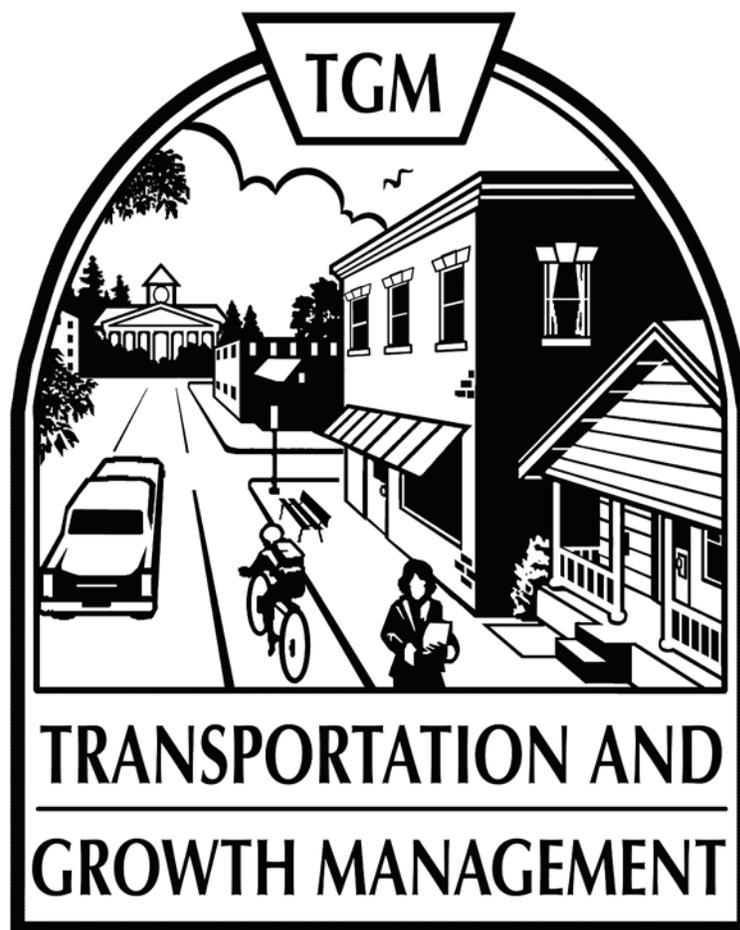


# Oregon Transportation and Growth Management Program



2005-2007 Biennial Report

## **TGM Mission**

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices for people. By 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.

*TGM: Better Ways to Better Places*

This report and the Oregon Transportation and Growth Management Program are funded in part by the Federal Highway Administration, U.S. Department of Transportation, through monies authorized by the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act-Legacy for Users (SAFETEA-LU).

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## MESSAGE FROM TGM



### PROGRAM AGENCY DIRECTORS

After reaching out to citizens throughout our state, the Oregon Transportation Commission adopted a new Oregon Transportation Plan (OTP) in 2006 to guide state transportation investments through 2030. A key OTP policy is “to increase access to goods and services...by encouraging development of compact communities and neighborhoods that integrate residential, commercial, and employment land uses to help make shorter trips, transit, walking and bicycling feasible.”

The Oregon Transportation and Growth Management Program (TGM) works with local governments to provide the transportation choices envisioned by this OTP policy while bolstering local efforts to strengthen the economic vitality and livability of Oregon’s communities. TGM grants and technical services support integrated transportation and land use planning throughout the state: from small towns in eastern Oregon’s rural areas to communities lining the Oregon coast, and from cities bordering California and Washington to those along the Willamette Valley.

The transportation needs of these communities vary widely, from better-connected street networks to better roads for freight haulers, and from safer routes to school to more convenient public transportation. Local strategies for economic growth differ greatly as well. Distressed areas hope to attract new growth while regions overwhelmed by the challenges growth brings search for better ways to manage new development. But every Oregon community, no matter its size or region, no matter its economic status, stands to benefit from the kind of coordinated planning and creative community design concepts that TGM espouses.

A unique partnership, TGM brings the Oregon Department of Transportation, the Oregon Department of Land Conservation and Development, and local governments together to leverage their respective resources as they tackle today’s transportation and growth management challenges.

As we begin the year 2007, TGM celebrates the fruits of 14 years of collaboration with local governments on planning for a better future. The projects funded by TGM aim to realize the goal envisioned in the program’s motto: Better Ways to Better Places. This report explains how.

Matthew L. Garrett, Director

*Oregon Department of Transportation*

Lane Shetterly, Director

*Oregon Department of  
Land Conservation and Development*

# INTRODUCTION

The Oregon Transportation and Growth Management Program (TGM) is a partnership between the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). Working collaboratively with local governments, TGM provides grants and technical assistance to help Oregon communities achieve three major objectives:

- *More transportation choices for people and commerce:* “Choices” include walking, biking, and using public transportation in addition to driving.
- *Economically vibrant, livable communities:* Such communities offer needed goods and services while providing family-wage jobs through business and industry. They feature attractive, human-scaled neighborhoods that are pleasant, convenient places to live and work.
- *Sound plans for the future:* Plans that help communities realize their aspirations spring from open, collaborative planning processes, good information and solid data, and thoughtful consideration of a variety of creative but practical ideas. Broad-based public involvement is key to the successful development and implementation of these plans.

During the 2005-07 Biennium, TGM made \$4.7 million available in planning grants and technical assistance to 73 projects in 62 communities. Projects launched during this period range from a Transportation System Plan in Pendleton to plans for a new pedestrian and bike network in La Grande, and from a freight network plan in Portland to a transportation and economic growth conference for realtors in Bend.

This report describes transportation, economic, and quality-of-life improvements advanced in every region of the state through planning initiatives supported by TGM and carried out by Oregon’s local governments.



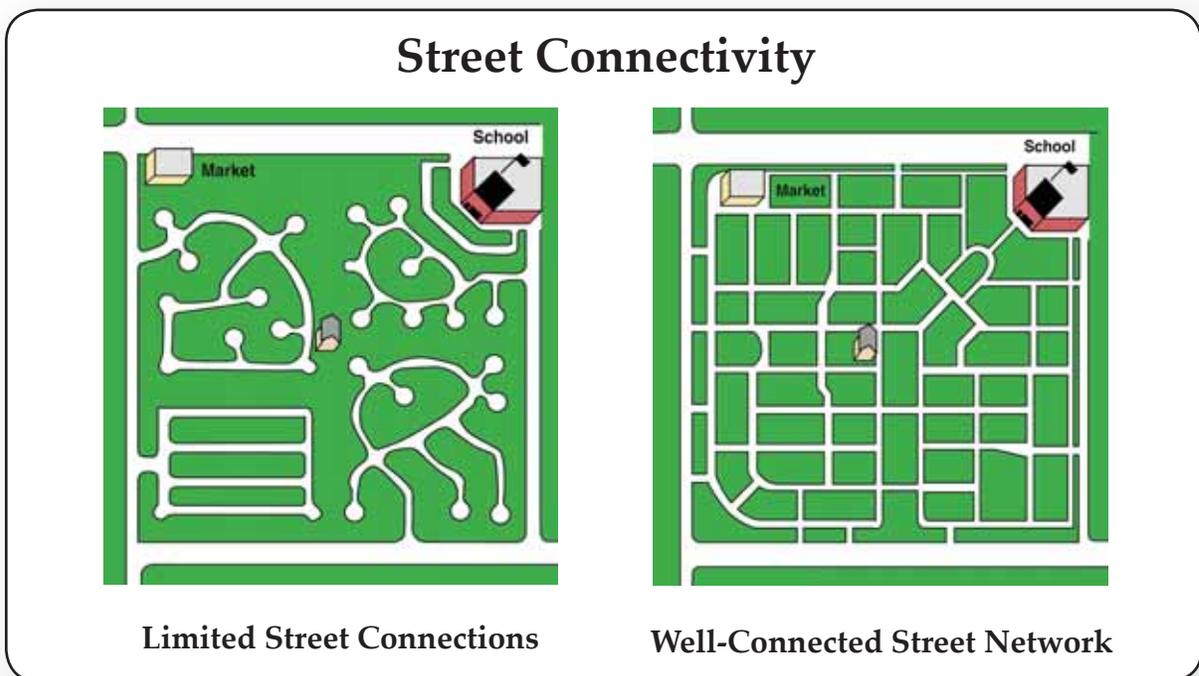
*A TGM project in Pendleton helps local residents plan for a better transportation system.*

# TGM Planning Principles

*Four principles guide TGM planning projects:*

**Coordinated Transportation and Land Use Planning:** When land use planning and transportation planning occur in isolation from each other, they may inadvertently work at cross purposes. TGM encourages close coordination between land use planning and transportation planning to ensure more transportation options for people, reduced transportation costs, and more economically vibrant, livable communities.

**Better Connections:** Good connections are critical to a well-balanced transportation network. TGM promotes better connections between local streets and complementary sidewalk and bicycle routes. These connections help communities avoid overloading major streets and highways, making it easier for state and local roads to fulfill their intended purposes.



*TGM promotes better “connectivity” as a way to reduce distances between trip origins and destinations.*

**Transportation-Efficient Development:** How new development is designed – and where it goes – can open up or limit future transportation options. TGM encourages transportation-efficient development to expand these options. This type of development may incorporate such elements as mixed land uses to shorten the length of trips; easy access to public transportation; access management strategies on highways and other major streets; pedestrian- and bike-friendly streets; and safe routes to school.

**Stewardship of Existing Resources.** Many established communities already offer a range of transportation options. It is as important to preserve and enhance these places as it is to accommodate new, transportation-efficient development on raw land. By encouraging compact and well-designed new infill development in settled communities, TGM helps to revitalize them while making full use of transportation facilities in which taxpayers have already invested.

# TGM SERVICES

The TGM program aids local communities through a combination of planning grants and direct assistance programs. While grants are provided primarily to cities and counties, other local governments with transportation planning responsibilities, such as transportation districts, metropolitan planning organizations, and tribal governments, are also eligible for grants and services

**Grants:** Most of TGM’s assistance to local governments – approximately 80 percent – is provided in the form of transportation planning grants. These grants are awarded on a competitive basis. Available grant funding is allocated among the five ODOT regions based on a formula that considers the number of cities and counties in the region and the region’s population. The grants support two types of plans:

- *Transportation System Plans:* TSPs are a key tool for addressing transportation impacts that accompany economic growth. Through TSPs, communities examine future transportation needs and then identify ways to meet them. While reflecting land use planning goals for the next 20 years, TSPs typically specify street improvements and other projects needed to provide for the safe and convenient movement of people and commerce by a variety of modes. TGM grants help cities and counties prepare and update TSPs so that they address changing circumstances, including Urban Growth Boundary expansions. Good TSP planning helps to make proposed transportation improvements “project ready” so that they can be funded and constructed with a minimum of delay and complication.



*TGM helps communities plan for the movement of freight as well as people.*

- *Integrated Land Use and Transportation Plans:* These plans help local governments simultaneously consider land use and transportation options to meet future transportation needs. TGM encourages and supports plans that promote compact, mixed-use, pedestrian-friendly development, thus increasing opportunities for transit, walking and cycling. Integrated plans address economic development and transportation needs in a variety of settings: areas planned for urban expansion, downtowns, strip commercial areas, employment centers, industrial areas, and new residential neighborhoods.

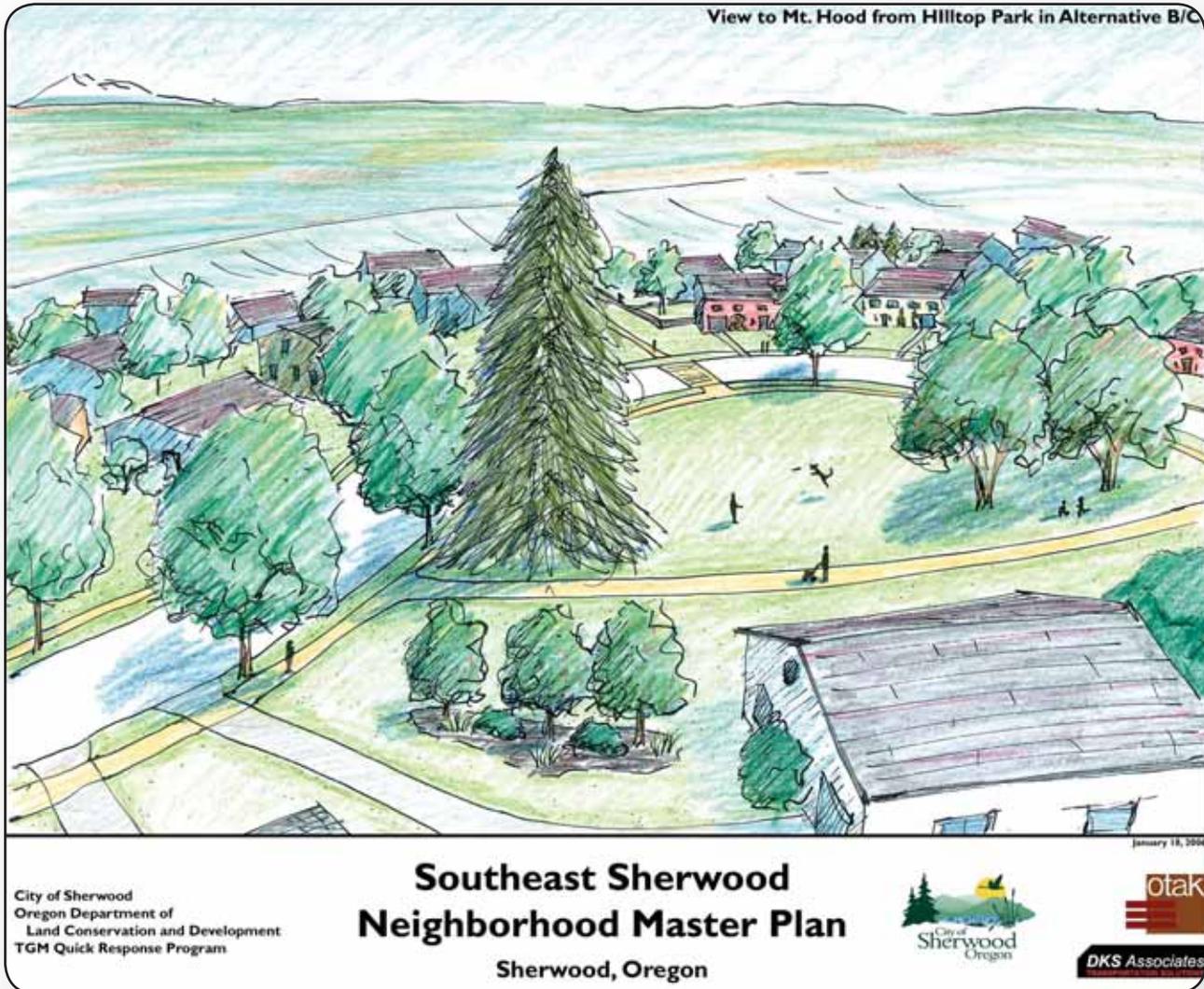


*A TGM grant is helping Independence determine how to address local transportation needs.*

**Community Assistance:** About 20 percent of TGM’s resources reach local governments through the program’s Direct Community Assistance services: Outreach, Quick Response, and Code Assistance. These services support eligible projects and are provided at the request of local governments on a first-come, first-served basis.

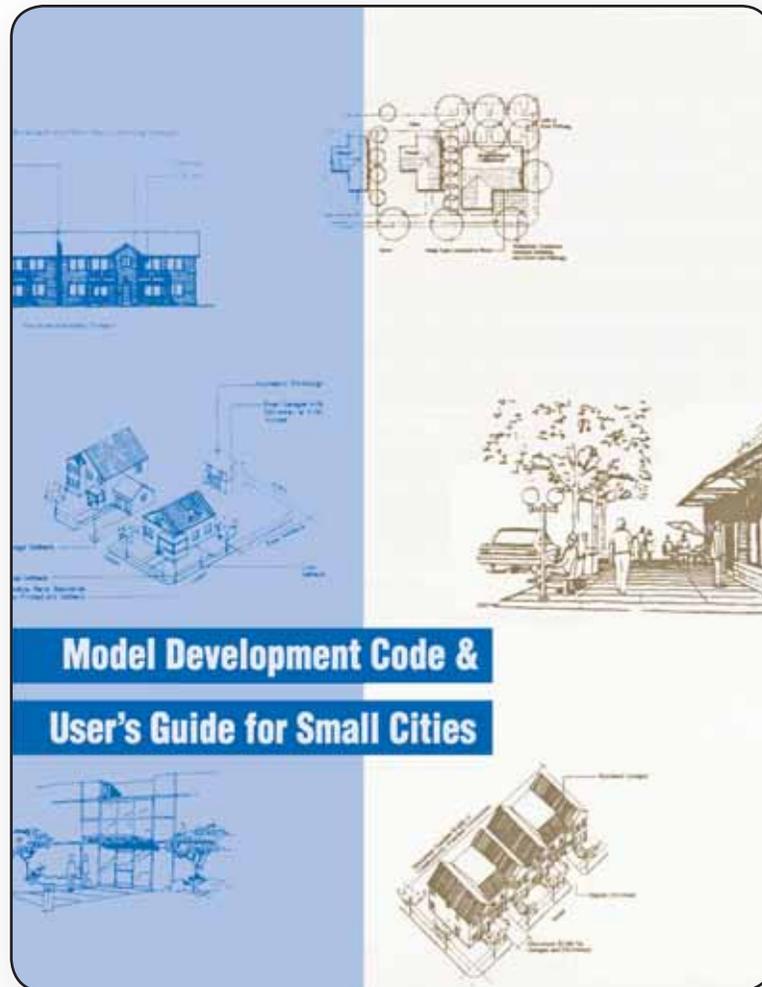
- **TGM Outreach** projects include community lectures, public forums, and workshops using experts on creative land-use, transportation, and growth management concepts. These events increase public awareness and understanding of how transportation affects, and is affected by, land use and community design. Through its web site, journal articles, and other means, the TGM program makes information on land use and transportation-related topics available not only to local governments in Oregon but also to the general public.

- **TGM Quick Response** projects help local governments formulate more complete solutions to controversial development proposals. The Quick Response Program arranges for independent urban design and transportation specialists to help communities work with local stakeholders – e.g., public officials, developers, neighbors and community groups – who are seeking to tackle site-specific problems.



*TGM's Quick Response program helped Sherwood property owners and neighbors work together to prepare a detailed plan for a new neighborhood.*

- **TGM Code Assistance** projects help local governments revise and update their planning and zoning codes so that local policies better support livable communities and transportation choices. The Code Assistance program arranges for land use planning specialists to work directly with communities on code improvements to promote efficient transportation networks and development patterns.



*The TGM's Model Development Code is a proven template that helps small cities update their zoning and development codes to streamline approval processes and encourage smarter, more transportation-efficient development.*

# 2005 - 07 Biennium Highlights

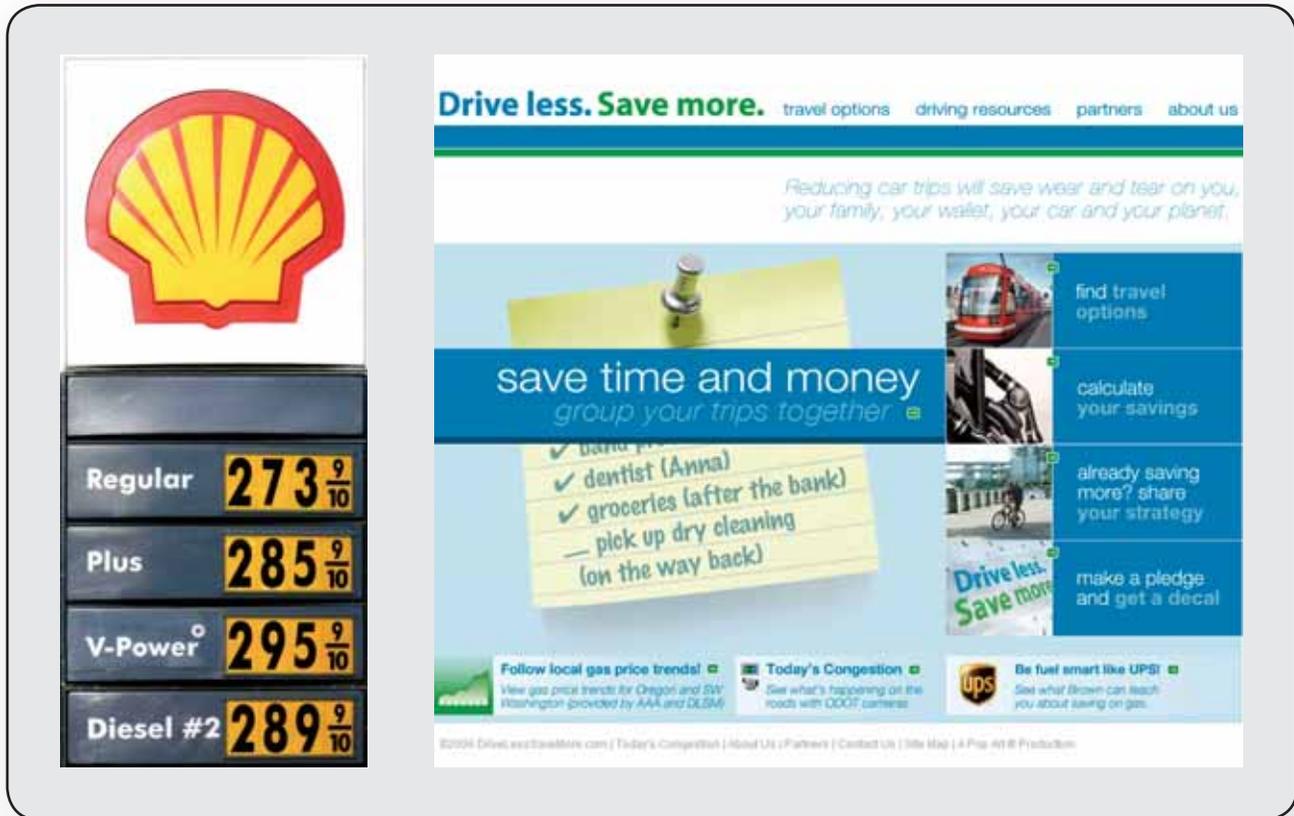
# Transportation Choices for People and Commerce



# Transportation Choices for People and Commerce

The expansion of transportation choices is a major TGM goal. This calls for increasing opportunities for people to walk, bike, or take transit while helping local governments improve local street networks and reduce pressure on state highways.

By working together to expand transportation choices, TGM and local governments help Oregonians cope with a host of issues of concern to everyone: rising fuel costs, air pollution, global warming, populations unable to drive – e.g., disabled, many elderly, young people.



*TGM helps communities plan for and build in transportation choices so that Oregonians have alternatives to “drive less and save more” as fuel prices rise.*

Here are some examples of TGM-funded projects aimed at expanding transportation choices:

In **Sutherlin**, the local population is expected to almost double in the near future, but already, the city’s main arterial – Central Avenue – suffers from frequent congestion. A TGM grant is helping Sutherlin plan an alternative route to the city’s west side, where much of the new growth is occurring. Plans for the new road should accommodate pedestrians and bicyclists as well as motorists.

In **La Grande**, the city kicked off planning for a new pedestrian-bicycle network that will link Eastern Oregon University to the downtown and improve the safety of routes to schools and parks. The city wants to make it easier for local residents, especially elderly and young people who cannot drive, to get around by walking and biking. La Grande Planner Mike Boquist observes that “many of the improvements expected to come out of the plan are likely to be affordable. So folks are excited. They see this as something that’s practical and do-able.”

*“Many of the improvements expected to come out of the plan are likely to be affordable. So folks are excited. They see this as something that’s practical and do-able.”*

**--La Grande Planner Mike Boquist**

**Central Oregon** faces phenomenal growth. To help area residents think through ways to address the daunting traffic, housing, and quality-of-life challenges presented by rapid growth, TGM teamed up with the Oregon Association of Realtors, the Central Oregon Association of Realtors, and Brooks Resources Corporation to host a conference, *Building Better Communities: Expanding Housing, Economic, and Transportation Choices*. In October 2006, over 200 realtors, local government officials, and transportation planners came to Bend to hear national, regional, and local experts discuss creative approaches to the transportation and growth management issues facing Central Oregon.



*TGM’s Outreach program brought state and national experience and expertise to Central Oregon to help realtors and local government officials explore innovative approaches to transportation, housing, and growth challenges.*



*Local high school students build the first segment of the Ash Creek Trail in Independence. TGM helped plan the four-mile trail, which, when completed, will connect parks, schools, and neighborhoods in the fast-growing communities of Independence and Monmouth.*

**Independence** followed up the completion of the TGM-funded Ash Creek Trail Master Plan by building the first segment of the pedestrian-and-bicycle trail, which is slated to link five public schools, Western Oregon University, and neighborhoods throughout the cities of Independence and Monmouth. The eventual four-mile trail will also serve as a convenient alternative to Highway 51, now the main east-west route through both cities. Volunteer groups have already come together to provide improvements next to the trail. “In short, it’s caught the imagination of both communities,” says Independence Mayor John McArdle. “The TGM grant was essential in helping us put all the pieces together. This is a project that solves problems, improves quality of life, moves people, builds fitness and brings our community together.”

**New McLoughlin premieres in Milwaukie**  
*The revamped roadway was a decade in the making*  
 BY PATRICK SHERMAN  
*The Clackamas Review, Jul 5, 2006*

Milwaukie celebrated the conclusion of a decade of effort this past week, with the official opening of the \$4.7 million McLoughlin project.

“It was done two months ahead of schedule and on budget,” said Paul Shirey, the engineering director for the City of Milwaukie. “We only had \$80,000 in change orders on \$2.8 million of actual construction – that’s chump change.”

The balance of the budget was spent on planning, design, engineering and acquiring the property along the west side of McLoughlin Boulevard.



SPECIAL TO / CLACKAMAS REVIEW  
 This new, improved stretch of McLoughlin Boulevard in Milwaukie boasts new signals, patterned crosswalks and river access.

In **Milwaukie**, the city celebrated the completion of major improvements along McLoughlin Boulevard, a major thoroughfare. In addition to improving pedestrian safety, this project has “brought new life – and a promise of economic vitality – to a once decaying downtown,” according to Milwaukie Mayor Jim Bernard.

*Milwaukie finished TGM-planned streetscape improvements in the summer of 2006.*

Taking a **statewide** perspective, TGM collaborated with the Oregon School Boards Association (OSBA) on publication of a special magazine issue devoted entirely to “walkable schools.” The Fall 2006 issue of *Critical Issues*, an OSBA periodical sent to superintendents and other educators throughout the state, featured case studies illustrating how school districts in Salem, Hood River, Baker City and Bend have made it easier for students to walk or bike to school. Among the strategies outlined for expanding transportation choices for students:

- neighborhood-centered locations – to reduce the length of trips to school;
- new additions to, and renovations of, older schools located in walkable neighborhoods – a way to strengthen existing communities and take advantage of civic assets in which taxpayers have already invested, and
- bike-pedestrian paths that provide safe routes to school.

This publication, along with other ideas for improving routes to school, can be found on the TGM web site. (Visit [www.oregon.gov/LCD/TGM/index.shtml](http://www.oregon.gov/LCD/TGM/index.shtml) and [www.oregon.gov/LCD/TGM/walkableschools.shtml](http://www.oregon.gov/LCD/TGM/walkableschools.shtml).)



*Salem’s new Bush Elementary School, built on a smaller site in the center of an existing neighborhood, means more students can – and do – walk to school.*

# Economically Vibrant, Livable Communities

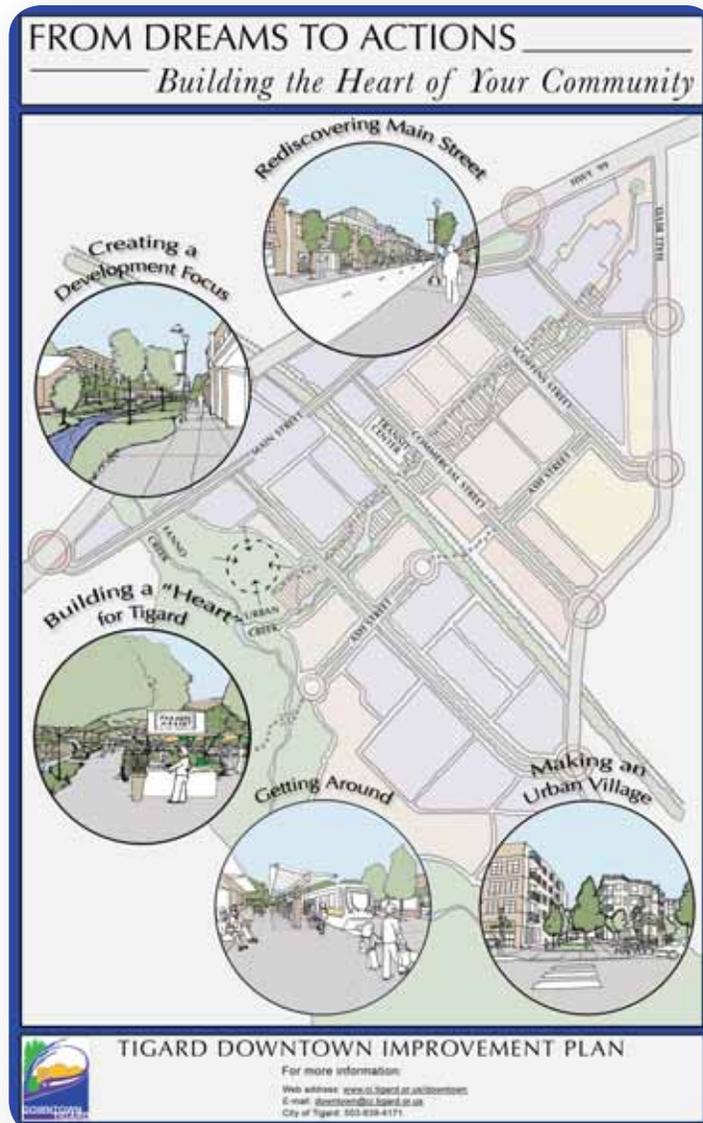


# Economically Vibrant, Livable Communities

“A central gathering place for the community to live, work and play. A vibrant, mixed-use urban village. A safe and well-connected street system providing pedestrian, bicycle, auto and transit access throughout downtown. A heart for the city.”

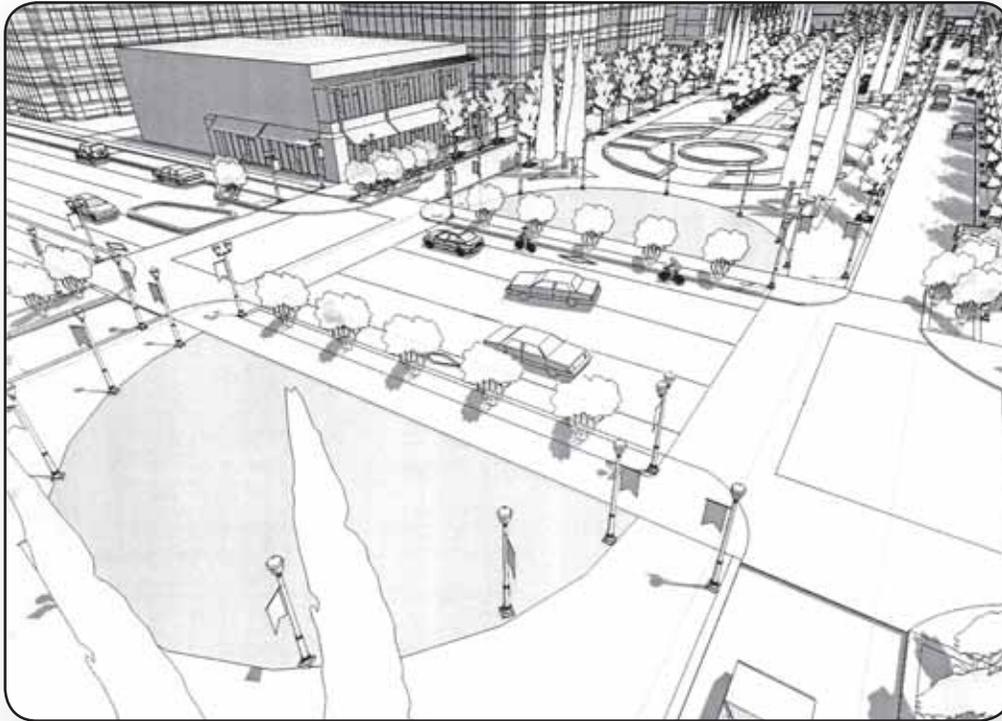
These goals happen to come from Tigard’s Downtown Improvement Plan (highlighted below), but they strike universal themes. Virtually *every community in Oregon* wants an economically vibrant center where people can socialize, transact business and move about easily in pleasant surroundings.

Across the state, we find local governments working with citizen advisory committees to figure out ways to realize a community vision very much like Tigard’s. In some cases, cities seek to revitalize older downtowns and neighborhoods through well-designed commercial and residential “infill” development. In others, cities want to create town centers for the first time as they recognize their transportation, economic, and social advantages. In still others, cities plan new, mixed-use neighborhoods or employment areas. In each case, cities are working to strengthen themselves economically and improve access to job centers.



Many of these TGM-supported initiatives made headway during the 2005-07 Biennium. For example:

In **Southern Oregon**, the city of Medford's Urban Renewal Agency and City Council voted unanimously in 2006 to move forward with plans for The Commons, a mixed-use project slated for an eight-block area in the downtown. This initiative grew out of a TGM outreach workshop held in 2005 and is Medford's most ambitious redevelopment project in recent history. The Commons is expected to boost local commerce, generate and/or retain about 600 family-wage jobs, and give the city a more cohesive, economically vibrant, and walkable downtown.



*Medford is moving ahead with its plan to create The Commons in its downtown.*

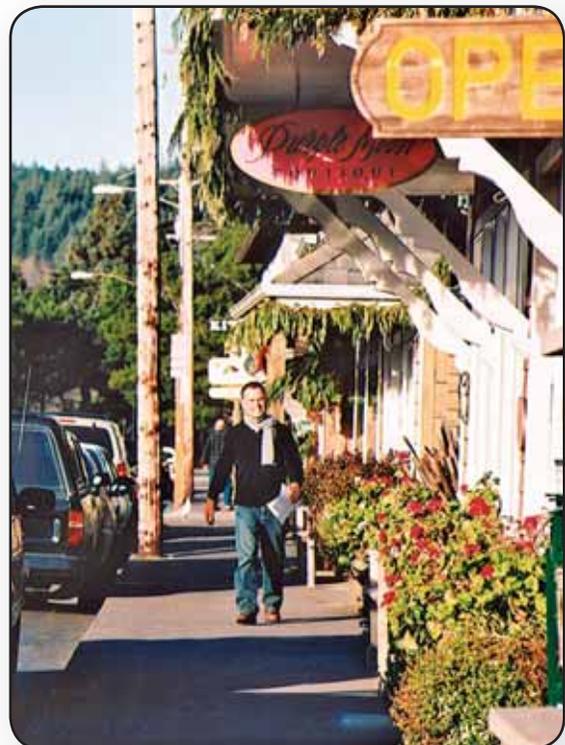
In **Irrigon**, the city is using TGM's Code Assistance services to support its effort to create a new town center. Having spread out along U.S. Highway 730 without a clearly defined downtown, Irrigon now wants one. TGM consultants have helped the city identify outdated zoning policies and update them so that local codes encourage the kind of economic development Irrigon wants. This project builds on a TGM Outreach workshop and a Quick Response design session held in 2005 that helped Irrigon determine where to locate its downtown core and a key economic anchor for it: the new city hall.



In **Salem**, the city has made significant progress on its North Downtown Plan, which established a vision for a vibrant, economically revitalized Broadway corridor north of the city center. The plan calls for mixed-use development, transportation alternatives, and new housing. Occupants of the housing are expected to patronize nearby stores and give the area an economic boost. The city has purchased several key properties on North Broadway and is working with the private sector on the area's redevelopment. Developers were recently selected to move ahead with construction on three sites – all located on the planned High Priority Transportation Corridor with enhanced transit service. Approximately \$34 million in private investment is planned along the corridor as a result of the North Downtown Plan.

*Salem used TGM grants to prepare a new plan for its North Downtown area to allow exciting new developments like this YWCA – now under construction – that will mix housing and community services and help spur redevelopment of this close-in neighborhood.*

In **Cannon Beach**, the bustling downtown attracts so many visitors that it is often overwhelmed by traffic, much of it in search of parking. TGM Quick Response consultants helped the city plan for additional parking, street improvements, and pedestrian connections to better accommodate expected growth. The plan will enable Cannon Beach to support more businesses and visitors in the future while enhancing the characteristics of the downtown that are so highly valued.



*In Cannon Beach, TGM's Quick Response program helped the city develop a parking and circulation plan to support the city's highly successful downtown.*

In **Bend**, the city is creating a detailed land use, redevelopment, and transportation plan that will strengthen its historic core while ensuring adequate infrastructure in surrounding neighborhoods. The plan will lead to amendments to Bend's Transportation System Plan with a view to improving local circulation throughout the city.

In **Portland**, the city has benefited from the successful revitalization of its New Columbia neighborhood, which opened in 2006. A TGM Quick Response team worked with neighbors and city staff to design a walkable main street enhanced by housing, stores, plazas, and public services. A nearby elementary school and community center complement New Columbia's Main Street.



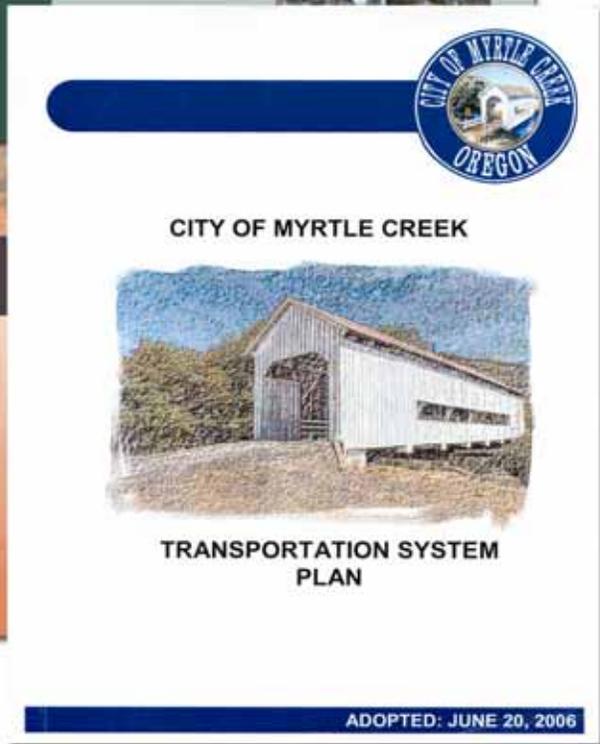
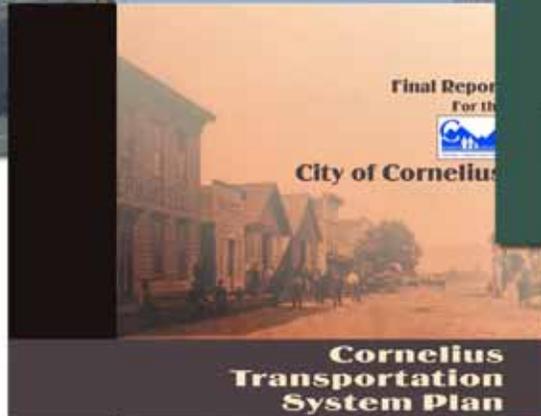
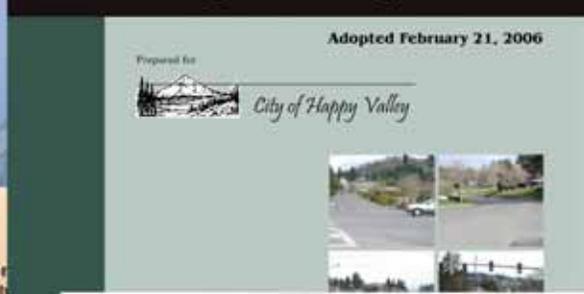
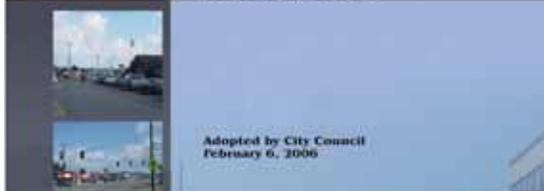
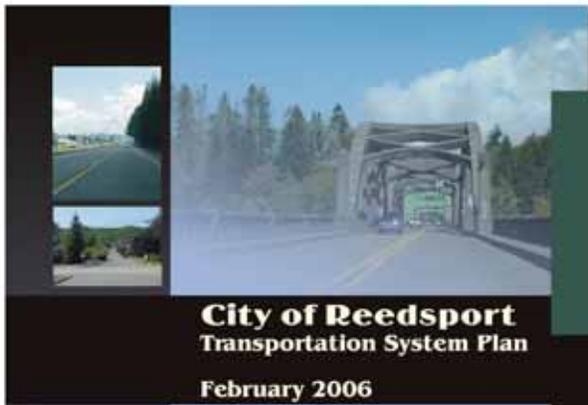
*New Columbia's Main Street in North Portland will include a mix of housing and shops to provide transportation choices and to help spur economic growth.*

In **Tigard**, a downtown improvement plan has served as the catalyst for new initiatives expected to give the city a cohesive center. Since formally adopting this plan in 2005, the city has taken several major steps: It has created an urban renewal district to implement plan recommendations. It has approved a new Downtown Streetscape Design Plan intended to make Tigard's center more accessible and inviting. And it has issued a Request for Proposals for the redesign of Fanno Creek Park, a new public plaza, and reconstruction of Burnham Street, a "green street" planned according to environmentally sustainable principles. When fully implemented, the downtown plan will enable Tigard to take greater advantage of the new Washington County Rail Project slated to provide transit service to the city in 2008.

*"By funding the Tigard Downtown Improvement Plan, TGM effectively galvanized this whole effort."*

**--Tigard Downtown Planner Phil Nachbar**

# Sound Plans for a Better Future



## Sound Plans for a Better Future

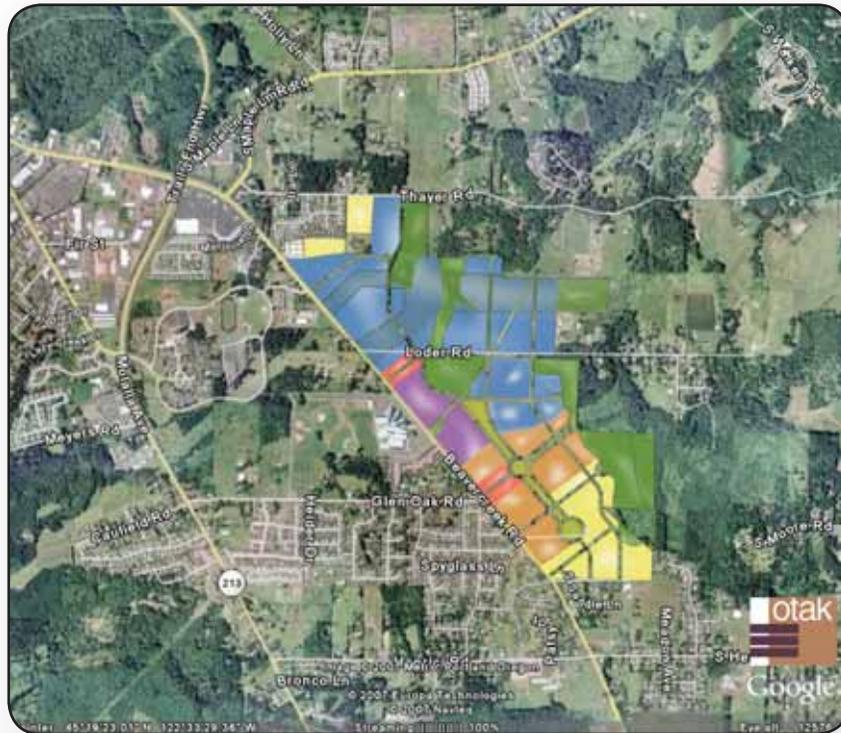
Mark Twain once observed that precautions are best taken in advance. The same principle holds for planning. If we consider the land-use implications of transportation projects *before* these projects are built – and the cost of infrastructure improvements as well as the transportation consequences of land-use decisions, including Urban Growth Boundary amendments, *before* zoning and other policies are put in place – we help to ensure the wise use of taxpayer dollars and provide more certainty for developers, property owners and other investors. When people know what’s planned for their community, they can plan for themselves and their businesses accordingly.

For these reasons, TGM lends grant and technical support to transportation and land use planning initiatives throughout the state. The projects described below illustrate how communities in Oregon are using this support to ensure a better economic future for their residents.



In **Veneta**, a TGM grant served as a conflict-resolution tool as well as the foundation for the city’s new street network plan. In this case, roads deemed necessary by the city to serve new subdivisions slated for construction drew resistance from local residents, who feared the roads would harm fragile wetlands. With the help of transportation modeling, community meetings, and other planning tools, the city was able to identify new street options that will minimize impacts on the wetlands and still allow for the needed roads. Under the new plan, the earlier opposition has melted away. Developers have gained more certainty. And local road-network plans have moved forward.

In **Oregon City**, the community is working on a master plan to guide new development and transportation investments expected to flow into the 450-acre Beaver Creek Road study area, most of which was brought inside the Urban Growth Boundary in 2002. TGM consultants have prepared economic development alternatives for local stakeholders to consider as they seek to balance demands for family-wage jobs, light industry, job centers, housing, transportation, and environmental protection. Citizens and property owners participating in this planning process have shown a strong interest in sustainable development practices, which are likely to be incorporated into the final plan.



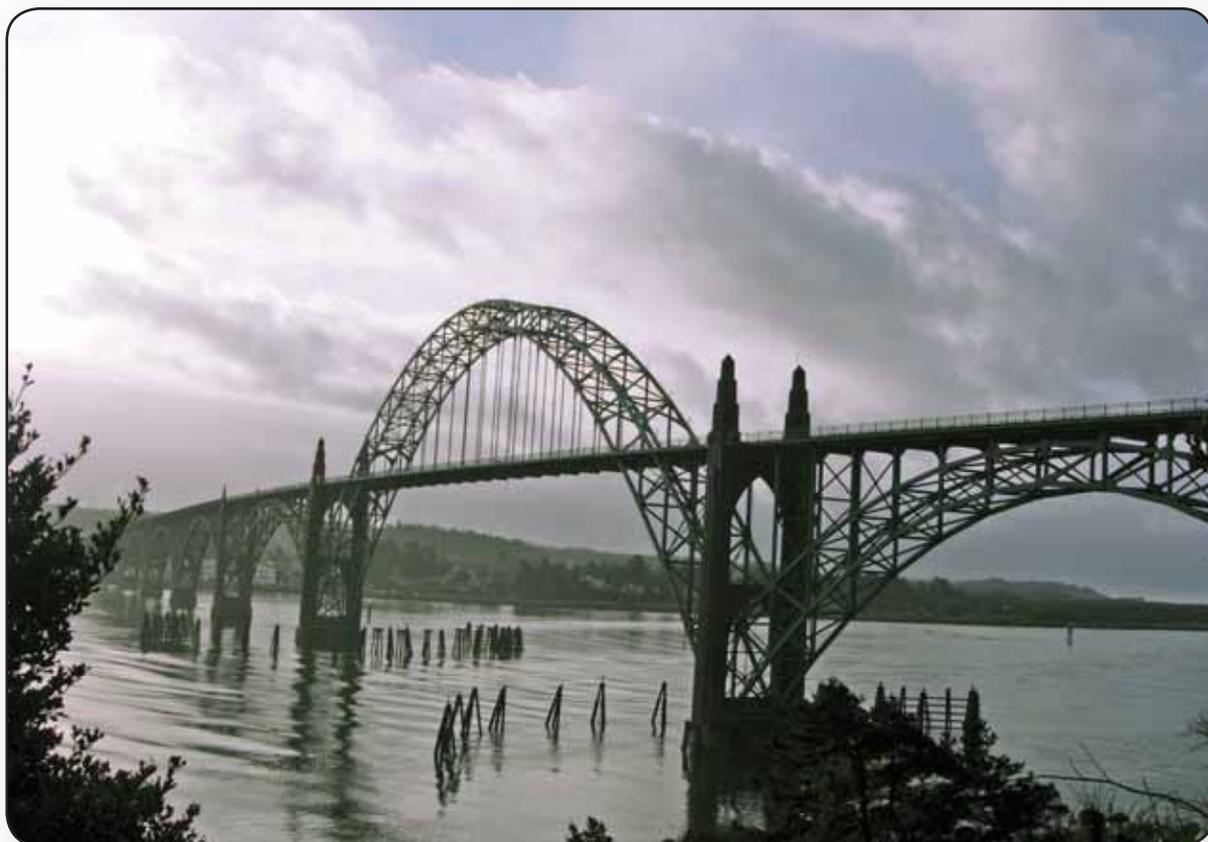
*The Beaver Creek Road concept plan will help Oregon City.*

In **Sandy**, improvements to, and an extension of, Dubarko Road have almost been completed. By providing a continuous alternative route, this road helps local residents get around town more easily and keeps traffic on U.S. 26 moving smoothly, thereby reducing the need to widen the highway within the downtown core or to build a bypass. This project grew out of a Transportation System Plan and transportation-efficient comprehensive plan funded by TGM.

In **Central Point**, the city intends to incorporate its Corridor Plan for Highway 99 into the Transportation System Plan, now being refined. The Plan is intended to create a “multi-modal seam” that ties together the City’s Central Business District and the Central Point Transit Oriented Development (TOD) District. Four project areas identified in the plan will enhance city gateways, improve driver and pedestrian safety, and help local businesses expand and attract more customers.

In **Redmond**, the population has more than tripled since 1985, from 6,740 to over 23,500 today, and it is expected to double during the next ten years. To accommodate this growth, the city obtained approval to expand its Urban Growth Boundary by 2,300 acres in 2006. With TGM assistance, the city is now developing a detailed land use, street, and trail connectivity plan for the Northwest Area being incorporated into the Urban Growth Boundary. A task force of local citizens has formed to help the city set priorities, balance competing goals, and generally ensure that the Northwest Area is efficiently laid out. Because many in the community want to see Redmond grow sustainably, principles that emphasize the efficient use of land and other resources are receiving special attention.

**Oregon's coastal communities** face unique transportation challenges. Summer and weekend visitors often bring big-city traffic problems to small coastal towns. Sandwiched between the Pacific Ocean and nearby mountains, the region's special topography often limits solutions – such as new or wider highways – that might work elsewhere. With the help of a TGM grant, the city of Newport is updating its Transportation System Plan to identify improvements to Highway 101 and the local street system. The goal is to enable people to get around the community more easily while allowing Highway 101 to accommodate through-traffic as smoothly as possible.

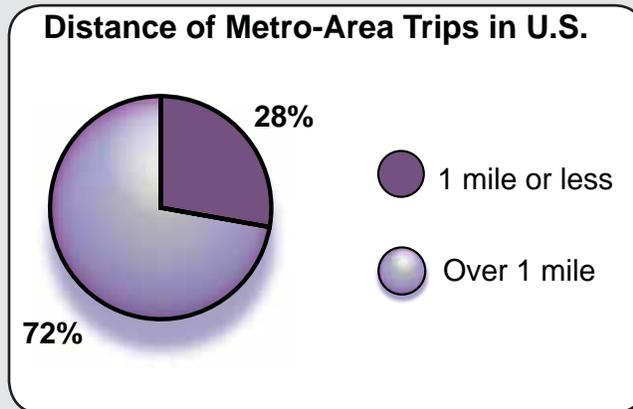


*Newport is refining its transportation plans with the help of a TGM grant.*

The projects described in this report illustrate the local planning initiatives supported by TGM. As the projects move forward, they help Oregon's communities provide the infrastructure essential to the expansion of an efficient transportation system and to the development of economically vibrant, livable communities.

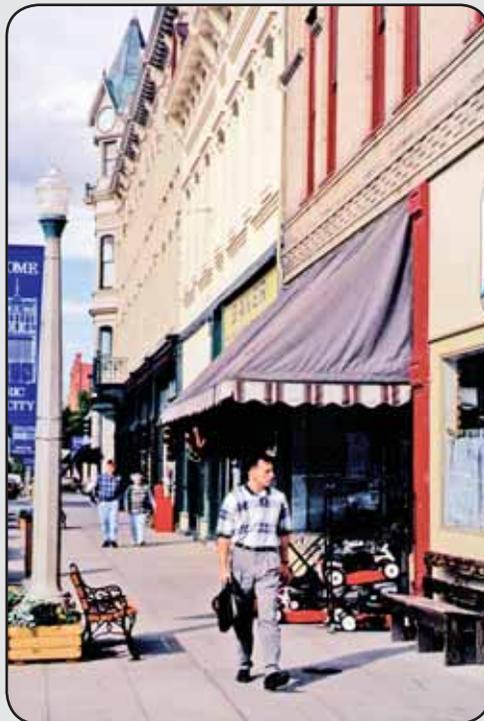
## Planning and Short Trips

People think of most transportation improvements as big-budget items, and many are. But because many trips we take are short, smaller and less costly approaches to transportation can yield big “mobility returns” on investment as well. As seen in the chart below, 28 percent of all metro-area trips in the U.S. are less than one mile, a walkable distance.



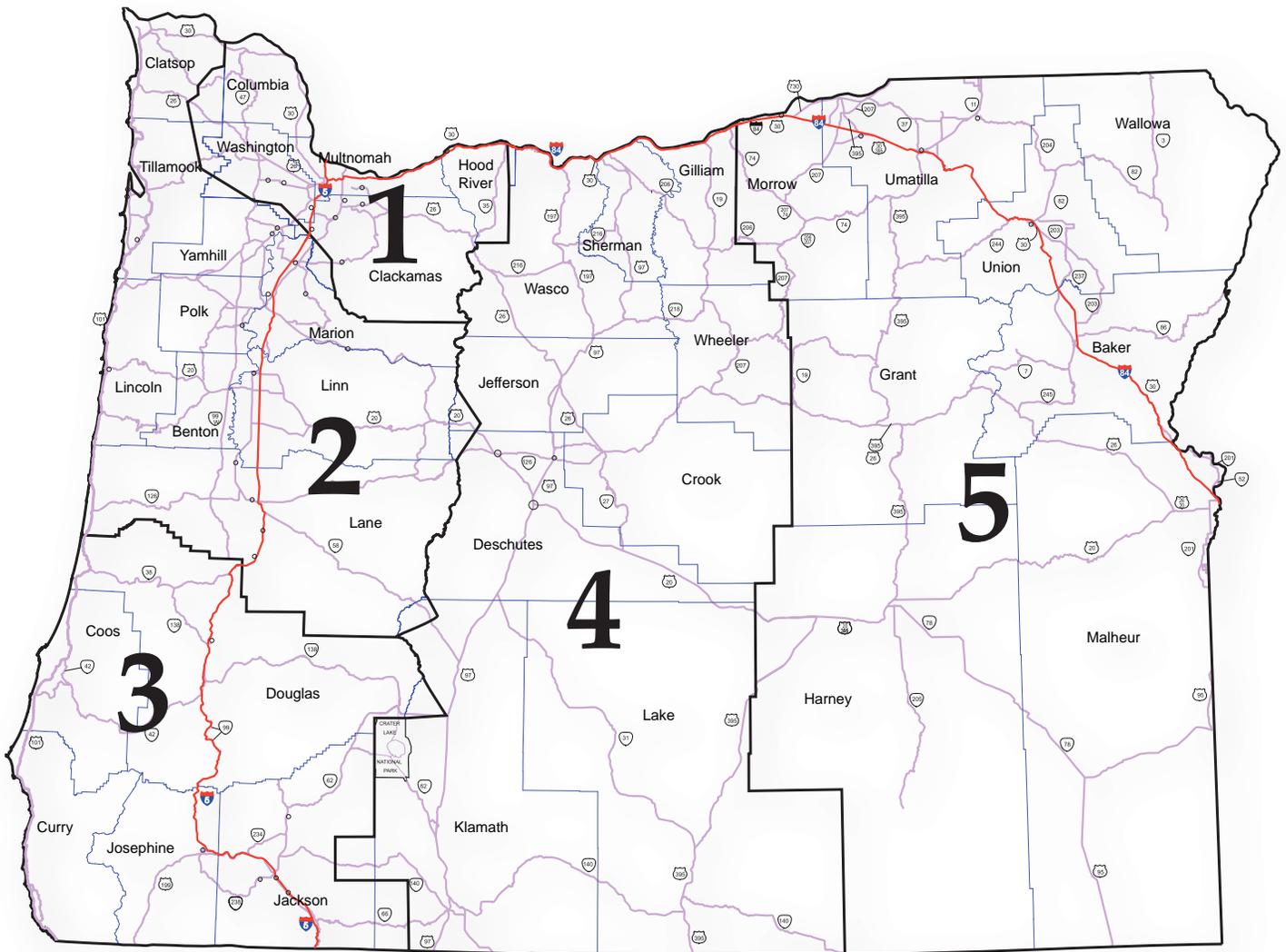
*Alan M. Voorhees Transportation Center at Rutgers University.*

To increase the percentage of trips that can be made on foot, communities throughout the state are bringing trip origins and destinations together through the kind of compact, mixed-use development that TGM encourages. To make the journey itself more enjoyable, communities are adding pedestrian amenities, such as wider sidewalks, street trees, and benches.



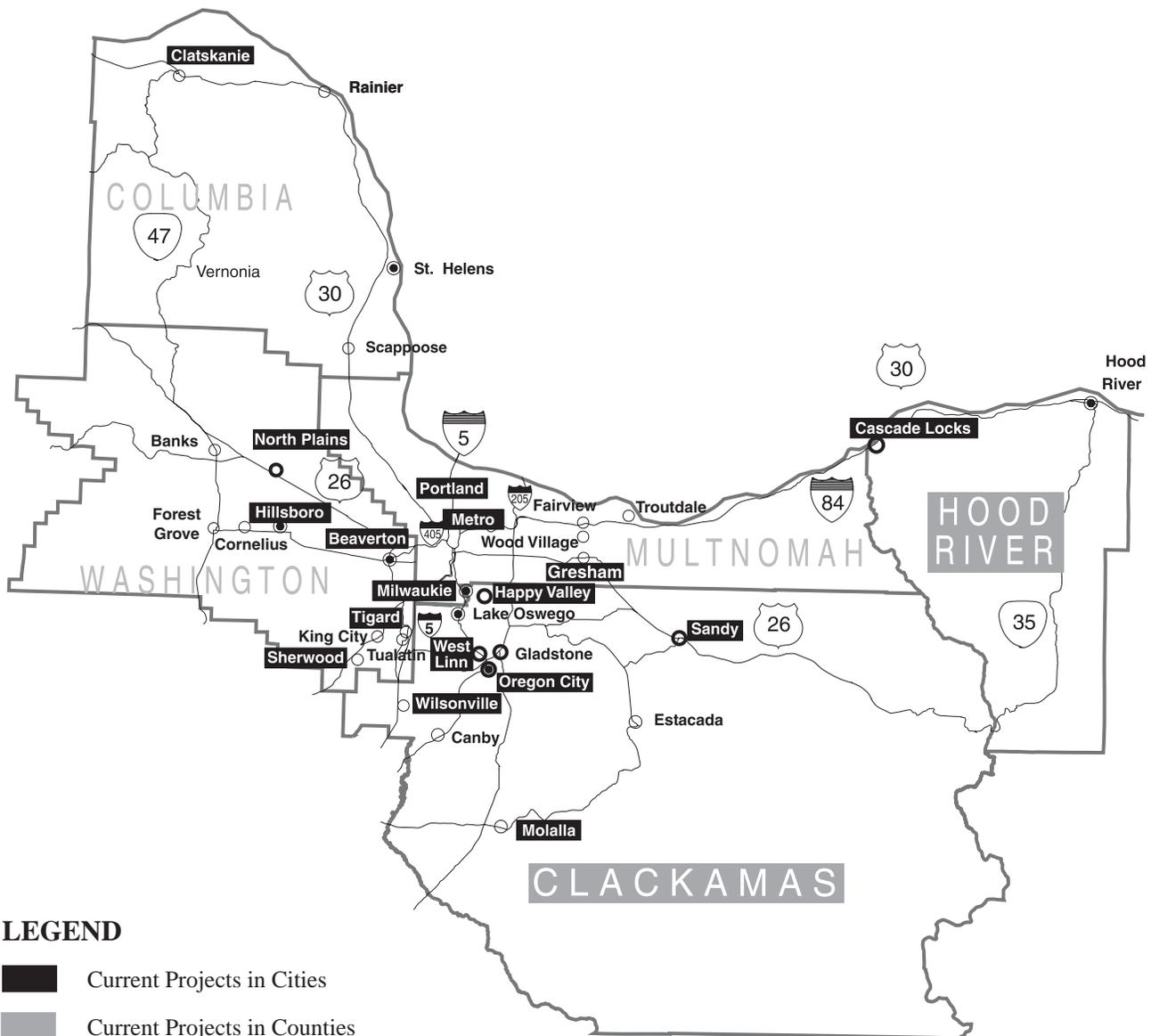


# TGM Grant Projects By Region



# REGION 1: NORTHWEST OREGON

- Estimated Total Population – 1.6 Million
- Forty-four Percent of State’s Population
- Five Counties and Forty Cities
- Largest City – Portland (Pop. 550,560 - #1 Statewide)
- Smallest City – Rivergrove (Pop. 340 - #202 Statewide)
- Four of the State’s Ten Largest Cities are in this Region
- State Highway Vehicle Miles Traveled – 7.2 Billion



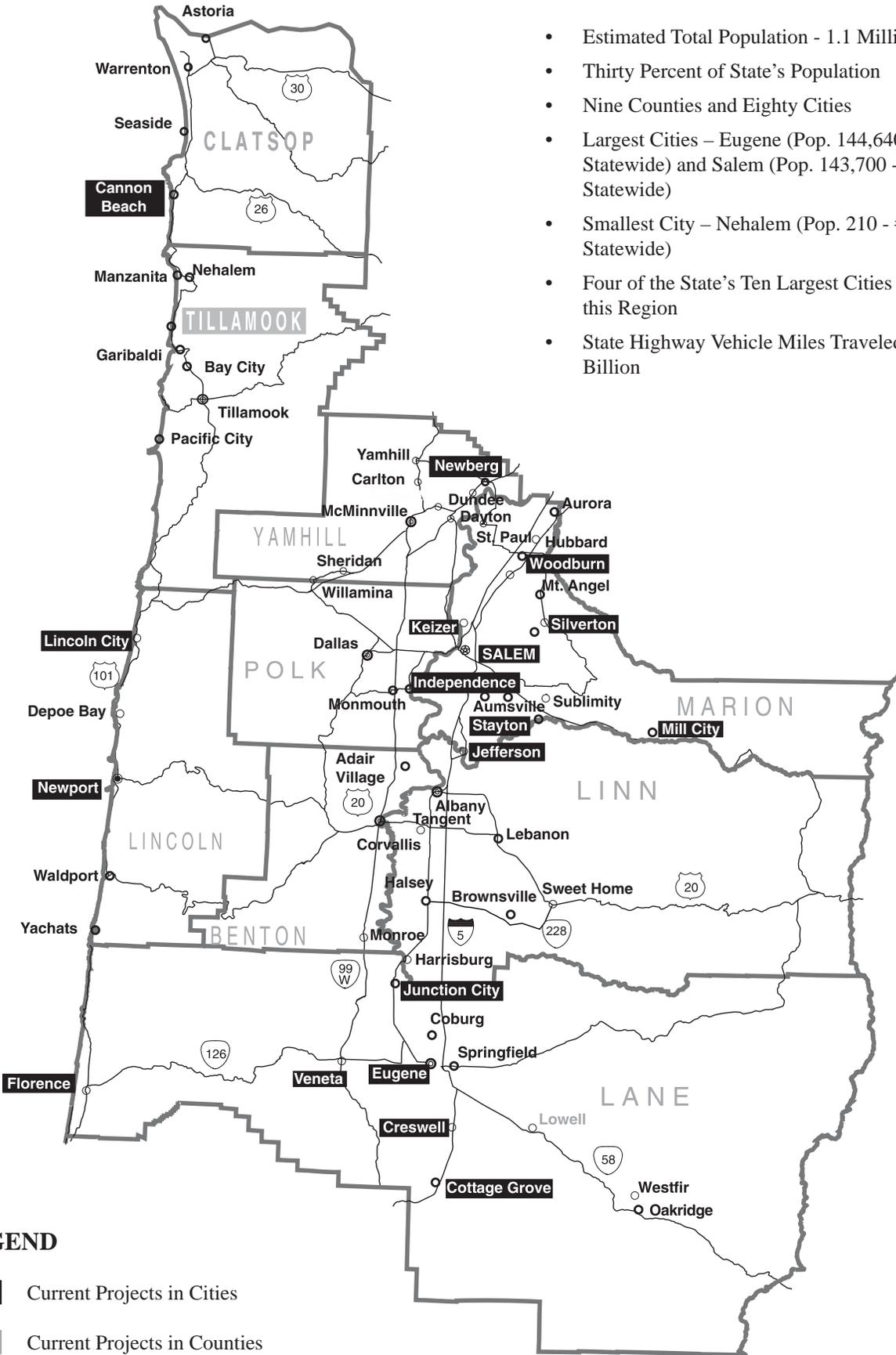
## 2005-07 GRANT PROJECTS

Beaverton/Hillsboro	Parking Solutions Strategy.....	\$ 89,000
Gresham	Downtown Regional Center Development Strategy.....	\$ 85,820
Happy Valley	Comprehensive Plan & Transportation System Plan.....	\$121,950
Metro	Regional Freight Plan .....	\$155,000
Milwaukie	Transportation System Plan Update.....	\$128,500
Molalla	Downtown Development Plan .....	\$107,570
Oregon City	Beavercreek Road Concept Plan.....	\$181,101
Portland	Inner Powell Boulevard Streetscape Plan .....	\$188,667
Sandy	US 26 Gateway Plan .....	\$135,126
Tigard	Highway 99W Corridor Improvement & Management Plan.....	\$176,000
West Linn	Robinwood Highway 43 Corridor Revitalization Plan.....	\$ 43,000
Wilsonville	Industrial Lands Master Planning .....	\$107,000
Clackamas County	Fuller Road Light Rail Transit Station Area Planning.....	\$168,902
	Implementation Tool for the Essential Pedestrian Network .....	\$ 66,264

## 2005-2007 COMMUNITY ASSISTANCE PROJECTS

Cascade Locks	Outreach, Roadshow .....	\$ 12,287
Clatskanie	Code Assistance .....	\$ 18,763
Happy Valley	Code Assistance .....	\$ 31,394
North Plains	Quick Response, Refinement Plan.....	\$ 2,020
Sandy	Code Assistance .....	\$ 47,470
Sherwood	Code Assistance .....	\$ 22,048
	Quick Response, Southeast Sherwood Neighborhood.....	\$ 48,650
Hood River County	Quick Response, Historic Columbia River Hwy .....	\$ 4,952
Molalla	Outreach, Roadshow .....	\$ 7,087

# REGION 2: NORTH COAST/WILLAMETTE VALLEY



- Estimated Total Population - 1.1 Million
- Thirty Percent of State's Population
- Nine Counties and Eighty Cities
- Largest Cities – Eugene (Pop. 144,640 - #2 Statewide) and Salem (Pop. 143,700 - #3 Statewide)
- Smallest City – Nehalem (Pop. 210 - #221 Statewide)
- Four of the State's Ten Largest Cities are in this Region
- State Highway Vehicle Miles Traveled – 6.5 Billion

## LEGEND

- Current Projects in Cities
- Current Projects in Counties

## 2005-2007 GRANT PROJECTS

Cottage Grove	Transportation System Plan Update.....	\$135,510
Eugene	Razor Park Mixed Use Center Concept Plan .....	\$145,910
	Walnut Station Mixed Use Center Development Plan .....	\$274,290
Florence	Rhododendron Drive Integrated Transportation Plan.....	\$ 40,000
Independence	Transportation System Plan Update.....	\$ 76,500
Keizer	Transportation System Plan Update.....	\$ 122,605
Mill City	Highway 22 Access Management Plan.....	\$ 35,000
Newberg	American's Disabilities Act/Sidewalk/Bike Route Plan.....	\$ 55,000
Newport	Transportation System Plan Update.....	\$149,000
Silverton	Downtown Development Plan .....	\$ 85,480
Stayton	Downtown Transportation and Revitalization Plan.....	\$ 97,985
Woodburn	Downtown Development Plan Update.....	\$ 95,000
	Downtown Development Plan Update Gateway Project .....	\$ 15,000
Tillamook County	Cloverdale Transportation Refinement Plan .....	\$ 69,500
	Highway 131 Refinement Plan .....	\$120,437
Lane Council of Governments	Creswell Transportation System Plan Update .....	\$159,250
	Junction City Transportation System Plan Update .....	\$ 81,000

## 2005-2007 COMMUNITY ASSISTANCE PROJECTS

Cannon Beach	Quick Response, Downtown Parking & Circulation .....	\$ 66,600
Cottage Grove	Outreach, Open House .....	\$ 8,995
Creswell	Code Assistance .....	\$ 36,793
Eugene	Quick Response, Walnut Station .....	\$ 24,958
Jefferson	Outreach, Roadshow .....	\$ 3,644
Lincoln City	Code Assistance .....	\$ 25,464
Lincoln City	Outreach .....	\$ 19,953
Mill City	Code Assistance .....	\$ 19,800
Newberg	Code Assistance .....	\$ 23,800
Newport	Outreach, Roadshow .....	\$ 13,673
Salem	Quick Response, Oregon State Fairgrounds .....	\$ 79,979
Silverton	Outreach, Roadshow .....	\$ 7,087
Veneta	Code Assistance .....	\$ 21,410

# REGION 3: SOUTHWESTERN OREGON

- Estimated Total Population – 500,000
- Thirteen Percent of State’s Population
- Five Counties and Thirty-five Cities
- Largest City – Medford (Pop. 69,220 - #7 Statewide)
- Smallest City – Elkton (Pop. 150 - #227 Statewide)
- One of the State’s Ten Largest Cities is in this Region
- State Highway Vehicle Miles Traveled – 3.1 Billion



## LEGEND

 Current Projects in Cities

 Current Projects in Counties

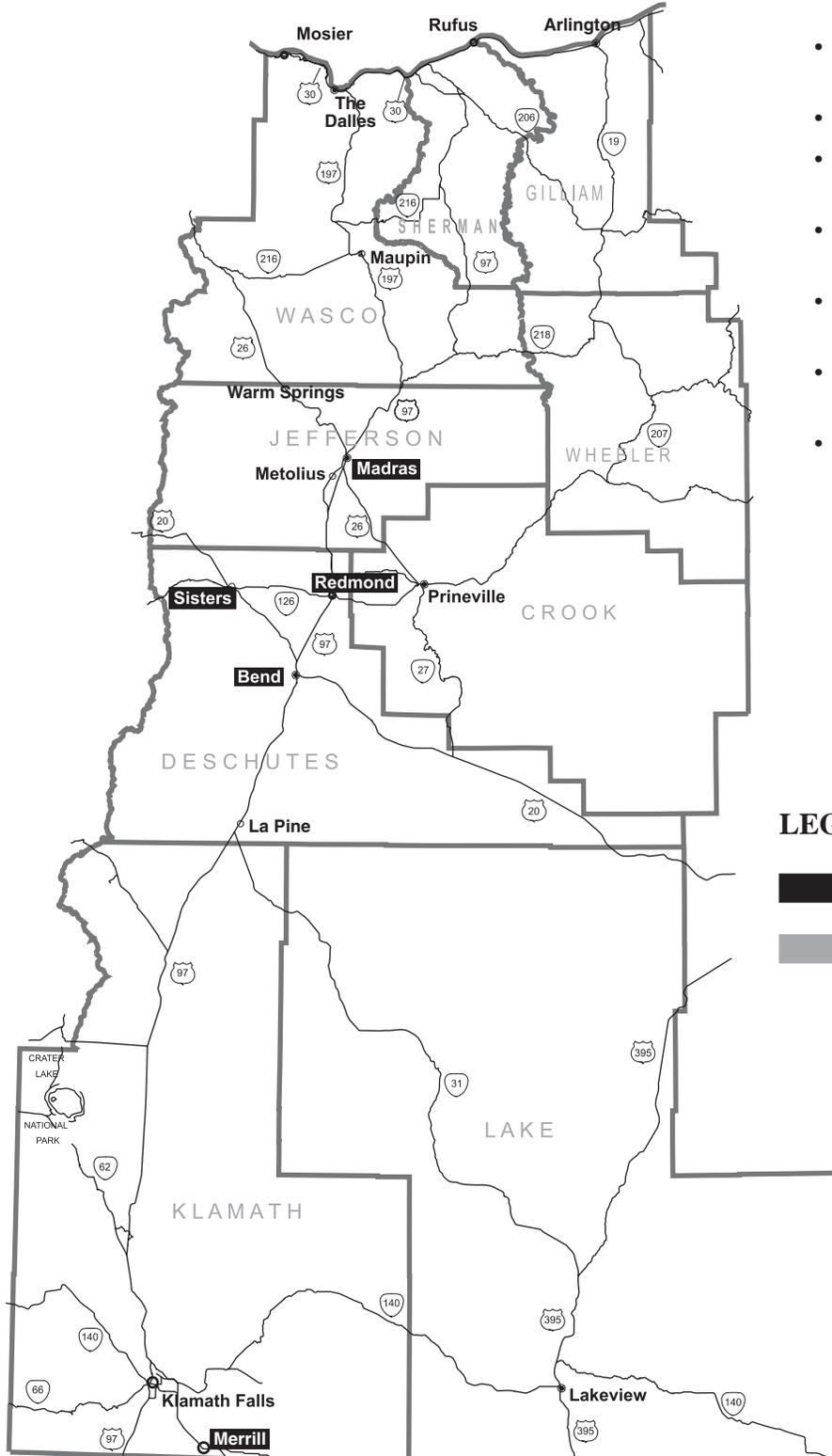
## 2005-2007 GRANT PROJECTS

Grants Pass	Greater Grants Pass Plan.....	\$ 87,500
Medford	West Main Transit Oriented District.....	\$149,900
Sutherlin	Southside Arterial Corridor Plan .....	\$ 62,967
Talent	Greenway-to-Greenway Connection Plan .....	\$ 59,586
Rogue Valley	Jacksonville Transportation System Plan Update.....	\$103,000
Council of Govts	Shady Cove Local Street Network Plan.....	\$ 50,000

## 2005-2007 COMMUNITY ASSISTANCE PROJECTS

Medford	Quick Response, Intermodal Transfer Center.....	\$ 30,211
Port Orford	Outreach, Roadshow .....	\$ 7,781

# REGION 4: CENTRAL OREGON



- Estimated Total Population – 300,000
- Eight Percent of State’s Population
- Nine Counties and Twenty-eight Cities
- Largest City – Bend (Pop. 65,210 - #8 Statewide)
- Smallest City – Shaniko (Pop. 20 - #237 Statewide)
- One of the State’s Ten Largest Cities is in this Region
- State Highway Vehicle Miles Traveled – 2.1 Billion

## LEGEND

- Current Projects in Cities
- Current Projects in Counties

## 2005-2007 GRANT PROJECTS

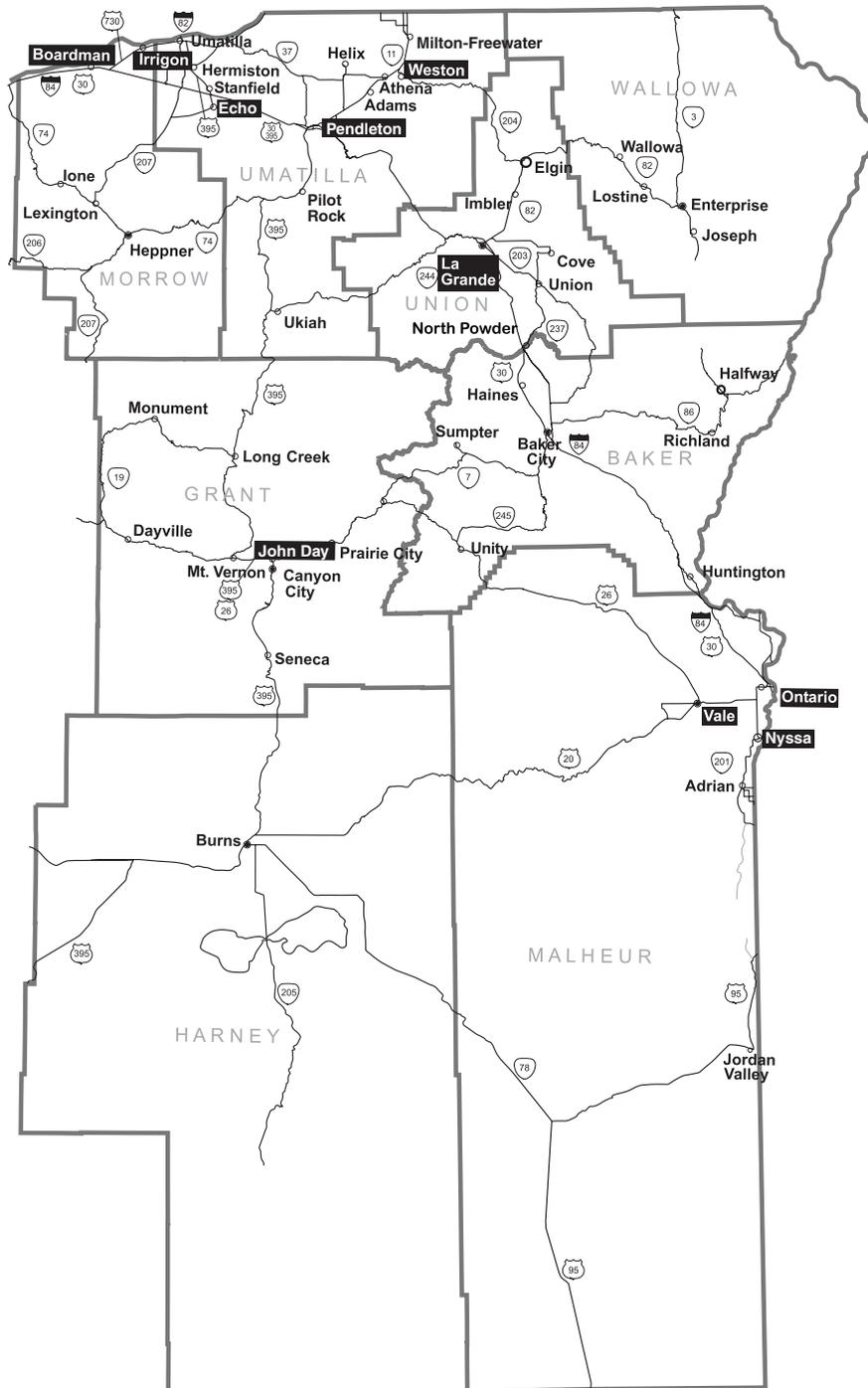
Bend	Central Area Plan.....	\$ 75,000
Redmond	Northwest Area Plan.....	\$161,000
	Transportation System Plan.....	\$100,750

## 2005-2007 COMMUNITY ASSISTANCE PROJECTS

Madras	Code Assistance.....	\$ 19,250
Merrill	Code Assistance.....	\$ 50,587
Sisters	Code Assistance.....	\$ 35,314
Bend	Outreach.....	\$ 10,000

# REGION 5: EASTERN OREGON

- Estimated Total Population – 200,000
- Five Percent of State’s Population
- Eight Counties and Fifty-five Cities
- Largest City – Pendleton (Pop. 16,850 - #28 Statewide)
- Smallest Cities – Greenhorn (Pop. 2 - #239 Statewide) & Lonerock (Pop. 20 - #238 Statewide)
- State Highway Vehicle Miles Traveled – 1.8 Billion



## LEGEND

-  Current Projects in Cities
-  Current Projects in Counties

## 2005-2007 GRANT PROJECTS

Boardman	Interstate Area Management Plan .....	\$ 76,300
Echo	Commercial District Renovation .....	\$ 51,664
La Grande	Pedestrian-Bicycle Improvement Plan.....	\$ 60,463
Pendleton	Transportation System Plan for Current Conditions.....	\$110,000
Weston	Study of Infill Potential .....	\$ 48,110

## 2005-2007 COMMUNITY ASSISTANCE PROJECTS

Irrigon	Code Assistance .....	\$ 59,427
	Quick Response, City Hall/Library.....	\$ 21,505
John Day	Code Assistance .....	\$ 9,332
La Grande	Quick Response, South Central Neighborhood .....	\$ 66,259
	Quick Response, South Riverside Neighborhood.....	\$ 80,400
Nyssa	Outreach, Roadshow .....	\$ 8,038
Vale	Outreach, Roadshow .....	\$ 8,038
Ontario	Outreach, Workshops.....	\$ 35,180

## TGM ADVISORY COMMITTEE

The TGM Advisory Committee provides general direction for the program and offers guidance regarding program priorities, grant criteria, and other important issues.



**ERIK KVARSTEN**

*League of Oregon Cities*



**ART SCHLACK**

*Association of Oregon Counties*



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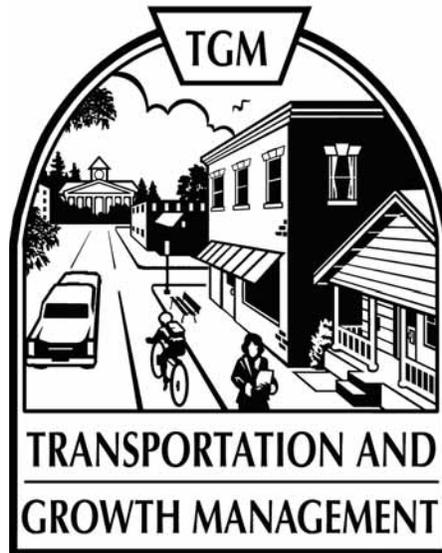
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# Notes



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*TGM: Better Ways to Better Places*