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DRAFT MEMORANDUM

DATE: May 24, 2018

TO: Curleigh Carothers, City of Camas
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SUBJECT: Camas Transportation Plan
 Technical Memo #1b – Goals, Policies and Evaluation Criteria

P18039-000

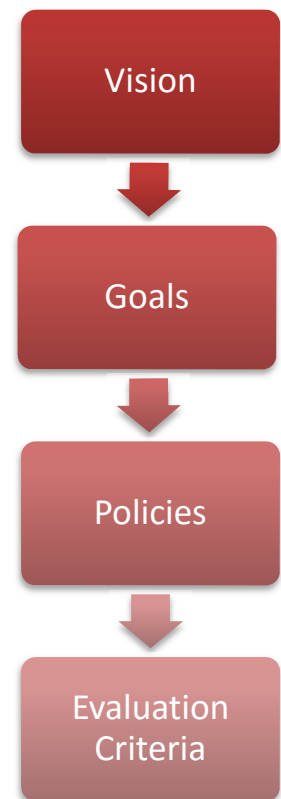
The purpose of this memorandum is to initiate the process of developing the transportation-related vision, goals, policies, and evaluation criteria that will help guide the development of the Camas Transportation Plan (TP), and future investment decisions. This effort will continue through the planning process, shaped by input received from the Stakeholder Advisory Committee, Economic Development Committee and the general public.

Setting Direction for Transportation Planning

Collectively, the transportation-related goals, policies, and evaluation criteria describe what the community wants the transportation system to do in the future, as summarized by a **vision statement**. A vision statement generally consists of an imaginative description of the desired condition in the future. It is important that the vision statement for transportation align with the community’s core values.

Goals and policies create manageable stepping stones through which the broad vision statement can be achieved. **Goals** are the first step down from the broader vision. They are broad statements that should focus on outcomes, describing a desired end state. Goals should be challenging, but not unreasonable.

Each goal must be supported by more finite **policies**. In contrast to goals, policies should be specific and measurable. Where feasible, providing a targeted time period helps with policy prioritization and achievement. When developing policies, it is helpful to identify key issues or concerns that are related to the attainment of the goal.



The solutions recommended through the TP must be consistent with the goals and objectives. To accomplish this, measurable **evaluation criteria** that are based on the goals and objectives will be developed. For the Camas TP, they will be used to inform the selection and prioritization of projects and policies for the plan by describing how well the alternatives considered support goal areas.

Developing Goals and Policies

The Camas 2035 Comprehensive Plan (adopted in June 2016) will provide the transportation vision, goals and policies for the Camas TP. The policies from the Camas 2035 Comprehensive Plan that set transportation standards were omitted from this memorandum. They will be reviewed with other transportation standards later in the planning process.

Transportation Vision Statement

In 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community as a livable place for people of all ages. Quality public facilities, services, and utilities contribute to their high quality of life.

Transportation Goals and Policies

Streets

Goal

Streets will function for all users including bicyclists, pedestrians, transit users, and motorists.

Policies

- Maintain the livability of Camas through proper location and design of transportation facilities, consistent with the Camas Transportation Plan map and 6-year street plan.
- Support the need for regular street maintenance, safety and efficiency improvements, and access management measures.
- Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet.
- Maintain the transportation system at a level that preserves user safety, facility aesthetics, and the overall integrity of the system.
- Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and multi-modal safety.
- Minimize access to new development and redevelopment along the City's arterials, and consolidate access points when spacing is insufficient.
- Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping for gateways.

Walking, Bicycling, and ADA Mobility

Goal

The needs of bicyclists, pedestrians, transit users, and accessibility (ADA-compliant) will be considered in all street improvements and will be integrated in all collector and arterial roadway projects, including regular safe street crossings.

Policies

- Enhance travel choices and provide pedestrian and bicycle routes designed especially for them, not simply along routes designed for cars. Route planning should seek shortcuts and other opportunities that give walking or biking advantages over the automobile.
- Support opportunities to increase participation of school-age children in walking or biking to school to improve their health and reduce traffic congestion.
- Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.
- Recognize and support Complete Street implementation in all new and retrofit development to better the health of the community.
- Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities.
- Increase wayfinding signage for outdoor destinations throughout the City.
- Support enhanced pedestrian improvements in the downtown and other economic development areas.

Local and Regional Transit

Goal

Regional transit will provide safe, efficient, and dependable service to our community.

Policies

- Coordinate with local municipalities, the Washington State Department of Transportation, adjacent counties, and C-TRAN to ensure that minimum roadway and multi-modal design standards are consistent.
- Continue to advocate for quality regional transit services and an increase to service availability.

Design and Low-Impact Development

Goal

The transportation system will be designed to support community character and environmental policies.

Policies

- Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, robust landscaping, and safety for pedestrians and bicyclists.
- Minimize cut and fill in roadway design and minimize restructuring the natural contours of the land.
- Encourage the inclusion of LID design features (e.g., rain gardens, grass pavers, pervious pavement) in the design of private driveways, parking lots, and other road surfaces.
- Continue implementing new strategies such as LED lights as a standard for new development and replacing existing inventory.

Safety and Traffic Calming

Goal

Design and construct safe transportation facilities that meet applicable requirements.

Policies

- Encourage traffic safety through education, enforcement, and engineering.
- Ensure that adequate access for emergency services vehicles is provided throughout the City.
- Provide design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.
- Incorporate safe pedestrian and bicycle routes between residential areas, schools, and public facilities in development.
- Require new developments to implement design standards using the Neighborhood Traffic Management Plan.
- Identify high accident areas, and implement specific measures to reduce their occurrence.

Transportation Demand Management

Goal

Transportation planning will achieve the efficient use of transportation infrastructure, increase its person carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.

Policies

- Require large employers to implement a commute trip reduction program for employees, as mandated by the state's Commute Trip Reduction law.
- Develop Complete Street design that is supportive of the use of alternative modes of travel and adopt engineering design standards consistent with these goals.
- Support intergovernmental development review.
- Support RTC with funding and staff participation to the extent possible.

Concurrency and Level of Service

Goal

- The City will maintain the adopted LOS standards for all arterials, transit routes, and highways.

Policies

- Encourage growth in areas with existing or planned infrastructure capacity.
- Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system are made to accommodate the impacts concurrent with the development.
- Utilize traffic impact fee studies, development traffic impact analyses, and corridor studies to identify deficiencies and plan improvements to maintain or improve level-of-service standards.
- Take the following actions (not in priority order) if probable funding falls short of meeting identified needs:
 - Delay development until programs, facilities, or services can be funded;
 - Obtain needed revenue or revise the transportation plan to reflect known financial resources.
 - As a last choice, change the transportation LOS standard.

Transportation Revenue

Goal

Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements.

Policies

- Maintain a capital improvement plan that identifies construction and improvement priorities and funding.
- Ensure that the transportation impact fee program responds to land use changes, so that connectivity occurs and new development pays its proportionate share of needed capacity.
- Support the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.
- Develop equitable transportation impact fees by which land developers are assessed fair-share contributions for any transportation improvements.
- Direct transportation funding primarily toward multi-modal improvements that will enhance safety and circulation within and between infill areas, schools, and employment centers within City limits.
- Focus transportation projects in economic development areas to act as catalysts for job growth.

Developing Evaluation Criteria

As transportation improvement alternatives are developed, many of the policies will be used as evaluation criteria to assess the relative value of each project considered for inclusion in the TP. This will include criteria that are both qualitative and quantitative in nature. While some goals include more policies than others, all goals will be weighted equally unless the project team decides that some are more important than others. Using the evaluation criteria, considered projects will be rated and categorized as high, medium, or low priorities according to their ability to meet a broad range of community objectives.