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**SUBJECT:** Grants Pass Transportation Systems Plan Update and IAMPs 55 & 58  
**Technical Memorandum #2: Goals, Objectives and Evaluation Criteria**

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## Introduction

The City of Grants Pass, in partnership with the Oregon Department of Transportation (ODOT), is updating its *Transportation System Plan* (TSP) to guide future investments in transportation operations, maintenance, and facilities. The project also addresses requirements for Interchange Area Management Plans for exits 55 and 58 in the Grants Pass area. Assisting the City and ODOT with the TSP is the team of consulting firms of David Evans and Associates (DEA) and Angelo Planning Group (APG).

### *Purpose of the Memorandum*

This memorandum presents a draft set of goals and objectives that will be used to guide the TSP update. The TSP goals and objectives serve as the basis for the needs analysis, policy and ordinance development, and project selection. These goals and objectives reflect the transportation goals of the City and the overall transportation vision for the Grants Pass UGB.

The adopted goals, objectives and policies of the 2008 (current) TSP serve as a baseline from which additions or revisions are highlighted in this memorandum. Recommended revisions are noted that reflect current planning and environmental issues, new state and federal transportation policies, and current economic realities. To the extent possible, suggested objectives and evaluation criteria as outlined in the *Draft TSP Guidelines* (ODOT, June 2017) are integrated in this memorandum. The final goals and objectives are generally intended to maximize mobility, safety, efficiency, and accessibility to the Grants Pass transportation system and will address the requirements of the Oregon Transportation Planning Rule (TPR) and the 2006 Oregon Transportation Plan (OTP).

This memorandum is organized in four parts:

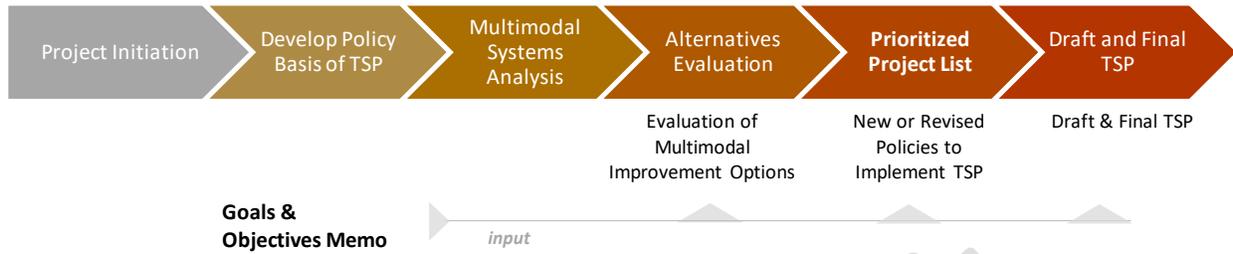
1. Background
2. TSP Mission Statement
3. TSP Goals, Objectives and Policies
4. Evaluation Criteria

### *Findings from Memorandum Used to Guide TSP Update*

Findings from the *Technical Memorandum #2* will have important input to key tasks of the Grants Pass TSP Update, including the evaluation of alternatives (Task 4), identification of new or revised policies (Task 5) and the draft and final TSP Update (Task 6). **Exhibit 1** shows how the work fits into the overall work plan for the TSP: it will help the City evaluate alternatives and set policy to fund and implement the TSP.

**Exhibit 1. TSP project timeline**

**Grants Pass TSP Update: Major Tasks**



## 1 Background – Definition of Terms

The City’s transportation goals, objectives and policies are found in Chapter 3 the *Grants Pass Urban Area Transportation Master Plan* and were last revised in 2008. A review of these goals, objectives and policies indicate that they were created with a focus on the development and maintenance of a multimodal transportation network and an intent to ensure that there are adequate facilities to meet the needs of the urban area.<sup>1</sup>

A definition of terms summary is listed here as applicable to the Grants Pass TSP Update.

<b>Goals</b>	Broad statements of purpose that reflects community transportation priorities and provide direction for <i>what</i> a community seeks to achieve (the ‘what’ is typically the community’s Vision or Mission statement).
<b>Objectives</b>	More specific statements of purpose describing <i>how</i> a community will achieve its goal (or articulate desired specific outcomes related to the goal). Objectives should be measurable or quantifiable.
<b>Evaluation Criteria</b>	General (sometimes subjective) or more specific quantitative measures used to assess transportation system options (or prioritize projects) relative to specific objectives.
<b>Policies</b>	Specific statements of <i>intent</i> and approach to implement and achieve the community plan goals and objectives.

<sup>1</sup> See review in Section 1.2 Grants Pass Urban Area Transportation Master Plan, Technical Memorandum #1.

## 2 TSP Mission Statement

The 1997 Transportation Master Plan incorporated a mission statement as:

*The Grants Pass Area Master Transportation Plan has been developed to meet the current and future transportation needs of the Grants Pass Urban Area in ways that:*

- *Enable the safe, convenient, and efficient movement of people and goods*
- *Preserve the quality of life, area amenities, local neighborhoods and the natural environment*
- *Provide for a complete transportation system that allows for choices of travel by walking, bicycle, public transit, and private vehicles*
- *Ensure the wise use of public and private investments in transportation facilities and services*

Subject to further consideration and refinement during the TSP Update process, a revised Mission Statement for the TSP Update might also integrate parts of the 2017 City Council Vision:

*Grants Pass is a healthy, vibrant place to live, work, and play; a city connecting people to people with thriving economic, cultural, and recreational opportunities.*

### 3 TSP Goals, Objectives and Policies

In Section 3 existing city policies are organized under seven goals, each goal containing several objectives. Many, but not all of the objectives and policies reflect current themes guiding transportation planning. Suggested refinement to the city's policies are noted in Section 3 to include:

- enhancing opportunities for active modes of transportation (walking, bicycling, transit),
- maximizing the efficiency of the existing system,
- coordinating land use planning with transportation planning in urbanizing areas, and
- encouraging coordination between parties that will fund improvements (state, city, transit agency, private developers).

These themes will carry forward into the updated TSP, City policy will need to be updated to reflect community growth and changes over the last decade and the resulting outcomes of planning for the next 20 years of needed transportation improvements.<sup>2</sup>

#### Format of Recommended Amendments

This section lists the city's current TSP goals, objectives and policies, and suggested amendments to them are noted as follows:

- New goals, objectives and policies are highlighted in **Blue/underlined**.
- Recommendations for removal or relocation of policies are highlighted in **Red/strike-through**.

#### **Goal 1: Provide a Comprehensive Transportation System**

The *Grants Pass Transportation System Plan* is designed to provide for the safe and efficient accommodation of travel through a variety of transportation modes, including private vehicles, public transportation, bicycles, and walking. In keeping with transportation policies and directives from the federal and state levels, the TSP emphasizes a comprehensive, multimodal transportation system that provides choices for travelers; and it identifies specific methods to encourage the reduction of the use of the private automobile for travel.

The Policies under Goal 1 address issues related to: a complete transportation system for the Grants Pass urban area, adequate mobility for people and goods, maintaining a balance in expenditures, safety for all travelers, and accessibility to transportation facilities and services for all travelers.

##### **Objective 1.1: Complete the Transportation System**

*Policy 1.1.1: Complete the missing links in the arterial, ~~and~~-collector and local street network in the urban area to improve accessibility to all parts of the area and improve the efficiency of the street network.*

<sup>2</sup> City policies will be refined and updated as part of Technical Memorandum #7, Implementing Actions, Draft Policy and Ordinances Memorandum.

- Policy 1.1.2: Support the provision of public transit services for those people who cannot provide their own private transportation due to age (too young or too old to drive), physical limitations, or economic circumstances.*
- Policy 1.1.3: Provide facilities for bicyclists and pedestrians for safe and convenient travel by non motorized travel modes. [unnecessarily redundant with Policy 1.5.4]*
- Policy 1.1.4: Facilitate convenient connections between local and intercity travel.*
- Policy 1.1.5: Provide adequate facilities to meet the needs for goods movement within the urban area and to and from the Grants Pass urban area by:*
- Identifying and designating regional and local truck routes,*
  - Designing and constructing designated routes to accommodate truck travel, and*
  - Maintaining adequate levels of rail service and facilities for freight movement.*
- Policy 1.1.6: Encourage and support the provision of acceptable levels of intercity transportation services.*
- Policy 1.1.7: Encourage development of off roadway walkways and bikeways that help to connect communities, provide options to motorized travel, promote active transportation or promote and support walking and biking tourism.*
- Policy 1.1.8: Coordinate with Grants Pass School District 7 and neighborhood associations to maintain and improve its Safe Routes to School program; to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely walking and biking.*

**Objective 1.2: Provide Adequate Mobility for All Travelers**

- Policy 1.2.1: Maintain adequate mobility at street intersections. The specific application of this policy shall be as described in Article 27 of the Grants Pass Development Code.*
- Policy 1.2.2: Maintain minimum level of public transportation services for those people who cannot or who choose not to travel by private vehicle.*
- Policy 1.2.3: Encourage and support the provision of public transit services, and/or provide subsidies or other types of support for travelers to use taxis or other privately provided transportation services.*
- Policy 1.2.4: Develop and maintain street functional classifications, along with operational guidance and cross-sectional and right-of-way standards, to ensure streets are able to serve their intended purpose.*

Policy 1.2.5 Reduce reliance on the state system for making local trips by:  
providing a network of arterials, collectors and local streets that are interconnected, appropriately spaced, and reasonably direct in accordance with city and state design standards and the Transportation System Plan.

**Objective 1.3: Establish and Maintain Balance in Transportation Investments**

*Policy 1.3.1: Establish a balance in expenditures for improvements to facilities and services for automobiles, bicyclists, pedestrians, trucks, and other transportation modes.*

*Policy 1.3.2: Balance expenditures for transportation relative to expenditures on other types of public services and facilities.*

*Policy 1.3.3: Balance short and long-term expenditures on transportation facilities and services in relation to revenues that will be available for transportation.*

*Policy 1.3.4: Balance expenditures for transportation system expansion and improvement in relation to expenditures necessary to maintain the transportation system.*

**Objective 1.4: Provide Safety for all Travelers**

*Policy 1.4.1: Provide a safe transportation system for all travel modes by including safety considerations in the design, construction, operation and maintenance of all transportation facilities and services.*

*Policy 1.4.2: Minimize conflicts between motorized vehicles and bicyclists and pedestrians.*

*Policy 1.4.3: Minimize conflicts between through traffic and turning traffic through appropriate facility design, construction and operation.*

Policy 1.4.4: Address existing safety issues at locations with a history of vehicle, bicycle- and/or pedestrian- related crashes.

Policy 1.4.5: Improve the safety of rail crossings.

Policy 1.4.6: Identify and improve safe crossings for vehicles, bicycles and pedestrians across highways and major arterials.

Policy 1.4.7: Continue to seek solutions to reduce traffic volumes and speeds near schools.

Policy 1.4.8: Improve the operational and safety components of roads not meeting width or horizontal or vertical alignment standards.

Policy 1.4.9: Develop and administer a city-wide Neighborhood Traffic Calming program to reduce the negative impacts of traffic on neighborhood streets and to improve safety.

**Objective 1.5: Provide a Multimodal Transportation System**

- Policy 1.5.1: Provide transportation choices for the movement of people and goods.*
- Policy 1.5.2: Encourage the use of alternatives to single occupant automobiles and reduce travelers' dependency on this travel mode.*
- Policy 1.5.3: Provide for easy connections and transfers between different transportation modes.*
- Policy 1.5.4: Provide for the coordination and integration of local and intercity transportation options for moving people and goods.*
- Policy 1.5.5: Improve existing connections between residential areas and schools, parks, transit stops and other essential destinations.*
- Policy 1.5.6: Create new connections between residential areas and transit facilities and services.*
- Policy 1.5.7: Create new connections between residential areas and schools, parks, and other essential destinations.*

**Objective 1.6: Ensure Accessibility to Transportation for All Travelers**

- Policy 1.6.1: Ensure full compliance with the requirements of the Americans With Disabilities Act (ADA).*
- Policy 1.6.2: Coordinate transportation services for the disabled provided by the public and private sectors.*
- Policy 1.6.3: Support the provision of public transportation services for travelers who cannot provide their own private transportation due to age (too young or too old to drive), physical disability, economic circumstances, or lack of access to private transportation.*

**Objective 1.7: Ensure Streets within Grants Pass are Multimodal "Complete Streets"**

- Policy 1.7.1: The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable Grants Pass residents – children, elderly, and persons with disabilities – can travel safely within the public right of way.*

**Objective 1.8: Adopt New Standards for Mobility and Accessibility**

*Policy 1.8.1: Implement a standard for mobility to help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use proposals can be evaluated. State and city mobility standards will be supported on facilities under the respective jurisdiction.*

*Policy 1.8.2: Implement a standard for minimum level of pedestrian and bicycle access to transit stops by which land use proposals can be evaluated.*

*Policy 1.8.3: Implement a program to systematically implement improvements that enhance mobility at designated high-priority locations.*

## **Goal 2: Working Together to Meet Transportation Needs**

It has become increasingly important for jurisdictions and agencies to work together to develop a unified approach to address transportation issues and provide for future transportation needs. Transportation needs transcend jurisdictional boundaries and require combined efforts to make the best use of resources. The City of Grants Pass, Josephine County, and the Oregon Department of Transportation will continue to work together to develop and implement the Grants Pass TSP. Individual decisions of each jurisdiction will be coordinated; and the agencies will work together to solve issues and projects of regional significance.

Policies under Goal 2 address issues such as: interagency coordination, including the community in transportation planning and decision making, coordination of public and private efforts, and integrating land use and transportation decisions.

### **Objective 2.1: Encourage Interagency Coordination**

*Policy 2.1.1: Encourage interagency cooperation and coordination in the planning, design, construction, operation and maintenance of transportation facilities and services in the Grants Pass urban area; ensuring consistency with the Middle Rogue Regional Transportation Plan (MRMPO RTP).*

*Policy 2.1.2: Look for opportunities to combine resources to meet transportation needs shared by more than one agency.*

*Policy 2.1.3: Coordinate with Josephine County Transit (JCT) and ODOT to strengthen the efficiency and performance of the JCT transit network and to support the multimodal system.*

### **Objective 2.2: Include the Community in Transportation Decisions**

*Policy 2.2.1: Make information about transportation options and decisions available to the public in a timely manner and in a form that is understandable to the general public so that they can participate in decision making.*

*Policy 2.2.2: Include the public in the identification of transportation needs, the identification and evaluation of potential transportation solutions, and in the establishment of priorities for transportation investments.*

*Policy 2.2.3: Provide education about transportation options such as transit, carpooling, bicycling and walking, and their implications, to help travelers choose more efficient travel modes.*

*Policy 2.2.4: Involve the Grants Pass area community as a full partner in implementing the transportation plan recommendations, educating the community about transportation options, and encouraging the use of alternatives to the private automobile.*

**Objective 2.3: Encourage Public and Private Partnerships to Meet Transportation Needs**

*Policy 2.3.1: Encourage the private sector to help to meet the transportation needs of the urban area through the provision of transportation services and facilities.*

*Policy 2.3.2: Coordinate publicly and privately provided transportation services to minimize duplication and facilitate use by travelers.*

*Policy 2.3.3: Look for opportunities for the private sector to implement the transportation improvements included in the Grants Pass Urban Area Master Transportation Plan.*

**Objective 2.4: Integrate Land Use and Transportation Decisions**

*Policy 2.4.1: Integrate decisions about development and transportation investments to ensure the best fit between development in the urban area and the transportation facilities and services needed to serve it.*

*Policy 2.4.2: Encourage more efficient land development patterns in the urban area through infill on undeveloped or underdeveloped properties in the urban area, and containment of sprawl outside of the urban area in order to reduce transportation needs.*

*Policy 2.4.3: Include a consistent and detailed review of transportation implications as part of the development review and permitting process for the Grants Pass Urban Area.*

*Policy 2.4.4: Coordinate the work of transportation, public works, utilities and planning departments of the City of Grants Pass, Josephine County, Oregon Department of Transportation [and Middle Rogue Metropolitan Planning Organization](#).*

*Policy 2.4.5: Review and revise where necessary local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system.*

*Policy 2.4.6: Ensure that multimodal circulation is provided internally on site and externally to adjacent land use and existing and planned multimodal facilities.*

### **Goal 3: Protect Public Investments in Transportation**

Investments in the community's transportation system represent one of the largest expenditures by the City and County. Over time, millions of dollars have been invested by the City, the County, and ODOT in the design, construction, improvement and maintenance of the area's highways, streets, trails, and other transportation facilities and services. To achieve the best return on the public's investment, it is critical that the transportation system be adequately maintained to extend its useful life, and that it be operated as efficiently as possible.

Policies under Goal 3 address issues such as managing transportation demand to reduce total demand and achieve a better balance in the use of the entire transportation system; and managing the transportation to get the most efficient use of the existing facilities and services. Policies also address maintenance and preservation of the system, preservation of future transportation corridors, and protecting existing transportation facilities.

#### **Objective 3.1: Manage the Transportation System Effectively**

*Policy 3.1.1: Use Transportation System Management (TSM) techniques to preserve and enhance the capacity of transportation facilities in the urban area, including (but not limited to):*

- *Channelization techniques to separate turning traffic from through traffic,*
- *Effective management of left and right turns on and off of arterials and collectors,*
- *Signal coordination and timing, and*
- *Effective management of on street parking to maintain needed traffic capacity.*

*Policy 3.1.2: Work with ODOT, MRMPO and Josephine County to develop, operate and maintain intelligent transportation systems and technological solutions that reduce travel delay and improve system efficiency, including coordination of traffic signals and improved travel information systems.*

*Policy 3.1.3: Use Transportation Demand Management (TDM) techniques to encourage people to reduce the demand for travel and obtain more efficient use of transportation facilities and services. Use TDM techniques to change the:*

- Total amount of demand (by reducing the number and/or length of trips),
  - Timing of demand (by reducing the concentration of trips during peak hours and distributing travel more evenly throughout the day),
  - Location of demand (from congested facilities to less congested facilities),
- Or
- Mode of travel (from single occupant vehicles to public transit, carpools, bicycling or walking).

**Objective 3.2: Maintain, Preserve and Rehabilitate Transportation Facilities**

*Policy 3.2.1: Provide regular preventative maintenance of transportation facilities to prevent facility deterioration, extend the useful life of transportation facilities, and improve safety and comfort for travelers.*

*Policy 3.2.2: Improve existing facilities through facility management and enhancements to postpone or eliminate the need to build new facilities.*

**Objective 3.3: Preserve Future Transportation Corridors**

*Policy 3.3.1: Identify future transportation corridors and preserve right-of-way from encroachment by development.*

*Policy 3.3.2: Acquire needed right-of-way in advance to preserve it and reduce ultimate costs for transportation facilities.*

*Policy 3.3.3: Obtain adequate property setbacks from developers to provide for future public right-of-way needs.*

*Policy 3.3.4: Require that new street connections, complete with appropriately planned pedestrian and bicycle features, be incorporated in all new developments consistent with the Local Street Connectivity map (to be developed in TSP Update).*

**Objective 3.4: Protect Existing Transportation Facilities**

*Policy 3.4.1: Ensure sufficient roadway strength, turning radii and other geometrics to accommodate trucks on arterials and collectors.*

~~*Policy 3.4.2: Establish bypass routes to keep through traffic and trucks off of local roads.*~~

## Goal 4: Support Economic Development and Vitality

Adequate transportation infrastructure is a critical component in the economic development and vitality of the Grants Pass community. Accessibility to jobs, acceptable levels of traffic congestion, and adequate facilities for goods movement are all important in attracting and maintaining a successful economic base for the Grants Pass urban area. Provision of new facilities can open up areas for commercial and residential development, and relieve congestion that may be adversely affecting economic activities in other areas. Attractive and convenient transportation is important to maintaining and increasing the attraction of the area for tourists. Adequate transportation facilities are also important for the efficient and economical movement of goods to/from and within the Grants Pass urban area.

Policies under Goal 4 address issues related to stimulating economic development in the area, supporting tourism, providing for goods movement, and protecting the downtown business area from traffic impacts.

### Objective 4.1: Stimulate Desired Economic Development

*Policy 4.1.1: Coordinate land use and transportation decisions to promote accessibility to employment, commercial, retail, and visitor destinations and support economic development.*

*Policy 4.1.2: Use public investments in transportation and other infrastructure to stimulate desired economic development and development of desired land uses and activities in the urban area.*

### Objective 4.2: Support Tourism

~~*Policy 4.2.1: Support and encourage tourism through the provision of attractive and easily accessible transportation facilities and services for motorists, bicyclists, and pedestrians.*~~

*Policy 4.2.1: Encourage recreational tourism by developing connections to and between major recreational locations and destinations and key services in Grants Pass.*

*Policy 4.2.2: Encourage bicycle tourism by promoting and upgrading recreational routes through Grants Pass.*

*Policy 4.2.3: Provide better signing and information to help tourists locate local attractions easily.*

### Objective 4.3: Provide for Goods Movement

*Policy 4.3.1: Provide adequate transportation facilities and services for the efficient movement of goods to/from and within the urban area.*

## Goal 5: Protect and Preserve the Natural and Built Environment

The lovely environment in the Grants Pass area is one of the major attractions for tourists, residents, and businesses. Preserving and enhancing the physical surroundings is important to maintaining the high quality of life in the area. Transportation facilities and transportation related activities can negatively impact the natural and the built environment through congestion, and impacts on air quality, noise, and water quality. In addition, federal and state laws and regulations have established specific targets for air quality and treatment of surface runoff and other environmentally related issues.

Policies under Goal 5 address issues related to: energy consumption, enhancing aesthetics, protecting residential and business neighborhoods from traffic impacts, air quality, movement of hazardous materials, and mitigating negative impacts.

### Objective 5.1: Conserve Energy Resources

*Policy 5.1.1: Protect the local environment and conserve energy resources by encouraging alternatives to the private automobile and reducing total VMT (vehicle miles traveled) per capita.*

*Policy 5.1.2: Pursue the use of more fuel efficient vehicles for public agencies to conserve fuel.*

*Policy 5.1.3: Encourage the use of more fuel efficient modes of travel such as carpools, bicycling and walking.*

*Policy 5.1.4: Increase the number of walking, bicycling, and transit trips in Grants Pass.*

*Policy 5.1.5: Support alternative vehicle types by identifying potential electric vehicle plug-in stations and developing implementing code provisions.*

### Objective 5.2: Enhance Community Aesthetics

*Policy 5.2.1: Improve the attractiveness of transportation facilities through landscaping in the public right-of-way when possible.*

*Policy 5.2.2: Require landscaping and buffering along the public right-of-way for new developments.*

*Policy 5.2.3: Provide a safe, attractive and welcoming environment for bicyclists and pedestrians through the provision of special facilities such as:*

- *Bicycle lanes, paths and/or trails,*
- *Pedestrian walkways or trails, and*
- *Buffering of facilities for pedestrians and bicyclists from traffic.*

**Objective 5.3: Protect Neighborhoods**

*Policy 5.3.1: Keep through traffic off of residential streets through the provision of an adequate network of arterials and collectors, and consideration of neighborhood traffic control devices.*

*Policy 5.3.2: Keep trucks out of neighborhoods through the designation and enforcement of truck routes in the Grants Pass urban area.*

**Objective 5.4: Protect Air Quality**

*Policy 5.4.1: Meet the federal Clean Air Act (CAA) requirements for air quality.*

*Policy 5.4.2: Meet the Oregon Benchmarks targets for air quality.*

**Objective 5.5: Provide for Safe Movement of Hazardous Materials**

*Policy 5.5.1: Identify specific routes through the urban area for the movement of hazardous materials.*

*Policy 5.5.2: Implement a standard “incident management” program for hazardous materials.*

*Policy 5.5.3: Coordinate with state and federal agencies in developing programs and regulations for the safe movement of hazardous materials through the Grants Pass Urban Area.*

**Objective 5.6: Mitigate Negative Impacts**

*Policy 5.6.1: Mitigate negative environmental impacts associated with the construction, operation and maintenance of transportation facilities.*

*Policy 5.6.2: Minimize impacts to the scenic, natural and cultural resources in the Grants Pass.*

*Policy 5.6.3: Avoid or minimize impacts to natural resources, which may include alternative transportation facility designs in constrained areas.*

*Policy 5.6.4: Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (e.g., water reduction methods to protect waterways, solar infrastructure, impervious materials).*

**Goal 6: Ensure Financial Stability**

Financing the recommended transportation improvements will be a major challenge. Costs continue to increase on the construction of facilities due to inflation, and increased requirements to meet safety and environmental regulations. In addition, the competition for transportation funds has increased at local,

state, and federal levels; and competition have increased between transportation and other publicly provided facilities and services such as parks, police, fire, and education. Stable financing sources need to be available to carry out the transportation plan and to conduct ongoing maintenance and operation of the transportation system.

Policies under Goal 6 address issues related to the adequacy of funds for transportation improvements, equity in the collection and expenditure of funds, and encouraging the private sector to participate in the provision of transportation facilities and services.

**Objective 6.1: Secure Adequate Transportation Funding**

*Policy 6.1.1: Identify and secure sufficient funding resources to implement the Grants Pass Urban Area Master Transportation Plan.*

~~*Policy 6.1.2: Secure sufficient resources to support an adequate ongoing maintenance program for transportation facilities in the Grants Pass Urban Area. [move to new Objective 6.4]*~~

*Policy 6.1.3: Stay apprised of special purpose funds that may be available for transportation facilities and/or services and aggressively pursue grants from state, federal, and other sources for transportation improvements.*

*Policy 6.1.4: Support legislative initiatives at the state and federal level to provide funds for transportation.*

**Objective 6.2: Ensure Equity in Financing Transportation Facilities and Services**

*Policy 6.2.1: Assess costs for transportation facilities and services in relation to the benefits received.*

*Policy 6.2.2: Explore options for local funding of transportation improvements such as Local Improvement Districts, development impact fees, and system development charges.*

*Policy 6.2.3: Ensure that the transportation system provides equitable access to underserved and vulnerable populations by*

- prioritizing walking and biking investments in underserved areas with transportation disadvantaged populations.*

*Policy 6.2.4: Provide connections for all modes that meet applicable city and Americans with Disabilities Act (ADA) standards.*

**Objective 6.3: Encourage Private Initiatives**

*Policy 6.3.1: Provide incentives to stimulate private investment in transportation facilities and services.*

*Policy 6.3.2: Encourage the private sector to do as much as possible to meet the needs for transportation facilities and services in the Grants Pass Urban Area.*

**Objective 6.4: Preserve and Maintain Existing Transportation System Assets**

*Policy 6.4.1: Secure sufficient resources to support an adequate ongoing maintenance program for transportation facilities in the Grants Pass Urban Area.*

**Goal 7: Implement Planned Transportation Improvements**

The ultimate test of any plan is whether or not its recommendations can be implemented successfully. Since a plan is useful only to the extent that it results in improved conditions, a strong implementation element is critical to the *Grants Pass Transportation System Plan*. In addition to financial strategies, implementation requires the identification of implementation responsibilities, schedule, and other implementation activities. Some of these actions are “one time only”, others involve ongoing actions and policies to systematically improve the transportation system as opportunities arise.

Policies under Goal 7 address issues such as: setting priorities for transportation expenditures, project construction, preservation of future right-of-way, updating the transportation plan, and involving the private sector in improvements for the transportation system.

**Objective 7.1: Set Priorities**

*Policy 7.1.1: Establish a clear process and criteria to determine funding priorities for transportation expenditures based on:*

- Safety,
- Capacity,
- Encouraging alternatives to SOVs (Single Occupant Vehicles),
- Transportation system completion,
- Financial feasibility,
- Community support,
- [Equity](#),
- Economic stimulation and support, and
- Environmental enhancement.

*Policy 7.1.2: Maintain sufficient flexibility in plan implementation to take advantage of special opportunities that may arise and respond to conditions as they change.*

**Objective 7.2: Construct Needed New Facilities**

*Policy 7.2.1: Complete the planned transportation network to evenly distribute traffic and reduce traffic impacts on congested locations.*

*Policy 7.2.2: Provide for a fourth bridge to support the development of the south and western portions of the urban area as provided for in the Comprehensive Plan.*

*Policy 7.2.3: Include provisions for bicycles and pedestrians in major maintenance and improvement projects for roadways.*

*Policy 7.2.4: Establish on going spot improvement program for the systematic elimination of hazards for bicycles and pedestrians.*

*Policy 7.2.5: Update the implementation portion of the Grants Pass Urban Area Master Transportation Plan in coordination with preparation of Capital Improvement Programs for the City, County and State, to respond to changing conditions.*

**Objective 7.3: Preserve and Acquire Future Transportation Corridors**

*Policy 7.3.1: Identify future transportation corridors and prohibit development and/or encroachment on needed right-of-way.*

*Policy 7.3.2: Obtain dedicated right-of-way and/or easements for roads, trails and utilities during the development review and permitting process.*

**Objective 7.4: Keep Transportation Plan Current**

*Policy 7.4.1: Maintain an adequate database to monitor the transportation system performance and provide for future transportation and land use planning efforts.*

*Policy 7.4.2: Conduct regular assessment of the plan and prepare reports on transportation conditions in the urban area, the status of key indicators (such as traffic volumes, Level of Service on key roadways, air quality, financial conditions and project implementation status), and progress toward the goals and policies in the transportation plan.*

*Policy 7.4.3: Complete updates of the Grants Pass TSP ~~Urban Area Master Transportation Plan~~ as part of the periodic review of the Urban Area Comprehensive Plan.*

**Objective 7.5: Encourage Private Sector Participation in Implementation**

*Policy 7.5.1: Encourage private sector participation in implementation of the projects, programs and policies included in the transportation plan.*

*Policy 7.5.2: Encourage and support private entrepreneurs who want to provide transportation facilities and services in the urban area.*

*Policy 7.5.3: Provide positive incentives as well as exactive requirements for the private sector to assist in meeting the transportation needs of the Grants Pass urban area.*

*Policy 7.5.4: Encourage new developments to extend/connect roads, trails, paths adjacent to their developments.*

## **Goal 8: Enhance Community Health**

### **Objective 8.1: Provide a transportation system that enhances the health of Residents and Users.**

Policy 8.1.1: Identify and seek funding for programs that encourage walking and bicycling.

Policy 8.1.2: Identify and seek funding for programs that provide education regarding good traffic behavior and consideration for all users.

Policy 8.1.3: Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical well-being of Grants Pass residents, to reduce vehicular traffic congestion, and to provide community and recreational alternatives.

Policy 8.1.4: Ensure that the findings of recent studies (Health Impact assessments, Road Safety Audits, etc.) inform transportation system planning and strategic investment.

Policy 8.1.5: Plan for and maintain a multimodal system that limits users' exposure to pollution and that enhances air quality.

## 4 Evaluation Criteria

The initial draft of the evaluation criteria and measures used to assess TSP project options are listed here, categorized by each of the eight (8) TSP goals.

Note: Some Evaluation Criteria that are intended to guide the general development and implementation of the TSP are not listed here.

Criterion Number	Evaluation Criteria	Evaluation Measures
Goal 1 Provide a Comprehensive Transportation System		
1.1	Complete the Transportation System	To what extent does the project/solution increase off-street walkways and bikeways to help connect communities, provide options to motorized travel, increase active transportation and bicycle tourism? [Measured by the miles of new off-street pathways].
1.2	Provide Adequate Mobility for All Travelers	To what extent are operational performance measures met for the solution? [Measured by the percent of facilities where operational performance measures are met.]  To what degree does the solution promote transit ridership or make transit a more viable option for all users? [Measured by whether or not a project is able to increase transit ridership.]
1.4	Provide Safety for all Travelers	To what extent does the solution reduce the estimated frequency of fatal and serious injury crashes?  To what extent does the solution increase safety by reducing vehicle to vehicle, vehicle to pedestrian/bicycle, or pedestrian/bicycle to pedestrian/bicycle conflict points?  To what extent does the solution reduce the estimated frequency of pedestrian and bicycle related crashes?
1.5	Provide a Multimodal System	To what extent does the project increase the number of miles of pedestrian and bicycle facilities? [Measured by potential expansions of the pedestrian and bicycle systems.]  To what extent does the solution improve the connectivity of the existing transportation system or provide a more direct route accommodating all modes? [Measured by the extent to which each project increases connectivity and provides facilities for all modes.]
1.6	Ensure Accessibility to Transportation for All Travelers	To what degree are transportation facilities (transit service, sidewalks, bicycle lanes, separated mixed-use paths, parks) for non-auto travelers integrated into the solution? [Measured relative to facilities and integration present in baseline conditions.]  To what degree does the project address existing ADA gaps?
1.7	Ensure Streets are Multimodal	To what extent does the project/solution meet the city's 'Complete Street' Design Guide?
1.8	Adopt New Standards for Mobility and Accessibility	To what extent does the project/solution meet minimum motor vehicle mobility standard?  To what extent does the project/solution meet pedestrian-bicycle access to transit standard?

Criterion Number	Evaluation Criteria	Evaluation Measures
<b>Goal 2 Working Together to Meet Transportation Needs</b>		
2.1	Encourage Interagency Coordination	To what extent does the project ensure consistency with the RTP?
2.4	Integrate Land Use and Transportation Decisions	To what extent does the solution comply with local or regional land use, comprehensive, and transportation plans? [Measured by whether or not solution or project is identified or compatible with an adopted plan.]
<b>Goal 3 Protect Public Investments in Transportation</b>		
3.1	Manage the Transportation System Effectively	To what extent does the project/solution implement system management techniques (like ITS) to reduce travel delay and improve system efficiency?
3.2	Maintain, Preserve and Rehabilitate Transportation Facilities	To what extent will the project preserve or extend the life of the existing pavement condition? [Measured by whether or not the project improves the pavement condition index.]
<b>Goal 4 Support Economic Development and Vitality</b>		
4.1	Stimulate Desired Economic Development	To what degree does the project/solution coordinate land use and transportation decisions to promote accessibility and stimulate economic development? To what degree does the project/solution leverage public investments in transportation to stimulate desired economic development?
4.2	Support Tourism	To what extent does the project promote regional recreational bicycle tourism?
4.3	Provide for Goods Movement	To what extent does the solution provide acceptable performance along designated freight routes? [Measured by whether or not a project is able to accommodate the design vehicle without potential adverse impacts to other modes.] To what extent does the solution relieve congestion or reduce travel times on the transportation system? [Measured by whether or not a project relieves congestion or reduces travel time.]
<b>Goal 5 Protect and Preserve the Natural and Built Environment</b>		
5.1	Conserve Energy Resources	To what degree does the project/solution contribute to conserving energy resources by encouraging alternatives to private auto use (VMT per capita reduction)? To what degree does the project/solution encourage more fuel-efficient modes of travel or vehicles? To what degree does the project/solution increase pedestrian and bicyclist travel? [Measured by potential increase in pedestrian and bicyclist volume relative to baseline conditions.]
5.2	Enhance Community Aesthetics	To what degree does the project/solution improve the attractiveness of transportation facilities? To what degree does the project/solution provide attractive and welcoming environment for bicyclists and pedestrians?
5.3	Protect Neighborhoods	To what degree does the project/solution keep (a) truck, and (b) through-traffic of residential streets?
5.4	Protect Air Quality	To what degree does the project/solution impact air quality?
5.5	Provide for Safe Movement of Hazardous Materials	To what degree does the project/solution improve the safe movement of hazardous materials within and through Grants Pass?
5.6	Mitigate Negative Impacts	To what degree does the project/solution impact environmentally sensitive areas?

Criterion Number	Evaluation Criteria	Evaluation Measures
<b>Goal 6 Ensure Financial Stability</b>		
6.1	Secure Adequate Transportation Funding	To what extent does the project/solution leverage federal, state and private funding sources?
6.2	Ensure Equity in Financing Transportation Facilities and Services	To what extent does the project include local funding of transportation improvements?  To what extent does the solution affect low income and minority populations? [Measured as relative ability of each project to spread the impacts and benefits of transportation improvements equitably to all populations.]  To what extent does the solution provide opportunities to upgrade pedestrian facilities to ADA standards? [Measured by percent of pedestrian facilities meeting ADA standards.]
6.5	Preserve and Maintain Existing Transportation System Assets	To what extent does the TSP Funding Plan identify sufficient resources to adequately fund the city's on-going street maintenance program?
<b>Goal 7 Implement Planned Transportation Improvements</b>		
7.1	Set Priorities.	Is the project accurately scored against all evaluation criteria to determine funding priority?
7.5	Encourage Private Sector Participation	Does the project fully encourage private sector participation and funding? Does the City provide incentives for new development to assist in meeting transportation needs?
<b>Goal 8 Health: Enhance Community Health</b>		
8.1	Enhance the Health of Residents and Users	Does the project promote or increase the use of active transportation modes?