

## **RTSP Appendix E: Alternative Measures**

The Oregon Transportation Planning Rule (TPR) stipulates that MPOs work toward reducing the reliance on single-occupant vehicles for trips in their areas. As part of the TPR, MPOs need to adopt measures that show progress in reaching this goal. The original language in the TPR called for a reduction in the vehicle miles traveled (VMT) per capita over 20 years. Revisions to the regulations allow MPOs and local jurisdictions to develop “alternative standards” that measure an area’s effort to increase transportation options and reduce reliance on a single mode.

In 2003, the SKATS Policy Committee directed that development of alternative standards for the MPO area would be from the bottom-up. Instead of developing a set of measures for the region and then requiring Keizer and Salem to adopt them, the cities would lead the development of the measures, adopting them locally, and the resultant measure(s) would be included as part of the SKATS Plan. After years of effort, the cities of Keizer and Salem have adopted alternative measures that are specific to the needs and the unique characteristics of each city. Listed below are the adopted measures.

### **Keizer**

- Increase miles of sidewalks along arterial, collector and residential streets and along streets that are adjacent to transit routes and neighborhood trip generators (i.e., schools, parks, community centers, etc.).
- Increase miles of bike lanes along arterial and collector streets and along streets that are adjacent to transit routes.
- Number of residential units or square footage of commercial development within a transit influence area.
- Spending on transportation increases at a rate to match projected funding needs.

### **Salem**

- New dwelling units within ¼ mile walking distance of transit stops, with frequency of service of 30 minutes, to all new dwelling units in the city
- New dwelling units with ¼ mile walking distance of transit stops, with frequency of service of 15 minutes in peak hours, to all new dwelling units in the city.
- Ratio of total jobs in Activity Nodes and Corridors to all jobs in the city, excluding industrial zones.
- Ratio of new dwelling units in Activity Nodes and Corridors to all new dwelling units in the city.
- Percentage of streets designated to have bike lanes that are striped with bike lanes.
- Number of people in Mid-Valley rideshare database using alternative modes.

In addition to these goals, each city has developed target benchmarks for ascertaining the progress toward meeting the alternative measures. The benchmarks and measures for Keizer and Salem, respectively, are illustrated in **Tables E-1** and **E-2**. As part of the measures developed for the city of Salem, Activity Nodes and Corridors were defined. The locations of these Nodes and Corridors are illustrated in **Map E-1**.