



MEETING AGENDA

TRANSPORTATION TASK FORCE

February 2, 2012, 5:00 p.m.

POLICE DEPARTMENT

8650 SW TUALATIN ROAD, TUALATIN, OR 97062

1. **WELCOME AND CALL TO ORDER**
Purpose of Meeting: Transportation System Plan topics and discussion of February 16 Open House
2. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 minutes
3. **GENERAL ITEMS**
 - A. Approve Meeting #3 Summary
 - B. Announcements
 - C. Transit Working Group - February 9
4. **RECAP OF TSP PROCESS**
5. **ACCEPT GOALS AND OBJECTIVES: TSP**
 - A. Transportation System Plan
6. **DISCUSS EVALUATION CRITERIA: TSP**
 - A. Goals, Objectives, and Evaluations Criteria
7. **OVERVIEW OF FINDINGS FROM FUTURE CONDITIONS ANALYSIS: TSP**
8. **WORKING GROUP SIGN-UP**
9. **DISCUSS FEBRUARY 16 OPEN HOUSE**
10. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 Minutes
11. **NEXT MEETING**
Thursday, February 23, 5:00pm, Tualatin Police Department

Transportation Task Force

3. A.

Meeting

Date:

02/02/2012

Attachments

A - Meeting Summary



City of Tualatin

**Tualatin TSP Transportation Task Force
DRAFT Meeting #3 Summary
January 19, 2012, 5:00 p.m.**

Tualatin Police Department
8650 SW Tualatin Rd
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Representative*
Allen Goodall – *Business Representative*
Bethany Wurtz – *Tualatin Tomorrow Representative*
Bill Beers – *TPAC Representative*
Bruce Andrus-Hughes – *TPARK Representative*
Charlie Benson – *Citizen Representative*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro Transportation Planning*
Joelle Davis – *City Councilor*
Judith Gray – *City of Tigard*
Julia Hajduk – *City of Sherwood*

Karen Buehrig – *Clackamas County*
Kelly Betteridge – *Trimet*
Lidwien Rahman – *ODOT*
Mike Riley – *CIO Representative*
Monique Beikman – *City Councilor*
Nancy Kraushaar – *Citizen Representative*
Randall Thom – *Small Business Representative*
Ryan Boyle – *Citizen Representative*
Steve L. Kelley – *Washington County*
Travis Evans – *Citizen Representative*

Alternates in Attendance

Candice Kelly – *Alternate Tualatin Tomorrow Representative*
Nic Herriges – *Alternate Citizen Representative*

Committee Members Absent

Amanda Hoffman – *City of Wilsonville*
Brian Barker – *TVF&R*
Gail Hardinger – *Alternate Business Representative*
Jan Guinta – *CIO Alternate for Mike Riley*
Wade Brooksby – *City Councilor*

Public in Attendance

Kathy Newcomb
Greg Anderson
Dolores Hurtado
Doug Ulmer
Colin Cortes

Staff and Project Team

Alice Rouyer – *City of Tualatin*
Ben Bryant – *City of Tualatin*
Cindy Hahn – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*
Matt Hastie – *Angelo Planning Group*

Terra Lingley – *CH2M Hill*
Theresa Carr – *CH2M Hill*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *JLA Public Involvement*

Welcome and Call to Order

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. Task Force members, staff, and audience members introduced themselves.

Eryn reviewed the meeting agenda and goals, and noted that the main objective of the meeting is to get feedback on the Goals and Objectives for both the TSP and Linking Tualatin. The Goals and Objectives were developed by the project team from the values exercise at the TTF #2 in December.

Communication from the Public

Two members of the public spoke:

Greg Anderson commented about the possibility of modernizing Boones Ferry Road. He mentioned that he has concerns with excessive speeds near Horizon Christian School. It is a posted 35mph limit but people usually go closer to 45mph. He wanted to know if there were plans for a traffic signal or lighted crosswalk at SW Iowa and SW Boones Ferry road.

Kathy Newcomb thanked city staff for addressing her concerns about citizen involvement. She let the group know that the High Speed Rail project is now the Oregon Passenger Rail project with the Leadership Council meeting in March. She voiced concerns over the removal of true high-speed rail from the scope. She also voiced that there has been some confusion surrounding MSTIP (Major Streets Transportation Improvement Program, A Washington County program for road improvements). She said that there was a very nice article from December 10th about MSTIP. What is needed is more involvement, more park and rides, and bike and pedestrian facilities.

General Items

Approve Meeting #2 Summary

Members approved the meeting summary with no comments or revisions.

Birth Announcement

Dayna Webb gave birth December 29th to a girl, Makayla-Ann Webb.

Project Announcements

Ben Bryant announced the first Working Group meeting would be February 9th. The Working Group will focus on transit and the Linking Tualatin project. At the February 23rd TTF meeting, transit focus areas would be discussed. In the meantime, staff convened a meeting with the Tualatin Chamber of Commerce, Washington County, Tigard-Tualatin School District and other stakeholders to develop a list of key transit focus areas.

Basalt Creek – the project technical team members have visited a few neighbors in the area to gather on-the-ground information related to topography and other constraints. They are refining a conceptual alignment that may be the most feasible for future construction. The refinement and evaluation of the concepts will be reviewed with a Policy Advisory Group, committee of elected leaders, in a few months.

124th Ave – MSTIP has just released a draft list of potential funded projects. Of the 33 projects listed 124th Ave and some design work for Basalt Creek were both listed.

SW Corridor – This is the High Capacity Transit Study that is being conducted to link Sherwood with Portland with either Bus Rapid Transit or Light Rail Transit. Metro has scheduled a meeting of all the SW

Corridor jurisdictions. The meeting is scheduled for January 31, from 6-8pm at the Tigard Library. He invited TTF members to RSVP.

Oregon Passenger Rail Project – The Leadership Council will not meet until March.

He invited members to contact him or Kaaren Hofmann after the meeting, by phone or email if they had any questions, want to attend the Metro SW Corridor meeting or need further information on any project.

Look Ahead

Eryn reviewed the upcoming meeting schedule, which included a meeting every Thursday in February. She let the group know that February would be one of the more intense months, the schedule would not always be so full. Meetings include:

- *TTF #4* – February 2
- *Transit Working Group #1* – February 9
- *Open House* – February 16
- *Linking Tualatin TTF* – February 23

Eryn invited members to participate in a video to promote the working groups. Immediately following the meeting the project team would be shooting short segments for the video. She encouraged members to stay and participate.

Goals and Objectives Review: TSP

Theresa Carr and Terra Lingley led a discussion about the draft Goals and Objectives (handout) that were developed by the project team from the values exercise completed by the committee at TTF #2 as well as information from the online comment map from the TSP website, the existing conditions analysis, and the consultant team's TSP experience. The project team will be looking for general feedback about the Goals and Objectives from the committee. The project team will take that feedback and revise the Goals and Objectives and seek approval from the committee at the next meeting on February 2. Due to the limited time for discussion, she cautioned the committee to keep the discussion at a high level and avoid word-smithing as a group. In addition to feedback at the meeting, she invited members to submit comments about the Goals and Objectives to Cindy Hahn via email or phone after the meeting.

Theresa mentioned that the Goals and Objectives are meant to develop a framework establishing what the community wants from the TSP process, but is also the basis for all project decisions. Terra gave a brief overview of the goals and goal categories. She mentioned that the categories are not weighted. She also let the committee know that text in **bold** was a direct quote from the committee's values exercise. The PowerPoint included:

- Goal Categories:
 - Access
 - Safety
 - Vibrant Community
 - Support Local Economy
 - Health/Environment
 - Equity
 - Ability to be built

General discussion by the committee included:

Access discussion:

- Should be changed to “Access and Mobility”, both should be reflected in the Goal language
- Consider adding specific accessibility objectives
- “Transit time” should be changed to “travel time”

Vibrant Community discussion:

- Land uses in Tualatin play important role in vibrancy
- Access or vibrant community? Wide arterial access can divide and harm a vibrant community
- Land uses and zoning can play a role in making a vibrant community, providing nodes or destinations for people to walk/bike to

Support Local Economy discussion:

- “Support Local Economy” begins with a verb, the only category to begin with a verb, language should be consistent
- Discussion about adding “Regional” to Goal:
 - Some felt that supporting more than just the local economy should be explicit
 - Others felt that it was implied that if other goals are met, the regional economy would be supported through the ease of egress and ingress in Tualatin
 - Others felt regional economy should be stated as a recognition of regional partnerships
 - There was general agreement to label the goal category “Economy” and add “regional economy” language to the goal, acknowledging that the transportation system should function to encourage people from beyond Tualatin to come to Tualatin to work, shop, and explore

Health/Environment discussion:

- “Bulky” paragraph, consider streamlining
- Some discussion about air quality and cars/trucks of the future having zero or no emissions
- Currently, trucks idling and stuck in traffic negatively effect air quality
- Consider adding language to support the efficient flow of traffic to support air quality

Equity discussion:

- Use of “Alternatives” is not clear; analyzing alternatives might be part of the process. Consider replacing with “solutions”

Ability to be built discussion:

- Some discussion that “built” denotes construction projects, “system management” should be included with ITS considered as solution
- Must comply with regional goals
- Category must be broad enough to meet partnerships

Goals and Objectives Review: LT

Matt Hastie gave a brief overview of the draft Linking Tualatin FAQ (handout) and the draft Goals and Objectives (handout). Linking Tualatin is part of the larger regional process that is underway that will identify High Capacity Transit options to connect Sherwood with Portland, and communities in-between. He mentioned that there has been a significant effort to identify areas of employment in the city, areas where people are coming to Tualatin from outside the city to work. A large percentage of people that

work in Tualatin do not live in Tualatin. In the employment Focus Areas, there has been an effort to identify if the land uses and transportation are supporting public transit within Tualatin, and between Tualatin and the larger regional transit system. He asked for feedback on the FAQ sheet after the meeting by email or phone.

Matt gave a brief overview of the Goals and Objectives. He said that the Goals and Objectives would be used throughout the process to develop recommendations related to land use and transportation connections. The Goals and Objectives were developed from the values exercise at TTF #2, the regional goals in the SW Corridor process, neighboring communities Goals and Objectives as well as other local plans. He mentioned that there are both “Process” and “Product” or “Outcome” goals. The project team would like feedback on the Goals and Objectives. They will then be revised and the team will ask for approval at the February 23rd TTF meeting. The PowerPoint included:

Goal Categories:

- Community
- Economy
- Land Use
- Transportation Choice and Mobility
- Consistency and Coordination
- Implementation

General discussion by the committee included:

Community discussion:

- Should maybe be renamed to Community Involvement so it isn’t confused with community “feel”
- “...those most directly affected...” in these plans will be today’s youth; suggestion to not forget about the users that are in need of better transit connections today

Economy discussion:

- Discussion about an overemphasis on employers and employees; residents are missing from the goals; as well as for others including tourists to visit Tualatin

Land Use discussion:

- Add flexibility in land use plans in order to adapt and accommodate other modes in the future
- Include “effective and efficient transportation system”
- Expand list of destinations to also include health care, schools and other major destinations

Transportation Choice and Mobility discussion:

- Emphasize looking both inside and outside of focus areas (not just inside them)
- Consistency and Coordination
- Implementation

There was a general discussion that more pedestrian and bicycle language should be included in the first three goal categories. Also there was a question about the timeline. Matt let the group know that the Linking Tualatin timeline was moving at about the same pace at the regional process run by Metro. Other neighboring jurisdictions’ were moving little slower while others are a little ahead of Tualatin. Matt asked for further feedback to be submitted to Cindy at the city by January 27th.

Overview of Future Conditions/Land Use Assumptions: TSP

Terra Lingley gave a brief overview of the Future Conditions and Land Use Assumptions analysis. The team looked at existing employment and areas of future growth. She mentioned that the city has about 26,000 residents and will soon have around 29,000 but residential is currently almost built out so there are not major population increases anticipated. She said that most growth will be in employment areas. The team also considers future plans outside of the city that will have an impact on traffic within Tualatin, including Basalt Creek and Sherwood/Tonkin employment areas.

Theresa said that this is the part of the process that moves from the “understanding” phase of what is on the ground now, to a forecasting phase to begin understanding future impacts. They are looking at 2035 levels of employment and residential growth in order to highlight future deficiencies and gaps in the system. Recommendations from the process will include short term, medium and long term solutions. When the TSP is revisited every 10 years, ideally many of the short and medium term solutions that were recommended will have been completed. Both Linking Tualatin and the TSP are looking out to 2035 in the analysis.

Introductions of Working Groups

Eryn asked for a show of traffic signs from the committee members to gauge their understanding of the purpose of the working groups. Signs were mostly Green and Yellow. Eryn mentioned that generally the working groups will allow for deeper and deliberative discussion around specific topics. The working groups will provide feedback to the TTF. In addition, working groups will be open to the public, as well as TTF members, which will allow the public to participate and contribute at a more meaningful level.

Beyond Transit, the working group topics have not been decided. With feedback from the public on the online comment map and the work of Linking Tualatin, it was known that transit would be a major topic area for a working group. The first Transit Working Group would be on February 9 at the Tualatin Police Department and will be meeting around seven times. A flyer was distributed to promote the Transit Working Group (handout).

The other working groups will begin in March and will meet about three times each. Participation is voluntary but the project team would like at least two TTF members on each working group with consistent attendance by the TTF members.

Theresa said that the project team pulled key themes from the existing conditions and the online comment map as a way to develop some potential working group topics. Themes include:

- Key corridors
- Safety/congestion
- Speeds
- Access
- Transit system
- Appreciation of quiet zones
- Transit service frequency
- Need for more local bus service
- Pedestrians issues
- School related traffic
- Freight
- Taking care of employment centers

Proposed draft working groups include:

- Transit
- Major Corridors
- Neighborhood connections
- Bicycle and Pedestrian
- Industrial and Freight Movement
 - Perhaps can meet at a major employer during lunch

Theresa mentioned that the team anticipates a little bit of overlap between the working groups so they shouldn't be thought of in too specific of terms. General discussion of potential working groups included:

- Schools and school related traffic should be under Neighborhood Connections or possibly its own category as school-related vehicular traffic is a major issue
- Rename "Neighborhood Connections" "Neighborhood Livability". This will speak better to the people of Tualatin.
- "Bike and Pedestrian" could be placed in "Major Corridors"
 - If done, it would eliminate conversations about the bike and ped connections to recreational and regional trails, mentioned Theresa
- Corridors could be split into groups focused on specific corridors
- Aesthetics of corridors should be a topic within the corridor working group

Communication from the Public

One member of the public spoke:

Kathy Newcomb said that the "Ability to be built" goal category should include a no-build option. Currently all transit in Tualatin is focused on North/South connections, other connections around Tualatin should be considered. Residential areas should also be considered focus areas for Linking Tualatin. The Youth Advisory Council should be engaged and involved. She thanked everyone for all of the work they are doing.

Closing and Next Meeting

Eryn passed around a sign up sheet seeking participation in the February 16 Open House and asking for volunteers to participate in a short video vignette that will be used to promote awareness about transportation issues in Tualatin.

She reminded the committee about the Transit Working Group meeting on February 9th. She said that at the next TTF meeting, the team will be asking committee members to sign up for working groups so they should be thinking about what topic areas they are most interested in.

She also asked committee members to fill out and return the evaluation forms (hand out) so the project team can improve the meetings and the process.

Next Meeting:

February 2, 2012

5-7pm

Meeting adjourned.

Transportation Task Force

5. A.

Meeting

Date:

02/02/2012

Attachments

A - Memorandum

B - Goals and Objectives (w/changes)

Tualatin Transportation System Plan Draft Goals and Objectives

PREPARED FOR: Tualatin Transportation Task Force

COPY TO: Tualatin TSP PMT
Theresa Carr, CH2M HILL

PREPARED BY: Terra Lingley, CH2M HILL

DATE: January 23, 2012

The following draft Transportation System Plan (TSP) goals and objectives were developed by the project team and Transportation Task Force (TTF) to reflect the values of the community and ensure that future TSP recommendations are consistent with those values. These goals and objectives will aid in the development of a set of evaluation criteria which will measure how well future transportation alternatives meet community transportation values. The goals, objectives, and evaluation criteria will allow the project team, along with feedback from the general community and stakeholders, to select the alternatives that best support the community's vision for the future transportation system. The following goals and objectives are not in any particular order and are not weighted.

The goals and objectives were developed based on the discussion of transportation values at the December 15th TTF meeting and have been revised based on comments at the January 19th TTF meeting. Exact phrases from the TTF values discussion are included to ensure that the goals and objectives are consistent.

Tualatin TSP Draft Goals and Objectives



Goal Category	Goal	Objective
Access <u>and Mobility</u>	Maintain and enhance the transportation system to reduce transit travel times, provide travel time reliability, and provide a functional and smooth transportation system, <u>and promote access for all users</u> .	Improve travel time reliability/ provide travel information for all modes including freight and transit
		Provide efficient and quick travel between point A and B
		Provide connectivity within the City between popular destinations and residential areas
		Accommodate future traffic, bicycle, pedestrian, and transit demand
		Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and walking
		Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users
		<u>Increase access to key destinations for all modes</u>
Safety	Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.	Address known safety locations, including high crash locations for motor vehicles, bicycles, and pedestrians
		Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design
		Ensure emergency vehicles are able to provide services throughout the City to support a safe community
		Provide a secure transportation system for all modes
Vibrant Community	Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and the livability of the community.	Create a variety of safe options for transportation needs including bicycling, pedestrians, transit, freight, and motor vehicles
		Provide complete streets that include universal access through pedestrian facilities, bicycle facilities and transit on some streets
		Support a livable community with family-friendly neighborhoods
		Maintain a small town feel

Goal Category	Goal	Objective
Support Local Economy	Support local employment, local businesses and a prosperous community <u>while recognizing Tualatin's role in the regional economy</u> .	Support a vibrant City Center and community, accessible to all modes of transportation
		Support employment centers by providing transportation options to major employers
		Increase access to employment and commercial centers on foot, bike, or transit
		Consider positive and negative effects of alternatives on adjacent residential and business areas
		Accommodate freight movement
		Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.
Health/Environment	Provide options for active transportation <u>options</u> to improve the health of citizens in Tualatin. and ensure transportation does not adversely impact public health or the environment.	Provide active transportation options to area schools to reduce childhood obesity
		Promote active transportation modes to support a healthy public and children of all ages
		Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups
		Consider air quality effects of <u>potential</u> transportation solutions <u>alternatives</u>
		Protect park land and create an environmentally sustainable community
		Consider positive and negative effects of alternatives <u>potential solutions</u> on the natural environment (including wetlands and habitat areas)
Equity	Consider the distribution of benefits and impacts from <u>potential</u> transportation alternatives <u>options</u> , and work towards fair access to transportation facilities for all users, all ages, and all abilities.	Promote a fair distribution of benefits and burdens on different populations within the City (i.e. low-income, transit dependant, minority, age groups) and different neighborhoods and employment areas within the City
		Consider access to transit for all users
Ability to be built <u>Implemented</u>	Promote alternatives <u>potential options</u> that are able to be implemented because they have community and political support and are likely to be funded.	Promote fiscal responsibility and ensure that <u>potential</u> transportation system alternatives <u>options</u> are able to be funded given existing and anticipated future funding sources
		Ensure consistency with existing community, <u>regional, and state</u> goals <u>and policies</u>
		Strive for broad community and political support
		Optimize benefits over the life-cycle of the <u>potential option</u> project
		<u>Focus on transportation options that make best use of the existing network over building new roads</u>

Transportation Task Force

6. A.

Meeting

Date:

02/02/2012

Attachments

A - Goals, Objectives, and Evaluation Criteria

Tualatin TSP Draft Goals, Objectives, and Evaluation Criteria



Goal	Objective	Evaluation Criteria
Access and Mobility Maintain and enhance the transportation system to reduce travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users.	Improve travel time reliability/ provide travel information for all modes including freight and transit	Travel time for all modes Reliability – consistent trip times between origins and destinations
	Provide efficient and quick travel between point A and B	Amount of delay (in minutes or seconds) V/C ratio
	Provide connectivity within the City between popular destinations and residential areas	Number of connections for all modes within X miles of important destinations
	Accommodate future traffic, bicycle, pedestrian, and transit demand	Availability of travel modes
	Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and walking	Vehicle Miles Traveled (VMT)
	Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users	Availability and quality of facilities or alternate routes/modes
	Increase access to key destinations for all modes	Numbers/types of connections between destinations and origins
Safety Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.	Address known safety locations, including high crash locations for motor vehicles, bicycles, and pedestrians	Number of geometric deficiencies addressed Number of high crash locations addressed
	Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design	Yes/No – Does the potential option improve an existing facility to meet design standards? Does a new facility adhere to standards?
	Ensure emergency vehicles are able to provide services throughout the City to support a safe community	Number of alternate routes/connections for emergency vehicles Emergency vehicle response time
	Provide a secure transportation system for all modes	Number of security concerns addressed
Vibrant Community Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and the livability of the community.	Create a variety of safe options for transportation needs including bicycling, pedestrians, transit, freight, and motor vehicles	Number of modes accessible within a reasonable distance for residential and employment centers
	Provide complete streets that include universal access through pedestrian facilities, bicycle facilities and transit on some streets	Ability for all users to safely access the transportation network
	Support a livable community with family-friendly neighborhoods	Maintain slow speeds and low traffic volumes on neighborhood streets Minimize cut-through traffic
	Maintain a small town feel	Provides opportunities to support the small town feel (consider the scale of the potential option, traffic impacts, types of traffic, etc)

Goal	Objective	Evaluation Criteria
Economy Support local employment, local businesses and a prosperous community while recognizing Tualatin’s role in the regional economy.	Support a vibrant City Center and community, accessible to all modes of transportation	Availability and quality of transportation access to the City Center
	Support employment centers by providing transportation options to major employers	Availability and quality of transportation access to employment centers
	Increase access to employment and commercial centers on foot, bike, or transit	Number of transportation options to major employers/employment centers Number of bicycle, pedestrian, and/or transit access to employment centers
	Consider positive and negative effects of alternatives on adjacent residential and business areas	Minimize and/or avoid negative impacts on residential and business areas Maximize and/or create positive impacts on residential and business areas
	Accommodate freight movement	Ability for freight traffic to move efficiently and quickly to destinations both in and outside of Tualatin
	Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.	Improved traffic conditions and access through Tualatin to regional destinations
Health/Environment Provide active transportation options to improve the health of citizens in Tualatin. Ensure transportation does not adversely impact public health or the environment.	Provide active transportation options to area schools to reduce childhood obesity	Number of bike lanes and pedestrian facilities within X miles of schools
	Promote active transportation modes to support a healthy public and children of all ages	Number and frequency of active transportation choices near residential areas
	Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups	Number of network gaps addressed in bicycle and pedestrian system
	Consider air quality effects of potential transportation solutions	Qualitative assessment of air quality impacts (linked to location and congestion)
	Protect park land and create an environmentally sustainable community	Preserves or enhances natural areas, open spaces, trails, and parks
	Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas)	Avoid/minimize negative impacts on the natural environment

Goal	Objective	Evaluation Criteria
Equity Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.	Promote a fair distribution of benefits and burdens on different populations within the City (i.e. low-income, transit dependant, minority, age groups) and different neighborhoods and employment areas within the City	Qualitative assessment of the relative benefits and impacts on population groups within the City
	Consider access to transit for all users	Availability of transit adjacent to areas with low incomes, transit dependant populations (vehicle-limited, under 16, over 65, etc), and other groups
Ability to be Implemented Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.	Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources	Qualitative assessment of ability for the alternative to be funded
	Ensure consistency with existing community, regional, and state goals and policies	Yes/no – is the option consistent with existing community goals/policies? Yes/no – is the option consistent with existing regional goals/policies? Yes/no – is the option consistent with existing state goals/policies?
	Strive for broad community and political support	Yes/No – is the option supported by the community and political leadership? Yes/No – does the option have a champion willing to advocate?
	Optimize benefits over the life-cycle of the potential option	Qualitative assessment of the life cycle and benefits of the option
	Focus on transportation options that make best use of the existing network over building new roads	Yes/No – does the option consider using existing infrastructure before proposing new roads?

Transportation Task Force

7.

Meeting

Date:

02/02/2012

Attachments

A - Future Conditions

Understanding Future Conditions



What is a Future Conditions Analysis?

The future conditions analysis for a transportation system plan helps identify future needs, opportunities, and constraints for circulation and transportation system connections for all transportation modes.

The analysis starts with an examination of existing conditions. Community values and opinions on the various modes of travel are gathered to help inform the vision of the future for transportation in the community, and a technical analysis of future population and employment growth assumptions are combined with anticipated future development to provide a picture of future travel demand.

Typically, future conditions are forecasted for a planning horizon of 20 years and relate primarily to motor vehicles, however, conditions and connections for other modes (such as pedestrian, bicycle, and transit) are also included. Considering these other modes in addition to motor vehicles helps create a balanced transportation system that serves the entire community.

Why is a Future Conditions Analysis Important?

Future conditions analyses help identify areas that are underserved by the existing transportation network or areas that could be improved by better connections or enhanced environments for a particular mode. Another important element of the analysis is determining potential infrastructure improvements necessary to create a balanced multi-modal system that serves the community.

The TSP process will establish a transportation vision for the future, determine the priority of improvements, and identify funding sources based on the future conditions analysis and the areas identified for improvement.