

Complete Streets

- New and reconstructed streets will be designed and constructed as “complete streets.” A “complete street” allows safe travel for drivers, emergency responders, and people walking and bicycling along and across the street. On certain corridors, a complete street also include accommodations for transit and freight. In addition to fulfilling a street’s basic transportation functions and providing access to properties, complete streets will be designed to be attractive, safe, and accessible to individuals of all abilities.

Bikeway Policies (Note that there is some overlap with Sidewalk Policies)

- The City will provide appropriate bicycle and pedestrian facilities on all new or capital improvement reconstructed roadways facilities.
- For certain designated roadways that are part of the City’s adopted Low Stress Network (**MAP**), the City will provide Low Stress bicycle facilities.
- The City’s Low Stress Network is a system of interconnected bikeway facilities, classified as Level of Traffic Stress 1 and 2. The City uses the following definitions of Level of Traffic Stress 1 and 2:
 - a) Level of Traffic Stress 1 facilities are designed so those with limited experience riding a bicycle in traffic can readily use them. Typically, Level of Traffic Stress 1 bikeways are trails, separated paths, shared sidewalks, and neighborhood greenways.
 - b) Level of Traffic Stress 2 facilities are designed for use by the majority of mature riders and youth with adult supervision; they offer a suitable level of comfort by providing separation between bicyclists and motor vehicle traffic. Typically, Level of Traffic Stress 2 facilities are located along lower speed roadways using basic bike lanes and buffered bike lanes.
- The City will adopt a Bikeway Design Guide to define the correct type of bicycle facilities for Level of Traffic Stress 1 and 2.
- In certain locations where a separated facility is provided, Low Stress Network facilities may be designed to also safely accommodate other small-wheeled vehicles (e.g., skateboards, e-bikes, scooters and e-scooters, etc.).
- The City will work with the School District to create Safe Routes to School plans for schools within the City. A Safe Routes to School plan will be a part of site plan review for new schools. The Safe Routes to School plans will identify paths of travel, gaps in walkways and low-stress bikeways, as well as assess the safety of

crosswalks. The Safe Routes to School plans will include implementation, including identified funding and a construction timetable for providing missing infrastructure.

- The City will work with the Bend Park and Recreation District to identify and fund Level of Traffic Stress 1 facilities to connect residents with parks and major trail access points.
- The City may use traffic calming and other tools as appropriate to manage motor vehicle speed, volume, and turning movements to maximize safety on Low Stress Bikeways, in particular segments that are designated as Neighborhood Greenways.
- The City will create a program to systematically infill Low Stress bikeway facilities to provide access to transit stops, schools and other important destinations. Key routes, as shown on **MAP**, will be first priority, but other segments should be completed through development, road reconstruction, and other opportunities.

Sidewalk Policies (Note that there is some overlap with Bicycle Policies)

- The City will develop safe, accessible, comfortable and direct walkway connections between residential areas, major destinations, and transit stops.
- The City will require detached sidewalks on both sides of streets to provide a landscape buffer from traffic except where severe topographical constraints or special circumstances exist on new roads and with capital improvement road reconstruction projects.
- The City will create a sidewalk infill program to systematically infill missing sidewalks and crosswalks on existing **arterial and collector** streets to fill the gaps in the pedestrian system. The City will prioritize sidewalk infill to provide access to transit, schools, employment, and other important destinations.
- The City will create a sidewalk infill program to infill missing sidewalks on **local** streets. The City will design a program for prioritizing and funding these projects, potentially working with the Neighborhood Leadership Alliance/Neighborhood Associations.
- The City will require property owners to maintain sidewalks adjacent to their property. Maintenance includes repairs, timely snow removal, clearing of vegetation, and sweeping hazardous debris.
- The City will create a maintenance program for key biking and walking routes, including sidewalks, shared use paths, bikeways, access to transit stops, and crosswalks. The City will develop a pilot project to determine costs, needed equipment and personnel for maintenance, focusing on:
 - a) Safe Routes to School as identified in each school's Safe Routes to School plan;

- b) Priority transit/key routes as identified in this Plan (MAP);
 - c) Located in areas of the community that are historically underserved;
 - d) High pedestrian traffic routes on key collectors and arterials; and
 - e) Sidewalks that are not adjacent to private property, such as bridges and roundabouts
- The City will update standards to require street lights at new and reconstructed marked crosswalks.
 - The City will create a Street Lighting Program to provide illumination at crosswalks and intersections. The program will address missing lighting and retrofits to provide adequate illumination.

DRAFT