



## AGENDA | WEDNESDAY NOVEMBER 4, 2009

- 8:00AM to 8:30AM Registration open | coffee, tea and bagels available

**8:30AM to 8:45AM Welcome to the Summit and introduction to the Program** CNU's Transportation Reform goals. *John Norquist, CNU, Jacky Grimshaw, Center for Neighborhood Technology (CNT)*

**INTRODUCTION TO THE MORNING SESSIONS** Metro demonstrates many of the best practices in multi-modal transportation network planning and design: working cooperatively with local cities and counties, Metro establishes the standards for the network and prioritizes facilities for funding. However, local jurisdictions still face challenges in implementing the network, especially the local street network that is essential for implementing Metro's Growth Concept. *Marcy McInelly, SERA*

**8:45AM to 9:30AM Portland Planning** There are over 1.5 million people in the greater Portland metro region, and the region is expected to grow by an additional 1 million people by 2020. Metro's growth strategy calls for a compact development form, using lands inside the boundary as efficiently as possible. Maintaining a tight growth boundary has generally succeeded in channeling market forces from a sprawling edge to the designated centers. *Metro Council President David Bragdon*

**9:30AM to 10:00AM Adopting and implementing a Metropolitan Plan: Metro's Experience**

The relationship between land use and transportation in a metropolitan plan, and an overview of the context, politics and performance of the Metro system. *Metro Councilor Robert Liberty*

- 10:00AM to 10:30AM Break

**10:30AM to 11:00AM Update on Metro's Regional Transportation Plan (RTP)** An update of the RTP approach, process, and results, and the four key components, including the regional transportation spending plan—how Metro is both strategic and rational with its investments; the establishment of Performance Measures, to measure the right things; the role of the bike in the regional network and bicycle network investment and return, and lessons learned. *Metro Councilor Rex Burkholder*

**11:00AM to 11:30AM Metro's Regional High Capacity Transit Plan** Metro recently completed a major study to update its High Capacity Transit (HCT) System Plan. The previous high capacity transit system plan was completed in 1982 and has served as a blueprint for approximately 90 miles of rail transit that are either in operation, construction or in the final planning stages. The recently adopted Regional High Capacity Transit System Plan sets priorities for expansion and enhancement of the region's high capacity transit network. The year-long plan process emphasized the value of light rail and other high capacity transit modes, not only as critical mobility infrastructure, but also as one the region's most powerful community-building tools. Capital and operating funds needed to expand high capacity transit are limited; therefore, selection of new corridors must be based on proven opportunity to maximize returns on investment. The detailed system and corridor analysis and stakeholder process conducted during the Regional HCT System Plan provided a framework for the region to understand how high capacity transit can best deliver on desired regional outcomes and values.

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The Regional HCT System Plan introduced planning approaches and public outreach strategies never before used in the region, including a Multiple Account Evaluation modeled on a British approach to project appraisal, and the Build-A-System tool, an interactive web-based outreach tool. This session will touch on those tools as well as describe the System Expansion Policy adopted to provide communities in future HCT corridors a clear path to project advancement. *Tom Brennan, Nelson\Nygaard. Introduction by Metro Councilor Carlotta Collette*

**11:30AM to 12:00**      **Obstacles to Local Jurisdiction implementation of the Network**      When it comes to implementation, local jurisdictions face the same obstacles that other places in the country do. These obstacles include the inability to acquire land and fund network segments. This session will profile the implementation of street networks in the Gateway Regional Center in addition to LRT Station Areas located east of Gateway within the City of Portland. *Stuart Gwin, City of Portland*

- 12:00 to 1:00PM      Lunch      *Jeff Mapes, Portland-based author of “Pedaling Revolution,” will be on hand to sign his book*

**1:00PM to 1:30PM**      **Update on CNU’s Emergency Response & Street Design Initiative**      A report on the results of Baltimore hearings on CNU proposed amendments to International Fire Code, and a summary of the pre-Summit Workshop “Emergency Response and Narrower Streets Workshop,” held on November 3rd, in Portland. *John Norquist; CNU, Patrick Siegman, Nelson\Nygaard*

**1:30PM to 2:00PM**      **How Street Network Affects Transportation Safety, Travel Mode Choice and Emergency Response: A Study of 24 California Cities**      New Urbanists argue that dense, connected street networks encourage walking and bike and are also safer. Since 2007, UConn’s Center for Transportation and Urban Planning has been conducting a study to test this central tenet of New Urbanism. Researchers Norman Garrick and Wes Marshall chose 24 California cities for the study and characterized the street network for each of the more than 1,000 census block groups in those cities. They determined the accident record for each block group and the mode choice for residents in each block group. The results were mostly (but not completely) consistent with New Urbanist theory concerning street network design. Dense networks were associated with lower traffic fatality numbers for all class of users. In addition, there was much more walking, biking and transit use in those block groups with denser and more connected street networks. In addition to safety and travel choice, they are beginning to study how emergency response and emergency service is affected by street network design in the 24 cities. *Norman Garrick, UConn’s Center for Transportation and Urban Planning. Researchers: Norman Garrick and Wes Marshall, University of Colorado, Denver, Department of Civil Engineering*

- 2:00PM to 2:15PM      Break; organize for tours

**2:15PM to 5:15PM**      **Tours and Events. See <http://www.cnu.org/transportation2009/tours> for descriptions. Buses, bikes and feet leave promptly at 2:15!**

- 5:15 PM      Adjourn

**5:30PM to 7:00PM**      **CNU Cascadia Chapter Reception**      Meet at the Urban Farmer Restaurant, one flight up from the conference facilities.

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- 8:00AM to 8:30AM Registration open | coffee, tea and Portland's famous Voodoo doughnuts available
- 8:30AM to 8:45AM Introduction to the Day / About Today's Sessions** *Jacky Grimshaw & Marcy McInelly*
- 8:45AM to 9:00AM CNU's Sustainable Transportation Networks Initiative** Update on the initiative; how the Friday breakout groups will convene to refine and ratify the "Sustainable Transportation Network Principles."  
*Thomas Kronemeyer, Community Design + Architecture*
- 9:00AM to 9:30AM How Does Transportation and Network Planning Address Greenhouse Gas Emissions?** *John Fregonese, Fregonese Associates*
- 9:30AM to 10:00AM Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use and CO2 Emissions** This recently released study examined the relationship between land development patterns and motor vehicle travel in the U.S, in order to assess whether petroleum use and CO2 emissions could be reduced by changes in development design. The report findings will be presented and then critiqued by a member of the review committee. The study was conducted by the Transportation Research Board (TRB) Division on Engineering and Physical Sciences of the National Research Council. *Andy Cotugno, Senior Policy Advisor to the Metro Council*
- 10:00AM to 10:45AM Walking the Walk** CEOs for Cities Report about how walkability raises home values in U.S. Cities. Presentation by the author. *Joe Cortright, Impresa, Inc.*
- 10:45AM to 11:00AM Break
- 11:00AM to 11:45AM Where We Want To Be: Home Location Preferences and Their Implications for New Urbanism** This presentation will discuss demographic and economic trends that are changing consumer housing location preferences, and their implications for New Urbanism. Market research indicates that an increasing majority of households now prefer to locate in accessible (shorter commute and nearby services), multi-modal (good walking, cycling and public transit service) neighborhoods and will often choose small-lot and attached homes in order to obtain these features. These trends are causing a shortage of such housing while demand for sprawl housing is declining. The current stock of large-lot housing is adequate for the foreseeable future, but the supply of small-lot and attached housing will need to approximately double by 2025 to meet growing demand. *Todd Litman, Victoria Transportation Policy Institute*
- 11:45PM to 12:45PM Lunch Served in the Gallery
- 12:45PM to 1:00PM MPO Reform Initiative** Metropolitan Planning Organizations (MPO's) are charged by federal law with distributing federal transportation funds through their Transportation Improvement Programs (TIP's). Federal law essentially establishes that the primary purpose of that funding allocation is to promote mobility through the mitigation of congested roadways. This approach typically results in the preponderance of funds being spent on simply expanding roadway capacity. In turn, this funding approach tends to result in poor development patterns, resulting in a paradoxical worsening of congestion. The CNU is seeking to reform the federal law authorizing the MPO mission. The proposed reforms will encourage a refocus of MPO spending through the TIP on transportation investments that promote sustainable urban development patterns. The CNU Transportation Summit will explore the best means to reform the MPO funding process so that federal transportation spending is supportive of good urbanism rather than simply widening roads. *Scott Polikov, Gateway Group*

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**1:00PM to 1:15PM Initiative 1, Compact Urban Area Definition** The MPO is the nationally established transportation planning organization for the country. Their history is shy of land pattern advocacy—however, today’s emerging policy of VMT reduction for GHG reduction may spur MPO’s in new land use directions. This initiative will include a brief history on functional classification that backs up the Compact Urban area definition so critical to facilitating new MPO planning and urban design for thoroughfares. *Rick Hall, Hall Planning and Engineering, Inc.*

**1:15PM to 2:00PM Panel Discussion** *Scott Polikov (facilitator); Jacky Grimshaw, CNT; Clackamas County Commissioner Lynn Peterson; Rick Krochalis, Federal Transit Administration, Regional Administrator (Seattle); Mike Krusee, CNU Board Member and former Commissioner of the Federal Surface Transportation Finance Commission*

**2:00PM to 2:05PM Update on Housing and Urban Development (HUD) Livable Communities Partnership**  
*Regina Gray, HUD*

**2:05PM to 2:20PM Research on the Origins of the Bias Against the Network**

A summary of the FHA historical standards citing the network as dangerous. Scott Bernstein, Center for Neighborhood Technology

• 2:20PM to 2:45PM Break

**2:45PM to 4:00PM Concurrent sessions**

**SUSTAINABLE CITIES: EDUCATING ENGINEERS FOR THE 21ST CENTURY** Overly-specialized disciplinary training and compartmentalized thinking has left many cities with transportation systems unsuitable for urban environments. The objective of this session is to understand how the engineering curriculum needs to be transformed so that it produces professionals who are capable of building sustainable cities. Suggestions from practitioners about the skillsets and training they would like the next generation of engineers to have are especially welcome. *Organizers: Norman Garrick, Carol Atkinson-Palombo, Wesley Marshall*

**GLOBAL OUTLOOK: ARE THERE BETTER CHOICES FOR THE COMMONS?** Every year IBM updates its Global Innovation Outlook, including perspectives from our survey of over 1,000 CEOs in key industries. This year’s survey corresponds with a tipping point in global development, with over 50% of the world’s population now in an urban economy. This year’s theme is “Smarter Planet: City by City.” The triple-bottom-line is: Where is your job? What is your talent? What is your city? For many industries the global and local sourcing model is in flux. With over 1 billion cars and 4 billion cellphones, we may not need more products. GDP, the gross domestic product, may not be the performance metric for global and local prosperity. This year’s economics Nobel prize? “Governing the commons.”

Some of the questions we will explore in this session: what are the community services that improve prosperity? How can we reconfigure our bill-of-materials and activities workflow to improve wellness and enhance diverse natural and cultural traditions? IBM Service Science research has studied network effects for technology and product development platforms. We are now applying the lessons learned to community development—the COMMONS. How does the technology of creative COMMONS help us? What are the community COMMONS that offer better choices? Some scenarios for re-districting and re-pricing our communities and their services may provide the components for building, block by block, a new city framework. *Organizer/presenter: Stan Curtis, IBM Smart Cities Research*

## AGENDA | THURSDAY NOVEMBER 5, 2009 (CONTINUED)

**3:00PM to 5:15PM**      **Concurrent Sessions****CAPTURING THE VALUE OF LOCATION EFFICIENCY: TWO INNOVATIVE NEW TOOLS FROM CENTER FOR NEIGHBORHOOD TECHNOLOGY**

The Center for Neighborhood Technology will demonstrate two seminal transportation and land use planning tools, and solicit feedback and input for future improvements. The National TOD Database, developed in conjunction with the Center for Transit Oriented Development, is a compilation of aggregated national data sets for the half mile buffer of over 4,000 fixed rail stations in the U.S. Participants will have the opportunity to get a hands-on preview and offer input into the final version, planned for public release in 2010. The TOD database provides data from the U.S. Census, Longitudinal Employer and Household Data, and Census Transportation Planning Package. CNT will also give a full overview of its nationally renowned Housing and Transportation Affordability Index, recently expanded to encompass 337 Census-defined metros. The expanded website provides household transportation demand data, combined housing and transportation costs, modeled VMT estimates, and household greenhouse gas emissions at the neighborhood level. Future developments are envisioned for both tools, and time will be provided for participants to provide input into those plans so the tools can better support their planning efforts. *Organizers/presenters: Scott Bernstein, Peter Haas, CNT*

**MEASURING TRANSPORTATION SYSTEM CONNECTIVITY**      Measuring and quantifying system connectivity is essential to evaluating non-motorized plans and central to addressing part of the climate change dilemma. Improved street and non-motorized connectivity increases accessibility and route options and reduces VMT and GHG. Prominent research in the U.S. has resulted in the development of improved performance measures for motorized (auto and transit) travel. Planners and engineers are seeking new and improved performance measures for non-motorized (pedestrian and bicycle) travel.

Indices for measuring the quality of transportation system connectivity can take many forms and generally measure how well a street network connects destinations for motorized and non-motorized (emphasis) travel. These measurements may also consider non-motorized shortcuts, such as path connectors that link cul-de-sacs or dead-end streets, barriers such as freeways, highways and arterials that lack sidewalks. Several different methods have been developed and tested, including link-node ratio, intersection density and Route Directness Index (RDI). RDI is a direct measure of connectivity whereas the link-node ratio and intersection density metrics are simply proxy measures of connectivity. Academic research concluded that RDI is the best of all connectivity measures, but that a discrete measure is difficult to calculate and summarize for larger neighborhood and city-wide geographies, even with the use of advanced GIS mapping and spatial analysis tools. Applying RDI analysis to real world situations is complex and requires a sophisticated GIS software foundation.

A comparison of the three measurement indices will be presented, illustrating the strengths and limitations of each. Application of RDI as new non-motorized quality of service measure will be demonstrated through practical application in subarea and city-wide planning examples. *Organizer/presenter: Andy Mortensen, Transpo Group*

- 5:15PM      Adjourn

**5:30PM to 7:00 PM**      **Reception Hosted by Nelson Nygaard**

Nelson Nygaard Consulting would like to invite CNU meeting attendees to a reception at their downtown office, next door to the Nines Hotel! They will be serving Northwest wine and beer as well as appetizers from 5:30-7:30 on Thursday, November 5. 621 SW Morrison, Suite 950, Portland, OR 97205. Please RSVP by Nov.2 to [acolman@nelsonnygaard.com](mailto:acolman@nelsonnygaard.com)

- 7:00 PM      Dinner on your own

**AGENDA | FRIDAY NOVEMBER 6, 2009 8:30AM TO 9:00AM**

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- Registration open | coffee, tea and bagels available

**9:00AM to 9:20AM Update on Congressman Blumenauer's National Transportation Agenda**

**A MESSAGE FROM CONGRESSMAN EARL BLUMENAUER** The new administration offers unprecedented opportunities to shape transportation policy and CNU has the ear of Washington officials as never before. Congressman Blumenauer will describe how the CNU can take advantage this moment in time to move its efforts forward.

Specifically, how can CNU's Sustainable Networks principles and standards be used to shape national legislation and inform investments in transit, transportation, community planning and reduction of greenhouse gases? How can CNU members work with the staffs of HUD, DOT and EPA and offering ways to make their partnership more meaningful through specific transportation ideas? *Introduction of Congressman Blumenauer by Charlie Hales, HDR; Meeky Blizzard, Advisor for Livable Communities to Congressman Earl Blumenauer*

**9:20AM to 9:30AM Update on the 2010 Transportation Summit in Detroit, Michigan**

*Local host committee member Jay Hoekstra, Grand Valley Metro Council*

**9:30AM to 10:15AM Travel, Health, and Climate Impacts of Street Network Design: An Evaluation of Connectivity**

This presentation will convey recent evidence asserting that route directness between destinations is an important predictor of the willingness to walk to potentially nearby destinations, and overall household travel patterns. In addition, evidence will be presented on how the level of street connectivity and resulting route directness relates with per capita levels of physical activity, body weight, and generation of vehicle emissions (air pollutants / greenhouse gas emissions). A detailed assessment of the travel choice impacts of vehicle versus pedestrian route directness to recreational and utilitarian destinations (shops and services) will also be presented. The presentation will conclude with a set of policy implications of street network design on travel, health, and climate stabilization. *Lawrence Frank, PhD, CIP, ASLA, Bombardier Chair in Sustainable Transportation, University of British Columbia*

**10:15AM to 11:00AM CNU's Sustainable Transportation Networks Initiative** Organize and convene the breakout groups to refine and ratify the "Sustainable Transportation Network Principles"

**11:00 AM to 1:00 PM Breakout Sessions**

Includes a working lunch. Breakout groups work on the Sustainable Transportation Networks

**PLEASE REVIEW THE SUSTAINABLE TRANSPORTATION NETWORK PRINCIPLES AT [HTTP://WWW.CNU.ORG/NODE/3179](http://www.cnu.org/node/3179)**

**1:00PM to 2:00PM Groups Report Out and Identify Next Steps**

- Identify final products
- Identify potential partners organizations
- Identify relevant federal, state and regional legislation, policies, and initiatives
- Discuss ways to involve the larger CNU membership
- Next steps
- Open microphone

**2:00 PM CLOSE OF SUMMIT**