



GOALS AND POLICIES







GOALS AND POLICIES FOR OREGON TRANSPORTATION IN THE 21ST CENTURY

GOAL 1 : Characteristics of the System

To enhance Oregon's quality of life and comparative economic advantage by the provision of a transportation system with the following characteristics:

- Balance
- Efficiency
- Accessibility
- Environmental Responsibility
- Connectivity among Places
- Connectivity among Modes and Carriers
- Safety
- Financial Stability

The vision for Oregon's future calls for setting new priorities in transportation planning, financing and development. To clearly chart new directions for the 21st century, Oregonians must decide what the basic characteristics of the transportation system should be. The desire to improve the quality of life and economy suggests that the transportation system should provide a variety of modal choices balanced by the knowledge that some modes are by nature more efficient for a particular purpose than others. Goods should be able to move by truck, rail, barge or airplane, but bulk goods going long distances may move more efficiently on one mode than on others. The system should serve its users efficiently and, at the same time, be environmentally responsible. The system should be safe to use, be accessible to all groups of society, and connect places and various modes together in an integrated network. Finally, to be effective, the transportation system should be financed in an equitable and stable manner.

Although the goal is to provide an overall transportation system that displays all of these characteristics, decisions on specific facilities and services will require balancing some characteristics with others, particularly when other goals require specific transportation improvements which are inherently inconsistent with one or more characteristics. For example, the policy of user paying full costs for transit may undermine urban areas' goals for clean air, accessibility for all citizens and neighborhood livability.

POLICY 1A - Balance

It is the policy of the State of Oregon to provide a balanced transportation system. A balanced transportation system is one that provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, particularly in urban areas, and takes advantage of the inherent efficiencies of each mode.

ACTION 1A.1

Design systems and facilities that accommodate multiple modes within corridors, where appropriate, and encourage their integrated use in order to provide users with cost-effective choices of travel and shipping within corridors.

POLICY 1B - Efficiency

It is the policy of the State of Oregon to assure provision of an efficient transportation system. The system is efficient when (1) it is fast and economic for the user; (2) users face prices that reflect the full costs of their transportation choices; and (3) transportation investment decisions maximize the net full benefits of the system. (Full benefits and costs include social and environmental impacts, as well as the benefits of mobility to users, and construction, operations and maintenance costs.)

ACTION 1B.1

Employ economic, social, energy and environmental impacts as a part of the transportation planning and project design process. This should be done on a total system basis rather than optimizing the cost effectiveness of one mode at the expense of another.

ACTION 1B.2

Develop pricing programs that charge road users commensurately with the total costs of operations and improvements. Such programs might include:

- Automobile emissions charges based on vehicle miles traveled (VMT) and relative vehicle emissions.

- Road access pricing for major traffic generators taking into consideration adjustments for type of vehicle, volume and time of day.
- Employee parking charges in urban areas.
- User charges, e.g. toll, fuel and weight-mile taxes.

ACTION 1B.3

Use demand management techniques to reduce vehicle miles traveled in single occupant automobiles, especially during peak hours of highway use. These measures include the use of alternative modes such as transit, bicycling and walking, ridesharing, vanpooling, telecommuting and projects that promote efficient urban design.

ACTION 1B.4

Preserve corridors for future transportation development. Consider obtaining, developing and using those abandoned rail rights-of-way that are in the public interest for transportation system improvements. Consider using abandoned rail corridors for bicycle and walking trails and for utility and communication corridors as interim uses.

POLICY 1C - Accessibility

It is the policy of the State of Oregon to promote a transportation system that is reliable and accessible to all potential users, including the transportation disadvantaged, measured by availability of modal choices, ease of use, relative cost, proximity to service and frequency of service.

ACTION 1C.1

Cooperatively define acceptable levels of accessibility through the establishment of standards in transportation system plans for minimum levels of service and system design for passengers and freight for all modes.

ACTION 1C.2

Encourage multimodal accessibility to employment, shopping and other commerce, medical care, housing and leisure, including adequate public transit access for the transportation disadvantaged.

ACTION 1C.3

Implement the accessible transportation requirements established by the Americans with Disabilities Act of 1990.

ACTION 1C.4

Develop public transit, bicycle and pedestrian systems in urban and rural areas.

ACTION 1C.5

Assure that the services of private and public transportation providers are coordinated. Integrate public and special purpose transportation services.

POLICY 1D - Environmental Responsibility

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation of natural resources.

ACTION 1D.1

Minimize transportation-related energy consumption through improved vehicle efficiencies, use of clean burning motor fuels, and increased use of fuel efficient modes which may include railroads, transit, carpools, vanpools, bicycles and walking.

ACTION 1D.2

Cooperate with the Oregon Department of Energy to carry out transportation-related provisions of the state Energy Plan.

ACTION 1D.3

Positively affect both the natural and built environments in the design, construction and operation of the transportation system. However, where adverse impacts cannot be avoided, minimize or mitigate their effects on the environment.

ACTION 1D.4

Cooperate with the Oregon Department of Environmental Quality in carrying out the transportation-related requirements of the federal

and state clean air standards consistent with the long-term air quality goals of the Oregon Benchmarks.

ACTION 1D.5

Cooperate with the Oregon Department of Environmental Quality, the Oregon Water Resources Department and local government authorities in carrying out federal and state surface and groundwater protection programs.

ACTION 1D.6

Assure the safe, efficient transport of hazardous materials within Oregon. For the purposes of this action, the definition of hazardous materials includes radioactive materials.

- Work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and local governments to assure consistent laws and regulations for the transport of hazardous materials, including the development of standards for containment and crash-proofing such transport and the development of requirements for the visible signing of contents of carriers.
- Participate in the work of the state Interagency Hazard Communication Council.
- Require that local, regional and state transportation systems plans provide for safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.
- Develop hazardous materials accident and spill management skills to deal with potential accidents.

ACTION 1D.7

Minimize transportation-related noise impacts through improved enforcement of noise regulations, facility design and compatible land use; and cooperate with regulatory agencies.

POLICY 1E - Connectivity among Places

It is the policy of the State of Oregon to identify and develop a statewide transportation system of corridors and facilities that ensures appropriate access to all areas of the state, nation and the world.

ACTION 1E.1

Identify a multimodal network of facilities to meet requirements for the movement of people, goods and services throughout Oregon and develop a plan to implement that system.

ACTION 1E.2

Identify significant out-of-state corridors or areas where Oregonians need access and encourage their development. Identify transportation needs that extend beyond state borders in order to promote solutions that will increase multimodal connections to state systems, to meet the needs of residents and businesses located near state borders, and to encourage interstate access to major tourist destinations within Oregon.

ACTION 1E.3

Develop and promote service in statewide transportation corridors by the most appropriate mode including intercity bus, truck, rail, airplane, passenger vehicle and bicycle.

ACTION 1E.4

Complete the Access Oregon Highways Program.

ACTION 1E.5

In cooperation with local governments and federal agencies, develop a rural areas transportation access plan for state and federal lands and recreation areas.

POLICY 1F - Connectivity among Modes and Carriers

It is the policy of the State of Oregon to provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems.

ACTION 1F.1

Require local and regional transportation plans to identify (a) major transportation terminals and facilities and (b) routes and modes connecting passenger and freight facilities with major highways and intermodal facilities.

*Intermodal freight facilities ease the transfer of goods between truck and rail and other modes of transportation.
Photo: Jim Douglas, Port of Portland*



ACTION 1F.2

Encourage development of a system of open access passenger facilities throughout the state to expedite transfers between modes, routes and carriers.

ACTION 1F.3

Encourage development of efficient intermodal freight facilities, open to access to all where feasible, to encourage effective shifts among modes.

POLICY 1G - Safety

It is the policy of the State of Oregon to improve continually the safety of all facets of statewide transportation for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

ACTION 1G.1

Develop a Transportation Safety Action Plan addressing air, land and water transportation to reduce fatal, injury and property damage accidents among system users.

In 1991 the mandatory use of safety belts reduced the number of occupant fatalities in Oregon by 19 percent.



ACTION 1G.2

Improve the enforcement of transportation safety laws and regulations intended to reduce injury and property damage. Emphasize enforcement of laws and regulations involving excessive speed, alcohol and other drug use, use of safety belts, and use of helmets for motorcycle drivers and passengers.

ACTION 1G.3

Develop and deliver a comprehensive safety awareness, education and training program for all system users.

ACTION 1G.4

Improve the safety in design, construction and maintenance of new and existing systems and facilities for the users and benefactors including the use of techniques to reduce conflicts between modes using the same facility or corridor. Target resources to dangerous routes and locations in cooperation with local and other state agencies.

ACTION 1G.5

Improve the delivery of emergency medical services to transportation-related accidents.

ACTION 1G.6

Increase interagency cooperation among federal, state and local governments and private enterprises in order to implement more effective community-based safety programs.

ACTION 1G.7

Develop and implement a comprehensive and coordinated transportation records and accident reporting program to manage and evaluate transportation safety.

ACTION 1G.8

Develop effective efforts to reduce the number of alcohol and other drug impaired and high-risk operators.

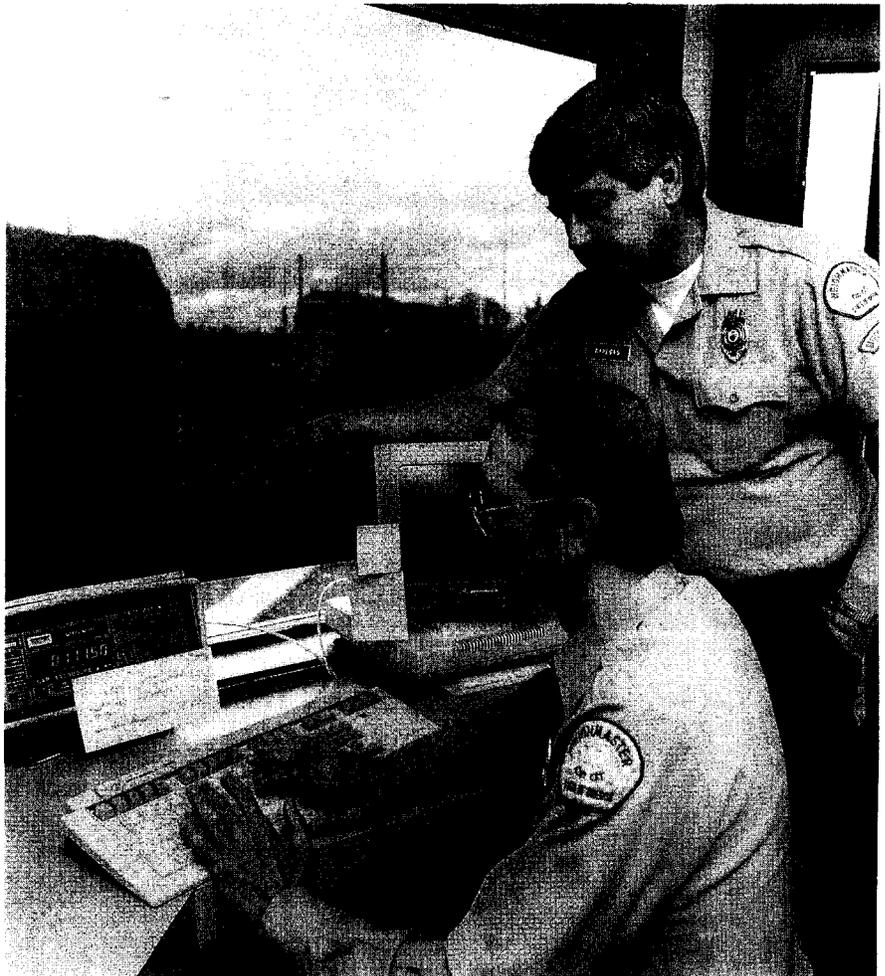
ACTION 1G.9

Build, operate and regulate the transportation system so that users feel safe and secure as they travel.

ACTION 1G.10

Promote high safety standards for trucks and truck operators.

- Work with national transportation organizations to accurately determine the safety implications of alternative truck sizes, weights and configurations.
- Expand the truck inspection program and have strong sanctions for consistent violators of trucking regulations. Continue



Weighmasters enforce truck size and weight limits and perform safety inspections.

to develop and institute a mobile enforcement plan to provide more effective size and weight enforcement utilizing weigh-in-motion, automatic vehicle identification and other Intelligent Vehicle Highway System technologies.

- Take action to minimize conflicts between trucks, automobiles and recreational vehicles.

ACTION 1G.11

Promote high safety and compliance standards for operation, construction and maintenance of the rail system.

ACTION 1G.12

Reduce navigational conflicts on waterways between commercial and recreational users, including windsurfers, in cooperation with the U.S. Coast Guard.

POLICY 1H - Financial Stability

It is the policy of the State of Oregon to ensure a transportation system with financial stability. Funding programs should not bias transportation decision making.

ACTION 1H.1

Provide balanced funding for transportation facilities and services and seek legislative and voter approval where necessary.

ACTION 1H.2

Assure a transportation system which optimizes the total cost of the system for the approved level of service including cost of improvements and cost for operation and maintenance systems.

ACTION 1H.3

Give priority to funding those transportation needs identified in state, regional and local transportation system plans.

ACTION 1H.4

Consider the funding implications of state actions on regional and local transportation services and facilities.