



Oregon

John A. Kitzhaber, M.D., Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: (503) 373-0050

Fax: (503) 378-5518

www.oregon.gov/LCD

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City of Brookings
City Planning Department
Attention: Donna Colby-Hanks, Senior Planner
898 Elk Drive
Brookings, OR 97415

Re: TSP Assessment

Donna,

Thank you for providing substantial background information regarding the city's current TSP and your own assessment of areas of concern for an update, both in our phone conversation and by e-mail. TSP assessments are designed and used to evaluate a local jurisdiction's existing Transportation System Plan (TSP) against Transportation Growth Management (TGM) objectives that have been identified as common issues in TSP's across the state. Assessments are normally used to identify potential changes, updates or revisions recommended for existing TSP's and are primarily intended to assist local governments wishing to file a TGM grant application to update a TSP. I have reviewed the current City of Brookings' TSP and offer the following comments.

Population

As you noted in our phone conversation, preparation of the current TSP was started in 1997 and adoption did not occur until 2002, with final acknowledgment not coming until much later in 2006-2007 after a remand from LCDC. Therefore, the 20-year planning horizon in the current TSP only runs until 2017. It should be updated to plan for a new 20-year planning horizon (probably through 2032 at this juncture). It appears the city has grown in population since 1997 by roughly 4 - 4.5%, so the population figures used in the TSP update should also be revised upward to plan for the next 20 years. It would be very helpful to the city to have the planned population growth number used in the TSP planning horizon the same, or substantially aligned with, as the city's coordinated population number from Curry County.

Evaluation of TSP

As you indicated, several updates to the current TSP and planning studies have been included in the document without assessing the overall effect/impact on the TSP as a whole, e.g., the recently adopted bicycle master plan. Additionally, we understand that

some completed studies have not yet been included in the TSP. These should also be integrated into the update of the TSP. The TSP update process should assess whether any additional transportation and/or planning studies related to the city's transportation system for preparation of an updated TSP are needed. The planned and funded project list(s) should also be revised to coincide with the new 20-year planning horizon, with those projects in the current TSP that are already completed removed and those deemed to be no longer appropriate because of changing city priorities and planning direction also dropped from the list. New transportation projects planned for the next 20 years according to the city's current vision for growth should be added to the list of planned (and funded) projects.

Key areas such as traffic safety, street connectivity, safe routes to schools, bicycle and pedestrian recreation trail system connectivity, and secure funding for street and sidewalk upgrades should be studied and incorporated into the planned TSP update. Additionally, we encourage the city to incorporate any necessary studies and work for alternative modes of transportation and other Smart Growth/TGM principles to help plan for and create a more vibrant, walkable, and connected community.

Proposed OHP and TPR Revisions

Please keep in mind that revisions to both the Transportation Planning Rule (TPR) - specifically OAR 660-012-0060 and the Oregon Highway Plan (Policy 1F Mobility) (OHP) are currently in process and under consideration. Revisions to Section -0060 of the TPR will be considered for adoption by the Land Conservation and Development Commission (LCDC) at their December 2011 meeting. Proposed revisions to the OHP are scheduled to be considered by the Oregon Transportation Commission (OTC) at their meeting in January 2012.

Contemplated revisions to the OHP policy would allow ODOT greater flexibility in consideration of alternative mobility targets for addressing significant effects on the transportation system. The proposed revisions to the TPR would allow local governments more flexibility in addressing significant effects on the transportation system. The proposed revisions to the TPR and the OHP could affect how the city plans for and prepares the contemplated update to the city's TSP update. Once adopted by the respective commissions, any relevant revisions should be considered during the TSP update process.

Safe Routes to Schools Program

The Oregon Safe Routes to School Program, housed at ODOT, may also be of interest to you as you contemplate updating the current TSP. This is a worthwhile program that could benefit the city if any related issues are identified. As noted on the website, the program helps communities identify and remove barriers and hazards to children, K-12, walking or biking within two miles of a school. Contact Julie Yip, program manager, at 503.986.4196 or julie.a.yip@state.or.us for more information or click on the following

Internet links <http://www.oregon.gov/ODOT/TS/saferoutes.shtml> and <http://www.oregonsaferoutes.org/>.

Related Grant Programs

The Oregon Parks and Recreation Department (OPRD) also offers several grant programs that could possibly be used to improve recreational trail connectivity and access within and through the city. These include Local Government Grants and Recreational Trails Grants, among others. Grant programs available through OPRD are more fully described at <http://www.oregon.gov/OPRD/GRANTS/index.shtml> .

I hope you find this TSP assessment beneficial in planning for an update of the city's TSP and/or applying for a TGM grant to do accomplish the update. Please contact me either by phone at 503-373-0050, ext. 254 or by e-mail at gary.fish@state.or.us if you have any additional questions.

Sincerely,

A handwritten signature in black ink that reads "Gary Fish". The signature is written in a cursive style with a long horizontal line extending to the right.

Gary Fish
Transportation Planner