

City of Lake Oswego Transportation System Plan Update

TRANSPORTATION GOALS, OBJECTIVES AND EVALUATION CRITERIA

Date: April 4, 2012 Project #: 11187

To: Project Management Team

Cc: Transportation System Plan Advisory Committee

From: Phill Worth, Jessica Horning, and Erin Ferguson, P.E.

Project: City of Lake Oswego Transportation System Plan Update

Subject: Technical Memorandum 5.2 – Goals, Objectives, and Evaluation Criteria

This memorandum presents draft transportation goals, objectives and evaluation criteria for the City of Lake Oswego's Transportation System Plan (TSP) update. The goals and objectives will help guide the TSP update process. The evaluation criteria will be used to define issues, guide the development of appropriate solutions, and ultimately select the preferred projects, programs, and studies within the TSP update process. Collectively, the goals, objectives, and evaluation criteria support the 2035 Vision for a Connected Community. This vision is presented below for reference.

2035 VISION – A CONNECTED COMMUNITY

We have **safe**, **efficient** and **convenient** transportation choices. There are frequent and reliable public **transportation options** that make it easy to move around our city and the region. Pathways, sidewalks, roadways and bike routes encourage residents of all neighborhoods to walk and bike safely.

GOALS

Six draft goals were created from key concepts contained in the 2035 Vision and the Connected Community statement above, while maintaining applicable themes from the City's current transportation goals in the City's Comprehensive Plan and updating the language to reflect current transportation planning terminology and practices.

- Goal 1. Safety:** Improve safety for pedestrians, bicyclists, transit riders, and automobiles.
- Goal 2. Transportation Choices:** Increase opportunities to comfortably and conveniently walk, bike and take transit.
- Goal 3. Efficiency:** Optimize performance of the existing transportation system while providing adequate access to adjacent properties.
- Goal 4. Convenience:** Design and equip the transportation system to be easy, comfortable and intuitive to use for all travelers.
- Goal 5. Accessibility:** Create a transportation system that provides opportunities for all community members to reach daily needs and services.
- Goal 6. Sustainability:** Provide a transportation system that supports people, places and prosperity for today and future generations.

OBJECTIVES AND EVALUATION CRITERIA

Draft objectives and evaluation criteria to help achieve goals and vision are presented below.

GOAL 1

Safety: Improve safety for pedestrians, bicyclists, transit riders, and automobiles.

Objectives

- A. Reduce the number and severity of crashes for all modes.
- B. Identify key corridors for safety focused studies and improvements.
- C. Integrate safety education, enforcement, and emergency services with engineering solutions.
- D. As feasible, make it a standard practice to quantify the potential change in crashes due to transportation projects and compare that potential change to other tradeoffs.

Evaluation Criteria

- i. Historic number of crashes involving all modes (autos, pedestrians, bicyclists).
- ii. Estimated reduction in the frequency of fatal and serious injury crashes.
- iii. The consistency of street cross-section, design and traveler cues with desired vehicle speed and roadway use.
- iv. Visibility of intersections and intersection sight distance available to motorists, pedestrians, and bicyclists.
- v. Number and density of access points for motorists based on street classification and desired street character.

GOAL 2

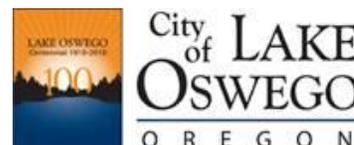
Transportation Choices: Increase opportunities to comfortably and conveniently walk, bike and take transit.

Objectives

- A. Provide a continuous network of pedestrian facilities (sidewalk or multiuse paths) connecting residential areas with each other as well as key activity centers and transit stops.
- B. Provide a continuous network of bicycle facilities (bicycle lanes or multiuse paths) connecting residential areas with each other as well as key activity centers and transit stops.
- C. Improve transit stop amenities to consistently include shelters, lighting and benches.
- D. Implement policies and programs to increase the potential for transit ridership (e.g., encouraging densities to support transit service).

Evaluation Criteria

- i. Miles of designated bicycle and pedestrian facilities provided.
- ii. Miles of bicycle facilities targeted for use by novice riders (e.g., multi-use paths, protected bicycle lanes, bicycle boulevards).



- iii. Potential to reduce average trip length (shorter trip lengths make biking, walking, and taking transit more convenient).
- iv. Number of neighborhoods with continuous pedestrian and bicycle facilities connecting to nearest activity center.
- v. Number of neighborhoods connected by continuous pedestrian and bicycle facilities.
- vi. Number of transit stops connected to a continuous bicycle facility.
- vii. Number of transit stops connected to a continuous pedestrian facility.
- viii. Number of transit stops with shelters, lighting, and benches.
- ix. Number of programs and policies focused on increasing transit ridership.

GOAL 3

Efficiency: Optimize performance of the existing transportation system while providing adequate access to adjacent properties.

Objectives

- A. Improve travel time on key existing roadways through the use of technology, strategies and programs that maintain or reduce the existing footprint of those roadways.
- B. Increase the connectivity of secondary roadways to reduce the need for local trips to use regional corridors and increase opportunities for non-auto travel.
- C. Implement strategies on key roadways to improve travel time reliability, which is mutually beneficial for transit service and business related travel.

Evaluation Criteria

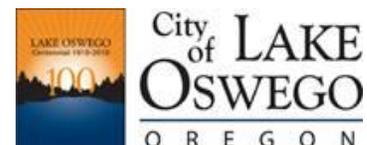
- i. Average travel time on key roadways.
- ii. Level-of-service for motorists at key intersections.
- iii. Travel time reliability on key corridors.
- iv. Connectivity of secondary roadway system to better serve local trips and non-auto modes.

GOAL 4

Convenience: Design and equip the transportation system to be easy, comfortable and intuitive to use for all travelers.

Objectives

- A. Create bicycle and pedestrian networks that are easy, in-terms of way-finding, for community members to use for local trips.
- B. Provide intuitive connections between bicycle, pedestrian and transit modes to make it easy for community members to use bicycling and walking for short trips and transit for longer trips.
- C. Identify key regional transit routes/services and provide opportunities for bicyclists, pedestrians and motorists to access those routes/services (e.g., park n rides, protected bike biking).



Evaluation Criteria

- i. Average trip length using the pedestrian and bicycle network to/from residential areas, employment centers, shopping areas, recreational areas, and other similar activity centers.
- ii. Number of continuous pedestrian and bicycle connections to transit stops.
- iii. Access to regional transit routes/service for bicyclists, pedestrians, and motorists.

GOAL 5

Accessibility: Create a transportation system that provides opportunities for all community members to reach daily needs and services.

Objectives

- A. Provide facilities allow community members all ages and income levels to access daily needs and services (e.g., school, employment, medical services, groceries, recreation) via multiple modes.
- B. Improve ADA facilities on existing transportation system infrastructure.
- C. Promote mixed land uses that provide basic services accessible within a 20-minute walk from residential areas.

Evaluation Criteria

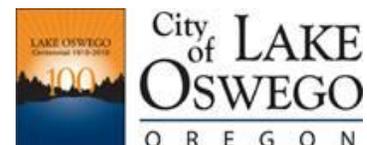
- i. Percentage of residents within a half-mile of bicycle facility.
- ii. Percentage of residents with a quarter-mile of a transit stop.
- iii. Percentage of residents within a 20-minute walk or bike of basic services such as schools, healthcare facilities, grocery store and other similar needs.
- iv. Proportion of existing transportation system that is ADA compliant.

GOAL 6

Sustainability: Provide a transportation system that supports people, places and prosperity for today and future generations.

Objectives

- A. Develop a diverse set of funding sources for transportation maintenance activities and capital projects for the purpose of having stable funding for the transportation system.
- B. Promote the use of alternative fuel and fuel efficient vehicles.
- C. Provide opportunities for car-sharing and bike-sharing programs.
- D. Integrate parking management strategies into land use and transportation planning and project decisions to manage and reduce the use of automobiles.
- E. Integrate land use and transportation planning decisions to better support walking, biking and transit modes.



- F. Identify and implement transportation projects that enable and facilitate economic vitality within the community.
- G. Expand and enhance infrastructure to support transportation choices (see Goal 2 and corresponding objectives).
- H. Maintain and implement up-to-date best management practices for minimizing negative impacts to water quality (e.g., green street treatments) and air quality (e.g., managing emissions from construction projects).

Evaluation Criteria

- i. Number and robustness of funding sources for transportation maintenance, programs, and projects.
- ii. Potential to reduce vehicle emissions.
- iii. Potential to reduce vehicle miles traveled.
- iv. Potential to improve travel time reliability along key industrial corridors.
- v. Increase reliable, convenient travel choices for commuting employees and customers.
- vi. Establishment of and ability to implement best management practices for water and air quality.

EVALUATION PROCESS

A qualitative process using the criteria above will be used to evaluate the proposed projects, studies, programs and policies identified during the TSP update process. The rating method used to evaluate the proposed projects, studies, programs and policies is described below.

- Most Desirable: The concept addresses the criterion and/or makes substantial improvements in the criteria category. (+2)
- Moderately Desirable: The concept partially addresses the criterion and/or makes some improvements in the criteria category. (+1)
- No Effect: The criterion does not apply to the concept or the concept has no influence on the criteria. (0)
- Least Desirable: The concept does not support the intent of and/or negatively impacts the criteria category. (-1)

At this level of screening, the criteria will not be weighted. The ratings will be used to inform discussions about the benefits and tradeoffs between the proposed projects, studies, programs and policies identified during the TSP update process.

NEXT STEPS

We look forward to discussing the draft goals, objectives and evaluation criteria with the project stakeholders. The Transportation System Plan Advisory Committee (TSPAC) will discuss and provide comments on the draft goals, objectives and evaluation criteria at their April 11th meeting. The public will provide comments at the Connected Community open house on April 12th.

