

APPENDIX A

PLANNING AND PERFORMANCE GUIDELINES

The Planning and Performance Guidelines below help implement the OTP by providing a structure for further transportation planning and programming for regional and local agencies. Achievement of these guidelines is considered necessary to carry out the Oregon Transportation Plan. The guidelines will operate in conjunction with the Transportation Rule, which already specifies planning considerations and procedures to be applied to regions or urban places of different sizes. The role of the OTP planning guidelines is to supplement but not replace already established requirements of the Transportation Rule and the federal ISTEA.

To assist regional and local government consistency with the Oregon Transportation Plan, the following outline suggests the type of jurisdiction to which OTP policies and actions apply. These guidelines assume that the OTP action statements associated with policies are an integral part of the goals and policies of the plan. The Minimum Levels of Service standards are intended to be implemented during the next 20 years by federal, state, regional and local governments and the private sector.

I. All Jurisdictions

A. Policy Guidelines

The following Policy Guidelines apply to all MPOs and local governments:

1. Provide a balanced transportation system. (Policy 1A)
 - a. Design systems and facilities that accommodate multiple modes within corridors where appropriate. (Action 1A.1)
2. Preserve corridors for future transportation development. (Action 1B.4)
3. Promote a transportation system that is reliable and accessible to all potential users measured by availability of modal choices, ease of use, relative cost, proximity to service and frequency of service. (Policy 1C)

- a. Provide transportation services in compliance with the Americans with Disabilities Act (ADA) requirements for all modes and transfer facilities. (Actions 1C.3)
 - b. Assure that services of private and public transportation providers are coordinated. (Action 1C.5)
4. Provide a transportation system that is environmentally responsible and encourages conservation of natural resources. (Policy 1D)
 - a. Minimize transportation-related energy consumption through improved vehicle efficiencies, use of clean burning motor fuels, and increased use of fuel efficient modes which may include railroads, transit, carpools, vanpools, bicycles and walking. (Action 1D.1)
 - b. Positively affect both the natural and built environments in the design, construction and operation of the transportation system. Where adverse impacts cannot be avoided, minimize or mitigate their effects on the environment. (Action 1D.3)
 - c. Cooperate with state and local agencies which regulate air quality, water quality, energy conservation, noise abatement, and transportation of hazardous materials. (Actions 1D.2, .4, .5, .6, and .7)
 5. Provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems. (Policy 1F)
 - a. In local and regional transportation plans, identify (a) major transportation terminals and facilities, and (b) routes and modes connecting passenger and freight facilities with major highways and intermodal facilities. (Action 1F.1)
 6. Promote the safety of the transportation system.
 - a. Cooperate with state agencies to target resources to dangerous routes and locations. (Action 1G.4)
 - b. Increase cooperation with other governments and private enterprises to implement effective community-based safety programs. (Action 1G.6)
 - c. Build, operate, and regulate the transportation system so that users feel safe and secure as they travel. (Action 1G.9)
 7. Develop transportation plans and policies that implement Oregon's statewide planning goals. (Policy 2A)
 - a. Support local land use planning with transportation plans that provide the needed level of mobility while minimiz-

- ing automobile miles traveled and number of automobile trips taken per capita. (Action 2A.1)
- b. Develop transportation system plans sufficient to accommodate planned development. (Action 2A.2)
 - c. Restrict access from state facilities for incompatible activities and development where land use plans call for rural or resource developments. (Action 2A.6)
8. Provide for interurban mobility through and near urban areas in a manner which minimizes adverse effects on land use and urban travel patterns. (Policy 2C)
 - a. In transportation system plans and land use plans, avoid dependence on the state highway system for direct access to commercial, residential, or industrial development adjacent to the state highway. (Action 2C.3)
 9. Promote safe, comfortable travel for pedestrians and bicyclists along travel corridors and within existing communities and new developments. (Policy 2D)
 10. Encourage modal alternatives to the automobile and truck where feasible in rural areas. (Action 2F.3)
 11. Protect and enhance the aesthetic value of transportation corridors in order to support economic development and preserve quality of life. (Policy 2H)
 12. Provide more efficient railroad service through the reduction of conflicts at busy railroad crossings and rail yard areas by means such as grade separations and development of alternative motor vehicle circulation routes. (Action 3A.5)
 13. Provide a direct, convenient, and physically suitable system for goods movement to transportation facilities and commercial and industrial areas to ensure the timely delivery of goods. (Action 3B.1)
 14. Develop a transportation system that supports tourism and improves access to recreational destinations. (Policy 3E)
 - a. Incorporate tourist facilities and services that are identified in a state tourism plan in the local transportation plan. (Action 3E.1)
 15. Manage effectively existing transportation infrastructure and services before adding new facilities. (Policy 4G)
 - a. Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as controlling access to state highways, minimizing rail crossings and controlling incompatible land use around airports. (Action 4G.4)

16. Coordinate transportation projects and activities involving federal lands agencies with those agencies. (Action 2A.5 and Policy 4L)
17. Establish private sector participation in transportation policy and systems plans. (Action 4M.1)
18. Develop programs that ensure the opportunity for citizens, businesses and state agencies to be involved in all phases of the transportation planning processes. (Policy 4N)
 - a. Make information about proposed transportation policies, plans and programs available to the public in an understandable form. (Action 4N.2)
19. Accommodate international, interstate and statewide movements of goods and passengers that move through the jurisdiction.

B. Minimum Levels of Service

In cooperation with state government, MPOs and local governments should

1. Coordinate intercity elderly and disadvantaged services with intercity bus and van services which are open to the general public.
2. Connect intercity bus services to local transit and elderly and disadvantaged services.
3. Preserve priority railroad rights of way for potential public use or ownership when abandonment proceedings are initiated.
4. Encourage and support reload facilities where they provide the most cost efficient and environmentally efficient and effective response to branchline abandonment.