



MEETING AGENDA

Citywide Transportation Advisory Committee Policy Workshop

MEETING DATE: Wednesday, November 20, 2019

MEETING TIME: 1:30-3:30 p.m.

LOCATION: Trinity Episcopal Church, 469 NW Wall Street

Objectives:

- Provide a legal context for policies and actions
- Final wording adjustments before sending policies and actions to Steering Committee in January 2020

Agenda:

Time	Topic	Desired CTAC Action	Lead
1:00 p.m.	<ul style="list-style-type: none"> • Welcome and introductory items • Purpose of the workshop, TSP context. • Legal context of Policies 	None	Karen Swirsky, Sr. Planner Elizabeth Oshel, Assoc. City Attorney
1:10 p.m.	<ul style="list-style-type: none"> • Highlight work done on policies since last CTAC meeting (look for red ink). 	None	Karen
1:15 p.m.	<ul style="list-style-type: none"> • New language review • Discussion, adjustments if needed 	Edit policies in real-time Straw poll to accept edits	Karen, BreAnne Gale (Sr. Planner)
2:30 p.m.	<ul style="list-style-type: none"> • Old language review • Discuss/modify previously accepted language if needed. 	Edit policies in real-time Straw poll to accept edits	Karen, BreAnne
3:00	<ul style="list-style-type: none"> • Summary of changes 	Majority agreement to pass policies to Steering Committee	Karen

Accessible Meeting Information

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please contact Jenny Umberger no

later than November 18 at jeumbarger@bendoregon.gov or 541-323-8509. Providing at least 3 days' notice prior to the event will help ensure availability.

DRAFT TRANSPORTATION POLICIES 11/12/2019

INTRODUCTION TO POLICIES AND ACTIONS:

The policies in the Transportation Plan are statements of public policy to guide the long-term foundation for the transportation system for the City of Bend and provide a consistent course of action and move the community toward its goals. The policies are used to evaluate any proposed changes to the Bend Development Code and Bend Comprehensive Plan, of which the Transportation Plan is an element, and other regulatory documents, to guide other work programs and long range planning projects, and preparation of the budget and capital improvement program. Additionally, the policies are implemented through the City's land use regulations such as the zoning ordinance, subdivision ordinance, and Standards and Specifications. Decisions about the City's transportation system will be guided by the goals and policies, but ultimately the decisions will be made within the overall context of the City's land use plans and the practical constraints of the City, including but not limited to the availability of funds and compliance of all applicable federal and state laws, rules and regulations, and constitutional limitations.

Policies may be followed by actions. Actions are intended to be guidelines for implementing the policies. As guidelines, they are suggested approaches designed to aid the City in implementation of the TSP through its land use regulations and other City actions. The actions listed here are advisory recommendations for achieving the stated policies, and do not limit the City to a single approach.

SAFETY

Introduction to Safety: The City of Bend aspires to a transportation system that is accessible, welcoming, and comfortable for all users, including the most vulnerable, and which will result in zero serious injuries or fatal crashes. The City recognizes that we must design and manage our transportation system with this end in mind.

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~~ is committed to have ~~no~~ zero transportation-related fatalities or serious injuries through ~~a reduction in the number and severity of crashes through~~ design, operation, maintenance, and enforcement activities.

Actions:

- *By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries (e.g. Vision Zero). 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.*

Note:

- ~~Deletions~~, additions from CTAC review at July 25 workshop.
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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 including but not limited to older people, children, and people with disabilities, and other non-auto users of the transportation system).

Actions:

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

S-4. The City's policy is to achieve consistency between motorists' speeds and target posted 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.*

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.*

S-6. *Emergency response times are an important component of transportation planning. Emergency response time goals will be considered in intersection design, including roundabout design and installation of traffic signals that allow preemption for emergency vehicle.*

MOBILITY:

Mobility Introduction: 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).

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

M-7. The City requires applicants for new land use proposals to assess the adequacy of the transportation system to serve the new development, to ensure safety and operation of the transportation system are met for people driving, bicycling, walking, and/or using transit. The City currently uses v/c targets to evaluate intersection performance. The City may adjust the v/c target, temporarily or permanently, for a specific intersection based on locational constraints, safety concerns, road classification, or surrounding existing or planned land uses. The City may impose reasonable conditions and mitigation requirements on development in proportion to their impacts. The City may use a measurement other than v/c in the future.

M-8. In support of other City goals, including meeting the City's documented need for affordable housing and a range of housing types, the City may waive off-site improvements base on Council goals and other identified City priorities. If the City implements such waivers, the City will consider other funding sources for infrastructure development.

Actions:

- *Consider supplemental SDCs, LIDs, or other funding mechanisms to supplement or replace infrastructure that would otherwise be provided by new development.*

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;
- 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;
- e. Implemented Transportation Demand Management or other tools; and
- f. Assessed the full cost of property acquisition in monetary and social terms.

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

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.*

EQUITY

Equity Introduction: 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 **the transportation system has historically underserved some residents,** 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; areas where there are concentrations of poverty and/or minority populations, 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.

E-1. The City ~~is committed~~ ~~will seek~~ to equitably distributing the benefits and costs of transportation system plans and improvements. The City will develop and support programs and projects, both capital and maintenance that reduce transportation-related disparities faced by populations that have been historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the limits of the existing transportation system.

Actions:

- *Fund data collection to identify historically underserved 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.*
- *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

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actively engage and support those who have been historically underserved, especially in identified areas with concentrations of poverty and/or minority populations. ~~experienced transportation barriers.~~

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, **economic**, or environmental effects of transportation projects, ~~including safety-related, social and economic effects,~~ on those who have been historically underserved especially in identified areas with concentrations of poverty and/or minority populations. ~~minority and/or low-income populations.~~

TECHNOLOGY/TRANSIT/TDM

Technology/Transit/TDM Introduction: Technology, transit, and transportation demand management tools (including parking management) are critical tools for maximizing the efficiency and effectiveness of the transportation system and 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 the capability for collecting, a centralized system for managing, integrating, and analyzing transportation data to provide a foundation for data-driven inform City decision-making on transportation 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 create guidelines to require mobility providers, connected vehicle infrastructure, and any private data communications devices installed in the City right of way to use open data standards to report anonymized accurate, complete and timely information on use, compliance and other aspects of operations.
- *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.*
- ~~The City will actively seek opportunities to purchase services rather than develop proprietary systems and related data processing capacity~~
- The City will seek to partner with explore regional and national initiatives for transportation data collection, management, analysis and reporting, adopting regionally and nationally data and interoperability standards wherever appropriate and established.

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- *The City will provide public access to all anonymized transportation data, to the degree legally permitted, including dashboard reporting on identified transportation performance measures and also publishing application programming interfaces for tools to enable data interrogation, extraction and analysis by 3rd parties.*

T-3. The City recognizes that micromobility devices (e.g. small-wheeled vehicles such as bikes, e-bikes, e-scooters, etc.) that provide increased mobility options ~~may be~~ 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 electric vehicles 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.*
- *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 safety, equity, travel time reliability, and system efficiency, and to reduce vehicle miles traveled and have a positive effect on carbon emissions.~~

Action:

- *The City will develop and implement autonomous vehicle strategies to ensure safety, equity, travel time reliability, and system efficiency, and to reduce vehicle miles traveled and have a positive effect on carbon emissions.*

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).~~

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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).*

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. In coordination with ~~Cascades East Transit (CET)~~, the City's public transportation provider, the City will work to ~~establish Mobility Hubs in all four quadrants of the City and in the core to~~ improve the availability of all forms of transportation and transportation technologies by establishing Mobility Hubs. ~~Mobility Hubs are a concentration of transportation services that may include but are not limited to, near or, at CET's direction, as part of transit stops or transfer stations that may include Wi-Fi technologies, pocket maps/brochures, secure bicycle parking, car- and bike-share services, shuttle services, and other assistance for the traveling public.~~

Action:

- ~~*Establish Mobility Hubs in all four quadrants and in the core to improve the accessibility of all forms of transportation and transportation technologies. Mobility Hubs are a concentration of transportation services that may include but are not limited to, near or, at CET's direction, as part of transit stops or transfer stations that may include Wi-Fi technologies, pocket maps/brochures, secure bicycle parking, car- and bike-share services, shuttle services, and other assistance for the traveling public.*~~
- ~~*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 ~~the City's public transportation provider 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 ~~the City's public transportation provider Cascades East Transit~~ to develop Mobility on Demand and Mobility as a Service trip planning and payment tools across multiple mobility platforms.

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T-14. The City will ~~work with~~ **support** the City's public transportation provider ~~Cascades East Transit~~ to ~~replace~~ **in replacing** 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 will ~~regularly~~ monitor and update parking requirements to allow for adjustments based on changes in behavior and parking demand over time.

BICYCLE, PEDESTRIAN & COMPLETE STREETS

Bicycle, Pedestrian & Complete Streets 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 connectivity, 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 B-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.*

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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 (Level of Traffic Stress 1 or 2; See Bikeway Design Guideline) as shown on the bicycle Low Stress Network Map and directed by the Bikeway Design Guide to 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. The focus on implementation will be on the Key Routes as shown on the bicycle Low Stress Network Map.

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 is committed to recognizes the importance of providing students with~~ safe and comfortable walking and biking routes to schools.

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.*~~

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B-5A. The City is committed to providing safe and comfortable walking and biking routes to parks.

Actions:

- In collaboration with the Bend Park and Recreation District, the City will develop low stress route plans and implementation programs for **existing parks**. The Bend Park and Recreation District, in collaboration with the City, will develop low stress route plans and implementation programs for **new parks**.

B-6. The City recognizes the Bend Park and Recreation District (BPRD) Urban Trails map, as represented in BPRD's Comprehensive Plan, as an element of the transportation system and will collaborate with the District for City bikeway and pedestrian facility planning and construction within the City.

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. The City is committed to maintaining 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 along Key Routes.*
- *Create an Intergovernmental Agreement with Bend Park and Recreation District and other agencies ~~who own or operate walking and biking that~~ to clarify ownership, construction, and maintenance responsibilities for trails and other walking, and biking facilities.*

B-9. The City will work with the Park District to acquire, develop and maintain the trails designated on the bikeway Low Stress Network and Urban Trails maps. Construction and dedication of these trails for public use will be required as part of new development and capital transportation projects whenever possible. The alignments depicted should be considered general in nature. Flexibility should be permitted during the development and design of private lands and transportation construction projects to locate these trails to fit the context of the natural terrain, to minimize trail grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, or consider right of way extents and any other topographic or geographic barriers or issues.

Action:

- Update Bend Development Code if necessary

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FUNDING

Introduction to Funding: The City's Transportation Plan defines capital projects and programs that add system capacity; improve safety; increase transit, pedestrian and bicycle mobility; support new growth; and meet ongoing operating and maintenance needs.

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), and freight 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 operations and 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 (CIP) will be based on the prioritized list of projects included in this Transportation Plan. The CIP is subject to public review and comment through a City Council public hearing process.

F-9. Funding for transportation infrastructure in Expansion Areas, as identified in the 2016 UGB expansion, will be determined either before or upon area plan and or master plan approval (unless exempted), 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 in

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a development agreement, as part of master plan or area 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. Construction and modernization of existing infrastructure to City standards and specifications;
- c. The investment in transportation infrastructure helps solve existing transportation safety, capacity, or other apparent functional issue within the existing City limits;
- d. There is an opportunity for local, state and/or federal grants to leverage the private investments and provide partnerships;
- e. Other factors as determined by the City Manager.

ENVIRONMENTAL

Introduction to Environmental: The City recognizes the need to steward the environment when construction and maintaining transportation infrastructure.

E.1. The City will consider the environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.

Actions:

- As part of project design, evaluate and implement (where feasible) the use of environmentally friendly materials and design approaches.

E.2. The City understands the importance of managing stormwater runoff from transportation infrastructure, and will design and operate transportation facilities to keep stormwater properly collected, treated, and out of surface water supplies.

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SUMMARY OF POLICY CHANGES

<p>Policy Key points of discussion for Policy Workshop (7-26-19) are highlighted</p>	<p>Comments Comments from 7-26-19 workshop Post-workshop comments in red</p>	<p>Proposed Policy <ul style="list-style-type: none"> • Deletions, additions from CTAC review at July 25 workshop (should be considered “final;” shown for completeness). • Suggested changes from Legal & other City staff, not yet reviewed by CTAC are in red. </p>	<p>Legal OK with revised language from workshop; all others previously reviewed</p>
	<ul style="list-style-type: none"> • Added at request of Legal 	<p>Introduction to Policies and Actions: The policies in the Transportation Plan are statements of public policy to guide the long-term foundation for the transportation system for the City of Bend and provide a consistent course of action and move the community toward its goals. The policies are used to evaluate any proposed changes to the Bend Development Code and Bend Comprehensive Plan, of which the Transportation Plan is an element, and other regulatory documents, to guide other work programs and long range planning projects, and preparation of the budget and capital improvement program. Additionally, the policies are implemented through the City’s land use regulations such as the zoning ordinance, subdivision ordinance, and Standards and Specifications. Decisions about the City’s transportation system will be guided by the goals and policies, but ultimately the decisions will be made within the overall context of the City’s land use plans and the practical constraints of the City, including but not limited to the availability of funds and compliance of all applicable federal and state laws, rules and regulations, and constitutional limitations.</p> <p>Policies may be followed by actions. Actions are intended to be guidelines for implementing the policies. As guidelines, they are suggested approaches designed to aid the City in implementation of the TSP through its land use regulations and other City actions. The actions listed here are advisory recommendations for achieving the stated policies, and do not limit the City to a single approach.</p>	<p>Text provided by Legal</p>
	<ul style="list-style-type: none"> • Safety needs an introduction 	<p>Introduction to Safety: The City of Bend aspires to a transportation system that is accessible, welcoming, and comfortable for all users, including the most vulnerable, and which will result in zero serious injuries or fatal crashes. The City recognizes that we must design and manage our transportation system with this end in mind.</p>	<p>8-20-19</p>
<p>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:</p> <ul style="list-style-type: none"> • 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. 		<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>8-20-19</p>
<p>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.</p>	<ul style="list-style-type: none"> • Change “aspires” to “committed to” • Change “no” to “zero” 	<p>S-2. The City aspires is committed to have no <u>zero</u> transportation-related fatalities or serious injuries through a reduction in the number and severity of crashes through design, operation, maintenance, and enforcement activities.</p>	<p>8-20-19</p>

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	<ul style="list-style-type: none"> • Add Vision Zero reference to Actions 	<p>Actions:</p> <ul style="list-style-type: none"> • <i>By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries (e.g. Vision Zero). 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.</i> 	
<p>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.</p>	<ul style="list-style-type: none"> • Change vulnerable to: “Including but not limited to older people, children, people with disabilities, and other non-autos users of the transportation system” 	<p>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 including but not limited to older people, children, and people with disabilities, and other non-auto users of the transportation system).</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>Identify, prioritize, and/or allocate funding for projects and programs to improve safety for vulnerable users.</i> 	<p>8-20-19</p>
<p>S-4. The City’s policy is to achieve consistency between motorists’ speeds and target speed limits.</p>	<ul style="list-style-type: none"> • Change ‘target’ speed limits to “posted” 	<p>S-4. The City’s policy is to achieve consistency between motorists’ speeds and target posted speed limits.</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Create a citywide speed management program to address safety issues related to speed.</i> • <i>Review street design in coordination with emergency services; amend Standards and Specifications accordingly.</i> 	<p>8-20-19</p>
<p>S-5. The City will provide transparent, easy to understand, and effective communication programs to encourage safe travel on the transportation system.</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>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.</i> 	<ul style="list-style-type: none"> • New policy from Transportation Safety Action Plan, CTAC agreed. 	<p>S-5. The City will provide transparent, easy to understand, and effective communication programs to encourage safe travel on the transportation system.</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>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.</i> 	<p>8-20-19</p>
	<ul style="list-style-type: none"> • Add safety policy for Emergency Services (provided from TSAP) 	<p>S-6. <i>Emergency response times are an important component of transportation planning. Emergency response time goals will be considered in intersection design, including roundabout design and installation of traffic signals that allow preemption for emergency vehicle.</i></p>	<p>10-3-19</p>

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<p>Mobility Introduction: 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.</p>		<p>Mobility Introduction: 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.</p>	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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).</p>		<p>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).</p>	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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:</p> <ul style="list-style-type: none"> • Update the Bend Roundabout Design Guide, incorporate in Standards and Specifications. 		<p>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:</p> <ul style="list-style-type: none"> • Update the Bend Roundabout Design Guide, incorporate in Standards and Specifications. 	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>M-6. The City will manage the roadway network with the intent to achieve travel time reliability for all users.</p>		<p>M-6. The City will manage the roadway network with the intent to achieve travel time reliability for all users.</p>	<p>Previously reviewed, no change</p>
		<p>M-7. The City requires applicants for new land use proposals to assess the adequacy of the transportation system to serve the new development, to ensure safety and operation of the transportation system are met for people driving, bicycling, walking, and/or using transit. The City currently uses v/c targets to evaluate intersection performance. The City may adjust the v/c target, temporarily or permanently, for a specific intersection based on locational constraints, safety concerns, road classification, or surrounding existing or planned land uses. The City may impose reasonable conditions and mitigation requirements on development in proportion to their impacts. The City may use a measurement other than v/c in the future.</p>	<p>From legal 10-3-19</p>

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		<p>M-8. In support of other City goals, including meeting the City’s documented need for affordable housing and a range of housing types, the City may waive off-site improvements based on Council goals and other identified City priorities. If the City implements such waivers, the City will consider other funding sources for infrastructure development.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Consider supplemental SDCs, LIDs, or other funding mechanisms to supplement or replace infrastructure that would otherwise be provided by new development. 	<p>From legal 10-3-19; CDD/Legal 11-12-19</p>
<p>M-7. 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:</p> <ol style="list-style-type: none"> Evaluated the safety effects for all users and modes of travel; Evaluated the potential to add capacity through intersection improvements; Evaluated the potential to add capacity through increasing system connectivity with parallel routes; Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and Implemented Transportation Demand Management or other tools; and Assessed the full cost of property acquisition in monetary and social terms. 		<p>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:</p> <ol style="list-style-type: none"> Evaluated the safety effects for all users and modes of travel; Evaluated the potential to add capacity through intersection improvements; Evaluated the potential to add capacity through increasing system connectivity with parallel routes; Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; Implemented Transportation Demand Management or other tools; and Assessed the full cost of property acquisition in monetary and social terms. 	<p>Previously reviewed, no change</p>
<p>M-8. The City’s policy is to preserve the function of both local and State facilities through continued coordination with the Oregon Department of Transportation.</p> <p>Actions:</p> <ul style="list-style-type: none"> • 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. 		<p>M-10. The City’s policy is to preserve the function of both local and State transportation facilities through continued coordination with the Oregon Department of Transportation.</p> <p>Actions:</p> <ul style="list-style-type: none"> • 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. 	<p>Previously reviewed, no change</p>
<p>(Placeholder for Mobility Standard policy and waiver)</p>	<p>Meeting set for 9-19-19</p>		
<p>Equity Introduction: 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);</p>	<ul style="list-style-type: none"> • CTAC likes the changes. • Keep “comfortable” in description 	<p>Equity Introduction: 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 the transportation system has historically underserved some residents, 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</p>	<p>8-20-19</p>

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<p>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.</p>		<p>with disabilities; people who cannot afford a motor vehicle; areas where there are concentrations of poverty and/or minority populations, 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.</p>	
<p>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.</p> <p>Actions:</p> <ul style="list-style-type: none"> • 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. • 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. 	<ul style="list-style-type: none"> • “Is committed to” instead of “seek to” • CTAC likes definition but delete “the limits of” 	<p>E-1. The City is committed will seek to equitably distributing the benefits and costs of transportation system plans and improvements. The City will develop and support programs and projects, both capital and maintenance that reduce transportation-related disparities faced by populations that have been historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the limits of the existing transportation system.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Fund data collection to identify historically underserved 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. • 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. 	<p>8-20-19</p>
<p>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 experienced transportation barriers.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Develop, fund, and implement a set of citywide outreach and engagement protocols that build trust and promote community empowerment in transportation issues and planning. 	<ul style="list-style-type: none"> • Changed to match definition in intro 	<p>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, especially in identified areas with concentrations of poverty and/or minority populations, experienced transportation barriers.</p> <p>Actions:</p> <ul style="list-style-type: none"> • Develop, fund, and implement a set of citywide outreach and engagement protocols that build trust and promote community empowerment in transportation issues and planning. 	<p>8-20-19</p>

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<ul style="list-style-type: none"> • <i>Ensure that transportation planning staff have the training resources they need to address equity and diversity issues in infrastructure planning.</i> 		<ul style="list-style-type: none"> • <i>Ensure that transportation planning staff have the training resources they need to address equity and diversity issues in infrastructure planning.</i> 	
<p>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, minority and/or low-income populations.</p>	<ul style="list-style-type: none"> • Change to match definition in intro • Change made at the direction of EconDev 	<p>E-3. The City will strive to avoid, minimize and/or mitigate disproportionately high and adverse human health, economic, or environmental effects of transportation projects, including safety-related, social and economic effects, on those who have been historically underserved especially in identified areas with concentrations of poverty and/or minority populations. minority and/or low-income populations.</p>	8-20-19
<p>Technology/Transit/TDM 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.</p>	<ul style="list-style-type: none"> • Add: “efficiency and effectiveness of the transportation system” 	<p>Technology/Transit/TDM Introduction: Technology, transit, and transportation demand management tools (including parking management) are critical tools for maximizing the <u>efficiency and effectiveness of the transportation system</u> and the regional and local environmental, economic and social benefits of the Bend transportation system.</p>	8-20-19
<p>T-1. The City will partner with public and private sectors to test and implement 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.</p>	<ul style="list-style-type: none"> • Add “consider” 	<p>T-1. The City will partner with public and private sectors to test and <u>consider implementation of</u> 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.</p>	8-20-19
<p>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.</p> <p>Action:</p> <ul style="list-style-type: none"> • <i>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.</i> 	<ul style="list-style-type: none"> • Delete “centralized system” and replace with “Develop the capability for collecting...” • Delete “data-driven” decision-making • Make second sentence into an action: “All mobility providers...” <p>Last 3 action bullets provided via email following July workshop.</p>	<p>T-2. The City will develop <u>the capability for collecting, a centralized system</u> for managing, integrating, and analyzing transportation data to provide a foundation for data-driven inform City decision-making on transportation 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.</p> <p>Action:</p> <ul style="list-style-type: none"> • <u>The City will create guidelines to require mobility providers, connected vehicle infrastructure, and any private data communications devices installed in the City right of way to use open data standards to report anonymized accurate, complete and timely information on use, compliance and other aspects of operations.</u> • <i>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.</i> 	9-4-19 per Legal OPM recommended modifications made 9-5-19 to action items (OPM changes in strikeout and blue)

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		<ul style="list-style-type: none"> • The City will actively seek opportunities to purchase services rather than develop proprietary systems and related data processing capacity • The City will seek to partner with explore regional and national initiatives for transportation data collection, management, analysis and reporting, adopting regionally and nationally data and interoperability standards wherever appropriate and established. • The City will provide public access to all anonymized transportation data, to the degree legally permitted, including dashboard reporting on identified transportation performance measures and also publishing application programming interfaces for tools to enable data interrogation, extraction and analysis by 3rd parties. 	
<p>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.</p> <p>Action:</p> <ul style="list-style-type: none"> • 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. 		<p>T-3. The City recognizes that micromobility devices (e.g. small-wheeled vehicles such as bikes, e-bikes, e-scooters, etc.) that provide increased mobility options may be are an important part of our transportation system, and that demand for such services will likely increase in the future.</p> <p>Action:</p> <ul style="list-style-type: none"> • 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. 	<p>8-20-19</p>
<p>T.4. The City will support the expansion of infrastructure to accommodate and encourage electric vehicles. The City will act as a role model by replacing appropriate City fleet vehicles with electric vehicles as replacement opportunities occur.</p> <p>Action:</p> <ul style="list-style-type: none"> • 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. • 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. 	<ul style="list-style-type: none"> • Add broadening language, OKd by City Sustainability Manager 	<p>T.4. The City will support the expansion of infrastructure to accommodate and encourage electric vehicles <u>and other alternatives to the internal combustion engine</u>. The City will act as a role model by replacing appropriate City fleet vehicles with electric vehicles alternatives to the internal combustion vehicle as replacement opportunities occur.</p> <p>Action:</p> <ul style="list-style-type: none"> • 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. 	<p>8-20-19</p>

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<p>Policy</p> <p>Key points of discussion for Policy Workshop (7-26-19) are highlighted</p>	<p>Comments</p> <p>Comments from 7-26-19 workshop Post-workshop comments in red</p>	<p>Proposed Policy</p> <ul style="list-style-type: none"> • Deletions, additions from CTAC review at July 25 workshop (should be considered “final;” shown for completeness). • Suggested changes from Legal & other City staff, not yet reviewed by CTAC are in red. 	<p>Legal OK with revised language from workshop; all others previously reviewed</p>
		<ul style="list-style-type: none"> • <i>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.</i> 	
<p>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 travel time reliability and system efficiency, reduce vehicle miles traveled, and have a positive effect on carbon emissions.</p>	<ul style="list-style-type: none"> • Add “equity and safety” before “travel time reliability” • Delete: “have a positive effect on” – make the sentence positive • Move last sentence to Action (legal) 	<p>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 <u>safety, equity, travel time reliability, and system efficiency, and to reduce vehicle miles traveled</u> and have a positive effect on carbon emissions.</p> <p>Action:</p> <ul style="list-style-type: none"> • <i>The City will develop and implement autonomous vehicle strategies to ensure <u>safety, equity, travel time reliability, and system efficiency, and to reduce vehicle miles traveled and have a positive effect on carbon emissions.</u></i> 	<p>8-20-19</p>
<p>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).</p> <p>Action:</p> <ul style="list-style-type: none"> • <i>Create guidelines for curb management, and amend the Standards and Specifications and Bend Development Code to implement.</i> 	<ul style="list-style-type: none"> • Move second sentence to “action” 	<p>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).</p> <p>Action:</p> <ul style="list-style-type: none"> • <i>Create guidelines for curb management, and amend the Standards and Specifications and Bend Development Code to implement.</i> • <i>The City will use <u>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).</u></i> 	<p>8-20-19</p>
<p>T-7. The City will implement the Intelligent Transportation System Plan and work with ODOT and the MPO to regularly update the Plan.</p>		<p>T-7. The City will implement the Intelligent Transportation System Plan and work with ODOT and the MPO to regularly update the Plan.</p>	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>

SUMMARY OF POLICY CHANGES

<p>Policy</p> <p>Key points of discussion for Policy Workshop (7-26-19) are highlighted</p>	<p>Comments</p> <p>Comments from 7-26-19 workshop Post-workshop comments in red</p>	<p>Proposed Policy</p> <ul style="list-style-type: none"> • Deletions, additions from CTAC review at July 25 workshop (should be considered “final;” shown for completeness). • Suggested changes from Legal & other City staff, not yet reviewed by CTAC are in red. 	<p>Legal OK with revised language from workshop; all others previously reviewed</p>
<p>T-9. In coordination with Cascades East Transit (CET), the City will work to establish Mobility Hubs 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, as part of 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.</p> <p>Action:</p> <ul style="list-style-type: none"> • Create a Mobility Hub program, identify and fund staff to develop and manage the program 	<ul style="list-style-type: none"> • Replace CET w/ “Public transportation provider” • Clarify that hubs don’t necessarily need transit <p>Post-workshop suggestion to make establishment of mobility hub into an Action.</p>	<p>T-9. In coordination with Cascades East Transit (CET), the City’s public transportation provider, the City will work to establish Mobility Hubs in all four quadrants of the City and in the core to improve the availability of all forms of transportation and transportation technologies by establishing Mobility Hubs. Mobility Hubs are a concentration of transportation services that may include but are not limited to, near or, at CET’s direction, as part of transit stops or transfer stations that may include Wi-Fi technologies, pocket maps/ brochures, secure bicycle parking, car- and bike-share services, shuttle services, and other assistance for the traveling public.</p> <p>Action:</p> <ul style="list-style-type: none"> • Establish Mobility Hubs in all four quadrants and in the core to improve the accessibility of all forms of transportation and transportation technologies. Mobility Hubs are a concentration of transportation services that may include but are not limited to, near or, at CET’s direction, as part of transit stops or transfer stations that may include Wi-Fi technologies, pocket maps/ brochures, secure bicycle parking, car- and bike-share services, shuttle services, and other assistance for the traveling public. • Create a Mobility Hub program, identify and fund staff to develop and manage the program 	<p>8-20-19</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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.</p>	<ul style="list-style-type: none"> • Per CET’s suggestion, make transit provider neutral 	<p>T-11. In order to increase transportation options and support existing and planned land uses, the City will work with Cascades East Transit the City’s public transportation provider 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.</p>	<p>8-20-19</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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.</p>	<ul style="list-style-type: none"> • Per CET’s suggestion, make transit provider neutral 	<p>T-13. The City will work with Cascades East Transit the City’s public transportation provider to develop Mobility on Demand and Mobility as a Service trip planning and payment tools across multiple mobility platforms.</p>	<p>8-20-19</p>

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<p>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.</p>	<ul style="list-style-type: none"> • Per CET’s suggestion, make transit provider neutral 	<p>T-14. The City will work with <u>support</u> the City’s public transportation provider Cascades East Transit to replace <u>in replacing</u> 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.</p>	<p>8-20-19</p>
<p>T-15. The City will fully implement the Downtown Parking Plan (2017).</p>		<p>T-15. The City will fully implement the Downtown Parking Plan (2017).</p>	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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:</p> <ul style="list-style-type: none"> • 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. 		<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>8-20-19</p>
<p>T-18. The City will <u>regularly</u> monitor and update parking requirements to allow for adjustments based on changes in behavior and parking demand over time.</p>	<ul style="list-style-type: none"> • Delete “regularly” 	<p>T-18. The City will regularly monitor and update parking requirements to allow for adjustments based on changes in behavior and parking demand over time.</p>	<p>Previously reviewed, no change</p>
<p>Bicycle, Pedestrian & Complete Streets Introduction: 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.</p>	<ul style="list-style-type: none"> • Add “connectivity” 	<p>Bicycle, Pedestrian & Complete Streets 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 <u>connectivity</u>, safety and travel time reliability, while encouraging walking, biking, and opportunities for using transit and other shared transportation options.</p>	<p>Previously reviewed, no change</p>
<p>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 B-2). Actions:</p> <ul style="list-style-type: none"> • 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 		<p>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 B-2). Actions:</p> <ul style="list-style-type: none"> • 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 	<p>Previously reviewed, no change</p>

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<p><i>be incorporated during development and redevelopment, new construction, reconstruction, and maintenance activities.</i></p>		<p><i>will be incorporated during development and redevelopment, new construction, reconstruction, and maintenance activities.</i></p>	
<p>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:</p> <ul style="list-style-type: none"> • 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. 		<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>Previously reviewed, no change</p>
<p>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.</p>	<ul style="list-style-type: none"> • Refer to LTS 1&2 and provide definition • Add reference to Key Routes for implementation 	<p>B-3. The City will establish a network of low stress bikeway facilities (Level of Traffic Stress 1 or 2; See Bikeway Design Guideline) as shown on the bicycle Low Stress Network Map and directed by the Bikeway Design Guide to 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. <u>The focus on implementation will be on the Key Routes as shown on the bicycle Low Stress Network Map.</u></p>	<p>8-20-19</p>
<p>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.</p>	<ul style="list-style-type: none"> • Eliminate “minor” 	<p>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.</p>	<p>Previously reviewed, no change</p>
<p>B-5. The City recognizes the importance of providing students with safe and comfortable walking and biking routes to school. Actions:</p> <ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Use “is committed to” instead of recognizes the importance of providing students with • School district requested deletion of highlighted 	<p>B-5. The City is committed to recognizing the importance of providing students with safe and comfortable walking and biking routes to schools. Actions:</p> <ul style="list-style-type: none"> • In collaboration with the School District, the City will develop Safe Routes to School plans and implementation programs for existing 	<p>8-20-19</p>

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<p><i>develop Safe Routes to School plans and implementation programs for new schools.</i></p> <ul style="list-style-type: none"> • <i>Safe Routes to School plans will identify routes of travel and infrastructure needs including bikeways, sidewalks and crosswalks to accomplish the following:</i> • <i>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.</i> • <i>Middle and High Schools: Level of Traffic Stress 1 or 2 routes within 1.5 miles of the school.</i> • <i>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.</i> • <i>Amend the Bend Development Code to clarify School District requirements to provide bike and pedestrian routes to new schools.</i> Deleted at the request of the BLS D to make this more in alignment with other policies. 	<p>action items. CTAC agreed.</p> <ul style="list-style-type: none"> • Create equivalent policy for Parks (see below) 	<p><i>schools. The School District, in collaboration with the City, will develop Safe Routes to School plans and implementation programs for new schools.</i></p> <ul style="list-style-type: none"> • <i>Safe Routes to School plans will identify routes of travel and infrastructure needs including bikeways, sidewalks and crosswalks to accomplish the following:</i> • 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. • <i>Amend the Bend Development Code to clarify School District requirements to provide bike and pedestrian routes to new schools.</i> 	
	<ul style="list-style-type: none"> • New policy per CTAC, mirrors Schools 	<p>B-5A. <u>The City is committed to providing safe and comfortable walking and biking routes to parks.</u></p> <p>Actions:</p> <ul style="list-style-type: none"> • <u>In collaboration with the Bend Park and Recreation District, the City will develop low stress route plans and implementation programs for existing parks. The Bend Park and Recreation District, in collaboration with the City, will develop low stress route plans and implementation programs for new parks.</u> 	8-20-19
<p>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 bikeway and pedestrian facility planning and construction.</p>	<ul style="list-style-type: none"> • Changes made per request of Parks 	<p>B-6. The City recognizes the Bend Park and Recreation District (BPRD) Urban Trails map, as represented in BPRD’s Comprehensive Plan, as an element of the transportation system and will collaborate with the District for City bikeway and pedestrian facility planning and construction within the City.</p>	8-20-19
<p>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.</p> <p>Actions:</p>	<ul style="list-style-type: none"> • Enhanced crossings may be needed on local streets as part of SRTS plan – delete “arterial and collector roadways” 	<p>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.</p>	8-20-19

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<ul style="list-style-type: none"> 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. 		<p>Actions:</p> <ul style="list-style-type: none"> 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. 	
<p>B-8. Bicycle and pedestrian facilities should be maintained for year-round use.</p> <p>Actions:</p> <ul style="list-style-type: none"> Update the City’s Winter Maintenance and Operations plan to incorporate walking and biking facilities along Key Routes. Create an Intergovernmental Agreement with Bend Park and Recreation District and other agencies who own or operate walking and biking that to clarify maintenance responsibilities for trails and other walking, and biking facilities. 	<ul style="list-style-type: none"> Change “should” to “is committed to” Add reference to Key Routes Change “should” to “is committed to maintaining” Not just winter, year-round Per Parks, clarify IGA language 	<p>B-8. The City is committed to maintaining bicycle and pedestrian facilities along Key Routes (as identified on the bikeway Low Stress Network map) should be maintained for year-round use.</p> <p>Actions:</p> <ul style="list-style-type: none"> Update the City’s Winter Maintenance and Operations plan to incorporate walking and biking facilities along Key Routes. Create an Intergovernmental Agreement with Bend Park and Recreation District and other agencies who own or operate walking and biking that to clarify ownership, construction, and maintenance responsibilities for trails and other walking, and biking facilities. 	<p>8-20-19</p>
<p>B-9. The City will work with the Park District to acquire, develop and maintain the trails designated on the bikeway Low Stress Network and Urban Trails maps. Construction and dedication of these trails for public use will be required as part of new development and capital transportation projects. The alignments depicted should be considered general in nature. Flexibility should be permitted during the development and design of private lands and transportation construction projects to locate these trails to fit the context of the natural terrain, to minimize trail grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, or consider right of way extents and any other topographic or geographic barriers or issues.</p>	<ul style="list-style-type: none"> New policy added per Parks request; CTAC approved 	<p>B-9. The City will work with the Park District to acquire, develop and maintain the trails designated on the bikeway Low Stress Network and Urban Trails maps. Construction and dedication of these trails for public use will be required as part of new development and capital transportation projects whenever possible. The alignments depicted should be considered general in nature. Flexibility should be permitted during the development and design of private lands and transportation construction projects to locate these trails to fit the context of the natural terrain, to minimize trail grade, to consider street crossings and other safety issues, to account for the pattern and design of the development, or consider right of way extents and any other topographic or geographic barriers or issues.</p> <p>Action:</p> <ul style="list-style-type: none"> Update Bend Development Code if necessary 	<p>Sent email to Parks 9-4-19 per Legal request for final check</p>
<p>Funding Introduction:</p>	<ul style="list-style-type: none"> Funding needs an intro. 	<p>Introduction to Funding: The City’s Transportation Plan defines capital projects and programs that add system capacity; improve safety; increase transit, pedestrian and bicycle mobility; support new growth; and meet ongoing operating and maintenance needs.</p>	<p>Needs review, asked Susanna 9-4-19</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>

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<p>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.</p>	<ul style="list-style-type: none"> • Add “freight” per FWG 7-24-19 • Post-workshop comment: should there be action associated with this policy? Concern that “fair and equitable” may not create a common understanding. 	<p>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), <u>and freight</u> pay a fair and equitable share for transportation system development and maintenance.</p>	<p>Question needs answering</p>
<p>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.</p>	<ul style="list-style-type: none"> • Add “operations and” per FWG 7-24-19 	<p>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 <u>operations and</u> 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.</p>	<p>8-20-19</p>
<p>F-4. The City will implement a transportation funding plan that is broadly supported by the community.</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> 		<p>F-4. The City will implement a transportation funding plan that is broadly supported by the community.</p> <p>Actions:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> 	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>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.</p>		<p>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.</p>	<p>Previously reviewed, no change</p>
<p>F-7. The selection of transportation improvements to be funded within the City’s Capital Improvement Program (CIP) 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.</p>	<ul style="list-style-type: none"> • Clarifications made per FWG 7-24-19 	<p>F-7. The selection of transportation improvements to be funded within the City’s yearly Capital Improvement Program (CIP) will be based on the prioritized list of projects included in this Transportation Plan. <u>The CIP is</u> subject to public review and comment through a City Council public hearing process.</p>	<p>8-20-19</p>

SUMMARY OF POLICY CHANGES

<p>Policy</p> <p>Key points of discussion for Policy Workshop (7-26-19) are highlighted</p>	<p>Comments</p> <p>Comments from 7-26-19 workshop Post-workshop comments in red</p>	<p>Proposed Policy</p> <ul style="list-style-type: none"> • Deletions, additions from CTAC review at July 25 workshop (should be considered “final;” shown for completeness). • Suggested changes from Legal & other City staff, not yet reviewed by CTAC are in red. 	<p>Legal OK with revised language from workshop; all others previously reviewed</p>
<p>F-9. 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 or area plan approval and/or annexation. City/private developer cost sharing may be based on the following:</p> <ol style="list-style-type: none"> The portion of the transportation infrastructure that serves an area greater than the annexation area itself; The investment in transportation infrastructure helps solve existing transportation safety, capacity, or other apparent functional issue; There is an opportunity for local, state and/or federal grants to leverage the private investments and provide partnerships; Other factors as determined by the City Manager. 	<ul style="list-style-type: none"> • Clarifications made per Legal review • Bullet (a) deleted due to duplication • Bullet (b) added per Legal review 	<p>F-9. Funding for transportation infrastructure in Expansion Areas, as identified in the 2016 UGB expansion, will be determined either before or upon area plan and or master plan approval (unless exempted), 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 in a development agreement, as part of master plan or area plan approval, and/or annexation. City/private developer cost sharing may be based on the following:</p> <ol style="list-style-type: none"> The portion of the transportation infrastructure that serves an area greater than the annexation area itself; Construction and modernization of existing infrastructure to City standards and specifications; The investment in transportation infrastructure helps solve existing transportation safety, capacity, or other apparent functional issue within the existing City limits; There is an opportunity for local, state and/or federal grants to leverage the private investments and provide partnerships; Other factors as determined by the City Manager. 	<p>Email sent to Russ & Colin 9-4-19 per Legal request</p>
	<ul style="list-style-type: none"> • Question from FWG: do we need a policy for Opportunity Areas? 		<p>Not needed, per Legal 8-20-19</p>
<p>Environmental intro?</p>	<p>We need some environmental policies?</p>	<p>E.1. The City will consider the environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features. (adapted from Springfield)</p> <p>Actions:</p> <ul style="list-style-type: none"> • As part of project design, evaluate and implement (where feasible) the use of environmentally friendly materials and design approaches. 	<p>Not yet reviewed</p>
	<p>Suggested by Public Works/Utilities</p>	<p>E.2. The City understands the importance of managing stormwater runoff from transportation infrastructure, and will design and operate transportation facilities to keep stormwater properly collected, treated, and out of surface water supplies.</p>	<p>8-20-19</p>
		<p>Report card policy?</p>	