

Oregon Sustainable Transportation Initiative

Report to the 2014 Oregon Legislature From the Oregon Department of Transportation and the Land Conservation and Development Commission.

Introduction

House Bill (HB) 2001, adopted in 2009¹, directs the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to help the state's larger metropolitan areas to conduct land use and transportation scenario planning to reduce greenhouse gas (GHG) emissions from light vehicle travel. HB 2001 also requires that ODOT and the Land Conservation and Development Commission (LCDC) make a series of reports to the legislature. This 2014 report is the third of three required legislative reports. As set forth in HB 2001, this report addresses the following:

- Rules adopted by the LCDC to guide Metro as it develops and selects a preferred land use and transportation scenario to meet Metro's GHG emissions reduction target.
- Metro's progress in conducting scenario planning, as well as the work remaining to be done.
- ODOT and LCDC's recommendations on how the scenario planning requirements in HB 2001, which apply to Metro, should be extended to:
 - The Eugene-Springfield and Salem-Keizer metropolitan areas; or
 - Cities that have significant levels of commute trips to destinations within metropolitan areas.

This report was prepared by ODOT and DLCD in consultation with Metro, the Eugene-Springfield Metropolitan Planning Organization (MPO), and the Salem-Keizer MPO.

Metro Scenario Planning Rules

HB 2001 directs LCDC to adopt administrative rules to guide Metro and local governments in the Portland metropolitan area in the selection and implementation of a land use and transportation scenario that meets the greenhouse gas (GHG) reduction target adopted by LCDC in May 2011. This is to be accomplished through a scenario planning process.

Metropolitan Scenario Planning

Metropolitan scenario planning is part of a broader effort to significantly reduce the state's "carbon footprint." In 2007, the Oregon Legislature adopted goals to significantly reduce the state's greenhouse gas emissions – to 75% below 1990 levels by the year 2050. Since 2007, state agencies, led by the Oregon Global Warming Commission, have been working with communities, businesses and other stakeholders to evaluate the most promising ways the state can reduce greenhouse gas emissions.

HB 2001 (adopted in 2009) directs the Portland and Eugene-Springfield metropolitan areas to conduct scenario planning aimed at reducing GHG emissions. Through scenario planning each metropolitan area is evaluating ways that changes to land use patterns and transportation, in combination with other measures, can reduce greenhouse gas emissions from light vehicle travel (i.e. passenger cars and light trucks). ODOT has provided funding and technical modeling assistance for scenario planning and DLCD has provided general technical support. HB 2001 requirements for the Portland and Eugene Springfield areas differ:

- Metro is required to develop, select and implement a preferred scenario that meets state established greenhouse gas emission reduction targets.
- Eugene-Springfield is required to develop, and select a preferred scenario considering greenhouse gas emission reduction targets but is not required to implement.

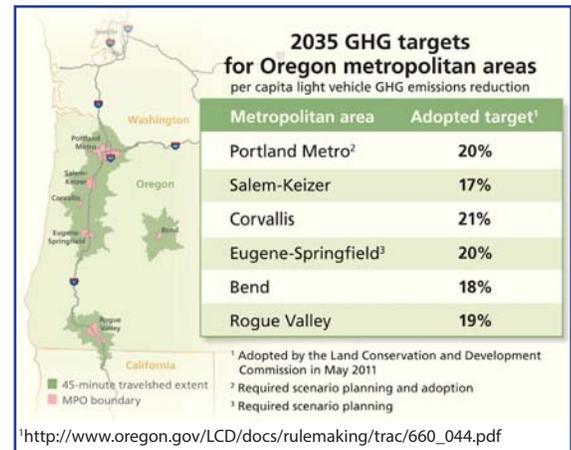
¹ Chapter 865, Oregon Laws 2009.

The scenario planning called for in HB 2001 involves the development of a preferred approach—to the year 2035—for the Portland metropolitan area to reduce GHG emissions from light duty vehicles. In November 2012, after consulting with local governments, Metro, and other stakeholders, LCDC adopted rules to guide Metro’s scenario planning efforts.²

The rules are designed to use scenario planning as a collaborative tool to inform the region’s already well-established process for coordination of regional planning decisions. In general terms, Metro will conduct scenario planning in conjunction with an update to the region’s framework plan, which sets forth the region’s long-term land use and transportation vision and guides other planning efforts. A preferred approach will then be adopted by Metro and implemented by Metro and local governments as they update regional and local land use and transportation plans.

The rules:

- Direct Metro to adopt a preferred land use and transportation scenario by December 2014.
- Describe how Metro will adopt and implement a preferred scenario:
 - The preferred scenario will be adopted through an amendment to the Regional Framework Plan; and
 - The scenario in the framework plan will be implemented through amendments to the Regional Transportation Plan (RTP) and Metro’s Functional Plans.
- List factors and considerations that Metro must address as it develops and evaluates alternative scenarios.
- Describe how Metro is to coordinate its work with cities, counties, state agencies and others.
- Describe how LCDC will review and approve Metro’s preferred scenario:
 - LCDC will review Metro’s Framework and Function Plan amendments “in manner of periodic review.”
- Describe the process for implementation by cities and counties:
 - Local governments will amend their plans and ordinances as necessary to carry out Metro’s functional plan.
- Direct Metro to monitor and report progress in implementing the plan and to update the preferred scenario over time in coordination with other major plan updates.



Metro Climate Smart Communities Scenarios Project Update

HB 2001 directed Metro to evaluate options and select a preferred land use and transportation scenario to meet section 37 of that law, and to adopt the necessary plans to implement the scenario. To carry out the legislative direction, Metro initiated the Climate Smart Communities Scenarios project (CSC) in 2011.³

The CSC project has provided Metro with an opportunity to study a set of land use and transportation scenarios that meet GHG reduction targets while also achieving other regional goals. There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help. The goal of the project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that

² The adopted rules can be accessed at: http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_044.html

³ Project information can be accessed at: www.oregonmetro.gov/climatescenarios

meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas. To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce GHG emissions. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

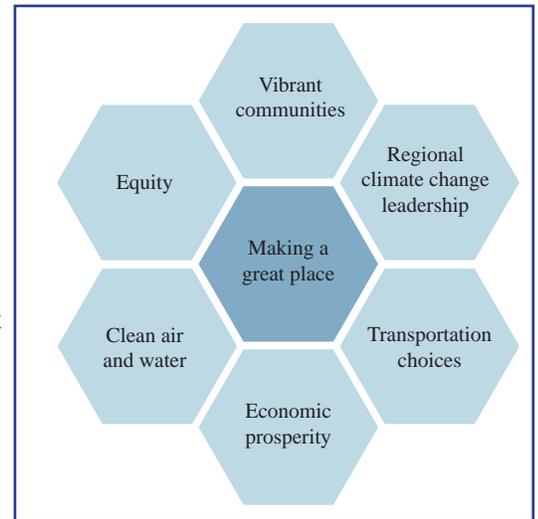
Metro’s current work is part of the third phase of a three step process that began in 2011.

Phase 1 was completed in early 2012 and focused on understanding the region’s choices. A key product of Phase 1 was the *Strategy Toolbox*, which reviewed the latest research on GHG reduction strategies and their potential effectiveness and benefits. Metro staff also strategically engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research. Metro then evaluated a wide range of options for reducing GHG emissions by testing 144 different combinations of land use and transportation strategies (called “scenarios”) to learn what it would take to meet the region’s reduction target. Phase 1 found that current regional and local plans and policies – if realized and in combination with state agency assumptions for cleaner fuels and more fuel-efficient vehicles – provide a strong foundation for meeting the state target.

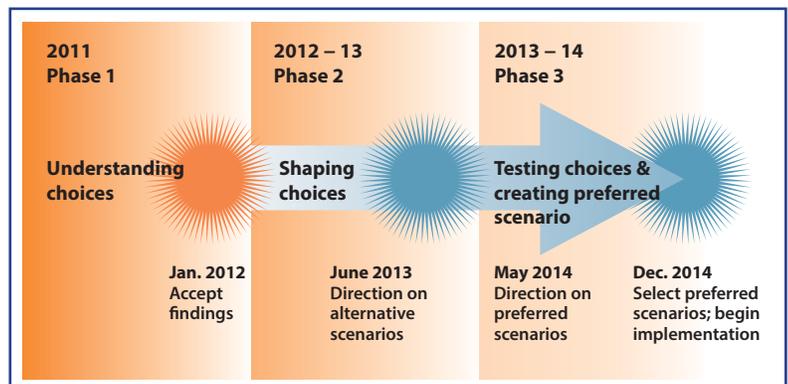
Although current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. Metro concluded that a key to meeting the target would be the various governmental agencies working together to develop partnerships and make strategic community investments to

encourage development that both supports adopted local and regional plans and reduces GHG emissions.

Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating the region’s choices for supporting local community visions and meeting the state GHG emissions reduction target. Metro undertook an extensive consultation process by sharing the Phase 1 findings with the local cities, counties and coordinating committees, regional advisory committees, and state commissions. In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups. Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local visions that also help to reduce GHG emissions. An on-line survey helped gauge public awareness of and support for GHG reduction goals, strategies being considered to reduce emissions, and willingness to take personal action. A video of local elected officials and other community and business leaders was also produced as another tool for sharing information about the project and the range of strategies being considered.⁴



Metro’s Six Desired Outcomes



⁴ The event summaries and products referred to in this section are available on the Metro web site at: www.oregonmetro.gov/climatescenarios

Through these efforts, Metro concluded that its 2040 Growth Concept and the locally adopted land use and transportation plans that implement it provide the foundation for further scenario development and analysis.

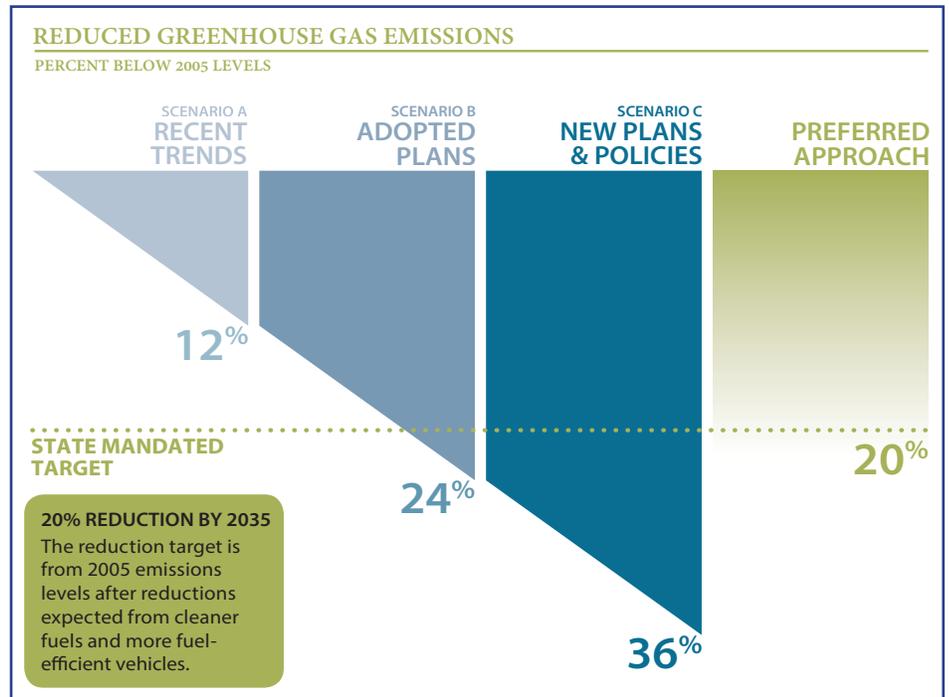
Metro created three scenarios based on Phase 1 research and modeling, early Phase 2 stakeholder input, and guidance from regional advisory committees. Scenario A (Recent Trends) reflects the results of implementing adopted plans to the extent possible using existing revenues. Scenario B (Adopted Plans) reflects the results of raising additional revenues, as called for in the Regional Transportation Plan, to allow the region to implement adopted plans and policies. Scenario C (New Plans and Policies) reflects the results of pursuing new policies, additional revenue and targeted investments to more fully achieve adopted and emerging plans. Both Scenario B and C require new funding and investments in infrastructure.

A set of criteria were developed to evaluate and compare the scenarios considering costs and benefits not only in terms of GHG reductions, but also across public health, environmental, economic and social equity outcomes. The Phase 2 evaluation was conducted over the summer and fall of 2013. Initial results indicate that Scenario A would not meet the state's 2035 GHG reduction target while both Scenario B and Scenario C would exceed the target.

Phase 3 of the project (November 2013 to December 2014) involves the development of a preferred approach for adoption by the Metro Council. Current efforts are focused on reporting the results of the Phase 2 scenarios evaluation to community and business leaders, local governments, state agencies and the public. Local government and public input will inform the Metro Council's direction on what investments and actions should be included in a draft preferred approach in May 2014. It is expected that the preferred approach will be a hybrid of investments and actions from the three tested scenarios of Phase 2 while relying on adopted local land use plans and visions as its foundation. The final adoption process in fall 2014 will include extensive public review and consultation with local governments and state and regional partners.

The Metro Council is scheduled to consider adoption of a preferred approach in December of 2014. The final action will be in the form of an amendment to the Regional Framework Plan. The action is also expected to include recommendations to state agencies and commissions, the 2015 Legislature, and amendments to the RTP.

In early 2015, Metro will submit the preferred approach to the Land Conservation and Development Commission in the manner of periodic review. According to OAR 660-044, following Metro's plan amendment and LCDC review and order, Metro is required to adopt functional plan amendments, if necessary, that require local cities and counties to implement the preferred approach.



Recommendations for Extending Scenario Planning to the Eugene-Springfield and Salem-Keizer Metropolitan Areas (MPOs serving areas of more than 200,000 population)

HB 2001 requires ODOT and LCDC to recommend how the land use and transportation scenario planning requirements that apply to the Portland metropolitan area should be extended to the Salem-Keizer and Eugene-Springfield metropolitan areas.⁵ Eugene-Springfield is required to carry out scenario planning, and work is now underway.⁶ Salem-Keizer is not required to conduct scenario planning. ODOT and LCDC recommend that scenario planning in these areas proceed on a voluntary basis, consistent with the 2013 legislative report on scenario planning. Metro has a unique authority in Oregon to lead regional planning efforts. Other Oregon MPOs are chartered under federal law and have the ability, but not the authority, to coordinate planning among affected local governments. Outside of Metro, Oregon MPOs have limited resources and experience leading major regional scenario planning efforts.

In the 2013 legislative report on scenario planning, ODOT and DLCD recommended that the state continue efforts to work with the state's metropolitan areas to conduct land use and transportation scenario planning on a voluntary basis.⁷ Pursuant to Senate Bill (SB) 1059,⁸ which was adopted by the 2010 Legislature, ODOT and DLCD have been working with many of the state's metropolitan areas to support scenario planning. Products and resources developed to support scenario planning include the GreenSTEP modeling tool, the Statewide Transportation Strategy (STS), a GHG reduction toolkit, scenario planning guidelines, a public education plan, and funding, within existing resources to support appropriate scenario planning by the state's metropolitan areas.

ODOT and DLCD are now working with the state's metropolitan areas to explore opportunities for conducting scenario planning and planning to reach multiple goals as part of their regular planning process. A key first step for most metropolitan areas is to conduct a "strategic assessment" which evaluates current trends and likely outcomes from existing adopted plans using the GreenSTEP model. ODOT and the Corvallis Area MPO (CAMPO) have an agreement in place to do a strategic assessment. The assessment provides a baseline estimate of GHG emissions and enables each metropolitan area to identify other important issues that may be addressed through scenario planning.

Evaluating alternative scenarios and engaging in a full-scale scenario planning process is a logical next step following a strategic assessment. Several tools are available to support a large scenario planning process. Both the GHG Reduction Toolkit and Scenario Planning Guidelines point to GreenSTEP as the primary model, but many other tools are available to support the work. Some metropolitan areas have expressed strong interest in sketch planning tools to better visualize scenarios with the public. ODOT and DLCD plan to work with MPOs and the Oregon Modeling Steering Committee (OMSC) to assess how such tools can best support scenario planning in Oregon.

Status of Planning Efforts in Eugene-Springfield and Salem-Keizer Metropolitan Areas: HB 2001 requires that Eugene-Springfield metropolitan area conduct scenario planning with funding support from ODOT and DLCD. Work on scenario planning is underway and the region is submitting a separate report to the legislature.⁹

⁵ HB 2001, Section 38(3), states that this legislative report must include "recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 ..." The Eugene-Springfield and Salem-Keizer metropolitan areas are the only metropolitan areas in the state, other than Portland Metro, serving a population greater than 200,000.

⁶ HB 2001 requires the Eugene-Springfield metropolitan area to conduct scenario planning and to select a preferred scenario, but does not require that the preferred scenario be implemented.

⁷ <http://library.state.or.us/repository/2013/201302141531094/>

⁸ Chapter 85, Oregon Laws 2010.

⁹ HB 2001, Section 38(7) requires a metropolitan planning organization that serves Eugene and Springfield to report to the House and Senate interim committees related to transportation by February 2014. The report from Eugene-Springfield will be submitted separately from this report.

Appendix 2 summarizes scenario planning activities in the Eugene-Springfield area.

The Salem-Keizer metropolitan area is not required to conduct scenario planning. ODOT and DLCD have met with MPO and local government staff to discuss options for beginning a strategic assessment, but no work is currently scheduled. Appendix 3 summarizes projects, plans and efforts that reduce GHG emissions in the Salem-Keizer area.

While local governments in Salem-Keizer have expressed some interest in a strategic assessment, they have also expressed concern about how a strategic assessment/scenario planning might be funded and how it would fit with their other, ongoing planning responsibilities. Both Salem-Keizer and Eugene-Springfield are currently dealing with some complex and controversial planning issues and are concerned about making the GHG reduction scenario planning mandatory. They have indicated an interest in using the lessons learned from the Portland Metro area before making a decision about the best path forward. Salem-Keizer has expressed interest in using lessons learned from Eugene-Springfield's efforts, as well as lessons learned from the strategic assessment effort that is underway in the Corvallis metropolitan area. Local governments have made it clear that their willingness to support a strategic assessment or scenario planning depends on continued state support for such work. Local governments and MPOs note that they have limited resources and staff to meet existing planning requirements and note that scenario planning would require additional effort and resources.

Recommendation: In the 2013 report to the legislature,¹⁰ the agencies recommended that ODOT and DLCD work with metropolitan areas to conduct scenario planning on a voluntary basis to integrate scenario planning with other scheduled plan updates and to use scenario planning to address a range of outcomes, in addition to GHG emission reductions. ODOT and DLCD remain optimistic that this voluntary approach is effective and recommend that scenario planning not become a regulatory process for Eugene-Springfield, Salem-Keizer, or the other MPOs. ODOT and DLCD have staff and technical resources to assist both metropolitan areas. ODOT has sufficient funding within existing resources to negotiate support for scenario planning-related work by Salem-Keizer and Eugene Springfield, as well as other metropolitan areas. Consequently, the agencies recommend that voluntary scenario planning efforts be continued and encouraged for the Eugene-Springfield and Salem-Keizer metropolitan areas through existing efforts. This would include:

1. Working with the Eugene-Springfield metropolitan area as it completes scenario planning called for in Section 38(a) of HB 2001.
2. Encouraging the Salem-Keizer metropolitan area to conduct a strategic assessment. If Salem-Keizer elects to conduct a strategic assessment, consideration of additional planning efforts such as scenario planning will be explored.

¹⁰ The 2013 legislative report advised that ODOT and DLCD will continue working toward and supporting scenario planning within the four metropolitan areas not covered by HB 2001, and negotiate state technical and financial assistance. ODOT reported it had set aside sufficient funding for scenario planning in these metropolitan areas based on estimated costs ranging from \$200,000 to \$1.5 million for each metropolitan area.

Recommendations for Extending Scenario Planning to Cities with Significant Commuting to Metropolitan Areas

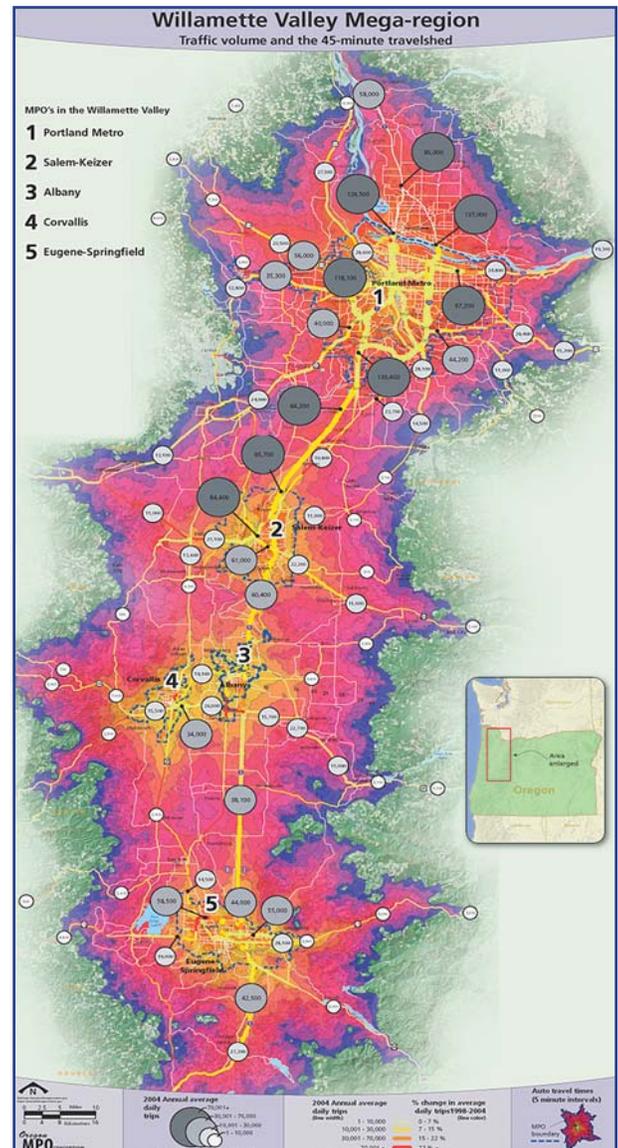
HB 2001 directs ODOT and LCDC to recommend how requirements to conduct land use and transportation scenario planning to reduce GHG emissions that apply to the Portland metropolitan area should be extended to cities that have a *significant level of commuting to metropolitan areas*.

A significant portion of GHG emission from trips within metropolitan areas comes from external trips, or trips that begin or end outside of metropolitan areas. In large part, this occurs because housing and employment markets extend well beyond MPO boundaries. Accordingly, HB 2001 asks ODOT and LCDC to recommend how cities located outside the boundaries of the MPO that have significant levels of commuting trips to destinations within the boundaries of a MPO might also conduct scenario planning for GHG emissions reduction.

Findings:

Commuting between metropolitan areas and cities outside these areas occurs around the state and is a significant issue in some areas. This point is illustrated by the work of the Oregon MPO Consortium (OMPOC) and others who have mapped the extent of travel sheds in the metropolitan areas.¹¹

- Economically, long commutes mean higher transportation costs and more congestion on highways in and near the state's metropolitan areas during peak travel periods. Environmentally, long commutes mean more emissions and reduced air quality. Better planning for housing choices and transportation options can reduce the need for long-distance commuting and can help minimize these consequences.
- The Oregon Transportation Plan, through Policy 1.2: Equity, Efficiency and Travel Choices and Policy 1.3: Relationship of Interurban and Urban Mobility, includes statewide policy regarding better integration of multiple travel choices and the use of a regional planning approach to address problems that extend beyond urban growth boundaries.
- A number of local and regional agencies have undertaken innovative efforts to expand transportation options for commuters. For example, a partnership between Wilsonville's SMART transit system and the Salem-Keizer area's Cherriots system established regular bus service to provide a transit option for commuters between the Portland and Salem metropolitan areas. The Chemeketa Area Regional Transportation System (CARTS) also provides weekday public transportation service along five routes to rural Marion and Polk counties and to 18 cities within the two counties.



¹¹ This illustrative map is based on 2004 information; travel sheds were estimated using traffic counts and mathematical equations. Travel shed maps generated by OMPOC can be found at: <http://www.ompoc.org/about.html>.

- Responsibility for addressing commuting between metropolitan areas and nearby communities is split among a number of agencies and units of government: MPOs, metropolitan cities, nearby cities and counties, and local transit providers, as well as ODOT at the policy level. No one agency or unit of government is responsible for – or capable of – addressing commute-related issues. Few formal arrangements exist for these various entities to work together to address commute-related planning.
- Existing planning processes and programs provide good opportunities to address commuting between metropolitan areas and nearby cities. Oregon has a long history of integrated land use and transportation planning. Metropolitan areas and nearby cities have adopted transportation system plans (TSPs) that provide for a range of transportation options, including planning for transit, rideshare programs or commute options programs for area employers. Regular updates to existing transportation plans provide a mechanism for communities and stakeholders to explore and implement policies that expand housing and transportation choices that can reduce the need for long distance commutes.

Recommendation: ODOT and LCDC believe that it is premature to extend requirements for land use and transportation scenario planning set forth in HB 2001 to cities near metropolitan areas with significant levels of commuting. Land use and transportation scenario planning is complex, time-consuming and expensive, and is not well suited to the needs or resources of smaller cities. ODOT and LCDC believe that the most effective way to address commuting related issues is to work through existing planning processes and programs.

ODOT and LCDC recommend the following actions:

1. *Support land use and transportation scenario planning for the state's metropolitan areas within existing funding.* Metropolitan areas have a major role to play in providing housing and transportation options that can reduce the need for workers to seek housing in outlying communities. As they conduct scenario planning, metropolitan areas should evaluate intercity commuting and consider actions they can take to address the issue. This could include, for example, expanding housing choices and transportation options within the metropolitan area. Metropolitan areas should also coordinate and consult with nearby communities as they conduct this analysis.
2. *Use existing state programs, including the Transportation and Growth Management (TGM) program or Periodic Review, to support updates to transportation and land use plans to address commuting between metropolitan areas and nearby communities.* Nearby communities should update transportation system plans (TSPs) to expand transportation options for residents who choose to commute to nearby metropolitan areas. Local actions may include expanding local and regional transit, planning for park and ride lots and expanding vanpool and carpool programs.
3. *Consideration by ODOT of commute related issues as it conducts or updates state plans.* When updating state transportation plans, identify policies and strategies to increase multimodal transportation options. ODOT should identify supporting actions through the STS Implementation Plan and consider multimodal issues in such plans as the Transportation Options Plan and when the Public Transportation Plan is updated.
4. ODOT and DLCD will continue to consider the feasibility and process for assessing travel shed and commute issues.

Appendices

1. House Bill 2001, Section 38 excerpt
2. Metro Climate Smart Communities Scenarios Project Overview
3. Eugene-Springfield MPO Scenario Planning Update
4. Salem-Keizer Planning Activities Update

Appendix 1

House Bill 2001, 2009 Jobs and Transportation Act, Section 38

(Note: this excerpt has been reformatted for readability)

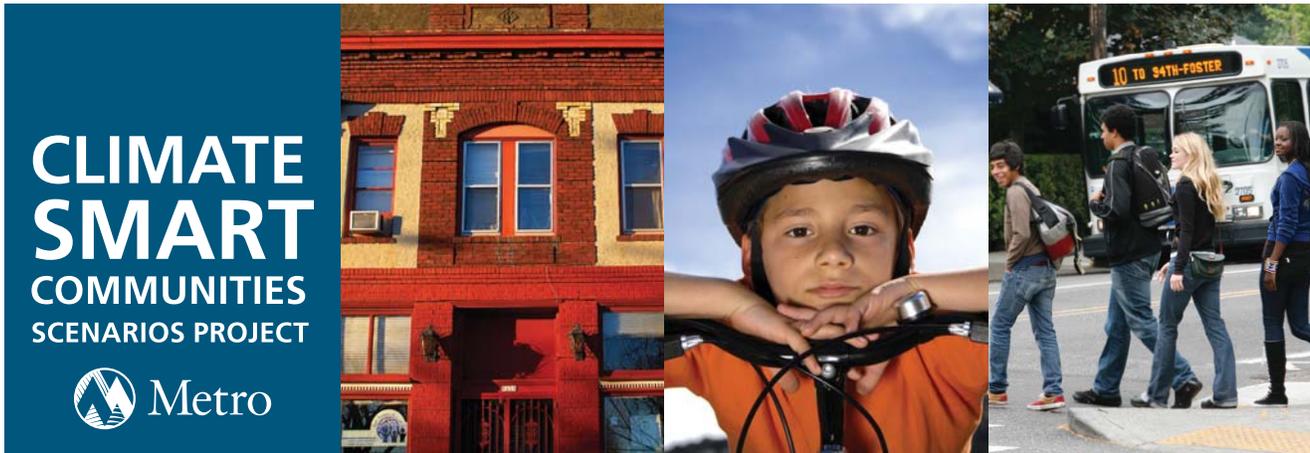
SECTION 38. (1) As used in this section, “metropolitan service district” means a metropolitan service district established under ORS chapter 268.

(3) On or before February 1, 2014, the Land Conservation and Development Commission and the Department of Transportation shall report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario described in section 37 of this 2009 Act. The report must include:

- (a) The rules adopted pursuant to section 37 (8) of this 2009 Act;
- (b) A description of the completed planning and work remaining to be completed; and
- (c) Recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 or to cities located outside the boundaries of metropolitan planning organizations that have significant levels of commuting trips to destinations within the boundaries of a metropolitan planning organization.

Appendix 2

November 2013



What the future might look like in 2035

Scenario

A

Recent Trends

This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.

Scenario

B

Adopted Plans

This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.

Scenario

C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

INVESTING IN GREAT COMMUNITIES

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce greenhouse gas emissions by 20 percent from cars and small trucks by 2035.

There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help.

The goal of the Climate Smart Communities Scenarios Project is to engage community, business, public health and elected leaders in a discussion with their communities to shape a preferred approach that meets the state mandate and supports local and regional plans for downtowns, main streets and employment areas.

To realize that goal, Metro evaluated three approaches – or scenarios – over the summer of 2013 to better understand how best to support community visions and reduce greenhouse gas emissions. The results will be used to frame the regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

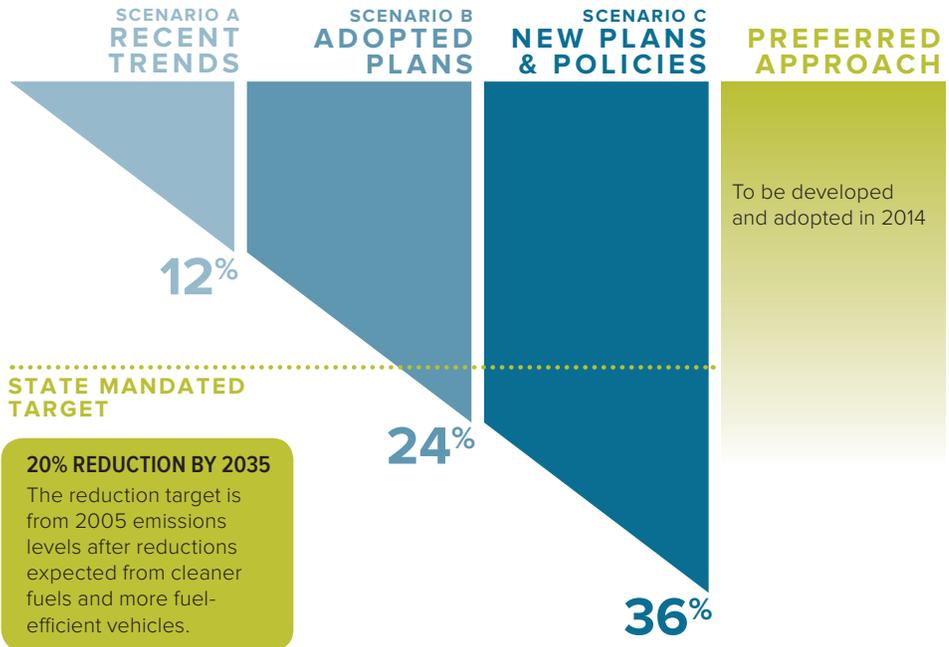
WHAT HAVE WE LEARNED SO FAR?

Adopted plans can meet the target

Our early analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans.

This is good news, but there is more work to be done.

REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



WHAT DOES THIS MEAN FOR YOUR COMMUNITY?

We're in this together

Local, regional, state and federal partnerships are needed to make the investments and take the actions necessary to create great communities while reducing greenhouse gas emissions.



What are the challenges to realizing your community visions?

At both the local and regional levels, we face many challenges in carrying out our adopted plans. The Climate Smart Scenarios Project provides an opportunity to work together to build on existing efforts and address these challenges.

Financial

- Funding
- Market demand and lending practices
- Costs and affordability

Civic

- Public acceptance
- Political will
- Governance structures

Regulatory

- Existing codes and regulations
- Alignment of federal, state and local policies

Sources: Regional policy and technical advisory committees, community and business leaders. Scenarios Project Strategy Toolbox (October 2011), Phase 1 Findings (January 2012) and Community Case Studies (Spring 2013)

WHAT INVESTMENTS AND ACTIONS BEST SUPPORT YOUR COMMUNITY VISION?

Each community is unique

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

A one-size-fits-all preferred approach won't meet the needs of our diverse communities. A combination of investments and other actions will help us realize our shared vision for making this region a great place for generations to come.



INVESTMENTS AND ACTIONS THAT REDUCE EMISSIONS ✓ completed ● in progress		WHO HAS A ROLE?			
		FEDERAL	STATE	REGIONAL	LOCAL
SUPPORTING LAND USE VISIONS					
✓	Adopt 2040 Growth Concept			○	
✓	Adopt local zoning and comp plans				○
✓	Manage urban growth boundary			○	
●	Update community visions if desired				○
MAXIMIZING ENERGY EFFICIENCY					
✓	Adopt Federal fuel economy standards	○	○		
●	Shift to lower carbon fuels	○	○		
●	Shift to low emissions vehicles	○	○	○	○
●	Expand access to electric vehicle technology	○	○	○	○
●	Expand access to car-sharing				○
●	Use a market-based approach to manage parking				○
●	Use technology and “smarter” roads to manage traffic flow and boost efficiency		○	○	○
●	Provide information and incentives to expand use of low carbon travel options		○	○	○
INVESTING IN COMMUNITIES					
●	Maintain streets, highways, bridges and transit		○	○	○
●	Make streets and highways more safe, reliable and connected		○	○	○
●	Make transit more convenient, frequent, accessible and affordable		○	○	○
●	Make walking and biking more safe and convenient		○	○	○
●	Provide schools, services and shopping close to neighborhoods				○

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

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Suzanne Flynn

WHAT'S NEXT?

November and December 2013 The analysis results are reported back to the Metro Council, regional advisory committees and county-level coordinating committees

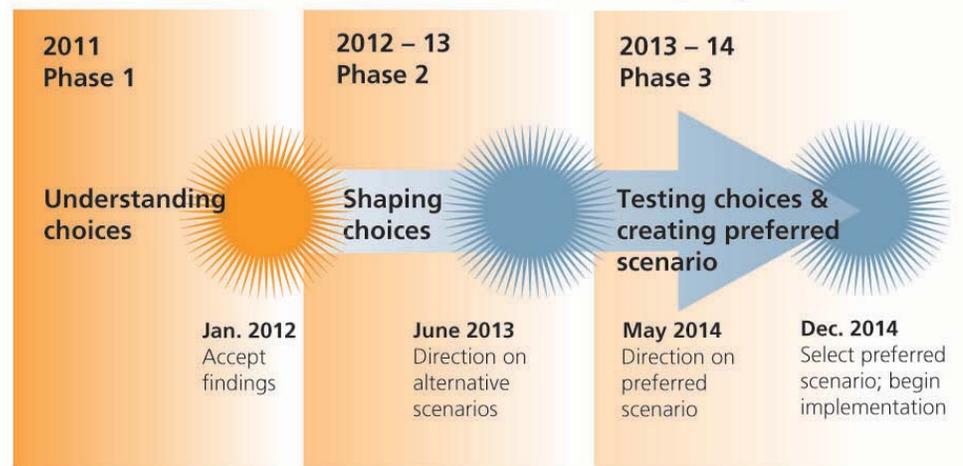
January to April 2014 Community and business leaders, local governments and the public are asked to weigh in on which investments and actions should be included in the region's preferred approach

May 2014 The Metro Council is asked to provide direction to staff on the draft preferred approach

Summer 2014 Evaluation period for preferred approach

September 2014 Final public review of preferred approach

December 2014 Metro Council considers adoption of preferred approach

Climate smart communities scenarios project timeline**WHERE CAN I FIND MORE INFORMATION?**

www.oregonmetro.gov/climatescenarios

Visit the project website to learn more about existing community efforts and their challenges, and to download other publications and reports.

For email updates, send a message to climatescenarios@oregonmetro.gov

**MAKING A
GREAT
PLACE**



NOV. 12, 2013

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Appendix 3

Eugene-Springfield MPO Scenario Planning Update

House Bill (HB) 2001, enacted in 2009 (Chapter 865 Oregon Laws, 2009) requires that the local governments within the Central Lane Metropolitan Planning Organization boundaries to develop and select a preferred scenario plan considering greenhouse gas emission reduction targets but are not required to implement the scenario.

The Metropolitan Planning Organization that represents the Eugene-Springfield area is called Central Lane. The MPO is required to make an independent report, at the same time as ODOT and DLCD, to the House and Senate interim committee related to transportation regarding their work.

Central Lane work to date includes:

- The Technical Advisory Committee (TAC) and Project Management Team (PMT) have agreed upon a charter that defines roles and responsibilities, decision milestones and scenario planning goals. In the development of the reference case, the PMT has agreed on land use assumptions which represents what would happen in the region if current policy direction is carried out without significant changes and is the baseline to which other scenarios will be compared.
- The PMT will rely on other planning work that is going on in the Central Lane metropolitan area including Envision Eugene, Springfield 2030 and Coburg's 2010 Urbanization Study to provide the basis of the reference scenario assumptions.
- ODOT and Central Lane created a version of the state model, GreenSTEP, to be used in the scenario planning work.

In 2013, the Central Lane MPO completed evaluation of the 2035 reference case, conducted sensitivity testing and prepared an evaluation framework. In early 2014, the team will document this work and prepare a report for public review.

Appendix 4

Salem-Keizer Planning Activities Update

Background

HB 2001 Section 38 requires that ODOT and LCDC write a report that includes “a recommendation as to how the planning requirements of section 37 of HB2001 should be extended to metropolitan planning organizations serving areas with populations of more than 200,000.” Both the Salem-Keizer Area Transportation Study (SKATS) MPO and Central Lane MPO have a population greater than 200,000. The SKATS Policy Committee supports the position that the planning requirements of section 37 remain voluntary at this time.

As described in this paper, both the city of Salem and the city of Keizer have conducted either scenario planning or visioning exercises in recent years. Salem and Keizer also collaborated in 2011 on a DLCD-funded regional *Housing Needs Analysis* (HNA) and regional *Economic Opportunity Analysis* (EOA), and each city is developing their own city-level HNAs and EOAs. In 2013, the Salem Keizer Transit District completed a *Regional Transit Plan* (focusing on inter-city transit service), is working on a *South Salem Transit Center Study*, and is soon to begin a comprehensive service analysis study of their operations within Salem-Keizer. Numerous neighborhood plan updates, housing plans, master plans, focus area plans, and transportation system plan updates (*some described below*) continue to emphasize a need for reinvestment, infill, redevelopment, mixed land use, and a commitment to provide better facilities for bicyclists, pedestrians, and transit users. A long list of active-transportation projects have been built or are in development, many of which are listed in this paper.

The planning and development activities described in this paper demonstrate that the communities in Salem-Keizer are supportive of long-range planning and investments that change, reinvent, and improve their communities. However, there is little interest at the moment by the local jurisdictions in conducting a regional scenario planning exercise with a focus on greenhouse gas reductions. Nevertheless, when viewed as a whole, there is good reason to conclude that the combination of plans, policies, projects, and programs described in this paper have a significant direct and indirect effect on reducing greenhouse gases.

City and Regional Visioning and Scenario Planning

Both the city of Keizer and city of Salem have undertaken visioning and scenario planning work in the past. In 2009, Keizer undertook a visioning process called **Community Vision 2029**, which was funded by a DLCD grant. The Keizer Vision is a declarative statement of desired outcomes for Keizer in 2029 based on a community conversation via surveys, forums, open houses, and a Citizen Advisory Committee (CAC). The vision calls for managing growth and development by “*considering policies that enhance the efficient use of existing land within the UGB*” and “*carefully examine long-term impacts to community livability of seeking additional land through expansion of the City’s UGB.*” The sustainability vision includes “*promote policies that enhance the ability of automobiles, pedestrians, and bicycles to get around more efficiently*” and “*create and encourage neighborhoods that are more connected with goods and services easily available.*”

With the assistance of DLCD and the TGM program, Salem initiated **Salem Futures 2050**, which was a multi-year planning exercise with extensive citizen involvement to develop a 2050 land use and transportation vision for the Salem urban growth boundary. Salem Futures examined a variety of options for modifying land use patterns and densities and incorporating transit oriented development. Although this work did not lead to major changes to Salem’s Comprehensive Plan at the time, it did lead to Salem’s adopted “*Land Use and Transportation Strategies*” and alternative measures and benchmarks¹² (Salem, 2005). These strategies continue to be the guidelines that influence subsequent policies, plans, and projects.

¹² See Table 1 of “Salem Comprehensive Policies Plan” (August 2013)

Plans and Policies

As of 2013, the **Salem Comprehensive Policies Plan** includes multiple policies that promote a more compact, multi-modal land use pattern as well as transportation facilities and programs to reduce auto trips including (parenthetical references are to specific policies in the Policies Plan):

- Infill: Development of land with existing urban services shall be encouraged before the conversion of urbanizable land to urban uses. (C-4)
- Infill: City codes and ordinances shall encourage the development of passed-over or underutilized land to promote the efficient use of residential land and encourage the stability of neighborhoods. (E-3)
- The location and density of residential densities shall (E-1): be determined by the proximity to services such as shopping and employment. (E-1d)
- Multi-family housing should be located in areas that provide walking, auto, or transit connections.(E-6c)
- A transportation system promoting all modes of traffic (E-7a) and street improvements and road networks that serve new development so that short trips can be made without driving. (E-7b)
- Subdivision and zoning regulation shall provide opportunities for increased housing densities and alternative housing patterns which encourage the use of all modes of transportation and a reduction in vehicle miles traveled and length of auto trips. (E-9)
- Mixed-use development that reduces the need for, and frequency of, single-occupancy vehicle (SOV) trips and supports public transit, where applicable (F-3), and reinforce streets as public places that encourage pedestrian and bicycle travel. (F-4)
- Unless the existing development pattern along arterials and collectors commits an area to strip development, new commercial development shall be clustered and located to provide convenient goods and services for neighborhood residents or a wide variety of goods and services for a market area of several neighborhoods. (G-5)
- Mixed use developments shall be provided for in land-use regulations. (G-7)
- The vehicle, transit, bicycle, and pedestrian circulation systems shall be designed to connect major population and employment centers in the Salem Urban Area, as well as provide access to local neighborhood residential, shopping, schools, and other activity centers. (J-5)
- Local governments within the Salem Urban Area shall develop multimodal plans, services, and programs that decrease reliance on the SOV as the dominant means of travel. Progress toward this objective shall be monitored through benchmarks set forth in Table #1. (J-11)
- The implementation of transportation system and demand management measures, enhanced transit service, and provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor before widening projects are constructed.(J-12)
- The Salem Transportation System Plan shall identify methods that citizens can use to commute to work and decrease overall traffic demand on the transportation system. Such methods include transit ridership, telecommuting, carpooling, vanpooling, flexible work schedules, walking, and bicycling. (J-13)

To further implement these policies, the city of Salem and city of Keizer are using a combination of approaches, including:

- **City of Keizer's Transportation System Plan (TSP).** Keizer updated their TSP in 2009, and prioritized the construction of sidewalk and bicycle projects. Of the 32 projects needed over the next 20 years (with an estimated cost of \$24 million), 23 are bicycle and sidewalk projects (totaling over \$15 million) and the other nine are roadway projects (totaling \$9 million).¹³ The Keizer TSP also has policies that support other alternative modes (transit, commuter rail, etc.).

¹³ City of Keizer TSP, Table 9.3

- Updates to the **City of Salem’s Transportation System Plan (TSP)**. In 2011, Salem completed the “**Bike and Walk Salem**” plan, which was an extensive analysis and public outreach to identify facility needs for bicyclists and pedestrians citywide. In December 2012, the Salem TSP was updated to incorporate the policies and projects in the “Bike and Walk Salem” plan. For bicyclists, the emphasis in the updated TSP has shifted from focusing primarily on additional bike lanes along streets to a wider range of potential bicycle facilities (such as shared lane markings, shared-use paths, family-friendly bikeways, colored bicycle lanes, cycle tracks, and buffered bicycle lanes) in order to attract and accommodate a greater number of users. The updated Pedestrian Plan placed a major focus on ADA compliance, connectivity to services and transit, and other policies to promote walking for travel, recreation, safety, and health benefits. Several of these facilities and supporting projects and programs (e.g., wayfinding signs, bicycle parking/lockers, mid-block intersections with RRFB indicators) are completed (*See project list in a later section.*), and more are included in focus area plans like the ones listed below.
- Focus area plans such as:
 - **Salem Vision 2020** - Initiated in 2007, the vision examined the future of the city’s downtown, north downtown, and Edgewater/Wallace area of West Salem. The vision is to ensure that Salem City Center remain a vibrant, regional, year-round destination. An Action Plan with five broad principles and 24 community-defined projects were identified and many have been implemented or have committed funding including transportation projects (among them the Minto Island Bicycle and Pedestrian Bridge), energy efficiency, and downtown housing projects. In 2011, the city adopted a **Downtown Salem Strategic Action Plan (2011)** that set benchmarks against which progress can be measured.
 - **Central Salem Mobility Study (2013)**¹⁴, which recommends adding new sharrows and bike lanes downtown; developing family friendly bikeways along Union Street and Winter Street; enhancing connectivity by converting select streets from one-way to two-way operation; and removing multiple dual turn lanes and opening crosswalks for pedestrians.
 - **North Downtown Plan (1997)** The City of Salem prepared the North Downtown Plan in July 1997 as part of a Transportation and Growth Management Program project, which identified the North Downtown area as a place to successfully develop a wide range of new housing, mixed-use projects, and retail developments with a strong pedestrian and transit connectivity component.
 - **Edgewater Street District plan** - see description under Salem Urban Renewal and projects.
 - **Salem Parkway Kroc Center Accessibility Study (2013)**, which examined alternative bicycle and pedestrian facilities for crossing the Salem Parkway (a 55 mph expressway) that separates Salem from Keizer, as well as providing better access to the Kroc Community Center and Claggett Creek Natural Area.
 - **Commercial Street SE/Liberty Road S Commercial District Refinement Plan** (a 2013 TGM grant¹⁵) will look at ways to spur reinvestment in the area and develop options (e.g., street design plans) to remove barriers to non-auto travel from adjacent residential areas.
- Neighborhood Area Plans developed in conjunction with neighborhood associations. Salem currently has nine neighborhood plans, of which eight were developed in late 1970s and early 1980s. A new **West Salem Neighborhood Plan** was approved in 2004, which added a mixed use zone (Neighborhood Center Mixed Use zone) that encourages new shopping and employment in an area that is predominately residential. Two of the older neighborhood plans are being updated in 2013 (**Morningside Neighborhood**

¹⁴ http://www.cityofsalem.net/Departments/PublicWorks/TransportationServices/tr_planning/Documents/Salem%20Mobility%20Recommendations_Adopted%208-12-13.pdf

¹⁵ <http://www.cityofsalem.net/CouncilMeetingAgenda/Documents/272/3.3c.pdf>

Plan and a joint **Northeast Neighbors and South East Neighborhood Association Neighborhood Plan**). The Morningside Neighborhood Plan provides strategies for more efficient use of residential lands, emphasizes walkability and complete street concepts, and makes recommendations for the retrofit of existing strip-commercial development to form better pedestrian and transit connections between the streetscape and private development. The Morningside Plan is anticipated to be adopted in early 2014.

- Master plans, such as
 - The 275-acre **Fairview Master Plan** which envisions redevelopment of the 275-acre former Fairview Training Center site as a sustainable, equitable, and highly walkable mixed-use neighborhood that promotes multimodal street design, low-impact and ‘green’ development, and walking and bicycling within the area and to adjacent areas of southeast Salem.
 - **Salem’s Comprehensive Parks Master Plan (2013)** includes policy 3.6 specifying “a citywide, multimodal trail system that ties into existing transportation corridors.... and connects parks, schools, and other community facilities.” The locations of existing and proposed trails are included in the plan.
- Housing Plans - An example of a recent housing plan is **2013 North Downtown Housing Investment Strategy (HIS)**.¹⁶ Salem’s Urban Renewal Agency is actively seeking to encourage infill and higher density housing and supportive commercial uses in the northern portion of the Riverfront Downtown Urban Renewal Area. The HIS considers physical assessments, market trends, zoning codes that may be barriers to implementing the HIS recommendations, transportation needs, and short- to long-term recommendations for URA action.
- Sustainable Cities Initiative -In 2010-11, the city of Salem was the second city to benefit from this University of Oregon program where students, faculty, and Salem staff collaborated on innovative solutions to issues including city design, redevelopment opportunity sites in the central city area, alternative transportation, and trail connections between parks.

Housing Projects, Development Code Update

Over the last 10 years, downtown and central Salem has seen some increase in downtown loft units as well as a few new 4- to 8-story housing complexes in downtown and along the Broadway mixed use district. The market for these units has been mixed--some properties have had very good success in the marketplace while others have struggled to find tenants (a potential consequence of the recession), so time will tell when and what type of additional downtown housing will emerge. Salem offers tax-incentives, fee waivers, and special housing funds to encourage more housing downtown,¹⁷ and has recently adopted a North Downtown Housing Investment Strategy to coordinate efforts.¹⁸

Outside of downtown, other areas of Salem and Keizer are experiencing some new development that is infill or redevelopment within close proximity to commercial areas. In Keizer, new infill development is occurring in some of the older, larger lot areas that meet the city’s regulations for infill, and the city has used urban renewal and other funds to make River Road more pleasant for pedestrians including meandering sidewalks, small plazas, benches, and street art. The Edgewater District in West Salem is currently implementing projects from the **Edgewater/Second Street Action Plan** including the investment of \$3.5 million to create a pedestrian friendly environment along Second Street that supports mixed use development with a “Main Street” feel.¹⁹ A 2013 analysis of the **Oregon State Hospital-North Campus 48-acre site** (sponsored by DAS) recommends the reuse of the property to establish a mixed-use community of residential with small business and neighborhood retail.

¹⁶ <http://www.cityofsalem.net/Departments/UrbanDevelopment/DepartmentProjects/Pages/HousingInvestment.aspx>

¹⁷ North Downtown Housing Invest Strategy Executive Summary

¹⁸ North Broadway / High St Parking Plan adopted in 2013 to develop parking management solutions and encourage bicycle and pedestrian use.

¹⁹ <http://www.cityofsalem.net/Departments/UrbanDevelopment/DepartmentProjects/Documents/Edgewater-FAQs.pdf>

Salem is in the final steps of a 3-year effort to rewrite and simplify its **Unified Development Code**, which hasn't had a major overhaul since 1983. In addition to streamlining the code, it has identified a "bucket list" of issues²⁰ in Salem's zoning and development codes that need future review (e.g., the need for street standards tailored to infill development and that provide pedestrian connectivity, street connectivity standards to promote a grid pattern of development instead of cul-de-sacs, better infill residential development standards, etc.).

Bicycle and Pedestrian Projects

Many roads originally constructed 30 or more years ago lack sidewalks and/or bike lanes. Upgrading these roads to add sidewalks and bike lanes has been a long-standing activity for the local jurisdictions and the MPO. More recently, an emphasis has been made to construct off-street bicycle paths or mixed bike/pedestrian paths. The full list of every facility upgrade that added sidewalks, bike lanes, or off-street paths over the last 10 years would encompass many pages, so the following is a sample of the types of projects completed:

- Salem's \$99 million Streets and Bridges bond approved by voters in 2008 included multiple projects in all areas of the city which added new sidewalks and bike lanes to streets lacking them.
- The SKATS MPO and ODOT's Transportation Enhancement program has been a significant contributor of federal funds for sidewalks and bike lane projects (Auburn Road, Chemawa Road, Brown Road, Ward Drive, Hayesville Drive, and Union St. Railroad to Glen Creek off-street path).
- In Salem's downtown area, the majority of intersections were recently reconstructed to include "bulb-outs" which decrease crossing distances, enhance safety, and make the downtown more attractive to shoppers and visitors.
- City of Salem, Marion County, and ODOT have constructed multiple mid-block pedestrian crossings (with protective signalization) to make walking safer and sometimes trip distances shorter.
- In the last five years, Salem has added shared-use lanes (sharrows) on several roads in the city and implemented the first "bicycle boulevard" on Chemeketa Street running east of downtown.
- By the end of 2015, there will be two pedestrian and bicycle bridges (Union Street, Minto Brown) which will connect 20 miles of off-street trails between south Salem, downtown, and west Salem.
- Salem's Urban Renewal Agency uses some of its funds for street enhancements that promote walking or biking while revitalizing blighted areas within older urban areas of Salem. Two recent projects are the Portland Road Improvement Project and Center 50+ (new senior center)/Hollywood Station redevelopment and the Edgewater Street and 2nd Street reconstruction in West Salem to support a mixed use, pedestrian friendly district with a "Main Street" feel and amenities.
- In Keizer, 2014 will see the completion of 1.5 miles of new sidewalks and bike lanes along Chemawa Road providing safe connections between the neighborhoods, McNary High School, River Road businesses, and Keizer Rapids Park (which itself has grown over the years with a new amphitheater, dog park, and boat launch). A half-mile of sidewalks, bike lanes, and a new bridge east of River Road were added to Chemawa Road 10 years ago; and a new roundabout is in development to ease traffic congestion while improving safety for all modes.
- In Turner, federal funds have been used to add sidewalks and bike lanes to 3rd Street (Turner's "main street"); and a project to add bike lanes and sidewalks on Delaney Road is in development.

Safe Routes To Schools and Parks

The local governments and MPO have put a priority on funding projects that provide safe routes to schools. This includes the aforementioned federally funded sidewalk/bike lane projects (Auburn Road, Brown Road, Chemawa Road, Hayesville Drive, Delaney Road) and local projects (e.g., Battle Creek Elementary multi-use path and bridge in South Salem; multi-use path and bridge over Labish Creek to Gubser Elementary school

²⁰ <http://salemcodecleanup.net/wp-content/uploads/Identified-Major-Policy-Issues-3-11-13.pdf>

in Keizer). The same can be said for many local projects near parks.^{21, 22} Nevertheless, there are many more locations in the urban area where these facilities are needed. Providing safe infrastructure for children and adults to walk and bike encourages active transportation choices which reduce reliance on the automobile. Sidewalks, bike lanes, and crossings also reduce school bus transportation within walk zones.

Urban and Regional Transit; Rideshare and Travel Demand Management

The Salem Area Mass Transit District (SAMTD) is very proactive in providing the best service available within the constraints of its budget. Unlike Metro in Portland and LTD in Eugene, SAMTD cannot collect a transit payroll tax and relies primarily on property taxes and fares for its fixed-route service (Cherriots) and a combination of state and federal funds for para-transit, CARTS, specialized transit services, capital and preventative maintenance uses.²³ Because of property tax compression, the transit district cannot increase revenue. Cherriots does not currently provide Saturday or Sunday service and has limited evening service, although the District Board would like to add these services if there were additional revenues.

Cherriots undertook a significant change to its fixed-route service in 2009 to offer a mix of limited and more frequent routes that best match existing transit demand. Routes with the highest ridership have 15-minute service. Reconstruction of the Courthouse Square Transit Center in downtown Salem will be completed in 2014. Cherriots' **Strategic Plan (2011)** follows a plan for transit that follows a "3C" structure: circulators, centers, and corridors. Implementation of the strategic plan includes the new **Keizer Transit Center** (constructed in 2013) and the programming of several million dollars over the next 2-3 years for upgrades to bus stops and shelters on its busiest corridors. Recent technology upgrades include automated vehicle location (AVL), passenger counters, route information apps for mobile devices as well as on the web and on Google Maps, and electronic fare cards. Looking to the near future, the district is conducting a **South Salem Transit Center Study** to select the location of the next transit center and is about to embark on a **Comprehensive Service Analysis** of its routes.

The Chemeketa Area Regional Transportation System (**CARTS**) provides fixed and deviated fixed-route service for Marion and Polk Counties. Three curb-to-curb and five deviated fixed routes provided 125,000 rides in fiscal year 2012. In 2013, the Salem-Keizer Transit completed a **Regional Transit Plan** that outlines the priorities for providing expanded or new inter-city transit service in Marion, Polk, and Yamhill Counties.

For over 20 years, ODOT and SKATS have provided funds for the **Regional Rideshare and Transportation Demand Management (TDM) programs** that are operated by Cherriots staff. TDM services provide information on how to use options other than single occupant vehicles including bicycling, park and ride, and the emergency ride home program. The Rideshare program partnered with other rideshare programs in Oregon and Washington to offer a consolidated ride-matching service ("DriveLessConnect").

Traffic Operations and Traffic Congestion Relief

Traffic operations and Intelligent Transportation Systems (ITS) is a category of strategies in the OSTI Toolbox for reducing greenhouse gases.²⁴ Traffic signal coordination and other signal improvements work to minimize stopping and idling that contribute to wasted fuel and extra GHGs. For more than 20 years, the MPO has provided the majority of funds needed by the **Regional Traffic Signal Control Center** (operated by Salem Public Works) and increased the amount of funds by 50 percent starting in 2012. Millions of dollars of federal (ODOT and MPO), state, and local funds have been spent on signal and controller upgrades, traffic signal interconnect projects, intersection capacity increases, traffic cameras, and other ITS to facilitate smoother traffic

²¹ Two examples: Salem's Urban Renewal agency completed the Wallace Marine Park River Access Trail in 2012, and in 2014 the path from the railroad bridge to Glen Creek will be constructed.

²² Salem Parkway / Kroc Center Access Study (2013) has recommendation for off-street paths to the Claggett Creek Nature area and the Kroc Community Center, and a *ConnectOregon* 5 application was submitted in November 2013.

²³ From Salem-Keizer Transit Proposed Budget 2011-2012

²⁴ OSTI, Oregon GHG Reduction Toolkit: Systems and Operations Strategy Report

flow. Cameras at 21 intersections in the Salem area show real-time traffic conditions on ODOT's tripcheck.com,²⁵ allowing motorists the chance to avoid traffic congestion, especially for non-recurring congestion due to crashes or other incidents.

The Salem-Keizer area is in the process of an Environmental Impact Statement that is evaluating alternatives for a new bridge across the Willamette River. The current bridges and connecting arterials experience significant congestion and delay (primarily in the peak periods) that is expected to increase in intensity, duration, and extent as West Salem and Polk County grows in population. A new river crossing will disperse this congestion, reduce travel times and vehicle delay, as well as reduce trip lengths and VMT, which will also reduce GHG emissions.

Electric Vehicles Charging Stations

Salem currently has 16 electric vehicle (EV) charging stations available in seven public parking areas. There are also 30 plus other locations within Salem-Keizer that have EV charging stations including several at Wal-Mart, Walgreens, Keizer City Hall and the new Keizer Transit Center.²⁶

ODOT's GHG Reduction Toolkit Strategies as they apply to the Salem-Keizer area

As part of the **Oregon Sustainable Transportation Initiative** (OSTI), ODOT developed a Greenhouse Gas Emission Reduction Toolkit and database which classifies and gives descriptions for 82 potential strategies that can be used at the local, regional, and statewide level to reduce GHGs. A qualitative analysis was used to define which of these strategies are currently being used in the Salem-Keizer area. Each strategy was tagged with one of four responses:

- “yes” if that strategy is being used in Salem-Keizer
- “no” if it isn't being used in Salem-Keizer
- “na” if it is not applicable to Salem-Keizer
- “some” if the strategy is partially being used in Salem-Keizer

The results of this review are illustrated in Table 1 below.

- The 32 strategies tagged “yes” are plans and practices that are currently being used to improve the multi-modal system, support bicycle and pedestrian travel, improve public transit facilities and service, implement access management, increase connectivity, reduce trips and trip lengths, smooth traffic flow, support infill, and improve the compatibility between land use and transportation.
- The 21 strategies tagged “some” are strategies where there are examples of it occurring in Salem-Keizer but to a moderate extent. This includes traffic calming, transit oriented development, parking management, strategic school placement to promote biking and walking, public offices located in downtown cores, incident management, discount transit passes, car-sharing, etc.
- The 18 strategies tagged “na” are not applicable to the Salem-Keizer area (e.g., improve marine transportation, truck-rail diversions, a freeway management system) or policies that could only be instituted at the state level (VMT fees, intercity tolls, vehicle age or emission-based vehicle registration fees, reducing speed limits on freeways, etc.).
- The 11 strategies tagged “no” are pricing strategies (excise taxes, decrease or eliminate transit fares, cordon or congestion pricing) or beyond the current needs of Salem-Keizer (HOV lanes, ramp-meters, light rail, and commuter rail).

²⁵ <http://www.tripcheck.com/pages/rcmap.asp?curRegion=15>

²⁶ <http://www.blinknetwork.com/blinkMap.html>

Table 1: Toolbox Strategies in Salem-Keizer area

Category of Strategy	Is it occurring in Salem-Keizer:				Total
	na	no	some	yes	
Bicycle and Pedestrian	0	1	2	14	17
Capacity Expansion/Bottleneck Relief	1	0	0	2	3
Fleet	2	0	0	0	2
Land Use and Built Environment	0	0	6	5	11
Multimodal Freight	6	0	0	0	6
Operations/ ITS	3	0	5	5	13
Pricing	6	4	3	1	14
Public Transportation	0	3	3	3	9
Transportation Demand Management	0	3	2	2	7
Column Totals	18	11	21	32	82

Conclusion

The intent of this paper was to illustrate the many efforts that are occurring to improve the multi-modal transportation system in Salem-Keizer and which has the related benefit of reducing GHG emissions. Credit should be given for the efforts of the local jurisdictions and regional agencies, who work closely to support each other's projects and programs.

In May 2011, then DLCD-chair John VanLandingham wrote a letter to the non-Metro MPOs regarding the GHG reduction targets required by SB 1059 noting his belief that LCDC and DLCD need to work as partners with MPOs on this issue and be mutually supportive. The local jurisdictions in Salem-Keizer and the SKATS MPO have indicated through their plans, policies, and action that they support a multi-modal transportation system with areas of compact development and walkable neighborhoods and have created multiple studies, plans, and actions at the district and regional scale to achieve that objective. However, the local jurisdictions do not want to engage in comprehensive regional scenario planning at this time, and therefore, prefer that the section 37 requirements for scenario planning not be extended to the SKATS metropolitan area.

At their November 25, 2013 meeting, the SKATS Policy Committee had an extended discussion on the status of scenario planning and strategic assessments at the other MPOs in Oregon, as well as the materials in this paper and a draft of the ODOT/LCDC report to the legislature. It was the consensus of the SKATS Policy Committee that prior to further consideration to do a strategic assessment, SKATS will monitor the work of both the Corvallis MPO and Central Lane MPO on the usefulness of the Metropolitan GreenSTEP tool and process, and then decide whether to do a strategic assessment.