



**Better Ways To Better Places
Since 1993**

Transportation & Growth Management Program 2013-2015 BIENNIAL REPORT

Joint Program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development • www.oregon.gov/LCD/TGM



TGM by the Numbers

- ⌘ Over six million dollars awarded this biennium
- ⌘ 54 communities served
- ⌘ 73 planning projects funded
- ⌘ Over 1,100 planning projects supported since 1993

Advisory Committee

- ⌘ Nine member committee
- ⌘ Representatives from state agencies, local governments and stakeholder organizations
- ⌘ Provides advice on program direction, priorities, criteria for awarding grants, program policies and other issues

Oregon's Transportation and Growth Management Program (TGM) is a partnership between the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). Through planning assistance, the program helps Oregon communities create vibrant, livable places where people can walk, bike, take transit or drive where they want to go.

TGM continues to serve as one of the primary funding sources for local governments to plan for well-designed communities with a balanced, interconnected transportation network. With over 1,100 planning projects supported and completed since 1993, Oregon's TGM Program continues to provide value to Oregonians by helping communities plan for land use and transportation in concert with community objectives.

PROGRAMS OFFERED

TGM houses four primary programs: Code Assistance, Quick Response, Education and Outreach, and Planning Grants. Underlying all four programs is the principle that land-use decisions affect the transportation system and that transportation decisions influence land-use patterns. These programs focus on specific community needs and are locally driven. The Code Assistance program helps communities update development regulations to promote efficient land use and transportation. Quick Response helps local governments integrate imminent development into the vision for the community and promote efficient transportation with high-quality design. Education and Outreach engages communities through workshops, lecture series, and other public forums. Outreach topics are wide ranging and depend on the needs and desires of the communities. The Grant program offers funds to communities to plan for future transportation and land use, including full transportation system plans, bicycle, pedestrian, and transit plans, and downtown and neighborhood plans. Each of these programs serves a vital need for Oregon's communities. Examples from the last two years are found on the next two pages.



TGM MISSION

Oregon's Transportation and Growth Management Program supports community efforts to expand transportation choices. By 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. www.oregon.gov/LCD/TGM or Cindy.L.Lesmeister@odot.state.or.us

2013-15 TGM PROGRAM HIGHLIGHTS

GRANT PROGRAM

The Grant program helps local communities create transportation plans and helps fund plans for related community development work. This includes the integration of different transportation modes and land use. The following projects are just a few of the grant projects that have been awarded over the last biennium.

Newberg: Once initial work on the Newberg-Dundee Bypass is completed, Newberg will have the opportunity to transform its downtown. TGM funds are helping develop a comprehensive land use and transportation plan so residents can create the kind of downtown the community wants including new guidelines for pedestrian and bicycle facilities in the downtown area.

Milwaukie: The Monroe Street Neighborhood Greenway Concept Design Project is an effort to determine what improvements will make this east-west route across Milwaukie a safer street for all users (bicycles, pedestrians, vehicles, residents, etc.). With a consultant on board and a Project Advisory Committee consisting of technical advisors and community representatives selected, the process is engaging local stakeholders in creating a Concept Plan that will guide future investments to help reduce traffic volumes and speeds. In June 2015, the Draft Concept Plan was released for public review. It includes recommendations for neighborhood bikeways that will connect to other bike trails in the area and keep through traffic off of neighborhood streets.

CODE ASSISTANCE

With new transportation demands and shifts in mode use many city and county codes and development regulations need to be updated. The TGM Code Assistance program helps agencies update their development codes to promote efficient land use and expand transportation choices. Each year TGM helps communities update these codes. Over the past biennium, 12 cities benefited from the TGM Code Assistance program. The Code Assistance program works with a wide range of codes to promote a transportation system and development pattern that results in a balanced, intermodal system.

Dundee: Located between two job centers, Dundee wanted to update its downtown development standards and commercial zones to facilitate more efficient use of land and promote walkability. An independent audit of the code highlighted some major gaps and the City applied for the TGM Code Assistance program. The nearly yearlong project included public meetings, community surveys, and stakeholder meetings at several steps in the process. The project resulted in a code that permitted a wider variety of uses downtown, relocated the City's two commercial zones in accordance with local goals and needs, and instituted design standards to improve walkability in the downtown core.

Astoria: After Astoria adopted a new Riverfront plan, a new development code for that area was needed. This two-phase project included land use codes and zones for the new Civic Greenway Plan Area and Bridge Vista Plan Area. Following community input, the city council adopted new codes for both of the areas. Among other provisions, the codes established a pedestrian zone and a new commercial zone.



Grant Program Quick Facts:

- ⌘ 42 grants awarded
- ⌘ 35 communities representing all five ODOT Regions received grants
- ⌘ Over \$5.5 million granted to communities
- ⌘ Population of smallest community receiving funds: 923 (Oakland, OR)

Code Assistance Quick Facts:

- ⌘ Over \$350,000 awarded
- ⌘ 12 communities served
- ⌘ Three ODOT Regions represented with projects
- ⌘ One new statewide guide created

EDUCATION AND OUTREACH

Public involvement and engagement are the cornerstones of TGM's Education and Outreach program. Each year communities approach TGM requesting help in delivering information to their communities on various land use and transportation topics. The program also provides information to elected officials considering a range of land use and transportation issues and produces publications on current TGM topics. While there were many highly successful projects this biennium, two are highlighted below.



Stanfield: Located in northeast Oregon, the small community of Stanfield wanted to revitalize its downtown area. The community contacted TGM to help start this process. TGM facilitated a community workshop focused on revitalization of the downtown area. Several ideas and plans grew from this workshop, and many of the concepts are already in construction.

Gorge Hubs: The Gorge Hubs project looks to integrate amenities and community information for tourists using transportation (especially bicyclists and hikers) in the Columbia River Gorge and on the Historic Columbia River Highway. In 2014, TGM held two workshops for members of the public to learn more and give input on the designs. Six hubs are now conceptually designed through this program. Each reflects the character of the community where it is located and is also integrated into the larger Historic Columbia River Highway theme.

Education and Outreach Quick Facts:

- ⌘ 12 communities served
- ⌘ Over \$200,000 allocated for outreach
- ⌘ 11 workshops presented
- ⌘ Services provided in four ODOT Regions

QUICK RESPONSE

The Quick Response program provides site design assistance to local governments to help an imminent development opportunity integrate with a community's goals for efficient transportation and quality development. Recent projects varied from school siting to intermodal facilities, with each project posing unique transportation and land use challenges. Six Quick Response projects were carried out this biennium; two are highlighted below.

Independence: The City of Independence received TGM assistance to develop new conceptual site plans for a soon-to-be vacant industrial site adjacent to downtown. The community had already agreed on a vision for redeveloping the property, so the goals of the TGM project were to develop conceptual site plans for the site consistent with TGM objectives and the City's development goals, determine the market feasibility of various types and sizes of mixed-use development, and determine what multi-modal transportation improvements may be needed to accommodate and support mixed-use development on the site. The project produced a detailed report illustrating the interests of the community with a framework, site plan, and recommendations on future uses by those effected. Elements of the conceptual plan included public space, mixed use development, and lodging.

Grants Pass: TGM worked with the City of Grants Pass and Josephine County to create a plan for the site of the former Josephine County Hospital. Although there were site-specific issues to address, the proximity



to downtown and many schools made the location ideal for redevelopment. The process included several open houses to obtain community feedback on the future of the site. In Spring 2014, TGM provided a summary of the community's preferences for redevelopment to Josephine County and the City of Grants Pass. The community advocated for uses that took advantage of the site's location close to housing and retail. Planned land uses included long term care facilities, office space, and small retail space.

Quick Response Quick Facts:

- ⌘ Nearly \$200,000 allocated for Quick Response services
- ⌘ Six projects located in three ODOT Regions
- ⌘ Six different types of projects funded

COMPLETE LIST OF PROJECTS AWARDED IN 2013-15

Grant Awards

- City of Banks: Bicycle and Pedestrian Master Plan
- City of Bend: Integrated Land Use and Transportation Plan
- City of Canby: North Redwood Development Concept Plan
- City of Fairview: Transportation System Plan (TSP) Update
- City of Gearhart: TSP
- City of Happy Valley: TSP Update
- City of Klamath Falls: Klamath Falls Urban Trails Master Plan
- City of Lake Oswego: Lake Grove Parking Plan
- City of Lincoln City: Nelscott Gap Refinement Plan
- City of Milwaukie: Monroe Street Neighborhood Greenway Conceptual Plan
- City of Newberg: Historic Downtown Plan
- City of Newport: Leveraging Local Improvement Districts for Transportation Funding
- City of North Bend: North Point Industrial Lands: Multimodal Master Plan
- City of Oakland: Local Street Network Plan
- City of Pendleton: TSP
- City of Portland: Growing Transit Communities
- City of Portland: Parking Analysis and Tool Kit for Neighborhood Street Plan
- City of Portland: Portland Central City Truck Parking and Loading Plan
- City of Portland: Tryon and Stephens Headwaters Street Plan
- City of Reedsport: Levee Loop Trail Plan
- City of Salem: Commercial St/Liberty Rd Refinement Plan
- City of Salem: State Street Refinement Plan
- City of The Dalles: TSP
- City of Tillamook: Hoquartan Area Plan
- City of West Linn: TSP Update
- City of Weston: TSP Update
- City of Wood Village: Town Center Zone Master Plan Update
- Clackamas County: Monroe Neighborhood Street Design Plan
- Clackamas County: Villages at Mt. Hood
- Conf. Tribes of Coos, Lower Umpqua and Siuslaw: Coos Head Area Planning Project
- Gilliam County: TSP Update
- Lake County: TSP
- Multnomah County: Westside Rural Multnomah County Concept Design Plan
- Port of Tillamook Bay: Salmonberry Corridor Master Plan Integration
- Rogue Valley Council of Governments (COG): Alternative Measures and Benchmarks Audit
- Rogue Valley COG: City of Talent Urban Reserve Concept Plan
- Rogue Valley COG: Phoenix Urban Renewal Area Concept Planning
- Sunset Empire: Long Range Comprehensive Transportation Plan
- Tillamook County: Transit Development Plan
- TriMet: TriMet Bicycle Plan
- Washington County: 170th Ave/Merlo Corridor Conceptual Design Plan
- Washington County: Right-Sizing Parking Code

Code Assistance

- City of Ashland: Unified Development Code
- City of Astoria: Riverfront Plan Implementation
- City of Cascade Locks: Phase 1 – Code Evaluation
- City of Dundee: Development Code Update
- City of Forest Grove: Comprehensive Plan Implementation
- City of Gresham: TSP Amendment for Development Code
- City of Lafayette: Downtown Design and Infill Standards
- City of Molalla: New Code
- City of Mt. Angel: Code Evaluation
- City of Oakland: Code Evaluation
- City of Springfield: Downtown Design Standards
- City of Wilsonville: Form-Based Industrial Code
- Statewide: Transportation Demand Management Guide and Code

Education and Outreach

- Statewide: Transit Development Planning Guidebook
- Central Oregon Intergovernmental Council: Transit Workshop
- City of Banks: Main Street Revitalization Workshop
- City of Banks: Parking Management Workshop
- City of Bend: Building a Better Bend– Parking Management
- City of La Pine: Downtown Revitalization Workshop
- City of Milwaukie: Walkability Workshop
- City of Prineville: Parking Management/Main Street Revitalization Workshop
- City of Stanfield: Main Street Revitalization Workshop
- City of Tillamook: Parking Management Workshop
- Conferences Supported: Place Matters Conference, International Council of Shopping Centers Conference, Active Transportation Summit, Oregon Public Transportation Conference, League of Oregon Cities Conference
- Gorge: Gorge Hubs Project Workshop
- Healthy Communities Speaker Series in Portland, Salem, Eugene and Bend
- Oregon Chapter of the American Planning Association Speakers in Salem and Portland
- Portland and Salem: International Exchange on Sustainable Urban Mobility
- Transit Partnership Presentation in Eugene and Salem
- Publications on Parking Management and Funding Walking and Biking Improvements

Quick Response

- City of Canby: Intermodal Facility
- City of Detroit: High School Site
- City of Grants Pass: County Hospital
- City of Independence: Downtown Redevelopment Site
- City of Milwaukie: Island State Woonerf
- City of Oregon City: Loder Road Extension



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