

BETTER WAYS TO BETTER PLACES



A REPORT ON

OREGON'S

TRANSPORTATION & GROWTH MANAGEMENT

PROGRAM

2003-2005 Biennium

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.

Better Ways to Better Places

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MESSAGE FROM TGM PROGRAM AGENCY DIRECTORS



Oregon's communities differ greatly from each other, but virtually all of them share a desire for three things: a strong economy, a good quality of life, and a transportation system that allows people to get where they want to go, safely and easily.

Well-integrated transportation and land-use planning is critical to protecting these assets. By providing grants and other assistance so that local governments can carry out such planning, Oregon's Transportation and Growth Management Program (TGM) helps communities pursue the economic, quality-of-life, and mobility goals they set for themselves.

TGM is a partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. It is also a partnership with local governments, which prepare and implement the plans funded by TGM.

These plans are not just visionary exercises; they yield practical results. For example, the plans:

- help communities create development-ready industrial sites to promote economic development;
- boost a community's prospects of obtaining capital funds for transportation projects, for transportation funders typically seek evidence of good planning before making major investments in transportation projects;
- make it easier for new development projects to move forward; and
- help communities implement statewide transportation goals articulated in the *1999 Oregon Highway Plan*.

While communities pursue the futures they envision for themselves, TGM encourages them to consider how land-use patterns can expand or limit transportation choices. For example, through the coordination of transportation investments with efficient land development patterns, we can:

- reduce the number of local trips on state highways;
- shorten the length and number of vehicle trips; and
- create more opportunities to walk, bicycle, and use transit services.

The result of such coordination is to help Oregon communities create livable, economically vibrant places while protecting the function of state highways and maximizing the value of taxpayer investments in our transportation system.

During the 2003-2005 Biennium, TGM projects emphasized transportation-efficient development, safe routes to school, and project readiness – that is, getting local transportation projects ready for funding consideration.

Now in its 12th year, from Elgin to Manzanita, and from Jacksonville to Portland, TGM continues to bolster local transportation, safety improvement, growth management, and economic revitalization initiatives through progressive transportation and land-use planning.

Bruce A. Warner, *Director*
Oregon Department of Transportation

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INTRODUCTION

TGM is a non-regulatory program that supports community efforts to expand transportation choices for people. While linking transportation and land use 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.

The TGM Program dates to 1993, when the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) entered into an agreement to coordinate transportation and land use planning. This inter-agency partnership is supported with federal monies authorized by the Transportation Equity Act for the 21st Century.

By providing planning grants and facilitating local discussions of transportation and land use issues, TGM helps local governments make prudent transportation investments and land-use decisions that protect and enhance those investments. During the 2003-2005 Biennium, TGM awarded over \$6 million in grants and direct community assistance to local governments.

TGM-funded plans have helped leverage a wide variety of local transportation improvements. These range from better freight routes for industry to safer street crossings for pedestrians, from transit-oriented development to bicycle routes, and from mixed-use neighborhoods designed to reduce the number and length of auto trips to redevelopment projects that improve connections between local destinations.

This report illustrates how local jurisdictions throughout the state are benefiting from the TGM program.



TGM PLANNING PRINCIPLES

The following 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 smoother flowing traffic, more transportation options for people, and reduced transportation costs.

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.

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 incorporates safe, well-connected streets; mixed land use to shorten the length of trips; easy access to public transportation; 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 well-designed new development in settled communities, TGM helps to revitalize them while making full use of transportation facilities in which taxpayers have already invested.



TGM SERVICES

All TGM projects must have a primary transportation relationship and benefit. Eligible applicants for TGM assistance include cities, counties, councils of government, transportation districts, tribal governments, and Metropolitan Planning Organizations. Participation in the TGM program is voluntary but often helps communities comply with state planning requirements.

The TGM program provides three major services to local governments: grants, direct community assistance, and publications.

Grants: TGM provides funds to help cities and counties plan for balanced, multi-modal transportation systems that support vibrant, livable communities. There are two kinds of grants:

- *Transportation Planning Grants* are typically used to develop, update, or refine transportation system plans, through which local transportation needs are examined comprehensively. Eligible grant projects also include: planning for streets and their connections; bike and pedestrian plans; transit plans; streetscape design plans; freight and other industrial access plans; and capital improvement plans.
- *Integrated Transportation and Land Use Planning Grants* are used to support transportation-efficient land use plans for downtowns, residential neighborhoods, or industrial, commercial and mixed-use districts.



Direct Community Assistance: Through Direct Community Assistance, TGM facilitates local discussions of important transportation and land use issues. Such assistance is provided for eligible projects at the request of local jurisdictions and on a first-come, first-served basis. In contrast to grants, which are typically awarded near the beginning of each biennium, Direct Community Assistance is available throughout the biennium. There are three types of Direct Community Assistance:

- **TGM Code Assistance** projects help local governments reassess their planning and zoning codes with a view to identifying and adopting code revisions that yield greater transportation efficiencies in new development.
- **TGM Quick Response** projects make transportation, land use, and urban design specialists available on-site to help local governments work

with developers and neighborhood groups to solve problems and improve access to local destinations through better road, sidewalk, bike lane and transit connections.

- **TGM Outreach** projects increase public awareness and understanding of transportation and growth management concepts that improve the mobility of Oregonians. Outreach typically occurs through workshops, public forums, and conferences held in Oregon.



Publications: TGM has made a major commitment to producing a series of publications that address a wide range of common transportation and growth management issues. These publications, typically produced in cooperation with a local government and private stakeholder groups, allow TGM to provide assistance to cities and counties throughout the state at minimal cost. Two TGM publications, *Main Street: When A Highway Runs Through It*, and *Model Development Code and Users Guide for Small Cities*, have won national awards. Other popular titles include:

- *Infill and Redevelopment Code Handbook*
- *Neighborhood Street Design Guidelines*
- *The Principles of a Balanced Transportation Network*
- *Parking Management Made Easy: A Guide to Taming the Downtown Parking Beast*
- *Commercial and Mixed-Use Development Handbook*

To obtain a TGM publication, visit www.oregon.gov/LCD/TGM/publications.shtml and click on Transportation and Growth Management, or call 503.986.4221.

2003-2005 BIENNIUM PROGRAM HIGHLIGHTS

During the 2003-2005 Biennium, TGM projects launched in earlier years were completed while new initiatives got under way.

During the summer of 2004, for example, Manzanita saw the construction of safer street crossings, extended sidewalks, and other streetscape improvements recommended by a TGM plan completed several years earlier for the town's Laneda Avenue. And in Bend, affordable in-fill housing with well-connected streets became a reality in the city's Dean Swift neighborhood. Such in-fill development is seen as a way to make better use of existing infrastructure.

More recently launched projects are helping communities realize local economic development objectives. In Canby, Portland, and Arlington, for example, TGM-funded plans are enabling local governments to identify transportation improvements that will make it easier for freight traffic to get to and from industrial sites. In this way, TGM bolsters community efforts to create family-wage jobs in Oregon.



The transportation implications of school siting practices received special attention during 2004 as TGM sought to expand opportunities for young people to get safely to school. A conference cosponsored by TGM and the University of Oregon's Community Planning Workshop brought school facility administrators, land use planners, and transportation officials together in Eugene to explore ways to improve school siting. As the cost of transporting students to and from school increases, and as the benefits of community-centered schools in walkable neighborhoods become clearer, educators and parents are showing new interest in this issue.

TGM's involvement in local transportation and land use planning takes different forms. In some cases the program acts as a funder of transportation planning; in others, as a catalyst for attracting capital funds to proposed projects; and in still others, as a consensus builder for local stakeholders whose views may differ widely. Regardless of the form of TGM assistance, the program functions as a facilitator for transportation and land-use decision-making that can have long-term impacts on a community's quality of life.

As the projects described in this report demonstrate, TGM plays a critical role in helping Oregon communities creatively address transportation-related growth management challenges. By bringing land use perspectives to transportation planning, the TGM program infuses Oregon's transportation system with greater efficiency and expands transportation choices for people.



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.



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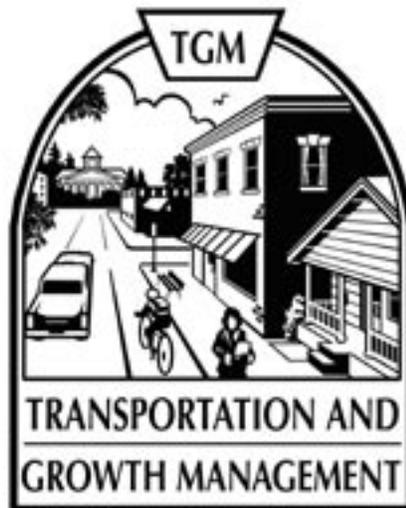
1000 Friends of Oregon



KELLY ROSS

*Home Builders Association
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