Creating Communities in an Era of Climate Change

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Railvolution
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“The Trip Not Taken”

Attracting households to areas with mixed land use and good transit service reduces vehicle miles traveled.
PORTLAND STREETCAR

Density of Development

Distance from Streetcar

Percent of Maximum SF/FAR Realized

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

1 block 2 blocks 3 blocks 3+ blocks

Pre 1997 development Post 1997 development

CONNECTING PORTLAND’S NEIGHBORHOODS

TRI-MET
### Transportation Mode Share by Transit and Land Use Characteristics

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Percent Auto</th>
<th>Percent Walk</th>
<th>Percent Transit</th>
<th>Percent Bike</th>
<th>Percent Other</th>
<th>Vehicle Miles per Capita</th>
<th>Auto Ownership per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good Transit/Mixed Use</td>
<td>58.1%</td>
<td>27.0%</td>
<td>11.5%</td>
<td>1.9%</td>
<td>1.5%</td>
<td>9.80</td>
<td>0.93</td>
</tr>
<tr>
<td>Good Transit Only</td>
<td>74.4%</td>
<td>15.2%</td>
<td>7.9%</td>
<td>1.4%</td>
<td>1.1%</td>
<td>12.38</td>
<td>1.50</td>
</tr>
<tr>
<td>Remainder of Multnomah County</td>
<td>81.5%</td>
<td>9.7%</td>
<td>3.5%</td>
<td>1.6%</td>
<td>3.7%</td>
<td>17.34</td>
<td>1.74</td>
</tr>
<tr>
<td>Remainder of Region</td>
<td>87.3%</td>
<td>6.1%</td>
<td>1.2%</td>
<td>0.8%</td>
<td>4.6%</td>
<td>21.79</td>
<td>1.93</td>
</tr>
</tbody>
</table>

*Source: Metro Travel Survey*
Portland’s “Green Dividend”

- TOD = Less Travel = More savings
  - Portlanders travel 4 miles less daily than average
  - 2.9B fewer miles and 100M fewer hours each year
  - Resulting Savings:
    - $1.1B in travel costs
    - $1.5B in time costs