



CITY OF SILVERTON – CITY COUNCIL, TRANSPORTATION ADVISORY COMMITTEE & TSP PROJECT ADVISORY COMMITTEE JOINT MEETING

Silverton Community Center, City Council Chambers
421 S. Water Street
Monday November 26, 2018 - 6:30 PM

AGENDA

- I. OPENING CEREMONIES – Call To Order & Roll Call**
- II. DISCUSSION/ACTION ITEMS**
 - 2.1 Review of Transportation System Plan Goals and Objectives Weighting**
- III. COMMITTEE COMMUNICATIONS**
- IV. ADJOURNMENT**

AMERICANS WITH DISABILITIES ACT: The City of Silverton intends to comply with the A.D.A. The meeting location is accessible to individuals needing special accommodations such as a sign language interpreter, headphones, or other special accommodations for the hearing impaired. To participate, please contact the Public Works Administrative Assistant at 503-874-2206 at least 48 hours prior to the meeting.

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MEMO

DATE: November 19, 2018

FROM: Jason Gottgetreu, Community Development Director

TO: City Council, Transportation Advisory Committee, & TSP Project Advisory Committee

RE: Update on Transportation System Plan Goals and Objectives

The City Council met in July and provided their input on their desired goals and objectives to be utilized in the TSP. As a next step, the PAC and TAC met and staff provided an update on the proposed goals and objectives with a chance for the PAC and TAC to provide input on and propose additional objectives.

The committee members and councilors provided numerical weights to the goal and objectives in order to which will be used to prioritize the existing list of projects.

The Council, PAC, and TAC will review the weights to see if they line up with the envisioned priorities. When the weights are deemed appropriate, select members of the Council and Staff will review and score the exiting project list with the new matrix to create a priority list of projects.

Goals and Objectives

1. Provide a safe transportation system for all users and modalities.

- Reduces or eliminates potential/reoccurring collisions and injuries
- Increases lighting or sight distance for better visibility
- Separates or minimizes conflicts between travel modes (crosswalks, sidewalks, designated or separated bike and pedestrian paths)
- Completes missing or incomplete facilities or controls
- Upgrades to meet current engineering design standards as they relate to safety
- Designates efficient truck routes
- Facilitates to control and moderate appropriate vehicle speeds
- Improves infrastructure condition reducing risks
- Creates a Safe Route to Schools

2. Create a vibrant city that enhances the health of individuals and their neighborhoods, protects and improves the natural environment and climate, and promotes a balanced economic growth within the city.

- Reduces negative impacts on neighborhoods, schools, and business districts

- Creates livable streets that encourage safe walking, bicycling and transit use
- Creates active streets and sidewalks turning them into places to be and not just to pass through
- Stimulates active and vital business districts and neighborhoods
- Has community support
- Reduces number of vehicle trips or length of travel
- Improves or conservers the air, water, land or noise quality
- Adds landscaping and trees
- Provides truck routes that facilitates economic development and freight movement
- Creates an interconnected multimodal system between parks and other recreational facilities

3. Create an interconnected multimodal system that efficiently moves people, goods and services.

- Adds capacity to increase movement and reduce congestion
- Improves circulation
- Provides a more direct route
- Connects both existing and future points of interest or destinations
- Completes gaps in bike/pedestrian routes
- Provides for an intercity or regional trail system
- Provides access to or improves transit operations
- Supports areas of future growth
- Completes or advances overall individual street improvement
- Benefits the most amount of users
- Is consistent with other elements of the Comprehensive Plan
- Reduces out of town commuter traffic in high traffic corridors

4. Build a fiscally viable multimodal system that is cost effective, geographically and socioeconomically balanced and fundable over the next 20 years.

- Has a high benefit to cost ratio
- Weighs fundability of more small project vs one large project
- Planned projects are spread out across the city geographically to address socioeconomic and age (17 and under, 65 and older) differences in the community
- Project is fundable under known resources
- Priority given to improvements that are fix it over enhance it
- Avoids major future maintenance costs
- Utilizes non-city funding available to contribute to improvements

Weights

Eleven committee members responded to the survey. The below tables show the individual Goal rankings with the average at the end. The Average points for the goals are summarized below. The next table is the weighted average for each objective. The weighted average is the average objective score time the average goal score. The objectives are then listed in highest score to lowest score in the below list.

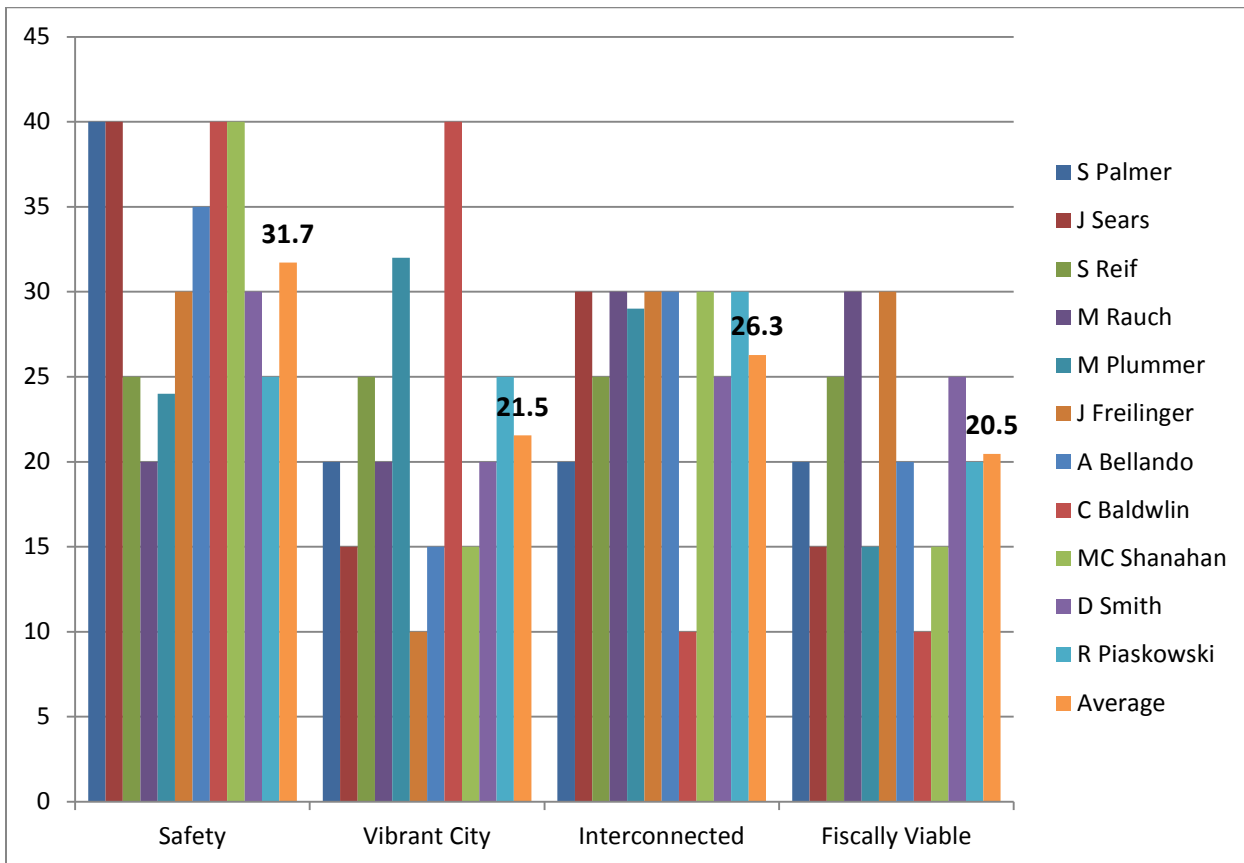
Average Points

31.7 Provide a safe transportation system for all users and modalities.

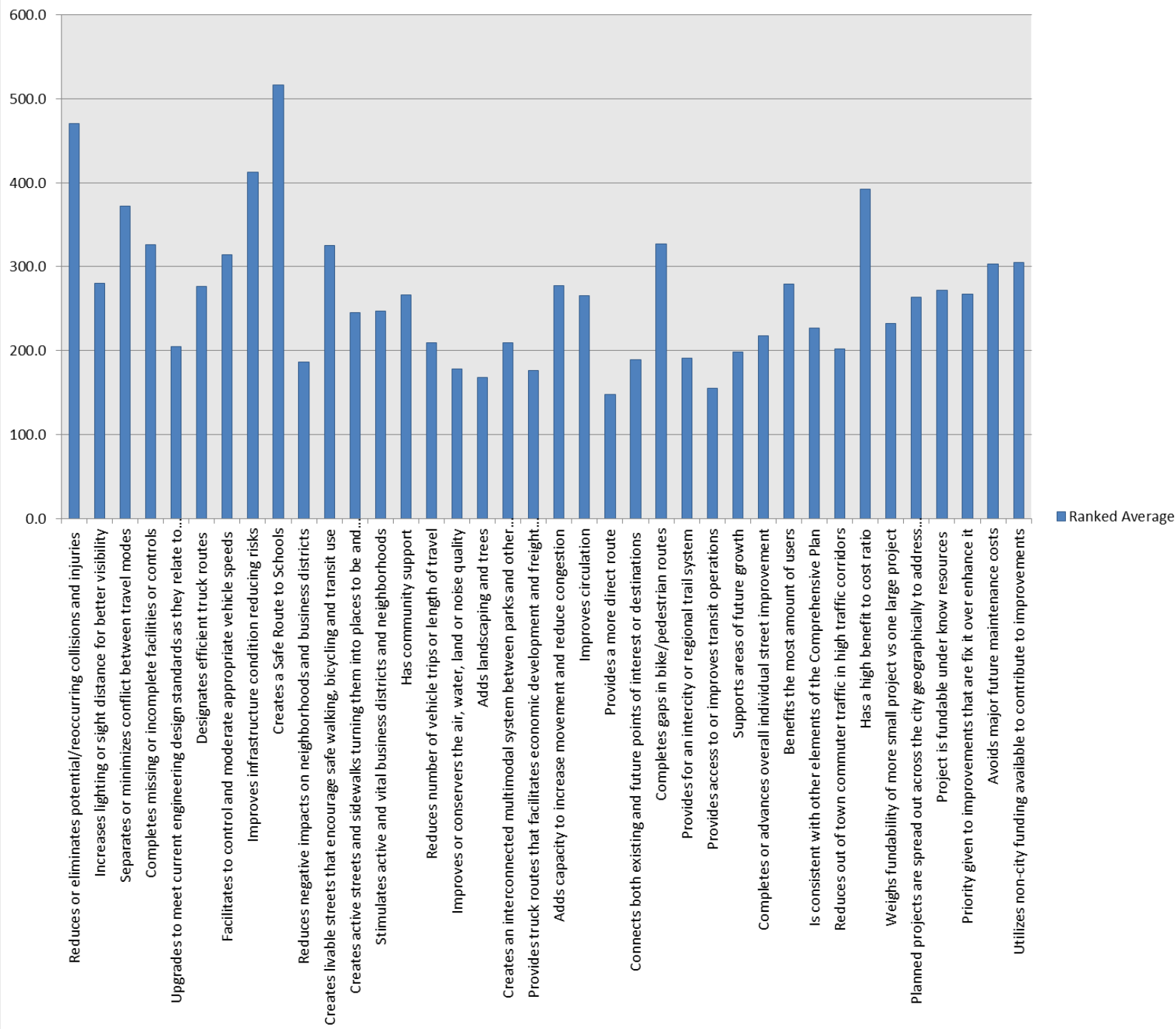
21.5 Create a vibrant city that enhances the health of individuals and their neighborhoods, protects and improves the natural environment and climate, and promotes a balanced economic growth within the city.

26.3 Create an interconnected multimodal system that efficiently moves people, goods and services.

20.5 Build a fiscally viable multimodal system that is cost effective, geographically and socioeconomically balanced and fundable over the next 20 years.



Ranked Average



Goal	Objective	Avg. Weight
Safety	Creates a Safe Route to Schools	516.3
Safety	Reduces or eliminates potential/reoccurring collisions and injuries	470.1
Safety	Improves infrastructure condition reducing risks	412.5
Fiscally Viable	Has a high benefit to cost ratio	392.4
Safety	Separates or minimizes conflict between travel modes	372.1
Interconnected	Completes gaps in bike/pedestrian routes	327.2
Safety	Completes missing or incomplete facilities or controls	325.9
Vibrant City	Creates livable streets that encourage safe walking, bicycling and transit use	325.1
Safety	Facilitates to control and moderate appropriate vehicle speeds	314.4
Fiscally Viable	Utilizes non-city funding available to contribute to improvements	305.0
Fiscally Viable	Avoids major future maintenance costs	303.1
Safety	Increases lighting or sight distance for better visibility	279.8
Interconnected	Benefits the most amount of users	279.4
Interconnected	Adds capacity to increase movement and reduce congestion	277.1
Safety	Designates efficient truck routes	276.9
Fiscally Viable	Project is fundable under know resources	271.5
Fiscally Viable	Priority given to improvements that are fix it over enhance it	267.8
Vibrant City	Has community support	266.4
Interconnected	Improves circulation	265.1
Fiscally Viable	Planned projects are spread out across the city geographically to address socio	264.0
Vibrant City	Stimulates active and vital business districts and neighborhoods	246.8
Vibrant City	Creates active streets and sidewalks turning them into places to be and not jus	245.6
Fiscally Viable	Weighs fundability of more small project vs one large project	232.4
Interconnected	Is consistent with other elements of the Comprehensive Plan	226.9
Interconnected	Completes or advances overall individual street improvement	217.3
Vibrant City	Reduces number of vehicle trips or length of travel	209.6
Vibrant City	Creates an interconnected multimodal system between parks and other recrea	209.0
Safety	Upgrades to meet current engineering design standards as they relate to safet	204.8
Interconnected	Reduces out of town commuter traffic in high traffic corridors	202.3
Interconnected	Supports areas of future growth	198.2
Interconnected	Provides for an intercity or regional trail system	191.1
Interconnected	Connects both existing and future points of interest or destinations	189.2
Vibrant City	Reduces negative impacts on neighborhoods and business districts	186.1
Vibrant City	Improves or conservers the air, water, land or noise quality	178.2
Vibrant City	Provides truck routes that facilitates economic development and freight move	176.3
Vibrant City	Adds landscaping and trees	168.1
Interconnected	Provides access to or improves transit operations	155.0
Interconnected	Provides a more direct route	148.1