

## Draft Policies

### Key to Revisions

- Highlighted text: Text that is highlighted is content that was flagged by CTAC as needing further discussion. All other text should be considered as approved by CTAC.
- Strike-through text: Text that is struck is content that was deleted at the request of CTAC or through Staff revisions for consistency or in response to internal review.
- Underlined text: Text that is underlined is content that has been added at the request of CTAC or through Staff revisions for consistency or in response to internal review.
- Margin comments have been added to provide context or explanation for revisions to text (note: margin comments overlap highlights).

### Safety Policies

S-1. The City will balance safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.

#### Actions:

- Adopt and implement the 2019 Transportation Safety Action Plan, including mapping identified crash emphasis areas.
- Amend the Bend Development Code to include safety mitigation as part of development review.

S-2. The City aspires to have no transportation-related fatalities or serious injuries by reducing the number and severity of crashes through design, operations, maintenance, and enforcement.

#### Actions:

- By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries. The plan will set a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit timeframe (i.e. 10 years) and actively engage key City departments.

S-3. The City will consider the needs and safety for all users in transportation projects, programs, and funding decisions, with special attention to the needs of vulnerable users (for example older people, children, and people with disabilities).

#### Actions:

- Identify, prioritize, and/or allocate funding for projects and programs to improve safety for vulnerable users.

**Commented [KS1]:** Flagged for further discussion at CTAC 10. Should it say "working towards" rather than aspire? Original language was "The City's goal is" and it seemed circular to have a goal in policy language.

**Commented [KS2]:** The plan will identify the appropriate timeframe.

**Commented [KS3]:** Flagged for further discussion at CTAC 10 –definition of "vulnerable". Do we need to define "older"? One idea – define as non-auto users (not protected by a vehicle).

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S-3. The City's policy is to achieve consistency between motorists' speeds and target speed limits.

**Actions:**

- *The City will plan for, design, construct, and/or reconstruct streets to achieve consistency between motorists' speeds and target speed limits, and prioritize speeding and reckless driving enforcement programs on problematic routes.*
- *Create a citywide speed management program to address safety issues related to speed.*
- *Review street design in coordination with emergency services; amend Standards and Specifications accordingly.*

Commented [KS4]: Moved from S-3

S-4. The City will provide transparent, easy to understand, and effective communication programs to encourage safe travel on the transportation system.

**Actions:**

- *Develop a comprehensive public dashboard of data to capture the user experience of the City's Transportation System in a system that integrates data from existing sources, not limited to crash data, with data from new and emerging street monitoring technology and public input.*

S-5. The City will provide transparent, easy to understand, and effective communication programs to encourage safe travel on the transportation system.

**Actions:**

- *Develop a comprehensive education program that promotes safe behavior by all roadway users. Utilize an interdisciplinary approach geared towards strategies that use positive messages aimed at adjusting community norms with regards to identified crash causation factors including, but not limited to, speeding, DUII, crosswalk yielding, red-light running, and distracted driving.*

Commented [KS5]: Added at the suggestion of Staff based on the findings of the Transportation Safety Action Plan (TSAP)

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### Mobility Policies

**Intro:** The City will design, construct, maintain, and operate its transportation system to provide a comprehensive and integrated network to safely serve all modes and people of all ages and abilities, promote commerce, and support the Comprehensive Plan's vision for growth and development in a responsible and efficient manner.

M-1. The City will plan for efficient access for employees, customers, emergency services, and freight to and from employment, commercial, and industrial lands, for all modes of travel.

M-2. The City will improve connectivity and address deficiencies in the street network with the understanding that connectivity needs and conditions may vary based on an area's existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).

M-3. The City will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collectors) to maintain public safety and future traffic carrying capacity, while preserving appropriate access to existing and future development.

M-4. The City's preferred intersection treatment is the roundabout, for reasons of capacity, traffic flow, and safety. The City may select a different intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.

#### **Actions:**

- *Update the Bend Roundabout Design Guide, incorporate in Standards and Specifications.*

M-5. The City's standard for collectors and arterials is a three-lane configuration, but will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.

M-6. (Placeholder for Mobility Standard policy)

M-7. (Placeholder for the Waiver of Mobility Standard policy)

**Commented [KS6]:** These may be deleted. Internal City discussions are ongoing.

M-8. The City will manage the roadway network with the intent to achieve travel time reliability for all users.

M-9. The City's policy is to manage congestion/corridor demand before adding motor vehicle lanes. Adding travel lanes for motor vehicles will be considered only after the City has:

- a. Evaluated the safety effects for all users and modes of travel;
- b. Evaluated the potential to add capacity through intersection improvements;

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- c. Evaluated the potential to add capacity through increasing system connectivity with parallel routes;
- d. Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and
- e. Implemented Transportation Demand Management or other tools; and
- f. Assessed the full cost of property acquisition in monetary and social terms.

**M-10.** The City's policy is to preserve the function of both local and State facilities through continued coordination with the Oregon Department of Transportation.

**Commented [KS7]:** Rewritten to reflect Intergovernmental Agreements with ODOT.

**Actions:**

- *Continue to coordinate with ODOT to determine when to implement modifications to City streets and closures or modifications to approaches on City streets that will be impacted by improvements to US20 or US97.*

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## Equity Policies

**Intro:** The City of Bend believes that we 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, including, but not limited to employment, housing, healthcare, education, recreation, and shopping. The City recognizes that many of Bend's residents **are low-income have been historically underserved by our transportation system**, and that their needs require particular attention in prioritizing and funding transportation investments, programs, and services. Those historically underserved populations include but are not limited to: people who cannot or choose not to drive (including children); persons with disabilities; people who cannot afford a motor vehicle; and groups that have been subjected to racism and discrimination. The City defines transportation equity as being achieved when *everyone* has access to safe, comfortable, affordable, and reliable transportation choices to meet their daily transportation needs. Transportation equity helps ensure that disparities are reduced and access to daily needs and key destinations are fairly provided.

**Actions:**

- *Fund data collection to identify historically underfunded populations, to better identify and understand their transportation needs and target projects and programs to improve transportation-related conditions for these residents.*
- *Adapt policies and actions to address evolving needs.*
- *Analyze crash and fatality data to determine if rates are higher in neighborhoods that are more diverse than the City as a whole. Ensure that the annual CIP process includes projects that will improve safety outcomes and processes that build trust within these areas.*

E-1. The City will **seek to** equitably distribute the benefits and costs of transportation system plans and improvements. The City will develop 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.**

**Actions:**

- *Create an equity lens for analyzing the transportation project and program benefits and shortcomings.*
- *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.*

E-2. The City will actively engage and support all populations with respect to age, race, disability, gender, income, or location in the City, in transportation planning issues, outcomes and decisions, and will actively engage and support those who have **been historically underserved, experienced transportation barriers,**

**Commented [KS8]:** We are broader in our discussion in the policy language.

**Commented [KS9]:** Moved from Policy E2 so the definition of "historically underserved populations" applies to all the policies.

**Commented [KS10]:** Note: Steering Committee changed "comfortable" to "appealing" for the Equity Prioritization Criteria.

**Commented [KS11]:** Simplified from the long list that was in the original policy and moved to intro. Original language:  
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.*

**Commented [KS12]:** Consistent language with intro

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**Actions:**

- *Develop, fund, and implement a set of citywide outreach and engagement protocols that build trust and promote community empowerment in transportation issues and planning.*
- *Ensure that transportation planning staff have the training resources they need to address equity and diversity issues in infrastructure planning.*

E-3. The City will strive to avoid, minimize and/or mitigate disproportionately high and adverse human health or environmental effects of transportation projects, including safety-related, social and economic effects, on those who have been historically underserved, minority and/or low-income populations.

**Commented [KS13]:** Consistent language with intro

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### Transit, Technology, Transportation Demand Management Policies

**Intro:** 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.

**T-1.** The City will partner with public and private sectors to test and consider implementation of new mobility technologies, including through pilot and/or demonstration projects to create efficient opportunities to test emerging mobility techniques and technologies to better understand their impacts, costs, and opportunities.

**T-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 must be required to use open data standards to report anonymized accurate, complete and timely information on use, compliance and other aspects of operations.

**Action:**

- *The City will establish a centralized transportation data system and provide transportation-related data to the public to increase transparency and accountability in meeting identified transportation performance measures.*

**T-3.** The City recognizes that micromobility devices (small-wheeled vehicles such as bikes, e-bikes, e-scooters, etc.) that provide increased mobility options are an important part of our transportation system, and that demand for such services will likely increase in the future.

**Action:**

- *The City will evaluate and develop clear guidelines to maximize benefits, and address concerns to govern the location and management of Shared Active Transportation (or "micromobility") vehicles in the right of way, as approved by the City.*

**T-4.** The City will support the expansion of infrastructure to accommodate and encourage electric vehicles and other alternatives to the internal combustion engine. The City will act as a role model by replacing appropriate City fleet vehicles with alternatives to the internal combustion vehicle as replacement opportunities occur.

**Action:**

- *Create Community Electric Vehicle Infrastructure Plan that identifies how City will prepare for an implement actions that support increased use of electric vehicles in Bend. The plan will identify appropriate policies, ordinances, outreach programs, zoning and permitting practices that encourage EV adoption and provide infrastructure to support EV growth. Amend the Bend Development Code and Standards and Specifications to implement.*

**Commented [KS14]:** Seemed like there was considerable CTAC/Legal concern about the language.

**Commented [KS15]:** Added per CTAC request. Sustainability Coordinator is OK with change.

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- *Identify City fleet vehicles best suited for electrification and develop standards for replacing vehicles with electric when replacement opportunities occur. Develop a plan to convert vehicles that are not suited for electrification to alternative fuels.*

T-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 equity, travel time reliability and system efficiency, reduce vehicle miles traveled, and have a positive effect on carbon emissions.

**Commented [KS16]:** Not implementable.

**Commented [KS17]:** Added per CTAC request.

~~T-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 characteristics, building type, and other physical attributes 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).~~

**Commented [KS18]:** Moved to Action

### Action:

- *Create guidelines for curb management, and amend the Standards and Specifications and Bend Development Code to implement.*
- *The City will use adjacent land use characteristics, building type, and other physical attributes 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).*

**Commented [KS19]:** Moved from policy

T-7. The City will implement the Intelligent Transportation System Plan and work with ODOT and the MPO to regularly update the Plan.

T-8. The City will develop a program to require institutions and businesses with larger institutions 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.

T-9. The City will establish Mobility Hubs, in cooperation with Cascades East Transit, in all four quadrants of the City and in the core to improve the accessibility of all forms of transportation and transportation technologies. Mobility Hubs are a concentration of transportation services near ~~or, at CET's direction, at transit stops or transfer stations~~ that may include Wi-Fi technologies, pocket maps/ brochures, secure bicycle parking, car- and bike-share services, shuttle service, and other assistance for the traveling public.

**Commented [KS20]:** Added at request of CTAC, addressing Hawthorne Station or its potential replacement/duplication.

### Action:

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- *Create a Mobility Hub program, identify and fund staff to develop and manage the program*
- T-10. The City will continue to develop, document and promote its own internal Transportation Demand Management plan to serve as a role model for others.
- T-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.
- T-12. The City will plan, prioritize, and implement needed improvements on corridors identified for high-capacity transit, including complete street elements and signal prioritization.
- T-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.
- T-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.
- T-15. The City will fully implement the Downtown Parking Plan (2017).
- T-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.
- T-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 Code Title 6 to implement parking districts and identify and fund staff to manage parking districts.*
  - *If needed, amend the Bend Development Code to adjust parking requirements.*
- T-18. The City regularly will monitor and update parking requirements to allow for adjustments based on changes in behavior and parking demand over time.

**Commented [KS21]:** Flagged at CTAC for further discussion – time frame for monitoring.

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### Bike, Pedestrian, Complete Streets Policies

**Intro:** The City of Bend's transportation system will be an interconnected network of complete streets that provides safe, optimized travel for all modes. The system is intended to increase safety and travel time reliability, while encouraging walking, biking, and opportunities for using transit and other shared transportation options.

B-1. The City's policy is that all streets should be "complete streets." A complete street is one that is designed to allow everyone to travel safely and comfortably along and across the street, by all travel modes. Arterials, collectors, and most local streets will have buffered sidewalks. Arterials, collectors and select local streets will have facilities in compliance with the Low Stress Network and the Pedestrian Master Plan (See Policy 2).

**Actions:**

- *Adopt the Low Stress Bikeway Map and Bikeway Design Guide.*
- *Create and adopt a Pedestrian Master Plan (see Policy 2).*
- *Update the Standards and Specifications and/or Bend Development Code to identify how complete street elements will be incorporated during development and redevelopment, new construction, reconstruction, and maintenance activities.*

B-2. The City will create and implement a Pedestrian Master Plan to establish a pedestrian network that safely and comfortably serves the community year-round. The Pedestrian Master Plan will include identification of key pedestrian routes, including crossings.

**Actions:**

- *Create and adopt a Pedestrian Master Plan that identifies key routes including enhanced crossing locations. The Pedestrian Master Plan will include (1) an infill program to systematically fund the construction of missing sidewalks and crosswalks on identified key routes, with identified mechanisms for funding, and (2) identify appropriate pedestrian facilities for local streets and how to implement those facilities in existing neighborhoods.*
- *The Pedestrian Master Plan will include a Sidewalk Maintenance Plan, to address issues including but not limited to: sidewalk maintenance, winter operations and snow removal, and ADA Compliance.*
- *Amend the Bend Development Code and Standards and Specifications for sidewalk construction.*
- *Develop and implement a Wayfinding program for the pedestrian network.*

B-3. The City will establish a network of low stress bikeway facilities as shown on the bicycle Low Stress Network Map and directed by the Bikeway Design Guide. The City's bicycle Low Stress Network will provide connections to schools, parks, and other destinations, as well as cross-City travel. It will accommodate small-wheeled vehicles, including shared micro-mobility transportation solutions, within local regulation and legal requirements.

**Commented [KS22]:** Do we need to call out Key Routes?

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### Actions:

- Adopt the bicycle Low-Stress Network Map as part of the Transportation System Plan.
- Adopt the Bikeway Design Guide to identify appropriate bikeway treatments.
- Amend the Bend Development Code to add criteria so that development or redevelopment can be required to complete segments of the bicycle Low Stress Network.
- Amend the Standards and Specifications to incorporate the Bikeway Design Guide into transportation system design.
- Implement the bicycle Low Stress Network through City projects and private development.
- Develop and implement a Wayfinding program for the bicycle Low Stress Network.

B-4. 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 and Pedestrian Master Plan.

B-5. The City recognizes the importance of providing students with safe and comfortable walking and biking routes to school.

### Actions:

- In collaboration with the School District, the City will develop Safe Routes to School plans and implementation programs for **existing schools**. The School District, in collaboration with the City, will develop Safe Routes to School plans and implementation programs for **new schools**.
- Safe Routes to School plans will identify routes of travel and infrastructure needs including bikeways, sidewalks and crosswalks to accomplish the following:
- Elementary Schools: Level of Traffic Stress 1 routes within 1/4 mile of the school and Level of Stress 2 between 1/4 mile and 1 mile of the school.
- Middle and High Schools: Level of Traffic Stress 1 or 2 routes within 1.5 miles of the school.
- Where the Level of Traffic Stress service criteria would be exceeded for a segment, but correcting it is infeasible due to existing constraints such as topography, right-of-way restriction, road speeds, or other barriers, then mitigation actions will be **identified considered by the School District, if feasible**, including but not limited to inclusionary school busing and using crossing guards.
- Amend the Bend Development Code to clarify School District requirements to provide bike and pedestrian routes to new schools.

**Commented [KS23]:** Bend LaPine School District (BLPSD) had concerns with the Action language. BLPSD's suggested changes are underlined in the text, with comments from Staff.

**Commented [KS24]:** Staff is not supportive of this change suggested by BLPSD. The ODOT analysis procedure manual that BLPSD references to support this change also notes that LTS 2/PLTS 2 require more street attention than young children can handle, so it is only suitable for teens and adults (and not K-5 aged students). If the goal is for younger students to be able to walk and bike to school, then the routes must meet their needs all the way from their house to their school and not just for the last two blocks of that route.

**Commented [KS25]:** Staff suggests leaving out the words "if feasible" since they are implied by "considered."

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B-6. The City recognizes the Bend Park and Recreation District Trail Plan as an element of the transportation system, and will collaborate with the District for City bikeway and pedestrian facility planning and construction.

B-7. 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 including, but not limited to, striping, safety islands, enhanced lighting, and flashing beacons where warranted, and other tools to enhance pedestrian safety.

**Actions:**

- *Develop requirements and clear and objective criteria for the installation of enhanced crosswalks and amend the Bend Development Code and the City's Standards and Specifications to incorporate these.*
- *Update the Standards and Specifications to provide adequate illumination at crosswalks and intersections.*

B-8. Bicycle and pedestrian facilities along Key Routes (as identified on the bikeway Low Stress Network map) should be maintained for year-round use.

**Actions:**

- *Update the City's Winter Maintenance and Operations plan to incorporate walking and biking facilities.*
- *Create an Intergovernmental Agreement with Parks and Recreation District and other local agencies who own or operate walking and biking that clarifies maintenance responsibilities for trails, walking, and biking facilities that are part of or connect the City's Low Stress Bikeway network and/or Pedestrian Master Plan.*

**Commented [KS26]:** Enhanced crossings may be needed on local streets, especially as part of a Safe Routes to School plan.

**Commented [KS27]:** Added per CTAC

## Draft Policies

### Funding Policies

F-1. The City's transportation funding plan will use a variety of tools to achieve balance and resilience, intended to generate revenues that are stable and flexible over the planning period and through economic market cycles, and that provide sufficient funding for the full range of project types and programs.

F-2. The City's transportation funding plan 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 organizations and entities) pay a fair and equitable share for transportation system development and maintenance.

F-3. The City's transportation funding plan 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 staffing required to successfully manage and accomplish projects with an explicit focus on near-term and priority projects.

F-4. The City will implement a transportation funding plan that is broadly supported by the community.

#### **Actions:**

- *Discern community priorities and build community support for new funding tools, especially those that require a public vote, through outreach, polling, education, and other efforts to gather and share information.*
- *Where possible and appropriate, identify alternate tools (a "Plan B") for those funding sources that have a lesser degree of predictability or stability, such as mechanisms subject to voter approval, subject to a sunset or limited duration, or are vulnerable to variability due to the nature of larger economic cycles or other factors.*

F-5. The City's 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.

F-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.

F-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.

**Commented [KS28]:** Funding policies will be considered by the FWG on 7-24-19, some changes may be made at that meeting.

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F-8. Funding for transportation infrastructure in Expansion Areas, as identified in the 2016 UGB expansion, will be determined upon Area Plan and or master plan approval, and must be established prior to or concurrently with annexation. Transportation and infrastructure funding agreements will be memorialized for each expansion area property or properties as part of master plan approval and/or annexation. City/private developer cost sharing may be based on the following:

- a) The portion of the transportation infrastructure that serves an area greater than the annexation area itself;
- b) The investment in transportation infrastructure helps solve existing transportation safety, capacity, or other apparent functional issue;
- c) There is an opportunity for local, state and/or federal grants to leverage the private investments and provide partnerships;
- d) Other factors as determined by the City Manager.