

## **EQUITY**

**Introduction:** The City of Bend believes that communities thrive when all individuals, from all parts of our City, have affordable and equitable access to a full range of transportation choices to meet their daily needs for employment, housing, healthcare, education, recreation, and shopping. The City also recognizes that a significant portion of Bend's residents qualify as low-income and that their needs require particular attention in prioritizing and funding transportation investments, programs, and services.

### **Policies:**

1. The City defines Transportation Equity as being achieved when everyone has access to safe, affordable, and reliable transportation choices to meet their daily transportation needs. Transportation equity helps ensure that disparities are mitigated and access to key destinations is fairly provided.
2. The City will equitably distribute the benefits and costs of transportation system plans and improvements. The City will prioritize and support programs and projects, both capital and maintenance, that eliminate transportation-related disparities faced by populations that have historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the limits of the existing transportation system. These populations include, but are not limited to:
  - a. *People who cannot drive*, including many older adults, children, and persons with disabilities.
  - b. *People experiencing challenges to self-sufficiency*, including those who do not have access to a car, are struggling with the high costs of car ownership, maintenance, and operation, or are struggling with the cost of transportation.
  - c. *Communities experiencing racism and discrimination*.
  - d. *People with limited mobility*. People in this category include many older adults and persons with disabilities.
  - e. *Isolated community members living far from community centers and lacking reasonable access to goods and services*.
3. The City will actively engage and support all populations, regardless of age, race, disability, gender, income, or geography in transportation planning issues, outcomes and decisions, with particular attention to engaging people who have experienced transportation barriers.
4. The City will avoid, minimize and/or mitigate disproportionately high and adverse human health or environmental effects of transportation projects, including social and economic effects, on minority and/or low-income populations.

**Actions:**

1. *Provide funding to collect data to identify historically under-represented populations in Bend that the Census doesn't normally reflect, in order to better identify and understand their transportation needs.*
2. *Create an equity lens for analyzing transportation benefits and shortcomings, via the City's Office of Performance Management. Analyze the impacts of transportation projects and programs on areas with greater proportions of low-income, health-challenged, minority, youth and/or elderly population than the City as a whole. Use national best practices for a guide.*
3. *Analyze crash and fatality data to determine if rates disproportionately effect neighborhoods that may be more diverse than the City as a whole. Ensure that the annual CIP process includes projects that will improve safety outcomes in these areas.*
4. *Develop, fund, and implement a set of citywide community outreach and engagement protocols that build trust and promote genuine community empowerment concerning transportation issues.*
5. *Ensure that transportation planning staff have the resources they need to address equity and diversity issues in infrastructure planning.*

## **BIKE/PEDESTRIAN/COMPLETE STREETS**

**Introduction:** The City of Bend’s transportation system is an interconnected network of complete streets that provides safe, optimized travel for all modes. The system is designed to increase safety and travel time reliability, while encouraging walking, biking and taking transit. The following policies support this vision for Bend streets.

### **Complete Streets Policy**

1. Streets will be designed and constructed as “complete streets.” A complete street allows everyone to travel safely along and across the street. In addition to fulfilling a street’s basic transportation functions, complete streets will be designed to be attractive, safe, and accessible to individuals of all abilities.

**Action:**

- *Update Standards and/or Bend Development Code to identify how complete street elements will be upgraded during development and redevelopment, new construction, reconstruction, and maintenance activities.*

### **Active Transportation Policies**

2. The City will provide bicycle and pedestrian facilities on all new roadways or in conjunction with capital improvement road reconstruction projects.
3. The City’s Bikeway Master Plan consists of a Low Stress network of interconnected bikeway facilities (see MAP), classified as Level of Traffic Stress 1 and 2. Within a short distance of their home, people can access a network of low-stress bikeways. The City uses the following definitions of bicycle 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, wide bike lanes on slow speed streets and neighborhood greenways.
  - b) Level of Traffic Stress 2 bicycle 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.

**Actions:**

- *Adopt the Low-Stress Network map as part of the TSP.*
- *Adopt a Bikeway Design Guide to identify the appropriate bikeway treatments.*
- *Amend the Bend Development Code to add criteria to allow segments of the low-stress network to be completed through development.*

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- *Amend the Standard and Specifications to incorporate the Bikeway Design Guide into transportation system design.*
  - *Create an implementation program to complete the construction of the Low Stress Network.*
  - *Develop and implement a Wayfinding program for the Low Stress network.*
4. The City's bicycle Low Stress Network will be designed to accommodate small wheeled vehicles within local regulation and legal requirements.
  5. The City may use traffic calming and minor traffic management tools as appropriate to manage motor vehicle speed, volume, and turning movements to meet the requirements of the bicycle Low Stress Network.
  6. The City will work with the School District to develop Safe Routes to School plans so that students can safely and conveniently walk and bike to school on Level of Traffic Stress 1 facilities. Safe Routes to School plans will identify routes of travel, presence/absence of Level of Traffic Stress 1 bikeways and sidewalks, and appropriate crosswalks. The Safe Routes to School plans will include identified funding and a construction timetable for providing missing infrastructure.

**Actions:**

- *Create and fund Safe Routes to School Plans and implementation program.*
  - *Amend the Bend Development Code to require SRTS plans for new schools.*
7. The City recognizes the Bend Park and Recreation District Trail Plan as an element of the transportation system, and coordinates City bikeway and pedestrian facility planning with the District.

**Action:**

- *Adopt the BPRD Trail Plan as an element of the Transportation Plan.*
8. The City will coordinate with Bend Park and Recreation District to provide safe and convenient access for people walking and biking to parks and trails, including roadway crossings.
  9. The City will create a pedestrian network to safely and comfortably serve the community year round. The City's Pedestrian Master Plan will include identification of key pedestrian routes, including crossings, which provide at least a minimum pedestrian Level of Traffic Stress 1 for the certain land use and end user contexts, including but not limited to: downtown and other commercial districts, Safe Routes to School, access to parks, and access to transit stops. The City will require pedestrian Level of Traffic Stress 2 at a minimum for all other new and reconstructed sidewalks and crosswalks. The City uses the following definitions for pedestrian Level of Traffic Stress 1 and 2:

- a) Pedestrian Level of Traffic Stress 1 facilities are designed to be suitable for all users, including children 10 years or younger, and people using a wheeled mobility device. Pedestrian Level of Traffic Stress 1 facilities are generally buffered, along lower speed roadways and have suitable crosswalk facilities such as safety islands.
- b) Pedestrian Level of Traffic Stress 2 facilities are not be suitable for children under 10 without supervision as more attention to traffic is required. Pedestrian Level of Traffic Stress 2 facilities are also generally buffered, but traffic speeds may be higher.

**Actions:**

- *Create a Pedestrian Master Plan that identifies key Level of Traffic Stress 1 or 2 routes including enhanced crossing locations. The Pedestrian Master Plan will include an infill program to systematically fund the construction of missing sidewalks and crosswalks on key routes.*
  - *Identify and map pedestrian Level of Traffic Stress (including sidewalk condition) for existing sidewalk facilities for use in developing the City's Pedestrian Master Plan and the City's Sidewalk Maintenance Program.*
  - *Create a Sidewalk Maintenance Program, including winter operations, ADA compliance, enhanced crosswalks, and sidewalk condition. The Sidewalk Maintenance Program will allow shared maintenance responsibilities between the facility owner and the abutting property owner to ensure routes are usable regardless of the responsible party.*
  - *Amend the BDC and Standards and Specifications to provide pedestrian Level of Traffic Stress 1 and 2 requirements and criteria for sidewalk construction.*
  - *Develop and implement a Wayfinding program for the pedestrian network.*
10. The City requires buffered sidewalks or the equivalent pedestrian facilities and crosswalks as part of roadway construction, reconstruction, and development, except as specifically exempted.

**Actions:**

- *Develop clear and objective standards for exemptions to sidewalk and crosswalk requirements.*
11. The City requires enhanced crosswalks at key intervals across arterial and collector roadways to complete the walking and bicycling networks (established by the respective Master Plans), including school and trail crossings. All intersections are legal crosswalks; "enhanced" means that there are additional treatments such as but not limited to striping, safety islands, and flashing beacons where warranted, and other tools to enhance pedestrian safety.

**Actions:**

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- *Develop requirements and clear and objective criteria for the installation of enhanced crosswalks*
- *Create a Street Lighting Program to update standards to provide adequate illumination at crosswalks and intersections.*

12. The City recognizes the importance of maintaining the biking and walking system for year-round use.

**Action:**

- *Develop a program to provide year-round operations and maintenance of key walking and biking routes, including sidewalks, shared use paths, bikeways, access to transit stops and crosswalks.*

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## **TECHNOLOGY/TRANSIT/TRANSPORTATION DEMAND MANAGEMENT**

**Introduction:** Technology, transit, and transportation demand management tools (including parking management) are critical tools for maximizing the regional and local environmental, economic and social benefits of the Bend transportation system.

### **Policies**

1. The City will partner with public and private sectors to test and implement new mobility technologies. Pilot and/or demonstration projects will create efficient opportunities to test emerging mobility techniques and technologies to better understand their impacts, costs, and opportunities.
2. The City will develop a centralized system for managing, integrating and analyzing transportation data to provide a foundation for data-driven decision making for the City. All mobility providers, connected vehicle infrastructure, and any private data communications devices installed in the City right of way will be required to use open data standards to report accurate, complete and timely information on use, compliance and other aspects of operations.

#### **Action:**

- *The Office of Performance Metrics will establish a centralized transportation data system.*
3. The City will develop clear guidelines governing the location and management of Shared Active Transportation (or “micromobility”) vehicles in the right of way. This refers to small wheeled vehicles (bikes, e-bikes, e-scooters, etc.) provided for rent in short time increments which provide increased mobility options over short distances.

#### **Action:**

- *Create guidelines for placement of Shared Active Transportation vehicles, amend the Standards and Specifications and Bend Development Code to implement*
4. The City will encourage the use of electric vehicles by installing electric car charging stations in public and private parking facilities and will act as a role model by replacing City fleet vehicles with electric as replacement opportunities occur.
  5. The City recognizes that autonomous vehicles (which do not require the performance of a human operator for part or all of their functions) will be a part of the City’s transportation system in the near future. The City will prioritize autonomous vehicles that employ shared ownership and are shared by multiple passengers over those that are privately owned. The City will develop and implement autonomous vehicle strategies to ensure travel time reliability and system efficiency, reduce vehicle miles traveled, and have a positive effect on carbon emissions.
  6. The City will manage the curb zone area of the right of way to ensure flexibility and adaptability as parking and mobility technologies change. The City will use adjacent

land use to determine the appropriate curb use (e.g., on-street parking, pick-up/drop off of passengers or freight, Shared Active Transportation facilities, bikeways, transit stops, and enhanced transit stops).

**Action:**

- *Create guidelines for curb management, amend the Standards and Specifications and Bend Development Code to implement*

7. The City will implement the Intelligent Transportation System Plan and work with ODOT and the MPO to regularly update the Plan.
8. The City will develop a program to require institutions and businesses with more than 150 employees/members/students to implement and track a Transportation Demand Management plan that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled and reduce single-occupancy vehicle trips, particularly at peak hours.

**Action:**

- *Create Transportation Demand Management program, amend the Bend Development Code to implement, identify and fund staff to manage the program*

9. The City will establish Mobility Hubs in all four quadrants of the City, in the core, and in regional centers to improve the accessibility of all forms of transportation and transportation technologies.

**Action:**

- *Create a Mobility Hub program, identify and fund staff to develop and manage the program*

10. The City will continue to develop, document and promote its own Transportation Demand Management plan to serve as a role model for others.
11. In order to increase transportation options and support existing and planned land uses, the City will work with Cascades East Transit to improve the efficiency and effectiveness of existing services in Bend, expansion of services to underserved areas and support for regional systems that encourage residents of nearby communities to travel to Bend by public transit.
12. The City will plan, prioritize, and implement needed improvements on corridors identified for high-capacity transit, including complete street elements and signal prioritization.
13. The City will work with Cascades East Transit to develop Mobility on Demand and Mobility as a Service trip planning and payment tools across multiple mobility platforms.
14. The City will work with Cascades East Transit to replace the fleet of transit vehicles with energy-efficient vehicles, where applicable, that minimize the transit system's impact on the environment as replacement opportunities occur.

15. The City will fully implement the Downtown Parking Plan (2017).
16. The City will adopt the use of parking management and enforcement technologies to optimize use of existing public and private parking supply, to reduce conflicts, and to reduce the share of land occupied by parking.
17. The City will enable the creation of parking districts in areas where residents or stakeholders have identified an issue that could be resolved by parking management, and/or in locations where data supports the development of a parking district.

**Action:**

- *Amend the Bend Development Code to implement parking districts, identify and fund staff to manage parking districts.*

18. The City will monitor and update parking requirements on a 5-year cycle to allow for adjustments based on changes in behavior and parking demand over time.

**Action:**

- *Create program to regularly monitor parking utilization, identify and fund staff to manage the program.*

## **FUNDING**

### **Policies:**

1. The City's transportation funding plan will use a variety of tools to achieve balance and resilience, targeted to generate revenues that are stable and flexible over the planning period, that generate revenue across economic market cycles, and that fund the full range of project types and programs.
2. The City's transportation funding will ensure that all users of the transportation system, including but not limited to visitors, commuters, residents, new development, institutions, and businesses (including property tax exempt businesses) pay a fair share for transportation system development and maintenance.
3. The City's transportation funding program will generate sufficient capital and operations/maintenance revenue to cover the full life-cycle costs (from initial construction to on-going maintenance) of priority projects (including depreciation), programs, and needed staffing to manage and accomplish project with an explicit focus on near-term and priority projects.
4. The City will implement a funding plan that is broadly supported by the community.

#### **Action:**

- *Build community support buy-in for new funding tools, especially those that require a public vote, through outreach, polling, education.*
  - *Where possible and appropriate, identify alternate tools (a "Plan B") for those funding sources that require public votes or that Bend does not fully control.*
5. The transportation funding plan will recognize that technologies will change in ways that affect costs and also change the City's ability to monitor use and collect revenues. The transportation funding plan should consider funding for innovation and adaptation/inclusion of new technologies that may become available over time.
  6. The City will regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
  7. The selection of transportation improvements to be funded within the City's yearly Capital Improvement Program plan will be based on the prioritized list of projects included in this Transportation Plan, subject to public review and comment through a City Council public hearing process.