A photograph of a tree-lined street. The street is paved and has several cars parked on the left side. Two cyclists are riding on the street, one in the foreground and one further down. The trees are lush green and cast shadows on the road. The overall scene is bright and sunny.

OREGON TRANSPORTATION & GROWTH MANAGEMENT

2009-2011
BIENNIAL REPORT

TGM: BETTER WAYS TO
BETTER PLACES

TGM MISSION

The Oregon Transportation and Growth Management Program (TGM) supports community efforts to expand transportation choices for people. Linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

A PARTNERSHIP

TGM is a partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM is funded primarily by federal funds provided by the Federal Highway Administration of the U.S. Department of Transportation.

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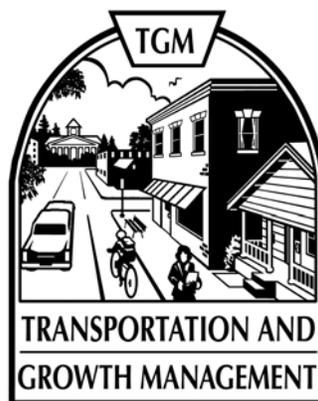
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MESSAGE FROM TGM PROGRAM AGENCY DIRECTORS



As we mark the 18th anniversary of Oregon's innovative Transportation and Growth Management Program (TGM), we find much to celebrate.

For example:

- A plan facilitated by TGM will help Newport take advantage of economic and job opportunities made available by the National Oceanic and Atmospheric Administration's decision to locate its new Marine Operations Center in that city. The plan sets forth a long-term vision for a transportation network that will connect major destinations on Newport's South Beach Peninsula. The city has already begun construction on Phase One improvements, which include a roundabout and pedestrian path.
- New sidewalks and bike lanes leading to schools, as often recommended in TGM-funded plans, were built in Roseburg, Heppner, and Marion County, making it safer for students in those communities to walk and bike to school.
- Several cities found that TGM-funded plans put them in a stronger position to secure construction grants that will enable them to build priority projects. For example, Columbia County is now moving forward with the development of a new transit center in St. Helens.

In these and other communities, TGM continues to help Oregonians improve their transportation options and enjoy the economic benefits that go with well-planned, well-balanced transportation systems.

In this biennial report, we provide an update on TGM and discuss ways in which Oregon's cities and towns are using this program to advance important local objectives.

Richard Whitman, Director,
*Oregon Department of Land Conservation
and Development*

Matthew Garrett, Director,
Oregon Department of Transportation

WHAT DOES TGM DO?

TGM was created in 1993 to support local efforts to improve transportation options, boost economic vitality, and enhance the livability of communities throughout Oregon. As a non-regulatory program in which participation is voluntary, TGM collaborates with local governments.

The TGM Approach

Around the country, transportation and land use decisions are often made in isolation from each other. TGM takes a different approach. The program recognizes that land use decisions affect transportation options – and that transportation decisions influence land-use patterns. Thus TGM promotes the integration of transportation and land use planning.

TGM also supports compact, cohesive, and well-designed development that enables people to get around easily and improves their quality of life. The program encourages local governments to take advantage of assets they already have, such as walkable downtowns, main streets, and existing urban infrastructure.

TGM supports sustainable transportation systems as key to the wise use of public investments. Given the economic pressures facing state and local governments today, it seems more important than ever to wring every possible efficiency out of our land

use patterns and transportation networks. Through planning grants and technical assistance, TGM works with local governments to do exactly that.

Planning Grants

The lion's share of TGM's budget – \$5 million per biennium, or about 80 percent of the total – goes into planning grants for local governments. While all TGM grants promote transportation objectives, most grants support other community goals as well. Some popular ones:

Economic growth and development

- Safe routes to school
- Access to jobs, education, and services
- Main street and downtown revitalization

Many TGM grants involve the updating of Transportation System Plans (TSPs), through which communities identify key elements of local transportation networks and establish priorities for funding specific projects. Other plans supported by TGM include those for:

- multi-modal street systems – i.e., systems that improve mobility for bicyclists and pedestrians as well as for motorists
- bicycle and pedestrian networks
- transit services and transit-oriented development around transit stations



Transit in Eugene

(Credit: Lane Transit District)

- infrastructure to accommodate planned growth and development
- commercial corridors and gateways

As a rule, TGM grants require outreach to the public as well as to individuals with limited transportation options.

Direct Community Assistance

TGM also offers four technical assistance services:

- **Quick Response:** TGM works with communities to improve the design, quality, and transportation efficiency of imminent local development projects.
- **Code Assistance:** TGM helps communities promote smart development through code updates and the removal of regulatory barriers to better transportation choices.
- **Outreach:** TGM supports local workshops, lectures, conferences and publications to educate public officials and the general public about creative, but practical, transportation and community design concepts.
- **Transportation System Plan Assessments:** TGM helps local governments improve their TSPs so they can take advantage of economic development opportunities and compete successfully for construction funds to get desired projects built.

About 20 percent – or \$1.25 million per biennium – of TGM’s budget goes into community assistance services for local governments.



A streetscape amenity in Canby

PROJECT HIGHLIGHTS AROUND OREGON

During the 2009-2011 biennium, TGM provided support for 83 projects throughout the state. A complete list of 2009-2011 TGM projects appears on page 10, but examples of projects are described below along with the context in which they are being carried out.

Economic Development

Many TGM projects take place in the context of local efforts to create new jobs and stimulate economic growth. McMinnville and Canby, for example, are both using TGM to plan for new infill development.

TGM is supporting McMinnville’s effort to redevelop an underused 60-acre site near downtown. Through the Northeast Gateway

Plan, the city hopes to coordinate transit and infrastructure improvements for this area and create an attractive, inviting environment for people. The city also aims to capitalize on economic and residential development opportunities in and around this neighborhood.

Meanwhile, Canby has implemented a number of recommendations in TGM plans, including:

- installation of new street trees and streetscape amenities designed to make the downtown more inviting and pedestrian-friendly;
- renovation of building facades; and
- downtown location of a new cinema, which is expected to strengthen the city center's economic vitality and stimulate new investment in nearby properties.

Canby now plans to build on these actions by improving the gateway leading into its downtown.

“TGM has been an amazing building block for our community,” says Mathilda Deas, AICP, Canby's long-range planner. Deas believes the TGM-supported plans have helped the city obtain funds to build or otherwise carry out a number of projects. “If you don't have a good, well thought through plan, people won't be comfortable giving you grants. TGM has enabled us to demonstrate that we have considered things carefully, and the program has helped us to get things done that we couldn't have accomplished in-house.”

Economic Savings, More Transportation Choices

In today's weak economy, many Oregon families are struggling to pay for gasoline, car insurance, and other transportation costs, which often consume 20 percent or more of a household's entire budget.

To alleviate transportation-related financial pressures on Oregonians, TGM helps local governments plan street, bicycle, and pedestrian networks that accommodate such no-cost/low-cost travel options as walking and bicycling. By promoting compact communities and multi-modal streets that yield more direct routes to everyday destinations – e.g., schools, stores, and parks – TGM and its local government partners

enable people to drive less and take shorter trips. This means people can use the money they save on gasoline to meet other needs. Providing transportation options also:

- removes short local trips from major arterials and highways, thereby enabling freight and longer-distance auto trips to move more efficiently; and
- means dollars can remain in the local economy instead of being sent to out-of-state oil companies or foreign countries.

Local street networks in need of construction or improvements are typically identified in Transportation System Plans or TSP updates. Streets thus identified stand a better chance of being funded and built. Cities that launched such updates with TGM assistance during the 2009-2011 biennium include Ashland, Hubbard, Medford, Nyssa, and Vernonia.

Bicycle and pedestrian plans are important elements of TSPs. Eugene and Madras began work on such plans during this biennium, while the Roseburg City Council unanimously adopted its bicycle plan.

Since many trips are short trips – 41 percent of all person trips in the U.S. are three miles or less, according to the Federal Highway Administration – improvements to bicycle and pedestrian networks hold great potential for reducing traffic on congested state highways.



Bike commuters

This point came across at the Walk + Bike Summit held in Medford. The Fall 2010 Summit was co-sponsored by the Rogue Valley Transit District (RVTD) and Jackson County with TGM support. “Thank you for making our summit possible,” writes Nathan Broom, transportation options planner with the RVTD. “It was a strong event that drew officials from ten jurisdictions as well as business, nonprofit, and tourism representatives from Southern Oregon.”

Safer Routes for People with Limited Transportation Options

Many Oregon communities remain plagued by missing sidewalks, dangerous road crossings, and other safety hazards. Addressing these problems is critical to the independence of those who cannot drive, such as young people, the disabled, many senior citizens, and lower-income persons who cannot afford cars.

To the benefit of children and younger teenagers, this biennium saw the implementation of recommendations made in several TGM-funded plans for safe routes to school. For example:

- Roseburg completed new bike lanes and sidewalks near Joseph Lane Middle School;
- Heppner built new sidewalks leading to Heppner Elementary School; and
- Marion County finished new sidewalks around Scott Elementary School and Houck Middle School.

Other steps taken by Marion County pursuant to a TGM-funded plan included the construction of ramps and sidewalks that meet Americans with Disabilities Act standards near Yoshikai and Haysville Elementary Schools. Philomath and Salem, meanwhile, initiated bicycle-pedestrian plans that will include safe-routes-to-school components.



Walking to school on new sidewalks in Marion County

In Vernonia, TGM’s Quick Response service worked with the city to identify an appropriate site for a new high school after the severe 2007 flood destroyed the old high school. TGM helped the city balance the need to find a site on higher ground with the importance of giving students the opportunity to walk and bike to school. The city recently broke ground on the new school at the site selected.



Student transportation costs the state \$174 million annually

When one considers the high cost of student transportation – the State of Oregon spent \$174 million for this purpose during the 2008-2009 school year alone – these steps to enable

more students to walk and bike to school offer potentially significant financial dividends as well as more transportation options. They help young people develop more active lifestyles that can ward off such health problems as obesity and Type 2 diabetes. And they can relieve morning traffic congestion – an important goal, given that parents driving their children to school account for as much as 25 percent of morning traffic, according to several studies.

These and similar planning efforts around the state will also benefit senior citizens who cannot drive, or who would prefer not to do so, and lower-income people who struggle to pay for transportation.

Codes That Support Community Goals

One challenge facing many local governments is a mismatch between community goals and local zoning and development codes. Simply put, many codes inadvertently prohibit what residents say they want. TGM works with local governments to bring codes into harmony with the community’s vision for its future.

Walkability, for example, is an asset many communities seek to create, but which codes often impede through outdated parking requirements, inappropriate block sizes, and other provisions.

In Pendleton, a TGM-funded plan prompted the city to amend its subdivision regulations so people would not be forced to travel far out of their way to carry out what should be quick, simple errands, like buying a quart of milk or picking up a newspaper.

Canby, too, amended its code to bring about more walkable block sizes, while also requiring coordination between the school district and the city to ensure better pedestrian and bicycle connections in new subdivisions.

Transit for Small Towns and Metropolitan Areas

Transit services that provide access to jobs, education, and services are critical to small towns and larger cities alike.

Completion of a Community-Wide Transit Plan has enabled Columbia County to move forward with the development of a multi-modal transit center in St. Helens. The new center will include a park-and-ride facility and transit administration office. The TGM-funded plan was instrumental in the county’s success in obtaining a \$2 million grant from Oregon’s ConnectOregon II program. Columbia County’s award-winning planning project also helped local stakeholders identify transit schedule and route improvements to better serve the residents of Scappoose, St. Helens, Columbia City, Rainier, and Clatskanie.



Sketch for new Columbia County transit center

In the Lane County and Salem-Keizer transit service areas, TGM is supporting the development of transit master plans intended to improve bus connections in these regions. In Eugene, the city adopted a form-based code to allow higher-density development around Walnut Station, a transit stop on the Bus Rapid Transit line connecting Eugene and Springfield. Such development is expected to encourage greater transit use and more efficient transit services.

Cool Planning Handbook

As the state legislature and other state bodies consider Oregon’s efforts to reduce greenhouse gas emissions associated with climate change, TGM completed a new publication, *Cool Planning: Local Strategies to Slow Climate Change*. The handbook is intended to help communities reduce transportation-related greenhouse gas emissions through land use and transportation planning. Among other things, the handbook:

- describes school siting practices that reduce students' need to be driven or bused to school;
- explains the impact of zoning, parking, and other land use policies on travel behavior; and
- identifies community design concepts that shorten distances between local destinations and thereby help to cut carbon emissions.

An Easier, More Streamlined Process

Besides supporting local planning efforts during the 2009-2011 biennium, TGM made several administrative improvements aimed at making it easier for local governments to apply for and obtain grant funds. Among these improvements:

- annual, instead of biennial, grant rounds;
- more help to local governments in preparing grant applications,
- assistance in identifying issues to be analyzed through planning grants, and
- a faster timeline for launching grant projects.

TGM anticipates awarding new transportation planning grants to local governments in June 2011.

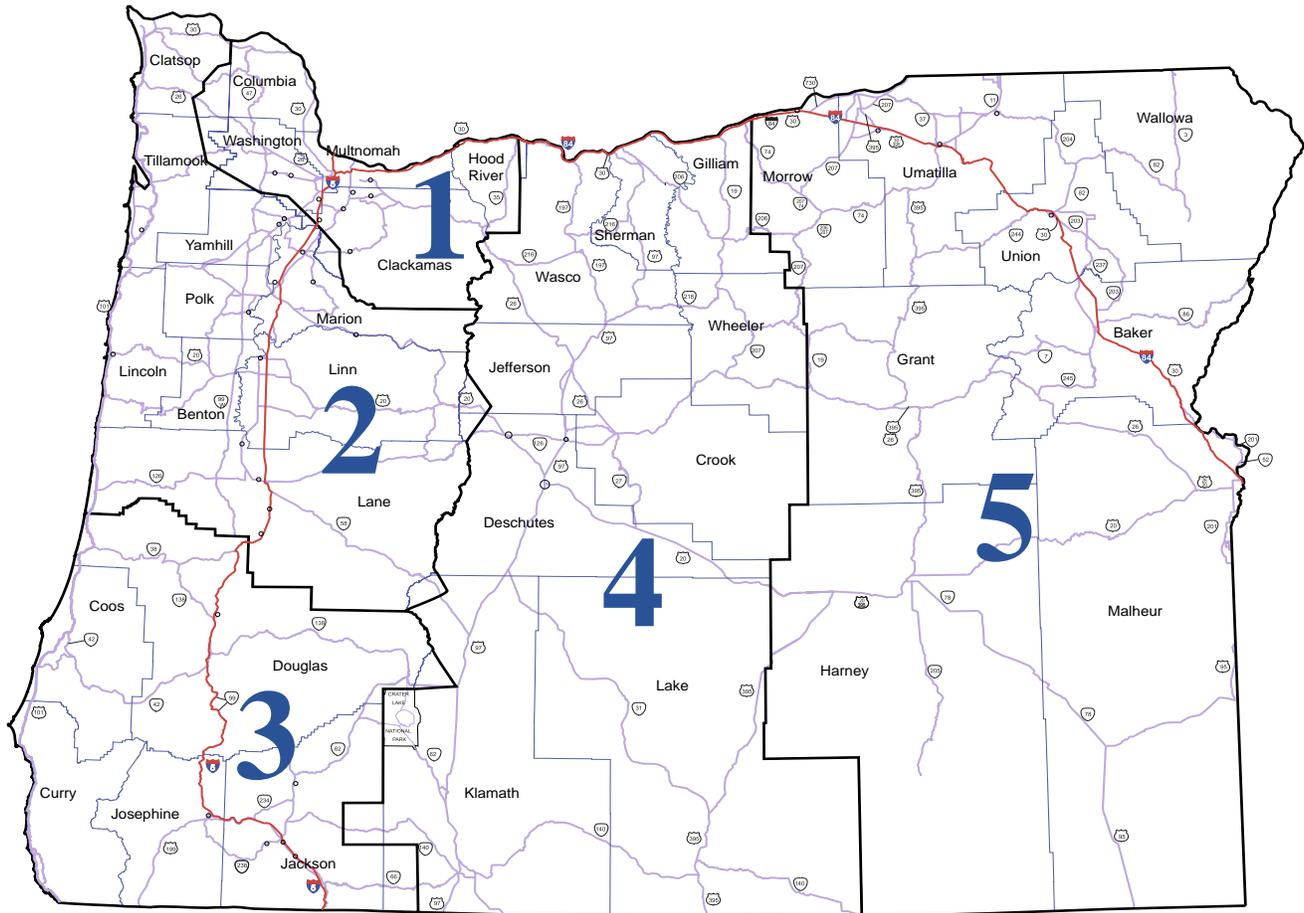
Summing Up

In short, TGM continues to work with Oregon's cities, towns and counties to make it easier for people to get around. In the process of doing so, the program helps local governments accommodate economic growth and leverage other funds, maximizes taxpayer investments in transportation facilities, and enhances the quality of life for Oregonians.



A pedestrian friendly streetscape

2009-2011 GRANTS AND COMMUNITY ASSISTANCE PROJECTS TO LOCAL JURISDICTIONS BY ODOT REGION



2009 Grant Projects – Region One

Clackamas County	Estacada Downtown Revitalization Plan	\$137,896
Clackamas County	Park Avenue Light Rail Station Area	\$199,068
Forest Grove	Transit-Oriented Development Plan	\$117,000
Gresham	Safe Routes to School Project.....	\$32,040
Hillsboro	Tualatin Valley Highway Corridor	\$245,714
Hood River	Transportation System Plan Update.....	\$149,100
Metro & Tigard	Tigard High Capacity Transit Corridor.....	\$233,947
Portland	Outer Powell Blvd. Right-of Way Corridor.....	\$337,045
St. Helens	Transportation System Plan Update.....	\$95,100
Tigard	Greenway Trail Master Plan	\$99,700
Vernonia	Transportation System Plan Update.....	\$103,100
Washington County	Implementation of Transportation Plan	\$110,000
	Total Region One 2009 grants	\$1,859,710

2010 Grant Projects (Individual Award amounts under negotiation) – Region One

Canby	Corridor Gateway Plan	
Clackamas County	Regional Center Area Pedestrian/Bicycle Connection	
Happy Valley	Rock Creek Comprehensive Plan Update/Town Center	
Metro	Southwest Corridor Refinement Plan	
Oregon City	Transportation System Plan Update	
Portland	Cully Boulevard Main Street Planning	
Wilsonville	Transportation System Plan Update	
Wood Village	Transportation System Plan Update and Assessment	
	Total Region One 2010 grant allocation	\$1,042,200

2009-2011 Community Assistance Projects – Region One

Canby	Code Assistance, Subdivision Code Update	\$44,588
Canby	Quick Response, Railroad Properties	\$44,200
Clackamas County	Code Assistance, Station Area Form-Based Code.....	\$37,200
Gaston	Quick Response, Cottonwood Corridor.....	\$51,900
Gresham	Outreach, Workshops.....	\$15,948
Hillsboro	Code Assistance, Downtown Code Revisions	\$7,100
Milwaukie	Code Assistance, Code Assessment.....	\$11,020
Milwaukie	Code Assistance, Code Update	\$50,000
Molalla	Quick Response, Rezone	\$42,300
Oregon City	Quick Response, Downtown Circulation.....	\$12,813
Portland	Quick Response, Springwater Station Area Concept	\$30,700
Tigard	Code Assistance, Downtown Code Revisions	\$3,200
Troutdale	Outreach, Main Street Revitalization Workshop	\$7,716
Troutdale	Outreach, Density & Design Workshop	\$6,272
	Total Community Assistance 2009-2011	\$364,957

2009 Grant Projects – Region Two

Dundee	Southeast Dundee Riverfront Master	\$147,530
Eugene	Bicycle and Pedestrian Plan.....	\$143,000
Florence	TSP, Transit Plan and CIP Updates	\$143,200
Lane Transit District	Develop Long Range Transit Plan	\$138,500
Philomath	Transportation System Plan Updates	\$67,056
Salem Public Works	Updates of the TSP Bicycle & Pedestrian Elements	\$242,000
Woodburn	Highway 99E Corridor Plan.....	\$223,855
	Total Region Two 2009 grants	\$1,105,141

2010 Grant Projects (Individual Award amounts under negotiation) – Region Two

Albany	South Albany Area Plan	
Hubbard	Transportation System Plan Update	
Independence	UGB Concept Plan	
Lincoln City	Bike and Pedestrian Plan	
McMinnville	Northeast Gateway Project	
Salem Area Mass		
Transit District	Transportation System Plan	
Salem Community	Parking Management Plan	
Development		
Silverton	West-Side Land Use and Transportation Plan	
Waldport	Yaquina John Point Land Use and Transportation Plan	
	Total Region Two 2010 grant allocation	\$812,800

2009-2011 Community Assistance Projects – Region Two

Carlton	Code Assistance, Code Assessment	\$1,570
Carlton	Code Assistance, Code Update	\$59,760
Dallas	Code Assistance, Code Update	\$8,450
Eugene	Code Assistance, Station Area Form-Based Code	\$21,800
Eugene & Lane	Quick Response, West Eugene EmX Extension	
Transit District	Design Options	\$28,600
Junction City	Outreach, Workshop	\$27,261
Lowell	Code Assistance, Downtown Code Assessment	\$5,200
Newport	Quick Response, South Beach Peninsula	\$51,850
Tillamook County	Quick Response, Pacific Ave & Cape Kiwanda Drive	\$49,900
Veneta	Code Assistance, Code Update Phase 2	\$4,230
	Total Community Assistance 2009-2011	\$258,621

2009 Grant Projects – Region Three

Ashland	Transportation System Plan Update	\$175,000
Medford	UGB Expansion and Transportation System Plan Update	\$172,490
Rogue Valley		
Transit District	RVTD District Boundary Assessment	\$75,936
	Total Region Three 2009 grants	\$ 423,426

2010 Grant Projects (Individual Award amounts under negotiation) – Region Three

Central Point	Pine Street Four-Lane to Three-Lane Conversion	
Grants Pass	Neighborhood Centers	
Total Region Three 2010 grant allocation		\$307,400

2009-2011 Community Assistance Projects – Region Three

Myrtle Point	Code Assistance, Code Assessment.....	\$13,300
Total Community Assistance 2009-2011.....		\$13,300

2009 Grant Projects – Region Four

Central Oregon	Public Transportation & Infrastructure	
Intergovernmental	Investment Strategic Plan	\$191,000
Total Region Four 2009 Grants.....		\$191,000

2010 Grant Projects (Individual Award amounts under negotiation) – Region Four

Bend MPO	Transit Corridor Plan & Transit Oriented Development	
Madras	Transportation System Plan Bicycle & Pedestrian Update	
Total Region Four 2010 grant allocation		\$172,200

2009-2011 Community Assistance Projects – Region Four

Metolius	Outreach, Workshop	\$17,582
Sisters	Quick Response, Forest Service Property.....	\$62,600
Total Community Assistance 2009-2011.....		\$80,182

2009 Grant Projects – Region Five

Nyssa	Transportation System Plan Update.....	\$74,200
Pendleton	Downtown Plan.....	\$167,799
Vale	Transportation System Plan Update.....	\$78,400
Total Region Five 2009 grants		\$320,399

2010 Grant Projects (Individual Award amounts under negotiation) – Region Five

La Grande	Transportation System Plan Amendment	
Pendleton	Transportation Impact Analysis Pilot Project.....	
Total Region Five 2010 grant allocation		\$165,400

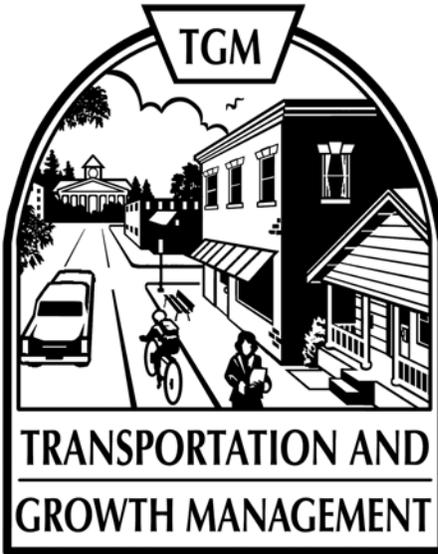
2009-2011 Community Assistance Projects – Region 5

Boardman	Code Assistance, IAMP Implementation.....	\$8,400
Nyssa	Code Assistance, Code Assessment Phase 1	\$9,200
Ukiah	Code Assistance, Code Update	\$49,850
Weston	Outreach, Workshop	\$18,446
	Total Community Assistance 2009-2011	\$85,896

2009-2011 Community Assistance Projects – Statewide

Statewide	Outreach: Cool Planning Handbook	\$35,089
	Code Assistance: Model Code Update	\$45,742
	Total Community Assistance Statewide.....	\$80,831





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TGM: Better Ways to Better Places