Oregon Transportation and Growth Management Program

2011-2013 BIENNIAL REPORT

Joint Program of the
Department of Transportation
and the
Department of Land Conservation and Development
Mission
The Oregon Transportation and Growth Management Program (TGM) supports community efforts to expand transportation choices for people. Linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

Partnership
TGM is a partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM is funded by federal funds (from the Federal Highway Administration of the U.S. Department of Transportation) and matching general funds.

2011-2013 Advisory Committee
Erik Kvarsten, League of Oregon Cities, Chair
Jerri Bohard, Oregon Department of Transportation
Carrie MacLaren, Oregon Department of Land Conservation & Development
Ann Hanus, Association of Oregon Counties
Randy Tucker, Metro
Satvinder Sandhu, Federal Highway Administration

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www.oregon.gov/LCD/TGM

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A Message from the Department Directors

For two decades, the Transportation and Growth Management Program (TGM) has bolstered local government efforts to integrate transportation and land use planning for Oregonians.

The 2011-2013 biennium saw TGM give strong support to communities seeking to encourage “active transportation” through better bicycle and pedestrian networks. These improvements make bicycling and walking safer, more comfortable, and more convenient.

TGM’s planning grants assist communities’ efforts to improve transportation connections, land use and transportation planning and livability. The TGM program looks forward to cooperating with the public health sector to explore the relationship between health, transportation networks and community design.

TGM’s Code Assistance Program completed a major update of the state’s Model Code for Small Cities. Through this code, TGM helps smaller cities, many of which lack the staff to review their zoning and development codes in ways that yield more active town centers and increased transportation choices for everyone.

During the 11-13 biennium the TGM program looked for and found quite a number of tangible results from its earlier planning assistance to local governments. TGM Tangibles Volumes I and II illustrated a wide range of built transportation improvements, land use changes and increased financial resources within Oregon’s cities and counties as recommended in TGM-funded plans from earlier grants.

In these and other communities, TGM continues to help Oregonians improve their transportation options and enjoy the economic benefits that go with well-planned, well-balanced transportation systems.

Matthew Garrett
Director
Oregon Department of Transportation

Jim Rue
Director
Oregon Department of Land Conservation and Development
What Does TGM Do?
TGM was created in 1993 to support local efforts to improve transportation options, boost economic vitality, and enhance the livability of communities throughout Oregon. As a non-regulatory program in which participation is voluntary, TGM collaborates with local governments.

The TGM Approach
Around the country, transportation and land use decisions are often made in isolation from each other. TGM takes a different approach. The program recognizes that land use decisions affect transportation options – and that transportation decisions influence land-use patterns. Thus TGM promotes the integration of transportation and land use planning.

TGM also supports compact, cohesive, and well-designed development that enables people to get around easily and improves their quality of life. The program encourages local governments to take advantage of assets they already have, such as walkable downtowns, main streets, and existing urban infrastructure.

TGM supports sustainable transportation systems as key to the wise use of public investments. Given the economic pressures facing state and local governments today, it seems more important than ever to be more efficient out of our land use patterns and transportation networks. Through planning grants and technical assistance, TGM works with local governments to do exactly that.

Planning Grants
All TGM grants promote transportation objectives, and most grants support other community goals as well.

- Economic growth and development
- Safe routes to school
- Access to jobs, education, and services
- Main street and downtown revitalization

Many TGM grants involve the updating of Transportation System Plans, through which communities identify key elements of local transportation networks and establish priorities for funding specific projects. Other plans supported by TGM include those for:

- multi-modal street systems – i.e., systems that improve mobility for bicyclists and pedestrians as well as for motorists
- bicycle and pedestrian networks
- transit services and transit-oriented development around transit stations
- infrastructure to accommodate planned growth and development
- commercial corridors and gateways

As a rule, TGM grants require outreach to the public as well as to individuals with limited transportation options.

Direct Community Assistance
TGM also offers four technical assistance services:

- **Quick Response**: TGM works with communities to improve the design, quality, and transportation efficiency of imminent local development projects.
- **Code Assistance**: TGM helps communities promote smart development through code updates and the removal of regulatory barriers to better transportation choices.
- **Education**: TGM supports local workshops, lectures, conferences and publications to educate public officials and the general public about creative, but practical, transportation and community design concepts.
Transportation System Plan Assessments: TGM assess existing transportation system plans to determine whether they need to be updated, and to focus the update on the key issues that need to be resolved.

Tangible Results

While TGM funds planning work, the plans result in tangible results over time. In 2011 and again is 2013 the program reviewed a sample of completed planning projects identify the link from planning to results. The result is two reports highlighting projects that led to implementation of public infrastructure, private development or leveraged additional grant funding. The reports are available online:

www.oregon.gov/ODOT/TD/TP/docs/reports/tgmtangiblesvol2.pdf

Summing Up

In short, TGM continues to work with Oregon’s cities, towns, counties, and Metropolitan Planning Organizations to make it easier for people and goods to get around. In the process of doing so, the program helps local governments accommodate economic growth and leverage other funds, maximizes taxpayer investments in transportation facilities, and enhances the quality of life for Oregonians.

Key Themes

TGM was established to ensure that transportation planning addressed all modes, with special emphasis on modes that were often neglected: walking, bicycling and public transit. While All TGM projects take a multimodal perspective, multimodal transportation planning is a common theme in projects initiated in the 2011-2013 biennium.

Looking ahead, Public Health and Community Design will be an important theme in the next biennium.

Transit in Small Cities: A Primer for Planning, Siting, Designing Transit Facilities in Oregon

This new publication is aimed at smaller systems because the demands of funding and operating a transit system leave little room for transit operators to become experts on how transit facilities affect the broader community. Transit systems function best when they are well-integrated with local land use plans and community designs. When transit planners collaborate with land use planners and the community, the result is a better return on investments for transit and community plans. Well-located, well-designed transit facilities can help to advance broader community goals, like downtown revitalization, and access for people who face mobility challenges from age, disability or income.

Metro - Active Transport

This project produced a regional active transportation plan as an element of the Regional Transportation Plan. The plan identifies the principal regional active transportation network, which is the highest level
classification, similar to the arterial classification for automobile network. It connects local communities, and makes it possible to make regional trips on foot or by bike. It includes both on and off-street bicycling and walking facilities.

**Milwaukie - Tacoma Transit Station**

The purpose is to create and adopt a station area plan to facilitate redevelopment and intensification near a new light rail station. Construction of Portland to Milwaukie Light Rail line is underway, and on track to open in 2015.

**Eugene - South Willamette Street**

This project is creating a design to transform an important segment of Willamette Street, Eugene’s signature north-south street running through the center of the city. The new design for a complete street plan (providing for walking, biking, transit access, motoring and business access) will be used to guide capital improvement construction.

**Reedsport – Waterfront and Downtown Plan**

The project resulted in a land use and transportation plan to revitalize Old Town Reedsport, guide development for a compact, mixed-use and pedestrian-oriented downtown and waterfront area that maintains an Industry and Tourism balance, link downtown to the Umpqua River Waterfront, and consider access management actions for OR38 from the eastern city limit to the junction of US101. As the area redevelops, efficient use of land and a multi-modal transportation system will
be a priority. The plan was adopted in April 2013.

**Bend – Central District**
The project will update earlier plans to identify the multi-modal transportation system that will provide for improved connectivity, safe access and mobility. The intent is to increase development and redevelopment in the central district. This project will use new provisions of the Transportation Planning Rule (TPR) to designate a Multimodal Mixed-Use Area (MMA). Within this area proposed land development will not be required to address motor vehicle congestion in the approval criteria.

**Baker City – TSP Update**
An updated of the 1996 Baker City Transportation System placed special emphasis on refinement of improvement projects to address bicycle, pedestrian, and Safe Routes to School priorities. The plan was adopted in June 2013.
REGION ONE

2011 and 2012 Grant Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Project Description</th>
<th>Amount</th>
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<tr>
<td>Hood River</td>
<td>Final Adopted Transportation System Plan</td>
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<td>Milwaukie</td>
<td>Tacoma Station Area Plan</td>
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<td>Portland</td>
<td>Division-Midway Neighborhood Street Plan</td>
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<td>Portland</td>
<td>Central City Multimodal Mixed-Use Area and Transportation Policies Project</td>
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<td>Sherwood</td>
<td>Sherwood Town Center Plan</td>
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<td>Sherwood</td>
<td>Transportation System Plan Update</td>
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<td>Region</td>
<td>Project Description</td>
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<td>Tigard</td>
<td>Tigard Triangle Strategic Redevelopment Plan</td>
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<td>Clackamas County</td>
<td>Active Transportation Plan</td>
<td>$105,000</td>
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<td>Washington County</td>
<td>Multi-Modal Performance Measures and Standards</td>
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<td>Washington County</td>
<td>Neighborhood Bikeway Plan</td>
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<td>Metro</td>
<td>Regional Active Transportation Action Plan</td>
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<td><strong>Total 2011 and 2012 Grants</strong></td>
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**2011 – June 2013 Community Assistance Projects**

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<th>Project Description</th>
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<td>Canby</td>
<td>Outreach, Public Outreach Workshop</td>
<td>$16,130</td>
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<td>Portland</td>
<td>Code Assistance, Reducing VMT from New Development</td>
<td>$82,111</td>
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<td>Wood Village</td>
<td>Outreach, Public Outreach Workshop</td>
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**REGION TWO**

**2011 and 2012 Grant Projects**

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<td>Amity</td>
<td>Transportation System Plan</td>
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<tr>
<td>Cottage Grove</td>
<td>Main Street Refinement Plan</td>
<td>$164,300</td>
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<td>Eugene</td>
<td>Willamette Street Transformation Plan</td>
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<td>Falls City</td>
<td>Transportation System Plan</td>
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<td>Springfield</td>
<td>Main Street Corridor Plan Phase One</td>
<td>$208,500</td>
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<td>St. Helens</td>
<td>US30 and Columbia Boulevard/St. Helens Street Corridor Master Plan</td>
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<td>Toledo</td>
<td>Transportation System Plan</td>
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**2011 – June 2013 Community Assistance Projects**

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<td>Aurora</td>
<td>Outreach, Public Outreach Workshop</td>
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<td>Dallas</td>
<td>Quick Response, Dallas Mill Employment Area Plan</td>
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<td>Dundee</td>
<td>Outreach, Public Outreach Workshop</td>
<td>$18,688</td>
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<td>Lincoln City</td>
<td>Quick Response, Urban Renewal Agency NW 15th Street Development Site</td>
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Willamina
Code Assistance, Code Assessment
$15,827

Total 2011 – June 2013 Community Assistance
$130,509

REGION THREE

2011 and 2012 Grant Projects

Ashland
Normal Avenue Neighborhood Plan
$95,417

Brookings
Transportation System Plan Update
$160,000

Cave Junction
Cave Junction Transportation System Plan Update
$115,825

Reedsport
Waterfront and Downtown Plan
$126,612

Total 2011 and 2012 Grants
$497,854

2011 – June 2013 Community Assistance Projects

Ashland
Code Assistance, Unified Development Code Phase 2
$53,075

Coos Bay
Outreach, Your Town Outreach Workshop
$17,100

Grants Pass
Code Assistance, Urbanization Code Update
$46,908

Myrtle Point
Code Assistance, Code Assessment, Phase 2
$58,172

Reedsport
Outreach, Model Code Workshop
$10,370

Roseburg
Quick Response, Downtown Plaza & Transit Center
$63,900

Total 2011 – June 2013 Community Assistance
$249,525

REGION FOUR

2011 and 2012 Grant Projects

Bend
Bend Central District Multi-Modal Mixed Use Area
$117,300

Prineville
Transportation System Plan Update
$142,940

Central Oregon Intergovernmental Council
Central Oregon Strategic Transportation Options Plan
$155,180

Total 2011 and 2012 Grants
$415,420

2011 – June 2013 Community Assistance Projects

Redmond
Outreach, Public Outreach Workshop
$16,757
REGION FIVE

2011 and 2012 Grant Projects

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<tr>
<th>City</th>
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<td>Baker City</td>
<td>Transportation System Plan Update</td>
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<td>Irrigon</td>
<td>Bicycle and Pedestrian Transportation System Plan Update</td>
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<td>Union</td>
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Total 2011 and 2012 Grants $375,650

2011 – June 2013 Community Assistance Projects

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Total 2011 – June 2013 Community Assistance $51,600

2011 – JUNE 2013 STATEWIDE COMMUNITY ASSISTANCE PROJECTS

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<th>Statewide</th>
<th>Project Description</th>
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<tr>
<td>Statewide</td>
<td>Code Assistance, A Guide to Implementing Transportation Demand Management</td>
<td>$22,800</td>
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<td>Code Assistance, Model Code for Small Cities Update</td>
<td>$74,956</td>
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<td>Code Assistance, Model Code for Small Cities Update Finalization</td>
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<td>Outreach, Best Practices in Parking Management: A Primer for Oregon Cities</td>
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<td>Statewide</td>
<td>Outreach, Bicycle and Pedestrian Travel Assessment Report</td>
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<td>Statewide</td>
<td>Outreach, Public Transit in Smaller Cities</td>
<td>$16,850</td>
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<td>Statewide</td>
<td>Outreach, Transit Planning Primer for Small Cities</td>
<td>$37,970</td>
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Total 2011 – June 2013 Statewide Community Assistance $188,064