

TECHNICAL MEMORANDUM #2 – Plan Goals, Objectives, and Evaluation Criteria

Date: May 30, 2018 Project #: 21283
To: Technical Advisory Committee & Public Advisory Committee
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Subject: Plan Goals, Objectives, and Evaluation Criteria

This memorandum presents the goals, objectives, and evaluation criteria that will be used to guide the development of the Klamath Tribes and City of Chiloquin Community Pedestrian and Bicycle Plan (Plan). The goals and objectives identified in the *2016 Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin; Findings and Recommendation* and the *2012 Native Nutrition & Fitness Project Community Report* were used as the starting point for the development of the initial set of goals, objectives, and evaluation criteria identified below. Transportation related-goals and objectives in the City's Comprehensive Plan were also reviewed for potential inclusion in the Plan.

The goals, objectives, and evaluation criteria will be used to guide the review and documentation of existing and future pedestrian and bicycle needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred solutions for inclusion in the final Plan. The goals and objectives will also inform recommendations for policy language that will serve as guidance for future land use decision making, such as amendments to the City's comprehensive plan.

In order to ensure a consistent understanding of the items included in this memorandum, the following definitions have been provided:

- **Goal** – Provides direction for where the community's vision is leading the plan.
- **Objectives** – Provides a more detailed breakdown of the goal with specific language on how the goal can be achieved.
- **Evaluation Criteria** – Provides a quantitative or qualitative tool to help prioritize projects. They can help quantify the extent to which a project is in line with the community's vision.

The evaluation criteria will be used throughout the plan for two key purposes:

1. Evaluate the existing transportation system and identify areas for improvement; and,
2. Compare and select preferred elements to be included in the plan.

BACKGROUND

The *2016 Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin; Findings and Recommendation* includes seven goals that were developed through input received during project's site visit and workshop. These project goals were developed with an awareness that the Klamath Tribes and City of Chiloquin have very limited resources to independently plan, design, and construct roadway improvements and broader regional, state, and federal funding sources will likely be required.

The *2012 Native Nutrition & Fitness Project Community Report* includes three goals to address pedestrian and bicycle safety for the Klamath Tribes community. These project goals were developed through input provided by eight youths from the Klamath Tribes with the intent to improve nutrition and reduce the prevalence of overweight and obesity in the Tribal community. Building upon the goals outlined in the planning documents noted above, the Plan will be developed through a public participation process with the philosophy that walking and biking are prioritized modes of travel in the community of Chiloquin. The Plan serves as an opportunity for the community to participate in identifying existing constraints and needed improvements. Clear opportunities for public involvement have been built into the project scheduled and are further outlined in the *Public Involvement Plan*.

Technical Memorandum #2 creates a framework that incorporates the goals and objectives identified in the *2016 Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin; Findings and Recommendation* and the *2012 Native Nutrition & Fitness Project Community Report* with the intent to provide a pedestrian and bicycle system that increases safety, accessibility, and mobility for all types of users, regardless of age or ability.

GOALS AND OBJECTIVES

The goals and objectives outlined below will guide project and program development and evaluation. These projects will have the opportunity to create real change, increase the livability of the community, and address important cultural and socioeconomic concerns of the community. The goals and objectives are based on the vision of a community where walking and biking are safer, more convenient and accessible, and an overall more feasible transportation option within the Chiloquin community.

Goal 1 – Safety

Improve the pedestrian and bicycle transportation system to enhance the safety and security for all users, skill levels, and ages.

- A. Create safer routes for students to walk and bicycle to school.
- B. Identify modal conflict areas and locations for enhanced crossings to improve city-wide safety.
- C. Address existing safety issues by identifying locations with a history of pedestrian and bicycle-related crashes while mitigating potential future safety issues in locations with similar characteristics.

Goal 2 – Accessibility

Develop a pedestrian and bicycle transportation system that connects all members of the community to destinations within the City and beyond.

- A. Improve walking and bicycling connections across the Sprague River and Highway 422 to increase accessibility to key attractions and destinations (e.g., the Tribal Administration Building, Wellness Center, Childcare Center, and future Fitness Center).
- B. Enhance walking and bicycling connections within the downtown area and between households, schools, parks, grocery stores, and other community destinations.
- C. Provide walking and bicycling connections to transit stops.

Goal 3 – Mobility & Equity

Provide a balanced, safe, and efficient pedestrian and bicycle transportation system for all members of the community.

- A. Design context sensitive and appropriate facilities to meet the mobility needs for a wide range of ages and abilities.
- B. Upgrade existing pedestrian facilities to be Americans with Disabilities Act (ADA) compliant.
- C. Prioritize investments on routes where vulnerable (i.e., non-motorized) users most commonly travel.

EVALUATION CRITERIA

The evaluation criteria are based on the goals and objectives, as well as the overall feasibility of implementing the project. A qualitative process using the evaluation criteria will be used to assess alternatives and prioritize projects developed by the Plan. 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. (+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 of each alternative. A higher or lower score does not necessarily stipulate the importance or prioritization of a project, the preliminary scoring will serve simply to identify and compare high-level benefits. Table 1 presents the evaluation criteria that will be used to qualitatively evaluate the solutions developed by the Plan.

Table 1: Evaluation Criteria

| Objective | Evaluation Criteria | Evaluation Score |
|---|---|------------------|
| Goals Based Criteria | | |
| Goal 1: Safety | | |
| Improve the pedestrian and bicycle transportation system to enhance the safety and security for all users, skill levels, and ages | Project would address safety issues at identified conflict areas (e.g., higher speed/volume roads and intersections). | +1 |
| | Project would not impact the safety of pedestrian and bicycle users. | 0 |
| | Project could decrease safety and increase potential risk to pedestrian and bicycle users. | -1 |
| Goal 2: Accessibility | | |
| Develop an interconnected, multimodal pedestrian and bicycle transportation system that connects all members of the community to destinations within the City and beyond. | Project would fill in a walking or biking gap in a connection to a key destination | +1 |
| | Project would fill in a walking or biking gap, but not to an identified destination | 0 |
| | Project would impede existing connections and may preclude future connections from being established. | -1 |
| Goal 3: Mobility & Equity | | |
| Provide a balanced, safe, and efficient pedestrian and bicycle transportation system for all members of the community. | Project enhances access to walking and biking opportunities for people of a wide range of ages and abilities | +1 |
| | Project enhances access to walking and biking opportunities for some people, but not a majority of ages and abilities | 0 |
| | Project makes it more difficult for people of a wide range of ages and abilities to walk and bike | -1 |
| Implementation Criteria | | |
| Cost & Feasibility | | |
| Develop realistic projects that are fiscally capable of implementation through available funding mechanisms | Project is cost-feasible and has an identified potential funding mechanism | +1 |
| | Project has an identified potential funding mechanism, but cost may be a challenge; or project is cost-feasible, but there is not an available funding mechanism at this time | 0 |
| | Project is cost-prohibitive | -1 |
| | Project does not have any significant physical or legal barriers | +1 |
| | Project has moderate physical or legal barriers (e.g., may require some right-of-way) | 0 |
| | Project may not be implementable due to physical or legal barriers | -1 |

The project team will screen projects using these criteria. This preliminary evaluation will be presented to the Project Management Team (PMT) and project advisory committees for review. During this review, the advisory committees will have the opportunity to provide their input on project priorities and the PMT will confirm the final project priorities. The advisory committees and PMT may also recommend changes to the criteria during this process to better reflect the community's priorities.