

# Gladstone Transportation System Plan Update

Technical Advisory Committee (TAC) Meeting #1  
Thursday, October 20, 2016



# Agenda

- Welcome and Introduction
- Project Overview
- Technical Memo #1: Policy Framework and Code Review
- Technical Memo #2: Goals and Objectives and Evaluation Criteria
- Technical Memo #3: TSP Financial Forecast
- Technical Memo #4: TSP Methodology and Assumptions
- Draft Project Flyer
- General Discussion
- Next Steps



# Project Overview

- Project Team
  - City of Gladstone
  - Oregon Department of Transportation
  - Kittelson & Associates, Inc.
  - Angelo Planning Group



# Project Overview

- Advisory Committees/Other Participants
  - Technical Advisory Committee (TAC)
  - Policy Advisory Committee (PAC)
  - Planning Commission
  - City Council
  - General Public



# Project Overview

- Project Schedule
  - August 2016: Kick-off
  - August – October: Goals and Objectives/Funding Assumptions
  - October – November: Needs and Deficiencies
  - November – February: Potential Solutions
  - February – June: Draft Plan and Financially Constrained Plan
  - April – August: Draft TSP and Implementation Language
  - August – October: Adoption



# Project Overview

- Major Tasks and Deliverables
  - Tech Memo #1: Policy Framework and Code Review
  - Tech Memo #2: Project Goals and Objectives and Evaluation Criteria
  - Tech Memo #3: TSP Financial Forecast
  - Tech Memo #4: TSP Methodology and Assumptions
  - Tech Memo #5: Existing Transportation System Gaps and Deficiencies
  - Tech Memo #6: Needs Analysis
  - Tech Memo #7: Regulatory Solutions
  - Tech Memo #8: TSP Solutions
  - Tech Memo #9: Planned and Financially Constrained Transportation Systems
  - Policies and Ordinances
  - Draft Updated TSP
  - Final Update TSP

# Project Overview

- Meetings and Milestones
  - TAC/PAC Meeting #1
  - TAC/PAC Meeting #2
  - Community and Virtual Community Meeting #1 (January 2017)
  - TAC/PAC Meeting #3
  - PC/CC Meeting #1
  - PAC Meeting #4
  - Community and Virtual Community Meeting #2 (May 2017)
  - PC/CC Joint Work Session #1
  - PC/CCC Joint CC/PC Work Session #2
  - PC Adoption Hearings
  - CC Adoption Hearings

# Project Overview

- Roles and Responsibilities
  - TAC
    - Attend TAC meetings
    - Review draft memos prior to TAC meetings
    - Provide written comments to the City by Friday following the meeting
    - Attendance at Community Meetings is encouraged, but optional
  - PAC
    - Attend PAC meetings
    - Review draft memos prior to PAC meetings
    - Provide written comments to the City by Friday following the meeting
    - Attendance at Community Meetings is encouraged, but optional
- Questions?

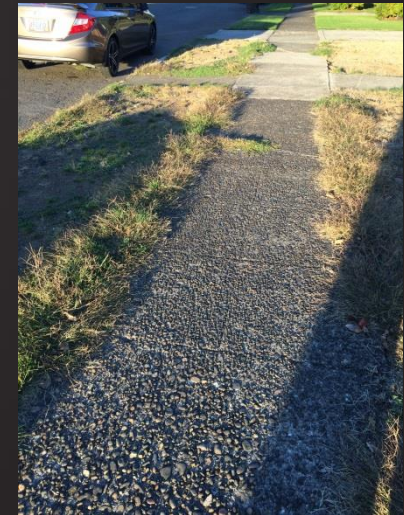


# Technical Memo #1

- Policy Framework and Code Review
- State Documents
  - Oregon Transportation Plan, Oregon Bicycle and Pedestrian Plan, Oregon Resilience Plan, etc.
- Regional Documents
  - Metro Regional Framework Plan, 2014 Regional Transportation Plan, TriMet 2015 Transit Investment Priorities, etc.
- County Documents
  - Clackamas County TSP, Clackamas County Active Transportation Plan, etc.
- City Documents
  - City of Oregon City TSP, Gladstone TSP 1995, Gladstone Municipal Code Title 17, etc.

# Technical Memo #1

- Feedback
  - Was the project relevance captured correctly?
  - Are there any other projects or relevant policy directions from documents not included?
  - Questions, comments, concerns?



## Technical Memo #2

- **Project Goals and Objectives and Evaluation Criteria**
  - Used to guide the TSP update process
  - Serves as a basis for developing and evaluating alternatives
  - Guides the selection of a preferred alternative
- **Goals and objectives**
  - **Goal I. Safety – Provide a safe, multimodal transportation system that accommodates all users.**
    - Objective A. Address existing safety issues at locations with a history of fatal or serious injury crashes
    - Objective B. Address existing safety issues at locations with a history of bicycle and/or pedestrian-related crashes
    - Objective C. Reduce the potential for future conflicts by providing separation between travel modes

## Technical Memo #2

- Goals and objectives (Cont.)
  - Goal II. Mobility – Provide a multimodal transportation system that meets applicable state, county and local operational performance measures.
    - Objective A. Reduce reliance on single-occupancy vehicle
    - Objective B. Reduce reliance on state system for making local trips
    - Objective C. Meet applicable state, county, and local operational performance measures
  - Goal III. Accessibility – Develop a multimodal transportation system that is accessible for all ages, skill levels, physical abilities, and interests.
    - Objective A. Ensure adequate access for children, disabled, low-income, or elderly people
    - Objective B. Ensure adequate access to transit facilities and services
    - Objective C. Ensure adequate access to schools, parks, and other essential destinations

## Technical Memo #2

- Goals and objectives (Cont.)
  - Goal IV: Connectivity: Provide a multi-modal system that increases connections to all areas of the City and works to overcome existing barriers.
    - Objective A. Improve existing connections between residential areas and schools, parks, transit stops and other essential destinations
    - Objective B. Create new connections between residential areas and transit facilities and services
    - Objective C. Create new connections between residential areas and schools, parks, and other essential destinations
  - Goal V: Coordination – Develop a transportation system that is consistent with the adopted plans of state, regional, and other local jurisdictions.
    - Objective A. Ensure consistency with State, regional, and local planning rules and regulations
    - Objective B. Incorporate projects identified in other state, regional, or local plans
    - Objective C. Coordinate land use, financial, and environmental planning to prioritize strategic transportation investments

## Technical Memo #2

- Goals and objectives (Cont.)
  - Goal VI. Financial Responsibility – Invest in financially feasible infrastructure projects that will serve the city for years to come.
    - Objective A. Ensure planned improvements provide the most benefit for the cost
    - Objective B. Ensure adequate funding is available to fund further study or implementation of the planned transportation system
    - Objective C. Ensure there are no significant barriers to implementation of the planned transportation system
- Other Goals
  - Health – Develop a transportation system that encourages active travel modes and supports healthy and active choices for the community
  - Preservation - Maintain the existing transportation system in a state of good repair

## Technical Memo #2

- Feedback:
  - How relevant are the goals, objectives, and evaluation criteria?
  - Do the goals align with your vision for the TSP?
  - Do you think the objectives will help to meet the goals?
  - Questions, comments, concerns?



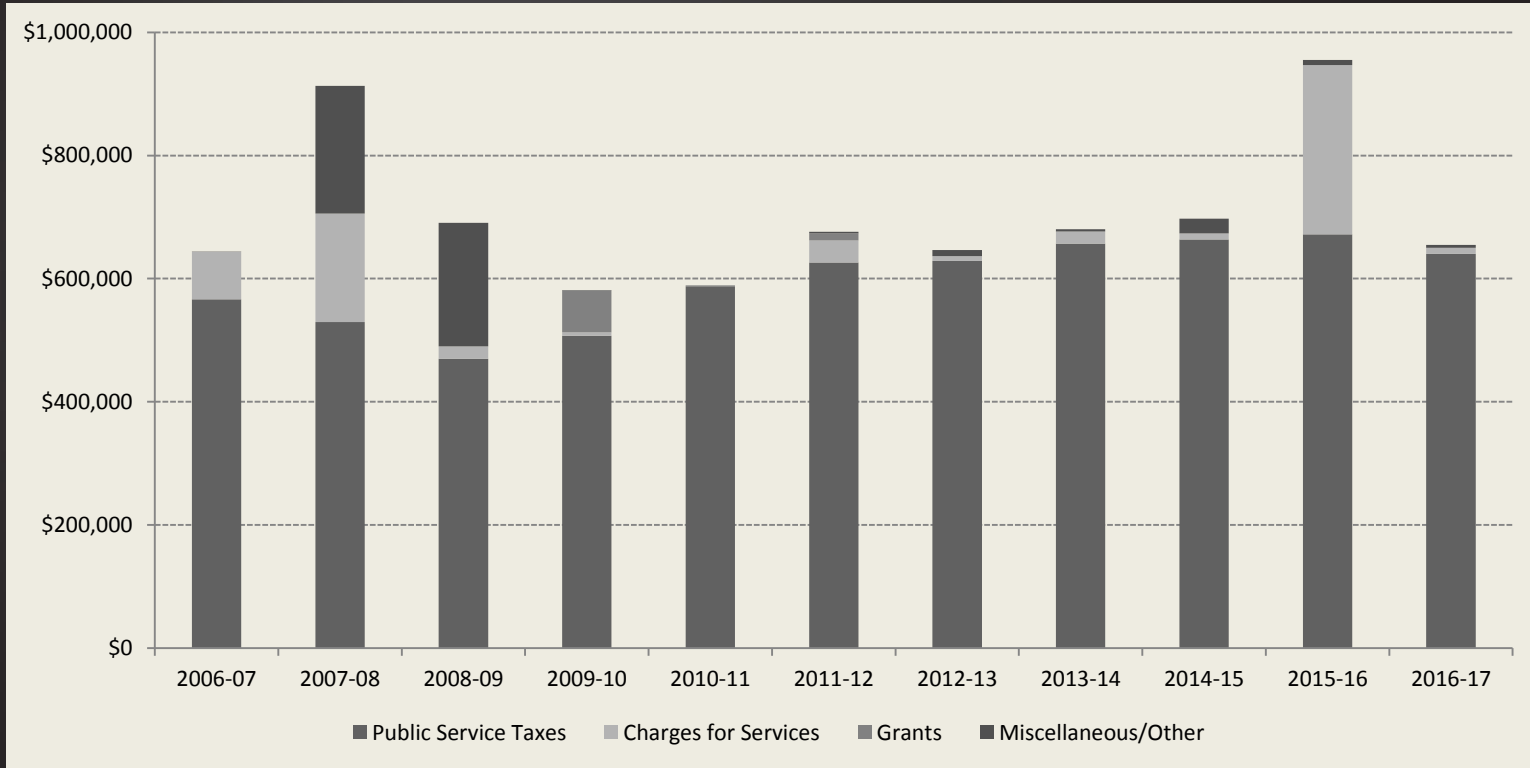
## Technical Memo #3

- Historical Revenue Sources
  - Public Service Taxes: \$591,000
    - Oregon Highway Revenue Fund
    - Bikeway Resource
  - Charges for Services: \$63,000
    - System Development Charges (SDCs)
  - Grants: \$8,000
    - Community Development Grant
    - American Reinvestment and Recovery Act Grant
  - Miscellaneous/Other: \$46,000
    - Donations
    - Invoices for inspections
    - Permits
    - Equipment rentals`



# Technical Memo #3

- Historical Revenue Sources (Cont.)



— Average of \$708,000 per year

## Technical Memo #3

- Historical Expenditures

- Personal Services: \$151,000

- Personnel salaries
    - Payroll costs

- Materials and Services: \$219,000

- Equipment rentals
    - Street maintenance supplies
    - Shop supplies
    - utilities

- Capital Outlay: \$285,000

- Street sign maintenance
    - Engineering services
    - Street maintenance

- Contingency: \$0

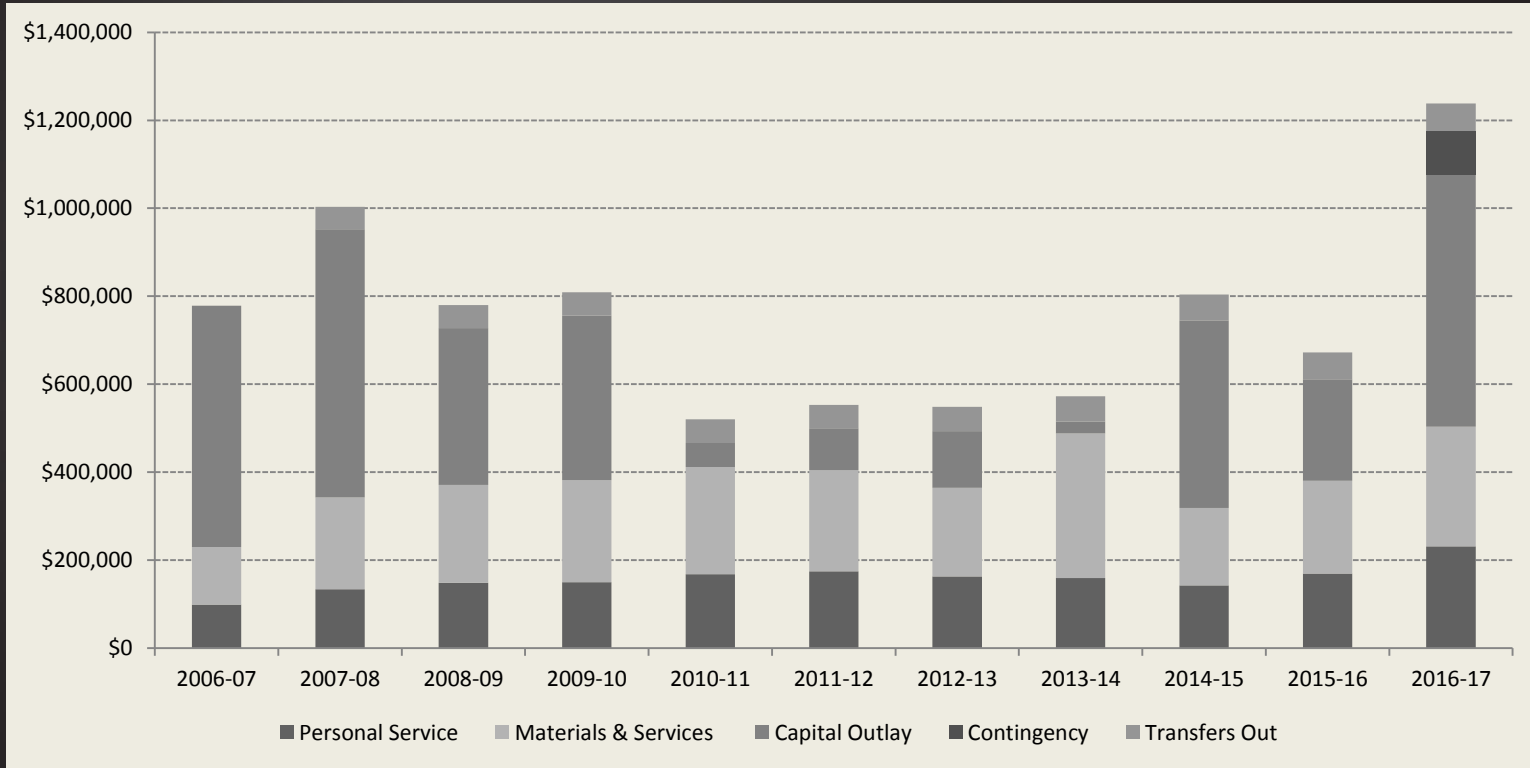
- Money set aside for Emergencies

- Transfers Out: \$50,000

- General Fund Maintenance

# Technical Memo #3

- Historical Expenditures (cont.)



- Average of \$705,000 per year

# Technical Memo #3

Source	Average Annual
Public Service Taxes	\$591,000
Charges for Services	\$63,000
Grants	\$8,000
Miscellaneous/Other	\$46,000
<b>Historical Revenues</b>	<b>\$708,000</b>
Personal Services	(\$151,000)
Materials and Services	(\$219,000)
Capital Outlay	(\$285,000)
Transfers Out	(\$50,000)
<b>Historical Expenditures</b>	<b>(\$705,000)</b>
<b>Total</b>	<b>\$3,000</b>

Source	Average Annual	5-Year Forecast	10-Year Forecast	20-Year Forecast
Historical Revenues	\$708,000	\$3,540,000	\$7,080,000	\$14,160,000
Historical Expenditures	(\$705,000)	(\$3,525,000)	(\$7,050,000)	(\$14,100,000)
<b>Total</b>	<b>\$3,000</b>	<b>\$15,000</b>	<b>\$30,000</b>	<b>\$60,000</b>

# Technical Memo #3

- Other Potential Funding Sources
  - Federal Sources
    - Congestion Mitigation and Air Quality (CMAQ)
    - Highway Safety Improvement Program (HSIP)
    - Transportation Alternatives Program (TAP)
  - State Sources
    - All Roads Transportation Safety (ARTS)
    - ConnectOregon
    - Statewide Transportation Improvement Program (STIP)
  - Local Sources
    - Improvement and Renewal Districts
    - Local Bond Measures
    - Optional and Local Taxes
    - User, Street Utility, and Road Maintenance Fees
    - General Fund Revenues

## Technical Memo #3

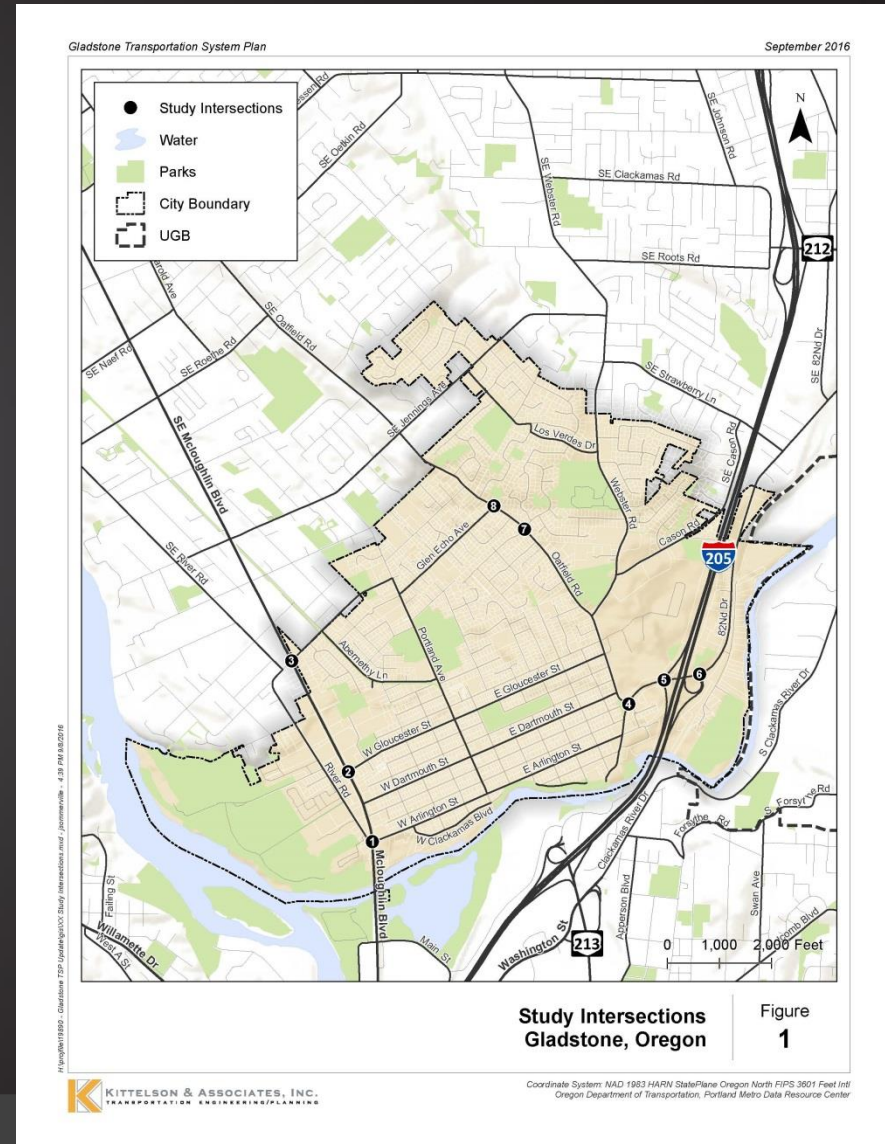
- Feedback:
  - Does the forecast align with your understanding of funds?
  - Should other information be included or considered in the forecast?
  - Questions, comments, concerns?





# Technical Memo #4

- Methodology Memo
- Outlines the methodology and assumptions that will be used for the existing and future operations analyses
- Includes:
  - Study intersections
  - Peak hour traffic volume development
  - Operational standards
  - Analysis procedures
  - Multi-modal analysis methodology
  - Crash analysis methodology



## Technical Memo #4

- Study Intersections
  - OR 99E/S Arlington Street
  - OR 99E/W Gloucester Street
  - OR 99E/Glen Echo Avenue
  - Oatfield Road/SE 82nd Drive
  - Oatfield Road/Ridgegate Drive-Collins Crest Street
  - Oatfield Road/Glen Echo Avenue
  - I-205 Southbound Ramp Terminal/ SE 82nd Drive
  - I-205 Northbound Ramp Terminal/SE 82nd Drive
- Peak Hour Traffic volume development
  - Seasonal adjustments



# Technical Memo #4

- Operational Standards

- City Intersections

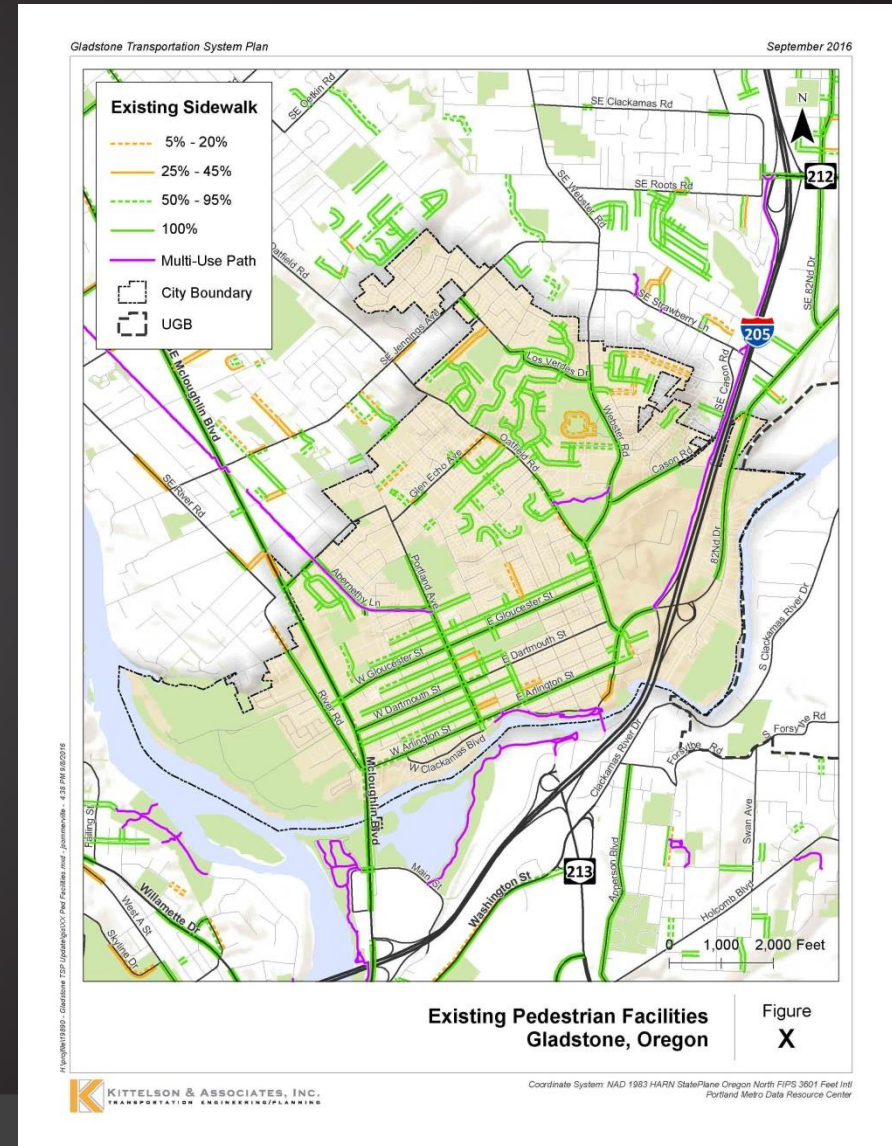
- Level of Service E for signalized and unsignalized intersections

- ODOT Intersections

Intersection	Traffic Control	OHP Mobility Targets		
		1 <sup>st</sup> Hour	2 <sup>nd</sup> Hour	HDM Standard
OR 99E/S Arlington Street	Signal	1.1	0.99	0.85
OR 99E/W Gloucester Street	Signal	1.1	0.99	0.85
OR 99E/Glen Echo Avenue	Signal	1.1	0.99	0.85
Oatfield Road/SE 82 <sup>nd</sup> Drive	Signal	0.99	0.99	0.85
I-205 Southbound Ramp Terminal /SE 82 <sup>nd</sup> Drive	Signal		0.85*	0.75
I-205 Northbound Ramp Terminal /SE 82 <sup>nd</sup> Drive	Signal		0.85*	0.75

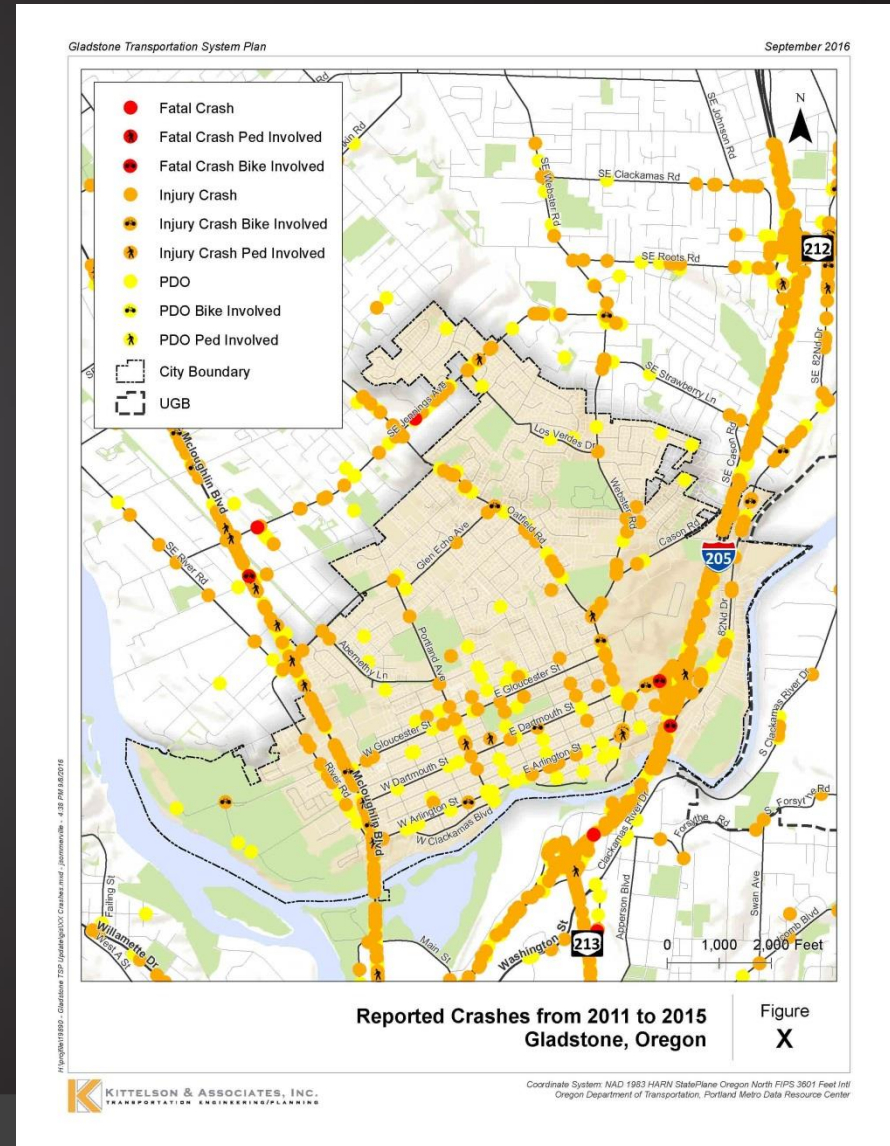
# Technical Memo #4

- Multi-Modal Analysis
  - Pedestrian Facilities
    - Sidewalks, shared paths, trails
    - Connectivity
    - Level of traffic stress
  - Bicycle Facilities
    - On-street bicycle lanes
    - Connectivity
    - Level of Traffic Stress
  - Transit Facilities
    - Service coverage
    - Service hours
    - Service frequency



# Technical Memo #4

- Crash Analysis
  - Study intersections
  - Other intersections/roadways
  - ODOT Safety Priority Index System



# Technical Memo #4

- Feedback:
  - Did we miss anything or need to further clarify?
  - Is there anything that we should add or take away?
  - Questions, comments, concerns?



# Draft Project Flyer

- Questions, comments, concerns?

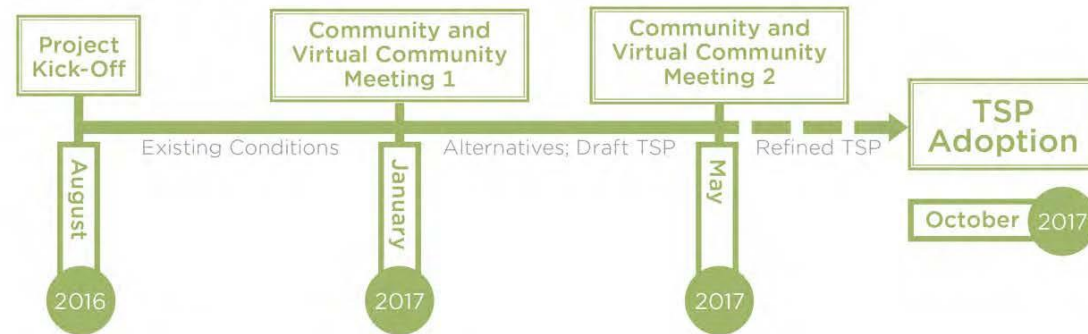
CITY OF GLADSTONE

## Transportation System Plan Update



The City of Gladstone is coordinating with the Oregon Department of Transportation to update the Gladstone Transportation System Plan (TSP). All Oregon cities and counties are required to have a TSP and update it every 10 years. The Gladstone TSP Update will assess the existing transportation system and outline plans and policies for smart future investments building upon the existing system. **As part of the planning and public engagement process, we are seeking public input at the first Community and Virtual Community Meeting in January 2017.**

### Project Schedule



## Community Meeting #1

January 12, 2017 – 6:00 – 8:00 pm

Gladstone City Hall - 525 Portland Ave, Gladstone, OR 97027

The virtual community meeting will be available online at the project website from January 12, 2017 through January 26, 2017

## Next Steps

- Provide comments to Jim or Jacque by Friday October 21<sup>st</sup>
- Upcoming meetings
  - Joint PMT/TAC Meeting #1: December 15<sup>th</sup> 2:00 to 4:00 PM
  - PAC Meeting #2: December 15<sup>th</sup> 6:00 to 8:00 PM