

# MODELS AND DECISIONS

## Decision-Making Apparatus:

The System is set to promote and accommodate travel and more of it!

Trip Reduction Ought to be the Major Goal.

**Three concepts have emerged that help:**

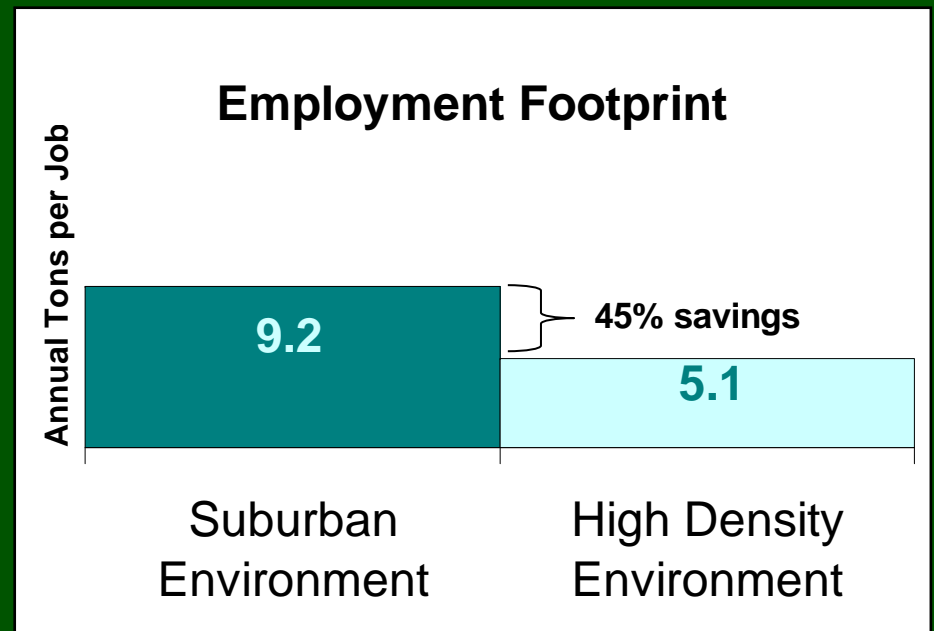
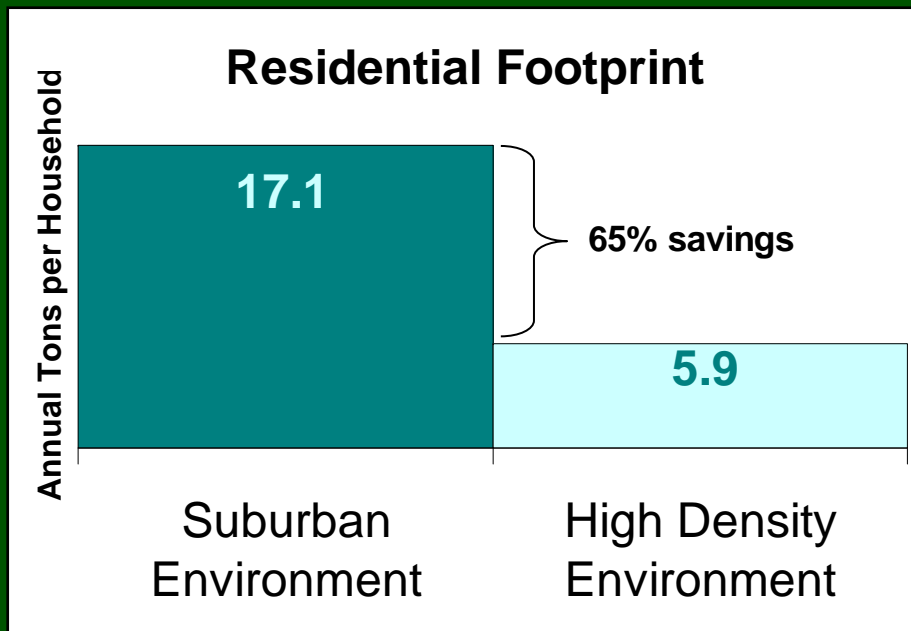
- Sustainability
- Climate Change
- Trip Reduction

# Climate Change

- **Vehicle miles traveled big contributor.**
- **Land use the best way to reduce travel.**
- **Walking and bikes the best answer for cutting carbs.**

# Reduce Greenhouse Gas Emissions

## High Density / Suburban Carbon Footprint Comparisons



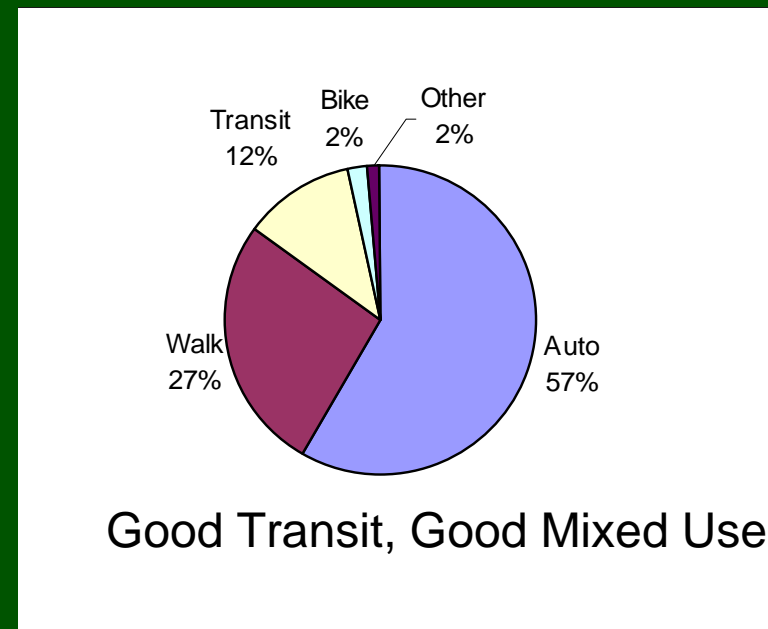
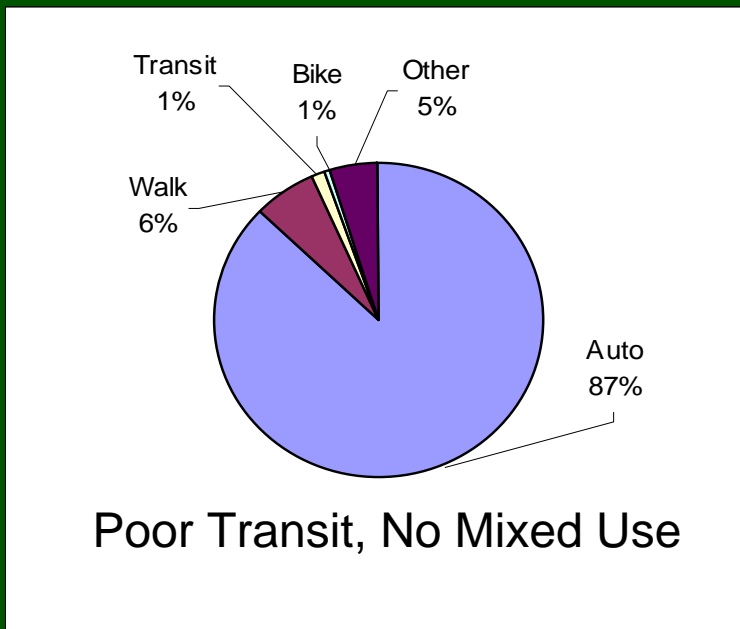
Source: E. D. Hovee & Company, LLC.

## Trip Reduction

- **Higher density leads to greater trip reduction.**
- **Higher quality access essential to high density neighborhoods.**

## Cutting Carbs

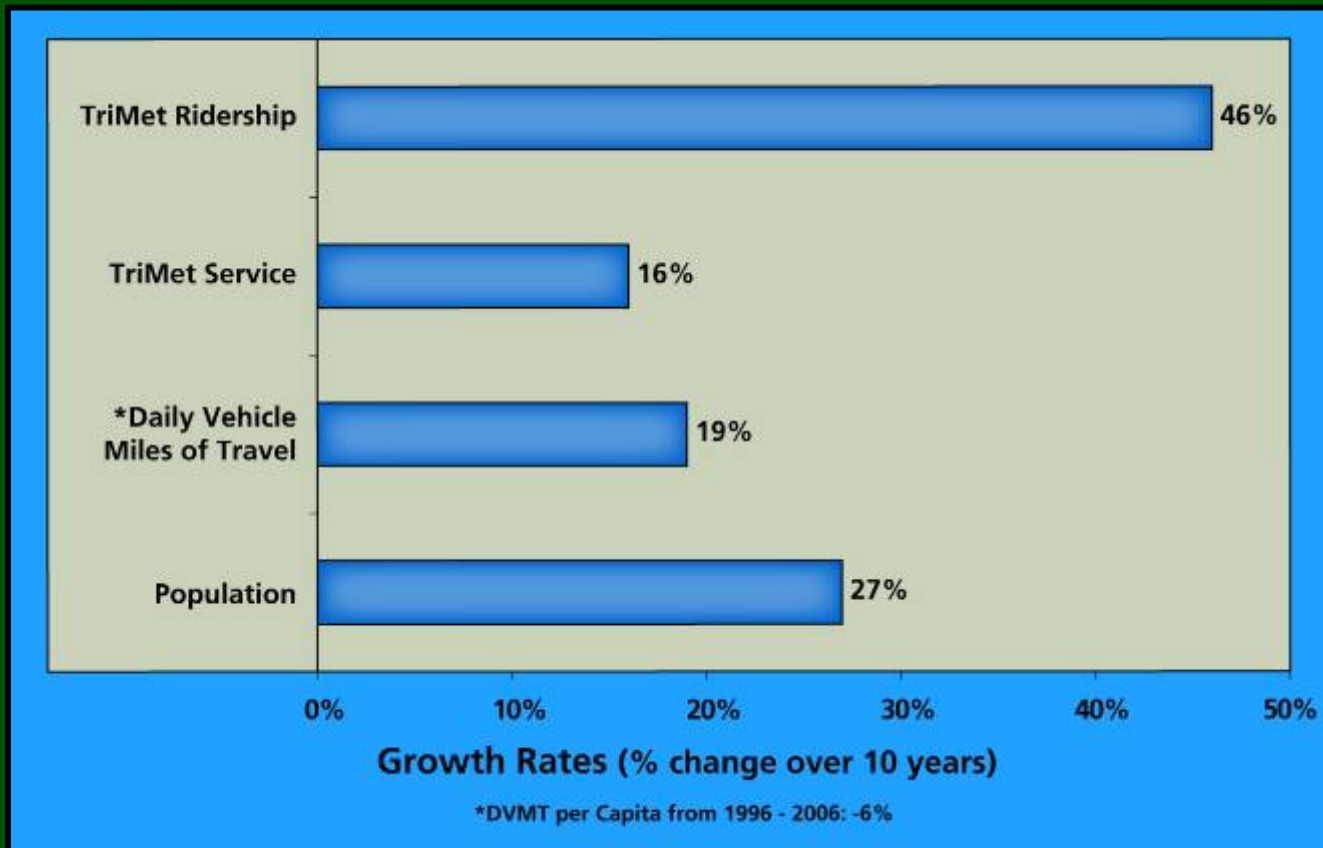
# TRAVEL MODES IN PORTLAND BY AREA



## *Cutting Carbs*



# RIDERSHIP/VMT GROWTH 1996-2006



Market in Portland on the right path.

- **Drivable Suburban Residents**

National Supply: 57 million

Projected Demand: **Minus 16 million**

- **Walkable Urban**

Market Growing with demographics.

# Infrastructure Needed

- **Drivable Suburban**
  - Utility Expansions**
  - Roads**
  - Cheap Land**
- **Walkable Urban**
  - Alternative Quality Access**
  - Open Space**
  - Affordability**

**Where the creativity and support is needed is to redirect the investments currently supporting more drivable suburban.**

## Two Rules to Guide Planning:

- Any time someone tells you they are doing a transportation project, not a land use project, STOP THEM!
- The best customer for transportation system is the one that doesn't use it. (Thank a cyclist the next time).

## Planning Challenges

- **Relating Transportation and Land Use**
- **Overcoming the Funding Silos**
- **Changing Institutional Rules**