A New Look at Transportation
Linking Transportation to Land Use, the Economy and the Environment

2035 Regional Transportation Plan
Portland, Oregon Metropolitan Area

Rex Burkholder, Councilor
Metro | Portland, Oregon
What is Metro?
Linking Transportation to Land Use, the Economy and the Environment

Metro Organization

- Citizen Oversight (MCCI)
- Metro Auditor (elected)
- MPO Board (JPACT)
- Land Use Board (MPAC)
- MPO Technical Committee
- Land Use Technical Committee

Metro Council

Metro Staff
2035 Regional Transportation Plan
2040 Growth Concept

- 50-year vision for managing region’s growth
- Access and mobility for major centers and industry
- Growth directed to centers and along transit corridors
- Transportation investment is key implementation tool
1 million people are coming to our 5-county region in the next 20 years...
2040 Growth Concept

Development Centers
Central City
Regional Centers (7)
Town Centers (30)
Light rail Stations (50)
Urban Growth Boundary
2035 Regional Transportation Plan Update
Outcomes defined by public

- Metro policy and technical advisory committees
- Stakeholder workshops
- Regional forums
- Public opinion research
- Technical workshops
- Fact sheets and earned media
- Open houses and public hearings
- Project website
Goal 1  Foster Vibrant Communities & Efficient Urban Form

Goal 2  Sustain Economic Competitiveness and Prosperity

Goal 3  Expand Transportation Choices

Goal 4  Emphasize Management

Goal 5  Enhance Safety and Security

Goal 6  Promote Environmental Stewardship

Goal 7  Enhance Human Health
2035 Regional Transportation Plan

How We Get There

Goal 7  Ensure Equity
Goal 8  Ensure Sustainability
Goal 9  Deliver Accountability
2035 Regional Transportation Plan Update

Streets of 2040

- Land use, the environment and transportation integrated through design
- Sidewalks and bikeways on all streets
- Better connected street systems promote biking, walking and access to transit
- Frequent transit service on most major streets
# 2035 Regional Transportation Plan Update

## Current Congestion Policy

<table>
<thead>
<tr>
<th>Location</th>
<th>Preferred</th>
<th>Acceptable</th>
<th>Exceeds</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Centers and main streets</strong></td>
<td>E/E</td>
<td>F/E</td>
<td>F/F</td>
</tr>
<tr>
<td><strong>Corridors and neighborhoods</strong></td>
<td>E/D</td>
<td>E/E</td>
<td>F/E</td>
</tr>
<tr>
<td><strong>Regional Highways</strong></td>
<td>E/D</td>
<td>E/E</td>
<td>F/E</td>
</tr>
</tbody>
</table>
2035 Regional Transportation Plan Update

Current Non-SOV Share Policy

- **Neighborhoods & Industry**: 40-45%
- **Small Centers & Main Streets**: 45-55%
- **Large Centers**: 45-70%

Auto-Oriented  🚗  Transit-Oriented
2035 Regional Transportation Plan Update

Access and Mobility

2040 Centers

Neighborhoods

Industry & Freight

Accessibility

- Slower
- Land use and design solutions
- Choices

Mobility

- Faster
- Management and capacity solutions
- Reliability
### Sizing Major Streets

<table>
<thead>
<tr>
<th>Class</th>
<th>Capacity</th>
<th>Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Throughway</td>
<td>Up to 6 lanes</td>
<td>6-10 miles</td>
</tr>
<tr>
<td>Arterial</td>
<td>Up to 4 lanes</td>
<td>1 mile</td>
</tr>
<tr>
<td>Collector</td>
<td>2-3 lanes</td>
<td>1/2 mile</td>
</tr>
<tr>
<td>Local</td>
<td>1-2 lanes</td>
<td>330 to 530’</td>
</tr>
</tbody>
</table>
2035 Regional Transportation Plan Update

Major Street Concept

- 2 Miles
- 1 Mile
- 1/2 Mile

Throughway

Regional Arterial

Community Arterial

Collector

Community Arterial
2035 Regional Transportation Plan Update
Local Street Concept

- Spread out traffic to complement arterial network
- Support walking, biking and access to transit and community destinations
- Improve emergency access
• Dense, interconnected **system** of multi-modal corridors that move people and goods

• **Existing capacity managed as a precious, limited** asset
What is a regional mobility corridor?

Banfield Corridor
2035 Regional Transportation Plan

Transportation at a Crossroads

- Old planning approaches not adequate
- New and unprecedented challenges
- Focus on place-making and reliability
- “Complete system” and “mobility corridors”
- ROI !!!

Transportation

Environment

Land Use & the Economy
2035 Regional Transportation Plan Update

Investment Strategy...ROI

1. Invest in centers
2. Invest in freight corridors
3. Manage existing assets
4. Build better streets
5. Expand travel options
6. Provide for special needs
7. Sustainable designs
2035 Regional Transportation Plan Update

Investment Priorities

- Maintain existing system
- Address critical bottlenecks and safety deficiencies
- Complete gaps in transit, bike and pedestrian systems
- Emphasize system and demand management
2035 Regional Transportation Plan

Challenges

- Public expectations are based on old planning approaches
- Impact of congestion and global climate change on the economy and livability
- Continued funding shortfall and shift of funding burden to local governments
- Rising costs and aging infrastructure threaten ability to fund new capacity and address growing backlog of aging infrastructure

![Image showing total funding gap and expected revenue](image_url)
2035 Regional Transportation Plan

Opportunities

- Elected officials advocating for new solutions
- New technologies help inform decision-making
- Recent travel trends encouraging
- Public is starting to “get it”
2035 Regional Transportation Plan Update

Old and New

Current Measures
- Highway capacity
- Transit ridership
- Mode shares

New Measures
- Safety
- Reliability
- Access to transit
- New look at mobility corridor capacity
- Land use effects
- Environmental effects
- Economic effects
Learn more about Metro Portland’s Regional Transportation Plan

Kim Ellis, RTP Project Manager

ellisk@metro.dst.or.us

www.metro-region.org/rtp