

Appendix A
TPR Requirements
Summary

Table 1 TPR Requirements of a Local TSP

TPR Requirements by Section	Comments
<i>OAR 660-012-0015: Preparation and Coordination of the TSPs</i>	
(3) Preparation, adoption, and amendment of Local TSPs	
(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with adopted elements of regional and state TSPs.	Sections 3, 4, and 5 of the TSP document the City's existing transportation inventory and deficiencies, existing traffic conditions and forecast traffic conditions and deficiencies. Section 7 identifies a system of transportation facilities and services to address the identified deficiencies and meet local needs while being consistent with regional plans and the Oregon Highway Plan.
(b) Coordinate the preparation of the local TSP to assure regional and state transportation needs are met.	State and regional transportation needs were considered in development of the City of Albany TSP through various coordination meetings with affected organizations and agencies and through the use of ODOT mobility standards to evaluate the State Highway System.
(4) Cities shall adopt local TSPs as part of their comprehensive plan.	The City will adopt the Albany TSP Update as part of its Comprehensive Plan.
(5) TSPs preparation shall be coordinated with affected state, federal, and regional agencies; local governments; special districts; and private providers of transportation services. (6) Mass transit, transportation, airport and port districts shall participate in the development of the TSPs for those transportation facilities and services they provide. (7) Where conflicts are identified between proposed regional TSPs and acknowledged comprehensive plans, representatives of affected local governments shall meet to discuss means to resolve the conflicts.	To ensure that the City of Albany TSP is consistent with the policies, goals, and needs of affected agencies, coordination meetings involving public representatives from the City as well as Linn and Benton Counties, the Oregon Department of Transportation (ODOT) occurred during the development of the transportation plan. The City also coordinated with special districts and local providers of transportation services, including bus, transit, and rail service providers.
<i>OAR 660-012-0020: Elements of Transportation System Plans</i>	
(1) Establish a coordinated network of facilities to serve state, regional, and local transportation needs.	Existing and planned transportation facilities were coordinated to meet state, regional, and local transportation needs within the Albany UGB.
(2) The TSP shall include the following elements:	
(a) Determination of transportation needs per OAR 660-012-0030.	The City of Albany's 20+-year transportation needs are documented in Section 5 of the TSP.
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and connections.	A future road plan for arterials and collectors is provided in Section 7 in Figure 7-4.
(c) A public transportation plan.	The City of Albany is currently working on a Transit Master Plan which will become the transit element of the TSP and be adopted into the Comprehensive Plan separate from this TSP

	Update.
(d) A bicycle and pedestrian plan consistent with ORS 365.514.	A bicycle and pedestrian plan map is provided in Section 7 in Figure 7-5.
(e) An air, rail, water, and pipeline plan that identifies public use airports, mainline and branchline railroads, port facilities, and major regional pipelines and terminals.	Each of these modes is discussed in Section 3, 6, and 7 of the TSP. There are Airport, Water, and Wastewater Master Plans which are adopted into the City's Comprehensive Plan as separate documents. Rail is included in the TSP but does not have any identified projects as the City has no jurisdiction over any rail facilities but does coordinate with the various rail agencies.
(f) For urban areas with a population greater than 25,000 persons, a transportation system management and demand management plan.	The City of Albany will be preparing a Transportation System Management Plan as part of the TSP implementation and has policies in place to promote TDM.
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c).	This is not required of the City, at this time.
(h) Policies and land use regulation for TSP implementation per OAR 660-012-0045.	This is addressed in Albany TSP Update Memo #1 in Volume 2 of the TSP Technical Appendix. These policies and regulations will be updated as necessary as part of the TSP implementation.
(i) For areas within an urban growth boundary containing a population of 2,500 or more, a transportation financing program as provided in OAR660-12-0040	Included in Section 8 of the TSP and to be included in a Transportation Funding Plan documented separate from the TSP.
(3) Each element identified in (2)(b)-(d) shall contain:	
(a) An inventory and assessment of existing and committed facilities and services by function, type, capacity, and condition.	An inventory of Albany's existing transportation facilities is documented in Section 3 and 4.
(b) A system of planned facilities, services, and major improvements.	Included in Section 7 of the TSP.
(c) A description of planned facilities, services, and major improvements including a map showing general location of proposed improvements, minimum and maximum right-of-way widths, and a description of facility or service.	
(d) Identification of the provider of each facility or service.	Identified in Section 3 of the TSP.
OAR 660-012-0025: Complying with the Goals in Preparing TSPs; Refinement Plans	
(1) Adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities services, and major improvements and their function, mode, and general location.	The TSP will be adopted through a process for legislative actions with public notice and opportunity for testimony. The proposed legislation shall be heard by the Planning Commission and City Council.
(2) Findings of compliance with applicable statewide planning goals and comprehensive plan policies shall be developed in conjunction with adoption of the TSP.	A staff report will be prepared prior to adoption of the TSP to reflect the actual efforts completed to address compliance with applicable statewide planning goals and comprehensive plan policies.

OAR 660-012-0030: Determination of Transportation Needs	
(1) The TSP shall identify transportation needs including:	
(a) State and local transportation needs;	State and local transportation needs are documented in Sections 3, 4, and 5 of the TSP.
(b) Needs of the transportation disadvantaged;	Documented in Sections 3 and 6 of the TSP as it relates to pedestrian, bicycle, and transit facilities.
(c) Needs for the movement of goods and services.	Documented in Section 5 of the TSP as it relates to ODOT Mobility Standards under future conditions.
(3) Within UGBs the determination of transportation needs shall be based upon:	
(a) Population and employment forecasts and distributions consistent with the acknowledged comprehensive plan, including policies which implement the Goal 14 requirement to encourage urban development on urban lands prior to conversion of urbanizable lands. Forecasts shall be for 20 years and, if desired, longer periods;	Year 2030 population and employment forecasts for the City of Albany, consistent with the Comprehensive Plan, were used to estimate future travel demand. This information is summarized in Sections 4, 5, and 6 of the TSP with additional details provided in the appendices.
(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.	The EMME/2 travel forecasting model developed by ODOT/TPAU was used to determine future transportation needs and to examine alternative measures for addressing them as documented in Sections 5 and 6 of the TSP. Modeled land use and transportation alternatives were evaluated to determine the potential for each alternative to result in a reduction in vehicle-miles traveled. In addition, the preferred plan includes investment in pedestrian system connectivity, bicycle network connectivity, and the expansion of transit.
OAR 660-012-0035: Evaluation and Selection of Transportation System Alternatives	
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified needs at reasonable cost. The following shall be evaluated as components of the system alternatives:	
(a) Improvements to existing facilities or services;	Reasonable and cost effective solutions to existing facilities were be evaluated before new facilities were considered as documented in Sections 6 and 7.
(b) New facilities and services including different modes of travel;	All new facilities were evaluated based on their reasonableness and cost-effectiveness.
(c) Transportation system management measures;	The City will work on a Transportation System Management Plan as part of the TSP implementation.

<p>(d) Demand management measures;</p>	<p>Demand management measures were assumed to be in effect with the development of the future travel demand forecasts.</p>
<p>(e) A no-build system alternative required by the National EPA.</p>	<p>Section 5 documents the “no-build” system alternative and its inadequacies to meet the future transportation needs of Albany.</p>
<p>(3) The following standards shall be used to evaluate and select alternatives:</p>	
<p>(a) The transportation system shall support urban and rural development by providing types and levels of facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;</p>	<p>The TSP is based on the current, acknowledged comprehensive plan for the City, with a few exceptions as noted in Section 6, and provides enhancement of the integration of transportation and land use systems.</p>
<p>(b) The transportation system shall be consistent with state and federal standards for the protection of air, land and water quality;</p>	<p>The standards used to evaluate and select transportation alternatives are documented in Sections 3 and 7. Albany is not in an air quality limited area and is not expected to be so designated in the planning period so an air quality assessment is not required for the alternatives analysis. Water quality enhancements associated with application of best management practices in the design of transportation facilities were assumed for all alternatives.</p>
<p>(c) The transportation system plan shall minimize adverse economic, social, environmental, and energy (ESEE) consequences;</p>	<p>The selection of a preferred set of transportation improvements sought to minimize ESEE consequences.</p>
<p>(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation.</p>	<p>The standards used to evaluate and select transportation alternatives are documented in Section 6 of the TSP. All alternatives assumed that plan policies and development code requirements would have similar outcomes in terms of facilitating connectivity between modes.</p>
<p>(e) The transportation system plan shall avoid principal reliance of any one mode of transportation and reduce principal reliance on the automobile.</p>	<p>The standards used to evaluate and select transportation alternatives are documented in Section 6 of the TSP. All alternatives assumed a multi-modal approach to system development, including pedestrian, bicycle, and transit. Existing Albany policies and codes ensure the public has access to and viable alternatives to the automotive mode.</p>
<p>(7) Local TSPs shall include interim benchmarks to assure satisfactory progress towards meeting the requirements of this chapter at five-year intervals. Local governments shall evaluate progress in meeting interim benchmarks at five year intervals from adoption of the TSP.</p>	<p>The TSP shall provide interim benchmarks and the City shall evaluate progress toward meeting the benchmarks through regular review of the TSP at five-year intervals. This update in itself is a review of the plan that was adopted in 1997.</p>

OAR 660-012-0040: Transportation Financing System

(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation-financing program.	Included in Section 8 of the TSP and to be included in a Transportation Funding Plan documented separate from the TSP.
(2) A Transportation financing program shall include the items listed in (a) – (d):	
(a) A list of planned transportation facilities and major improvements;	Included in Section 7 of the TSP and to be included in a Transportation Funding Plan documented separate from the TSP.
(b) A general estimate of the timing for planned facilities and major improvements;	Included in Section 7 of the TSP, summarized in Section 8 of the TSP, and to be included in a Transportation Funding Plan documented separate from the TSP.
(c) A determination of rough cost estimates for the facilities and major improvements identified in the TSP;	Included in Section 7 of the TSP and summarized in Section 8 of the TSP.
(3) The financing plan shall include a discussion of the facility provider's existing funding mechanisms to fund the development of each facility and major improvement.	Existing funding mechanisms identified in Section 8 of the TSP. Project specific funding mechanisms will be addressed in a Transportation Funding Plan documented separate from the TSP.
(5) The financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to premature development of urbanizing or rural lands.	Each project's anticipated timing is identified in Section 7. The majority of short-term and medium-term projects are located within the existing urbanized area and not in the less developed fringe in order to achieve this goal.

Table 2 Land Use Regulations Required by the TPR

OAR 660-012-0045: Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	
<p>(a) The following need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</p> <p>operation maintenance, and repair of existing transportation facilities identified in the TSP,</p> <p>dedication of right-of-way, construction of facilities that are consistent with dimensional standards,</p> <p>uses permitted outright,</p> <p>changes in frequency of transit, rail or airport services;</p>	
(b) If a transportation facility concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or does not require interpretation or exercise of judgment;	
(c) If a transportation improvement has a "significant impact" on land use and requires interpretation of policies, the local government shall provide a review and approval process consistent with 660-012-0050. Each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.	Section 1.200 of the ADC provides for a consolidated review and approval process for land use decisions that involve transportation issues requiring an interpretation of policies.
(2) Local governments shall adopt land use or subdivision ordinance regulations to protect transportation facilities. Such regulations shall include:	
(a) Access control measures such as driveway, road, and signal spacing;	Section 12.100 of the ADC includes spacing and design standards for driveway access to public streets. Section 12.230 of the ADC includes additional access requirements specific to arterial streets. Section 12.110 of the ADC requires that the location of all arterial and collector streets conform with the TSP.
(b) Standards to protect future operations of roads and major transit corridors;	The ADC will be amended to include intersection performance standards as recommended by this TSP update.

<p>(c) Measures to protect public airports by controlling land uses within the airport noise corridor and limit physical hazards to air navigation;</p>	<p>Section 6.020 – 6.060 of the ADC (Airport Approach overlay district) provides protection for the Albany Municipal Airport.</p>
<p>(d) A process for coordinated review of land use decisions affecting transportation facilities;</p>	<p>The Type II, III, and IV procedures in ADC Article 1 provide for coordinated review of land use decisions affecting transportation facilities.</p>
<p>(e) A process to apply conditions to development proposals to minimize impacts and protect transportation facilities,</p>	<p>Section 2.040 of the ADC provides the ability to apply conditions of approval.</p>
<p>(f) Regulations to provide notice to public transportation service providers and agencies, MPOs and ODOT of: land use applications that require public hearings, subdivision and partition applications, other applications which affect private access to roads, and other applications within airport noise corridors and other areas which affect airport operations;</p>	<p>Section 1.215 of the ADC provides notice to agencies and city departments identified by the Director as having possible interest in reviewing and commenting on the development proposal. This applies to all Quasi-Judicial Land Use Applications.</p>
<p>(g) Regulations that assure amendments to land use designations, densities, and design standards are consistent with the TSP.</p>	<p>Section 1.050 of the ADC requires consistency with the Albany Comprehensive Plan, of which the TSP is part.</p>
<p>(3) Local governments shall adopt land use or subdivision regulations to provide for pedestrian, bicycle and vehicular circulation consistent with access management standards and the street function to ensure that new development provides on-site facilities that provide direct routes for pedestrians and bicycles where travel is likely if connections are provided.</p>	<p>Section 11.090 and Article 12 of the ADC require subdivisions and new development provide for an interconnected transportation system that accommodates all modes of travel.</p>
<p>(a) Bicycle parking facilities as part of new multi-family residential developments, new retail, office and institutional developments, and at all transit transfer stations and park-and-ride lots;</p>	<p>Section 9.120(13) requires that new multi-family, commercial, office, and industrial development provide bicycle parking facilities.</p>
<p>(b) On-site pedestrian and bicycle facilities shall provide access from within new subdivisions, multi-family developments, planned developments, shipping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers (NAC) within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways:</p>	<p>Article 8 of the ADC provides design standards intended to enhance the environment for walking and cycling. Article 9 of the ADC provides on-site development standards. Section 9.120 (13) of the ADC establishes minimum bicycle parking requirements. Articles 11 and 12 provide street design standards, which satisfy (B), (C), (D) and (E).</p>

<p>NACs include schools, parks, shopping areas, transit stops or employment centers,</p> <p>bikeways shall be required along arterials and major collectors. Sidewalks shall be required along all streets, including local streets, in urban areas with the exception of freeways,</p> <p>cul-de-sacs and other dead-end streets may be used if consistent with a roadway spacing or other standard,</p> <p>local governments shall set street spacing or other standard such as a standard for excessive out-of-direction travel,</p> <p>streets and accessways are not required where a physical or topographic condition makes it impractical, existing development preclude a connection, where they would violate a lease, easement or other agreement;</p>	
<p>(c) Where off-site road improvements are required as a condition of development approval, they shall accommodate pedestrian and bicycle travel along arterials and major collectors;</p>	<p>Section 12.290 of the ADC addresses sidewalks and Section 12.340 addresses bikeways.</p>
<p>(d) Safe and convenient pedestrian and bicycle routes means they are free from hazards, provide a reasonably direct route between uses such as a transit stop and a store, and consider that optimum trip length of pedestrians is generally ¼ to ½ mile;</p>	<p>Section 12.040 provides this definition of safe and convenient routes for pedestrians and bicycles.</p>
<p>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, and similar techniques.</p>	<p>Sections 8.360, 8.370, and 8.380 provide substantial pedestrian design standards for commercial developments.</p>
<p>(4) To support transit in urban areas containing a population greater than 25,000, where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</p>	
<p>(a) Transit routes and facilities shall have bus stops, pullouts and shelters, optimum road geometrics, on-road parking restriction and similar facilities, as appropriate;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>

<p>(b) New retail, office and institutional buildings at or near major transit stops shall provide convenient pedestrian access to transit through:</p> <p>walkways connecting building entrances and adjoining streets,</p> <p>pedestrian connections shall be provided unless impracticable as provided in OAR 660-012-034(3)(b)(E) and shall stub at undeveloped or properties with redevelopment potential,</p> <p>in addition, sites at major transit stops shall provide buildings within 20 feet of the transit stop, a transit street, intersecting street, or pedestrian plaza, an accessible transit passenger landing pad, an easement or dedication for a passenger shelter if requested by the transit provider, and lighting at the transit stop;</p>	<p>Section 8.370 (4) of the ADC essentially restates this requirement.</p>
<p>(c) Local governments may implement (4)(b)(A) and (B) through the designation of pedestrian districts with appropriate implementing measures for development within the pedestrian district that comply with (4)(b)(C);</p>	
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>This is provided by the ADC Section 9.040.</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes, including separate accessways to minimize travel distance where appropriate;</p>	<p>The transit plan currently in development will include recommendations regarding needed changes to the ADC to address these provisions.</p>
<p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p>	<p>Land use designations along transit routes are intended to result in sufficient density to support transit operations.</p>

<p>(6) In developing TSP pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel demand needs in developed areas. Specific measures include, for example, construction of walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</p>	<p>The TSP includes bicycle and pedestrian projects intended to facilitate those travel modes result in an interconnected transportation system. ADC 12.190 requires new development to provide walkways from the ends of cul-de-sacs to the nearest street.</p>
<p>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. Street standards shall be reviewed and excessive standards reduced. The standards shall provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds and which accommodate pedestrian and bicycle circulation.</p>	<p>Sections 12.120-12.130 of the ADC provide for street design standards that reduce unnecessary pavement and right-of-way widths.</p>