Rex Burkholder
Metro Councilor
Portland, Oregon

Supporting Accessibility in Regional Policy Making
Mobility vs Accessibility

- Different outcomes
- Different strategies
- Different measure of success
Key issues with the current transportation paradigm

- Environmental impacts
- Cost – both time and money
- Equity
- Community fragmentation
- Safety
- Health
Basics of Transportation

Transportation fails when:

- Communities are divided by roads, not connected
- Roads become so congested they impede movement
- Excessive road building encourages sprawl, limiting access
Why support accessibility?

Environment:

- Air Quality
- Water Quality
- Habitat
- Fragmentation
- Health impacts
Why support accessibility?

Economy:

• Avoidable costs
  – Oil production, transportation, protection
  – Transportation infrastructure
  – Financing costs (18-22% of typical family budget!)
  – Death, injury and lost productivity
  – Congestion
Why support accessibility?

Equity:

• 11% of Oregon households have no access to car
• 20-25% of Oregonians can’t, or can’t afford to drive
• The United States consumes 40% of world’s oil for 5% of population
Why support accessibility?

Health trends:

• Adult physical inactivity resulted in direct medical expenses totaling more than $76 billion

• More than a third of young people in grades 9–12 do not regularly engage in vigorous physical activity

(Centers for Disease Control and Prevention)
Obesity Trends* Among U.S. Adults

1991

1995

2002

(*BMI ≥30, or ~ 30 lbs overweight for 5’ 4” woman)
Why support accessibility?

Trends in Climate Change

Global Average Temperature

- °C
- °F

5 year average

1860 1880 1900 1920 1940 1960 1980 2000
Why support accessibility?

“Oil Supply Uncertainty”

Energy Information Administration, United States.
“Annual Energy Outlook 2006.”

We are likely entering a period of increasingly frequent and large fluctuations in oil prices and supply.

• Changing demand and supply factors
• Instability in oil-producing regions
• Inherent difficulties in forecasting oil production

Bloomberg

Oil Rises Above $70 a Barrel in New York on Iran Supply Concern

April 17 (Bloomberg)—Crude oil rose above $70 a barrel in New York for the first time since Hurricane Katrina on concern the dispute over Iran’s nuclear program may disrupt shipments.

“The Iranian situation is getting no better and any combination of events could lead to a conflagration”, said Michael Fitzpatrick, vice president of energy risk management at Fimat USA Inc. in New York. “China’s GDP is growing at over 10 percent so demand for oil will stay strong.”
What is Metro doing: 2040 Implementation Plan
Our European Legacy

Colonial settlements built around strict European street systems
2040 Growth Concept

• 50-year vision for managing region’s growth

• Direct growth to centers linked by high capacity transit

• New regional vision enacted through local plans
2040 Growth Concept

Growth in Centers

• Compact urban centers built to human scale

• Mixed housing and commerce served with good transit

• Focus of civic activities and public services

• Parking ratios established
2040 Growth Concept
Transportation Strategies
2040 Growth Concept

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

• Handbook: Creating livable streets: Street design guidelines for 2040
Regional Travel Options Program
Transportation Challenges

• Congestion
• Environment
• Fuel supply/cost
• Mobility
• Funding

What can the general public do?
Regional Travel Options Goals

- Reduce the number of people driving alone and daily vehicle miles of travel
- Increase use of travel options for all trips
- Evaluate program performance
- Support collaboration
- Obtain sustainable funding
Program Components

- Employer outreach
- TMA
- Mass marketing
- Individualized marketing
- Carpool matching
- Vanpools
- Grants for local programs
- Evaluation
Program Impacts

- Sustained and increased participation
- Reduced SOV use
- Increased regional collaboration
- Broadening of program beyond commute
Non-SOV Mode Share Is Up

Non-SOV Total
Non-SOV Total

% of commute trips
% of commute trips


Transit
Transit

Car/Vanpool
Car/Vanpool

Bike/Walk
Bike/Walk

Compressed Workweek
Compressed Workweek

Telecommute
Telecommute

18.2%
18.2%

14.6%
14.6%

9.1%
9.1%

4.5%
4.5%

3.8%
3.8%

1.0%
1.0%

0.3%
0.3%

1.9%
1.9%

0.8%
0.8%

0.9%
0.9%

11.1%
11.1%

10.5%
10.5%

8.5%
8.5%

26.2%
26.2%

30.9%
30.9%

33.3%
33.3%

3.4%
3.4%

0%
0%

5%
5%

10%
10%

15%
15%

20%
20%

25%
25%

30%
30%

35%
35%

Non-SOV Total
Non-SOV Total
Role of Policy in Supporting Accessibility

• Role of the Metropolitan Planning Organization
  - Flexible Federal dollars
  - Regional Transportation Plan
  - Collaborative Forum
Results from Portland’s Metro region

- 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
  - 287,3000 average daily boardings
- 25th largest metro with 13th largest annual transit ridership
- Frequent Bus: 16 lines carry 55% of riders
  - Better than 15 minute service 7 days a week
  - Bus shelters, sidewalk improvements
  - New, distinctive signage
  - Transit Tracker by phone, web
Results from Portland’s Metro region

- TriMet Ridership: 55%
- TriMet Service: 32%
- Average Daily Vehicle Miles Traveled: 19%
- Population: 21%
Results from Portland’s Metro region

Regional Transportation options individualized marketing campaign to increase non car travel
Division Eastside Hub Project

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>7%</td>
</tr>
<tr>
<td>Bicycling</td>
<td>23%</td>
</tr>
<tr>
<td>Transit</td>
<td>41%</td>
</tr>
<tr>
<td>Drive alone trips</td>
<td>8.6% decrease</td>
</tr>
</tbody>
</table>
Results from Portland’s Metro region: Increasing Bicycle Use

**Cyclists Per Day**

<table>
<thead>
<tr>
<th>Year</th>
<th>Miles of Bikeways</th>
<th>Bridge Bicycle Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>78</td>
<td>2,850</td>
</tr>
<tr>
<td>1992</td>
<td>84</td>
<td>3,555</td>
</tr>
<tr>
<td>1993</td>
<td>86</td>
<td>3,885</td>
</tr>
<tr>
<td>1994</td>
<td>103</td>
<td>3,830</td>
</tr>
<tr>
<td>1995</td>
<td>113</td>
<td>3,207</td>
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<tr>
<td>1996</td>
<td>143</td>
<td>4,520</td>
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<tr>
<td>1997</td>
<td>166</td>
<td>5,225</td>
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<tr>
<td>1998</td>
<td>183</td>
<td>5,690</td>
</tr>
<tr>
<td>1999</td>
<td>213</td>
<td>5,910</td>
</tr>
<tr>
<td>2000</td>
<td>222</td>
<td>6,015</td>
</tr>
<tr>
<td>2001</td>
<td>235</td>
<td>7,686</td>
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<tr>
<td>2002</td>
<td>251</td>
<td>8,250</td>
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<tr>
<td>2003</td>
<td>254</td>
<td>8,562</td>
</tr>
<tr>
<td>2004</td>
<td>257</td>
<td>8,875</td>
</tr>
<tr>
<td>2005</td>
<td>259</td>
<td>10,192</td>
</tr>
</tbody>
</table>

1992: 83 miles of bikeways, 2,850 daily trips

2005: 259 miles of bikeways, 10,192 daily trips
Results from Portland’s Metro region

Air Quality Results

- No violations since 1989 (90 a year in the 1970’s)
- Designated attainment in 1997
- Land use plan is credited for 5 percent reduction in overall mobile emissions
Results from Portland’s Metro region

Air Quality Trends

![Graph of Oregon 8-hour Ozone Trend (1991-2002)]

- NAAQS 8hr ave: 8.5 ppm

Key:
- Eugene
- Medford
- Portland
- Salem
Building Livable Communities with Transit

Results from Portland’s Metro region

Portland VMT Trends

*Within 250,000 Plus & Minus of Portland’s Estimated Population For Each Year

Source: “Highway Statistics”, published by the FHWA, 2000-2002, 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.
Building Livable Communities with Transit

Results from Portland’s Metro region

$1.8 Billion annually not sent to Detroit, Venezuela or Tokyo!
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District 5

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www.metro-region.org