PREFACE

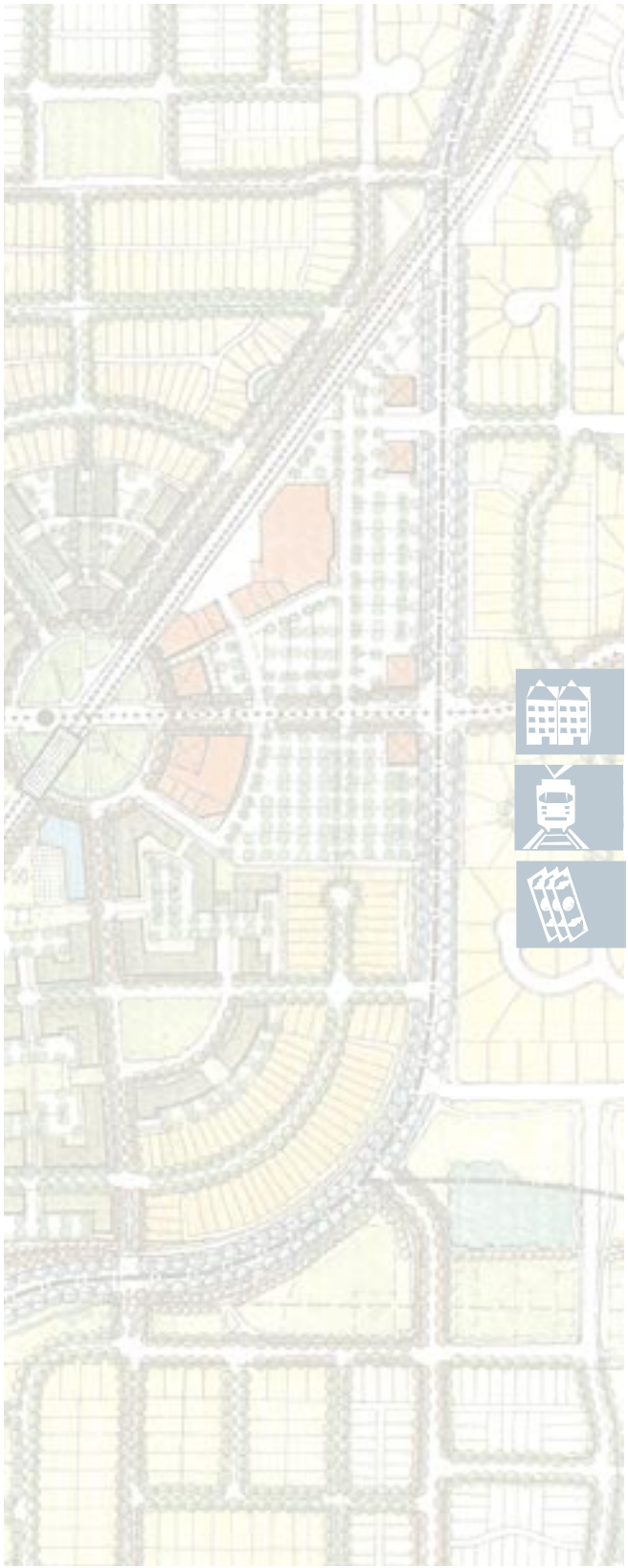
In 1988, a new land-use and transportation alternative and an innovative research program began to take shape in metropolitan Portland, Oregon. What started with opposition to the proposed Western Bypass suburban freeway, evolved into the project this report reviews, Making the Land Use, Transportation, Air Quality Connection (LUTRAQ).

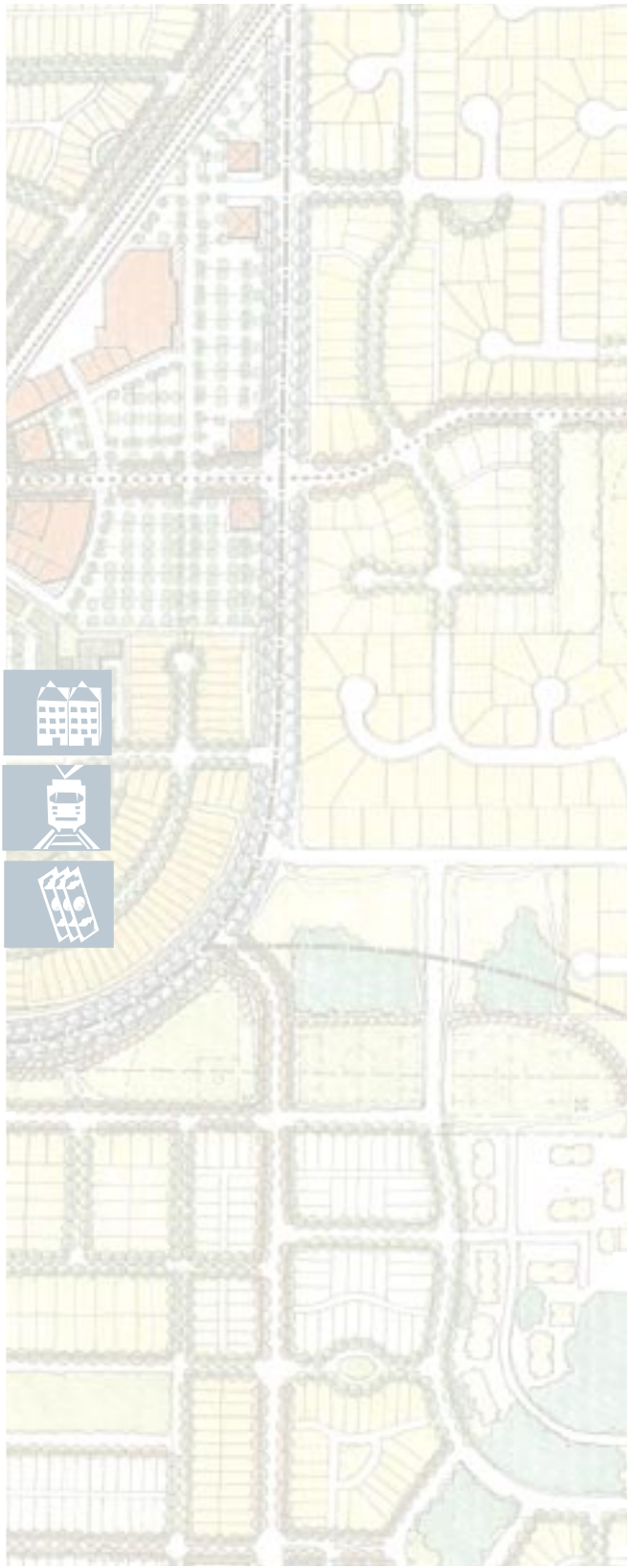
Spearheaded by 1000 Friends of Oregon, a public interest group that monitors land-use planning across Oregon, the LUTRAQ project was created to challenge auto-based transportation projects and auto-dependent development patterns. With funding from the Federal Highway Administration, the Environmental Protection Agency, The Energy Foundation, and others, the project ultimately achieved its primary objective: to influence policymakers to replace the proposed bypass with an alternative that emphasizes transit improvements and complementary changes in land-use policy.

Between 1991 and 1997, LUTRAQ produced 11 technical reports on topics including integrated land-use and transportation modeling, urban design, and market feasibility of transit-oriented development. The project created an alternative land-use and transportation plan for Washington County (the project's study area), published research on the impacts of pedestrian-friendly design, and produced a set of design and zoning guidelines for transit-oriented development.

It is the project's secondary objective – to promote development patterns that reduce land consumption, vehicle trips, and air pollution nationwide – that is the mission of this report. As traffic congestion presses in on metropolitan areas across the country, more and more communities are searching for solutions. The lessons of the LUTRAQ project, gleaned from years of research, analysis, and grassroots involvement, are as relevant in Portland, Maine, as they are in Portland, Oregon.

This booklet reviews the history and key findings of the LUTRAQ project in the Portland area and gives examples of how other cities are addressing similar problems. It is intended to provide citizens, policymakers, and planners with a summary of the process, methods, and findings from the project without elaborating on technical details. Information about the methods and models used in the project may be found in the following technical reports:





Vol. 1, Modeling Practices, 1991.

Vol. 2, Existing Conditions, 1991.

Vol. 3, The LUTRAQ Alternative, 1992.

Vol. 3A, Market Research, 1992.

Vol. 4, Model Modifications, 1996.

Vol. 4A, The Pedestrian Environment, 1993.

Vol. 4B, Building Orientation, 1994.

Vol. 5, Analysis of Alternatives, 1996.

Vol. 6, Implementation, 1995.

Vol. 8, Making the Connections: Technical Report, 1997.

Site Design and Travel Behavior: A Bibliography, 1993.

This booklet is organized into three sections. The first section describes the problems the LUTRAQ project sought to address: dispersed land-use patterns that encourage auto use and reliance on new highway capacity to relieve congestion. The second section reviews the project's technical and political processes, focusing on three key factors in developing integrated land-use and transportation solutions: land-use plans and design standards, transportation investments, and market strategies. The section addresses several topics associated with LUTRAQ, including the design of transit-oriented development and the impact of the pedestrian environment on travel choices. The final section makes the connection between LUTRAQ and similar projects in North America.

We hope this booklet will help you "make the connections," too, as you work to build better communities in your region.