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September 1, 2005

To: Transportation Planning Rule Work Group

From: Legislative and Public Affairs Committee,
Oregon Chapter, American Planning Association

Subject: Comments on Purpose Statement Revisions

Thank you for the opportunity to comment on the proposed revisions to the TPR. OAPA represents over 900 planners in the state and we have a very strong interest in the outcome of the revisions process. Though the chapter Board has not had time to review these comments, the chapter's policy review committee LPAC, which includes many Board members, has approved them. These comments are on the August 2 draft Purpose statement.

OAPA acknowledges the need to re-format and make some revisions to the Purpose. The re-formatting is a vast improvement over the original. The following specific comments are by subsection number:

1. The TPR was developed to encourage a significant change in land use patterns, and the transportation systems that support those uses, in order to achieve a more balanced transportation network with less reliance on the automobile. Given global trends, including reaching peak gasoline production and global warming, that overall goal seems more important than ever. Sub-section 1 should reflect that goal as closely as possible.

We suggest a new second sentence be added to the first paragraph:“This division also implements provisions of other statewide goals as they relate to transportation planning in order to plan and develop public facilities and services in close coordination with urban and rural development. The purposes of”

Change (b), (c) and (d) to align with the functions of the transportation network to make it clear what the “purposes” are:

“(b) Encourage and support the availability of a variety of transportation choices for moving people that, where feasible, balances auto use with

the other critical transportation modes, including safe and convenient transit, pedestrian and bicycle access and circulation.

“(c) Facilitate freight mobility and the economic flow of goods and services within regions and throughout the state by providing for mode choices, where feasible, including air, rail and marine transportation.”

(Re-number the remaining bullets)

3. We also suggest changes to sub-section 3, in order to make it clear that encouraging efficient land uses is appropriate in all urban settings, no matter how small or auto-oriented they may be at present, while continuing to recognize the realities of the suburbs.

(a) Change the third sentence to read: “..... To accomplish this outcome, this division promotes increased planning for alternative modes of transportation and street connectivity, and encourages land use patterns throughout the urban area that make it more convenient.....”

(b) Add a third sentence to read: “.....and demand management. In all urban areas encourage land use patterns that reinforce safe and efficient pedestrian movement.”

Again, thank you for considering these changes.

Brian Campbell, Vice Chair
LPAC