

DRAFT POLICY DISCUSSION BICYCLE LOW STRESS NETWORK

The City's planned bicycle facilities accommodate people of all income levels, ages and abilities by providing a well-connected system that will encourage increased ridership, safety, and support public health.

- *All income levels* means that the network provides coverage for the entire community; facilities are equitably located.
- *All ages* means that children as young as eight can bike independently from their parents or guardians, older adults can get around comfortably on their bicycles, and parents or guardians can ride alongside their younger children.
- *All abilities* means that people with a range of bicycling skills, including very limited riding and traffic navigation skills, can move independently within Bend on a bicycle.

NETWORK CHARACTERISTICS POLICIES

1. The City's Bikeway Network Map plans for a complete system of interconnected, low stress bikeway facilities to serve our community. Low Stress facilities are classified as Level of Traffic Stress 1 and 2. The City uses the following definitions of LTS 1 and 2:
 - LTS 1 facilities are designed so those with limited experience riding a bicycle in traffic can readily use them; they are typically located along low speed (20-25 mph) roadways or are facilities that are separated from traffic. Common examples of LTS 1 facilities include off-street trails, separated/protected bike lanes, shared use paths, and Neighborhood Greenways.
 - LTS 2 facilities are designed for use by adult riders and children with adult supervision; they offer a suitable level of comfort by separating people biking from traffic. Common examples of LTS 2 facilities include buffered bike lanes, protected bike lanes, shared use paths, and shared roadways with low speeds and low to moderate traffic.
2. When identifying appropriate facility design to provide low stress facilities, the City considers many factors including the targeted users, traffic volume, posted speed, number of travel lanes, and intersection crossing needs.
3. The Bend Bikeway Network will plan for LTS 1 facilities within the non-busing zones of each school to provide students and their families with varying bicycling ability levels safe routes to schools.
4. The Bend Bikeway Network will plan for LTS 1 facilities to serve neighborhood parks within ½ mile to provide families with varying bicycling ability levels safe routes to access parks.

5. The City requires the provision of appropriate bicycle parking for new development.
6. Safe crossings of busy and/or arterial and collector roadways are a critical element of the Bikeway Network.
7. The City provides adequate illumination for all bikeway facilities and street crossings.
8. The City will use traffic calming and other tools as appropriate to manage motor vehicle speed, volume, and turning movements to maximize safety on Low Stress Bikeways, as directed by Bend's Bikeway Design Guide.
9. Existing and proposed multi-use trails in the Bend Parks and Recreation District Trails Master Plan are incorporated into the Bend Bikeway System.

LAND USE PLANNING POLICIES

10. Development, including new schools, shall provide Low Stress Bikeway Facilities according to the City's Bikeway Network Map; and provide connections to the Low Stress Bikeway Network including safe crossings of collector and arterial streets according to requirements of the Bend Development Code.
11. Master Plan, Infill Opportunity Area, and UGB Expansion Area planning will include the addition of new LTS 1 and 2 facilities to the Bikeway Network Map, using criteria established in the Bend Bikeway Design Guide.
12. The City will work with schools as they develop Safe Routes to School Plans. The City will work with the Bend La Pine School District to facilitate connections of residential neighborhoods to existing and new schools with LTS 1 bikeways.
13. The City will work with the Bend Park and Recreation District to facilitate connections of residential neighborhoods to existing and new parks with LTS 1 bikeways.

DESIGN AND CONSTRUCTION POLICIES

14. Certain LTS 3 and 4 Bikeway Facilities (as shown on the Bikeway Network Map) will be redesigned to LTS 1 or LTS 2, using guidance in the Bikeway Design Guide to determine the appropriate type of facility.
15. The City will consider modifications to incorporate appropriate Low Stress bicycle facilities on all Arterial and Collector streets that are newly constructed, undergoing overlays, or being reconstructed, using guidance in the Bikeway Design Guide to determine the appropriate type of facility.

OPERATIONS AND MAINTENANCE POLICIES

16. The City will incorporate bikeways into the City's maintenance program beginning with the 2020-2022 biennial budget that provides funding and resources to accommodate service requests, on-going maintenance, and winter maintenance of the City's bikeway network. Periodic budget review and adjustments will be performed to meet desired levels of service.
17. The City will designate key bikeways as high priority for winter maintenance including snow removal.
18. City will provide for bicycle paths of travel during construction in a manner that matches that of the corridor's LTS designation. The Bend Bikeway Design Guide identifies the criteria and exceptions for acceptable bike facility accommodations during construction.
19. The City will incorporate operations practices to reduce bicycle related crashes. These may include, but are not limited to, changes to signal phasing and timing.
20. The City supports education and enforcement activities to reduce bicycle related crashes such as bicycle safety education and bicycle diversion enforcement programs. The City will seek bicycle safety related grants. The City will work cooperatively with the courts, police department and the Bend Metropolitan Planning Organization to identify and incorporate bicycle related safety statistics and safety trends into safety education, bicycle enforcement diversion program, and other enforcement programs.