



REGULATORY REVIEW: Executive Summary

December 3, 2011

Overview of Transportation System Planning in Oregon

Transportation System Planning is required by Oregon state law as one of the 19 statewide planning goals. The Transportation Planning Rule (TPR), which defines how to implement this goal, requires:

- The state to prepare a transportation system plan -- the Oregon Transportation Plan (OTP) -- which is implemented, in part, by the Oregon Highway Plan (OHP);
- Metropolitan planning organizations (such as Metro) to prepare a Regional Transportation Plan (RTP) that meets specific federal requirements and is consistent with the OTP; and
- Counties and cities to prepare their own TSPs consistent with both the state and regional plans.

Clackamas County's Transportation System Plan (TSP) must be in compliance with state transportation plans (which apply to both urban and rural areas) and with the Metro Regional Transportation Plan (which applies only to urban areas).

This Executive Summary briefly mentions topics regulated by the state and region related to TSPs. Details are available in the full document.

Requirements from State Plans and Regulations (apply in urban and rural areas)

1. Statewide Planning Goal 12

- Provide and encourage a "safe, convenient and economic transportation system,"
- The transportation plan must:
 - (1) Consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;
 - (2) Be based upon an inventory of local, regional and state transportation needs;
 - (3) Consider the differences in social consequences that would result from using differing combinations of transportation modes;
 - (4) Avoid principal reliance upon any one mode of transportation;
 - (5) Minimize adverse social, economic and environmental impacts and costs;
 - (6) Conserve energy;
 - (7) Meet the needs of the transportation disadvantaged by improving transportation services;
 - (8) Facilitate the flow of goods and services to strengthen the local and regional economy;
 - (9) Conform with local and regional comprehensive land use plans.

2. Transportation Planning Rule (TPR)

- Adopt regulations to:
 - Protect transportation facilities
 - Ensure new development provides on-site streets and access ways that provide routes for pedestrian and bicycle travel where pedestrian and bicycle travel is likely
 - Support transit in urban areas with a population over 25,000 if it has been determined that a public transit system is feasible
- Plans for:
 - Air, rail, water, pipeline, roads and public transportation
 - Transportation system management and demand management

- Parking
- Bicycles and pedestrians that identify improvements to meet travel needs in developed areas
- Transportation finance program
- Freight movement from industrial and commercial development

3. Oregon Transportation Plan (OTP)

The OTP, the state’s long-range plan that provides the framework for prioritizing transportation improvements based on future revenue, contains seven goals to guide transportation plans:

- 1) Mobility and Accessibility
- 2) Management of the System
- 3) Economic Vitality
- 4) Sustainability
- 5) Safety and Security
- 6) Funding the Transportation System
- 7) Coordination, Communication and Cooperation

The OTP also includes recommended standards for various forms of transportation, including *Oregon Bicycle and Pedestrian Plan*; *Oregon Aviation Plan*; *Oregon Rail Plan* and *Oregon Highway Plan*.

4. Oregon Highway Plan (OHP) -- Policies and investment strategies for the state highway system for the next 20 years based on the goals and policies of the OTP. One key goal is to maintain and improve safe and efficient movement of people and goods, while supporting statewide, regional and local economic growth and community livability. OHP policies pertinent to the TSP update are:

- Goal 1: System Definition -- State Highway Classification System, Land Use and Transportation, State Highway Freight System, Scenic Byways, Lifeline Routes, Highway Mobility Standards, Major Improvements
- Goal 2: System Management -- Off-System Improvements, Intelligent Transportation Systems, Traffic Safety
- Goal 3: Access Management -- Classification and Spacing Standards, Interchange Access Management Areas, Deviations
- Goal 4: Travel Alternatives -- Efficiency of Freight Movement, Alternative Passenger Modes

5. Statewide Transportation Improvement Program (STIP) -- A four-year transportation capital improvement program with the funding for and scheduling of transportation projects and programs.

6. OAR 734, Division 51: Access Management Rules -- The permitting, management and standards of approaches to state highways to ensure safe and efficient operation of the state highways.

7. Oregon Forest Highway Long-Range Transportation Coordination Plan -- Long-range goals for the Oregon Forest Highway Program and the process for coordinated planning and decision-making among responsible agencies. Clackamas County owns only one Federal Forest Highway, Lolo Pass Road, which would be subject to provisions in this new plan.

Requirements from Regional Regulations (apply only in urban areas)

1. Metro Regional Framework Plan -- Unites all of Metro’s adopted land use planning policies and requirements, including transportation and mass transit systems.

2. 2040 Growth Concept -- A long-range plan for managing growth. The County’s Comprehensive Plan land use designations are compatible with 2040 Growth Concept designations.

3. Urban Growth Management Functional Plan (UGMFP) -- Regional policies recommended or required for city and county comprehensive plans and implementing ordinances. Includes investment and other incentives to develop strategies and actions to better utilize zoned capacity to enhance each community and help achieve aspirations in 2040 Centers, Corridors, Main Streets, Station Communities.

- 4. Metro 2035 Regional Transportation Plan (RTP)** -- The long-range blueprint for transportation in the Portland region, including policies and goals, system concepts for all modes of travel, and strategies for funding and local implementation. The RTP incorporates the goals of the 2040 Growth Concept. The updated 2035 RTP contains several new elements:
- Outcome-based planning focusing on equity, economy and the environment
 - Emphasis on a well-connected arterial and local street network, rather than relying on levels of congestion, to direct how and where to address motor vehicle capacity needs,
 - Regional mobility corridors defining focus areas for investments
 - Incorporating transportation system management and operations into planning
 - Performance targets for safety, congestion, freight reliability, climate change, active transportation, sidewalk/trail/transit infrastructure, clean air, travel, affordability, and access to daily needs
- 5. Metro 2035 Regional Transportation Functional Plan (RTFP)** -- Directs how city and county plans will implement the RTP through comprehensive plans, local transportation system plans and land use regulations, and local plans that comply with the RTP. The following directives pertain to local TSPs:
- Include regional and state transportation needs along with local needs
 - Make sure local needs are consistent with the RTP
 - When developing solutions, consider a variety of strategies in the following order:
 - TSMO (Transportation System Management Operations)
 - Transit, bicycle and pedestrian improvements
 - Traffic calming
 - Land use strategies
 - Connectivity, including pedestrian and bicycle facilities
 - Motor vehicle capacity improvements
 - Ensure any alternate performance and mobility standards are consistent with regional and statewide planning goals
 - Ensure local parking regulations are consistent with the RTFP
 - Numerous requirements related to:
 - Design (street system, transit system, pedestrian system, bicycle system, freight system)
 - Transportation system management and operations (TSMO)
 - Transportation needs and solutions
 - Performance targets and standards
 - Defining projects in transportation system plan
 - Parking management
 - Amendments of city and county comprehensive and transportation system plans

6. Other Considerations

As the County updates its TSP, particular attention will need to be paid to the following:

1. Identifying pedestrian and bicycle connections to transit and essential destination and on the needs of disadvantaged populations, youth, seniors, people with disabilities and environmental justice populations, i.e., minorities and low-income families.
2. Needs analyses with more emphasis on gaps and deficiencies in the transportation system for:
 - Pedestrian and bicycle plans
 - Freight system plans
 - Transportation system management and operations plans
3. Incorporating regional needs identified in the Mobility Corridor strategies in the RTP.
4. Considering multi-modal strategies to address identified transportation needs.
5. Monitoring changing state laws to ensure compliance with amendments and revisions.