



The Portland Transportation Summit promises to be an exciting culmination of the work of the CNU Project for Transportation Reform (PTR).

Thanks to the 2008 Charlotte Summit, which was entirely focused on transportation networks, the PTR has been able to promote the implementation of connected, multi-modal street networks as the answer to many of our transportation, safety, land use and urban design problems. Besides reducing carbon emissions, improved street network connectivity has been demonstrated to increase pedestrian safety, increase vehicular capacity, promote the use of transit, reduce emergency response time, create higher land values, promote economic viability of cities, towns and main streets and contribute to a sense of place.

The Portland Summit will build on this work and focus on changing the way transportation is planned, funded and constructed. Our nation needs to reduce carbon emissions while creating and enhancing sustainable, livable and valuable communities.

Please join us in Portland for this exciting interactive session that will also touch on freeway teardown, emergency responders, the CNU ITE partnership on street design and more.

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**When and where is the 2009 CNU Transportation Summit?** The CNU Transportation Summit will be held in Portland, Oregon, November 4-6, 2009. Conference facilities and rooms are booked at The Nines Hotel, at the top of the Historic Meier & Frank Building, located on the downtown transit mall, with access to buses, light rail and streetcar, and one block from the Pioneer Courthouse Square.

### **Why should you attend?**

- The summit is the best opportunity this year to interact with the most influential transportation planners and urban designers in the United States – and beyond. Connect with the leaders in the field and help advance transportation practices.
- The summit represents a real opportunity to make a difference by influencing the fundamental codes, references, and guides that govern the design of our transportation systems. You will be helping to make the changes in transportation standards that will make your job as a planning professional easier.
- Join an important group that is facilitating critical change. Connect with a special network of leading planners, engineers, and community leaders that can help you and your business. Increase the market exposure of your firm through sponsorship opportunities.

### **Why should your firm or organization become a sponsor?**

- Position yourself (and your firm) as a leader in the most advanced transportation practices.
- Summit sponsorship enhances the credibility of your firm through association with the leading edge of reform in sustainable transportation planning.
- Be a member of an important group that is facilitating important change. Your leadership is having a transformational affect on the way our community is being built – promoting transit, walking and biking.
- You are helping to make changes in transportation standards that will make your job as a planning professional easier.

- You are connecting to a special network of leading planners, engineers and community leaders that can help you in your business.
- Create market exposure for your firm through advertising afforded to sponsors.

### How many Transportation Summits have been held?

Since 2002 this group has hosted six conferences around the country, including London UK in 2007.

- Oakland, California, 2002
- Nashville, Tennessee, 2003
- Kansas City, Missouri, 2005
- Boulder, Colorado, 2006
- London, UK, 2007
- Charlotte, North Carolina, 2008 (November 6-8)

For past agendas and presentation materials, go to <http://www.cnu.org/transportationsummits>

### What are some of the initiatives undertaken by the CNU and the Project for Transportation Reform?

The Congress for the New Urbanism is the nation's leading inter-disciplinary organization dedicated to advancing efforts to build, preserve and redevelop sustainable, pedestrian-friendly communities as alternatives to sprawl. The CNU understands that the current system of planning and funding transportation prioritizes big roads over the network, and automobile mobility over mobility for all modes, including transit. In response, CNU has leveraged its national influence, combined with the on-the-ground local experience of its members—members that represent every region and state of the US—to initiate several major efforts to reform the national standards that drive our current unsustainable transportation planning and funding system.

**URBAN THOROUGHFARES: ADVANCING NEW INDUSTRY STANDARDS** Building on five years of work with the Institute of Transportation Engineers (ITE), CNU revised our urban thoroughfares design guide into an official ITE Recommended Practice that will give engineers, planners, local decision makers, and citizens a widely-respected alternative to suburban-style street design. Comments by hundreds of CNU members led to much-needed elimination of a chapter that gave a pass to “Vehicle Priority Areas.” For more information about the CNU/ITE Urban Thoroughfares Manual, see <http://www.cnu.org/streets>

**RAISING AWARENESS OF THE OPPORTUNITY TO REMOVE FREEWAYS** CNU created a list of the top cities where the opportunity is greatest for replacing highways with neighborhood-friendly boulevards or avenues. The Freeways without Futures list elevated awareness of the highway-to-boulevard model nationwide and drew over 19,000 visitors to CNU.org. CNU also expanded its advocacy to replace highways with boulevards through meetings with key stakeholders in New Haven, Hartford, Charleston, Louisville, New Orleans, Buffalo, and Seattle.

**LEED-ND: RECOGNIZING THAT URBANISM IS GREEN** This rating system, developed by the CNU, the Natural Resources Defense Council, and the U.S. Green Building Council, will recognize the leaders of compact, pedestrian-friendly development and will likely find a place in city codes and professional practice. After pilot projects tested the system, CNU pushed to protect its integrity by allowing urban waterfront development, including more infill sites, strengthening walkability requirements, promoting transit oriented design, promoting small school sites, and adding design graphics to illustrate key concepts. For more information about CNU's partnership with the United States Green Building Council and the Natural Resources Defense Council, see <http://www.cnu.org/leednd>

**EMERGENCY RESPONSE AND STREET DESIGN** CNU brought together new urbanists and fire marshals to identify shared values that would result in fewer fire and traffic fatalities while allowing for valuable urban places. CNU began drafting an appendix to the International Fire Code that will enable more walkable, narrow streets in neighborhoods with strong street connectivity, as an alternative to the wide streets mandated by the current code. For more information about the CNU/EPA Emergency Response and Street Design, see <http://www.cnu.org/emergencyresponse>

**TRANSPORTATION REAUTHORIZATION BILL** CNU joined the T4America coalition, which is organizing around the next reauthorization of the federal transportation bill. In addition, CNU met with the chair of the House Transportation Committee, U.S. Representative Jim Oberstar (Minnesota), and the chair of the House Appropriations Committee, David Obey (Wisconsin), to discuss the advantages of urbanism and how reform within the transportation bill could help lead to a greener, more competitive economy.

**PROMOTING WALKABLE URBANISM TO THE PUBLIC** Working with data developed by the Center for Neighborhood Technology and the Brookings Institution, CNU generated eye-opening comparisons of annual driving in walkable urban neighborhoods and automobile-dependent sprawling exurbs. CNU President and CEO John Norquist was featured on-the-air twice by CNN to explain how the decision to buy or rent in a walkable, transit-connected neighborhood could save people hundreds of dollars per month in transportation costs. CNU inspired forbes.com to generate a list of "America's Most Fuel-Efficient Neighborhoods" – all of them walkable and urban.

**EDUCATION ON URBANISM'S CLIMATE ADVANTAGE** CNU's new six-minute web video, A Convenient Remedy to an Inconvenient Truth, explains a related point: how residents of walkable, transit-served neighborhoods generate considerably less transportation-related greenhouse gas emissions –often half as much– as residents of sprawling areas. The video is now used by members as a public education tool and has been featured in the Los Angeles Times online and the Natural Resources Defense Council's Switchboard blog.

**CONNECTED NETWORKS PROPOSAL** CNU has long recognized transportation as a key determinant of quality of urban form and community life. Transportation networks not only accommodate a region's access and mobility needs but also helps determine the location, type and form of land development. CNU seeks to create sustainable transportation networks that are planned in coordination with community planning and work to reduce household costs, traffic injuries and greenhouse gas emissions. CNU's Connected Networks Proposal calls for connected transportation networks to be eligible for federal and state funding. The proposal makes areas meeting straightforward connectivity criteria eligible for a "network" designation. Once a state recognizes a qualifying local area with a network designation, all streets in the network (including the portion of streets devoted to pedestrian use, ie. sidewalks) would be eligible for investment for projects that maintain or improve the function of the network, even accelerated maintenance and pothole repair. Typical federal funding practices fund individual roads in isolation, often resulting in more traffic on larger roads. For more information, see <http://www.cnu.org/networks>

**How much does it cost to attend the Summit?**

- Full registration for CNU members \$ 349.00
- Full registration, general \$ 399.00
- Day One, CNU members \$ 239.00
- Day One, general \$ 289.00
- Students \$ 100.00

(Limited number of student registrations available on a first come first serve basis. Students must fax copy of transcript to: 312-346-3323 to receive discounted rate)

**How much does it cost to join CNU**

- Individual membership (one year) \$ 195.00
- Non-Profit, Elected Official \$ 110.00
- Group rate (one year) annual membership benefits for one individual when three or more individuals from the same government department join together \$ 175.00
- Government group rate (one year) annual membership benefits for one individual when three or more individuals from the same government department join together \$ 160.00
- Student membership (one year) \$ 50.00

**Who is organizing the Portland Transportation Summit?**

The Summit is being organized by members of the Portland host committee, made up of members of CNU, the chair of CNU Project for Transportation Reform and board members and founding members of the CNU Cascadia Chapter.

CNU Cascadia is a local chapter serving the bioregion including Washington, Oregon and British Columbia. CNU Cascadia will be formalizing CNU Chapter and nonprofit status in 2009.

For local host committee questions, contact Marcy McInelly at (503) 827-4155, or [marcym@serapdx.com](mailto:marcym@serapdx.com)

For national CNU questions, contact Heather Smith at (312) 551-7300, or [hsmith@cnu.org](mailto:hsmith@cnu.org)

For CNU Cascadia Chapter questions, contact Lauren Hauck at (206) 267-7724, or [lauren.hauck@edaw.com](mailto:lauren.hauck@edaw.com)

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**Save the date. See you at the Nines!**