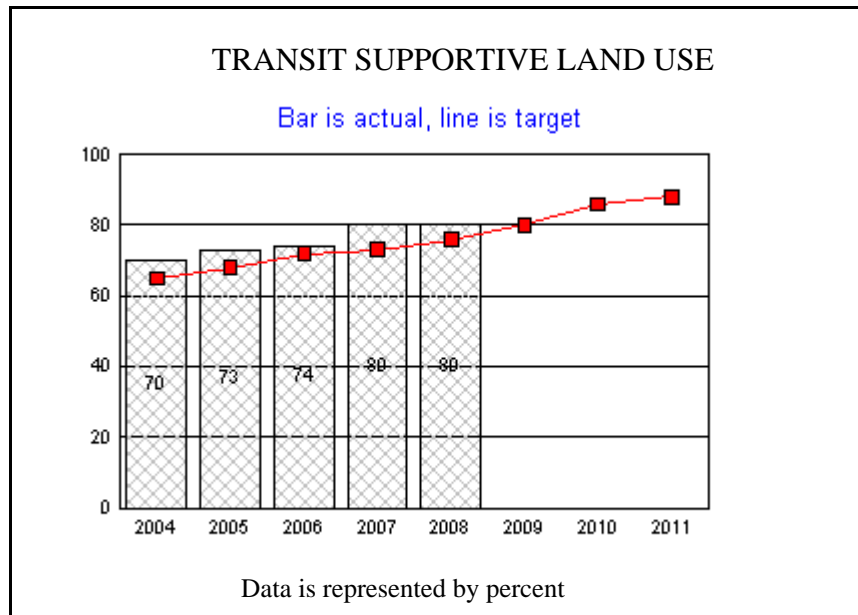


KPM #5	TRANSIT SUPPORTIVE LAND USE – Percent of urban areas with a population greater than 25,000 that have adopted transit supportive land use regulations.	2002
Goal	Economic development: Promote economic development and quality communities.	
Oregon Context	OBM 4: Job Growth and OBM 70: Commuting	
Data Source	Periodic review work task orders and post acknowledgment plan amendments.	
Owner	Planning Services Division, Rob Hallyburton, 503-373-0050 ext 239	



1. OUR STRATEGY

This performance measure demonstrates whether local communities are adopting land development regulations that assure land use and public transit systems are integrated and mutually supportive, as required by the transportation planning rule (OAR 660-12) and Statewide Planning Goal 12. Transit-supportive land use regulations are necessary to allow development at densities adequate to support transit service and to ensure that

pedestrian and transit facilities are provided as part of new developments. The combination of adequate intensity of uses along a transit line with safe and convenient access for pedestrians is important to enable transit systems to operate efficiently.

The department assists local governments in adopting land development regulations intended to improve local transportation options. This work will ultimately assist with transportation problems in Oregon's communities, enhance the efficiency of public transit systems, and, therefore, indirectly assists with job growth. Governmental partners include local governments, transit districts, and the Oregon Department of Transportation (ODOT). Non-governmental partners include property owners, developers, and realtors who participate in planning and outreach efforts to promote transportation-efficient land use patterns.

2. ABOUT THE TARGETS

The targets were established based on the rate that local government comprehensive plans and transportation system plans have been adopted by local government and acknowledged by DLCDC over the past ten years. Accomplishment of higher percentages is desirable.

3. HOW WE ARE DOING

The data reveals that the targets have been achieved. Local governments are adopting transit-supportive land development regulations. The general trend shows a gradual improvement as many local jurisdictions adopt transit supportive standards. The department has been focusing effort on the remaining jurisdictions, especially the larger cities such as Eugene, Medford, and Salem, where only partial progress has been made. The department and the City of Salem recently reached an agreement on the planning work remaining for the city to comply with the TPR through a Periodic Review work task. The TGM program continues to support planning in Eugene related to the new Bus Rapid Transit (BRT) system and the Franklin Station area in particular.

4. HOW WE COMPARE

There are no directly comparable public or private industry standards for this measure. The Federal Transit Administration (FTA) does have similar standards it uses to evaluate the extent to which a city is transit supportive when applying for a "new starts" grant for major transit improvements. FTA's performance measure is a rating of transit supportive land use policies and supportive zoning regulations. FTA provides ratings as "high," "medium high," "medium," "low-medium," or "low." FTA's standards are set out in 49 CFR 611.1 and Appendix A to Part 611.

5. FACTORS AFFECTING RESULTS

Factors affecting the results include the complexity and controversy often associated with planning for transit supportive land uses, lack of public understanding and support for transit and related development regulations, and concern from some local elected officials that transit supportive regulations may be inconsistent with real estate market trends.

6. WHAT NEEDS TO BE DONE

The department will continue providing technical assistance and grants to local governments, including the joint ODOT-DLCD Transportation and Growth Management (TGM) Program. As the compliance rate approaches 100%, the remaining cities often provide the most difficult challenge. The department will continue to focus effort on these remaining jurisdictions, especially the larger cities such as Eugene, Medford, and Salem, where only partial progress has been made. The TGM program will provide general planning grants and targeted technical assistance for code updates.

7. ABOUT THE DATA

Data is reported as of June 30, 2008. Data is based on the numbers of TSP's and implementing ordinances that have been adopted by the city and acknowledged by DLCD (through periodic review or the plan amendment process).