



TECHNICAL MEMORANDUM

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Project: Gladstone Transportation System Plan (TSP) Update

Subject: Final Tech Memo 2: Project Goals and Objectives and Evaluation Criteria (Subtask 2.4)

This memorandum presents the goals and objectives that will be used to guide development of the Gladstone Transportation System Plan (TSP) update. The goals and objectives presented herein reflect the City's existing goals and policies as articulated in the current Gladstone TSP and Comprehensive Plan with updates that reflect changes in state, regional, and local planning requirements as well as local desire for active transportation options. The goals and objectives will be used to guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential solutions to address the needs, and the selection and prioritization of preferred alternatives 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 approval criteria related zone change and comprehensive plan amendments.¹

EXISTING GOALS AND POLICIES

Several existing goals and policies currently guide the management and development of the Gladstone transportation system. These goals and policies are included in the current Gladstone TSP and Comprehensive Plan as described below.

Gladstone Transportation System Plan (TSP)

The current Gladstone TSP was adopted in 1995. The policies included in Chapter 2 of the current Gladstone TSP reflect the policies of the state from 1995, which include:

¹ Additions and amendments to adopted Comprehensive Plan transportation policy language will be proposed as part of Draft Tech Memo #7, Regulatory Solutions.

- Reduce reliance on the single-occupant vehicle;
- Encourage alternatives to the auto, including bicycling, walking and, where feasible, public transit;
- Manage existing transportation facilities and service efficiently;
- Coordinate local transit services with interurban services;
- Coordinate land uses with the transportation facilities and services; and
- Make the transportation system accessible to all potential users, including the transportation disadvantaged.

These policies emphasize the need to reduce reliance on single-occupancy vehicles, encourage alternative travel modes, coordinate facilities and services, and improve accessibility. Per the TSP, the goals and policies included in the Gladstone Comprehensive Plan closely reflect the policies of the state and are included in the TSP by reference.

Gladstone Comprehensive Plan

The current Gladstone Comprehensive Plan was adopted in 1979. Since then, several of the goals and policies included in the Comprehensive plan have been updated several times, including most recently in 2006. However, the goals and policies related to transportation are the same as they were in 1979. Chapter 10 of the current Gladstone Comprehensive Plan includes the following transportation-related goal and several policies.

- Goal 1: Promote a safe, efficient, and convenient multi-modal transportation system that emphasizes mass transit and a street circulation pattern designed to serve people first.
- Policy 1: Promote decreased reliance on the private automobile.
- Policy 2: Provide pedestrian/bicycle ways linking public and semi-public facilities, commercial areas and regional bikeways to encourage and facilitate the use of human-powered modes of travel.
- Policy 3: Encourage and facilitate high-density residential development within walking distance (1/4 mile to 1/2 mile radius) from commercial districts in order to support future plans for rapid bus and/or light rail transit.
- Policy 4: Promote the elimination of architectural barriers on public and semi-public lands and transportation facilities.
- Policy 5: Design and develop safe pedestrian/bicycle crossings at potentially hazardous locations.
- Policy 6: Monitor and map traffic accidents on a quarterly basis to alert city officials and public to problems and the need for corrective measures
- Policy 7: Designate...streets...and physically define their function.

- Policy 8: Encourage TriMet to provide service that emphasizes east-west as well as north-south movement
- Policy 9: Adopt...street design guidelines
- Policy 10: Develop street improvement schedules.
- Policy 11: Solicit and utilize input in planning traffic safety improvements so they better serve residents and to minimize social costs.

Each of the policies identified above include implementation measures designed to facilitate the policies. A few of the policies are more related to housing and a few are action items that have been completed since the adoption of the Comprehensive Plan in 1979. These goals and policies emphasize the need for safety, efficiency, mobility, and connectivity.

PROPOSED GOALS AND OBJECTIVES

The proposed goals and objectives for the Gladstone TSP update are based on an evaluation of the existing goals and policies in the current Gladstone TSP and Comprehensive Plan. 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. In order to ensure compliance with the Transportation Planning Rule (TPR), Regional Transportation Plan (RTP), and Regional Transportation Functional Plan (RTFP) and other state, regional, and local planning requirements, the proposed goals and objectives presented below tend to favor improvements in active transportation facilities and services over capacity improvements.

Goal I: Safety – Provide a safe and efficient multimodal transportation system for all members of the community.

- Objective A. Address safety issues at locations with a history of fatal, serious injury, or frequent bicycle/pedestrian-related crashes
- Objective B. Implement strategies that reduce the potential for future conflicts between travel modes

Goal II: Mobility – Provide a multimodal transportation system that is a good state of repair and meets applicable State, regional, and local operational performance measures.

- Objective A. Maintain the existing transportation system in a state of good repair
- Objective B. Meet applicable state, regional, and local operational performance measures

Goal III: Accessibility – Provide a multimodal transportation system that is accessible to all members of the community and minimizes out of direction travel.

- Objective A. Ensure adequate access for children, disabled, low-income, or elderly people

- Objective B. Ensure adequate access for all members of the community to schools, parks, churches, and other essential destinations

Goal IV: Connectivity – Provide a multimodal transportation system that increases connections to all areas of the City and works to overcome existing barriers to regional connectivity.

- Objective A. Improve existing connections between residential areas and local schools, parks, churches, and other essential destinations
- Objective B. Create new connections between residential areas and local schools, parks, churches, and other essential destinations

Goal V: Health – Develop a transportation system that encourages active transportation and supports healthy and active choices for the community.

- Objective A. Increase the number of active transportation options available to all members of the community
- Objective B. integrate active transportation options with other modes of travel within the community

Goal VI: Coordination – Develop a transportation system that is consistent with other state, regional, and local plans.

- Objective A. Ensure consistency with State, regional, and local planning rules and regulations.
- Objective B. Coordinate land use, financial, and environmental planning to prioritize strategic transportation investments

Goal VII: Financial Responsibility – Invest in financially feasible infrastructure projects that will serve the city for years to come.

- Objective A. Ensure adequate funding is available to fund further study or implementation of the planned transportation system.
- Objective B. Ensure there are no significant barriers to implementation of the planned transportation system.

PROPOSED 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 alternatives 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. (+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. Table 1 presents the evaluation criteria that will be used to qualitatively evaluate the alternatives developed through the TSP update.

Table 1: Evaluation Criteria

Objective	Evaluation Criteria	Evaluation Score
Goal I: Safety – Provide a safe and efficient multimodal transportation system for all members of the community.		
Objective A. Address safety issues at locations with a history of fatal, serious injury, or frequent bicycle/pedestrian-related crashes	Project could reduce the potential for fatal, serious injury, or bicycle/pedestrian-related crashes	+1
	Project would have no impact on the potential for fatal, serious injury, or bicycle/pedestrian-related crashes	0
	Project could increase the potential for fatal, serious injury, or bicycle/pedestrian-related crashes	-1
Objective B. Implement strategies that reduce the potential for future conflicts between travel modes	Project could reduce potential for future conflicts between travel modes	+1
	Project would have no impact on the potential for future conflicts between travel modes	0
	Project could increase the potential for future conflicts between travel modes	-1
Goal II: Mobility – Provide a multimodal transportation system that is in a good state of repair and meets applicable State, regional, and local operational performance measures.		
Objective A. Maintain the transportation system in a good state of repair	Project could improve the state of the transportation system	+1
	Project would have no impact on the state of the transportation system	0
	Project could diminish the state of the transportation system	-1
Objective B. Meet applicable State, regional, and local operational performance measures	Project will meet applicable State, regional, and local operational performance measures	+1
	Project will not impact State, regional, and local operational performance measures	0
	Project will not meet State, regional, and local operational performance measures	-1
Goal III: Accessibility – Provide a multimodal transportation system that is accessible to all members of the community and minimizes out of direction travel.		
Objective A. Ensure adequate access for children, disabled, low-income, or elderly people	Project improves access in an area with a high concentration of children, disabled, low-income, or elderly people	+1
	Project does not improve access in an area with a high concentration of children, disabled, low-income, or elderly people	0
	Project impedes access in an area with a high concentration of children, disabled, low-income, or elderly people	-1
Objective B. Ensure adequate access for all members of the community to schools, parks, churches, and other essential destinations	Project improves access to schools, parks, churches, and other essential destinations	+1
	Project does not improve access to schools, parks, churches and other essential destinations	0
	Project impedes access schools, parks, churches, and other essential destinations	-1
Goal IV: Connectivity – Provide a multimodal transportation system that increases connections to all areas of the City and works to overcome existing barriers to regional connectivity		

Objective A. Improve existing connections between residential areas and local school, parks, churches and other essential destinations	Project will improve an existing connection	+1
	Project will not improve an existing connection	0
	Project will impede an existing connection	-1
Objective B. Create new connections between residential areas and local school, parks, churches, and other essential destinations	Project will create a new connection	+1
	Project will not create a new connection	0
	Project will impede the creation of a new connection	-1
Goal V: Health – Develop a transportation system that encourages active transportation and supports healthy and active choices for the community.		
Objective A. Increase the number of active transportation options available to all members of the community	Project could increase the number of active transportation options	+1
	Project would not increase the number of active transportation options	0
	Project could reduce the number of active transportation options	-1
Objective B. Integrate active transportation options with other modes of travel within the community	Project could integrate active transportation options with other modes of travel	+1
	Project would not integrate active transportation options with other modes of travel	0
	Project could impede integration of active transportation options with other modes of travel	-1
Goal VI: Coordination – Develop a transportation system that is consistent with other state, regional, and local plans.		
Objective A. Ensure consistency with State, regional, and local planning rules and regulations	Project will ensure consistency with State, regional, and local planning rules and regulations	+1
	Project will not ensure consistency with State, regional, and local planning rules and regulations	0
	Project will defy State, regional, and local planning rules and regulations	-1
Objective B. Coordinate land use, financial, and environmental planning to prioritize strategic transportation investments	Project will coordinate land use, financial, and environmental planning	+1
	Project will does require coordination between land use, financial, and environmental planning	0
	Project will disrupt coordination between land use, financial, and environmental planning	-1
Goal VII: Financial Responsibility – Invest in financially feasible infrastructure projects that will serve the city for years to come		
Objective A. Ensure adequate funding is available to fund further study or implementation of the planned transportation system	Adequate funding is currently available	+1
	Adequate funding is available through an existing grant program or other funding source	0
	Adequate funding is not available	-1
Objective B. Ensure there are no significant barriers to implementation of the planned transportation system	There are no significant barriers	+1
	There are barriers, but they can be overcome	0
	There are significant barriers	-1