

Introduction to Draft Goals, Policies, & Actions Chapter

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Introduction

This memorandum introduces a draft Chapter 2 of the Bend Transportation Plan, which captures 11 months of work done by CTAC and City Staff. This chapter includes:

- Goals adopted by Steering Committee, January 2019
- The work of five policy sub-groups which met at least twice from February – April 2019
- Policies based on:
 - ✓ Adopted TSP (2000)
 - ✓ Other example cities
 - ✓ Expert advice and research
 - ✓ Committee work
 - ✓ Three CTAC Policy workshops
 - ✓ Extensive internal review

Summary of Edits

At the Policy Workshop on November 20, a number of edits were made, which are reflected in the text of the Chapter, include a number of minor grammar and punctuation edits. In summary, language edits were made as follows:

Preamble to Goals (to bring current with process):

The Goals articulated in this document were developed by the Citywide Transportation Advisory Committee (CTAC) after consideration and review of the City Council's articulated goals for CTAC, and through an extensive CTAC-led process of identifying issues and potential solutions from stakeholders in our regional and city transportation systems. ~~CTAC recognizes that the Goals as drafted are not necessarily comprehensive. CTAC acknowledges that there may be additional issues and solutions that should be considered as the project moves forward and CTAC membership learns more about our transportation system, funding options, community interests, and solutions implemented by other jurisdictions. It is the express intent of CTAC through the adoption of the draft Goals that no issue, policy, solution or project should be excluded from CTAC deliberations and recommendations, regardless of whether the issue, policy, solution or project is specifically identified in the current CTAC-adopted draft Goal.~~

Introduction to Policies, and Actions:

The policies in the Transportation Plan are statements of public policy to guide the long-term foundation for the transportation system for the City of Bend; to and provide a consistent course of action; and to move the community toward its the goals of the Transportation Plan.

Safety

4. The City will establish and enforce appropriate motorist speeds based on street context. ~~'s policy is to achieve consistency between motorists' speeds and target posted speed limits.~~
6. Emergency response times are an important component of transportation planning. Emergency response time goals will be considered in maintenance activities and intersection design, including roundabout design, traffic calming devices, and installation of traffic signals that allow preemption for emergency vehicles.

Mobility

12. The City will strive to relieve congestion through management of ~~manage~~ the roadway network ~~with the intent~~ to achieve travel time reliability for all users.
13. The City requires applicants for new land use proposals to assess the adequacy of the transportation system ~~to serve the new development~~, to ensure that safety and operation of the transportation system are met for people ~~driving, bicycling, walking, and/or using transit~~ using all modes of transportation. The City currently uses volume to capacity (v/c) targets and safety to evaluate intersection performance. The City may adjust the v/c target, temporarily or permanently, for a specific intersection based on locational constraints, safety concerns, road classification, or surrounding existing or planned land uses. The City may impose reasonable conditions and mitigation requirements on development in proportion to their impacts. The City may use a measurement other than v/c in the future.
14. ~~In support of other City goals, including meeting the City's documented need for affordable housing and a range of housing types, the~~ The City may waive off-site improvements development types based on Council goals and other identified City priorities. If the City implements such waivers, the City will identify other funding sources for infrastructure development. The City will monitor the effect of any waiver and adjust as needed based on the City's funding needs.

Technology, Transit, & Transportation Demand Management

33. The City will support the City's public transportation provider in replacing the fleet of transit vehicles with energy-efficient ~~vehicles and/or alternative fuel vehicles, where applicable,~~ that minimize the transit system's impact on the environment as replacement opportunities occur.

Environmental

The City recognizes the need to steward the environment when constructing and maintaining transportation infrastructure. The City has many policies embedded throughout this Chapter intended to reduce greenhouse gases and VMT by encouraging the use of bicycling, walking, transit, and electric or other alternately fueled vehicles, as well as using appropriate new technologies to efficiently manage the system. The following policies were identified as gaps in the City's environmental policies.

57. The City will consider the environmental impacts of the overall transportation system and ~~strive~~act to mitigate negative effects and enhance positive features.
58. The City understands the importance of managing stormwater runoff from transportation infrastructure, and will design and operate transportation ~~facilities~~ infrastructure to keep stormwater properly collected, treated, and out of ~~surface~~-water supplies.