



TECHNICAL MEMORANDUM #1

Date: December 1, 2022 Project #: 23021.050
To: Technical Advisory Committee and Project Management Team
From: Shayna Rehberg, MIG | APG and Mat Bell, Kittelson & Associates, Inc.
Project: Curry County Transportation System Plan Update
Subject: Technical Memorandum #1 – Goals, Objectives, and Evaluation Criteria (Task 3.1)

INTRODUCTION

The focus of this memorandum is a proposed set of goals, objectives, and evaluation criteria that reflect the purpose and primary drivers of this Transportation System Plan (TSP) Update for Curry County. The goals, objectives, and evaluation criteria will guide how transportation improvements are evaluated and prioritized in the updated TSP. The goals and objectives will also inform the development of new policies as part of implementation work later in this update process.

This memorandum is organized into the following sections:

- Project Purpose and Problem Statement
- Draft Goals and Objectives
- Draft Evaluation Criteria
- Next Steps

PROJECT PURPOSE AND PROBLEM STATEMENT

Purpose

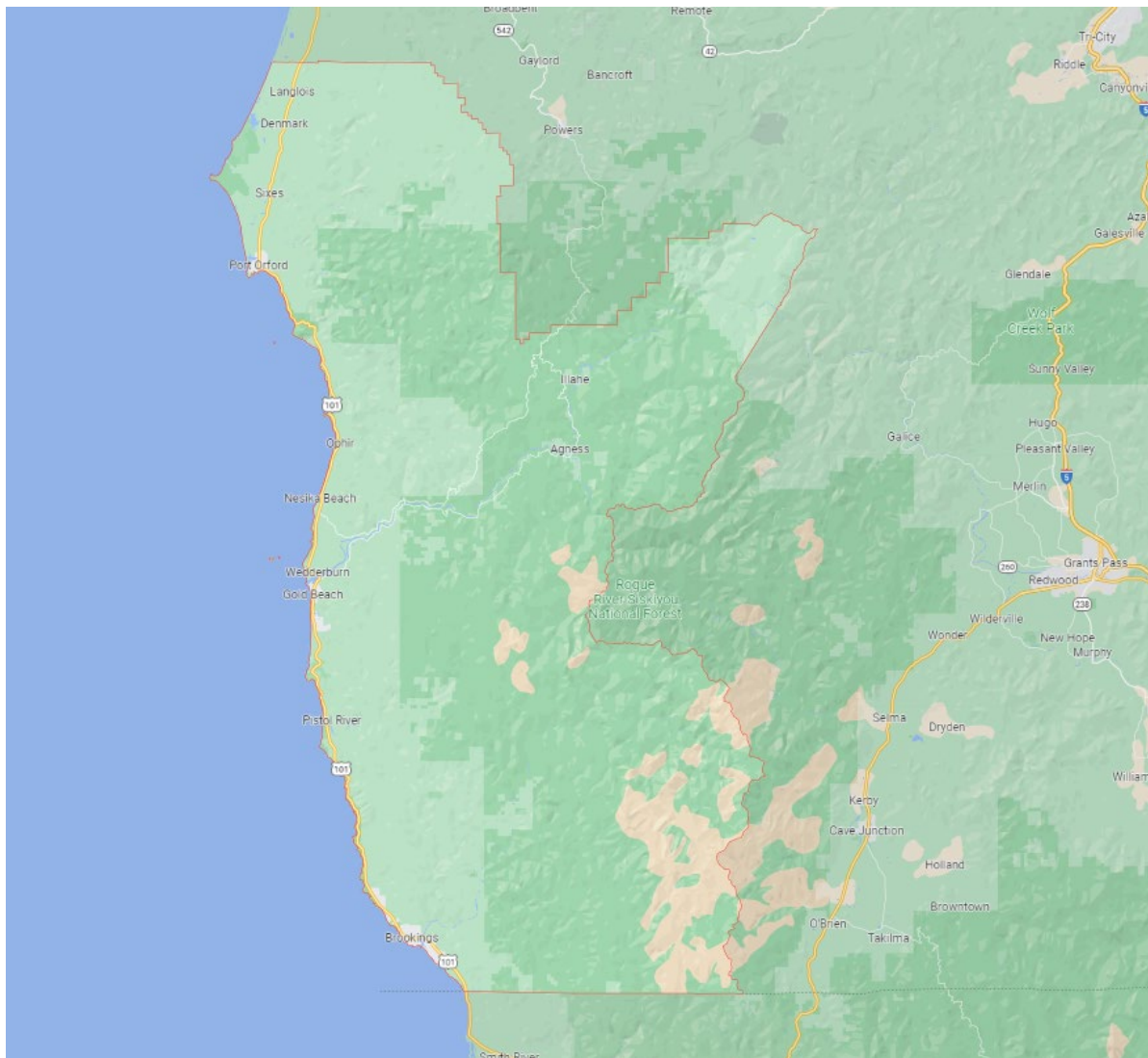
The main purpose of the County TSP Update as stated in the scope of work is to provide a safe, efficient, well-connected, multi-modal transportation network, based on the needs of existing and planned land uses. The county serves as the “study area” for this project; a study area map is provided in Figure 1.

Stated goals of the project also include the following:

- Determine a prioritized list of needed transportation facilities considering likely future revenues;
- Identify safety hotspots and systematic projects;
- Identify Transportation System Management and Transportation Demand Management techniques and measures;
- Preserve the function and capacity of State of Oregon (“State”) transportation facilities;

- Develop robust bicycle, pedestrian, and transit elements to make the updated TSP a true multi-modal plan and to serve the County's diverse transportation needs;
- Develop a 20-year transportation system in conjunction with the funding and financing strategies for transportation facilities;
- Develop implementation policies and ordinances that support a safe, convenient, and economical transportation system for all modes; and
- Ensure the updated TSP is consistent with applicable laws and adopted plans, including the Transportation Planning Rule ("TPR"), Oregon Transportation Plan ("OTP"), and Oregon Highway Plan ("OHP").

Figure 1. Curry County TSP Update Study Area



Problem Statement

The Project Management Team (PMT) – especially County team members – have identified a handful of challenges that this TSP Update should address in particular. The updated TSP will address and provide direction to the County on future decision making related to:

- Resiliency and emergency preparedness
- Congestion relief (on US 101)
- Rural roadway safety
- Pedestrian and bicycle system connectivity
- Limited funding

DRAFT GOALS AND OBJECTIVES

TSP goals and objectives will guide the evaluation and prioritization of transportation improvements in the updated TSP, as well as the development of new policies that reflect the outcomes and recommendations of this planning process.

The draft goals and objectives presented below carry forward themes from the County's 2005 TSP goals and objectives and adopted Comprehensive Plan transportation goals and policies. They also reflect the TSP Update purpose and needs, as established in the project scope and expressed by PMT members in early project meetings. Goals and objectives developed recently for other county TSPs in Southern and Southwestern Oregon helped to round out the set of draft goals and objectives below to ensure they speak to the range of issues that counties face today and that regulations require them to address.

Given the interconnectedness of these goals, there is some overlap and repetition of ideas in the objectives, which can be retained, expanded, or reduced following the review process as project stakeholders advise.

Goal 1: Safety and Resiliency

Provide a transportation system that is safe for all transportation modes and people of all ages and abilities, and that supports community recovery and resiliency post-disaster.

Objectives

- 1.1 Prioritize projects, programs, and policies that seek to reduce crash frequency and severity, with a focus on improving hotspot and systemic safety issues.
- 1.2 Integrate safety improvements into maintenance and other projects.
- 1.3 Plan for alternate routes to US 101 to aid in response to and recovery from natural disasters (e.g., fires, earthquakes, landslides, and tsunamis) and in coordination with other agencies, such as local emergency service providers and the US Forest Service.
- 1.4 Support safer locations – e.g., outside tsunami zones – for transportation support facilities.
- 1.5 Improve the safety and multimodal capacity of existing routes parallel to US 101.

Goal 2: Sustainability and Responsibility

Create a fiscally responsible and sustainable transportation system, minimizing environmental and resource impacts.

Objectives

- 2.1 Focus on transportation demand management (e.g., pedestrian and bicycle improvements) and system management as cost-effective ways to improve and maximize the County's transportation system.
- 2.2 Avoid impacts to the scenic, natural, and cultural resources and, where practical, develop transportation projects that showcase these resources in a respectful way.
- 2.3 As needed, consider alternative transportation facility designs to avoid impacts to natural resources.
- 2.4 Minimize environmental impacts (e.g., air, land, water, noise, and visual pollution), and seek a balance between transportation modes by supporting less polluting transportation options.

Goal 3: Efficiency and Vitality

Provide a transportation system that fosters a vibrant economy and community through the efficient movement of goods and people and through easy access to economic and recreational opportunities.

Objectives

- 3.1 Improve local road and multimodal networks to reduce reliance and congestion on US 101.
- 3.2 Explore transportation system management (e.g., traffic signal timing, turn lanes) as a cost-effective way to reduce congestion on US 101.
- 3.3 Consider freight (truck) needs in transportation improvements, particularly in access to ports and airports.
- 3.4 Ensure that transportation system recommendations are coordinated with and support any improvements planned for airports and related facilities.
- 3.5 Identify key recreation destinations and ways to improve access to these areas in order to grow recreation-based tourism in the county.
- 3.6 Support multimodal access to recreation, including through implementing recommendations from the Oregon Coast Bike Route Plan.

Goal 4: Transportation Options and Equity

Improve conditions and access for affordable transportation options – including walking, biking and other “rolling,” taking transit, and ridesharing – and minimize potential negative impacts of transportation projects on communities or groups.

Objectives

- 4.1 Include accessibility (ADA-compliant) elements in transportation project design and implementation.
- 4.2 Avoid negative impacts and prioritize benefits of transportation projects on groups defined by the state and federal government as “protected” (e.g., people in poverty, seniors, people with disabilities, and minority residents).
- 4.3 Design transportation improvements to safely and efficiently accommodate multiple transportation modes, where practical, within public right-of-way.
- 4.4 Plan and implement a safe, attractive, efficient, and accessible system of bicycle and pedestrian improvements, including and consistent with recommendations from the Oregon Coast Bike Route Plan.

- 4.5 Promote the use of active transportation by both residents and visitors by continually maintaining and improving facilities and connecting bicyclists and pedestrians with key destinations.
- 4.6 Support multimodal transportation and improved local networks as a way to reduce reliance and congestion on US 101.

Goal 5: Coordination and Collaboration

Coordinate transportation projects and related land use and development policies with appropriate partner agencies and plans.

Objectives

- 5.1 In addition to internal County departmental coordination, collaborate with agencies like Curry Public Transit, local emergency service providers, and US Forest Service to establish emergency and post-disaster transportation routes and services.
- 5.2 Ensure that transportation recommendations are consistent with adopted local and state plans.
- 5.3 As needed, update local land use and development requirements to reflect and implement recommendations from the transportation planning process.

Goal 6: Transportation Funding

Establish transportation improvement and maintenance projects that are feasible, are adequately funded, and provide positive returns on investment.

Objectives

- 6.1 Develop transportation projects that can be implemented within the County's fiscal constraints.
- 6.2 Partner with ODOT and other agencies to develop a long-range financial strategy for transportation improvements and operational and maintenance needs in the county.
- 6.3 Prioritize transportation maintenance and improvement projects that will provide the greatest safety and resiliency benefits per dollar spent.

DRAFT EVALUATION CRITERIA

A qualitative process based on the goals and objectives presented 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 criterion.
- Least Desirable (-1): This concept does not support the intent of and/or negatively impacts the criteria category.

At this level of screening, the qualitative comparison will be used to inform discussions about the benefits and tradeoffs of each identified concept. The specific evaluation measures to evaluate each criteria will be developed after confirmation of the goals and objectives with the project stakeholders.

An example of how the criteria could be used is shown in Table 1.

Table 1: Evaluation Criteria and Scoring

Objective	Evaluation Criteria	Evaluation Score
Goal 1: Safe and Resilient		
1.1 Prioritize projects, programs, and policies that seek to reduce crash frequency and severity, with a focus on improving hotspot and systemic safety issues.	The concept addresses a known safety issue	+2
	The concept partially addresses a known safety issue	+1
	The concept does not address a known safety issue	0
	This concept could negatively impact a known safety issue	-1
1.3 Plan for alternate routes to US 101 to aid in response to and recovery from natural disasters	This concept supports alternative routes to 101	+2
	This concept partially supports alternative routes to 101	+1
	This concept does not support alternative routes to 101	0
	This concept could preclude alternative routes to 101	-1
Goal 2: Sustainability and Responsibility		
2.1 Develop transportation projects that can be implemented within the County's fiscal constraints.	This concept can be implemented within the County's fiscal constraints	+2
	This concept can be partially implemented within the County's fiscal constraints	+1
	This concept cannot be implemented within the County's fiscal constraints	0
	This concept really cannot be implemented within the County's fiscal constraints	-1
2.4 Avoid impacts to the scenic, natural, and cultural resources and, where practical, develop transportation projects that showcase these resources in a respectful way.	This concept does not impact cultural resources	+2
	This concept has minimal impact cultural resource	+1
	This concept impacts cultural resources	0
	This concept significantly impacts cultural resources	-1
Goal 3: Efficiency and Vitality		
3.1 Improve local road and multimodal networks to reduce reliance and congestion on US 101.	This concept improves local road and multimodal networks	+2
	This concept partially improves local road and multimodal networks	+1
	This concept does not improve local road and multimodal networks	0
	This concept negatively impacts local road and multimodal networks	-1
3.6 Support multimodal access to recreation, including through implementing recommendations from the Oregon Coast Bike Route Plan.	This concept supports multimodal access to recreation	+2
	This concept partially supports multimodal access to recreation	+1
	This concept does not support multimodal access to recreation	0
	This concept negatively impacts multimodal access to recreation	-1

Objective	Evaluation Criteria	Evaluation Score
Goal 4: Transportation Options and Equity		
4.2 Avoid negative impacts and prioritize benefits of transportation projects on groups defined by the state and federal government as “protected”.	This concept benefits federally protected groups	+2
	This concept partially benefits federally protected groups	+1
	This concept does not benefit federally protected groups	0
	This concept negatively impacts federally protected groups	-1
4.3 Design transportation improvements to safely and efficiently accommodate multiple transportation modes, where practical, within public right-of-way.	This concept accommodates multiple travel modes	+2
	This concept accommodates one or more travel modes	+1
	This concept accommodates one travel mode	0
	This concept negatively impacts one or more travel mode	-1
Goal 5: Coordination and Collaboration		
5.1 Partner with ODOT and other agencies to develop a long-range financial strategy for transportation improvements and operational and maintenance needs in the County.	This concept is supported by ODOT and other agencies	+2
	This concept is partially supported by ODOT and other agencies	+1
	This project does not involve ODOT or other agencies	0
	This project is not supported by ODOT and other agencies	-1
5.3 Ensure that transportation recommendations are consistent with adopted local and state plans.	This concept is consistent with adopted plans	+2
	This concept is partially consistent with adopted plans	+1
	This concept is not included in any adopted plans	0
	This concept is inconsistent with adopted plans	-1

NEXT STEPS

The PMT reviewed this memorandum, after which no notable revisions were determined to be needed before sharing it with the Technical Advisory Committee (TAC). Following TAC review, no revisions were determined to be needed and the final version of this memorandum was prepared.

The system alternatives and preferred alternative work to be done during Task 7 of this planning process will rely on evaluation criteria from this memorandum. The preferred alternative will be subsequently incorporated into the Draft TSP.

Goals and objectives from this memorandum will be refined into draft policies, which will guide future land use and transportation decision making. This will be a part of policy and implementing ordinance work done in Task 8 of this planning process. That work, too, will ultimately be included in the Draft TSP.