

TRANSPORTATION SYSTEM PLANNING

An Introduction for Citizen Advisory Committee
Members and Decision Makers

THE UPDATE PROCESS

What is a TSP Update?

- What improvements are needed to serve growth to 2035?
- Which projects best reflect City Goals?
- How can we balance the needs of all travel modes into an equitable and efficient transportation system?



Why Adopt a TSP?

- Required by the **Transportation Planning Rule (TPR)** OAR 660-012-0015
- Serves as the transportation element of your comprehensive plan
- Provides long range direction for development of transportation facilities and services for all modes
- Ensures the planned systems are adequate to meet the needs of planned land uses
- Facilitates cost-effective use of public funds
- Demonstrates project need and readiness (grant pursuit)

What MUST a TSP Do?

- Provide public transportation services to meet basic needs
- Establish an efficient network of arterials / collectors
- Provide City roadway, sidewalk and bikeway standards (layout, spacing, and connectivity)
- Protect facilities and corridors for intended uses
- Finance program that is reasonably likely
- Compliance with Regional Plans
- Implementing code and ordinances

What SHOULD a TSP Do?

- Decisions consistent with community vision
- Support a variety of travel choices
- Serve all people in community
- Promote safe and secure travel
- Support local and state economy
- Minimize impacts to natural and built environment

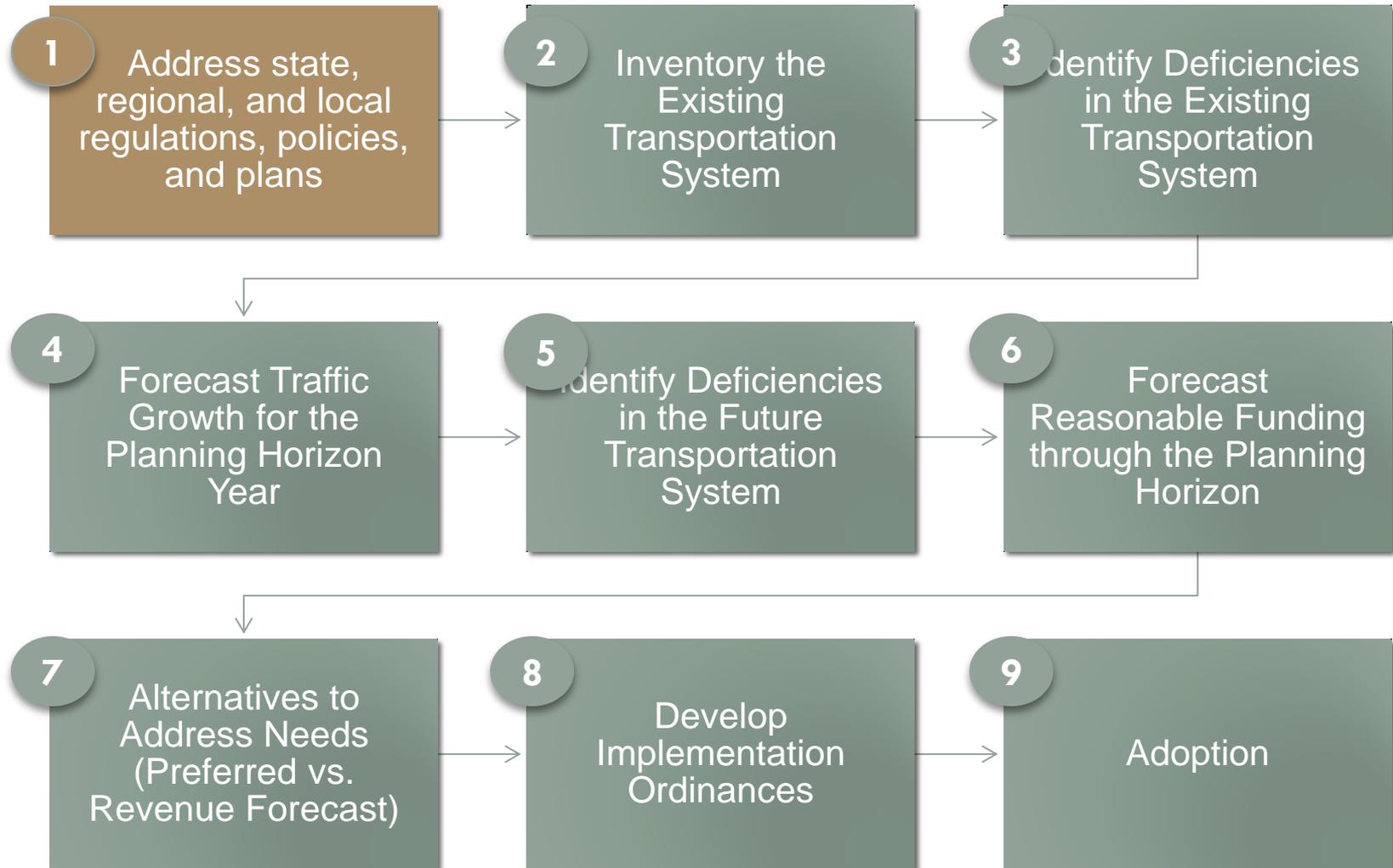
Common TSP Elements



Public Involvement Process

- Citizen Advisory Committee Meetings (4)
- Open Houses (2)
 - Held at City Hall, twice during the project process
- Project Info on City Website
 - Project documents and announcements
- Planning Commission / City Council Work Sessions (2)
- Public Adoption Hearings

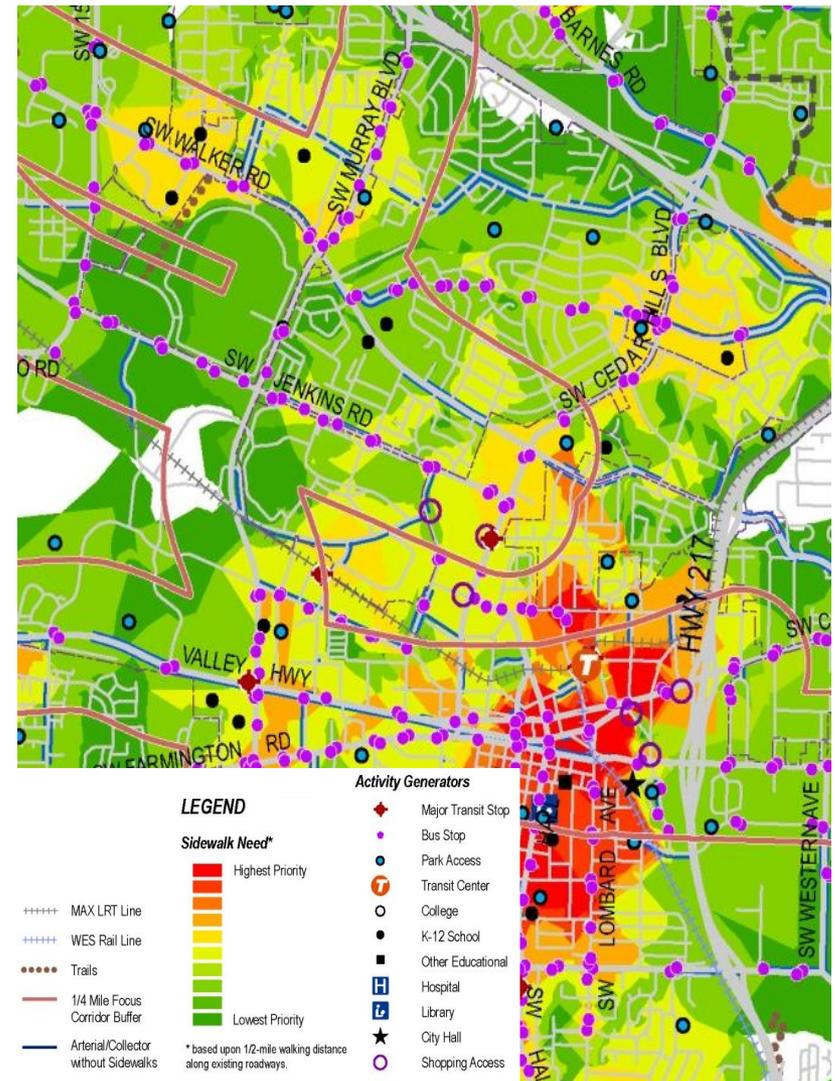
TSP Update Technical Process



TRANSPORTATION PLANNING BASICS

Pedestrians

- Sidewalks & Trails
- Out of Direction Travel
- Buffer in high-speed corridors
- Safe crossings
- Accessible facilities (ADA)
- Access to transit, parks, schools, shopping
- 1/2-mile primary radius



Bicycles

- Bike lanes = 5 to 6 feet
- Shoulder bikeways = 6 feet
- Separate facilities needed above 25 mph or 3,000 vehicles per day
- Provision of bike parking
- Well-defined, clean routes



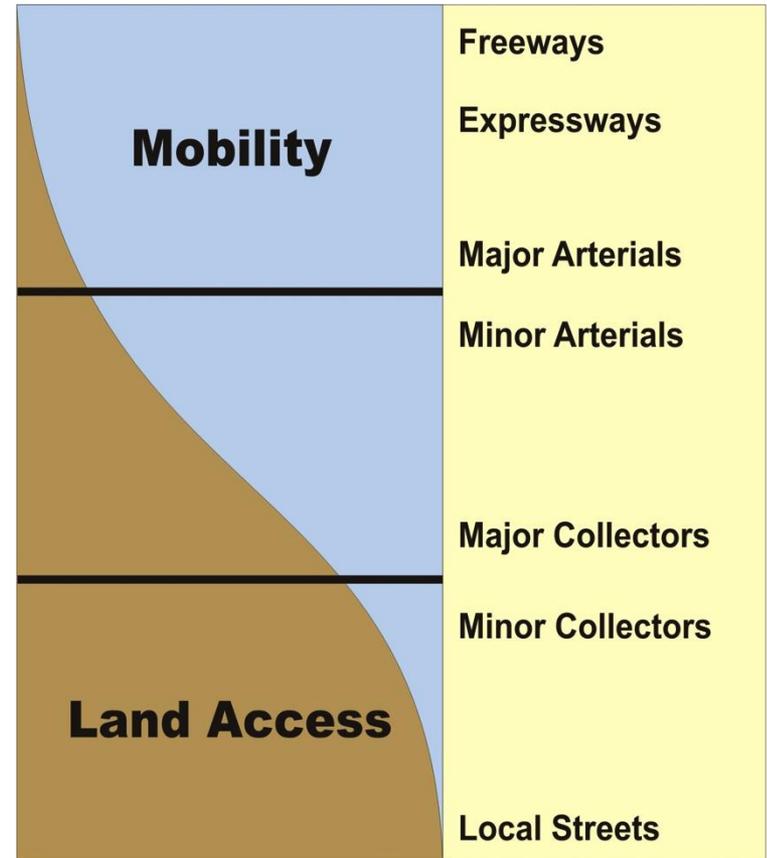
Transit

- Make transit accessible
 - 1/4-mile for walking
 - 1/2-mile for biking
- Identify key roadway crossings
- Accommodate stop locations



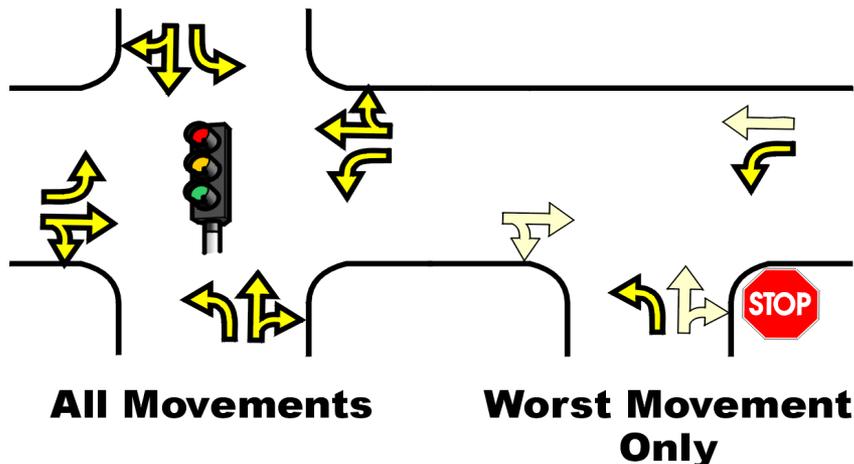
Roadway Functional Classes

- System protects mobility and accessibility
- Types of trips
 - Local (within neighborhoods/areas)
 - Regional (to/from City)
 - Through (passing through)
- Amount and type of access
- Expected speed



Measuring Mobility

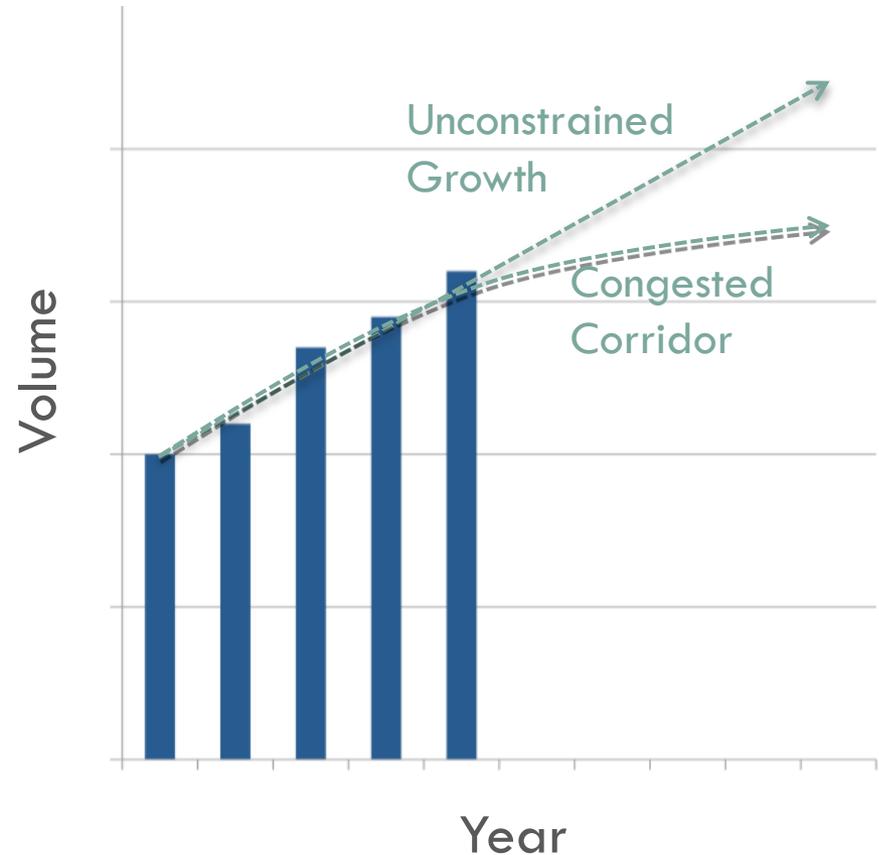
- Commonly measured by:
 - Delay (level of service)
 - Example: “This intersection is operating at LOS C.”



- Percent of capacity (v/c ratio)
 - Example: “This intersection is operating at a v/c ratio of 0.80.”
 - ODOT Requirement – 30th Highest Hour Design Standard (consider alternate mobility standard)

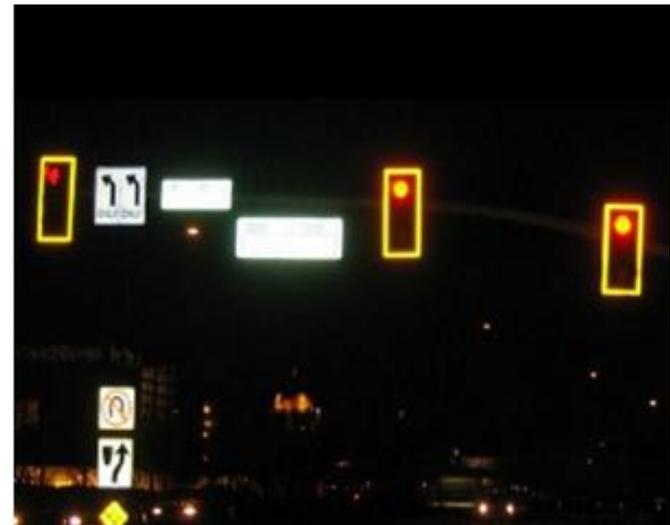
Forecasting Growth

- Population (households) generate traffic
- Employment and services attract traffic
- Local development = traffic growth within Sherwood
- Regional growth = traffic growth to/from and through Sherwood (e.g., tourism)



Safety

- Crash History
 - Frequency
 - Severity
- All Travel Types
 - Motor vehicle
 - Biking
 - Walking
- Sight Distance
- Geometric Deficiencies
- Systematic Improvements



Management Strategies

Transportation Systems Management (TSM)

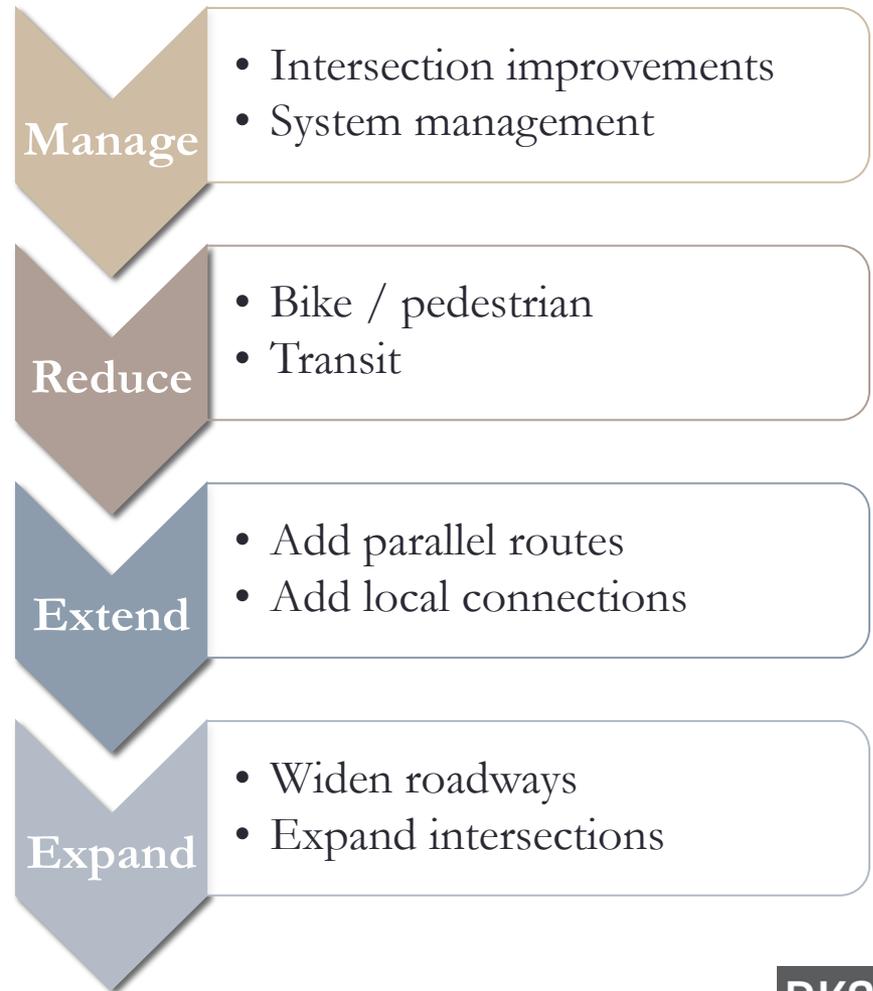
- Signal Timing
- Access Management
- Traffic Calming
- Connectivity
- Functional Classification System

Transportation Demand Management (TDM)

- Employee Shift Management
- Telecommuting
- Transit
- Walking and Biking Programs
- Carpooling

Solution Development Stages

- **Manage** congested locations
- **Reduce** driving demand at congested locations
- **Extend** streets
- **Expand** existing streets or intersections



Transportation Finances

Common Funding Sources

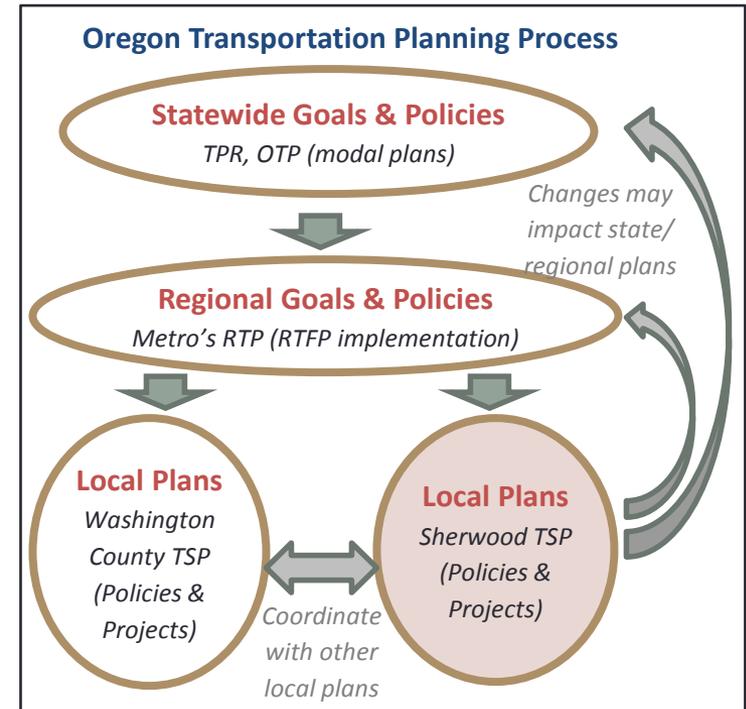
- Gas Tax
- System Dev. Charges
- Development Exactions
- Street Utility Fees
- Grants

Expenditures

- Operations
- Maintenance
- Capital Improvements

Metro RTFP Requirements

- Parking Management Policies
- Approach to Addressing Congestion Needs -Transportation System Management and Operations (TSMO)
- Performance Targets
 - Non-Single Occupant Vehicle (SOV) Trips
 - Safety Improvements
 - Freight Mobility
 - Arterial/Collector Grid Spacing
 - Mobility Targets



Implementing Development Code

- Codify the community vision
- Meet required state regulations
- Provide clear guidance for development
- Provide “teeth” for implementing transportation standards

BIG ISSUES FOR TSP UPDATE

What are your most important issues?

Potential Keys to Success for 2014 Sherwood TSP?

- Incorporate recent City, neighboring community, and corridor planning efforts into the City TSP
- Metro RTFP Compliance
- Planning for a complete multi-modal system (including trail corridors)
- Reasonable forecasts for the year 2035
- Reasonable Funding Plan
- Safety strategies for “hot spots” and system-level improvements
- Alternative mobility standards on State Highways?