

**DATE:** August 12, 2005  
**FROM:** Scott Bricker, Policy Director  
**TO:** DLCD and ODOT staff and consultants  
**Cc:** TPR Work Group Joint LCDC/OTC Transportation Subcommittee  
**RE:** Recommendations for changes to the TPR purpose statement

The Bicycle Transportation Alliance respectfully submits the following proposed changes to the August 2<sup>nd</sup> TPR Mission Statement distributed by ODOT / DLCD. We have provided comments based on the TPR Joint Subcommittee request:

- Specific examples of where a policy shift has occurred;
- Identify if elements are missing in the draft Purpose Statement; and
- Suggest specific language to address any concerns.

Please feel free to contact me with any questions at (503)757-8342

Yours truly,

Scott Bricker, Policy Director  
Bicycle Transportation Alliance

Concerns about “reduced reliance” language are exacerbated because reduced reliance text currently reads as a preamble to the TPR. If this is true, then the proposed changes to the TPR Purpose Statement significantly shifts focus from “avoiding principal reliance” to offering general guidelines for transportation plans, expressly not reducing reliance on automobiles.

The revised TPR Purpose Statement shifts the “reduced reliance” language to Section 3, where it is only applied to larger communities. This specifically shifts away from Goal 12.



Change 1(b) to reflect language found in Goal 12:

(1.b) Encourage and support the availability of a variety of transportation choices that balances vehicular use with other critical transportation needs, including air, rail, and marine transportation;	➔	(1.b) avoid principal reliance upon any one mode of transportation
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*Discussion:*

The proposed change aligns 1(b) with Goal 12 and alleviates the concerns with the specific language “reduced reliance,” which has been cited as the primary reason for this rewrite. Ironically, the newly inserted August 12<sup>th</sup> 1(b) text adds “air, rail, and marine” transport but failed to include bicycle, pedestrian, and transit.

The proposal above is augmented with changes found below that lists the variety of forms of transportation in 1(a).



The proposed changes the Purpose Statement shift the overarching intent of the Purpose Statement away from the guiding language in Goal 12. The majority of this policy shift comes at the expense of ensuring “transportation plan(s) (that) shall (1) consider all modes of transportation including mass transit...bicycle and pedestrian.” (Goal 12)

Goal 12 does not provide policy directives to differentiate between large and small population areas in regards to meeting the first 9 points of the Goal that are the basis “to provide(ing) and encourage(ing) a safe, convenient and economic transportation system.” Goal 12 places these transportation-planning expectations on all communities.



Place the text that was separated into the new (2) (moved in the August 2<sup>nd</sup> draft) and place it as the introduction to the current (1). After all, Goal 12’s intent is to emphasize the connection between land use and transportation to improve social conditions.



The revised text of the TPR Purpose Statement clearly “reaches down” into the TPR rules. In fact, this revised Purpose Statement distinctly moves away from Goal 12. The BTA is very concerned about “reaching down” into the rules as a basis of these changes that shift the general policy intents. Staff should have “reached up” to Goal 12 as a basis for a rewrite.



“Reach Up” to Goal 12 and change the following in (1) to match the text in Goal 12:



(1.a) Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the transportation disadvantaged;



(1.a) Provide and encourage a safe, convenient, and economic transportation system that considers all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian.

(1.e) Protect existing and planned transportation facilities, corridors and sites for their identified functions;  
(1.f) Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans;

(1.b) Develop transportation systems based upon an inventory of local, regional, and state transportation needs that considers the differences in social consequences that would result from utilizing different combinations of transportation modes.

(1.e) Facilitate freight mobility and the economic flow of goods and services within regions and throughout the state.

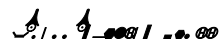


Facilitate the follow of goods and services so as to strengthen the local and regional economy.

(1.j.) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.



(1.j) Conform with local and regional comprehensive land use plans.



Other language should be added to (1) to more clearly reflect Goal 12, including the following from Goal 12:

- (3) Consider the differences in social consequences that would result from utilizing differing combinations of transportation modes
- (5) Minimize adverse social, economic and environmental impacts and costs
- (6) Conserve energy