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TECHNICAL MEMORANDUM

DATE:	July 31, 2023
TO:	Prineville TSP Project Team
FROM:	Ryan Farncomb, Matt Flodin (Parametrix)
SUBJECT:	FINAL Tech Memo #2: Goals, Objectives, and Evaluation Criteria
PROJECT NAME:	Prineville TSP Update

INTRODUCTION

This memorandum documents the goals, objectives, and evaluation criteria for the Prineville Transportation System Plan (TSP) Update. These will be used to guide development of the TSP, including programs, projects, and standards. The evaluation criteria will be used to prioritize potential transportation system investments.

In this memorandum, the project team proposes targeted updates to the 2013 TSP goals, objectives, and evaluation criteria to ensure the TSP is consistent with the Transportation Planning Rule (TPR) and other applicable statewide plans and policies, such as the Oregon Transportation Plan (OTP).

They will be reviewed by City staff, the Project Advisory Committee, and will be informed by community representative outreach in the first phase of the TSP project. The goals, objectives, and criteria may be revised to incorporate feedback from these groups.

UPDATED GOALS AND OBJECTIVES

The 2013 TSP includes goals, objectives, and evaluation criteria that reflect statewide and local plans, as well as local issues that the TSP seeks to address. These goals and objectives are presented below, along with proposed updates to reflect findings from Technical Memo #1: Plan and Policy Review. Proposed updates also reflect local transportation needs that have emerged or changed since the last TSP was updated.

The prior TSP included a large number of objectives. We recommend reducing the number of goals and objectives to ensure that the priorities of the City are truly reflected; a large number of goals and objectives can make it difficult to identify what the central priorities are for the transportation system.

Goal #1: Ensure a safe, efficient, and accessible transportation system for all users.

Objectives

- 1A. Implement safe routes to school (SRTS) plans and projects, and identify potential engineering components for future SRTS plans for local schools.
- 1B. Reduce crashes in Prineville, particularly higher severity injury and fatal crashes, and those involving more vulnerable roadway users such as pedestrians and bicyclists.
- 1C. Meet applicable City, County, and/or State operational performance measures or identify alternative measures as appropriate in balancing other City goals and needs.

- 1D. Assess impacts to low-income residents, minority populations, elderly populations, youth, and people living with disabilities when implementing transportation infrastructure projects.
- 1E. Implement planned new roadways, connections, and other TSP improvements as part of new development.

Goal #2: Build a complete system of walking and cycling routes that connect neighborhoods to schools, parks, jobs, and other key places.

Objectives

- 2A. Identify new connections for people walking and biking that make it easier and more direct to reach key destinations.
- 2B. Prioritize projects that improve pedestrian and bicycle system connectivity in areas near schools or other areas of high activity.
- 2C. Implement wayfinding and route markings to identify preferred walking and biking routes.
- 2D. Integrate multimodal transportation connections at key community destinations.

Goal #3: Build and maintain the transportation system to support economic development in the region.

Objectives

- 3A. Ensure street designs and improvements to state and local freight routes accommodate truck and rail deliveries.
- 3B. Address critical safety, multimodal access, and capacity bottlenecks on the local roadway and state highway system, including access and mobility to and around the Tom McCall Roundabout and Prineville Airport.
- 3C. Identify transportation alternatives that meet economic development, safety, and capacity needs at the lowest cost and maximize facilities' lifespan.
- 3D. Develop a supportable and sustainable financing method for funding necessary transportation improvements over the life of the TSP.

Goal #4 Improve system performance by balancing mobility and access along main travel routes, including on state highways

Objectives

- 4A. Address capacity constraints and reduce pressure on state highways by developing a comprehensive , local, multimodal network.
- 4B. Implement appropriate access management plans and policies that reflect the desired character and operations of roadways and that are feasible in terms of adoption and enforcement.
- 4C. Coordinate with Cascades East Transit to implement transit improvements included in the 2040 Transit Master Plan to improve transit as a viable alternative to driving.
- 4D. Ensure a well-connected and redundant transportation network to facilitate emergency services and evacuation routes during emergencies.

Goal #5: Minimize the impacts of the transportation system on the natural and built environment.

Objectives

- 5A. Provide pedestrian, cycling, transit, and micromobility options that make short trips in Prineville easy and reduce the need for travelling by car.
- 5B. Choose transportation alternatives that avoid displacing homes and businesses and that maintain Prineville's small-town character.
- 5C. Promote transportation demand management strategies (carpooling, flexible work hours, telecommuting, etc.) to reduce VMT on the transportation system.
- 5D. Ensure transportation improvements lead to a measurable reduction in greenhouse gas emissions.
- 5E. Improve regional connections from Prineville to Central Oregon by enhancing transit services, capitalizing on rail-to-trail opportunities, and promoting carpooling options.
- 5F. Invest in ITS and TSMO treatments to improve efficiency and safety in Prineville's transportation system.

EVALUATION FRAMEWORK

The 2013 TSP included a number of evaluation criteria corresponding to each of the objectives. Table 1 below proposes a simplified evaluation criteria matrix that focuses on criteria that will help evaluate and differentiate transportation alternatives from one another. Evaluation criteria in Table 1 are based on the refined goals and objectives above. Each project will be evaluated using a "Consumer Reports" scale as follows:

● Project meets or fully addresses the criterion

◖ Project partially meets or addresses the criterion

○ Project does not meet or has negative impacts with respect to the criterion

N/A: Not applicable

Table 1. Project and Program Evaluation Criteria

Goal	Criterion	How will we measure?
Goal #1: Ensure a safe, efficient, and accessible transportation system for all users	Project enhances transportation options, access, or mobility for vulnerable populations	• Qualitative assessment of effects on multimodal access or improved mobility options for low-income residents, elderly populations, youth, or people living with disabilities
	Project addresses a known safety issue identified during TSP development	• Qualitative assessment
Goal #2: Build a complete system of walking and cycling routes that connect neighborhoods to schools, parks, jobs, and other key places	Project provides new or enhanced connection for people walking, cycling, or using a mobility device and/or provides connection to a previously unserved destination like a grocery store, neighborhood, school, or recreation site	• Improvement in pedestrian or bicycle LTS, or, • Qualitative assessment
Goal #3: Build and maintain the transportation system to support economic development in the region	Project cost-effectively addresses a transportation need or issue	• Qualitative assessment of the degree to which an alternative or project addresses desired outcomes relative to cost • Cost information for projects will be provided without a rating

Goal	Criterion	How will we measure?
Goal #4: Improve system performance by balancing mobility and access along main travel routes, including on state highways	Project addresses transportation system performance on key state / local highways in town and/or improves the local network so as to reduce pressure on state highways	• Assessment based on traffic analysis and the travel model to determine performance (LOS or V/C ratio) of different alternatives
Goal 5. Minimize the impacts of the transportation system on the natural and built environment	Project minimizes significant right-of-way and/or residential, commercial, or industrial displacements, and/or impacts to known environmental resources	• Compare proposed alternatives/cross-sections to available ROW and street width, as well as available natural resource layers • Qualitative assessment of impacts to existing structures and/or known environmental resources.

v/c = volume to capacity ratio, a measure of traffic congestion. The higher the v/c ratio, the greater the vehicle congestion and associated delay.

LOS = Level of Service, a measure of vehicle delay. Graded "A" through "F," with "A" being free-flow conditions and "F" being gridlock.

Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists and/or pedestrians.