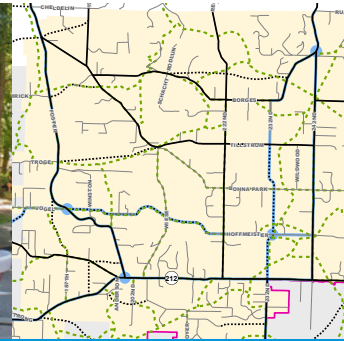


CONGRESS FOR THE NEW URBANISM



PROJECT FOR TRANSPORTATION REFORM

2009 SUMMIT

NOV 4-6

PORTLAND OR

TOUR 1: PORTLAND'S GREEN STREETS NETWORK AND STREET DESIGN Learn about green streets' design and implementation challenges from one of Portland's leading landscape architects. Learn about the policies and codes that govern them from representatives of the city's environmental and transportation agencies.

TOUR 2: PORTLAND'S BICYCLE NETWORK: A CULTURAL, HISTORICAL AND PHYSICAL TOUR Between 3 percent and 8 percent of trips in Portland are now by bike. Enjoy a tour by bike from one of the original planners of the city's bicycle network, and find out how Portland, a large, car-oriented city, is being adapted into one in which cycling is an integral part of daily life.

TOUR 3: DOWNTOWN PORTLAND TRANSIT MALL TOUR Step outside of the Nines Hotel and see firsthand the internationally-renowned Portland transit mall, as described by the people who were involved in its conception, original design and its most recent incarnation.

TOUR 4: PORTLAND'S MODERN STREETCAR NETWORK TOUR Ride the Portland streetcar, and find out how the streetcar network provides a convenient and attractive transportation alternative to the auto. Visit the neighborhoods in which the streetcar has encouraged significant public and private investment. Learn about the how the system is paid for, how it is constructed and about the streetcars themselves.

TOUR 5—SPECIAL EVENT: DAMASCUS TRANSPORTATION NETWORK PRESENTATION AND PEER REVIEW The City of Damascus with its 10,000 residents and 10,000 acres of buttes and valleys became part of the Portland Metro Region's in 2004. Participate in a briefing and peer review about the transportation network that will serve the ultimate population of 60,000. Discuss the challenges and opportunities of New Town planning and Urban Expansion – including creating a network while preserving watersheds; phasing a state highway from a rural to urban facility; attracting density while maintaining the rural character and working farms.

CONGRESS FOR THE NEW URBANISM



Tour 1: Portland's Green Streets Network and Street Design

The Congress for the New Urbanism's "Project for Transportation" has long promoted humane, multi-modal, narrower streets and complete networks through its collaborations with the Institute of Transportation Engineers (ITE), Environmental Protection Agency (EPA) and International Code Council. Attempts to establish a national initiative in support of green streets, or streets that reduce environmental impacts, has been disappointingly slow for advocacy groups aiming to push the initiative into the mainstream. Multi-benefit streets have been most successfully implemented at the local level by a handful of cities. Portland is one of these, and since beginning design and construction of green streets in 2003, Portland now has roughly 700 public and private green streets--streets that reduce stormwater run-off and improve water quality. Over the next 10 years, the City is planning to install 500 more green streets. The numerous green streets in Portland are part of a 20-year plan to reduce overflow into the Willamette River and Columbia Slough. Portland's green streets are designed for all contexts, from neighborhood residential areas to central business districts. Learn about green streets' design and implementation challenges from one of Portland's leading landscape architects. Learn about the policies and codes that govern them from representatives of the city's environmental and transportation agencies.

The tour will be led by Mike Faha, ASLA, LEED AP, Principal, GreenWorks PC; David Elkin, Portland Bureau of Environmental Services, and Portland Bureau of Transportation.



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Tour 2: Portland's Bicycle Network: A Cultural, Historical and Physical Tour

“Can we transform and adapt a large, car-oriented city into one in which cycling is an integral part of daily life?” Since 1993, Mia Birk has been attempting to answer that question. Enjoy a tour of Portland by bike from Mia, one of the original planners of Portland’s network. Experience firsthand some of the city’s most innovative facilities, beyond the bike lane--including bike boxes, bike boulevards, off-street paths, bike signals, bike corrals and oases. With more than 285 bikeway miles, Portland’s facilities are designed to support a diverse range of bicyclists, from the hard-core daily commuter to the casual Sunday latte rider. Between 3 percent and 8 percent of trips in the city are now by bike. Portland’s bike infrastructure could even be said to support a distinctly bike-focused local culture, judging from the more than 4,000 annual bike-related events, blogs, and small businesses that have sprung up in recent years to serve the cycling community.

The ride will be 10-15 low sweat miles, led by Alta Planning + Design Principal Mia Birk, also former City Bicycle Program Manager, and Kittelson & Associates’ Peter Koonce. Both serve on the Advisory Board for the Initiative for Bicycle and Pedestrian Innovation at Portland State University.

YOU NEED TO RENT YOUR OWN BIKE FOR THIS TOUR: If you register for the bike tour and are not planning to bring your own bike, a special discounted rental rate of \$20.00 has been secured for CNU Transportation Summit registrants at Portland-based Waterfront Bicycles. Contact them at www.WaterfrontBikes.net (email: waterfrontbikes@earthlink.net), or call them at (503) 227-1719. Mention CNU Transportation Summit to receive the discount. To guarantee a bike rental for the tour, you will need to reserve your bike through Waterfront Bicycles and pay for your rental before October 15th, 2009.



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Tour 3: Downtown Portland Transit Mall Tour

In 1977, when Portland's transit mall opened, it was unique in the US. Cars were banished from two of the four most important downtown streets and those streets were dedicated to buses—in the heart of the city's high-density office and retail commercial core—and made the hub of the region's transportation system. At a time when many cities were funding highway transportation, the transit mall represented an unprecedented transit investment: Portland removed one waterfront freeway and decided not to build two funded Interstates, and focused instead on public transportation. The mall immediately received international attention as a model for transit, downtown redevelopment, excellence in public realm design, and for stimulating investment, leveraging \$30-\$50 of public and private redevelopment for every dollar of its original capital cost. Within a decade the Mall couplet was supporting over 180 buses per peak hour and downtown traffic congestion lessened while access improved.

After serving as a national example of urban vitality and transit innovation for more than 25 years, the Portland Mall began showing its age with deteriorating facilities and growing maintenance costs. To address the Mall's decay and an expected 1 million new residents by 2030, TriMet (the region's transit provider), in partnership with the City of Portland, Metro (regional government) and the Portland Business Alliance teamed to develop a vision for the Mall as a Great Street accommodating new light rail transit, high capacity bus, automobiles, bicycles, and pedestrians.

Now, almost 30 years after opening, the just-completed renovation of the mall integrates light rail with buses and bicycles, brings back cars and on-street parking, and has spurred private investment in street-level building improvements. Paving, lighting, planting and street furniture are designed in a cohesive way that still



recognizes the unique character of different downtown neighborhoods. New shelters are equipped with solar-powered LED lighting units and feature real-time arrival information displays. The Mall's configuration is designed not only to apply current technologies to projected demands and desires, but to do so in a manner that will accommodate modes and activities that do not exist today but may evolve over the next century.

Light rail on the mall connects Gresham to the east, Hillsboro to the west, North Portland, Clackamas County, and the Portland airport. Future LRT expansions will connect Milwaukie to the south and Vancouver, Washington, to the north. The mall serves as the center of TriMet's comprehensive transit network, consisting of 44-miles of MAX light rail (LRT), 93 bus lines and a 14.7-mile commuter rail line. Ridership on the network has outpaced population growth and daily vehicle miles traveled for more than a decade.

Step outside of the Nines Hotel and see firsthand the internationally-renowned Portland transit mall, as described by the people who were involved in its conception, original design and its most recent incarnation.

The tour will be led by Greg Baldwin, FAIA, Principal, ZGF; Brian McCarter, FASLA, AICP, Principal, and Tad Savinar, urban design consultant.



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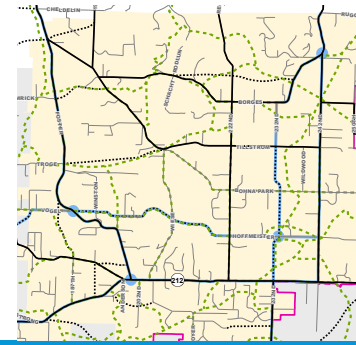


Tour 4: Portland's Modern Streetcar Network Tour

Portland is known for small block pedestrian-friendly residential neighborhoods and main streets within walking distance. This development pattern is the direct result of the extensive network of streetcars that once served the small towns and subdivisions that are now known as Portland. As in many American cities, Portland's streetcar system fell into disuse and was abandoned decades ago. In the 1990's Portland brought back the streetcar back, installing a network that connects the central business district to Portland State University, South Waterfront, the Pearl District and Northwest Portland. An eastside extension to the streetcar network is in the works. Ride the streetcar and tour the system. Find out how the streetcar network provides a convenient and attractive transportation alternative to the auto, how it is coordinated with other transit in the downtown; how it fits the scale and traffic patterns of existing neighborhoods, and how the system reduces short inner-city auto trips, parking demand, traffic congestion and air pollution. Visit the neighborhoods in which the streetcar has encouraged significant public and private investment. Learn about the how the system is paid for, how it is constructed and about the streetcars themselves.

The tour will be led by Rick Gustafson, Principal, Shiels Oblatz Johnsen, Inc, and Portland Streetcar Inc.





Tour 5—Special Event: Damascus Transportation Network Presentation and Peer Review

The City of Damascus with its 10,000 residents and 10,000 acres of buttes and valleys became part of the Portland Metro Region's in 2004. The transportation network that will serve the ultimate population of 60,000 is in draft TSP (Transportation System Plan) form. This special event consists of a briefing about the place, the proposed urban villages and the draft TSP in a peer review session. Discuss the challenges and opportunities of New Town planning and Urban Expansion – including creating a network while preserving watersheds; phasing a state highway from a rural to urban facility; attracting density while maintaining the rural character and working farms. This event will be held at SERA Architects located in downtown Portland.

The session will be led by Troy Russ, Glatting Jackson; Anita Yap, AICP, Community Development Director, City of Damascus; Tim Smith, AIA, AICP, Principal, SERA; Matt Arnold, AICP, Associate, SERA, and Joe Dills, OTAK.