



TECHNICAL MEMORANDUM



Date: May 28, 2020 Project #: 24113
To: Devin Hearing, ODOT Region 4
Jeremy Morris, Klamath County
From: Ashleigh Ludwig, AICP, PE and Quinn Wallace
Project: Klamath County TSP Update
Subject: FINAL Technical Memorandum #2: Goals, Objectives, and Evaluation Criteria

The purpose of this memorandum (memo) is to propose a comprehensive set of goals, objectives, and evaluation criteria that meet the current and anticipated mobility needs of the County's communities, align with regional goals and values, and will enhance the quality of life in Klamath County. The goals, objectives, and evaluation criteria included in the TSP will guide how transportation improvements are selected and evaluated for the TSP's 20-year horizon.

The goals, objectives, and evaluation criteria proposed in this memo draw on the previous County 2010 TSP, and the Klamath Falls Urban Area TSP and support Statewide Land Use Planning Goal 12: "to provide and encourage a safe, convenient, and economic transportation system".¹ *It should be noted that these goals, objectives, and evaluation criteria apply to those areas and transportation facilities in the County located outside of the Klamath Falls Urban Growth Boundary (UGB). The transportation system located within the Klamath Falls UGB is guided by the goals, objectives, and evaluation criteria documented in the Klamath Falls Urban Area TSP.*

This memo is organized into three sections:

- ▶ **Background** – This section describes the changing context of Klamath County and the role of the TSP in meeting dynamic mobility needs. Specific demographic, economic, transportation, and policy changes that have occurred since 2010 are named in this section.
- ▶ **Purpose, Goals, and Objectives** – The purpose of the TSP and an overview of the proposed goals are provided in this section. Objectives are detailed in subsections that correspond to each proposed goal.
- ▶ **Evaluation Criteria** – The section provides a methodology for identifying and assessing transportation projects and policies based on the goals and objectives.

BACKGROUND

Since the TSP was last updated in 2010, Klamath County has seen several changes in its communities and in local policies:²

- ▶ Klamath County's population increased from 66,380 in 2010 to 67,653 in 2019, totaling an approximately 2% increase.

¹ Oregon's Statewide Planning Goals & Guidelines, Goal 12: Transportation, OAR 660-015-0000(12). Retrieved from: <https://www.oregon.gov/lcd/OP/Documents/goal12.pdf>

² Statistics retrieved from the U.S. Census Bureau: <https://www.census.gov/quickfacts/klamathcountyoregon>



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- ▶ As the national economy recovered, economic development, and notably freight activity, increased in Klamath County and have continued to grow.

The updated TSP is intended to help the County, its unincorporated communities, and ODOT flexibly respond to these changes, anticipate and plan for emerging trends, and match transportation needs with shifting revenue and funding sources. The TSP identifies the most pertinent improvements, policies, programs, and studies and identifies projects that have not yet secured funding. The TSP also provides an opportunity to establish and articulate a clear vision regarding Klamath County's transportation needs and priority projects. The goals, objectives, and evaluation methodology proposed in this memo are intended to facilitate this vision.

PURPOSE, GOALS, AND OBJECTIVES

The purpose of the TSP is to provide a safe, efficient, and economical transportation system that reflects the regional nature of how people and products move throughout Southern Oregon. Each of the proposed goals detailed in this memo work together to achieve this purpose and meet the changing needs of the County's communities. Goals and objectives described in this memo build upon the existing TSP's goals and objectives and reflect feedback from members of the TSP's Project Advisory Committee (PAC).

An overview of the goals is provided below:

- ▶ **Goal 1: Safety** - Provide a transportation system that is safe and secure for all transportation modes and for people of all abilities.
- ▶ **Goal 2: Environment** – Create a sustainable and resilient transportation system, while minimizing environmental impacts of the transportation system, improvement projects, and maintenance.
- ▶ **Goal 3: Economic Development** – Provide a transportation system that facilitates a thriving economy through the efficient movement of goods and easy access to economic opportunities.
- ▶ **Goal 4: Equity** – Maximize the benefits of a sustainable transportation system to all users by improving conditions and access for affordable mobility options, including walking, biking, taking transit, and ridesharing, and by minimizing potential negative impacts of transportation projects to communities and the environment.
- ▶ **Goal 5: Coordination and Outreach** – Maintain communication with neighboring counties, local, state, and federal governments, stakeholders, private sector partners, and community members through effective coordination and outreach.
- ▶ **Goal 6: Transportation and Land Use** – Provide a transportation network that appropriately connects local land uses and anticipates mobility needs with changes in land uses.
- ▶ **Goal 7: Implementation** – Implement timely transportation improvements and maintenance projects that are feasible, provide a positive return on investment, and are adequately funded.

The objectives of each goal are described in the sub-sections below. The objectives provide specific targets within each goal.



Goal 1: Safety

Provide a transportation system that is safe and secure for all transportation modes and for people of all abilities.

Objectives

- 1.1 Prioritize projects, programs, and policies that seek to reduce crash frequency and severity.
- 1.2 Provide emergency vehicles with sufficient access to locations throughout the County.
- 1.3 Develop access management standards consistent with national guidelines and state requirements to reduce and minimize conflicts between road users.
- 1.4 Implement safety improvements to existing roadways when roads are scheduled to undergo maintenance.
- 1.5 Coordinate with existing safe routes to school (SRTS) plans and identify potential transportation engineering solutions as part of future SRTS plans for local schools.
- 1.6 Consult the Highway Safety Manual (HSM) as part of the capital project evaluation processes and development review.
- 1.7 Identify opportunities to provide minimize the number of at rail crossings.
- 1.8 Enforce the County's Land Development Code to facilitate connectivity within the roadway network of new developments.
- 1.9 Anticipate the needs and costs of maintaining the County's infrastructure as it ages to secure funding and schedule maintenance.

Goal 2: Environment

Create a sustainable and resilient transportation system, while minimizing environmental impacts of the transportation system, improvement projects, and maintenance.

Objectives

- 2.1 Balance all modes of the transportation system with their environmental impacts to encourage and facilitate sustainable travel options and to improve the system's resiliency to natural hazards and weather.
- 2.2 Work with natural gas companies to install and maintain regional pipeline systems in locations that enhance security, local service, and efficiency.
- 2.3 Work with regional partners to identify and develop adoptable policies, programs, and actions pertaining to growth management, air and water quality improvement, and emissions reductions.
- 2.4 Avoid or minimize impacts of the transportation system to the scenic, natural and cultural resources in the county.
- 2.5 Consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural resources.
- 2.6 Promote the use of sustainable travel modes, including public transportation, in Klamath County.



Goal 3: Economic Development

Provide a transportation system that facilitates a thriving economy through the efficient movement of goods and easy access to economic opportunities.

Objectives

- 3.1 Provide access to newly developed and future land parcels that both satisfies legal requirements and contributes to transportation goals.
- 3.2 Identify and promote routes to freight shippers that can support freight traffic and minimizes potential conflicts with other roadway users, particularly bicyclists and pedestrians.
- 3.3 Incorporate the needs of freight into new roadway design and improvements to existing facilities.
- 3.4 Support the effective management and improvement of airport-related facilities and services.
- 3.5 Meet federal and state safety standards for rail operations, construction, and system maintenance.
- 3.6 Attract tourism and recreational development by providing a transportation system that fulfills the mobility needs of diverse users and enhances connections between tourist destinations.
- 3.7 Enforce compliance with development impact fees and frontage improvements required by the Land Development Code.
- 3.8 Provide transportation routes and promote public transportation services that connect Klamath County residents to employment, educational opportunities, and other services.

Goal 4: Equity

Maximize the benefits of a sustainable transportation system to all users by improving conditions and access for affordable mobility options, including walking, biking, taking transit, and ridesharing, and by minimizing potential negative impacts of transportation projects to communities and the environment.

Objectives

- 4.1 Develop and maintain a road functional classification system to provide an optimal balance between mobility and accessibility for all transportation modes.
- 4.2 Develop guidance for bicycle facilities on County roads that balances the need for safe bicycle facilities with right of way, width, and cost constraints.
- 4.3 Design new transportation facilities to safely and efficiently accommodate multiple travel modes within public right-of-way in accordance with its functional classification and cross-sections.
- 4.4 Plan and implement a safe, attractive, efficient, and accessible system of bicycle and pedestrian facilities.
- 4.5 Provide multimodal connections to close gaps in the active transportation and public transit networks.
- 4.6 Construct new transportation facilities to comply with the Americans with Disabilities Act (ADA), and implement ADA improvements to existing facilities when they are scheduled to undergo maintenance.
- 4.7 Identify appropriate bicycle and pedestrian facilities when designing new roads, particularly in more densely populated areas.
- 4.8 Encourage the use of active transportation facilities and public transit routes with both locals and visitors by continually maintaining and improving facilities and by providing connections to local destinations, employment and educational opportunities, and services.



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Goal 5: Coordination and Outreach

Maintain communication with neighboring counties, local, state, and federal governments, stakeholders, private sector partners, and community members through effective coordination and outreach.

Objectives

- 5.1 Coordinate roadway and highway improvement projects with local, regional, state, and federal governments to enhance mobility systems in Klamath County.
- 5.2 Integrate airport development with the current and planned transportation system through appropriate coordination and collaboration.
- 5.3 Work with relevant agencies, jurisdictions, and stakeholders to identify and coordinate enhancements to truck facilities, such as truck routes and rest areas.
- 5.4 Work with relevant agencies to fund transportation projects that support sustainable growth and clean air and water.
- 5.5 Engage stakeholders and community members in determining desired mobility improvements to provide context-sensitive facilities are built and enhanced to meet local travel needs.
- 5.6 Coordinate with public transportation providers to locate or improve transit stops on County roadways.

Goal 6: Land Use and Transportation Integration

Provide a transportation network that appropriately connects local land uses and anticipates mobility needs with changes in land uses.

Objectives

- 6.1 Provide access for users of all modes to key locations and sites, such as local businesses and services, to enhance livability.
- 6.2 Enhance local quality of life by designing and routing transportation facilities that are compatible with existing and planned land uses, including key destinations and farm land.
- 6.3 Balance the needed road function for all modes with adjacent land uses and stakeholders through context-sensitive design.
- 6.4 Prioritize projects that improve pedestrian and bicycle system connectivity and safety in areas near schools.
- 6.5 Develop context-appropriate bicycle and pedestrian networks on County roads, particularly within more densely populated areas.
- 6.6 Coordinate proposed development with planned transportation projects to identify opportunities for incorporation with development related transportation impact mitigation improvements.
- 6.7 Require property access from roadways with the lowest functional classification, when possible.
- 6.8 Facilitate freight connections and services, including rail, to industrial land uses.
- 6.9 Establish rights-of-way and/or crossover easements that support implementation of the TSP and meet County or State access management standards when land is divided or sites are developed.

Goal 7: Implementation

Implement timely transportation improvements and maintenance projects that are feasible, provide a positive return on investment, and are adequately funded.



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Objectives

- 7.1 Develop a project prioritization method to weigh new projects with previously identified projects and to guide project implementation. Develop an implementation matrix and update the County's Capital Improvement Plan.
- 7.2 Establish and provide adequate and sustainable funding to maintain the current and improve state of the transportation system.
- 7.3 When assessing maintenance needs, prioritize maintenance projects that will provide the greatest benefit to users' safety. For example, if two projects have equal maintenance need and paving conditions, the project that has greater safety benefit should be implemented.
- 7.4 Consider additional transportation revenue sources.
- 7.5 Identify opportunities to implement rural Intelligent Transportation System (ITS) strategies.
- 7.6 Partner with ODOT and other jurisdictions to develop a long-range financial strategy for transportation improvements and operational and maintenance requirements.
- 7.7 Review and revise where necessary local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system.
- 7.8 Develop a Deferred Improvement Agreement to provide a consistent yet flexible process of enforcing new developments' mitigations, such as future street improvements.

EVALUATION CRITERIA

A qualitative process based on the goals described in this memo will be used to evaluate the policies and alternatives identified during the TSP update. This evaluation process will provide quantitative scores of each identified concept based on the following scale:

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

The qualitative comparison and quantitative scores will be used to guide or inform discussions about the tradeoffs and benefits of identified concepts. Specific evaluation measures to evaluate criteria may be developed after goals have been discussed and confirmed with project stakeholders.