

Consolidated List of *TransPlan* Policies

Land Use Policies

Land Use Policy #1: Nodal Development

Apply the nodal development strategy in areas selected by each jurisdiction that have identified potential for this type of transportation-efficient land use pattern.

Land Use Policy #2: Support for Nodal Development

Support application of the nodal development strategy in designated areas through information, technical assistance, or incentives.

Land Use Policy #3: Transit-Supportive Land Use Patterns

Provide for transit-supportive land use patterns and development, including higher intensity, transit-oriented development along major transit corridors and near transit stations; medium- and high-density residential development within ¼ mile of transit stations, major transit corridors, employment centers, and downtown areas; and development and redevelopment in designated areas that are or could be well served by existing or planned transit.

Land Use Policy #4: Multi-Modal Improvements in New Development

Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed-use, and multi-unit residential development.

Land Use Policy #5: Implementation of Nodal Development

Within three years of *TransPlan* adoption, apply the ND, Nodal Development designation to areas selected by each jurisdiction, adopt and apply measures to protect designated nodes from incompatible development and adopt a schedule for completion of nodal plans and implementing ordinances.

TDM Policies

TDM Policy #1: TDM Program Development

Expand existing TDM programs and develop new TDM programs. Establish TDM benchmarks and if the benchmarks are not achieved, mandatory programs may be established.

TDM Policy #2: Parking Management

Increase the use of motor vehicle parking management strategies in selected areas throughout the Eugene-Springfield metropolitan area.

TDM Policy #3: Congestion Management

Implement TDM strategies to manage demand at congested locations.

TSI System-Wide Policies

TSI System-Wide Policy #1: Transportation Infrastructure Protection and Management

Protect and manage existing and future transportation infrastructure.

TSI System-Wide Policy #2: Intermodal Connectivity

Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.

TSI System-Wide Policy #3: Corridor Preservation

Preserve corridors, such as rail rights-of-way, private roads, and easements of regional significance, that are identified for future transportation-related uses.

TSI System-Wide Policy #4: Neighborhood Livability

Support transportation strategies that enhance neighborhood livability.

TSI System-Wide Policy #5: *TransPlan* Project Lists

Adopt by reference as part of the *Metro Plan* the 20-Year Capital Investment Actions project lists contained in *TransPlan*. Project timing and estimated costs are not adopted as policy.

TSI Roadway Policies

TSI Roadway Policy #1: Mobility and Safety for all Modes

Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.

TSI Roadway Policy #2: Motor Vehicle Level of Service (LOS)

1. Use motor vehicle level of service standards to maintain acceptable and reliable performance on the roadway system. These standards shall be used for:
 - a. Identifying capacity deficiencies on the roadway system.
 - b. Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the TPR (OAR 660-12-0060).
 - c. Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
2. Acceptable and reliable performance is defined by the following levels of service under peak hour traffic conditions: Level of Service E within Eugene’s Central Area Transportation Study (CATS) area, and Level of Service D elsewhere.
3. Performance standards from the Oregon Highway Plan shall be applied on state facilities in the Eugene-Springfield metropolitan area.

In some cases, the level of service on a facility may be substandard. The local government jurisdiction may find that transportation system improvements to bring performance up to standard within the planning horizon may not be feasible, and safety will not be compromised, and broader community goals would be better served by allowing a substandard level of service. The limitation on the feasibility of a transportation system improvement may arise from severe constraints including but not limited to environmental conditions, lack of public agency financial resources, or land use constraint factors. It is not the intent of TSI Roadway Policy #2: Motor Vehicle Level of Service to require deferral of development in such cases. The intent is to defer motor vehicle capacity-increasing transportation system improvements until existing constraints can be overcome or develop an alternative mix of strategies (e.g., land use measures, TDM, short-term safety improvements) to address the problem.

TSI Roadway Policy #3: Coordinated Roadway Network

In conjunction with the overall transportation system, recognizing the needs of other transportation modes, promote or develop a regional roadway system that

meets combined needs for travel through, within, and outside the region.

TSI Roadway Policy #4: Access Management

Manage the roadway system to preserve safety and operational efficiency by adopting regulations to manage access to roadways and applying these regulations to decisions related to approving new or modified access to the roadway system.

TSI Transit Policies**TSI Transit Policy #1: Transit Improvements**

Improve transit service and facilities to increase the system’s accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.

TSI Transit Policy #2: Bus Rapid Transit

Establish a Bus Rapid Transit (BRT) system composed of frequent, fast transit service along major corridors and neighborhood feeder service that connects with the corridor service and with activity centers, if the system is shown to increase transit mode split along BRT corridors, if local governments demonstrate support, and if financing for the system is feasible.

TSI Transit Policy #3: Transit/High-Occupancy Vehicle (HOV) Priority

Implement traffic management strategies and other actions, where appropriate and practical, that give priority to transit and other HOVs.

TSI Transit Policy #4: Park-and-Ride Facilities

Expand the Park-and-Ride system within the metropolitan area and nearby communities.

TSI Bicycle Policies**TSI Bicycle Policy #1: Bikeway System and Support Facilities**

Construct and improve the region’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

TSI Bicycle Policy #2: Bikeways on Arterials and Collectors

Require bikeways along new and reconstructed arterial and major collector streets.

TSI Bicycle Policy #3: Bikeway Connections to New Development

Require bikeways to connect new development with nearby neighborhood activity centers and major destinations.

TSI Bicycle Policy #4: Implementation of Priority Bikeway Miles

Give funding priority (ideally within the first three to five years after adoption of *TransPlan* subject to

available funding) to stand-alone bikeway projects that are included in the definition of “Priority Bikeway Miles” and that increase the use of alternative modes.

TSI Pedestrian Policies

TSI Pedestrian Policy #1: Pedestrian Environment

Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.

TSI Pedestrian Policy #2: Continuous and Direct Routes

Provide for a continuous pedestrian network with reasonably direct travel routes between destination points.

TSI Pedestrian Policy #3: Sidewalks

Construct sidewalks along urban area arterial and collector roadways, except freeways.

TSI Goods Movement Policies

TSI Goods Movement Policy #1: Freight Efficiency

Support reasonable and reliable travel times for freight/goods movement in the Eugene-Springfield region.

TSI Other Modes Policies

TSI Other Modes Policy #1: Eugene Airport

Support public investment in the Eugene Airport as a regional facility and provide land use controls that limit incompatible development within the airport environs. Continue to use the *Eugene Airport Master Plan* as the guide for improvements of facilities and services at the airport.

TSI Other Modes Policy #2: High-Speed Rail Corridor

Support provision of rail-related infrastructure improvements as part of the Cascadia High-Speed Rail Corridor project.

TSI Other Modes Policy #3: Passenger Rail and Bus Facilities

Support improvements to the passenger rail station and inter-city bus terminals that enhance usability and convenience.

Finance Policies

Finance Policy #1: Adequate Funding

Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in *TransPlan*.

Finance Policy #2: Operations, Maintenance, and Preservation

Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.

Finance Policy #3: Prioritization of State and Federal Revenue

Set priorities for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region’s Transportation Improvement Program (TIP) to address safety and major capacity problems on the region’s transportation system.

Finance Policy #4: New Development

Require that new development pay for its capacity impact on the transportation system.

Finance Policy #5: Short-Term Project Priorities

Consider and include among short-term project priorities, those facilities and improvements that support mixed-use, pedestrian-friendly nodal development and increased use of alternative modes.

Finance Policy #6: Eugene-Specific Finance Policy

The City of Eugene will maintain transportation performance and improve safety by improving system efficiency and management before adding capacity to the transportation system under Eugene’s jurisdiction.