Scenarios
- Transportation Scenarios

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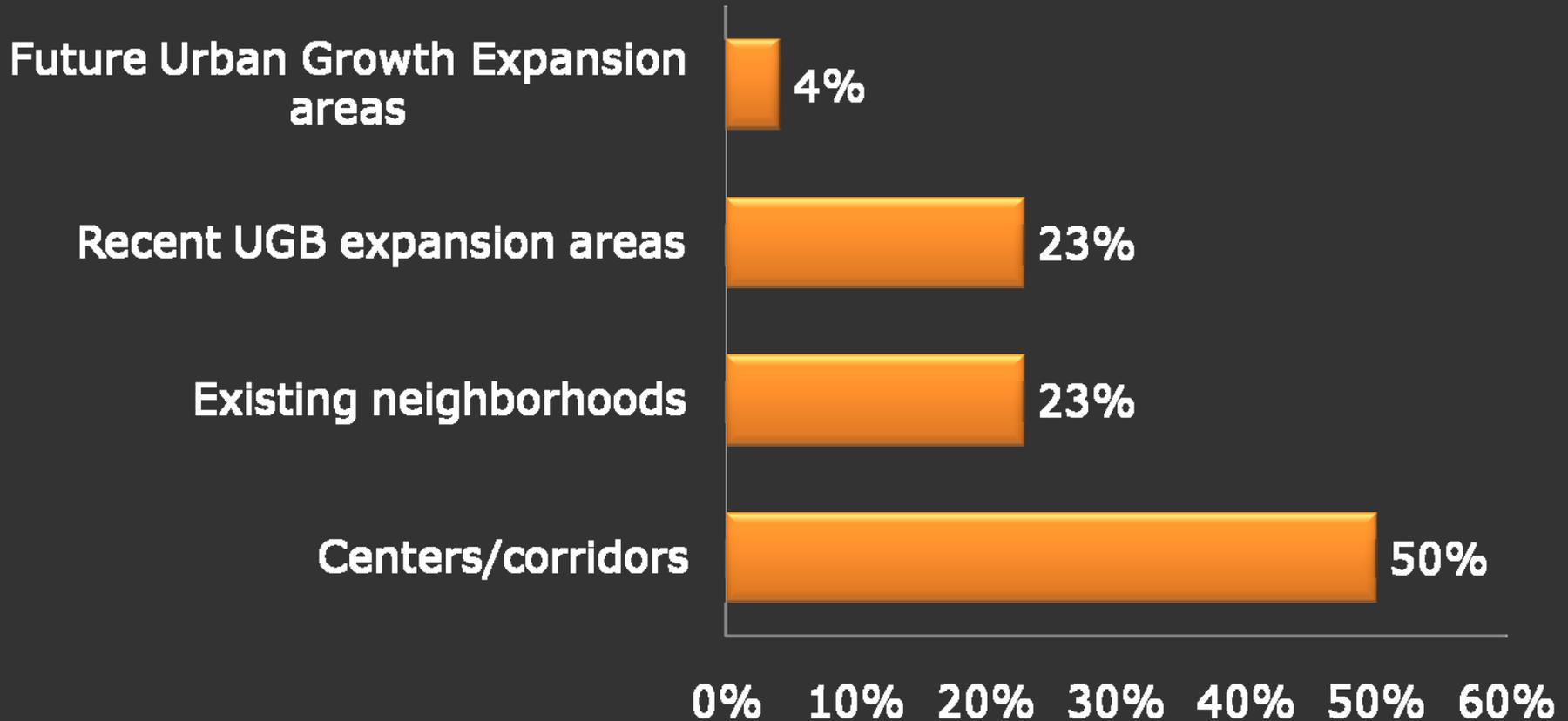
Land Use Scenario Survey 2008



■ Where would you like to see most growth occur?

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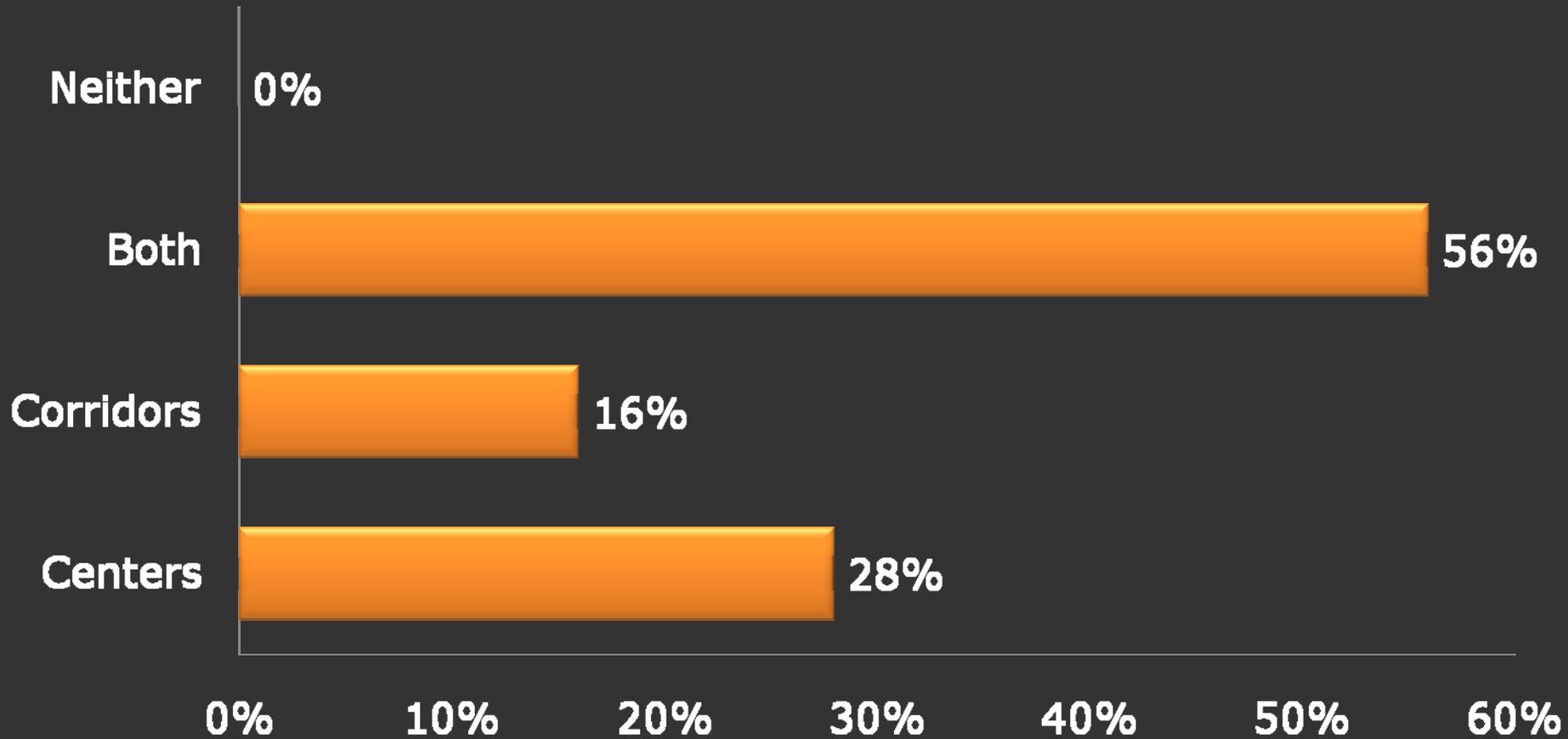
Land Use Scenario Survey 2008



■ To support growth, what are your top two priorities for increasing infrastructure spending?

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Land Use Scenario Survey 2008



■ What is your highest priority for your public investments?

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Regional Transportation Plan Scenarios

- Connectivity Scenario
- High Capacity Transit Scenario
- Throughways Scenario
- Management Scenario

RTP

High Capacity Transit Scenario

Shows the least increase in transportation-source greenhouse gases

Shows the least amount of housing growth outside the UGB and concentrates housing growth the most in centers, corridors, and the city of Damascus

Shows the greatest reduction of jobs in the Sunset industrial area in western Washington County and greatest increase in jobs in Tualatin, Sherwood, and Sandy industrial areas

Increases the most transit use, walking, and biking

Most expensive to operate and maintain the expanded system if built as light rail

RTP

High Capacity Transit Scenario

JPACT/MPAC members believe:

- Emphasis on HCT will better address transportation issues and needs
- HCT has a positive ability to support job creation and goods movement
- HCT has a positive ability to support local, community aspirations

RTP

High Capacity Transit Scenario

JPACT/MPAC members believe:

- HCT has a positive ability to reduce the amount people drive
- Split views on the political feasibility and politicians' ability to publicly support HCT
- Difficult to acquire funds for the HCT, Throughways, and Connectivity scenarios

RTP Policy Considerations

Addressing questions of the public,
staff and policy makers

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RTP Policy Considerations



Corridors and Centers

- How should HCT balance the need to serve corridors with access and centers with speed?

Current and Future Growth

- How should HCT balance the need to serve the current population and the future growth?



Existing and Future System

- How should HCT balance the need of improvements to the existing system and the addition of new corridors?

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RTP Policy Considerations



Definition of High Capacity Transit

- Should HCT include Rapid Streetcar?
- Levels of High Capacity Transit?



Local Aspirations

- How do we account for local aspirations?



Phasing

- Should the region consider phasing the HCT system? If so, how?

RTP Policy Considerations

Access

- Should the region provide parallel trail routes in all HCT corridors?
- How should HCT create pedestrian and bike access to its stations? (i.e., bike parking at stations with auto parking costs, local jurisdiction commitment to access in order to obtain a HCT line, HCT builds the access, etc.)

Questions for the Think Tank