

Comprehensive Plan Goals & Programs (Chapter 6)

Goal # 1: Create a functional transportation system to maximize and extend the life of transportation facilities and improve livability throughout the Prineville community.

Transportation Choices and Vehicle Alternative Values and Policies

General Transportation Street Network

- A transportation system that includes alternate modes in addition to vehicle needs is a State requirement. The term “Alternate Mode” includes anything, besides single occupant vehicles, capable of moving people and goods such as rail, pedestrian facilities, bike lanes, air transport, transit, and the like.

New bike lanes are constructed when new arterial and collector streets are built or reconstructed. Sidewalks for pedestrians are required as part of any new development and the City, in cooperation with the Parks District, is continuously applying for grants to improve the bike and pedestrian network. The City has aggressively pursued possible rail users to boost traffic on our municipal railroad. The Prineville Airport has great potential for increased traffic and freight. Hover car lanes are being installed on 9th street as part of a pilot project for the State.

- Vehicle use is the primary form of transportation for the majority of its citizens, but increased alternate mode use is essential to the livability of the community and to preserve valuable resources.

Bicycle use has become increasingly popular in the last decade. Development design is increasingly becoming pedestrian oriented with large sidewalks, street furniture and plazas for gatherings. The costs of constructing and maintaining streets in outpacing revenues at all levels of government City, County, State and Federal. Several elements of the recently adopted code update are intended to improve the pedestrian environment, including the mixed use zone and allowances for commercial development outside of the downtown to be built to the front property line.

- The street system shall be fully functional for the safe and efficient delivery of emergency services.

This is referring to how well traffic moves through the City. Traffic flow is reviewed regularly through traffic impact analysis required of new development as well as through TSP updates and minor tweaks to the system such as video detection at stop lights.

- Alternate mode use is essential for providing a full complement of transportation choices and that land use regulations need to include an analysis of transportation impacts, needs, and mitigation options.

Traffic impact studies are vehicle centric. They are meant to express the impact a business will have on street traffic based on studies of other similar businesses not bicycle or pedestrian traffic. If a traffic study can show a reduction in vehicle trips due to bicycle and pedestrian traffic or improvements that would allow this type of traffic it can be considered when calculating traffic SDCs and mitigation options. Through Cascades East Transit (CET), use of the busing system has increased significantly over the past five years. CET now runs six round trips between Prineville and Redmond daily as well as hundreds of daily local trips through their curb-to-curb dial-a-ride service.

- The highway systems contribute to the local economy and bring goods and services into the community bolstering local commerce and tourism.

Yes they do.

Comprehensive Plan Goals & Programs (Chapter 6)

- Balancing the needs of the local community with regional transportation needs must include open dialogue with citizens, state agencies, Crook County, local business interests, special interest groups, and tourism professionals.

Our transportation planning, such the TSP or Hwy 126 corridor plan, are open for input from all groups and citizens as those plans go through the public process.

- Traffic calming measures in core commercial areas and residential neighborhoods can reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.

Agreed. Adding things like bulb-outs at street intersections can aid it slowing vehicles down while still maintaining the wide streets that people seem to love.

- Transportation problems will require comprehensive planning, regular monitoring and analysis, a systematic approach to problem solving.

The City is continuously complying with this through review of new development and transportation planning initiatives.

- The vitality of the community is dependent upon a fully functional transportation system that provides a variety of mobility options and consolidates multiple transportation modes in a way that encourages multi-modal travel.

A little dramatic but as the city grows multi-modal transportation will become more important. It is easier to prepare for it now rather than retrofitting it later.

- The community, as a whole, will benefit from transportation systems that provide sidewalks, trails, open spaces, connections between open space, bike lanes, land uses that support transit, transit amenities, alternatives to signals or stop signs, pedestrian amenities, and protected sidewalks to encourage alternate mode use and promote a high level of livability.

Connectivity between neighborhoods and open spaces can reduce street traffic and provides more mobility options which increase livability. The Parks and Rec. Master Plan will try to achieve this over time with help from land use decisions and successful grant applications. Neighborhoods north of 10th St. are connected only by Main St. with no sidewalks or adequate bike lanes.

- The City is required, by law, to design and implement a transportation system that meets the applicable TSP and TPR requirements for the 20-year planning period.

The City has just received a grant to update the existing 2005 TSP.

- The community will benefit from streets that are designed to permit emergency service vehicles to access all parts of the community in an efficient manner.

The idea behind this goal is to create a street system with more connectivity between neighborhoods and fewer cul-de-sacs, dead end roads and long private drives.

- The community will benefit from allowing the development of public and private streets to supply needed transportation systems.

The key phrase here is “private streets”. There has been much debate in the City whether they should be allowed. On the upside they reduce public maintenance costs because they are maintained privately but

Comprehensive Plan Goals & Programs (Chapter 6)

without a very strong and well-funded home owners association the theory falls apart. If it is not maintained properly the City inevitably does it anyway to provide for its citizens and if the streets do become public it is usually at the point where the roads need to be re-built because they weren't maintained properly. Private streets can be used effectively in difficult or unique situations in small sections to serve cottage developments or 2 to 3 lots but not in entire subdivisions.

- The City has limited funds to use for the maintenance of public streets.

This relates directly to the above bullet and the idea of using private streets. It is also a reason for efficient street layout.

- The ability to require the development of private streets systems, where appropriate and where they are guaranteed to be maintained by parties other than the City will reduce the overall funding need for street maintenance and the need to seek additional tax revenues from city. Private streets are legitimate components of the transportation system when designed properly and maintained to at least City standards.

We have the ability to approve private streets as a variance. Except for a gated community, private streets are typically desired by developers so they do not have to meet the City's right-of-way widths and sidewalk standards. Requiring them to be designed to City' standards defeats this purpose. A better approach may be to allow flexible design standards where appropriate as we have with our Planned Unit Developments. The reason for a lesser standard would need to be justified and approved by Public Works and Fire department. They could still request these streets be private but only in difficult or unique circumstances as mention previously.

- Transportation demand management (TDM) and transportation system management (TSM) techniques are useful tools in the design of the transportation system.

These are just phrases to define how we manage traffic. TDM refers to methods of altering traffic patterns without actual construction of improvements through such means as requiring the staggering of shifts to reduce traffic at peak hours. TSM deals with actual physical improvements to be made to the system.

- Safe streets, particularly for pedestrians, children, seniors, and the disabled are essential to addressing all community transportation needs.

This is an extension of a previous bullet discussing multimodal transportation and connectivity. The City is actively seeking grants to improve pedestrian amenities, particularly along major pedestrian and school routes. The City also has a program in place to address intersections where there are no ADA acceptable curb ramps.

- Street trees, pedestrian amenities, separated sidewalks; curb extensions, traffic calming, and other related devices can be useful design elements especially when supported by a cost benefit analysis showing they are appropriate.

These amenities, specifically in the downtown and residential neighborhoods, provide an aesthetically pleasing and welcoming atmosphere that should be desired by merchants and residence.

- The Prineville community desires to balance the highway needs of regional users with the local users in order to avoid creating highway improvements that sacrifice local values and damage economic interests.

This bullet is directed primarily at 3rd St. (Hwy 26). Issues over access management and intersection failure continue to be raised. Access management problems have waned in recent years but intersection failure continues to be a problem without a solution that doesn't cost millions.

Comprehensive Plan Goals & Programs (Chapter 6)

- The Prineville community desires to maximize the Rights-of-way (ROW) for the use of pedestrians, shoppers, parking where appropriate, and add public directional signage including but not limited to streets, alleys and canal right-of-ways.

Agreed.

- Innovative intersection designs such as roundabouts can reduce cost and improve livability.

Roundabouts create a cultural reaction in rural communities because they are attributed to larger communities that people perceive as not sharing the same values. The truth is a roundabout is simply a traffic device that replaces the traditional signal light. The costs of the two options are roughly similar and each has its own benefits and drawbacks. The choice between a roundabout or signal should be evaluated on an intersection-by-intersection basis.

Railroad Issues

The City of Prineville Railroad provides revenues to the operations of the local government, as well as the transport for the raw and manufactured products industry. With Prineville's connection to major north-south and east-west lines, customers can ship goods to almost anywhere in the United States at rates comparable with other Central Oregon communities in addition to providing a service to the tourism industry via the Prineville Dinner Train. The following are potential and existing problems associated with the Prineville Railroad:

1. The grade level crossing at 10th and N. Main Streets will become a hazard with increased auto and rail activity.

Tracks have been removed.

2. Morning commuters are delayed as much as 15 minutes at the Lamonta Road grade crossing due to close proximity of the railroad car weighing facility. Increased industrial activity would prolong delays.

Not sure how much this is used anymore.

3. Summer can create a visibility hazard for motorists (particularly those who are not familiar with Prineville) at the Seventh Street and Third Street crossings.

Tracks have been removed.

Specific Railroad Policies

- Insure input from the Prineville Railroad upon plans for road construction adjacent to, or affecting, the railroad tracks.
- Provide appropriate measures (i.e. signals, gates, grade separation) as part of a long-range capital improvement program for all crossings.
- Relocate railroad car weighing scale facilities when conditions create longer delays of automobile traffic on Lamonta Road than the current maximum delays.
- Promote the value of the railroad and its transport capabilities to industries evaluating Prineville's location.
- Insure safe "sight distances" upon rebuilding of the Madras Highway grade crossing.
- Be prepared for increased demand for all rail transport of petroleum products, agricultural products, merchandise and passengers.

The Railroad Department is informed about projects near their facilities. The rail depot has eliminated the need for many rail crossings in town and we are prepared and actively seeking new demand for all types of rail transport. The Planning Commission has supported the promotion of rail use by maintaining industrial zoned properties with rail access and by allowing/encouraging uses that might utilize rail service in these zones.

Comprehensive Plan Goals & Programs (Chapter 6)

Transit, Taxi, and Specialty Bus

Prineville has no formal public transit system although there are various private “for hire” and subsidized transit providers. The City does require transportation systems to be designed in such a way that they will accommodate transit vehicles and waiting areas. Users of Prineville’s alternative modes of transportation are typically “transportation disadvantaged” and include children, the elderly population, the physically or mentally handicapped, and the economically disadvantaged. The public school system operates bus service for various ages of children and special activities.

Prineville’s cab service is radio dispatched. Main destinations are the city center, and the area east of Combs Flat Road. The busiest times for the service are Friday and Saturday nights. The Soroptomists Club sponsors the Senior Citizen Mini Bus. The bus operates five (5) days a week (and Sundays on special occasions) by means of volunteer drivers. Destinations for the increasing number of riders are oriented towards health services and shopping. Improvements to these systems include additional education about the service among the transportation disadvantaged, a wheel chair lift, more wheel chair ramps (curb cuts), and designated parking spaces of wider widths for disabled persons.

Taxi and Bus Policies

- Investigate the possibility of a shuttle bus and staggered shifts with Prineville’s major employers.
- Encourage private efforts to supply forms of inter and intra city transit to the commuter.
- Add loading zones in downtown core area and other commercial areas to facilitate loading and unloading of Senior Bus and other mass transportation options.
- Ensure proper facilities are in place to allow for safe operation of mass transportation vehicles.

Cascade East Transit (CET), a subsidized regional transportation system, serves Prineville and is well used as is evident by the people gathering each morning at the stop behind City Hall as well as a park and ride lot at the west “Y”. Additional stops would be considered with new development if a stop is identified on a regional or local transit plan. The City works with CET to support existing services and to expand services as needed and feasible. The current city budget includes \$7,500 to support CET services to Prineville, which CET uses to leverage grants of up to ten times that amount.

Bicycle and Pedestrian Facilities

A lack of developed marked routes and continuous grid pattern prevent the full utilization of safe and efficient bicycle and pedestrian routes. Sidewalks are more extensive, and along with alleys, more intensively used toward the center of town and near schools. They become sporadic and nonexistent away from the core area. Pedestrian crossings along major streets, particularly near schools, and activity centers, present hazards where there are no stoplights. Ochoco Creek Bike Path system serves several activity centers, among which are the public parks, schools and central Prineville. The path is aesthetically pleasing and is crossed by only five streets. However, it fails to provide direct access to the commercial and industrial activities in north Prineville, and the Fairgrounds complex in south Prineville. The majority of Prineville’s commercial and public activity is south of Ochoco Creek, and because of the bike path’s location on the creeks north side, it is impossible for those pedestrians and bicyclists originating south of Third Street to avoid mixing with motorized vehicles. The recently adopted TSP includes the long-range plans for the development of alternate modes and identifies areas where various alternate mode linkages are required.

Bicycle and Pedestrian Policies

- Encourage pedestrian and bicycle movement as a safe, feasible alternative to the automobile.

We are taking incremental steps to improve and encourage pedestrian and bicycle routes. Crook County GIS department has created a map showing disconnects in our sidewalks and bike lanes. New sidewalks are built every year and bicycle lanes are built with new streets on arterials and collectors.

- Avoid conflicts (combining intersections) among differing transportation modes.

Comprehensive Plan Goals & Programs (Chapter 6)

This is reviewed at the time development triggers new transportation connections, when grant applications are put together, and through TSP updates and other planning processes.

- Require that all proposed subdivisions consider bicycle and pedestrian paths, integrated with the City Area bicycle and pedestrian path network, within the plat design, and to encourage these paths outside of the street right-of-ways preferably along preserved open spaces.

The City does have the option to require path extensions and has exercised it in the past.

- Insure that bicycle and pedestrian paths, not along street right-of-ways are well lit and provide visual surveillance from the street.

The majority of our off street paths re not visible from the street or lit. This will be a consideration in future grant proposals.

- Preserve space along existing and proposed principal and minor arterials and require at least one combined bicycle and pedestrian path.

This has not been done except along South Main (Hwy 27) where the Anglers Canyon Development was going to construct an off street path instead of a sidewalk along the Hwy.

- Require all proposed activity centers generating large amounts of traffic to provide safe and convenient off-street bicycle parking space and routes in their design.

Some bicycle parking is required and more may be required if it can be justified.

- Insure neighborhoods and activity centers, including public loading and pickup areas, are served by pedestrian and bicycle routes.

This can be done in a variety of ways depending on location but primarily these will be on street routes.

- Provide curb cuts at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.

Every year we construct 12 to 15 new ADA corners. Public Works maintains a prioritized list.

- Provide for paving of pedestrian and bicycle ways where appropriate.

Trails meant for heavy public use such as our existing bike path should always be paved; however, some trails up the rimrock or along the river or creek may have alternate treatment.

- Work with OID to promote pedestrian and bicycle connections along piped portions of the canal system.

This is aimed directly at the Iron Horse development where the canal; once piped will become a bike path.

- Consider bicycle and pedestrian paths among the improvements for properties that wish to be annexed to the city.

This could be considered as part of a new annexation plan/policy.

- Improve signs, markings, and safety features on existing bicycle and pedestrian paths.

Ongoing effort, usually part of grant proposals.

Comprehensive Plan Goals & Programs (Chapter 6)

Airports

The Prineville Airport is owned by Crook County and jointly managed by the City and County via an Airport Commission. There are approximately 500 take-offs and landings per month with over 20,000 people per year using the Crook County airport. Approximately 25% of the landings and take-offs are Forest Service related. (15% for fire protection, 10% for the movement of personnel; 75-85% are business oriented including the 10% designated as Forest Service related, and 5-10% classified as other.) There are two (2) runways and improved taxiway, which is sufficient to handle corporate jets and general use aviation aircraft.

To date, most of Crook County's large business, commercial and heavy industrial firms use the airport. Airport development and expansion is important for Crook County's overall economic growth. The recent Airport Expansion Plan (also approved by the FAA) is located in the appendix of this document. The airport is in the process of expanding the airport consistent with the adopted expansion plan.

There are no other airstrips in the UGB. However, in the County, six (6) other airstrips; five (5) personal use airports in farm zones and one Forest Service airstrip at Ranger Station are available. The Redmond Airport is located only 25 minutes away from the Prineville UGB.

Helicopter transport of injured persons from outlying areas to Pioneer Memorial Hospital, or from Prineville to Bend's St. Charles Hospital, saves time and lives. There are two helicopter pads in the County; the BLM maintains a facility at the County Airport and there is a second landing pad at Pioneer Memorial Hospital.

Both City and County agree that upgrades to the Crook County Airport facilities will increase its viability for attracting new industry and business. Improving the runway capabilities to handle larger aircraft; providing restrooms and a small lounge area for visiting air travelers; constructing additional hangers and aircraft parking space; maintaining the existing Airport Approach Zone and preserving space sufficient for the expansion of a helicopter landing pad at Pioneer Memorial Hospital.

Airport Policies

- Continue to jointly monitor and manage the airport facility to ensure maximum service to users, safety, enhancements to economic development, and adherence to FAA requirements.
- Continue to adhere to the Airport Management Plan as a planning tool. Any significant modifications of the plan must be publicly examined through the land use process and be approved by City and County.
- Require bi-yearly audits and identification of approved capital improvement planning and budgets.
- Continue to examine and evaluate UGB expansion on the west side of the airport to facilitate airport expansion and/or new industrial zones as a compatible use and buffer to airport activities.

City Council and the Crook County Court is currently in the process of conducting an airport management study. The City and County are currently examining the west side of the airport for UGB expansion as part of a regional economic opportunities analysis that could potentially justify the expansion of the UGB based on a region-wide need for large industrial lots.

Programs:

The City shall:

1. Inventory, analyze and recommend capital improvements to the entire transportation system by updating the existing Transportation System Plan (TSP) and other plans, on a regular basis to accommodate growth for a minimum of a 20-year period.
2. Update the adopted 2006 TSP (located in the appendix) to include a range of street types and classifications necessary to sustain the expected growth of the community and meet applicable Transportation Planning Rule (TPR) objectives.

Comprehensive Plan Goals & Programs (Chapter 6)

We just received a grant to begin updating our existing TSP. We anticipate the consultant selection process to take place in September or October with the actual project commencing early in 2012.

3. Inventory and prioritize needed alternate mode improvements and project timing of implementation.

Crook County GIS has done an initial inventory of sidewalks and bike lanes. This will also be a part of the upcoming TSP update.

4. Inventory and prioritize funding alternatives necessary to implement the needed capital improvements.

This is part of the TSP update.

5. Monitor the transportation system for effectiveness and describe any needed improvements for the upcoming fiscal year to the City Council every 12 months and before the budgeting process.

This is generally done through a 5 year CIP (Capital Improvement Program) reviewed every year.

6. Coordinate discussions with local and state agencies, Crook County, local business interests, special interest groups, and tourism professionals about the performance of the transportation system and collect feedback for use in any TSP updates, capital improvement prioritization and budgeting programs.

Discussions are always ongoing.

7. Develop a safe and efficient transportation system based upon a thorough analysis of the costs and benefits associated with proposed improvements including but not limited to financial, social and environmental impacts. Prepare a cost benefit analysis for each capital improvement project over \$50,000.00 as proposed in the Capital Improvements Program (CIP).

This is essentially an ESEE analysis (Economic, Social, Environment and Energy). This type of analysis weighs the pros and cons of each category and allows the decision makers to put one type of effect before another or recommend mitigation to offset those effects. An analysis like this was done for the 9th street extension and will most likely need to be done again since it has been 5 years.

8. Coordinate all transportation projects with emergency service providers, such as Police, Fire, Sheriff, Water and Sewer Departments, HazMat, Corps of Engineers, prior to listing on the CIP.

Coordination usually happens during the planning stage for construction. The Corps may need to be notified well in advance if a wetland, river or stream is involved.

9. Design street templates that illustrate the different types and classifications of streets and transportation systems.

Our TSP does this though the templates are flexible as far as what and how things fit into the ROW.

10. Prepare a Standards and Specifications manual describing the expected development standards for public and private transportation improvements.

We have completed this and are on our third update.

11. Organize a technical transportation team as a way to examine transportation needs and review technical design methods and other trends. The membership of the technical team shall include City

Comprehensive Plan Goals & Programs (Chapter 6)

staff, ODOT, Crook County, transit providers, local engineering firms and other transportation professionals, including alternate mode experts. The team shall report their findings to the City manager for inclusion into the budgeting process and City Council updates.

There is a lot of coordination but a team has not been assembled. With the upcoming TSP update, the technical advisory committee for this project will serve the role identified in this program.

12. It shall be the objective of the City of Prineville to maintain the Prineville City Railroad existing economic diversity status and potential for future growth.

The City has worked hard to bring the Rail back to life with the help of the State. It is a priority of the existing Council to maintain the Railroad. Over the past two budget years, these efforts have brought the railroad back to a break-even position with some positive outlook for profitability in the near future.

13. When railroad rights-of-way are considered for abandonment or vacation, the City shall seek the preservation of these corridors for other transportation services.

With the removal of the entire rail from Main St. to the Ochoco Mill site the City has been applying for grant funds to construct a new bicycle and pedestrian path on the old rail bed. It currently is being used as a de-facto trail.

14. The City shall work with Burlington Northern Santa Fe Railway to develop and implement a plan for train scheduling to ensure that the current needs of the Prineville railroad system are enhanced.

This has happened and is ongoing.

Goal # 2: Create a supportable method for determining and monitoring street capacity and service levels needed for a safe and efficient transportation system

Street Capacity and Service Levels Values and Policies

- It is important to develop a safe and efficient transportation system that accommodates citizens and emergency service access without significant delay. Significant delays at intersections can create air quality issues, driver frustration, and reduce tourism.

Any development producing over 20 peak hour trips is required to conduct a traffic study showing their impact on the system and suggesting possible mitigations if an intersection is shown to fail. This will also be a primary goal of the TSP update.

- Providing free flowing capacity at all times may not be necessary and can lead to unnecessary capital expenditures.

This goal is suggesting that instead of multimillion dollar fixes to a system that is only failing for an hour each day the City can accept a certain amount of congestion. This will be considered as priorities are identified in the TSP update.

- Development of a range of service levels will be necessary for peak hours of travel. Some streets will not be able to sustain delay free intersections.

This is suggesting that eventually the City will have to accept congestion at some level and we need to describe those service levels.

Comprehensive Plan Goals & Programs (Chapter 6)

- Certain intersections will always be congested, busy and delays may be necessary and preferred to excessive widening that change the small town character of the downtown area. Intersection delays may be acceptable as long as the performance level of the corridor is adequate. Some delay at intersections may be necessary as an alternative to expensive and underutilized transportation improvements.

See above.

- Neighborhood cut-through traffic should be avoided except where it is necessary to expand and inter-connect the City grid of streets.

Providing clear and effective collector and arterial streets should prevent someone from wanting to cut through on a neighborhood street. Planning Commission review of subdivisions should include this as a consideration.

- Volume to capacity ratio analysis is a good technique to use for determining intersection capacity.

This is what we currently use. That and screaming citizens.

- Two-way traffic on downtown streets is preferred as compared to one-way couplets unless authorized by the City Council.

This seems to be the preferred method at this time. A couplet system is always an option as traffic increases. The current TSP identifies a couplet as a needed future improvement, however not at this time, and states that the timeframe for such an improvement should be reviewed every five years.

Programs:

The City shall:

1. Coordinate signalization performance with ODOT to improve phasing cycles.

This is ongoing.

2. Analyze and review accident data. Such analysis shall include mitigation options and implementation procedures.

Accident data is considered and sometimes triggers improvements. Accident data will be an important aspect of the discussion in the TSP update process.

3. Designate certain intersections that will always be subject to significant delay and do not warrant widening unless a significant public safety issue requires a remedy.

This could be helpful but that doesn't mean we wouldn't require improvements to other intersections to help relieve the traffic at those designated intersections. Such designation should be part of the upcoming TSP update.

4. Examine and review corridor performance in addition to intersection performance.

This is being done through the Hwy 126 corridor plan and will be analyzed with our TSP update.

5. Monitor air quality and submit a report to the Council for review.

Comprehensive Plan Goals & Programs (Chapter 6)

DEQ may do this upon request but there has been no report to Council.

6. Utilize the technical traffic team and/or traffic safety committee for evaluating neighborhood cut through problems and recommending potential solutions.

We currently do not have a formal team; however, such a team will be formed through the TSP Update process.

7. Create standards to evaluate local intersection and link performance using volume to capacity ratios.

We currently use State standards for v/c ratios. There is current activity at the State level to revise administration of the Transportation Planning Rule to allow greater local control in determining v/c standards.

Goal # 3: Create a supportable method for determining adequate and consistent transportation impact analyses, mitigation procedures, and transportation improvement options

Impact Analysis and Mitigation Values and Policies

- It is important to analyze the impact of development upon the community.

That is one of the purposes of the Oregon Land Use System.

- Growth should pay its own way without community subsidy.

This is referring to SDC and requiring developments to build their own infrastructure, the idea being that existing residence won't see rate increases to cover the cost of a new business or subdivision.

- All new projects must be evaluated to determine the impact of such development upon the transportation system in a fair and equitable manner. The cost of this analysis may be borne by the developer unless adequate information is already contained within a recent study available to the City.

This is referring to a traffic study which is required for any development producing 20 or more peak hour trip ends. A single family home on average produces 1 peak hour trip.

- The current edition of the Institute of Traffic Engineers manual should be used for determining traffic impacts on the local street system. However, alternate sources of data may be accepted when the ITE manual does not supply adequate information to do a proper analysis.

We currently rely on the 8th and most current edition of the ITE manuals but will also accept a traffic engineer's study with careful examination.

- There will be situations where typical traffic analysis will include subjective analyses and flexibility to achieve community goals. It is understood that traffic impact studies and analyses are very complex. Such studies are often more often than not, an art, rather than science.

Agreed. Traffic is basically an educated guess based on observed traffic from similar uses.

Comprehensive Plan Goals & Programs (Chapter 6)

- Transportation mitigation shall be proposed by the developer; and evaluated and determined to be acceptable by the City before issuance of any development permit.

This is generally how the process works unless a project triggers an improvement for which the City collects SDC. In this case the improvement is known and the development can receive SDC reimbursement.

- Transportation mitigation costs may be refunded for transportation improvements, cash contributions, right of way dedications, transfer of development credits and development rights, real property and other significant contributions as the City sees fit to accept.

The City's SDC reimbursement policy is the preferred method but for non SDC improvements the City can work out development agreements.

Programs:

The City shall:

1. Revise the land use regulations to include a requirement for traffic impact analysis and mitigation for all projects that produce over 20 peak hour vehicle trips.

Done.

2. Monitor the cumulative effect of trips identified in the submitted traffic analysis and compare with system operation.

This is referring to developments that have not built out yet but whose trips are still counted on the system (ghost trips).

3. Determine appropriate transportation mitigation that remedies traffic impacts for the build out of the development project. In some cases, this may require development of a TSP master plan improvement.

This is referring to large projects that may be triggering many improvements over time. We generally deal with this on a phase by phase approach so we don't stretch our assumptions out to far.

4. Establish a SDC methodology that established fees and refund programs for individuals and entities that construct TSP master planned transportation improvements.

Done.

Goal # 4: Develop a supportable and sustainable financing method for funding necessary transportation system master plan improvements over the life of the Plan

Transportation Funding Values and Policies

- It is important to develop a financing plan that can support the development of needed TSP facilities for the life of the plan.

Comprehensive Plan Goals & Programs (Chapter 6)

TSP facilities are generally triggered by development and therefore paid for by development and reimbursed through SDC. In that sense a City traffic improvements are always behind because they aren't built until they are needed.

- The State of Oregon requires the transportation system plan contain a funding analysis of the recommended transportation projects covering funding needs, funding resources, and a multiple-year financing plan.

This is part of the cost analysis in the TSP.

- If the required funding analysis reveals an unrealistic plan, the City should discuss how additional funds will be raised or how land use assumptions will be re-evaluated to make the transportation plan affordable and achievable.

Also a part of the cost analysis in the TSP.

- Transportation funding is limited and SDC's are not the sole source of the City funding package.
- Alternate funding sources may need to be explored to enable the community to receive grants, implement the CIP, and maintain existing infrastructure.

Any new funding source can help.

- Alternate funding sources may include levies, increased taxes, local improvement districts, grants, franchise fees, tax increment financing, bonds, and other typical and atypical sources necessary for the full implementation of the TSP and maintenance functions.

The City is always evaluating alternate funding methods. This will also be a part of the TSP Update.

- Eventually, the background growth of the community will exceed the capacity of the street system without consideration of any new development.

This can happen if the City were to allow large developments to such as Ironhorse to vest all their trips at once but not build a single improvement until the development is constructed. This would essentially make any new development responsible for very expensive improvements if they want to start immediately. Fortunately the City requires investment in order to lock up trips on a system.

- The existing transportation system is nearing or has exceeded capacity. Therefore, new evaluation methods and transportation management techniques may be required to maximize the life of the system.

This bullet was written at a time when ghost traffic was exceeding capacity and triggering large improvements. While the potential still exists it is not as urgent and some improvements such as signal timing, left turn lanes on Main St, the Harwood light and 2nd Street bypass has added capacity.

Programs:

The City shall:

1. Add a financing element to the TSP and develop a listing of priorities for the anticipated transportation improvement projects for the transportation systems. The financing element shall highlight these improvement projects by giving project descriptions, anticipated year of project initiation, and associated costs and funding sources. In many instances, additional funding sources

Comprehensive Plan Goals & Programs (Chapter 6)

are possible and there is a potential to complete multiple projects in tandem. i.e. street, water and sewer as one project.

Part of the TSP Update.

2. Review and update the TSP on a yearly basis. This regular updating shall include the City's priorities for additional transportation improvement projects and require further design studies and cost analysis. Implementation of these projects is based on a project prioritization that makes sure the interests of the community match the projects undertaken.

The CIP is updated yearly but the TSP is generally only looked at every 5 years.

3. The City shall review SDC fees annually to assure revenue collected is adequate to pay for the identified improvements. Annual adjustments shall be made to SDC's to cover the costs associated with quantified inflation rates.

SDC are adjusted yearly to account for changes to the regional construction cost index. SDC fees are generally only significantly changed during an update to the Master Plan.