GOAL 2: LIVABILITY

To develop a multimodal transportation system that provides access to the entire state, supports acknowledged comprehensive land use plans, is sensitive to regional differences, and supports livability in urban and rural areas.

LAND USE

Oregon's population is projected to grow by 1.1 million people over the next 40 years. This is the equivalent of 12 cities the size of Salem or 60 cities the size of Bend. Oregon's land use development has tended to separate residential areas from employment and commercial centers requiring people to drive almost everywhere they go. The result has been increased congestion, air pollution and sprawl in the metropolitan areas and diminished livability.

In order to accommodate this population growth and protect our livability, Oregonians will increasingly use land use policy as the primary tool to guide development of the state. Since transportation systems and facilities heavily influence land development patterns, future transportation plans prepared by all levels of government will be designed to support adopted comprehensive land use plans that comply with statewide land use goals.

Transportation systems development will need to support concepts of mixed use land development, compact cities, and connections among various transportation modes to make walking, bicycling and the use of public transit easier. In turn, land use plans and development need to support the policies and objectives of the transportation system plans.

The State Agency Coordination Agreement between the Department of Transportation (ODOT) and the Land Conservation and Development Commission (LCDC) requires state transportation plans to comply with statewide planning goals and state transportation facility plans to be compatible with acknowledged comprehensive plans. The Transportation Planning Rule (660-12), prepared by ODOT and LCDC, encourages reduced use of the automobile and requires planning for the use of alternative modes of transportation in urban areas. In rural areas, the rule limits some access and transportation improvements to be consistent with rural uses and densities.

Coordination with federal lands agencies and with Indian tribes in Oregon is required by state land use goals and is essential for their implementation. About 50 percent of the state is in federal ownership and over 1 percent is under tribal jurisdiction. The federal lands include timber and grazing areas as well as national recreation areas, and wild and scenic rivers. The U.S. Forest Service, the Bureau of Land Management and other federal agencies have management plans that guide the use of federal lands and have road systems that require integration with state and local systems to serve economic and recreational needs.

POLICY 2A - Land Use

It is the policy of the State of Oregon to develop transportation plans and policies that implement Oregon's Statewide Planning Goals, as adopted by the Land Conservation and Development Commission.

ACTION 2A.1

Support local land use planning with system plans that implement this policy, with the objective of providing the needed level of mobility while minimizing automobile miles traveled and number of automobile trips taken per capita.

ACTION 2A.2

Require that the transportation system plans adopted by a state, regional or local jurisdiction be sufficient to accommodate planned development within the respective jurisdiction.

ACTION 2A.3

Coordinate state transportation planning with local and regional land use plans as described in the certified ODOT/LCDC State Agency Coordination Agreement.

ACTION 2A.4

Provide technical assistance to local and regional governments in the implementation of Oregon Administrative Rule 660-12 that sets forth the requirements for transportation planning within the state.

ACTION 2A.5

Coordinate with federal lands agencies to ensure that federal land plans, programs and projects and state transportation plans are compatible.

ACTION 2A.6

Restrict access from state facilities for incompatible activities and development where land use plans call for rural or resource developments.

URBAN ACCESSIBILITY

The state attempts to assure accessibility to all areas of Oregon. Because intercity, interstate and international transportation services and facilities need to connect with urban transportation services and facilities, urban transportation services and facilities are a state concern. Within urban areas, individuals need access to homes, businesses, medical facilities, recreation and other destinations.

The automobile is generally the most convenient mode of travel within urban areas. Vehicle miles traveled (VMT) per capita, in fact, has risen faster than the growth in numbers of people.

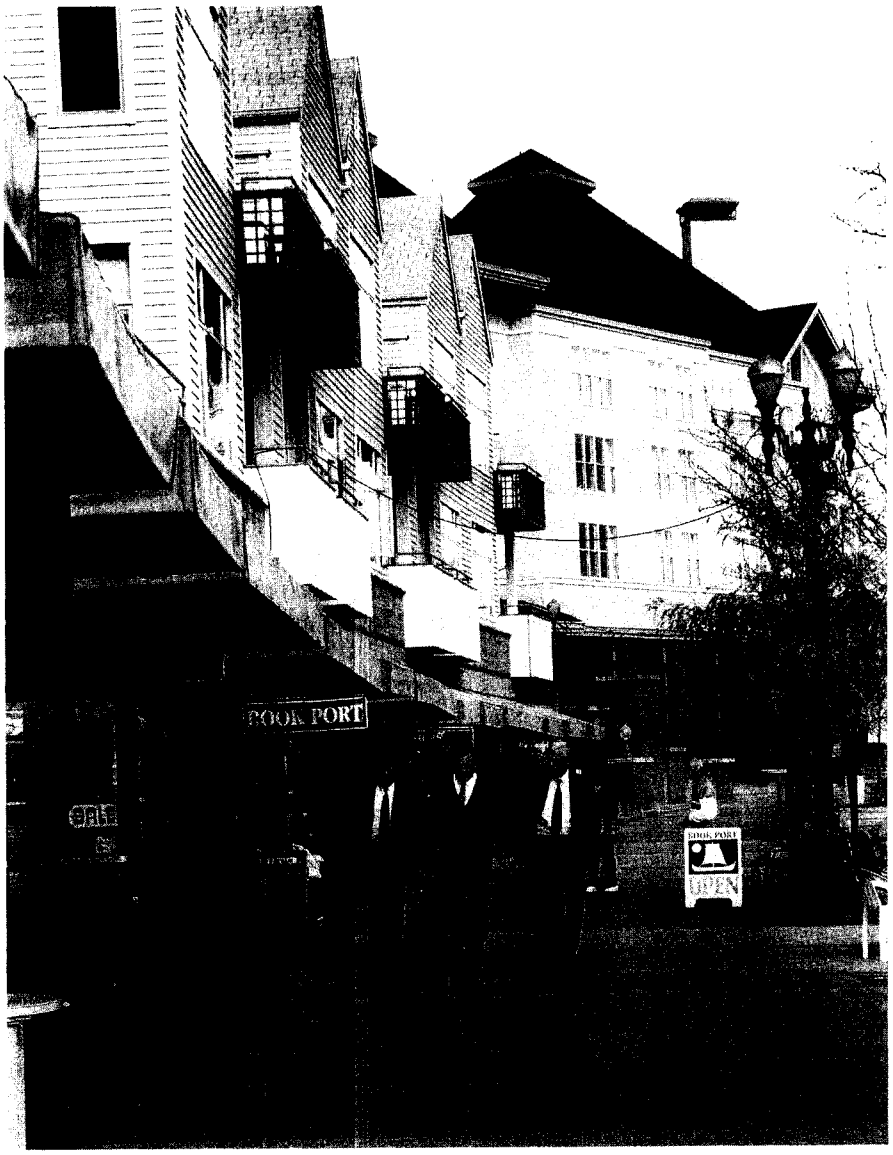
But rush hour traffic causes traffic jams on major roads. Auto use also is a major factor in violations of air quality standards. As highways have provided easy access between places in an urban area, strip development along the highway has created traffic hazards and slowed through traffic. Adding capacity to highways to maintain high speeds for interurban traffic within urban areas has often contributed to sprawl development.

Because of these problems and concern for energy conservation, LCDC and ODOT adopted the Transportation Rule; it requires urban area plans which reduce the use of the automobile and plan for alternative types of transportation, including public transit, bicycling and walking. In the Portland, Salem, Eugene and Medford metropolitan areas, the rule requires a 20 percent reduction of vehicle miles traveled per capita in the next 30 years.

The rule requires cities and counties (unless exempted by LCDC) to adopt land use and subdivision ordinances that protect transportation facilities for their identified functions and that support the use of alternative modes. Compact cities that make it easy to walk or use a bicycle or ride a bus do this.

The Urban Accessibility policies are applicable to both metropolitan areas and cities with urban growth boundaries. The Rural Accessibility policies are also applicable to small cities located away from metropolitan areas and other central cities as well as to non-metropolitan unincorporated areas and communities.

The City of Portland's Riverplace is a compact residential and commercial development that offers opportunities to walk, use a bicycle or ride a bus.



POLICY 2B - Urban Accessibility

It is the policy of the State of Oregon to define minimum levels of service and assure balanced, multimodal accessibility to existing and new development within urban areas to achieve the state goal of compact, highly livable urban areas.

ACTION 2B.1

Cooperate with local governments and metropolitan planning organizations to develop integrated transportation plans for urban areas that meet the needs for urban mobility, and intercity, interstate and international travel within and near each urban area.

ACTION 2B.2

Give preference to projects and assistance grants that support compact or infill development or mixed use projects.

ACTION 2B.3

Increase the availability and use of transit, walking, bicycling and ridesharing. Promote the design and development of infrastructure and land use patterns which encourage alternatives to the single occupant automobile.

POLICY 2C - Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide interurban mobility through and near urban areas in a manner which minimizes adverse effects on land use and urban travel patterns.

ACTION 2C.1

Plan and design interurban corridors in and near urban areas to preserve their utility for interurban travel. Appropriate means to manage highways might include ramp metering, limited interchanges, high occupancy vehicle lanes, access control, separated express lanes for through traffic and tolls. Appropriate means for other modes might include station and stop locations. The State of Oregon shall avoid highway capacity improvements which primarily serve commuters from outside of urban growth and urban containment boundaries.

ACTION 2C.2

Promote alternative modes and preservation and improvement of parallel arterials so that local trips have alternatives to the use of intercity routes.

ACTION 2C.3

Encourage regional and local transportation system plans and land use plans to avoid dependence on the state highway system for direct access to commercial, residential or industrial development adjacent to the state highway.

ACTION 2C.4

Promote the development of interurban bus and rail passenger service to improve urban accessibility and achieve land use goals.

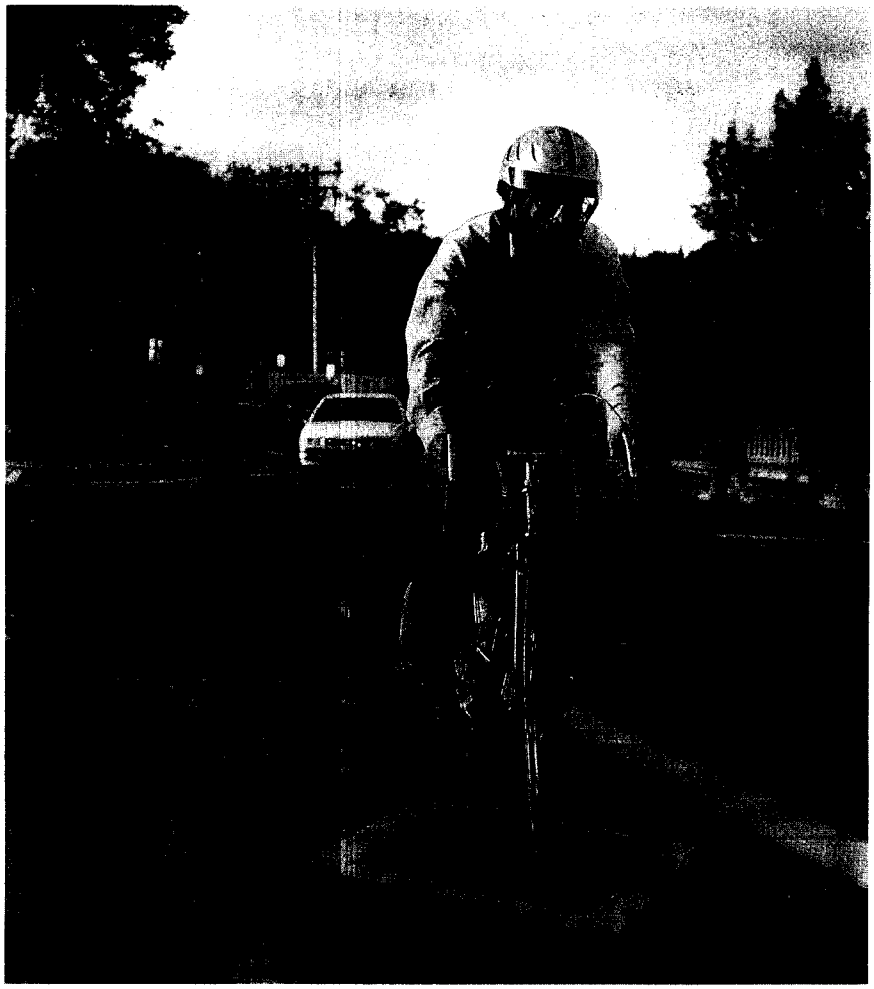
POLICY 2D - Facilities for Pedestrians and Bicyclists

It is the policy of the State of Oregon to promote safe, comfortable travel for pedestrians and bicyclists along travel corridors and within existing communities and new developments.

ACTION 2D.1

Make walkways, pedestrian shelters and bikeways an integral part of the circulation pattern within and between communities to enhance safe interactions between motor vehicles and pedestrians and bicyclists, using techniques such as:

- Renovating arterials and major collectors with bike lanes and walkways and designing intersections to encourage bicycling and walking for commuting and local travel.
- Developing all transit centers near residential areas to be safely and expeditiously accessible to pedestrians and bicyclists.



Bike lanes and walkways are a part of the transportation system in the City of Salem.

RURAL ACCESSIBILITY

Autos, trucks, airplanes, trains and buses are the dominant modes of transportation in rural Oregon. Highways and roads provide the only access to many rural places, and connections between rural and urban areas are primarily by highway as well. Highway capacity in rural areas is strained not so much by the volume of traffic, as by the interaction of trucks, buses, recreational vehicles, autos and bicycles, each traveling at varying speeds.

Improvements to rural highways are needed in order to provide corridors where different sized vehicles, traveling at different speeds and for different purposes, can move safely and efficiently. Additional passing lanes, fewer curves and improved signage can do much to improve such conditions. Intercity bus, rail and air service must also be retained and expanded, especially along corridors where fast movement of goods and people is desirable, where distances are vast or where corridors are already congested.

As Oregon's economy adjusts to changes in timber- and agriculture-based industry, many rural communities are struggling to retain existing institutions and provide basic transportation services for current residents. The increasing proportion in rural communities of retired persons and lower income people is increasing the need for available and affordable transportation services. These changes mean many rural communities depend on the state to assure a minimum level of transportation service for accessibility to other parts of the state.

POLICY 2E - Minimum Levels of Service

It is the policy of the State of Oregon to define and assure minimum levels of service to connect all areas of the state.

ACTION 2E.1

Define appropriate minimum levels of service for all modes and for all potential users.

POLICY 2F - Rural Mobility

It is the policy of the State of Oregon to facilitate the movement of goods and services and to improve access in rural areas.

Senior vans, like this Lincoln County Council on Aging van, provide alternatives to auto use for older residents in rural areas.

ACTION 2F.1

Improve rural highways, minimizing the interaction of passenger vehicles, bicycles, recreational vehicles and freight vehicles by providing passing lanes and paved shoulders, wherever practical.

ACTION 2F.2

Implement a statewide system of bikeways using current rights-of-way and creating new paths along rail beds, open spaces, and other public and private lands held by cooperating landowners.

ACTION 2F.3

Encourage modal alternatives to the automobile and truck where feasible in rural areas.

ACTION 2F.4

Revise regulatory systems in order to stimulate the provision of transportation services by private companies in rural areas.

ACTION 2F.5

Consider acquiring and upgrading low density rail lines where current owners are seeking to sell or abandon them.

POLICY 2G - Regional Differences

It is the policy of the State of Oregon to provide a transportation system consistent with, yet recognizing differences in, local and regional land use and economic development plans.

AESTHETIC VALUES

Scenic highways and transportation corridors are important to both Oregonians and out-of-state visitors. They enhance tourist attractions and contribute to traveling safety. The Aesthetic Values policy recognizes the importance of scenic qualities, the quality of what we see as we travel, so that when highways and other transportation corridors are designed and managed, scenic qualities are preserved and enhanced. It also recognizes that protecting aesthetic values must be balanced with maintaining the transportation function of the facility.

POLICY 2H - Aesthetic Values

It is the policy of the State of Oregon to protect and enhance the aesthetic value of transportation corridors in order to support economic development and preserve quality of life.

ACTION 2H.1

Include aesthetic considerations in the design, maintenance and improvement of corridors and rights-of-way for all modes.

ACTION 2H.2

Encourage stronger aesthetic land use controls outside of the rights-of-way involving features such as utilities, billboards, urban design and rural development, directional signs for tourists and unique resources.