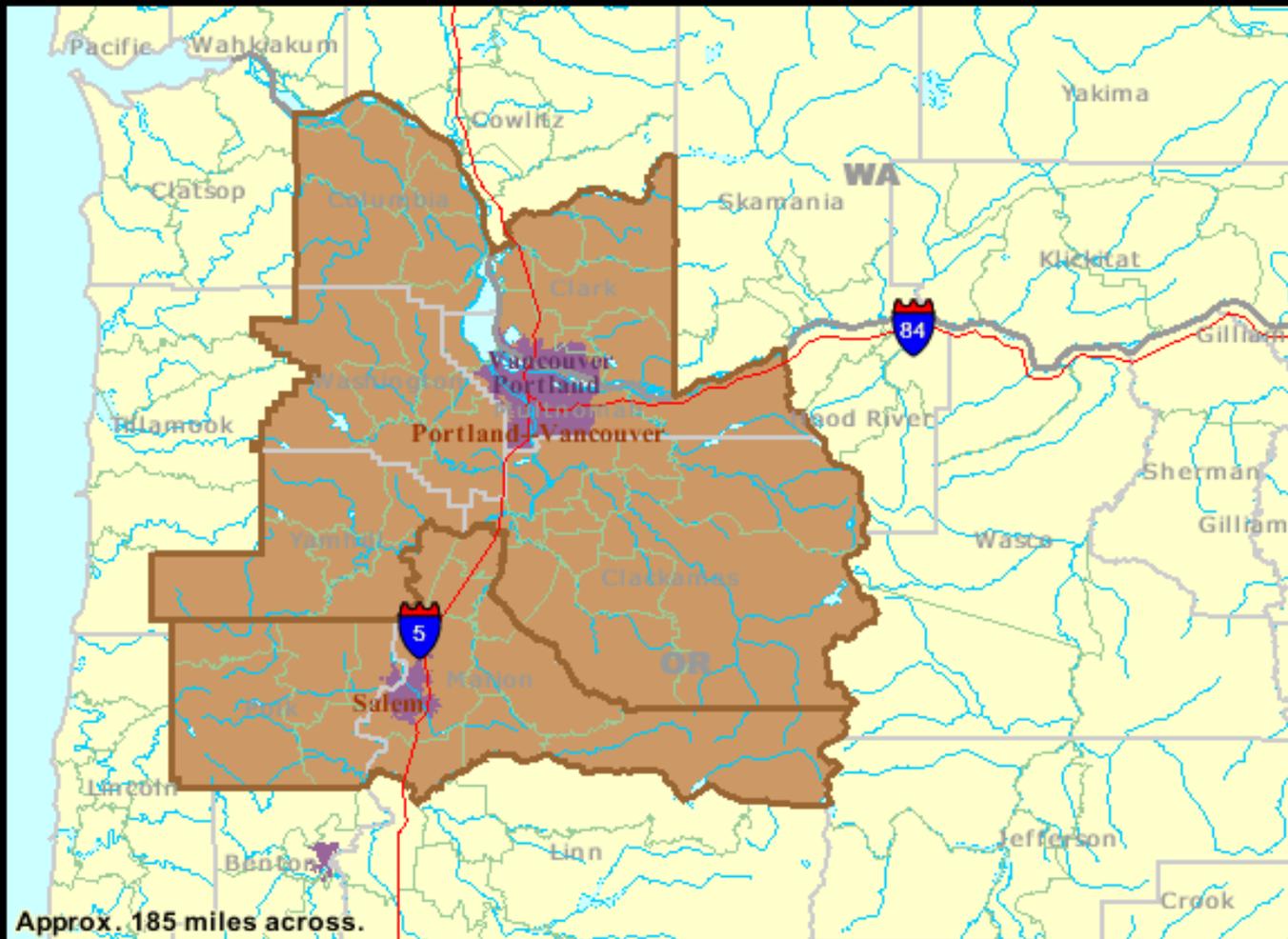


Highway Teardowns

Portland: A Case Study

Reinventing Older Communities Conference
“How Does Place Matter”
Philadelphia, PA
March 26, 2008

- Portland Then and Now
- Historic precedents
 - 1903 Olmstead Plan
 - Street patterns (1840s – 1940s)
 - Wagon trails (1840s – present)
- The Robert Moses Plan (1940s) – a radical vision



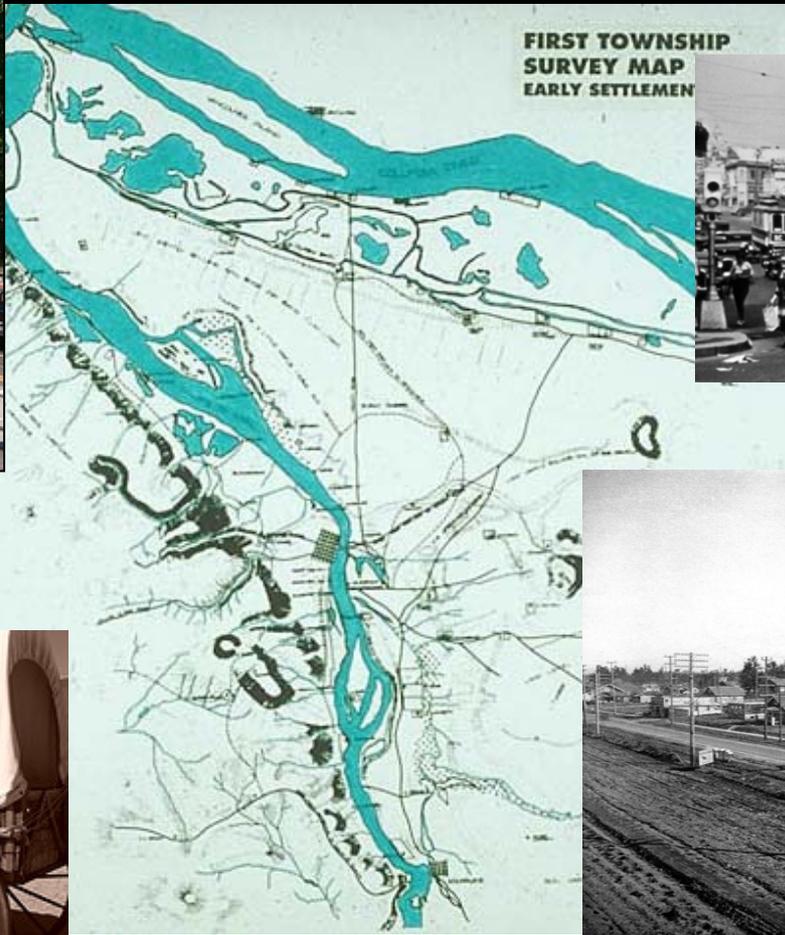
Portland (City): 568, 380

**Portland-Vancouver-Beaverton
PMSA (OR-WA) : 2,137,567**

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Historic Precedents | Wagon Trails to Streetcars



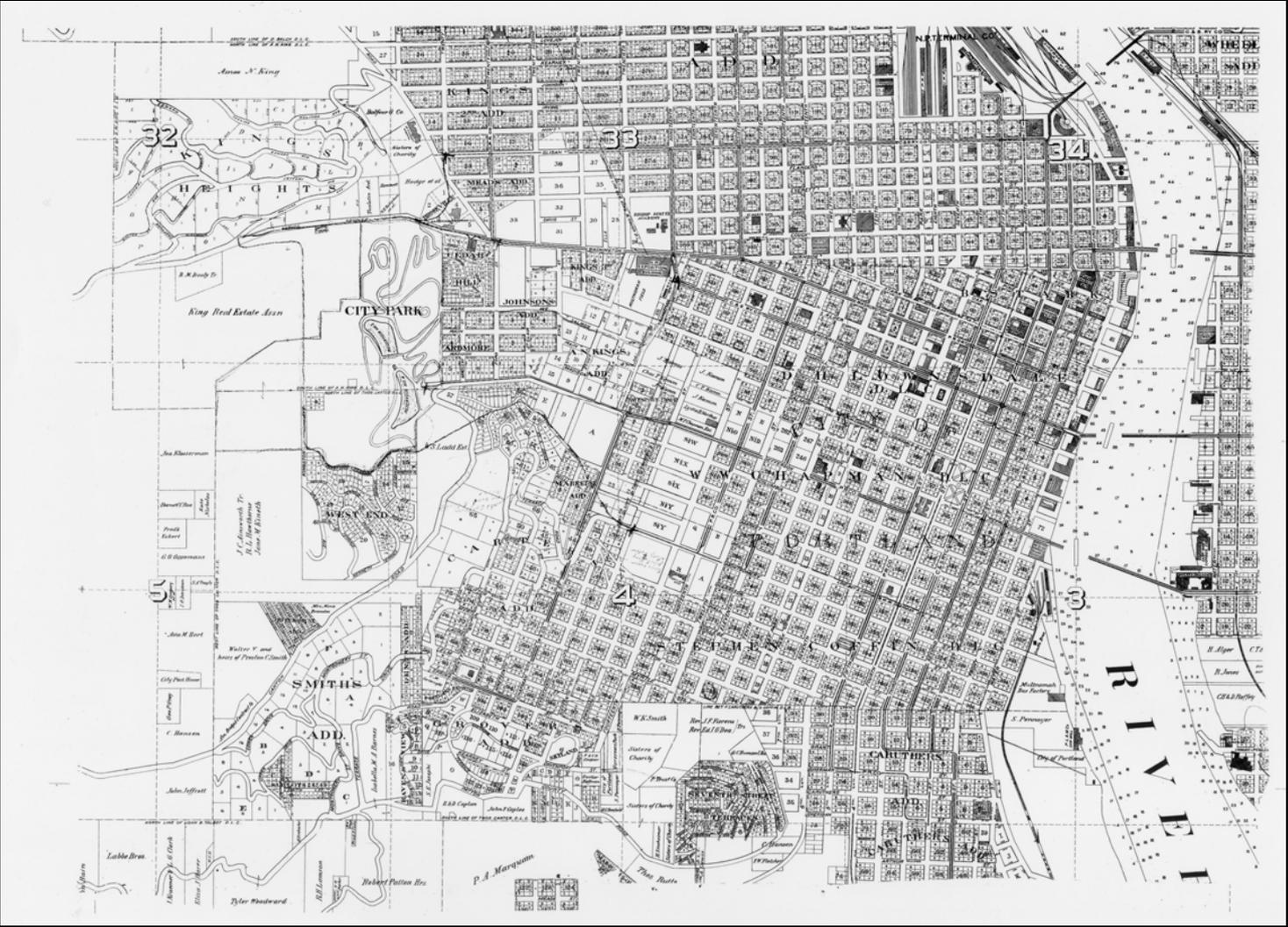
Courtesy Oregon Historical Society

1840s-1940s

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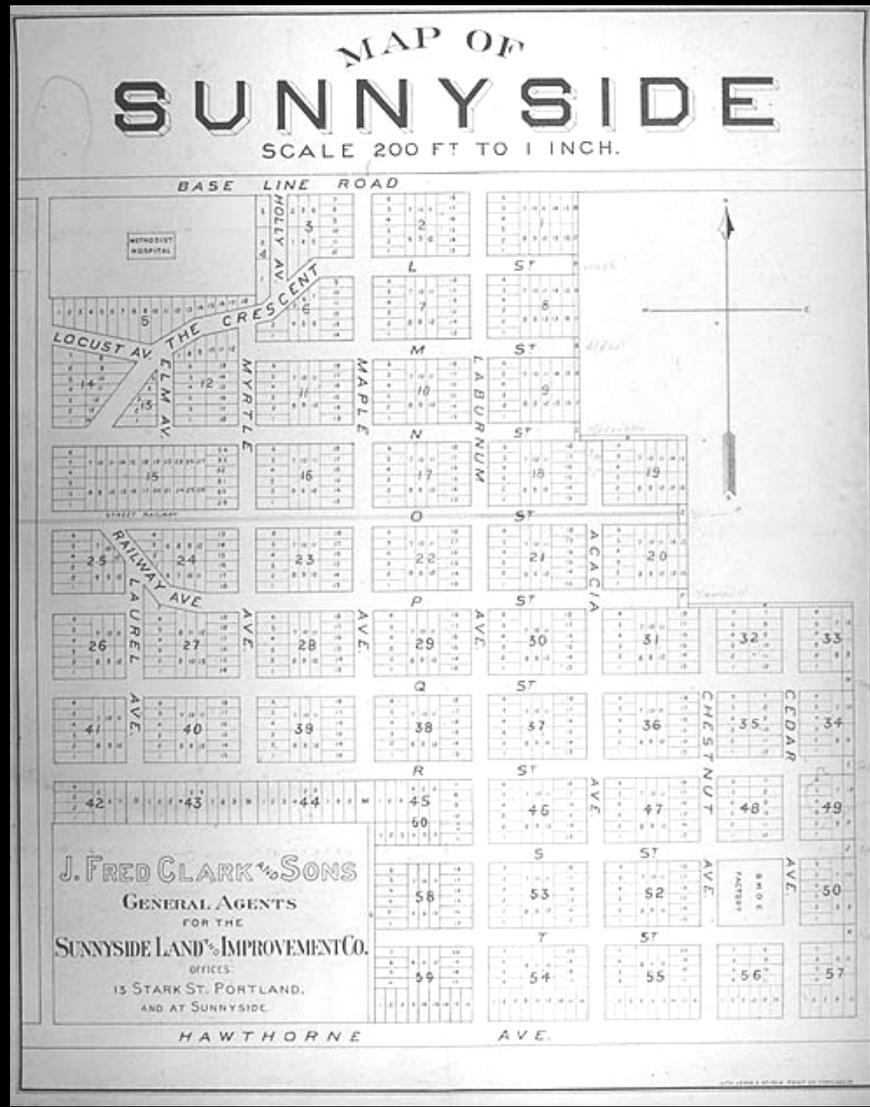
Historic Precedents | 1903 Olmstead Plan



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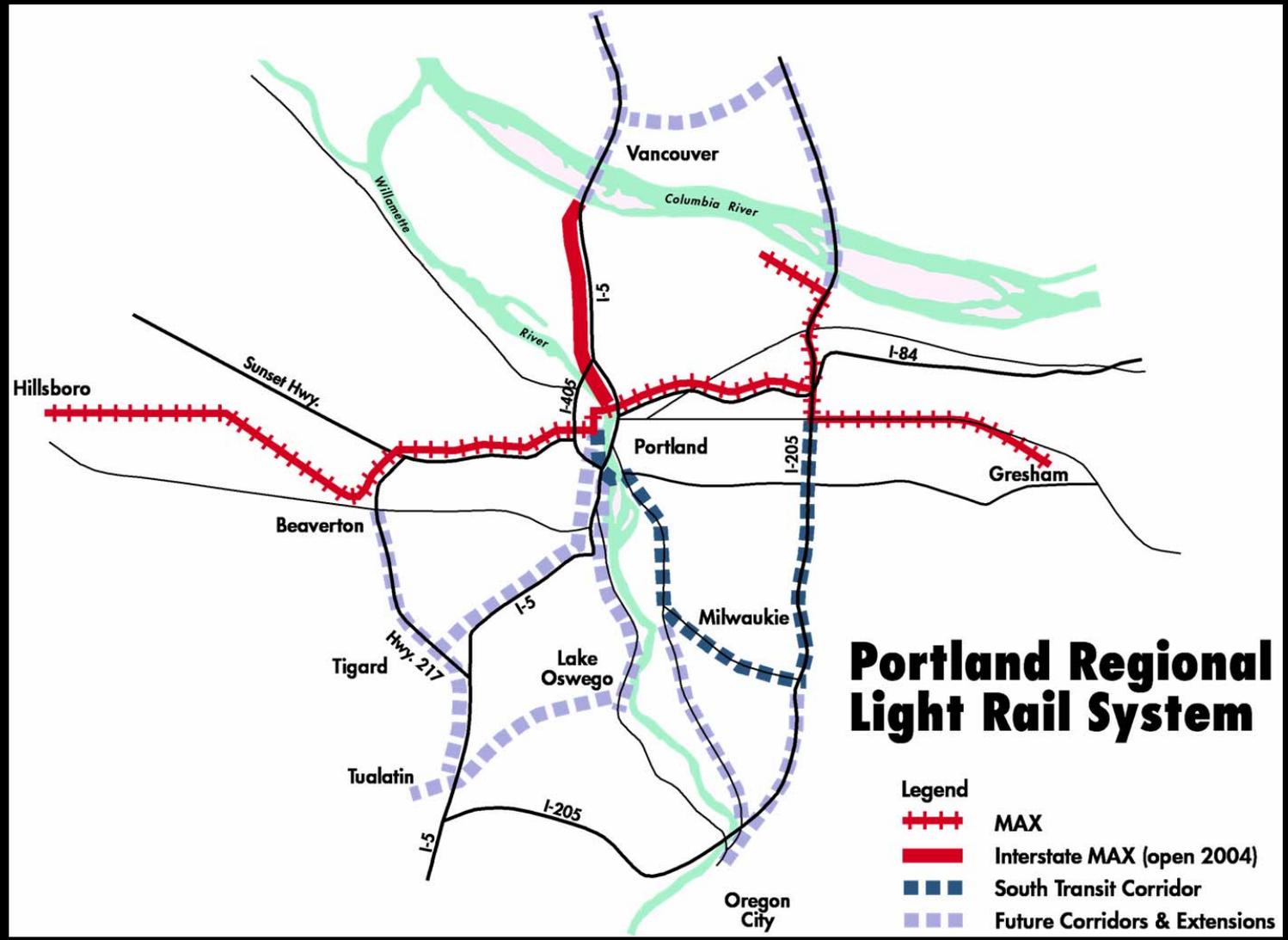
Historic Precedents | Early Subdivisions



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Historic Precedents | Light Rail System



Portland Regional Light Rail System

- Legend**
- - - MAX
 - Interstate MAX (open 2004)
 - - - South Transit Corridor
 - - - Future Corridors & Extensions

The Robert Moses Plan (1940s)



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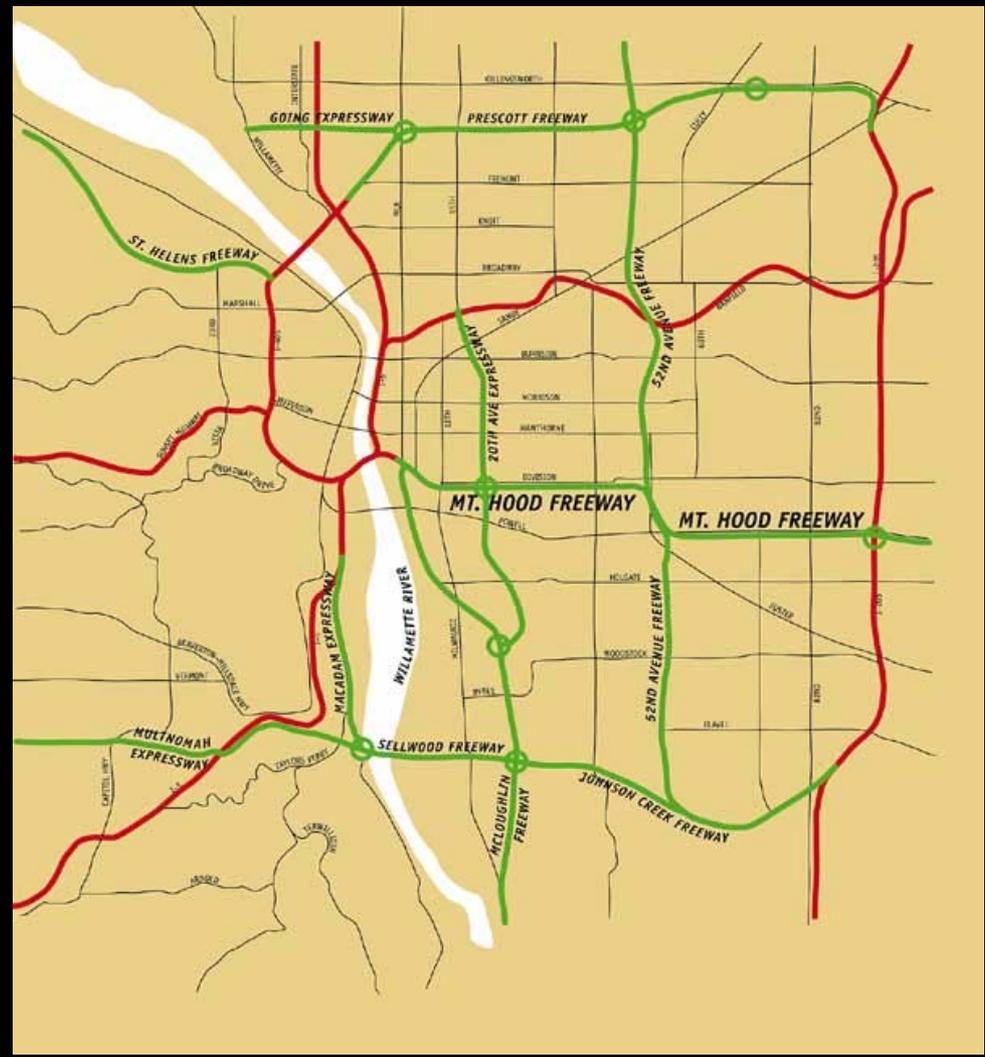
The freeway:

- Avoided
- Removed
- Relocated

Proposed Mount Hood Freeway (1968)

- Proposal
- Citizen activism
- Political leadership (local/state/federal)
- Funds converted to first light rail system
- Influence on shape of region

The Freeway Avoided | Proposal



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The Freeway Avoided | Citizen Activism



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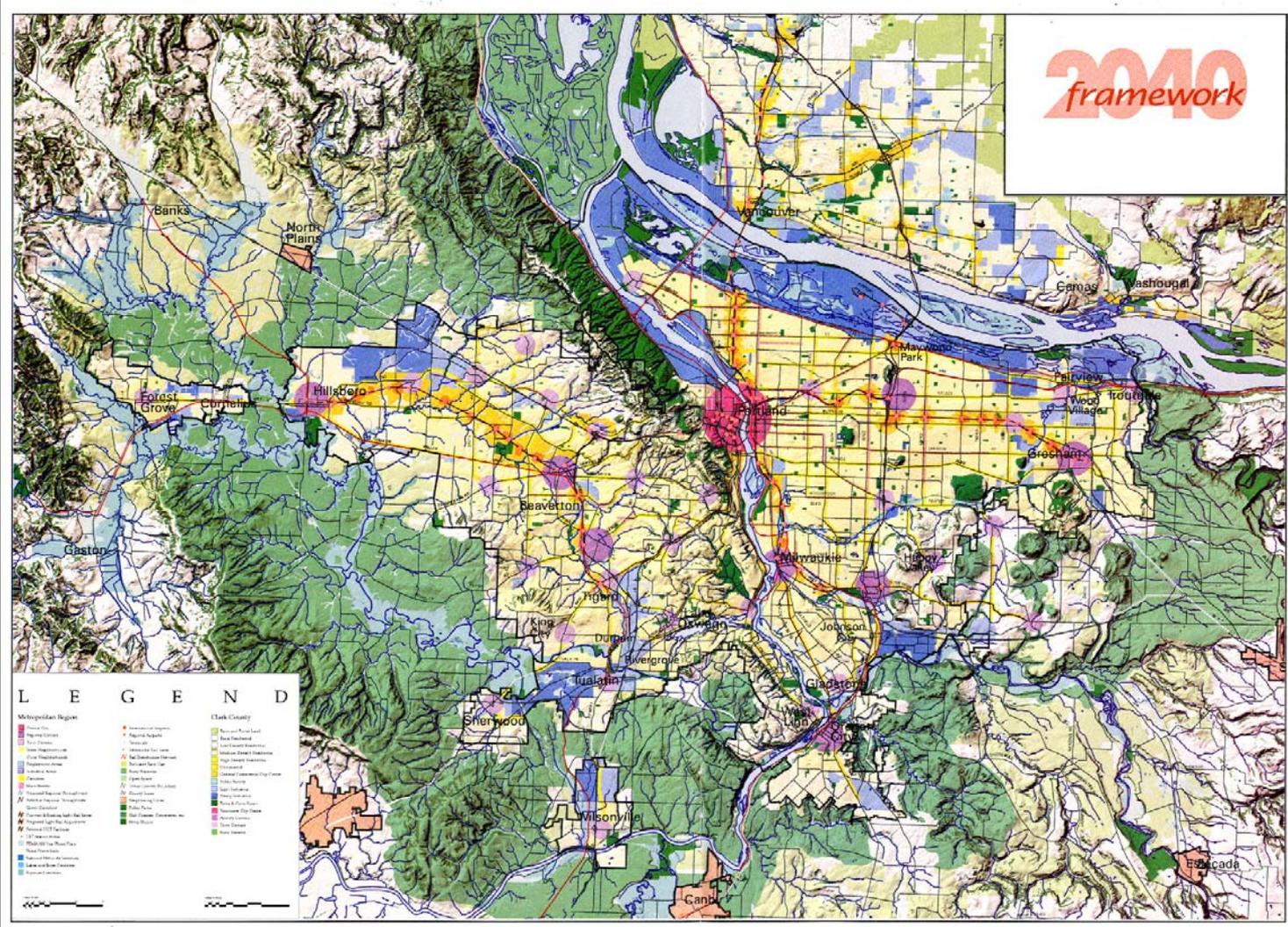
The Freeway Avoided | Light Rail System



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The Freeway Avoided | Shape of Region



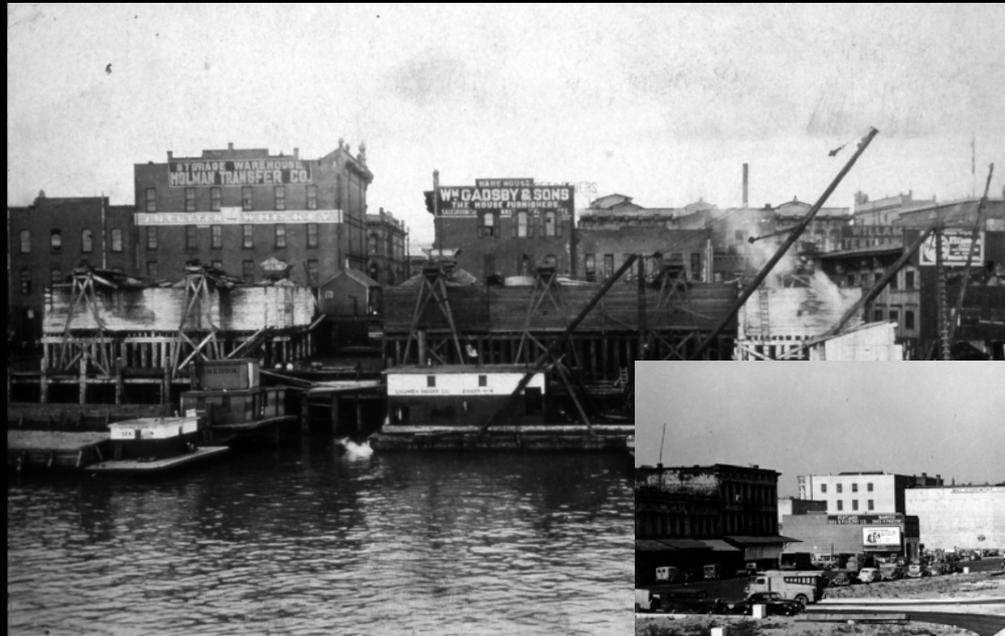
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Downtown Waterfront (1973)

- Historic development of waterfront
- 1972 Downtown Plan & the urban renaissance
- Political leadership (local/business/governor)
- Downtown waterfront today – urban “front yard”
- Water quality/watershed values

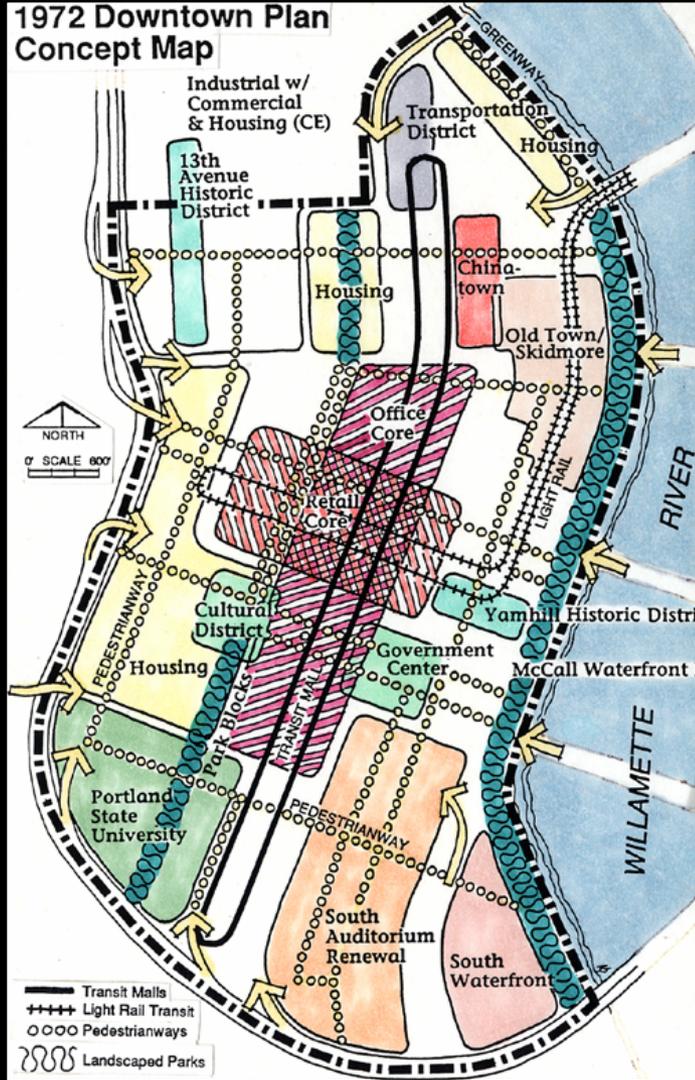
The Highway Removed | Waterfront



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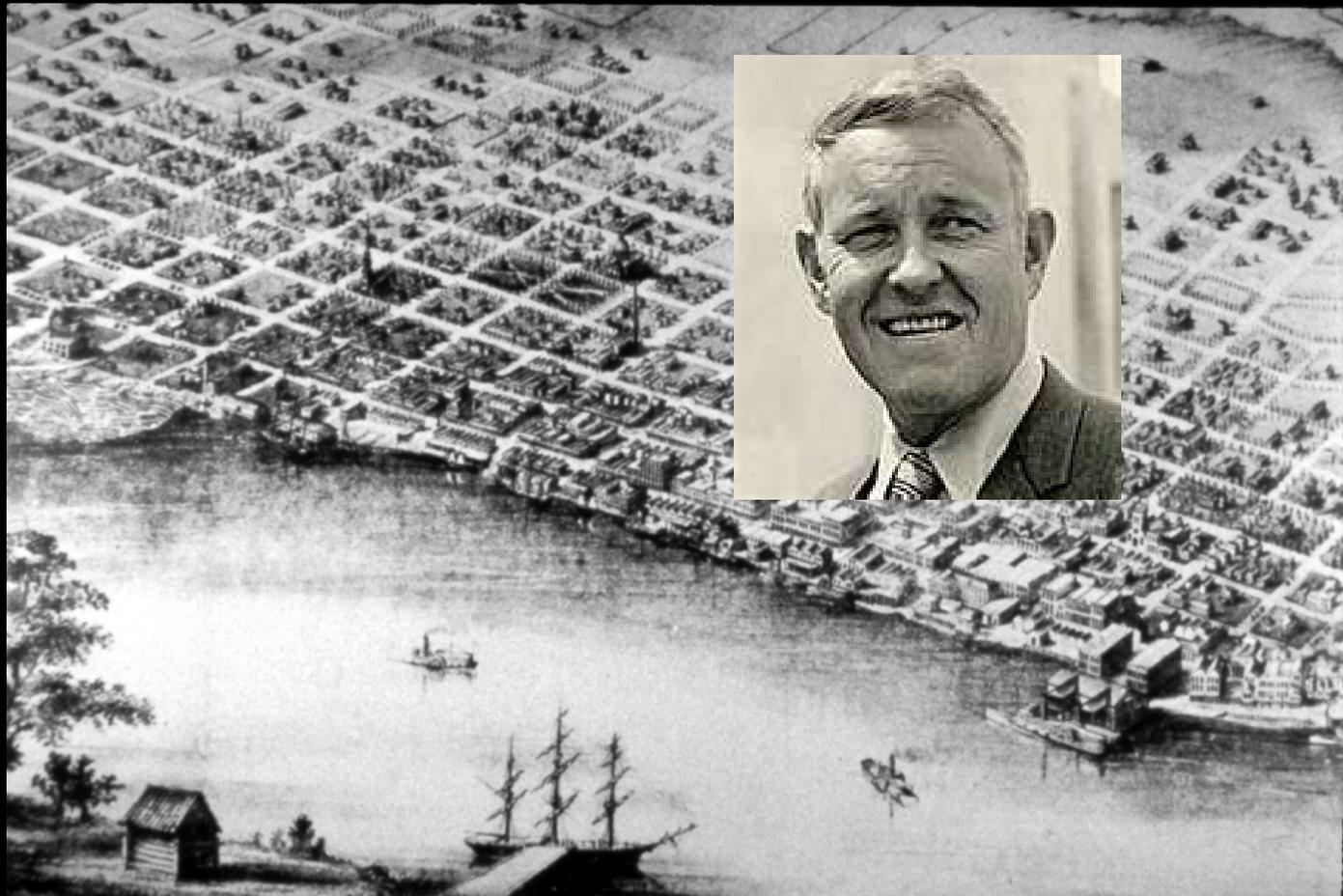
The Highway Removed | '72 Downtown Plan



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The Highway Removed | Leadership



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The Highway Removed | Harbor Dr. → Tom McCall Park



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The Highway Removed | Waterfront Today



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The Highway Removed | Watershed



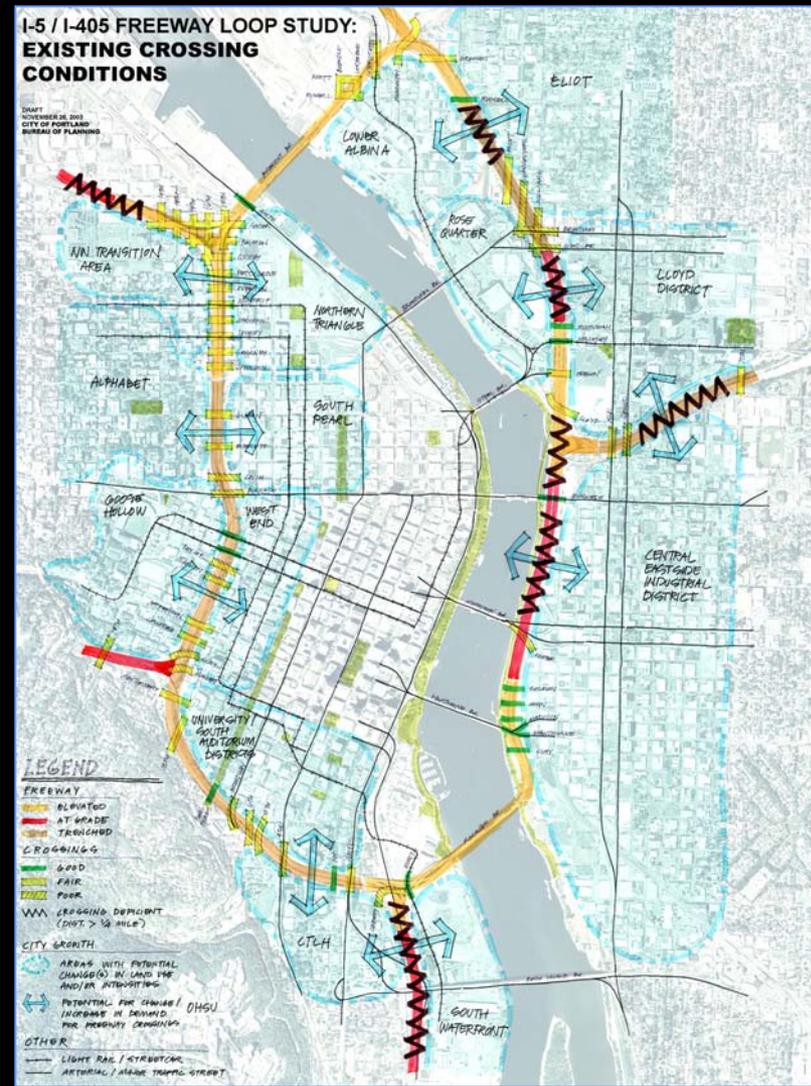
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The Central City Loop (1990 – 2025)

- The Loop System
- Present conditions
 - Rush hour on Marquam Bridge
 - East Bank Esplanade
- 2004-05 Study
 - Findings
 - Alternatives/costs
 - Development (?)
 - Challenges & next steps

The Freeway Relocated | Loop System



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The Freeway Relocated | Present Conditions



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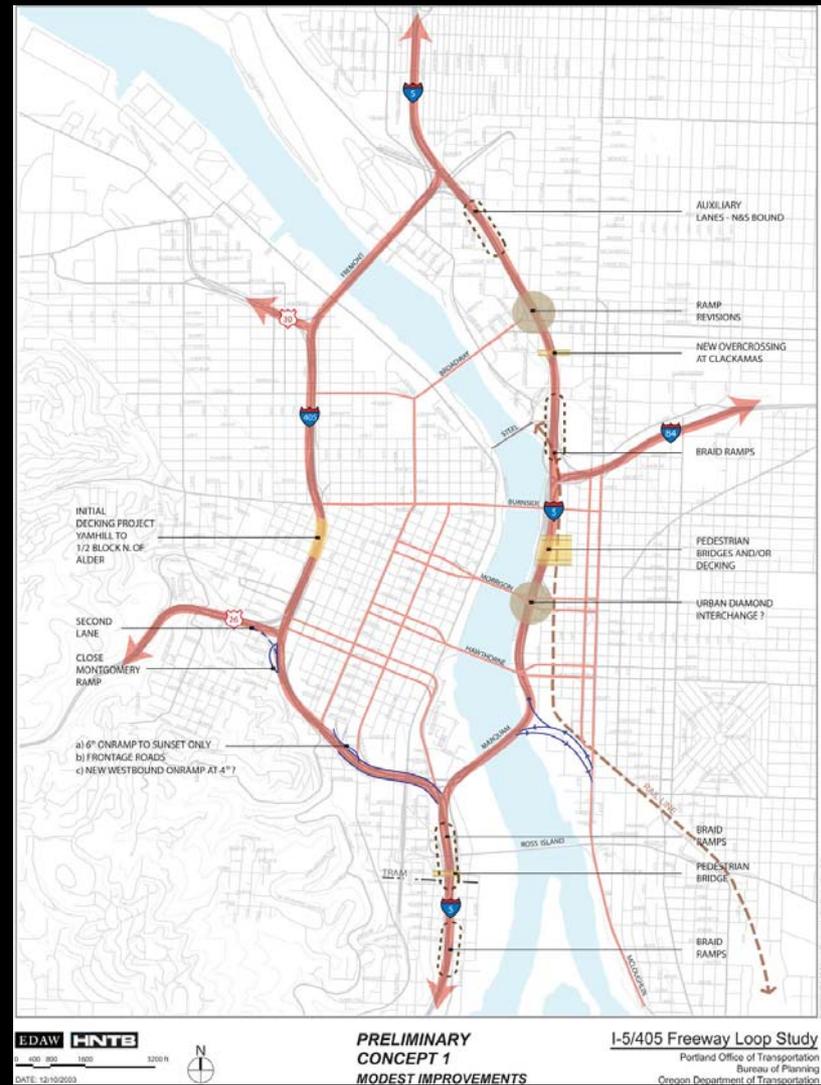
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The Freeway Relocated | 2004-05 Study

- The Freeway Loop should remain even if major design changes are made to accommodate increased travel demand and other community objectives
- The Loop's ability to move people and goods is critical to the economies of Portland, the region, Oregon and the West Coast.
- The current design of the Loop hinders high quality urban development.
- Long-term transportation, environmental, and land use decisions must be coordinated.
- Without major improvements, the Freeway Loop cannot meet future regional travel needs.
- System improvements will require significant investments unavailable from existing resources. Costs could range from several hundred million to several billion dollars.

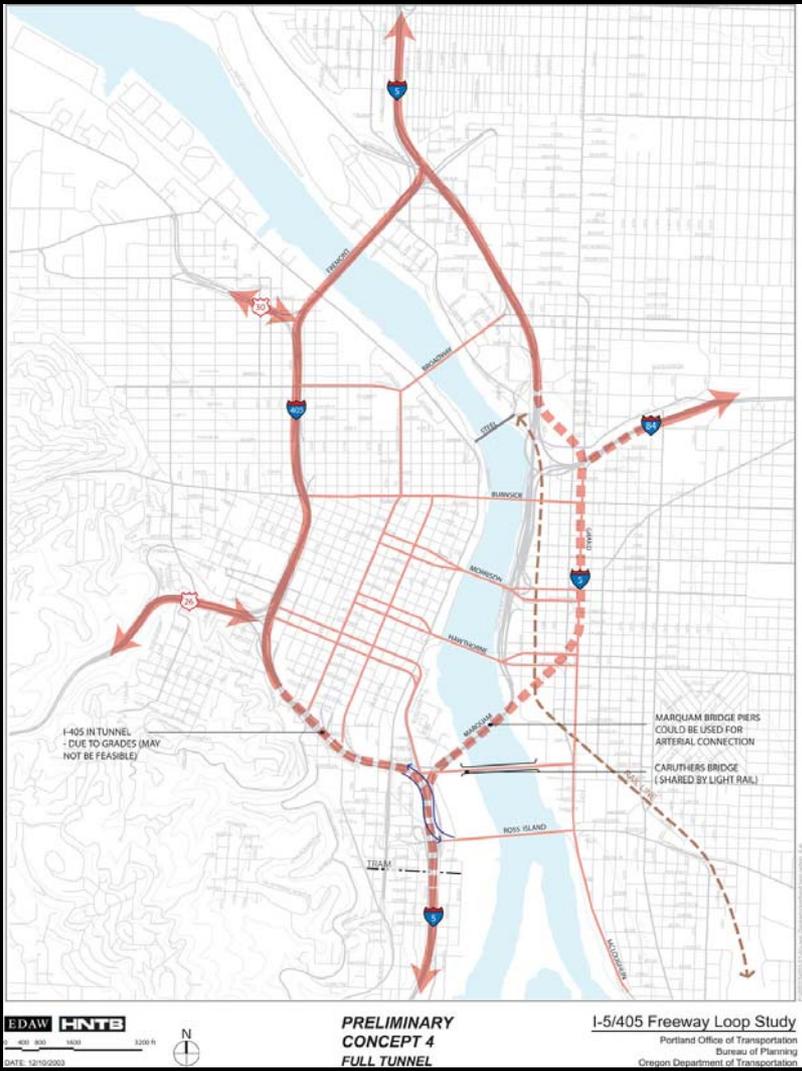
The Freeway Relocated | Alternatives

Modest Improvements
\$275-\$450 million



The Freeway Relocated | Alternatives

Full Tunnel
\$3.0-5.8 billion



The Freeway Relocated | Alternatives

One-Way Tunnel
\$450 million



The Freeway Relocated | Development Opportunities



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The Freeway Relocated | Development Opportunities



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The Freeway Relocated | Next Steps

Challenges and next steps

- Freight priority/incremental fixes
- Costs/federal share, local share/urban renewal
- Need for new federal program