

## MEMORANDUM

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Date: October 5, 2017 Project #: 21266.2

To: Gerald Fisher and Dan Huff, City of Molalla  
Gail Curtis, Oregon Department of Transportation, Region 1

From: Matt Bell and Nick Gross, Kittelson and Associates, Inc.

Project: Molalla Transportation System Plan (TSP) Update

Subject: Final Tech Memo 2B: Goals and Objectives and Evaluation Criteria (Subtask 2.2)

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This memorandum presents the goals and objectives that will be used to guide development of the Molalla Transportation System Plan (TSP) update. The goals and objectives included in the current TSP were used as a basis to develop the goals and objectives with minor updates that reflect changes in state and local planning requirements since the current TSP was adopted in 2001 as well as changes in demand for active modes of transportation (i.e. walking, biking, and riding transit). Transportation-related goals and objectives in the City's Comprehensive Plan also were reviewed for potential inclusion in the updated TSP. Ultimately our team will recommend that one common, consistent set of transportation goals, objectives and policies be used for both documents.

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 solutions for inclusion in the final plan. They 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.<sup>1</sup>

## BACKGROUND

The current TSP includes four goals with several corresponding objectives. Further review of the current goals and objectives indicates that they tend to emphasize mobility along with safety, connectivity, accessibility, health, and financial stewardship. The goals and objectives presented below also emphasize mobility; however, mobility is balanced with other goals and objectives of the City. Several of the current goals and objectives were also specific to the development of the current TSP and were accomplished when the current TSP was adopted in 2001. These include development of a

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

functional classification plan along with street standards, access spacing standards, and mobility standards. The goals and objectives presented below no longer include develop of a functional classification plan or standards (as these are now complete); however, the TSP update will include a review, and potentially an update, of the functional classification plan and standards.

The current Molalla Comprehensive Plan includes several goals and policies related to transportation. The goals generally align with the goals and objectives included in the TSP. As noted above, it is assumed that adoption of the TSP update will result in changes to the comprehensive plan, including an update to the goals and policies related to transportation.

## PROPOSED GOALS AND OBJECTIVES

### Goal 1 – Mobility

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

#### *Objectives*

- A. Reduce reliance on single occupancy vehicles by improving the quality of available transit service and developing bicycle and pedestrian facilities that encourage non-vehicular modes of transportation.
- B. Reduce reliance on state facilities for making local trips by providing a network of arterials, collectors, and local streets that are interconnected, appropriately spaced, and reasonably direct.
- C. Provide for adequate intersection and street capacity by identifying existing and potential future capacity constraints and developing strategies to address those constraints, including potential intersection improvements, future roadway needs, and future street connections.

### Goal 2 – Connectivity and Accessibility

Develop an interconnected, multimodal transportation system that connects all members of the community to destinations within the City and beyond.

- A. Improve existing connections between households and schools, parks, transit stops and other community destinations.
- B. Create new connections between households and schools, parks, transit stops and other community destinations.
- C. Provide for the needs of the transportation disadvantaged to the greatest extent possible.
- D. Ensure that the transportation systems include adequate facilities to address truck and rail freight mobility needs for the local and regional movement of goods and services.

### Goal 3 – Safety

Provide a transportation system that enhances the safety and security of all transportation modes.

- A. Address existing and potential future safety issues by identifying high collision locations and locations with a history of fatal, severe injury, and/or pedestrian/bicycle-related crashes and developing strategies to address those issues.
- B. Reduce the potential for future crashes by providing separation between travel modes (i.e. separated pedestrian/bicycle facilities, enhanced crossings, etc.).

#### Goal 4 – Health

Provide a transportation system that enhances the health of local residents by promoting active modes of transportation.

##### **Objectives**

- A. Develop a comprehensive system of pedestrian and bicycle routes that link major activity centers within the City.
- B. Encourage the use of active modes of transportation (walking and biking) and identify improvements to further promote their use in the community.
- C. Encourage the use of public transportation facilities and services and identify improvements to further promote their use in the community.

#### Goal 5 – Strategic Investment

Provide a sustainable transportation system through responsible stewardship of assets and financial resources.

##### **Objectives**

- A. Preserve and protect the function of locally and regionally significant corridors.
- B. Preserve and maintain the existing transportation system assets to extend their useful life.
- C. Ensure adequacy of existing funding sources to serve projected improvement needs.
- D. Identify new and innovative funding sources for transportation improvements.

#### Goal 5 – Coordination and Integration

Ensure that the local transportation system is integrated with county and state transportation systems and objectives, and with other related aspects of the community in Molalla, including land use planning, natural resource protection, housing and economic development.

##### **Objectives**

- A. Design transportation facilities and connections to support adjacent land uses and developments.

- B. Minimize and/or mitigate the effects of transportation projects and systems on natural resources and systems.
- C. Consider County and State goals and policies in design and implementation of the TSP and associated projects.
- D. Engage community members and organizations in the development and design of transportation facilities identified in the TSP.

## 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 solutions developed through the TSP update.

**Table 1: Evaluation Criteria**

Objective	Evaluation Criteria	Evaluation Score
<b>Goal 1: Mobility</b>		
A. Reduce reliance on single occupancy vehicles	Project could reduce reliance on single occupancy vehicle	+1
	Project would not impact reliance on single occupancy vehicles	0
	Project could increase reliance on single occupancy vehicle	-1
B. Reduce reliance on state facilities for making local trips	Project could reduce reliance on state facilities	+1
	Project would not impact reliance on state facilities	0
	Project could increase reliance on state facilities	-1
C. Provide for adequate intersection and street capacity	Project will provide adequate intersection and/or street capacity	+1
	Project will have no impact on intersection and/or street capacity	0
	Project will reduce intersection and/or street capacity below acceptable levels	-1
<b>Goal 2: Connectivity and Accessibility</b>		
A. Improve existing connections	Project will improve an existing connection	+1
	Project will not improve an existing connection	0
	Project will impede an existing connection	-1
B. Create new connections	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

C. Provide for the needs of the transportation disadvantaged	Project will improve options for transportation disadvantaged	+1
	Project will have no impact on transportation disadvantaged	0
	Project will reduce options for transportation disadvantaged	-1
C. Ensure that the transportation systems include adequate facilities to address truck and rail freight mobility needs for the local and regional movement of goods and services.	Project will improve effectiveness of local and regional freight movement	+1
	Project will have no impact on effectiveness of local and regional freight movement	0
	Project will reduce effectiveness of local and regional freight movement	-1
<b>Goal 3: Safety</b>		
A. Address existing and potential future safety issues	Project will address existing or potential future safety issue	+1
	Project will have no impact on an existing or potential future safety issue	0
	Project will worsen existing or potential future safety issue	-1
B. Reduce potential for future crashes	Project could reduce potential for future conflicts	+1
	Project would have no impact on the potential for future conflicts	0
	Project could increase the potential for future conflicts	-1
<b>Goal 4: Health</b>		
A. Develop a comprehensive system of pedestrian and bicycle routes	Project will contribute to a comprehensive pedestrian and bicycle system	+1
	Project will not contribute to a comprehensive pedestrian and bicycle system	0
	Project will impede a comprehensive pedestrian and bicycle system	-1
B. Encourage the use of active modes of transportation	Project could encourage the use of active modes of transportation	+1
	Project would not encourage the use of active modes of transportation	0
	Project could discourage the use of active modes of transportation	-1
C. Encourage the use of public transportation facilities and services	Project could encourage the use of public transportation	+1
	Project would not encourage the use of public transportation	0
	Project could discourage the use of public transportation	-1
<b>Goal 5: Strategic Investment</b>		
A. Preserve and protect the function of locally and regionally significant corridors	Project will preserve and protect the function of locally and regionally significant corridors	+1
	Project will not impact the function of locally and regionally significant corridors	0
	Project will have a negative impact on the function of locally and regionally significant corridors	-1
B. Preserve and maintain the existing transportation system assets to extend their useful life	Project will preserve and maintain the existing transportation system	+1
	Project will not impact the existing transportation system	0
	Project will have a negative impact on the existing transportation system	-1
C. Ensure adequacy of existing funding sources to serve projected improvement needs	Project can be funded through existing funding sources	+1
	Project can be funded through known funding sources	0
	Project cannot be funded through existing or known funding sources	-1
D. Identify new and innovative funding sources for transportation improvements	Project is eligible for new and/or innovative funding	+1
	Project may not be eligible for new and/or innovative funding	0
	Project is not eligible for new and/or innovative funding	-1
<b>Goal 6: Coordination and Integration</b>		
A. Design transportation facilities and connections to support adjacent land uses and developments	Project will support community and local area land use and development goals	+1
	Project has no direct relationship to community and local area land use and development goals	0
	Project is inconsistent with community and local area land use and development goals	-1
B. Minimize and/or mitigate the effects of transportation projects and systems on natural resources and systems	Project will enhance the quality of potentially affected natural resources	+1
	Project will not impact the quality of potentially affected natural resources	0
	Project will have a negative impact on the quality of potentially affected natural	-1

	resources	
C. Consider County and State goals and policies in design and implementation of the TSP and associated projects	Project is supportive of County and/or State transportation goals and policies	+1
	Project has no direct relationship to County and/or State transportation goals and policies	0
	Project is inconsistent with County and/or State transportation goals and policies	-1
D. Engage community members and organizations in the development and design of transportation facilities identified in the TSP	Project is consistent with or addresses community opinions expresses during project planning and design process	+1
	Project is unrelated to community opinions expresses during project planning and design process	0
	Project is inconsistent with community opinions expresses during project planning and design process	-1