OKI LAND USE COMMISSION
STRATEGIC REGIONAL ISSUES*

Transportation
1. At the local level, there is little coordination among transportation planning, land use planning, capital budgeting, and economic development.

2. On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged, which includes elderly, disabled, low income, minority populations, and other zero-car households.

3. The costs associated with transportation are rising. There is a lack of adequate financial resources to provide roadways and transit in the region.

4. There is insufficient coordination of land use issues between local, state, and regional transportation planning agencies.

5. Traffic congestion is increasing in the region, with multiple implications including loss of productivity, increased pricing of goods and services, loss of personal time, wasted fuel, and degradation of air quality.

6. The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.

7. Transportation project choices affect the region's ability to attain air quality standards.

Public Facilities and Services
8. Ill-timed extension of water, sewer, and road facilities and services may expedite sprawling, inefficient development.

9. Adequate infrastructure does not keep pace with the impacts of development.

10. There is little coordination among public facilities and services planning, transportation planning, and land use planning.

Natural Resources and Open Space
11. Protection and sustainability of groundwater and surface water resources are not always addressed in local, state, regional, and federal planning processes.

12. The value and preservation of diverse natural systems, which includes air, water, wildlife, plantlife, and land are not always examined in local, state, regional, and federal planning processes.

13. There is little coordination among natural systems planning, land use planning, and public facilities planning.
14. Protection and sustainability of water resources are most effectively addressed on a watershed basis, while local governments make planning and budgeting decisions on a jurisdictional basis.

Housing
15. The housing stock in the region’s older neighborhoods is in need of stabilization and revitalization in order to maintain the community’s fiscal strength and protect the property owner’s assets.

16. Generally, there is a lack of housing convenient to transit and services such as shopping and daycare.

17. Affordable housing is not consistently available throughout the region.

18. Distressed public school districts affect and are affected by the surrounding neighborhoods.

19. Socioeconomic issues continue to fuel migration within the region.

Economic Development
20. Suburbs and cities are linked in a single regional economy, but numerous economic development organizations operate without a common mission, plan, or coordination and compete for economic development opportunities.

21. Economic vitality depends on an educated, skilled workforce.

22. Sprawling development patterns can de-stabilize central downtown business districts, as well as secondary business districts.

Land Use
23. There are few truly comprehensive plans at the local government level which link land use policies with transportation planning and capital budgeting.

24. There is major fragmentation of political, legal, and land use authority in the region, including wide variations among state planning laws.

25. The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region, leading to developments that may not generate anticipated revenues.

26. Land is being consumed for new development at a rate five times faster than population growth, resulting in a decrease in population density and population movement toward communities farther away from current centers of population and employment.

27. There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.

28. Low-density developments, and the isolation of residential, workplace, and shopping uses increases the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.

* “Strategic Regional Issues” are the most significant opportunities, threats, or problems that must be addressed to help achieve the mission and vision of the Land Use Commission. Strategic issues are critical challenges or fundamental policy concerns.*