



MEMORANDUM #4

DATE: January 28, 2016

TO: Linn County TSP Project Management Team

FROM: Carl D. Springer, DKS Associates
Julie Sosnovske, DKS Associates

SUBJECT: Linn County Transportation System Plan | P14180-010
Task 3.3 Technical Memorandum #4 – Initial Goals and Policies

This memorandum initiates the discussion about a new framework for Linn County’s transportation-related vision, goals, and objectives. This discussion will continue throughout the planning process, shaped by input received from the Project Advisory Committee (PAC) and the general public.

A Guiding Framework for Transportation Planning

The process of identifying a vision, goals, and objectives helps describe the transportation system that best fits Linn County’s values and guides how the Transportation System Plan (TSP) will be developed and implemented. This process typically begins with the development of a **vision statement**, which is an imaginative description of the desired condition in the future. It is important that the vision statement align with the community’s core values.

Goals and objectives create manageable stepping stones through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision. They are still somewhat general in nature and should be challenging, but not unreasonable. Each goal must be supported by more finite **objectives**. In contrast to goals, objectives should be specific and measurable. Where feasible, providing a targeted time period helps with objective prioritization and achievement.

The solutions recommended through the TSP must be consistent with the goals and objectives. To accomplish this, measurable evaluation criteria will be developed as part of the process to screen and prioritize TSP actions.

The vision, goals, and objectives can be refined continuously throughout the TSP process. Towards the end of the process, when solutions have been identified, **policy** statements to guide future decisions can be developed to help the county implement plan recommendations.



Transportation Vision

All transportation modes flow smoothly and safely to and throughout the county, meeting the needs of residents, businesses, visitors, and people of all physical and financial conditions. Existing transportation assets are protected and complemented with multi-modal improvements.

Transportation Goals and Objectives

The goals and objectives were developed in order to articulate clear and succinct direction, incorporating key elements of the County's existing policies. These goals and objectives will be revised based on input provided by the PMT and Project Advisory Committee (PAC). A comparison of the former policy format is provided in the appendix to map out which elements were placed under the new goals and objectives framework.

Evaluation Criteria

Project alternatives developed through this update will be evaluated by criteria that are an extension from the goals and objectives. These project level criteria provide a point-based technical rating method that will be used to evaluate how well proposed design alternatives meet the measure of effectiveness criteria. By summing ratings (and weighting if desired), alternatives can be compared. In this way, a consistent method will be used to evaluate and rank the alternatives.

Evaluation Criteria and Scoring Methodology

The evaluation criteria were selected based on the County's proposed transportation related goals and objectives. The criteria focuses on compliance with state and local plans and policies, engineering design requirements, and a desire to maximize positive (and minimize negative) economic, social (livability), and environmental impacts. Table 1 lists the evaluation criteria and the corresponding scoring methodology.

Initial Draft Goals, Objectives and Evaluation Criteria

The following pages present the initial draft goals, objectives and evaluation criteria for each major element in the Linn County Transportation Plan.



Goal I: Mobility - Provide for efficient motor vehicle travel to and through the county.

- Objective 1a: Develop a program to systematically implement improvements that enhance mobility at designated high-priority locations.
- Objective 1b: Adopt a standard for mobility to help maintain a minimum level of motor vehicle travel efficiency and by which land use proposals can be evaluated. State and City mobility standards will be supported on facilities under the respective jurisdiction.
- Objective 1c: Identify opportunities to reduce the use of state highways for local trips.
- Objective 1d: Establish and maintain a functional classification system that provides a plan for system purpose and design.
- Objective 1e: Manage access to highways, arterials, and collectors where practical to improve safety, and to reduce congestion and conflicting travel patterns. Support consolidated and shared access points.
- Objective 1f: Prioritize paving gravel roads that meet the County’s criteria.

Measure of Effectiveness	Evaluation Score
Street Connectivity Connection enhances system efficiency.	+4 Improves system efficiency
	+2 Improves efficiency of a localized area, but has no impact on efficiency of the system
	0 No change
	-2 Improves efficiency of a localized area, but may detract from the efficiency of another location
	-4 Negative impact on system efficiency
Alternative Local Routes Improvement reduces reliance on state highways for shorter local trips.	+4 Significantly reduces reliance on state highways for shorter local trips
	+2 Reduces reliance on state highways for shorter local trips
	0 No change
	-2 Increases reliance on state highways for shorter local trips
	-4 Significantly increases reliance on state highways for shorter local trips
Daily Traffic Capacity Optimize daily traffic capacity.	+4 Significantly optimizes daily traffic capacity
	+2 Optimizes daily traffic capacity
	0 No change
	-2 Reduces daily traffic capacity
	-4 Significantly reduces daily traffic capacity



Goal 2: Active Transportation - Increase the convenience and availability of pedestrian and bicycle modes.

- Objective 2a: Identify improvements (e.g., street lighting, bike parking) that complement pedestrian and bicycle facilities such as sidewalks and bike lanes and that encourage more use of these facilities.
- Objective 2b: Improve walking and biking connections to county amenities.
- Objective 2c: Enhance way finding signage for those walking and biking, directing them to bus stops, and key routes and destinations.
- Objective 2d: Promote walking, bicycling, and sharing the road through public information and programming.
- Objective 2e: Identify necessary changes to the land development code to ensure connectivity between compatible land uses for pedestrian and bicycle trips.
- Objective 2f: Support rails-to-trails program when opportunities arise.

Measure of Effectiveness	Evaluation Score
Pedestrian and Bicycle Improvements Adds pedestrian and bicycle improvements that fill in system gaps, improve system connectivity, and are accessible to all users.	+4 Significantly improves pedestrian or bicycle connectivity or accessibility
	+2 Improves pedestrian or bicycle connectivity or accessibility
	0 No change
	-2 Reduces pedestrian or bicycle connectivity or accessibility
	-4 Significantly reduces pedestrian or bicycle connectivity or accessibility
Access to Community Destinations Improve walking and biking connections to community destinations such as schools, parks and social services.	+4 Significantly enhances pedestrian or bicycle access to community destinations
	+2 Enhances pedestrian or bicycle access to community destinations
	0 No change
	-2 Reduces pedestrian or bicycle access to community destinations
	-4 Significantly reduces pedestrian or bicycle access to community destinations
Facility Amenities or Furnishings Improves user experience and comfort to encourage higher levels of walking and biking trips (e.g., provide benches, planter strips, lighting, wayfinding)	+4 Significantly improves facility amenities
	+2 Improves facility amenities
	0 No change
	-2 Negatively impacts facility amenities
	-4 Significantly negative impacts on facility amenities



Goal 3: Transit - Provide transit service and amenities that encourage a higher level of ridership.

- Objective 3a: Identify locations for designated park-and-ride lots.
- Objective 3b: Locate transit stops in locations that are safe and convenient for users.
- Objective 3c: Identify areas that support additional transit services, and coordinate with transit providers to improve the coverage, quality and frequency of services
- Objective 3d: Identify improvements (e.g., sidewalk and bicycle connections, shelters, benches) that complement transit facilities such as bus stops and that encourage higher usage of transit.
- Objective 3e: Coordinate countywide transit services, facilities, and improvements with local jurisdictions.
- Objective 3f: Encourage and support carpooling, vanpooling, shared mobility, telecommuting and staggered work shifts as alternatives for reducing congestion.
- Objective 3g: Support statewide and regional transit opportunities, including high-speed rail and passenger rail.

Measure of Effectiveness	Evaluation Score
Transit Access Improves access to transit facilities. Promotes transit as a viable alternative to the single occupant vehicle.	+4 Significantly improves access to transit facilities
	+2 Improves access to transit facilities
	0 No change
	-2 Negatively impacts access to transit facilities
	-4 Significantly negative impacts on access to transit facilities
Transit Amenities or Facilities Improves user experience and comfort to encourage higher levels of transit ridership (e.g., provide benches, shelters, lighting, schedules)	+4 Significantly improves amenities or facilities for transit
	+2 Improves amenities or facilities for transit
	0 No change
	-2 Negative impact on amenities or facilities for transit
	-4 Significantly negative impacts on amenities or facilities for transit



Goal 4: Equity - Provide an equitable, balanced and connected multi-modal transportation system.

- Objective 4a: Ensure that the transportation system provides equitable access to underserved and vulnerable populations (e.g. those who cannot obtain their own transportation due to a disability, age, or income).
- Objective 4b: Identify new or improved transportation connections to enhance system efficiency.
- Objective 4c: Ensure that existing and planned pedestrian throughways are clear of obstacles and obstructions (e.g., utility poles).
- Objective 4d: Provide connections for all modes that meet applicable county and Americans with Disabilities Act (ADA) standards.
- Objective 4e: Provide for multi-modal circulation internally on site and externally to adjacent land use and existing and planned multi-modal facilities.
- Objective 4f: Support connectivity between the various communities within the county and nearby (e.g. Harrisburg and Mill City).
- Objective 4g: Facilitate intermodal connectivity for automobile, air, rail, bicycling and pedestrian access.

Measure of Effectiveness	Evaluation Score
Multiple Travel Modes Connection or improvement serves a variety of travel modes.	+4 Serves more than two travel modes
	+2 Serves more than one travel mode
	0 Serves single travel mode
	-2 Serves single travel mode, but has a negative impact on another
	-4 Serves single travel mode, but has negative impact on more than one travel mode
Connected System Improves access to all areas of the county.	+4 Significantly increases access to all areas of the county
	+2 Increases access to all areas of the county
	0 No change
	-2 Decreases access to all areas of the county
Accommodate all Ages Improves accessibility for all ages and supports travel independence in the county.	+4 Connection or improvement benefits residents of all ages
	+2 Connection or improvement benefits some residents, but not all
	0 No change
	-2 Connection or improvement benefits some residents, but has a negative impact on another age group
	-4 Connection or improvement benefits some residents, but has a negative impact on more than one age group



Goal 5: Health and Safety - Enhance the health and safety of residents.

- Objective 5a: Identify improvements to address high collision locations and improve safety for walking, biking and driving trips in the county.
- Objective 5b: Enhance existing highway crossings for walking and biking users.
- Objective 5c: Identify deficient locations in the county where enhanced street crossings for walking and biking users are needed.
- Objective 5d: Identify investments needed along Seismic Lifeline Routes.
- Objective 5e: Improve the visibility of transportation users in constrained areas, such as on hills and blind curves.
- Objective 5f: Install amenities at signalized pedestrian crossings to improve safety of underserved and vulnerable populations (e.g., chirpers, tactile crossings).
- Objective 5g: Identify programs that encourage walking and bicycling, and educate regarding good traffic behavior and consideration for all users.
- Objective 5h: Prioritize projects that improve safety for all users and identify opportunities for including system management solutions.
- Objective 5i: Identify routes that should be restricted to transport of hazardous materials, consistent with Federal Motor Carrier Safety Regulations.

Measure of Effectiveness	Evaluation Score
Safety Improves public safety (e.g., visibility of transportation users in constrained areas, street lighting, emergency vehicle access)	+4 Significantly improves public safety
	+2 Improves public safety
	0 No change
	-2 Has potential for reducing public safety
	-4 Has potential for reducing public safety significantly
Health Encourages active living and physical activity.	+4 Significantly encourages active living and physical activity
	+2 Encourages active living and physical activity
	0 No change
	-2 Discourages active living and physical activity
Emergency Routes Enhances awareness and reliability of Seismic Lifeline Routes.	-4 Significantly discourages active living and physical activity
	+4 Significantly enhances awareness and reliability of Hazardous Materials and Seismic Lifeline Routes
	+2 Enhances awareness and reliability of Hazardous Materials and Seismic Lifeline Routes
	0 No change
	-2 Worsens awareness and reliability of Hazardous Materials and Seismic Lifeline Routes
	-4 Significantly worsens awareness and reliability of Hazardous Materials and Seismic Lifeline Routes



Goal 6: Sustainability - Foster a sustainable transportation system.

- Objective 6a: Develop and support reasonable alternative mobility targets for motor vehicles that align with economic and physical limitations on state highways and County streets where necessary.
- Objective 6b: Minimize impacts to the scenic, natural and cultural resources in the county.
- Objective 6c: Support alternative vehicle types by identifying potential electric vehicle plug-in stations and developing implementing code provisions.
- Objective 6d: Maintain the existing transportation system assets to preserve their intended function and maintain their useful life.
- Objective 6e: Identify opportunities to improve travel reliability with system management solutions.
- Objective 6f: Identify stable and diverse revenue sources for transportation investments to meet the needs of the county.
- Objective 6g: Consider costs and benefits when identifying project solutions and prioritizing public investments.
- Objective 6h: Identify new and creative funding sources to leverage high priority transportation projects.
- Objective 6i: Utilize transparency when determining transportation system investments.
- Objective 6j: Support travel options that allow individuals to reduce single-occupant vehicle trips
- Objective 6k: Support and encourage transportation system management (TSM) and transportation demand management (TDM) solutions to congestion
- Objective 6l: Implement access management strategies to preserve capacity on the roadway system.
- Objective 6m: Establish and maintain a traffic monitoring program on all County-owned arterial and collector roadways (e.g. traffic counts, crash data, pavement condition).

Measure of Effectiveness	Evaluation Score
Environment Minimizes impact to the natural environment.	+4 Significantly enhances the natural environment
	+2 Enhances the natural environment
	0 No change
	-2 Negatively impacts the natural environment
	-4 Negatively impacts the natural environment in significant ways
Improved Roadway Efficiency Implements Transportation Demand Management (TDM) and Transportation System Management (TSM) or other strategies to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution.	+4 Significantly improves roadway efficiency
	+2 Improves roadway efficiency
	0 No change
	-2 Negatively impacts roadway efficiency
	-4 Significantly negative impact on roadway efficiency



Goal 7: Economy - Ensure the transportation system supports a prosperous and competitive economy.

- Objective 7a: Improve the freight system efficiency, access, capacity and reliability.
- Objective 7b: Identify transportation improvements that will enhance access to employment.
- Objective 7c: Increase the distribution of travel information to maximize the reliability and effectiveness of highways.
- Objective 7d: Adequately services the needs of agricultural and forest enterprises.

Measure of Effectiveness	Evaluation Score
Freight Improves freight access/connectivity and accommodates deliveries.	+4 Significantly improves freight facilities
	+2 Improves freight facilities
	0 No change
	-2 Negatively impacts freight facilities
	-4 Significantly negative impacts on freight facilities
Employment Enhances access to employment.	+4 Significantly enhances travel comfort and convenience to employment in the county.
	+2 Enhances travel comfort and convenience to employment in the county.
	0 No change
	-2 Negative impact on travel comfort and convenience to employment in the county.
	-4 Significantly negative impacts on travel comfort and convenience to employment in the county.



Goal 8: Coordination - Coordinate with local and state agencies and transportation plans.

- Objective 8a: Coordinate with the Linn County Parks and Recreation Master Plan regarding trail guidelines and connections between parks, recreation areas, and trails.
- Objective 8b: Develop TSP policy and municipal code language to implement the TSP update.
- Objective 8c: Meet the requirements of the Oregon Transportation Planning Rule.
- Objective 8d: Coordinate with the Oregon Transportation Plan and associated modal plans.
- Objective 8e: Coordinate regional project development and implementation with local jurisdictions (e.g., evacuation routes, countywide transit, and jurisdictional transfer of roadways).
- Objective 8f: Coordinate with local agency Transportation System Plans and Public Transportation Plans.
- Objective 8g: Coordinate the development of transportation facilities with other elements of the Comprehensive Plan policies.
- Objective 8h: Encourage preservation of rail right-of-way for both rail and other transportation mode (e.g. rails-to-trails) uses.
- Objective 8i: Coordinate with ODOT to encourage improvements on state facilities in Linn County (in particular, additional lanes on I-5 north of OR 34 and redesign of the OR 34/OR 34 Bypass) to address safety, mobility and economic concerns.

Measures of Effectiveness	Evaluation Criteria
No measures of effectiveness for Goal 8, this is required for all solutions.	No evaluation criteria for Goal 8, this is required for all solutions.

