

## Chapter 2. Goals and Policies

### Introduction

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This chapter presents transportation-related goals and policies for the City of Sisters. These goals and policies were used to guide development of the City of Sisters Transportation System Plan (TSP) Update and can be incorporated into appropriate sections of the City's code. These goals and policies were reviewed by the public at the open house held on December 5, 2007. The comments received at the open house are incorporated, and the goals are listed in the surveyed order of importance.

### Goals and Policies

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Each goal is listed along with a general description and a number of policies designed to assist the City to accomplish the goal.

#### Goal 1: Livability

Design and construct transportation facilities in a manner that enhances the livability of the Sisters neighborhoods and business community.

- Policy a. Provide convenient walking and bicycling facilities to promote the health and physical well being of citizens.
- Policy b. Protect residential neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas.
- Policy c. Protect residential neighborhoods from excessive noise and pollutants associated with higher functional class streets and industrial uses.
- Policy d. Minimize the "barrier" effect that wide and/or high-volume transportation facilities have on non-motorized modes of travel.
- Policy e. Construct a transportation system that is accessible to all members of the community.
- Policy f. Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of all people and businesses, including people with low income, people with disabilities, children, and seniors.

## **Goal 2: Safety**

Develop and maintain a safe and secure transportation system.

- Policy a. Design and maintain safe and secure pedestrian and bicycle ways between parks, schools, and other activity centers.
- Policy b. Design and construct transportation-related improvements to meet applicable City and Americans with Disabilities Act (ADA) standards.
- Policy c. Adopt and implement access control and spacing standards for all streets under the City's jurisdiction to improve safety and promote efficient through-street movement. Access control measures should be generally consistent with County and ODOT access guidelines to ensure consistency on City, County, and State roadways.

## **Goal 3: Economic Vitality**

Promote the development of the City, Region, and State economies through the efficient movement of people, goods, and services and through the distribution of information.

- Policy a. Ensure a safe and efficient freight system that facilitates the movement of goods to, from, and through the City, Region, and State while minimizing conflicts with other travel modes.
- Policy b. Provide transportation facilities that support land uses that are consistent with the City's Comprehensive Plan.
- Policy c. Evaluate land development projects to determine possible adverse traffic impacts.
- Policy d. Ensure that all new development contributes a fair share toward on-site and off-site transportation system improvements.

## **Goal 4: Sustainability**

Provide a sustainable transportation system that meets the needs of present and future generations.

- Policy a. Encourage an energy efficient transportation system.
- Policy b. Increase the use of walking and bicycling for all travel purposes.
- Policy c. Decrease reliance on the automobile and increase the use of other modes to minimize transportation system impacts on the environment.
- Policy d. Practice stewardship of air, water, land, wildlife, and botanical resources. Take into account the natural environments in the planning, design, construction and maintenance of the transportation system.

## Goal 5: Travel Choices

Plan, develop, and maintain a transportation system that provides travel choices and allows people to reduce the number of trips made by single-occupant vehicles.

- Policy a. Provide a citywide network of convenient walkways and bikeways that are integrated with other transportation modes and regional destinations.
- Policy b. Support travel options that allow individuals to reduce single-occupant vehicle trips.
- Policy c. Encourage local employment and commercial opportunities to target local employees and retail customers.

## Goal 6: Quality Design

Establish and maintain a set of transportation design and development regulations that are sensitive to local conditions.

- Policy a. Design streets to support their intended users.
- Policy b. Integrate bicycle and pedestrian facilities into all street planning, design, construction, and maintenance activities.
- Policy c. Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and to adjacent rights-of way in accordance with adopted policies and standards.
- Policy d. Promote context-sensitive transportation facility design, which fits the physical context, responds to environmental resources, and maintains safety and mobility.
- Policy e. Minimize private property impacts.
- Policy f. Minimize construction impacts.

## Goal 7: Reliability and Mobility

Develop and maintain a well-connected transportation system that reduces travel distance, improves reliability, and manages congestion.

- Policy a. Enhance street system connectivity wherever practical and feasible.
- Policy b. Maintain traffic flow and mobility on arterial and collector roadways.
- Policy c. Facilitate truck movements by providing adequate turn lane storage and turning radii at intersections and accesses used by trucks.
- Policy d. Adopt City mobility standards to evaluate the impacts of growth on City facilities. The standard for signalized, all way stop, or roundabout intersections should be level of service D and a volume to capacity ratio equal to or less than 0.85. The standard for unsignalized two way stop control intersections should be a volume

to capacity ratio equal to or less than 0.90. Mobility should be evaluated by methods approved by the City Engineering or Public Works Department (e.g. Highway Capacity Manual or aaSidra for roundabouts).

## **Goal 8: Efficient and Innovative Funding**

Efficiently allocate available funding for recommended transportation improvements and pursue additional transportation funding that includes innovative funding methods and sources.

- Policy a. Plan for an economically viable and cost-effective transportation system.
- Policy b. Identify and develop diverse and stable funding sources to implement recommended projects in a timely fashion.
- Policy c. Make maintenance of the transportation system a priority.
- Policy d. Identify local street improvement projects that can be funded by the State of Oregon to improve the state highway system.
- Policy e. Provide funding for local match share of jointly funded capital projects with other public partners.
- Policy f. Prioritize funding of projects that are most effective at meeting the goals and policies of the Transportation System Plan.

## **Goal 9: Compatibility**

Develop a transportation system that is consistent with the City's Comprehensive Plan and that coordinates with County, State, and Regional plans.

- Policy a. Coordinate and cooperate with adjacent jurisdictions and other transportation agencies to develop transportation projects that benefit the City, Region, and State as a whole.
- Policy b. Work collaboratively with other jurisdictions and agencies so the transportation system can function as one system.
- Policy c. Coordinate with other jurisdictions and community organizations to develop and distribute transportation-related information.
- Policy d. Review City transportation standards periodically to ensure consistency with Regional, State, and Federal standards.
- Policy e. Coordinate with the County and State agencies to ensure that improvements to County and State highways within the City benefit all modes of transportation.