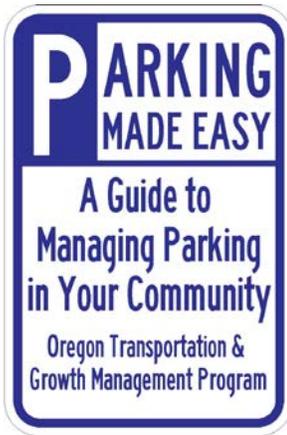


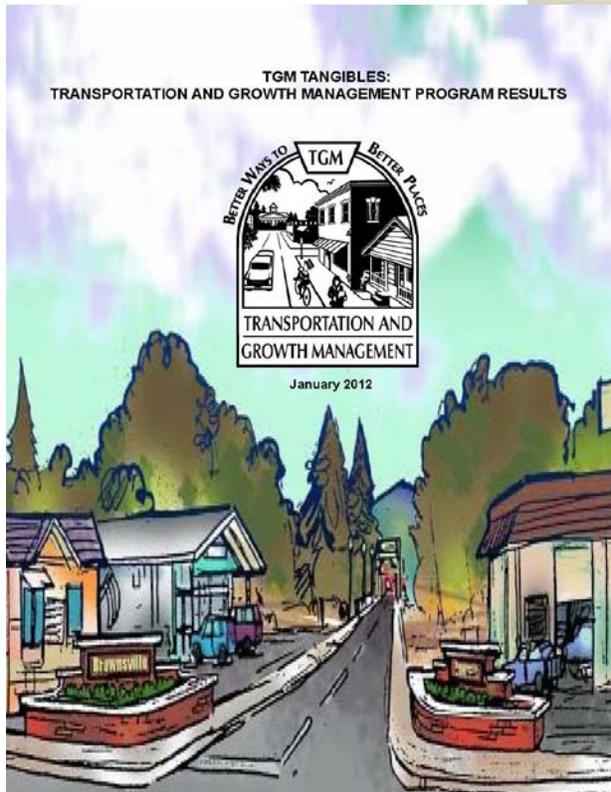
Oregon Transportation and Growth Management Program

2011-2013 BIENNIAL REPORT



TRANSIT IN SMALL CITIES

A Primer for Planning, Siting, and Designing Transit Facilities in Oregon



Transportation and Growth Management Program



Joint Program of the
Department of Transportation
and the
Department of Land Conservation and Development



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.

Partnership

TGM is a partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. TGM is funded by federal funds (from the Federal Highway Administration of the U.S. Department of Transportation) and matching general funds.

2011-2013 Advisory Committee

Erik Kvarsten, League of Oregon Cities, Chair
Jon Chandler, Oregon Home Builders Association.
Jerri Bohard, Oregon Department of Transportation
Carrie MacLaren, Oregon Department of Land Conservation & Development
Ann Hanus, Association of Oregon Counties
Randy Tucker, Metro
Satvinder Sandhu, Federal Highway Administration

Web Site

www.oregon.gov/LCD/TGM

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A Message from the Department Directors



For two decades, the Transportation and Growth Management Program (TGM) has bolstered local government efforts to integrate transportation and land use planning for Oregonians.

The 2011-2013 biennium saw TGM give strong support to communities seeking to encourage “active transportation” through better bicycle and pedestrian networks. These improvements make bicycling and walking safer, more comfortable, and more convenient.

TGM’s planning grants assist communities’ efforts to improve transportation connections, land use and transportation planning and livability. The TGM program looks forward to cooperating with the public health sector to explore the relationship between health, transportation networks and community design.

TGM’s Code Assistance Program completed a major update of the state’s Model Code for Small Cities. Through this code, TGM helps smaller cities, many of which lack the staff to review their zoning and development codes in ways that yield more active town centers and increased transportation choices for everyone.

During the 11-13 biennium the TGM program looked for and found quite a number of tangible results from its earlier planning assistance to local governments. TGM Tangibles Volumes I and II illustrated a wide range of built transportation improvements, land use changes and increased financial resources within Oregon’s cities and counties as recommended in TGM-funded plans from earlier grants

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.

Matthew Garrett
Director
Oregon Department of
Transportation

Jim Rue
Director
Oregon Department of Land
Conservation and Development

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 be more efficient 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

All TGM grants promote transportation objectives, and most grants support other community goals as well.

- 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, 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
- 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.
 - **Education:** 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.
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- **Transportation System Plan Assessments:** TGM assess existing transportation system plans to determine whether they need to be updated, and to focus the update on the key issues that need to be resolved.

Tangible Results

While TGM funds planning work, the plans result in tangible results over time. In 2011 and again in 2013 the program reviewed a sample of completed planning projects identify the link from planning to results. The result is two reports highlighting projects that led to implementation of public infrastructure, private development or leveraged additional grant funding. The reports are available online:

www.oregon.gov/ODOT/TD/TP/docs/Reports/TGMTangibles.pdf

www.oregon.gov/ODOT/TD/TP/docs/report/tgmtangiblesvol2.pdf

Summing Up

In short, TGM continues to work with Oregon’s cities, towns, counties, and Metropolitan Planning Organizations to make it easier for people and goods 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.

Key Themes

TGM was established to ensure that transportation planning addressed all modes, with special emphasis on modes that were often neglected: walking, bicycling and public transit. While All TGM projects take a multimodal perspective, *multimodal*

transportation planning is a common theme in projects initiated in the 2011-2013 biennium.

Looking ahead, *Public Health and Community Design* will be an important theme in the next biennium.

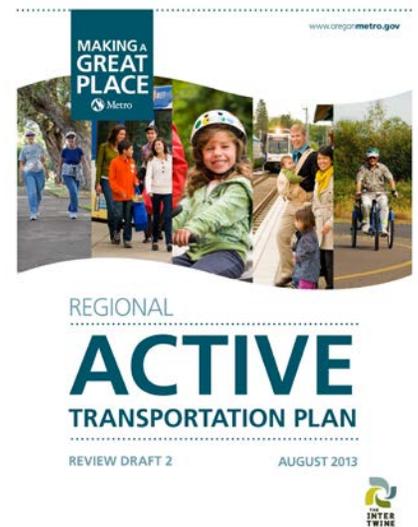
Transit in Small Cities:

A Primer for Planning, Siting, Designing Transit Facilities in Oregon

This new publication is aimed at smaller systems because the demands of funding and operating a transit system leave little room for transit operators to become experts on how transit facilities affect the broader community. Transit systems function best when they are well-integrated with local land use plans and community designs. When transit planners collaborate with land use planners and the community, the result is a better return on investments for transit and community plans. Well-located, well-designed transit facilities can help to advance broader community goals, like downtown revitalization, and access for people who face mobility challenges from age, disability or income.

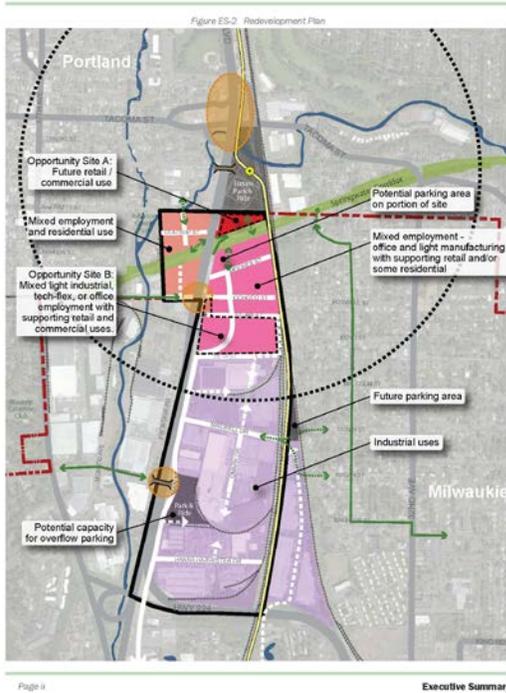
Metro - Active Transport

This project produced a regional active transportation plan as an element of the Regional Transportation Plan. The plan identifies the *principal regional active transportation network*, which is the highest level



classification, similar to the arterial classification for automobile network. It connects local communities, and makes it possible to make regional trips on foot or by bike. It includes both on and off-street bicycling and walking facilities.

Milwaukie - Tacoma Transit Station



The purpose is to create and adopt a station area plan to facilitate redevelopment and intensification near a new light rail station. Construction of Portland to Milwaukie Light Rail line is underway, and on track to open in 2015.

Eugene - South Willamette Street

This project is creating a design to transform an important segment of Willamette Street, Eugene’s signature north-south street running through the center of the city. The new design for a complete street plan (providing for walking, biking, transit access, motoring and business access) will



be used to guide capital improvement construction.

Reedsport – Waterfront and Downtown Plan

The project resulted in a land use and transportation plan to revitalize Old Town Reedsport, guide development for a compact, mixed-use and pedestrian-oriented downtown and waterfront area that maintains an Industry and Tourism balance, link downtown to the Umpqua River Waterfront, and consider access management actions for OR38 from the



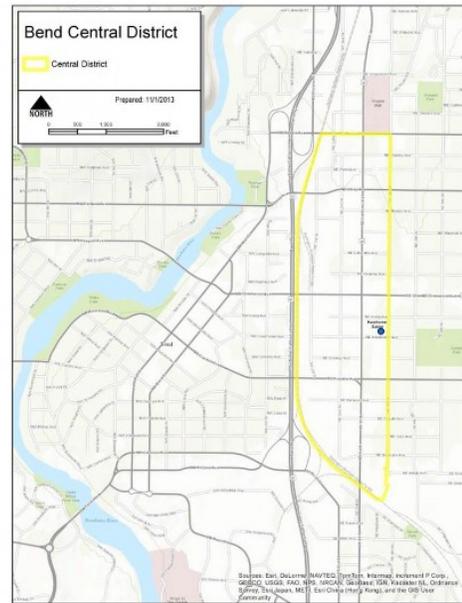
eastern city limit to the junction of US101. As the area redevelops, efficient use of land and a multi-modal transportation system will

be a priority. The plan was adopted in April 2013.

Bend – Central District

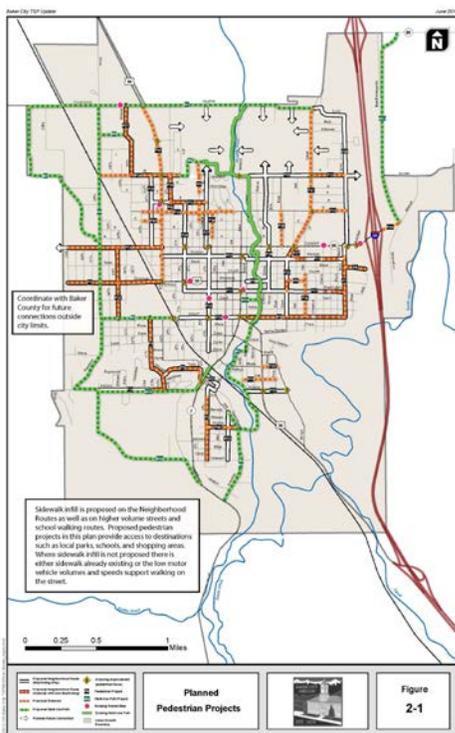
The project will update earlier plans to identify the multi-modal transportation system that will provide for improved connectivity, safe access and mobility. The intent is to increase development and redevelopment in the central district. This project will use new provisions of the Transportation Planning Rule (TPR) to designate a Multimodal Mixed-Use Area (MMA). Within this area proposed land development will not be required to address motor vehicle congestion in the approval criteria.

Figure 1: Bend Central District Study Area



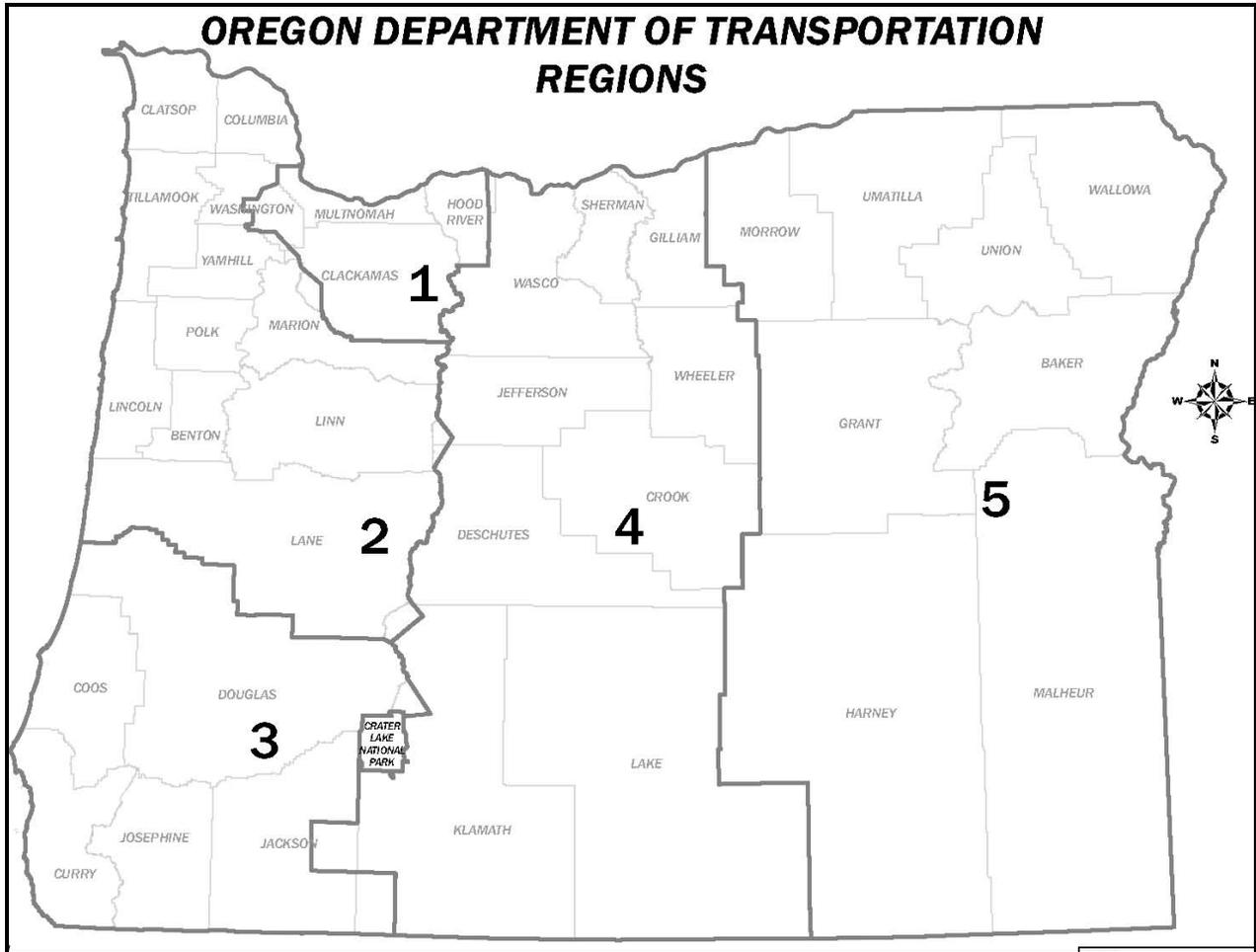
Baker City – TSP Update

An updated of the 1996 Baker City Transportation System placed special emphasis on refinement of improvement projects to address bicycle, pedestrian, and Safe Routes to School priorities. The plan was adopted in June 2013.



2011 – 2013 GRANTS AND COMMUNITY ASSISTANCE

PROJECTS BY ODOT REGION



REGION ONE

2011 and 2012 Grant Projects

Hood River	Final Adopted Transportation System Plan	\$3,405
Milwaukie	Tacoma Station Area Plan	\$147,950
Portland	Division-Midway Neighborhood Street Plan	\$135,000
Portland	Central City Multimodal Mixed-Use Area and Transportation Policies Project	\$100,000
Sherwood	Sherwood Town Center Plan	\$169,100
Sherwood	Transportation System Plan Update	\$133,900

Tigard	Tigard Triangle Strategic Redevelopment Plan	\$188,100
Clackamas County	Active Transportation Plan	\$105,000
Washington County	Multi-Modal Performance Measures and Standards	\$81,000
Washington County	Neighborhood Bikeway Plan	\$67,100
Metro	Regional Active Transportation Action Plan	\$280,000
	Total 2011 and 2012 Grants	\$1,410,555

2011 – June 2013 Community Assistance Projects

Canby	Outreach, Public Outreach Workshop	\$16,130
Portland	Code Assistance, Reducing VMT from New Development	\$82,111
Wood Village	Outreach, Public Outreach Workshop	\$19,862
	Total 2011 – June 2013 Community Assistance	\$118,103

REGION TWO

2011 and 2012 Grant Projects

Amity	Transportation System Plan	\$119,510
Cottage Grove	Main Street Refinement Plan	\$164,300
Eugene	Willamette Street Transformation Plan	\$259,200
Falls City	Transportation System Plan	\$101,290
Springfield	Main Street Corridor Plan Phase One	\$208,500
St. Helens	US30 and Columbia Boulevard/St. Helens Street Corridor Master Plan	\$191,120
Toledo	Transportation System Plan	\$137,300
	Total 2011 and 2012 Grants	\$1,181,220

2011 – June 2013 Community Assistance Projects

Aurora	Outreach, Public Outreach Workshop	\$19,994
Dallas	Quick Response, Dallas Mill Employment Area Plan	\$33,000
Dundee	Outreach, Public Outreach Workshop	\$18,688
Lincoln City	Quick Response, Urban Renewal Agency NW 15th Street Development Site	\$43,000

Willamina	Code Assistance, Code Assessment	\$15,827
Total 2011 – June 2013 Community Assistance		\$130,509

REGION THREE

2011 and 2012 Grant Projects

Ashland	Normal Avenue Neighborhood Plan	\$95,417
Brookings	Transportation System Plan Update	\$160,000
Cave Junction	Cave Junction Transportation System Plan Update	\$115,825
Reedsport	Waterfront and Downtown Plan	\$126,612
Total 2011 and 2012 Grants		\$497,854

2011 – June 2013 Community Assistance Projects

Ashland	Code Assistance, Unified Development Code Phase 2	\$53,075
Coos Bay	Outreach, Your Town Outreach Workshop	\$17,100
Grants Pass	Code Assistance, Urbanization Code Update	\$46,908
Myrtle Point	Code Assistance, Code Assessment, Phase 2	\$58,172
Reedsport	Outreach, Model Code Workshop	\$10,370
Roseburg	Quick Response, Downtown Plaza & Transit Center	\$63,900
Total 2011 – June 2013 Community Assistance		\$249,525

REGION FOUR

2011 and 2012 Grant Projects

Bend	Bend Central District Multi-Modal Mixed Use Area	\$117,300
Prineville	Transportation System Plan Update	\$142,940
Central Oregon Intergovernmental Council	Central Oregon Strategic Transportation Options Plan	\$155,180
Total 2011 and 2012 Grants		\$415,420

2011 – June 2013 Community Assistance Projects

Redmond	Outreach, Public Outreach Workshop	\$16,757
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Total 2011 – June 2013 Community Assistance **\$16,757**

REGION FIVE

2011 and 2012 Grant Projects

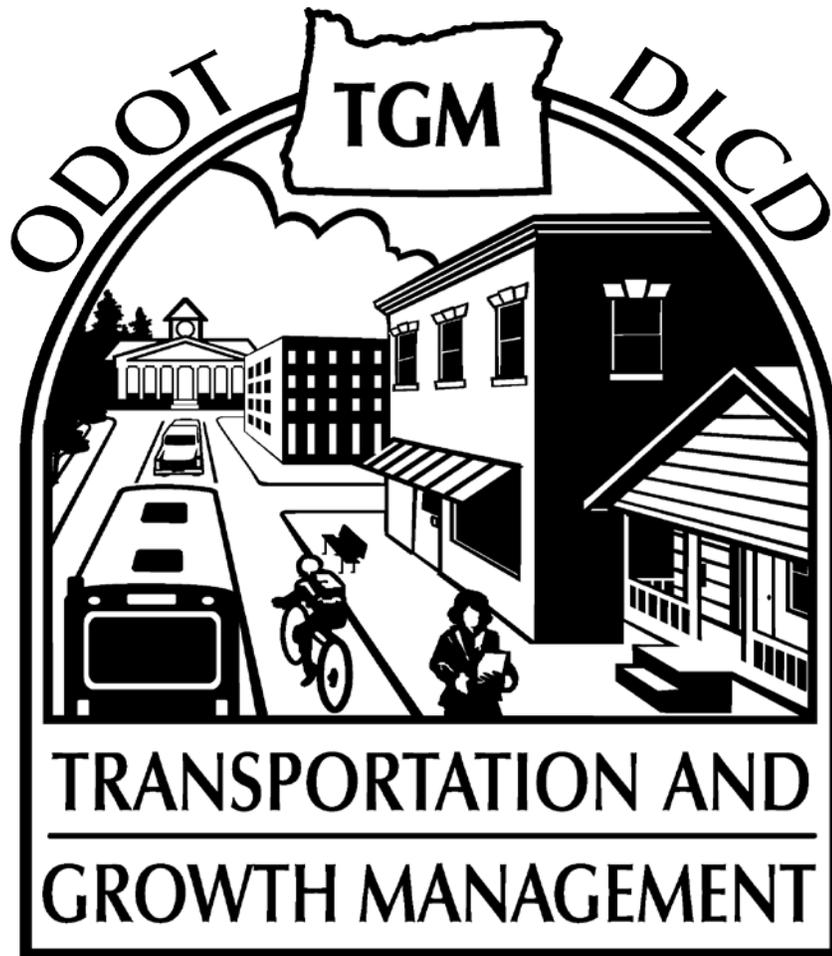
Baker City	Transportation System Plan Update	\$157,350
Irrigon	Bicycle and Pedestrian Transportation System Plan Update	\$86,600
Union	Transportation System Plan and Goal 12 Update	\$131,700
Total 2011 and 2012 Grants		\$375,650

2011 – June 2013 Community Assistance Projects

Nyssa	Code Assistance, Code Update Phase 2	\$51,600
Total 2011 – June 2013 Community Assistance		\$51,600

2011 – JUNE 2013 STATEWIDE COMMUNITY ASSISTANCE PROJECTS

Statewide	Code Assistance, A Guide to Implementing Transportation Demand Management	\$22,800
Statewide	Code Assistance, Model Code for Small Cities Update	\$74,956
Statewide	Code Assistance, Model Code for Small Cities Update Finalization	\$1,918
Statewide	Outreach, Best Practices in Parking Management: A Primer for Oregon Cities	\$41,140
Statewide	Outreach, Bicycle and Pedestrian Travel Assessment Report	\$30,400
Statewide	Outreach, Public Transit in Smaller Cities	\$16,850
Statewide	Outreach, Transit Planning Primer for Small Cities	\$37,970
Total 2011 – June 2013 Statewide Community Assistance		\$188,064



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