

ROSEBURG TRANSPORTATION SYSTEM PLAN UPDATE

Public Advisory Committee (PAC) Goal Setting Meeting – March 14, 2017

HOMEWORK ASSIGNMENT

The objectives developed for the current TSP will need to be revised; in their current form they are inconsistent with the definition of an objective and many of the statements overlap other objectives or would be more appropriate as a policy statement.

To lay the groundwork for a productive meeting, please complete the following in advance of our PAC meeting on March 14th:

- 1. Review the current TSP's (2006) Goals and Objectives (provided below)**
- 2. Under each goal, choose ✓ one or more objectives that you think supports the goal**

Goal 1. Overall Transportation System

Provide a transportation system for the Roseburg planning area that is safe, efficient, and accessible

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		A. Manage projected travel demand consistent with community, land use, environmental, economic, and livability goals.
		B. Use the Transportation System Plan as the legal basis and policy foundation for decisions involving transportation issues.
		C. Ensure that adequate access for all emergency services vehicles is provided throughout the City.
		D. Promote transportation safety through a comprehensive program of engineering, education, and enforcement.
		E. Enhance safety by prioritizing and mitigating high collision locations within the City.
		F. Designate safe routes from residential areas to schools, and identify transportation improvements needed to ensure the safety of Roseburg's children.
		G. Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system.
		H. Maintain access management standards for streets consistent with city, county, and state requirements to reduce conflicts among vehicles, trucks, bicycles, and pedestrians.

Goal 2. Enhanced Livability

Enhance the livability of Roseburg through the location and design of transportation facilities to be compatible with the characteristics of the built, social, and natural environment.

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		A. Enhance the livability of Roseburg through proper location and design of transportation facilities. Design streets, highways, and multi-use paths to be compatible with the existing and planned characteristics of the surrounding built, social, and natural environment.
		B. Locate and design recreational and multi-use paths to balance the needs of human use and enjoyment with resource conservation and social attractions in areas identified in the Comprehensive Plan.
		C. Design roadways to enhance livability by ensuring that aesthetics and landscaping are an integral part of Roseburg's transportation system.
		D. Manage the transportation system for adequate and efficient operations.

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		E. Construct all transportation facilities to meet the requirements of the Americans with Disabilities Act and other applicable federal and state regulations. A comprehensive list of federal and state regulations is included in Appendix D.
		F. The City shall every 3 to 5 years use the walkability and bikeability checklists as a tool to help determine how walkable and bikeable Roseburg is, and where improvements are needed.
		G. In order to improve the health of Roseburg's citizens and reduce the dependence on automobiles for all travel, developments or improvement plans will promote walking or cycling for many trips.
		H. The design of Roseburg, its neighborhoods, and transportation systems shall encourage walking, bicycling, or other activities that would help more residents reach the recommended 30 minutes each day of moderately intense physical activity.

Goal 3. Transportation and Land Use

Maximize the efficiency of Roseburg's transportation system through effective land use planning.

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		A. Facilitate development or redevelopment on sites that are best supported by the overall transportation system and that reduce motor vehicle dependency by promoting walking, bicycling, and transit. This may include altering land use patterns through changes to type, density, and design.
		B. Plan land uses to increase opportunities for multi-purpose trips.
		C. Support mixed-use development.
		D. Integrate transportation and land use into development ordinances.

Goal 4. Street System

Provide a well-planned, comprehensive street system that serves the needs of the Roseburg UGB.

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		A. Develop a street classification system to provide an optimal balance between mobility and accessibility for all transportation modes consistent with street function.
		B. Design the street system to safely and efficiently accommodate multiple travel modes within public rights-of-way.
		C. Balance the needed street function for all travel modes with adjacent land uses through the use of context-sensitive street and streetscape design techniques.
		D. Improve existing streets in the Roseburg UGB to City street design standards.
		E. Undertake efforts to reduce per capita vehicle miles traveled (VMT) and single occupancy vehicle (SOV) demand through transportation demand management (TDM) strategies.

Goal 5. Balanced Transportation System

Facilitate the development of bus stops, bike lanes, sidewalks, and multi-use paths in the Roseburg UGB to provide more transportation options for Roseburg residents and visitors.

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		A. Develop a safe, complete, attractive, efficient, and accessible system of pedestrian way and bicycle ways including bike lanes, shared roadways, multi-use paths, and sidewalks.
		B. Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment, and recreational areas, and the Roseburg core city area by identifying and developing

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		improvements that address connectivity needs.
		C. Implement Roseburg street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use, and recognize these streets as important to the community identity.
		D. Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.
		E. Construct multi-use paths where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.
		F. Work with regional and local public transportation providers to identify opportunities to improve public transportation service within the City and to surrounding communities.
		G. Recognizing that maintenance is a major source of complaints and a widely cited reason for lack of use, increase maintenance of pedestrian and bicycle lanes and facilities.
		H. The City shall investigate, and as appropriate, adopt incentives to promote ridesharing, walking, cycling (such as best parking spaces for carpools, covered/locked bike parking with fewer auto spaces, covered shelter for carpools or transit users, etc.)
		I. The City shall educate the public about, and enforce laws protecting pedestrians and cyclists as one way to promote those activities.
		J. The City shall regularly consult with state-wide pedestrian and bicycle groups regarding bicycle and pedestrian improvement ideas, safety, education, and improvements.
		K. The City shall actively seek representatives from the pedestrian, cycling, and disabled communities on public works commission and similar groups.
		L. City plans and the Land Use and Development Ordinance need to address the need to maximize the comfort level of driving (such as fewer distractions and driveways, increase site distances, etc.) consistent with the needs for access.

Goal 6. Transportation that Supports Economic Development

Facilitate the provision of a multimodal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Roseburg UGB.

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		A. Promote accessibility to transport modes that fulfill the needs of freight shippers.
		B. Balance the needs of moving freight with community livability.
		C. Provide safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.
		D. Designate arterial routes and freeway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect the needs of goods movement.
		E. Encourage and support the operation, maintenance, and expansion of facilities and services provided at or near the Roseburg Regional Airport that accommodate passenger air travel, air cargo, and charter services.
		F. Provide for the current and future needs of commercial and general aviation and facilities, consistent with the Roseburg Regional Airport Master Plan. Protect public investment at the Roseburg Regional Airport by allowing compatible land use and development within the airport environs to be consistent with the Roseburg Regional Airport Master Plan.
		G. Promote the appropriate location of regional pipeline systems to enhance security, local service, and efficiency.
		H. Meet federal and state safety compliance standards for operation, construction, and maintenance of the rail system.
		I. Consider the needs of railroad transportation facilities to enhance economic resources. Add railroad safety components for railroad to be compliant with safety standards.

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		J. Plan for future parking in downtown Roseburg by addressing future parking needs.
		K. Manage on-street parking in downtown Roseburg to assist in slowing traffic, facilitating pedestrian movement, and efficiently supporting local businesses and residences consistent with the land use and mobility goals for each street.
		L. Require an appropriate supply and design of off-street parking facilities to promote economic vitality, neighborhood livability, efficient use of urban space, and reduced reliance on single occupancy motor vehicles.

Goal 7. Funding Transportation System Improvements

Implement the transportation plan by working cooperatively with federal, state, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system for funding transportation improvements.

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		A. Regularly update the City's System Development Charges for transportation system projects.
		B. Regularly update the costs contained in the System Development Charges for transportation system projects to reflect increases in the rate of inflation.
		C. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Douglas County, Oregon Department of Transportation, URCOG, and Umpqua Transit.
		D. Participate in regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.
		E. Maintain a current Capital Improvement Program (CIP) that establishes the City's construction and improvement priorities, and allocates the appropriate level of funding.
		F. Establish rights-of-way at the time of land division or site development and, where appropriate, officially secure them by dedication of property.
		G. Working in partnership with Oregon Department of Transportation, Douglas County, and other jurisdictions and agencies, develop a long-range financial strategy to make needed improvements to the transportation system and support operational and maintenance requirements.
		H. Establish and provide adequate funding for maintenance of the capital investment in transportation facilities.
		I. Ensure System Development Charges (SDCs) are available for all transportation modes.