

## KAUTZ Sharon L

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**From:** RUSSO Anna L  
**Sent:** Friday, August 12, 2005 3:41 PM  
**To:** KAUTZ Sharon L  
**Subject:** Fw: TPR Purpose Statement, DEQ comments

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Sent from my BlackBerry Wireless Handheld

-----Original Message-----

From: FITZGERALD Marianne <Marianne.Fitzgerald@state.or.us>  
To: RUSSO Anna L <Anna.L.Russo@state.or.us>  
CC: COLLIER David <David.Collier@state.or.us>; GINSBURG Andy <Andy.Ginsburg@state.or.us>;  
CORTRIGHT Bob <Bob.Cortright@state.or.us>; BOHARD Jerri L <Jerri.L.Bohard@state.or.us>;  
GREENLEAF Craig R <Craig.R.Greenleaf@state.or.us>  
Sent: Fri Aug 12 12:14:28 2005  
Subject: TPR Purpose Statement, DEQ comments

Anna-



purpose worksheet  
DEQ1.doc (48...

Thank you for the opportunity to suggest specific rule language changes for the Transportation Planning Rule Purpose section. Attached are DEQ's proposed revisions to the August 4 draft. We suggest revisions in Section 3 regarding expectations for larger urban areas, to encourage coordinated land use and transportation planning to increase transportation options. These areas are likely to face similar issues and requirements as MPOs in the near future, and we believe they should start planning for alternative modes now. We also added language in Section 1 that clarifies what a balanced transportation system might look like.

We believe that the Transportation Planning Rule, and its emphasis on integrated land use and transportation planning in order to reduce reliance on the automobile, has been extremely important in meeting environmental goals statewide. Any shift away from this purpose could increase vehicle miles traveled in this state, which could lead to an increase in environmental pollution. We encourage you to retain Goal 12 language and intent as much as possible.

Thanks again for giving us the opportunity to provide comments, and we look forward to working with you on this proposed rule.

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PROPOSED TRANSPORTATION PLANNING RULE PURPOSE STATEMENT (Section 660-012-0000) WORK SHEET

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| <p><b><u>Proposed Amendments Purpose Statement</u></b><br/><b>Revised (8/4/05) Proposed Language</b></p>  | <p><b><u>Work Group Proposals</u></b><br/><b>(Suggest specific language to address any concerns.)</b></p>   | <p><b><u>Commentary</u></b><br/><b>(Specific examples of where a policy shift has occurred; Identify if elements are missing in the draft.)</b></p>                       |
|---|---|---|
| <p>(1) This division implements Statewide Planning Goal 12 (Transportation) and provisions of other statewide planning goals related to transportation planning. The purposes of this division are to coordinate and direct land use and transportation planning to:</p> <p>(a) Promote the development of transportation systems adequate to serve statewide, regional and local transportation needs and the mobility needs of the transportation disadvantaged;</p> <p>(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;</p> <p>(c) Provide for safe and convenient vehicular, transit, pedestrian, and bicycle access and circulation;</p> <p>(d) Facilitate freight mobility and the economic flow of goods and services within regions and throughout the state;</p> <p>(e) Protect existing and planned transportation facilities, corridors and</p> | <p>(b) Encourage and support the availability of a variety of transportation choices that balances vehicular use with other critical transportation needs, including bicycle and pedestrian pathways, public transportation services, and air, rail, and marine transportation;</p> | <p>OAR 660-012-0020, Elements of Transportation System Plans, requires plans for each of these modes. This language clarifies what a balanced system might look like.</p> |

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|---|--|---|
| <p>sites for their identified functions;</p> <p>(f) Provide for the construction and implementation of transportation facilities, improvements and services necessary to support acknowledged comprehensive plans;</p> <p>(g) Identify how transportation facilities are provided on rural lands consistent with the goals;</p> <p>(h) Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans; and</p> <p>(i) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.</p> |  |   |
| <p>(2) In meeting the purposes described in section (1), coordinated land use and transportation plans will ensure that the planned transportation system supports a pattern of travel and land use in urban areas that will avoid the air pollution, traffic and livability problems faced by other large urban areas of the country through measures designed to increase</p>   |  | <p>This language seeks to preserve the connection between land use and transportation planning as an important tool that helps protect the environment statewide.</p> |

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| <p>transportation options and make more efficient use of the existing transportation system.</p>   |  |  |
| <p>(3) The extent of planning required by this division and the outcome of individual transportation plans will vary depending on the size of the community and upon community needs and circumstances. Generally, larger and faster growing communities will need to prepare more comprehensive and detailed plans, while smaller cities and rural areas will have more general plans. For all communities, the mix of planned transportation facilities and services should be sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all Oregonians. Changing land use and travel patterns will also complement efforts to meet other state and local objectives, including containing urban development, reducing the cost of public services, protecting farm and forest land, reducing air, water and noise pollution, conserving energy and reducing</p> |  | <p>This section needs a third subsection to address the larger urban areas that are not metropolitan areas.</p>  |

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| <p>emissions of greenhouse gases that contribute to global climate change.</p>  |   |   |
| <p>(a) Within metropolitan areas, comprehensive plans and transportation system plans will improve livability and accessibility by promoting changes in the transportation system and land use patterns. A key outcome of this effort is a reduction in reliance on single occupant automobile use, particularly during peak periods. To accomplish this outcome, this division promotes increased planning for alternative modes of transportation, changing land use patterns and improving street connectivity to make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs. The result of applying these portions of the rule will vary within metropolitan areas. Some parts of urban areas, such as downtowns, pedestrian districts, transit-oriented developments and other mixed-use, pedestrian-friendly centers, will be highly convenient for a variety of modes,</p> |   |   |

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| <p>including walking, bicycling and transit, while others will be auto-oriented and include more modest measures to accommodate access and circulation by other modes.</p>  |   |   |
|   | <p>(b) <u>In urban areas containing a population of greater than 25,000 persons, or in urban areas that are projected to become metropolitan areas within 20 years, coordinated land use and transportation plans will improve livability and accessibility by promoting land use changes, transportation management systems and transportation demand measures that increase transportation options, including the provision of transit service where feasible, and more efficient performance of the transportation system.</u></p> | <p>This language reflects requirements of OAR 660-012-0020 and clarifies expectations that larger urban areas should begin planning now for the land use and transportation system plans that will increase transportation options to reduce reliance on the automobile. It's not as detailed as (a), but more detailed than (c).</p> |
| <p>(b) Outside of metropolitan areas, comprehensive plans and transportation system plans will be designed to provide safe and convenient vehicular circulation and to enhance, promote and facilitate safe and convenient pedestrian and</p> | <p>(c) <u>Outside of metropolitan areas and areas described in (b) above, comprehensive plans and transportation system plans will be designed to provide safe and convenient vehicular circulation and to enhance, promote and facilitate</u></p>  | <p>We recommend deleting the language about larger urban areas from this section and including it as a stand-alone section. This would highlight the need for these larger areas to begin planning for increased transportation options. They are likely to face the same urban issues as</p>   |

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| <p>bicycle travel by planning a well-connected network of streets and supporting improvements for all travel modes. In urban areas containing a population of greater than 25,000 persons, this division promotes the provision of transit service where feasible and more efficient performance of existing transportation facilities through transportation system management and demand management.</p>   | <p><del>safe and convenient pedestrian and bicycle travel by planning a well-connected network of streets and supporting improvements for all travel modes. In urban areas containing a population of greater than 25,000 persons, this division promotes the provision of transit service where feasible and more efficient performance of existing transportation facilities through transportation system management and demand management.</del></p> | <p>MPOs in the future and early action could help prevent problems later on.</p>   |
| <p>(4) This division sets requirements for coordination among affected levels of government and transportation service providers for preparation, adoption, refinement, implementation and amendment of transportation system plans. Transportation system plans adopted pursuant to this division fulfill the requirements for public facilities required under ORS 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 011, as they relate to transportation facilities. The rules in this division are not intended to make local government</p> |  |  |

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|---|--|--|
| <b>Revised (8/4/05) Proposed Language</b><br><br>determinations "land use decisions" under ORS 197.015(10). The rules recognize, however, that under existing statutory and case law, many determinations relating to the adoption and implementation of transportation plans will be land use decisions. | (Suggest specific language to address any concerns.) | (Specific examples of where a policy shift has occurred; Identify if elements are missing in the draft.) |

