



TECH MEMO #2: GOALS, OBJECTIVES, AND EVALUATION CRITERIA

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Project: Independence Transportation System Plan (TSP) Update

Subject: Tech Memo #2: Goals, Objectives, and Evaluation Criteria

TABLE OF CONTENTS

Introduction.....1

Background1

Proposed Goals and Objectives3

Evaluation Criteria.....4

INTRODUCTION

This memorandum presents the goals, objectives, and evaluation criteria that will be used to guide development of the Independence Transportation System Plan (TSP) update. The goals and objectives will help ensure key issues are addressed throughout the planning process while the evaluation criteria will be used to select and prioritize preferred transportation system improvements for the TSP. The goals, objectives, and evaluation criteria will also inform recommendations for policy language that will serve as guidance for future land use decision making, such as approval criteria related to zone change and comprehensive plan amendments.

BACKGROUND

The existing Independence TSP was adopted in 2007 and includes one goal and 14 corresponding objectives, as listed below. A review of the goal and objectives highlights a focus on multimodal accessibility, land use and planning integration, and coordination between Independence and other regional partners. In addition, the goal and objectives in the existing TSP align with and add on to those provided in the 1998 Independence Comprehensive Plan.

Existing Goal

To provide a balanced, multi-modal, safe, convenient, and efficient transportation system for Independence.

Existing Objectives

1. Independence shall develop a coordinated transportation system which facilitates the mobility and accessibility of community residents, and encourages alternatives to and reduced reliance upon the automobile.
2. Independence will protect the character of the Historic District from adverse impacts related to changes in the transportation system.
3. Independence shall consider access to public transit in making deliberations on residential development patterns.
4. Independence shall promote the development and maintenance of all transportation modes including bikeways, pedestrian ways, and public transportation to all planned land uses.
5. Independence shall encourage transportation modes which are energy efficient and enhance the air, noise, and visual environment of the community
6. Independence shall cooperate with and support regional public transportation planning efforts.
7. Independence shall promote and give high priority to bike and pedestrian ways in the downtown area, and in the vicinity of schools and parks.
8. Independence shall protect the function of air and rail facilities in the City and develop and implement strategies that minimize conflicts with other transportation modes and adjacent land uses.
9. Independence shall cooperate with the Oregon Department of Aviation in the development and implementation of the goals of the Independence State Airport Layout Plan, 1998-2015.
10. Independence will coordinate with the Oregon Department of Transportation and Polk County in the planning and provision of transportation services and in the implementation of the ODOT State Transportation Improvement Program.
11. Independence will coordinate with affected transportation facility or service providers whenever a proposal for a plan or regulation amendment or development action would significantly affect a transportation facility.
12. Independence shall utilize the Transportation System Plan for guidance in all land use planning and project development activities.
13. Independence shall use tools such as performance standards to protect transportation facilities, corridors, and sites for their intended functions as identified in this plan.
14. Independence shall develop land use regulations and subdivision ordinances that allow needed transportation facilities and improvements and encourage development patterns that are friendly to pedestrians, bicyclists and public transportation users.

The goal and objectives in the existing TSP remain relevant to the City and many can be adapted to provide guidance in this update process. In addition to the objectives that can transition to high-level goals, several can be incorporated into policies provided in the Independence Comprehensive Plan or Independence Development Code.

PROPOSED GOALS AND OBJECTIVES

The proposed goals and objectives for the Independence TSP update are described below. The goals provide direction for where the City would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve. The proposed TSP goals and objectives are based on a review of the existing TSP goal and objectives, information from the ODOT TSP guidelines, and discussions with City staff about the important issues prevalent in the community and transportation system.

Goal 1 – Consistency with Community Vision

Develop and maintain a transportation system that is *consistent with the community vision* of a vibrant, historic, riverfront, full-service community that celebrates its unique multi-cultural heritage and respects the environment while fostering a stable, diversified economy.

- Objective 1A:* Enhance connectivity within and between major activity centers including employment centers, high density residential areas, and community resources like major parks
- Objective 1B:* Ensure planned improvements are consistent with community goals and vision
- Objective 1C:* Complement natural resources, scenic and historic areas, and open spaces to the greatest extent possible, while minimizing negative impacts
- Objective 1D:* Minimize negative impacts to existing and future neighborhoods
- Objective 1E:* Minimize negative impacts to developable and developed commercial and industrial sites
- Objective 1F:* Ensure consistency with local plans including the Comprehensive Plan, state plans, and the plans of neighboring jurisdictions

Goal 2 – Smooth and Safe Traffic Flow

Optimize the performance of the transportation system to provide *smooth and safe traffic flow* along area roads.

- Objective 2A:* Provide additional north-south and east-west routes through the City
- Objective 2B:* Improve vehicular mobility (over the no build scenario)
- Objective 2C:* Reduce vehicular delay at key intersections
- Objective 2D:* Address known safety issues at locations with a history of fatal or severe injury crashes
- Objective 2E:* Improve mobility on designated freight truck and rail routes (over the no build scenario)
- Objective 2F:* Manage access to key state, county, and city roadways
- Objective 2G:* Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation

Goal 3 – Increased Walking, Bicycling, Scooter, and Non-motorized Trips

Enhance and expand the multimodal transportation system to encourage *increased walking, bicycling, scooter, and other non-motorized trips*.

- Objective 3A:** Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress) and, where possible, showcases Independence's unique natural and physical attributes
- Objective 3B:** Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks
- Objective 3C:** Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network
- Objective 3D:** Address locations with a history of pedestrian and bicycle-related crashes
- Objective 3E:** Serve neighborhoods that have limited existing nonmotorized transportation routes

Goal 4 – Increased Transit Ridership

Support the development of an efficient public transportation system to encourage *increased transit ridership*.

- Objective 4A:** Support frequent and reliable transit service for transit stops and corridors
- Objective 4B:** Promote ridership by improving access to and amenities at transit stops
- Objective 4C:** Promote ridership by increasing transit frequency

Goal 5 – Future Focused

Support the development and implementation of transportation solutions that are *future focused* and enhance the mobility and safety of all travel modes.

- Objective 5A:** Encourage innovative and emerging transportation and mobility solutions where appropriate
- Objective 5B:** Provide flexibility in planned projects, planned programs, and the development code to consider evolving practices and standards within the transportation field

Goal 6 – Financial Stability

Develop funding solutions for transportation system improvements that maintain the *financial stability* of the City.

- Objective 6A:** Maximize the efficiency and life of existing transportation facilities
- Objective 6B:** Leverage investments in the existing transportation system where the existing system can meet future needs
- Objective 6C:** Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost
- Objective 6D:** Consider future operation and maintenance costs in investment choices
- Objective 6E:** Ensure planned improvements can be achieved given the City's existing financial stream and/or potential financial sources

EVALUATION CRITERIA

The proposed evaluation criteria are based on the proposed goals and objectives. A qualitative process using the evaluation criteria will be used to evaluate potential modal solutions and prioritize projects developed through the TSP update. The rating method used to evaluate the alternatives is described below.

Most Desirable: The concept addresses the criterion and/or makes substantial improvements in the criteria category. (+2)

Desirable: The concept addresses the criterion and/or makes 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)

Less Desirable: The concept does not support the intent of and/or negatively impacts the criteria category. (-1)

Least Desirable: The concept does not support the intent of and/or substantially negatively impacts the criteria category. (-2)

At this level of screening, the criteria will not be weighted; the ratings will be used to inform discussions about the benefits and tradeoffs of each alternative. Table 1 presents the evaluation criteria that will be used to qualitatively evaluate the solutions developed through the TSP update.

Table 1: Evaluation Criteria

Objective	Evaluation Criteria	Evaluation Score
Goal 1 – Consistency with Community Vision		
Objective 1A	Enhances connectivity within and between major activity centers and community resources	(-2 to +2)
Objective 1B	Is consistent with community goals and vision	(-2 to +2)
Objective 1C	Complements natural resources, scenic and historic areas, and open spaces to the greatest extent possible, while minimizing negative impacts	(-2 to +2)
Objective 1D	Minimizes negative impacts to existing and future neighborhoods	(-2 to +2)
Objective 1E	Minimizes negative impacts to developable and developed commercial and industrial sites	(-2 to +2)
Objective 1F	Is consistent with local plan including the Comprehensive Plan, state plans, and the plans of neighboring jurisdictions	(-2 to +2)
Goal 2 – Smooth and Safe Traffic Flow		
Objective 2A	Provides additional north-south and east-west routes through the City	(-2 to +2)
Objective 2B	Improves vehicle mobility (over the no build scenario)	(-2 to +2)
Objective 2C	Reduces vehicle delay at key intersections	(-2 to +2)
Objective 2D	Addresses known safety issues at a location with a history of fatal or sever injury (Injury A) crashes	(-2 to +2)
Objective 2E	Improves mobility on designated freight truck and rail routes (over the no build scenario)	(-2 to +2)
Objective 2F	Manages access to key state, county, and city roadways	(-2 to +2)
Objective 2G	Supports roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation	(-2 to +2)

Goal 3 – Increased Walking, Bicycling, Scooter, and Nonmotorized Trips		
Objective 3A	Creates a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress) and, where possible, showcases Independence’s unique natural and physical attributes	(-2 to +2)
Objective 3B	Provides pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks	(-2 to +2)
Objective 3C	Closes key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network	(-2 to +2)
Objective 3D	Addresses locations with a history of pedestrian and bicycle-related crashes	(-2 to +2)
Objective 3E	Serves a neighborhood that has limited existing nonmotorized transportation routes	(-2 to +2)
Goal 4 – Increased Transit Ridership		
Objective 4A	Support frequent and reliable transit service for transit stops and corridors	(-2 to +2)
Objective 4B	Promote ridership by improving access to and amenities at transit stops	(-2 to +2)
Objective 4C	Promote ridership by increasing transit frequency	(-2 to +2)
Goal 5 – Future Focused		
Objective 5A	Encourages innovative and emerging transportation and mobility solutions	(-2 to +2)
Objective 5B	Provides flexibility in planned projects, planned programs, and the development code to consider evolving practices and standards within the transportation field	(-2 to +2)
Goal 6 - Financial Stability		
Objective 6A	Maximizes the efficiency and life of existing transportation facilities	(-2 to +2)
Objective 6B	Leverages investments in the existing transportation system where the existing system can meet future needs	(-2 to +2)
Objective 6C	Prioritizes investments and maximizes partnerships to provide maximum benefit and return on investment for the associated cost	(-2 to +2)
Objective 6D	Considers future operation and maintenance costs in investment choices	(-2 to +2)
Objective 6E	Ensures planned improvements can be achieved given the City's existing financial stream, and/or potential financial sources	(-2 to +2)