

14.0 TRANSPORTATION PLANNING RULE COMPLIANCE

As stated earlier in this plan, the Oregon Department of Land Conservation and Development (DLCD), with concurrence from ODOT, adopted Transportation Planning Rule (TPR), OAR 660 Division 12, in 1991. The TPR requires local jurisdictions with certain population estimates to prepare and adopt a Transportation System Plan that addresses the recommendations and requirements in the TPR. This section provides a list of recommendations and requirements from the TPR and how each of these were addressed in the Marion County RTSP.

TPR RECOMMENDATIONS/REQUIREMENTS

MARION COUNTY RTSP COMPLIANCE

Public and Inter-Agency Involvement

X Develop informational material.

Materials (including report text, newsletters, charts, and maps) were prepared for the public and other agencies illustrating and defining critical components of the Marion County RTSP Update.

X Schedule informational meetings, review meetings and public hearings throughout the planning process. Involve the community.

Several meetings and an open house have been held in the development of this RTSP Update. Notices have been sent and press releases made to inform the public of the update and solicit comments for it. The draft plan has been available on the internet for public review for three months, and many comments have been received electronically and addressed in the preparation of this RTSP update. Extensive effort has also been made coordinating with individual cities and other agencies.

X Coordinate plan with other agencies.

All of the cities and other agencies within the County were invited to attend the agency meetings. Representatives from many of the cities, as well as other County departments, MWVCOG, ODOT, and DLCD participated at the meetings. Other representatives were apprised of the process and chose not to become involved.

Review Existing Plans, Policies, Standards and Laws

X Review and evaluate existing comprehensive plans.

The Marion County Comprehensive Plan was reviewed and evaluated as part of the RTSP update development. Comprehensive plans of other Marion County cities were reviewed, along with the Oregon Transportation Plan and its modal sub-components (such as the passenger rail plan and the bicycle and pedestrian plan), and all other applicable plans which could be obtained by the planning team.

X Land use analysis - existing land use/vacant lands

The County's exception areas and potential

TPR RECOMMENDATIONS/REQUIREMENTS**MARION COUNTY RTSP COMPLIANCE**

- inventory.
- X Review existing ordinances - zoning, subdivision, engineering standards.
- X Review existing significant transportation studies.
- X Review existing capital improvements programs/public facilities plans.
- X Americans with Disabilities Act requirements.

development impact areas were reviewed to determine where growth and development were more likely to occur. City land use plans were reviewed to discern future development of the cities and assess future transportation needs between cities.

Existing County ordinances and engineering standards were reviewed for adequacy in the development of the RTSP Update. It was determined that the County should re-evaluate its existing standards to accommodate future growth and to improve livability in urban and rural communities.

Many transportation studies and plans were reviewed as part of the Marion County RTSP. These include ODOT's Oregon Transportation Plan and associated modal plans, transportation plans of individual cities and adjacent counties, airport plans, regional plans, and all other applicable plans that the planning team could obtain.

The Marion County capital improvement program, State transportation improvement program, local city improvement programs, and airport master plans were reviewed as part of Marion County RTSP update development.

ADA requirements were reviewed and recognized as part of the Marion County RTSP update development.

Inventory Existing Transportation System

- X Road system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, structure locations and conditions, functional classification and jurisdiction, truck routes, number and location of accesses, safety, substandard geometry).
- X Bicycle ways (type, location, width, condition, ownership/jurisdiction).
- X Pedestrian ways (location, width, condition, ownership/jurisdiction).
- X Public transportation services (transit ridership,

An inventory of the existing road network (including geometry), traffic volumes, level-of-service, traffic control devices, pavement conditions, structure locations and conditions, functional classification, and truck routes are provided in the RTSP Update.

A summary of the existing bicycle facilities is provided in the RTSP Update and reviewed in detail in the County's *Bicycle and Pedestrian System Plan* which was developed as part of the original RTSP planning effort. The County has also published a Bicycle Map, in conjunction with the City of Salem, showing bicycle facilities in the County.

An inventory of existing sidewalks in rural Marion County is provided in the RTSP Update.

A inventory of transit services from public and private

TPR RECOMMENDATIONS/REQUIREMENTS

volumes, route, frequency, stops, fleet, intercity bus, passenger rail, special transit services).

- X Inter-modal and private connections.
- X Air transportation.
- X Freight rail transportation.
- X Water transportation.
- X Pipeline transportation.
- X Environmental constraints.
- X Existing population and employment.

Determine Transportation Needs

- X Forecast population and employment.
- X Determine transportation capacity needs (cumulative analysis, transportation gravity model).
- X Other roadway needs (safety, bridges, reconstruction, operation/maintenance).

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providers was prepared by Mid-Willamette Valley Council of Governments for the original RTSP. The inventory is included in the RTSP update, along with information on CARTS and Cherriots service in rural areas of the County

No significant inter-modal and private carrier transportation services and/or connections are currently found in rural Marion County.

A summary of existing air transportation facilities is provided in the RTSP update.

A summary of freight rail transportation services is provided in the RTSP update.

A summary of water transportation services is provided in the RTSP update.

A summary of pipeline transportation services is provided in the RTSP update.

Within Marion County, there are some environmental constraints affecting the development of new or improved transportation facilities. These were considered in the selection and development of recommended projects.

The 2000 Census tabulated Marion County's population as 284,834 people, of which 137,444 are employed. The 2003 estimate is 295,900 people.

Growth rates were estimated from existing population trends, an evaluation of buildable land in the rural and urban areas, and forecasts for Marion County that were developed as part of the County's Urban Growth Management Framework planning effort. This included a 2020 population projection of 359,581, and a corresponding increase in employment.

Traffic volume projections have been developed for the year 2025 for Arterials, Major Collectors, State, and Interstate highways within Marion County (see Chapter 6 for methodology). Anticipated future capacity issues are identified in Chapter 8.

The RTSP update contains a list of needs for safety improvements, bridge repair and replacement, reconstruction, drainage improvements, and maintenance improvements.

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- X Freight transportation needs. Deficiencies that relate to freight movement, including truck movement, rail movement, and rail crossings are addressed in the RTSP update.
- X Public transportation needs (special transportation needs, general public transit needs). Existing rural transit service is noted in the RTSP update, with further recommendations for additional service (particularly connections between cities), express service, and other improvements that would make transit more efficient and a better option. The RTSP update also includes recommendations for ridesharing and other options besides the SOV.
- X Bicycle / Pedestrian needs. Rural bicycle and pedestrian improvements are generally proposed in conjunction with roadway improvements that will benefit all users and primarily consist of shoulder widening. The County also proposes to provide cyclists and pedestrians with full accessibility to County's arterial/collector street system. As part of the original RTSP development, the County also developed a supplemental document entitled the Marion County Bicycle and Pedestrian System PlanI, which is still in effect.

Develop and Evaluate Alternatives

- X Update community goals and objectives. Goals and objectives were established through input from the community, including elected officials and staff from cities and other agencies. In addition, each alternative strategy was evaluated for how well it addressed these goals and objectives.
- X Establish evaluation criteria. Evaluation criteria were established as part of the plan development and used to evaluate alternatives.
- X Develop and evaluate alternatives (no-build system, all-build alternatives, transportation system management, transit, additions to roadway system, land use alternatives, and combination alternatives). A set of alternatives, including 'Do Nothing', 'Build it All', 'Inter-County Focus', 'Intra-County Focus', 'Farm to Market', 'Leave the Car at Home', 'Perimeter Roads', and combined 'Intra/Inter County Mobility' alternatives were defined and evaluated. Actions to address current and future needs of Marion County were also considered in the evaluation of alternatives. It was assumed that land use in the rural areas (mainly farm and forest use) would remain relatively static.
- X Select recommended alternative. The recommended alternative was a combination of the Intra-County focus and the Inter-County focus. This recommended alternative focuses improvements on the major roads within the County and into and out of the County. The Marion County RTSP update also includes a financially constrained plan of

TPR RECOMMENDATIONS/REQUIREMENTS**MARION COUNTY RTSP COMPLIANCE****Produce a Transportation System Plan**

X Transportation goals, objectives, and policies.

improvements to address existing and future needs.

Specific recommendations regarding transportation goals and policies were identified in the original RTSP, and have been updated slightly to more accurately reflect current transportation issues in this RTSP update.

X Streets plan element (functional street classification and design standards, proposed facility improvements, access management plan, truck plan, safety improvements).

A roadway plan element is included in the RTSP update and serves as the primary component of the rural transportation system. Design standards will be reviewed and issues resolved outside of the transportation system plan. Additional work is planned to refine the roadway design standards. Proposed facility improvements (including those improving safety, and those improving freight mobility) are listed in the plan. Access management standards and other policies to protect the investment in the road system are also included.

X Public transportation element (transit route service, transit facilities, special transit services, intercity bus and passenger rail).

Increased service through additional rural transit, more frequent rural transit, and additional park-and-ride locations is recommended as part of the RTSP update. Coordination of multiple para-transit service providers is also recommended.

X Bikeway system element.

A bicycle element is included in the RTSP update and described in detail in the *Bicycle and Pedestrian System Plan*.

X Pedestrian system element.

A pedestrian element is included in the RTSP update and described in detail in the *Bicycle and Pedestrian System Plan*.

X Airport element (land use compatibility, future improvements, and accessibility, connections, or conflicts with other modes).

Master plans for the two main airports in Marion County, Aurora State Airport and McNary Field, are referenced in the RTSP update

X Freight and passenger rail element (terminals, safety).

The RTSP update includes recommendations for continued and improved freight rail transportation, development of better transfer facilities to get freight to and from rail lines better, and recommendations for and continued and improved passenger rail transportation

X Water transportation element (terminals).

Continuation of two ferry services is recommended in the RTSP update. Dredging of the Willamette River to allow increased barge transportation is not recommended until research can be done to determine

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| X Parking Plan, Transportation System Management Element (TSM), Transportation Demand Management (TDM) Element . | the impacts of this activity, and dredging is also not recommended due to its high cost and relatively low benefit.

Although these elements are not required for unincorporated rural areas, the RTSP update includes recommendations for implementing TSM and TDM strategies to reduce the demand on the roadway system. |
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