



REDMOND

Transportation System Plan

Date: November 1, 2017

Project #: 17720
ODOT PA #27456

To: Redmond TSP Project Management Team (PMT)

Subject: Draft Goals and Evaluation Approach

In preparation for our November 13th PMT meeting, we have developed the enclosed set of revised goals and an evaluation approach for the alternatives analyses. The revisions to the goals are meant to simplify the approach and better reflect city priorities per feedback from city staff. This evaluation approach will be helpful as we move into the stakeholder interviews and public outreach efforts as well as to guide our alternatives analyses in the Spring 2018.

TSP GOALS

The TSP will provide the City of Redmond with a coordinated guide for changes to its transportation infrastructure and operations over the next twenty years. A basic assumption in the development of this policy document is that the transportation system not only meets daily travel needs but also affects the physical, social, and economic health of the City. As such, planning for the future system must be conducted within regional and community goals and values, support of local and regional economic development activities, and enhancing the quality of life that residents and visitors enjoy and expect.

The TSP Goals are intended to be broad statements that characterize the community's desires and vision for the City's future transportation system. The goals are intended to be aspirational and may not be fully attained within the 20-year planning horizon of this plan. The goals will be supported by policies within the TSP as well as specific implementation items for the City to address after the TSP has been adopted.

The TSP Goals are shown below.

Goal 1. Provide a safe and efficient transportation network that complements key economic development priority areas, the comprehensive plan, and adopted state, regional and local plans and policies.

Goal 2. Advance community and statewide emergency preparedness efforts through support of the Oregon Resiliency Plan.

Goal 3. Provide transportation choices and address the needs and safety of all travelers, including people of all ages, abilities, ethnicities, and incomes.

Goal 4. Provide comfortable, convenient and safe pedestrian and bicycle facilities for all users.

Goal 5. Provide reliable and convenient transit service to Redmond residents and businesses as well as special transit options for the City’s elderly and disabled residents.

Goal 6. Ensure that efficient and effective freight transportation infrastructure is developed and maintained to support local and regional economic expansion and diversification consistent with City and Regional economic plans and policies.

Goal 7. Implement the plan in a timely fashion and keep it up to date with respect to local and regional priorities.

EVALUATION APPROACH

The identification and evaluation of future alternatives considered for the TSP will be informed by the following activities:

- Feedback received through the stakeholder interviews related to needed transportation investments;
- Existing and future (e.g., No Build) deficiencies analyses;
- Feedback received through the Public Open House that is anticipated in late January/early February;
- Feedback from the Project Advisory Committee (PAC) and PMT;
- Workshop with City staff and the PMT in late February/early March to consider the feedback obtained to date and weigh the feasibility of potential alternatives.

We intend to conduct a preliminary screen of the ideas gathered through the above activities by evaluating against the following key questions:

- Does the project address an identified transportation problem or opportunity?
- Is the project within the City’s Urban Growth Boundary? Is it within the City’s control, or the control of its partnering agencies, to implement?
- Is it technically feasible to construct and/or implement?
- Could the project be reasonably funded within the next twenty years?
- Could the project receive environmental permits, if any are needed?



If the answer to any question is “no,” the project idea would not be further considered. The remaining ideas would be evaluated by City staff and the PMT against the criteria that are intended to help differentiate between alternatives. There are likely other important criteria for consideration that may not be “differentiators” but the following criteria are anticipated for the more detailed review:

- Balances impacts to developable parcels with system and community needs;
- Minimizes impacts to Goal 5 resources;
- Supports or enhances the ability to implement the Oregon Resiliency Plan and/or other key state or regional projects;
- Leverages future transportation investments to reduce access, economic, safety and health disparities between neighborhoods, particularly those with greater populations of low income, minority, youth and/or elderly population than the City as a whole.
- Addresses key connectivity needs on the collector and arterial street system;
- Addresses known safety issues;
- Supports enhanced multimodal access to major activity centers and/or economic development priority areas within the City as well as the region;
- Provides pedestrian and bicycle connectivity to key transit corridors;
- Provides pedestrian and bicycle connectivity to key routes to school;
- Addresses key gaps in the bicycle system;
- Addresses key gaps in the pedestrian system;
- Improves freight mobility on designated freight, truck, rail and air routes;
- Improves mobility for through traffic on state highways; and,
- Leverages public and private investments.

The results of the more detailed analyses against the evaluation criteria will be presented to the PAC for review. We intend that the evaluation results would be presented in tabular format with a rating provided for how each alternative addresses the criteria via the following:

- The project idea addresses the criterion and/or makes substantial improvements in the criteria category
- ◐ The project idea partially addresses the criterion and/or makes moderate improvements in the criteria category
- The project idea does not support the intent of, provides minor or incidental benefit and/or negatively impacts the criteria category
- N/A The project idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply



The results of this evaluation will define a 20-year project list that could address the identified transportation needs, and meet the draft 2035 TSP goals as well as criteria contained on ORS 660-012-0035.

We look forward to receiving your feedback on the goals and evaluation approach at our November 13th PMT meeting.

