



MEETING AGENDA

Steering Committee Meeting #1

MEETING DATE: Tuesday, March 13, 2018

MEETING TIME: 4:30 – 7:00 p.m.

LOCATION: Bend City Hall, Council Chambers, 710 NW Wall Street, Bend

Objectives

- Create a shared understanding of the purpose, process and outcomes for updating Bend's Transportation Plan
- Approve protocols to guide the Steering Committee's work
- Approve the land use assumptions to be used the transportation modelling
- Discuss the vision for the plan

Agenda

1. Welcome and Roundtable: Best Outcomes for the Project (25 min)

Opening remarks: Mayor Casey Roats/Nick Arnis, Growth Management Director

Roundtable – What each member sees as the best outcomes for the project

2. Steering Committee Role and Meeting Guidelines (25 min)

- a. Role and project guidance – Joe Dills (APG, meeting facilitator)
- b. Decision making – Joe
- c. Legal procedures reminder – Elizabeth Oshel, Associate City Attorney
- d. Action requested: approval of the Role and Meeting Guidelines protocols

3. Bend's Transportation Plan Overview (60 min)

- a. Components of the Plan and Decision Milestones - Nick/Tyler Deke (MPO Manager)
- b. The Public Involvement Process – Susanna Julber, Policy Analyst
- c. Land Use Assumptions To Be Used For Transportation Modeling -- Joe
- d. Action requested: approval of the land use assumptions

4. Transportation Plan Vision (30 min)

- a. Review foundation for vision and goals – Nick Arnis
- b. Vision and Values – As part of the foundation for the project, Council prepared a Vision & Values Statement (see packet). Staff intends to combine this with today's discussion and input from the CTAC, resulting in a vision statement and goals for the TSP/MTP update. For this agenda item, the two discussion questions are:

STEERING COMMITTEE MEETING #1

- What comments do Committee members DeBone, Hopper, and Farnsworth have regarding the Vision & Values?
- Are there any other comments or points of emphasis any member would like to make as staff combines the Vision and Values with input from the CTAC feedback to draft the vision and goals for the project?

5. Public comment (10 min) – 3 minutes per person at the discretion of committee

6. Close/next meeting – Joe Dills

Attachments

Steering Committee Roles, Responsibilities and Guidelines

Public Involvement Phases & Activities

Proposed Land Use Assumptions for Bend’s Transportation Plan, Memorandum dated February 12, 2018

City Council Guidelines For The Citywide Transportation Advisory Committee (CTAC)

City of Bend Comprehensive Plan, Chapter 7: Transportation Systems

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 Susanna Julber no later than February 23 at sjulber@bendoregon.gov or 541-693-2132. Providing at least 3 days notice prior to the event will help ensure availability.



Roles, Responsibilities and Guidelines: Bend's Transportation Plan Steering Committee

Draft: March 7¹², 2018

Bend's Transportation Plan Steering Committee Role

The roles of the Steering Committee (SC) are to:

- **Direct Transportation Policy and Updates to Bend's Transportation Plan** – The SC will set policy direction and determine recommended updates to the Bend's Transportation Plan. Bend's Transportation Plan is a coordinated project to update the Bend Transportation System Plan (TSP) and Bend Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (MTP). The SC will direct those updates for consideration and adoption by the Bend City Council and MPO Board, respectively.
- **Promote Intergovernmental Coordination** – The SC will serve as a forum for coordination between officials from the City of Bend, Deschutes County, the Bend MPO and Oregon Department of Transportation.
- **Consider Community Input** – The SC will receive, consider, and give weight to recommendations from the City-wide Transportation Advisory Committee (CTAC) and other community members during the process. The SC may request additional work by the CTAC, accept their recommendations, or revise their recommendations.
- **Guide the Planning Process** - The SC will use the approved project scope and schedule to guide the process. If additional work needs to be done or if additional meetings will be needed to resolve difficult issues, staff will evaluate the feasibility of the request and advise the SC. Additional meetings may require adjustments to the project schedule and may impact the budget. The SC Chair or designee may work with the project team between SC meetings to provide direction regarding the schedule and work products as necessary.

The Steering Committee will review project recommendations at the following milestones:

- Vision, goals and policies
- City-wide transportation framework
- Transportation system and performance measures
- Transportation project list and performance measures
- Updates to Bend's Transportation Plan (TSP and MTP)

Membership

The Steering Committee (SC) consists of all seven Bend City Councilors, a Deschutes County Commissioner, a Bend Planning Commission member, and the Region 4 manager of the Oregon Department of Transportation. The mayor will serve as the Chair of the SC. The Chair

ROLES, RESPONSIBILITIES AND GUIDELINES: BEND'S TRANSPORTATION PLAN STEERING COMMITTEE

of the MPO Board will serve as Vice-Chair of the SC. The membership, as of the date of this document, is:

- **Bend City Council:** Casey Roats, Sally Russell, Bruce Abernethy, Nathan Boddie, Barb Campbell, Justin Livingston, Bill Moseley
- **Bend Planning Commission:** Lindsey Hopper
- **Deschutes County - Board of County Commissioners:** Tony DeBone
- **Oregon Department of Transportation - Area Manager:** Gary Farnsworth

Meeting Guidelines

- The agenda and SC discussions will be managed by the Chair, or someone designated by the Chair, which may include the project facilitator.
- Meetings will begin and end on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended or if an additional meeting should be scheduled.
- The process will move quickly, so it will be essential to make decisions as efficiently as possible to stay on schedule. SC members will review materials prior to meetings and actively participate in the discussion and decision-making process at each meeting.
- At the meetings, SC members will:
 - Provide direct input as required to help reach group consensus
 - Share the available speaking time so that all SC members can be heard
 - Be respectful of a range of opinions
 - Focus on successfully completing the agreed upon agenda
 - Avoid side discussions when others are speaking
 - Voice concerns regarding agenda items as needed at the meeting, rather than voice concerns to consultants and staff after the meeting
 - Strive for consensus and acknowledging points of mutual agreement
- The Chair will gather comments and perspectives from other SC members before a member speaks multiple times on an issue.
- The Chair will provide opportunities for brief public comment or announcements at the beginning or end of each meeting. Public comment will generally not exceed 20 minutes of allotted meeting time with a maximum of 3 minutes per individual, unless consent of the SC allows otherwise. Time permitting, the Chair may provide opportunities for public comment at other times of the meeting with the consent of the committee, such as immediately before the SC makes a decision. The agenda may indicate specific items where public comment is invited.
- Minutes will be prepared for each meeting and distributed to the SC members for review.
- When SC members identify issues that are outside the scope of the committee's purpose, the ideas will be documented in an "idea bin" for future use by others, and the group will continue with the agenda.
- ~~SC members are encouraged to share the committee's progress with their respective constituencies at meetings, by e-mail or through newsletters.~~
- ~~The County Commissioner and ODOT representative are encouraged to share the committee's progress with respective bodies at meetings. City staff will publicize the steering~~

committee's work to the public through the committee website, posting agendas, meeting minutes, and meeting packets for the public's information. Staff will also provide updates at Planning Commission meetings as needed.

Decision Making

- The SC will make decisions regarding the direction of the project, project recommendations, and related matters. The SC will make every effort to make decisions by consensus. Consensus is reached when committee members all either support or can live with the proposal, even if it is not each committee member's personal favorite.
- If consensus cannot be reached, a vote will be taken. A majority of the SC members present must agree for a group decision to be made. Absent that, the opinions of the members, and vote tally, will be recorded and be represented as not reaching consensus or a decision.
- A quorum is required to record a consensus or voted position of the SC. A quorum of the SC shall be at least 6 of 10 members.
- Prior decisions made by the SC by consensus or vote may be reconsidered when there is a consensus or a majority vote approving a reconsideration. The Project Director will inform the SC of potential impacts to the budget and schedule when substantive issues are proposed for reconsideration.



Public Involvement phases and activities

	Project Startup December 2017- January 2018	Phase 1 March-October 2018	Phase 2 November 2018-January 2019	Phase 3 February-October 2019	Phase 4 November 2019- February 2020
Citywide Transportation Advisory Committee (CTAC)	Committee charge and protocols	#1: Goals, vision #2: Confirm vision and goals; funding overview #3: Citywide scenarios and evaluation measures #4: Confirm citywide scenarios	#5: Neighborhood recommendations	#6: Combined transportation system #7: Draft near and long- term packages #8: Final near and long- term packages and funding #9: Draft TSP #10: Final TSP	Not applicable
CTAC Funding Working Group (FWG)		#1: Overview and introduction #2: Funding strategies/tools #3: Gaps and pros/cons of funding tools #4: Narrow range of strategies	No meetings	#5: Draft funding plan #6: Final funding plan	Not applicable
Steering Committee (SC)	Committee roles and responsibilities	#1: Vision, goals #2: Funding assessment, needs, costs #3: Citywide scenarios, confirm vision and goals	SC #4: Confirm citywide framework	#5: Combined system and performance measures #6: Confirm priority packages #7: Approve TSP/MTP	Not applicable
Community- wide outreach	Website Communications messages and material	Open house and online open house (Vision, Needs, Values, Policies, Funding Information)	Neighborhood outreach Online outreach Outreach through community-based organizations	Open house and online open house Outreach through community-based organizations	Hearings

DRAFT – Subject to Change



TECHNICAL MEMORANDUM

Proposed Land Use Assumptions for Bend's Transportation Plan

PREPARED FOR: Citywide Transportation Advisory Committee
COPY TO: Steering Committee
PREPARED BY: Becky Hewitt, Angelo Planning Group
DATE: February 12, 2018

Introduction and Overview

The purpose of this memorandum is to explain the land use assumptions that are proposed to be used as part of creating Bend's Transportation Plan.

Transportation modeling and analysis begins with assumptions about land use and demographics, along with other inputs. The City and the Bend Metropolitan Planning Organization (BMPO)¹ must use 20-year growth estimates when their transportation plans are updated.² To accommodate this 20-year timeline, the transportation modeling will look ahead to 2040. The current Regional Travel Demand Model used by the BMPO for its planning already uses 20-year estimates for population and employment that extend to 2040. The City of Bend Transportation System Plan (TSP) update will be using this same model.

The Urban Growth Boundary (UGB) planning and analysis was based on a future year of 2028. The land use assumptions for the TSP update will extend to 2040 and be broadly consistent with the land use planning completed for the UGB and integrated into the Regional Travel Demand Model. This means assuming both more infill and redevelopment in the core of the City, and, some additional expansion on the periphery. The 2040 assumptions that are currently in use by the BMPO and are proposed for use in the TSP update were reviewed by the committees that guided the UGB update process. In addition, all the land outside the UGB that is included in the 2040 assumptions was evaluated as part of the UGB process.³ It is important to note that the land use assumptions for the Transportation Plan are just that – assumptions. The projected land use is an indicator of trends and patterns, not a precise prediction of the future, and it does not determine, or even guide, where or when the City might expand its urban growth boundary in the future.

Background

As part of the City's UGB expansion planning process in 2014-2016, advisory committees and elected officials considered and ultimately adopted long-term the Integrated Land Use and Transportation Plan (ILUTP) that contains strategies to provide more transportation choices, as

¹ The Bend Metropolitan Planning Organization is the lead agency for regional transportation planning and the decision making body for federal and state transportation funding for the Bend Area.

² The BMPO must update its plan every five years, and at the time of adoption, it must look out at least 20 years.

³ The BMPO model has allocated future population and employment growth to areas inside the current UGB and in select areas outside the UGB. The areas outside the UGB that received portions of the 2040 growth were also locations that were considered in some of the UGB scenarios but did not get included in the final approved UGB expansion.

PROPOSED LAND USE ASSUMPTIONS FOR BEND'S TRANSPORTATION PLAN

required by state law.⁴ These included looking at how future growth patterns will affect people's transportation choices, and their ability to walk, bike, use transit, or make shorter trips. The future growth pattern that formed the basis for the City's adopted strategies looked ahead to the year 2040, even though the UGB planning process was mainly focused on planning for growth through 2028.⁵ This means that the land use assumptions for the 2040 analysis considered additional development and redevelopment beyond what was expected by 2028. Some of that additional development and redevelopment was assumed to occur in the central core of the City, in places that were identified as "Opportunity Areas" as part of the UGB process and which were designated for future mixed-use development. Some of the growth was assumed to occur in areas outside the UGB because participants thought it was unrealistic to assume that the City would not expand again for the next 20-plus years. The 2040 analysis used in the ILUTP was subsequently used for the BMPO 2040 Regional Travel Demand Model land use assumptions. The following sections provide additional explanation of where and what type of growth is assumed to occur through 2040.

Forecasts for 2040

The land use assumptions start from population and employment forecasts that estimate the number of people that will live and work in Bend by the year 2040. These forecasts come from state agencies that use the best available information about past growth and trends. Population forecasts are generated by Portland State University's Population Research Center using a model to forecast natural increase (births minus deaths) and net migration (in-migration minus out-migration). Employment forecasts are generated by assessing the economic opportunities analysis (EOA) prepared by the Oregon Office of Economic Analysis, the City of Bend EOA, and an assessment of regional employment data. The forecasts are "coordinated" in that population forecasts at the city level add up to match state-level population forecasts, and reference local, regional and statewide trends for employment. The approximate total existing and projected population and employment in the City of Bend are shown in Table 1.

Table 1: Population and Employment Estimates and Forecasts

	2014 (Estimated)	2028 (Projected)	2040 (Projected)
Population	84,000	115,000	143,600
	<i>Source: Census Population Estimate</i>	<i>Source: Bend Housing Needs Analysis</i>	<i>Source: Portland State University Population Research Center</i>
Employment	43,000	67,000	81,000
	<i>Source: Quarterly Census of Employment and Wages</i>	<i>Source: Bend Employment Opportunities Analysis</i>	<i>Source: Analysis prepared for Bend MPO</i>

Population growth projections were converted to projected new housing units based on Census data on average household size and percent of population living in "group quarters" (e.g. dorms, nursing homes, etc.), and housing vacancy rate, using assumptions consistent with the City's adopted Housing Needs Assessment (HNA). Some adjustments were also required for the employment projections to account for methodology differences between the 2028 projection and the 2040 projections. With all adjustments and conversions applied, the projected housing and employment growth from 2014 to 2040 was 28,046 housing units and 27,745 jobs.

⁴ Oregon's Transportation Planning Rule (TPR) requires larger communities, including Bend, to plan transportation systems and land use patterns that increase transportation choices and reduce reliance on the automobile. (Oregon Administrative Rule 660-012-0035)

⁵ The 2040 land use and transportation strategies were adopted in an appendix to the Bend Transportation System Plan, called the "Integrated Land Use and Transportation Plan", July 19, 2016.

2040 Spatial Allocations: Where Growth is Projected to Occur

This section summarizes where Bend's forecasted growth in housing and jobs was assumed to occur by 2040. At a high level, the land use allocations reflect the following assumptions, based on adopted City growth management policies and development trends:⁶

- Redevelopment with more housing and jobs in mixed use "opportunity areas" near the center of the City;
- Increasing density and redevelopment in some transit corridors (areas that have relatively frequent bus service);
- Development on much of the vacant buildable land within the City;
- Small amounts of residential infill and Accessory Dwelling Units (ADUs)⁷ in existing neighborhoods where already allowed by existing zoning and comprehensive plan designations;
- Higher average density for future development, but within the ranges allowed today; and
- Limited UGB expansion on lands identified as potentially suitable for future expansion but not included in the 2016 UGB expansion.⁸

The projected housing and employment growth was distributed geographically based on several factors, including:

- Comprehensive plan land use designation (type and amount of development allowed);
- Presence of existing development;
- Natural resource constraints;
- Public land ownership;
- Subdivision contracts, covenants and restrictions (CC&Rs) that preclude further development;
- Redevelopment potential (for commercial, industrial, and mixed-use areas); and
- Need for new streets, parks, schools, and other uses.

To simplify the complex assumptions that were used to reflect the factors above in the many different land use designations and contexts in the City, this section summarizes how growth was assumed to occur in the following types of areas:

- **Core mixed-use "opportunity areas"** that were identified as part of the UGB process:

⁶ These assumptions and strategies are also reflected in the adopted ILUTP.

⁷ Accessory Dwelling Units are small living quarters on a property with a single-family home that are independent of the main house (including having their own kitchen or kitchenette).

⁸ State laws require that cities consider certain types of land first when expanding the UGB – generally land that is not designated as high-value farmland. All areas that were included in the 2016 UGB expansion and all additional areas included in the land use assumptions through 2040 were designated as "exception lands" by the state, meaning that they are not subject to farm and forest land protections. State regulations also require that cities consider factors like the ability to develop the land efficiently; the ability to provide infrastructure and public services cost-effectively; environmental, energy, economic and social consequences; and compatibility with nearby farms and forestry uses. All these were considered in the 2016 UGB expansion, which identified more potentially suitable land for future expansion than was needed to accommodate growth through 2028. As noted previously, **UGB expansions assumed beyond the adopted 2016 UGB are for analysis purposes only, and do not imply a guarantee or pre-determination of where or when future UGB expansions will take place.**

PROPOSED LAND USE ASSUMPTIONS FOR BEND'S TRANSPORTATION PLAN

- Bend Central District, between the US 97 and 4th St and between NE Revere Ave and the railroad tracks;
 - Central Westside, including the new Oregon State University Cascades campus;
 - "KorPine", near Crux Brewery between SW Bond St and US 97 and between Arizona Ave and Wilson Ave;
 - "East Downtown", between NW Harriman St and US 97, and between NW Franklin Ave and NW Irving Ave; and
 - Inner Highway 20 / Greenwood Ave, from NE 4th St to NE 10th St.
- **Other land inside the UGB** prior to the 2016 UGB expansion
 - **2016 UGB Expansion areas** – 2,380 acres across 10 different areas on all sides of the City
 - **Areas outside the adopted 2016 UGB** – land generally adjacent to the 2016 UGB expansion areas but not currently in the UGB (see footnote 8)

Figure 2 illustrates the relative intensity of housing growth in different areas, while Figure 3 illustrates the relative intensity of employment growth. Figure 1 and Table 2 summarize the housing and job growth assumed for each of those types of areas through 2040 to match up to the total population and employment growth forecast for the City. As shown in Figure 1, approximately 19% of the housing growth and 1% of employment growth between 2014 and 2040 is assumed to occur outside the current UGB.

Figure 1: New Housing and Employment (2014-2040) by Area

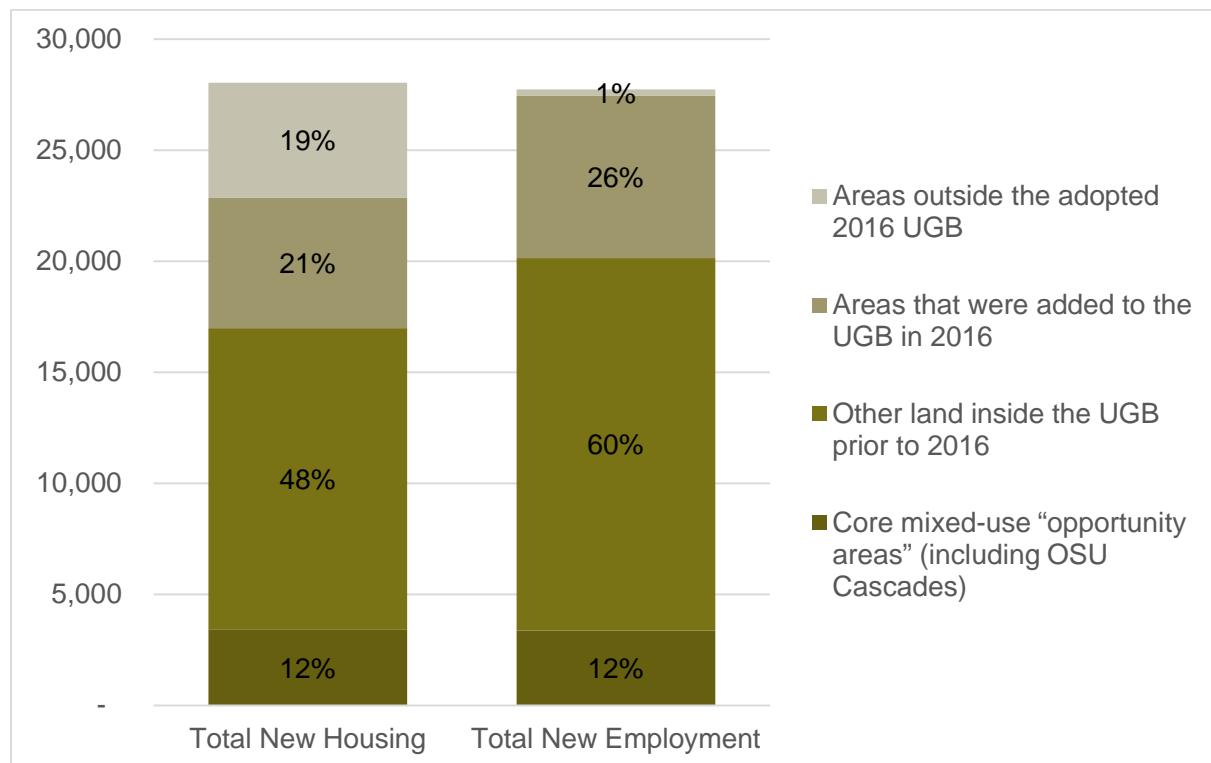


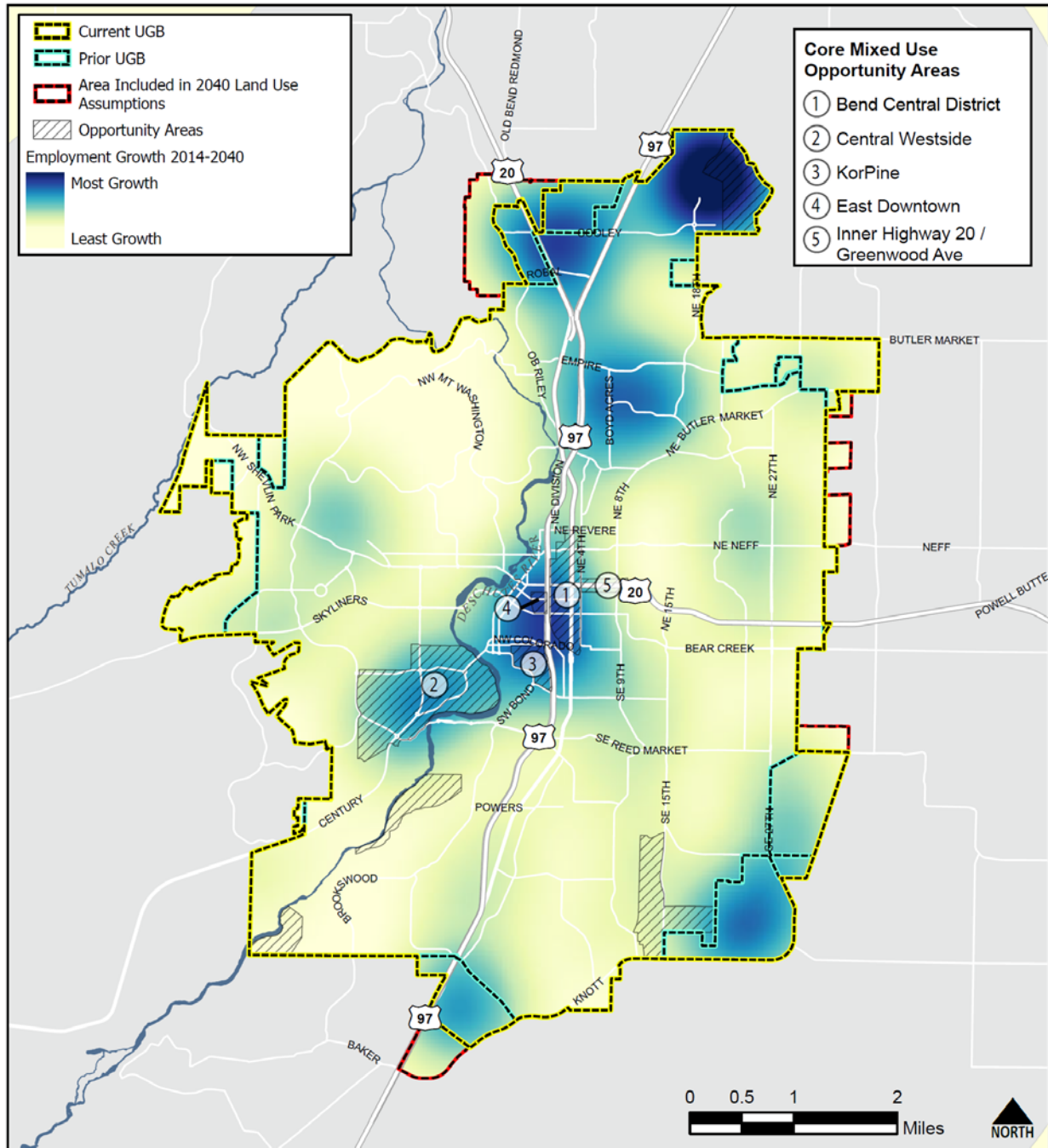
Table 2: New Housing and Employment (2014-2040) by Area

Type of Area	New Housing	New Employment
Core mixed-use “opportunity areas” (including OSU Cascades)	3,434 (12%)	3,372 (12%)
Other land inside the “pre-2016” UGB	13,552 (48%)	16,779 (60%)
Areas that were added to the UGB in 2016	5,869 (21%)	7,312 (26%)
Areas outside the adopted 2016 UGB	5,190 (19%)	280 (1%)
Total	28,045 (100%)	27,743 (100%)

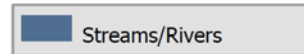
Figure 3: Heat map of projected employment growth (2014-2040)

Land Use Assumptions for Growth through 2040 Employment Growth

Prepared 2/21/2018



Disclaimer: This map represents land use assumptions for modeling purposes only. This is not a proposal for specific comprehensive plan designations.



Conclusions

The above-referenced 2040 growth projections are recommended for use in Bend's Transportation Plan, based on the following rationale and considerations:

- The growth projections are consistent with Bend's adopted Comprehensive Plan, including the adopted Integrated Land Use and Transportation Plan.
- They are consistent with the regional travel demand model land use inputs currently in use by the Oregon Department of Transportation on other transportation analysis projects.
- They are estimates of future growth, not detailed predictions or mandates, and do not commit the City to any future course of action on land use.
- The MPO plan must be updated every 5 years. That regular cycle provides an opportunity to regularly assess and update the land use data and forecasts.

CITY COUNCIL GUIDELINES FOR THE CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)



THE CTAC WILL BE THE FOUNDATION OF A PUBLIC PROCESS THAT SEEKS A HIGH LEVEL OF CITIZEN ENGAGEMENT THAT WILL:

- Be inclusive and comprehensive in participation and scope of work
- Solve problems by using goals
- Value technical expertise and data
- Promote safe connections across town
- Build community support and momentum for a package of transportation projects that reflect community values and priorities

PRIMARY CTAC GOALS ARE TO DEVELOP A TRANSPORTATION SYSTEM PLAN THAT WILL:

- Increase travel time reliability
- Reduce congestion on major roads by expanding capacity and leveraging technology
- Provide appropriate street infrastructure to UGB expansion and opportunity areas that facilitate substantial housing supply and economic development prospects
- Decrease Vehicle Miles Traveled through better road connections and alternative transportation options
- Enable flexible, timely responses to transportation safety needs
- Include a viable funding plan to put before the voters



VISION & VALUES

CONGESTION, CONNECTIVITY AND CHOICES

- Evaluate the potential to improve existing and expected traffic flow when compared to a no-build condition
- Improve system reliability by providing alternate connections and routes that increase users options
- Explore creative ways to get cars off major roads during times of peak congestion
- Prioritize bicycle and pedestrian system improvements where they will have the most impact (e.g. Downtown and Central Core areas)

HOUSING AFFORDABILITY & ECONOMIC DEVELOPMENT: ACCESS AND CONNECTIVITY

- Provide complete streets (drive/bike/walk) to all Urban Growth Boundary (UGB) expansion areas to meet expected and potential housing capacity
- Expand major road capacity to meet demand where housing development occurred since 2010 and as needed to support expected housing in UGB expansion areas
- Evaluate projects to ensure consistency with City economic development goals
- Connect the transportation system to UGB opportunity and expansion areas that have significant employment land
- Interconnect key manufacturing land with highway, rail and air systems to support efficient movement of goods to and from the region
- Support the flow of goods and people through the region with minimal impacts to local transportation networks
- Minimize actual user travel time between typical destinations (e.g. housing and work or shopping)

LIVABILITY & SAFETY

- Provide people of all income levels with the widest range of travel options within the Bend urban area
- Recognize, respect, and seek to protect natural features such as buttes, rivers or other areas of special interest when considering transportation improvements
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation
- Address documented known and anticipated safety needs
- Increase safe routes to school
- Explore opportunities with signal efficiencies that can adjust in real time
- Improve travel safety for all modes within neighborhoods

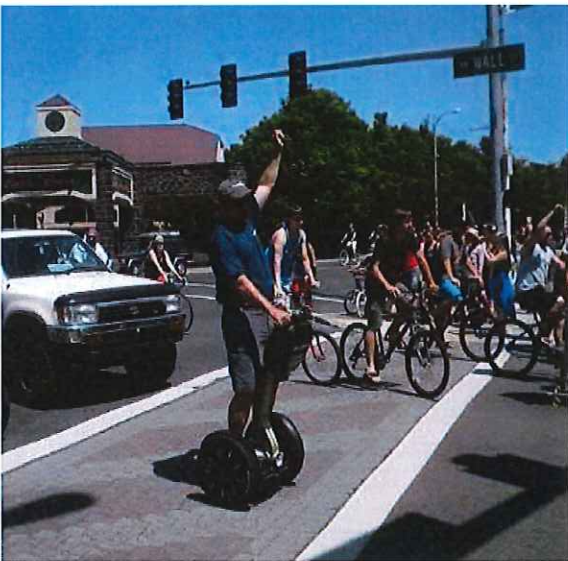
PROJECT PRIORITIES & PARTNERSHIPS

- Identify a package of transportation projects that are balanced and fair (accounting for income, age, work patterns and fluctuation of visitors) among all modes and in accordance with current and future demand
- Correct missing links in the transportation network at both a regional and local scale
- Explore synergy with other capital improvement projects
- Find additional opportunities to coordinate with tourism, recreation, lodging, schools, retail and entertainment sectors that optimize creative transportation options (e.g. shuttles, ride sharing, etc...)
- Explore opportunities to work with schools and parks to enhance the trail system
- Effectively communicate funding constraints
- Leverage private development activity to complete projects





Chapter 7: Transportation Systems



Transportation Systems



Adopted Amendments

EFFECTIVE DATE	ORD #	CHANGES ¹
October 11, 2000	NS-1756	New TSP
December 18, 2002	NS-1852	Industrial Way, Bond and Wall Streets
March 3, 2004	NS-1912	Arterial Right turn Lanes
March 3, 2004	NS-1915	Cooley Road/Hwy 97 Grade Separation
December 15, 2004	NS-1953	Street Policy 21
June 21, 2006	NS-2013	Street Policy 21
October 18, 2006	NS-2026	Bicycle and Pedestrian Plan
November 15, 2006	NS-2032	Murphy Crossing Plan
January 17, 2007	NS-2038	Misc. Street System; Chpt. 5 & 6
March 21, 2007	NS-2043	Transit: Chpt. 3, 5, 6; Misc. Street system Chpt. 6
May 16, 2007	NS-2047	Chapter 6 Policy
May 1, 2013	NS-2200	New Chapter 7 & Appendices
March 5, 2014	NS-2215	ODOT Hwy 97 North Corridor Project
March 5, 2014	NS-2216	Chapt. 6, maps and housekeeping amendments
2016	NS-2271	Format update, minor text changes to remove outdated text, added Integrated Land Use and Transportation Plan and Bend Central District Policies, map updates

¹ Note: Chapter and policy numbers reference the Transportation System Plan chapter and policy numbering.



BACKGROUND

Context

On October 11, 2000, the Bend City Council adopted the Bend Urban Area Transportation System Plan (TSP) by Ordinance No. NS-1756. City Council's action included a simultaneous update of the General Plan, Chapter 7, Transportation Systems. The following chapter includes the Goals, Objectives, and Policies from the TSP that were adopted by the City in 2001 and acknowledged by the State in 2013, except where those Objectives or Policies have become obsolete because they included action items that are now complete or were incorrect. In addition, new Objectives or Policies are needed to implement amendments to the TSP resulting from the 2016 expansion of the Urban Growth Boundary (UGB).

Where Objectives or Policies differ from the adopted TSP, the Objectives and Policies in this Chapter prevail. The City plans to begin updating the TSP by the close of 2017. Once the TSP is complete, this entire chapter will be updated.

Maps have also been updated to reflect the 2016 UGB expansion and other changes, such as the adoption of the Metropolitan Planning Organization Transit Plan (2013).

Transportation Goals

Goal Statement

"The transportation system that serves the Bend urban area must meet a complex set of community needs. The interrelated success of the economy and livability of our community depends upon the ability of the transportation system to effectively move people and goods, and to provide access to services and places of employment, while not disrupting the continuity and aesthetics of the community. Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This, combined with the development of compact community design and the integration of land uses, will provide a strategic approach to fulfilling the transportation needs of the future.

Implementation of the transportation plan must be coordinated so that resources are allocated in an equitable and cost-effective manner. The transportation system will be developed with enough design flexibility to meet the needs of the urban area, as well as to be sensitive to important community values such as aesthetics, preservation of neighborhoods, natural features and other quality of life criteria. It is therefore essential that the goals, objectives and policies of the Transportation Plan provide community assurance that safety, accessibility and mobility will be provided for all users."



Transportation Systems

Plan Goals

Mobility and Balance:

- Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.
- Provide a variety of practical and convenient means to move people and goods within the urban area.

Efficiency:

- Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner.
- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.

Accessibility and Equity:

- Provide people of all income levels with the widest range of travel and access options within the Bend urban area.
- Provide all transportation modes access to all parts of the community.

Environmental:

- Recognize and respect the natural features over which transportation improvements pass to minimize adverse impacts.
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.

Economic:

- Implement transportation improvements to foster economic development and business vitality.

Livability:

- Design and locate transportation facilities to be sensitive to protecting the livability of the community.

Safety:

- Design and construct the transportation system to enhance travel safety for all modes.



Transportation System Plan

Objectives and Policies

Transportation and Land Use

Objectives:

- To promote land use patterns that support fewer vehicle trips and shorter trip lengths
- To ensure that future development, including re-development, will not interfere with the completion of Bend's transportation system

Policies:

- 7-1** Medium and high-density residential development should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to highest concentrations of population.
- 7-2** The City shall continue to use and develop performance standards and guidelines that can reduce vehicle trip lengths and/or promote non-vehicle transportation modes.
- 7-3** The City shall consider potential land needs for long-range transportation system corridor improvements and related facilities including transit during the review of subdivisions, partitions, and individual site applications.
- 7-4** Developments at the edge of the urban area shall be designed to provide connectivity to existing and future development adjacent to the urban area.
- 7-5** The City shall continue to explore mixed use zoning as one of the land use patterns that will promote fewer vehicle trips and shorter trip lengths.
- 7-6** The City should be receptive to innovative development proposals, including zone changes, plan amendments, and text changes that promote alternatives to vehicular traffic thus reducing vehicle trips and reduced trip lengths.
- 7-7** The City shall explore incentives for re-development of existing commercial strips in order to help reduce the need to expand the Urban Growth Boundary.



Transportation Systems

- 7-8** As areas that are currently beyond Bend's existing Urban Growth Boundary (UGB) are urbanized, the city, property owners, developers and all applicable service districts shall work cooperatively to develop appropriate plans for extensions and connections of the transportation system, including but not limited to: roads, sidewalks, trails and/or public transportation. The objective of this planning effort will be to ensure that the new areas promote and facilitate the development of urban land use densities and systems that will fulfill the goals and objectives of the Transportation System Plan.
- 7-9** The city of Bend shall continue public and interagency involvement with Deschutes County in the transportation planning process for projects within the URAs.
- 7-10** The lead agency for transportation project review in the URAs shall be Deschutes County.
- 7-11** The city of Bend shall coordinate the City Transportation System Plan with the Deschutes County Transportation System Plan. The City shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundary. The City and County shall agree on the functional classification and design standards of County roads within the URAs.
- 7-12** Road, pedestrian and bicycle projects occurring in the URAs shall be governed by the County's road and street standards. Those requirements shall be coordinated between the city of Bend, Deschutes County and the applicant during the land use process according to procedures identified in the Deschutes County Road Standards and Specifications document.
- 7-13** The city of Bend shall continue to work with ODOT and Deschutes County to coordinate solutions to highway and non-highway road issues that cross over jurisdictional boundaries.
- 7-14** The city of Bend shall work with Deschutes County and the Bend Metro Parks and Recreation District (where applicable) to acquire, develop and maintain those sections of trails that are located outside of the Bend UGB, but are inside a URA, and are part of a trail plan or map that has been adopted by the city of Bend.
- 7-15** The city of Bend shall seek approval from Deschutes County for the improvement of transportation facilities to urban standards that are located in URAs.
- 7-16** Transportation facilities currently located on rural lands shall not be constructed to an urban standard until the area is brought into the UGB.



Transportation System Management

Objective:

- Provide cost effective transportation improvements and implement strategies that will improve the efficiency and function of existing roadways

Policies:

- 7-17** The City shall adopt land use regulations to limit the location and number of driveways and access points, and other access management strategies on all major collector and arterial streets.
- 7-18** The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.
- 7-19** The City shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.

Transportation Demand Management

Objectives:

- To reduce peak hour traffic loading on the roadway system
- To reduce single occupant vehicle travel
- Implementation of a Transportation Demand Management (TDM) Plan for the city of Bend.

Policies:

- 7-20** The City shall continue to implement a transportation demand management plan for its employees. This plan should be designed to serve as a model for the community.
- 7-21** The City shall work with businesses, especially those with more than 25 employees, to develop and implement a transportation demand management plan. These plans shall be designed to reduce peak hour traffic volumes by establishing trip reduction targets over five years.
- 7-22** The City and County shall work with business groups, schools, the Park District and other governmental agencies to develop and implement transportation demand management programs.
- 7-23** The City shall manage and regulate parking by:



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- a) Establishing programs to lower parking demand in commercial and business districts citywide by providing preferential parking for carpoolers, encouraging mass transit use, encouraging shuttle systems from external parking lots, and maintaining an adequate supply of strategically placed bike parking facilities.
- b) Requiring business groups and employers to develop parking management strategies that support reduced roadway system demand during the peak motor vehicle travel times.

7-24 The City, County and State shall participate in a Central Oregon Commute Options TDM Program by assisting in:

- a) Development of park and ride facilities; and
- b) Establishment of educational programs particularly those that will inform the public regarding the full costs of single occupant vehicle travel.

7-25 The City shall develop and utilize teleworking strategies as part of their business plan that will facilitate the movement of information and data rather than people.

7-26 The City shall adopt TDM supportive ordinances as appropriate.

Pedestrian and Bicycle Systems

Objectives:

- To support and encourage increased levels of bicycling and walking as an alternative to the automobile
- To provide safe, accessible and convenient bicycling and walking facilities

Policies:

7-27 The City shall work with the County, State, Forest Service, Park District and public agencies to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Connections between the Bend Urban Area Bicycle and Trails System should be made to the USFS trail system.

7-28 The City shall work together with the Park District to acquire, develop and maintain the *primary* trails designated on the *Bend Urban Area - Bicycle and Pedestrian System Plan; Figure 7-2* –. New development shall be required to construct and dedicate Primary Trails for public use according to this plan. The alignments

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depicted are general in nature and shall be located according to criteria defined in TSP Section 6.3.1.3. These trails, and future trail additions, shall support the need for non-motorized travel in the community.

- 7-29** The City shall adopt standards for trail system right-of-ways and trail improvement that are based on the type of planned trail use.
- 7-30** The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3rd Street, the Bend Parkway and the railroad.
- 7-31** The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.
- 7-32** Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.
- 7-33** Property-tight sidewalks shall be included on both sides of all new streets except where extreme slopes, severe topographical constraints, or special circumstances exist. Landscape strips shall separate curbs and sidewalks on new and reconstructed roads. Sidewalks shall be added to all existing arterial and collector streets to fill the gaps in the pedestrian system.
- 7-34** The City shall develop a program to ensure timely maintenance and repair of all sidewalks, including but not limited to assigning responsibility for maintenance and repair. The City shall also include removing sidewalk obstructions or barriers that might otherwise not comply with Americans with Disabilities Act (ADA).
- 7-35** The City's top priorities for pedestrian improvements are: identified in the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure. These projects will be identified and prioritized in the CIP.
- 7-36** Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.
- 7-37** Bicycle and pedestrian facilities shall be maintained in a manner that promotes use and safety. The City shall analyze the impacts of the use of cinders and consider alternatives to mitigate the



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impacts. Street repair and maintenance shall be performed in a manner that does not negatively impact bicycle and pedestrian facilities and their use.

- 7-38** The City shall repair and maintain, including but not limited to striping, snow plowing, sweeping, stenciling and signing, all bike lanes in a timely manner.
- 7-39** Bicycle parking facilities shall be provided at all new multifamily residential, commercial, industrial, recreational, and institutional facilities, major transit stops, all transit stations and park and ride lots. The City shall support a “Bikes on Transit” program and work to increase the number of bicyclists using transit.
- 7-40** Establishing or maintaining accessways, paths, or trails must be considered prior to vacating any public easement or right-of-way.
- 7-41** The City shall work with the school and park districts to inventory, designate and protect access corridors and connector trails. The City shall refer to the Park District, for its review and recommendation, all development proposals that include or are adjacent to existing or proposed parks or trails.
- 7-42** The City should support bicycle and pedestrian education and safety programs. The City shall establish and promote a comprehensive program for the reporting of and responding to bicycle and pedestrian hazards.
- 7-43** As land areas that are currently beyond Bend’s existing Urban Growth Boundary (UGB) are urbanized and as it relates specifically to the Bend Primary Trail System, external destinations (beyond the UGB) and specific connection points (within the existing UGB) have been delineated on the Bend Urban Area Bicycle and Pedestrian System Plan, Figure 7-2.

Public Transportation System

Objectives:

- Continue to develop public transportation services for the transportation disadvantaged
- Reduce reliance on automobiles and develop public transportation facilities
- Increase mobility and accessibility throughout the urban area
- Continue to provide infrastructure and land use planning to support transit

Policies:

- 7-44** With the MPO, the City shall support the Cascades East Transit Service’s public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.

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- 7-45** The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.
- The City shall work together with Central Oregon Intergovernmental Council to develop inter-urban public transportation services. Priority shall be given to high load ridership corridors.
- 7-46** To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.
- 7-47** The City shall work with the MPO to implement and update its 20-year transit master plan.

Street System

Objectives:

- To provide a practical and convenient means of moving people and goods within the urban area that accommodates various transportation modes
- To provide a safe and efficient means to access all parts of the community
- To provide an attractive, tree-lined, pedestrian friendly streetscape sensitive to protecting the livability of the community

General Policies:

- 7-48** Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.
- 7-49** Where a subdivision or partition is adjacent to land likely to be divided in the future, streets, bicycle paths, and accessways shall continue through to the boundary line of the subdivision or partition in order to achieve connectivity within the grid system.
- 7-50** Streets shall be classified and generally located according to the Bend Urban Area - Roadway System Plan (Figure 7-1), and the Street Functional Classification (Table 7-1). Transportation project development review and approval shall be subject to the provisions of the Bend Development Code.
- 7-51** In order to reduce vehicle speed, avoid construction of excessive pavement, and create livable neighborhoods, the City shall adopt



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standards that allow for narrower streets and lane standards, on-street parking, and other pedestrian friendly design elements. The City shall manage the development process to obtain adequate street right-of-way and improvements commensurate with the level and impact of development. New development shall be supported by traffic impact analysis(es) to assess these impacts and to help determine transportation system needs.

- 7-52** Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development. The city of Bend- shall adopt new street policies if necessary, to:
- a) Conform street designations and other terminology to that which is used in this TSP;
 - b) Adopt written policies and procedures for access control on new and reconstructed major collectors, minor arterials and major arterials;
 - c) Provide that raised medians that eliminate left turn movements to existing streets or improved properties will only be installed after notice to affected property owners and an opportunity to be heard;
 - d) Require that in the case of new access control measures that will restrict existing turn movements into or out of existing homes, businesses or streets, the least restrictive measure (such as shared driveways, elimination of curb-cuts or “no left turn” signs) that is effective to achieve the purposes of the policy will be evaluated prior to installation of raised medians;
 - e) Require that the cost of installation and maintenance of raised medians, and in particular those with landscaping, be evaluated and alternatives be considered before raised medians are approved or required;
 - f) Replace any mandatory requirements for raised medians on streets other than new principal arterials and expressways with an analysis of the factors set forth above, and any other factors that are identified in the policy;
 - g) Provide that where commercial or industrial land uses abut residential areas, access shall not be directed to local residential streets.

- 7-53** City transportation system improvements shall comply with the Americans with Disabilities Act requirements.

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- 7-54** Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City.
- 7-55** The City Council shall involve the public, where appropriate, in the development and redevelopment of street designs prior to their construction.
- 7-56** The City shall consider the impact of improvements to or completion of existing facilities when considering the need for constructing new facilities.
- 7-57** The City shall place a high priority on providing adequate funding for street maintenance.
- 7-58** Traffic calming devices may be considered anywhere traffic impacts are adverse to residential livability.

Residential Streets:

- 7-59** New residential block lengths shall not exceed 600 feet without a connecting cross street. When existing conditions or topography prevent a cross street, a pedestrian accessway to connect the streets shall be required.
- 7-60** A grid-like pattern of residential local streets shall be developed whenever practical in order to increase street connectivity within a neighborhood
- 7-61** The City may require adjustment to the street pattern or installation of traffic calming devices in order to discourage high speed and volume vehicular traffic on local residential streets.
- 7-62** Street widths on public residential local streets may vary depending on topography, anticipated traffic volume, natural features that warrant protection, and existing street patterns in the neighborhood. Right of way shall be a minimum of sixty (60) feet except in special circumstances. Narrower streets may have limited on-street parking to ensure emergency vehicle access.
- 7-63** New alleys should be developed to City standards and shall be maintained by the property owners.
- 7-64** Cul-de-sac or "hammer-head" residential streets may be allowed only where existing development, steep slopes, open space, or natural features prevent through street connections, or when the objectives of connectivity are met within the neighborhood.

Arterial Streets:

- 7-65** Appropriate facilities for bike, pedestrian and transit use shall be included in any road-widening project.
- 7-66** The City shall evaluate the effect of transportation demand management (TDM) and transportation system management (TSM) measures that would successfully eliminate or delay the need for



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minor arterial street widening beyond the existing travel lanes within the twenty-year design life of a proposed roadway project. Transportation system computer modeling is one acceptable evaluation method that can be used to assist in the assessment of forecast travel demand and the associated vehicle travel lane needs.

TDM/TSM measures as an alternative to roadway widening: The TDM and TSM measures incorporated into this analysis, as an alternative to roadway widening, shall be capable of funding and fulfillment within a reasonable time period such that the subject arterial level-of-service shall not diminish below an acceptable adopted City standard.

TDM/TSM measures and roadway widening: If the implementation of TDM and TSM measures from the previous analysis are determined to be insufficient in meeting the transportation system needs along the subject roadway corridor, the City shall undertake an evaluation of the consequences that additional roadway widening may have on adjoining neighborhoods as well as the benefits gained by additional street construction.

This evaluation shall include an assessment of the design features and construction options for the road widening project. The design analysis of roadway widening shall consider the impacts on all modes of travel, adjacent affected travel corridors and the impact on properties immediately adjacent to the contemplated road widening. The most effective and appropriate TDM and TSM measures recommended by the evaluation as selected by the City Council, shall be implemented either in conjunction with, or before, the road widening project. The City Council after providing notice and opportunity to be heard at a public hearing shall decide whether to authorize the street widening based upon this policy and the evaluation report. Written notice shall be provided to property owners within 250 feet of the proposed widening and to affected neighborhood associations. In addition, notice of the hearing shall be posted in conspicuous locations along the proposed widening and published at least ten days prior to the hearing.

The City Council shall receive this evaluation report that makes the aforementioned analysis of TDM and TSM measures, and the evaluation of roadway widening design options, prior to considering authorization of proceeding with the road widening project.

Minor arterial street corridors shall be designated by City Council as falling into one of three classifications:

- a. "Not authorized for lane expansion". These minor arterial corridors are described in the TSP, in Section 6.5.1.4 requiring a TSP amendment before being categorized as "b" or "c" as described below.
- b. "Possible lane expansion". These minor arterial corridors are listed in the City's annual Capital Improvement Plan

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as corridors where additional travel lanes may be necessary within the 20-year planning period. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.

- c. "Probable lane expansion". These minor arterial corridors are listed in the City's annual Capital Improvement Plan as corridors where additional travel lanes are probably going to be necessary within the 20-year planning horizon. Street corridors in this category may not be programmed for lane expansion in the CIP without City Council authorization.

Intersection widening and improvements that are necessary for vehicle turning lanes or pedestrian safety, are exempt from this policy.

Notwithstanding a street's categorization as "possible lane expansion" or "probable lane expansion", the City Council must comply with paragraphs 3 and 4 of Transportation System Plan Arterial Street Policy 21 prior to authorizing a road widening project.

- 7-70** The^{WR1} City shall develop and implement a plan to improve the appearance, safety and function of East 3rd Street, portions of Highway 20 and old Highway 97 when the Parkway is completed.
- 7-71** The City shall work with the State to line the entrance to the city of Bend along Highways 97, Highway 20, Century Drive and the Parkway, with large stature trees.
- 7-72** Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse effects of wide street widths to all types of travel. On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.
- 7-73** Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level of safety and carrying capacity on the arterial street system.
- 7-74** The city of Bend shall work with ODOT to plan for specific improvements needed to grade separate Cooley Road from US 97 and the railroad.
- 7-75** When a final land use or limited land use decision determines that a right-turn lane will improve, maintain or prevent further degradation of an applicable performance standard for the intersection of an arterial with another arterial of the intersection of an arterial with an expressway, the right-turn lane shall be



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considered allowed by the TSP at the appropriate location, provided that if the need for the right-turn lane is caused by a specific application, the applicant shall be responsible for full payment of the costs associated with construction of the right-turn lane.

Parkway:

- 7-76** The City accepts the findings of US 97 Bend North Corridor Project Preferred EIS Alternative. Prior to design and construction, the City and ODOT will coordinate to conduct two independent project development plans/designs within the study area of the preferred alternative to verify the construction meets the then current needs of both the City and ODOT. One plan development and design will be for the study and analysis, including the impact on any business, of a possible Robal Road connection to the ODOT Preferred Alternative to be completed prior to entering into an intergovernmental agreement (IGA) for implementation of the US 97 phase of the Preferred Alternative. The other development and design will be for the Empire interchange area to be completed prior to entering into the intergovernmental agreement (IGA) for implementing the phase of work that would impact any business, public street, or private driveway access onto Empire Avenue. The final redevelopment of the transportation system at Robal and Empire and the ODOT Preferred Alternative may include some or all of the changes determined in the final design to improve the transportation system and meet the City's transportation needs. The IGAs will conform with the studies and analyses.
- 7-77** The City of Bend will coordinate with ODOT to determine when to implement closures to approaches on Empire Avenue and improvements to Mervin Sampels and connecting roads shown in the US97 Bend North Corridor preferred alternative.

Safety:

- 7-78** The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.
- 7-79** The City shall explore with the State and implement appropriate "Intelligent Transportation System Devices".
- 7-80** The City shall take measures to ensure that traffic speeds are appropriately designated throughout the City.
- 7-81** As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve the safety of a road alignment.
- 7-82** The City shall support efforts to educate the public regarding safe travel on the transportation system.

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- 7-83** The City shall monitor transportation crash and safety issue locations, and develop and implement corrective improvement projects.

Rail System:

- 7-84** When railroad rights-of-way are considered for abandonment or vacation, the City shall seek the preservation of these corridors for other transportation services.
- 7-85** The City shall work with Burlington Northern Santa Fe Railway to develop and implement a plan for train scheduling to ensure that the current needs of the transportation system in the City are minimally affected.

Bend Central District Plan (BCD):

- 7-86** The city will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.
- 7-87** The city will implement street designs identified in the District Plan over the long term. Improvements may be phased in over time and will be refined, as needed and appropriate, through more detailed facility design processes.
- 7-88** The city will encourage and work with local businesses and residents to implement transportation demand management programs and strategies.
- 7-89** The city will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging us of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.

Integrated Land Use and Transportation Plan:

- 7-90** The City will implement the land use, transportation demand management, parking management, transit, and complete streets strategies, projects and programs that are identified as Proposed Strategies in Chapter 4 of the ILUTP.
- 7-91** The City will conduct a planning study to evaluate the potential for Transportation Management Areas for the opportunity areas, transit centers, and public and private institutions and companies.



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- 7-92** The City will include streetscape projects in opportunity and core areas and transit corridors when developing the transportation CIP priorities and projects.
- 7-93** The City will develop transit priority corridors in the opportunity and core areas that include a combination of land use policies and codes and transportation enhancements that encourage transportation options.
- 7-94** The City will update the assessments of the ILUTP standards at each update of the Bend MPO regional transportation system plan and the City TSP.

TSP Map Updates:

- 7-95** Any Bend TSP map that illustrates a dashed line for a proposed transportation facility may be updated administratively by staff upon the construction/completion of that facility. Updating of any affected maps shall convert any "dotted" lines into "solid" lines that follow as-built alignments, as much as practical, and shall not constitute a land use decision.

Transportation Funding and Prioritization

Policies:

- 7-96** The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.
- 7-97** The City shall work with the County and State to develop new sources of transportation funding for all transportation modes.
- 7-98** The City shall annually prepare a five-year capital improvement program for a balanced transportation system. The selection of transportation improvements, within the City's yearly Capital Improvement Program plan, shall continue to be subject to public review and comment through a City Council public hearing process.
- 7-99** The City shall explore ways in which to better inform and involve citizens in the development of transportation system budgets.

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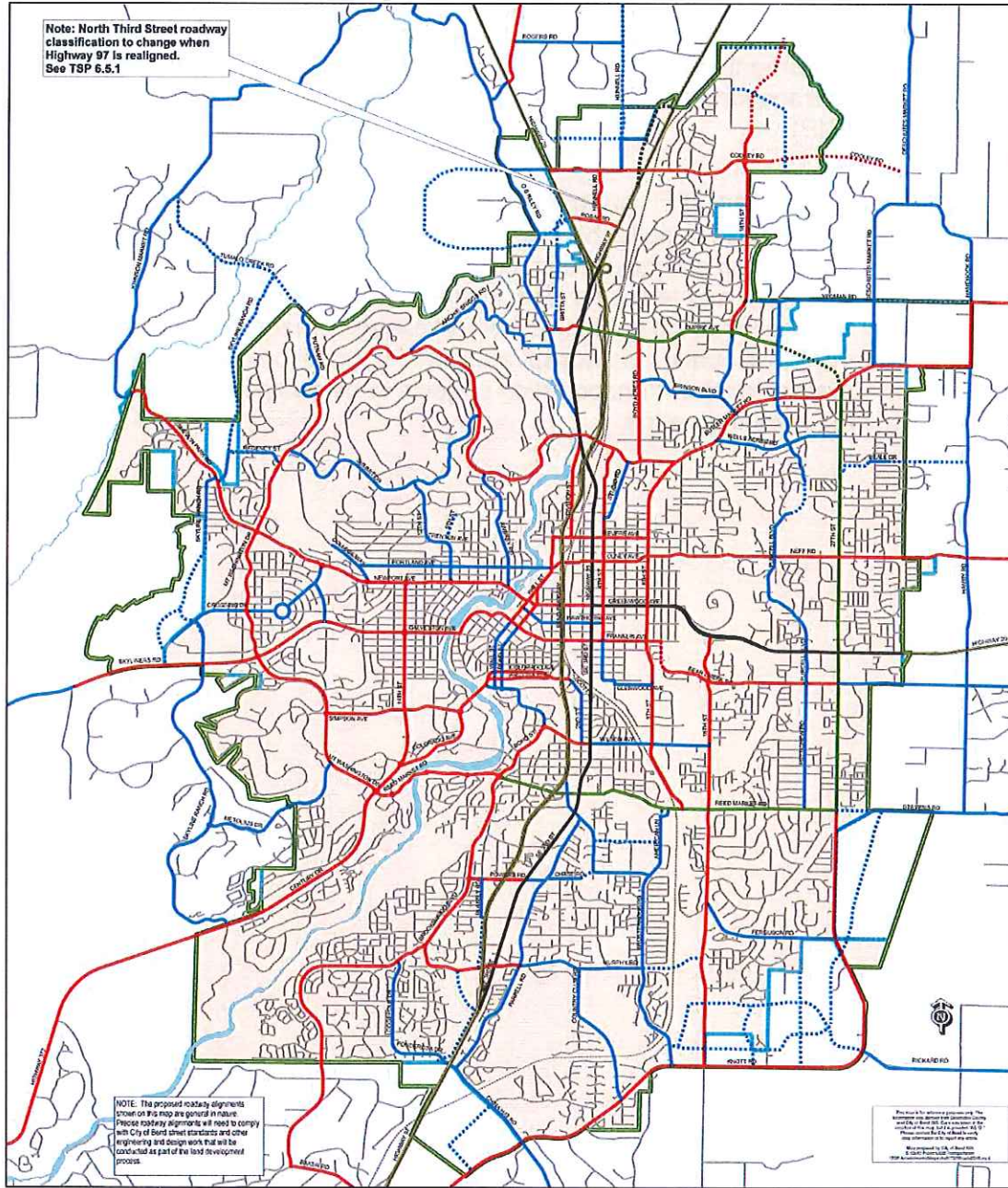


- 7-100** The City shall work with ODOT to develop funding sources for projects on the state highway system that include City and State as major funding partners.
- 7-101** The City shall use the City Council adopted Transportation Implementation Program (TIP) as a guide to the development of all transportation projects in the Capital Improvement Program (CIP).
- 7-102** The Financing Program projections show that sufficient funding will be available to build the twenty-year needs of the transportation system that are included in the TSP and further defined as the near- and mid-term priorities. However, if existing and future funding levels do not fully cover increased demand on the system, the City Council may accept additional congestion on the roadway system to allow transportation projects to be postponed beyond the planning period.



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Figure 7-1 (TSP Figure 14)
Bend Urban Area Roadway System Plan



CITY OF BEND

Figure 9.4: Bend Urban Area Street System

July 2016

0 0.25 0.5 1 1.5 2 Miles

Legend

— Expressway	— Minor Arterial	— Railroad
----- Proposed Expressway	----- Proposed Minor Arterial	— Deschutes River
— Principal Arterial	— Major Collector	— Tualo Creek
----- Proposed Principal Arterial	----- Proposed Major Collector	— City Limits
— Major Arterial	— Frontage Road	— UGB - Urban Growth Boundary
----- Proposed Major Arterial	----- Proposed Frontage Road	

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Table 7-1 (TSP Table 12)
Street Functional Classification System Typical Characteristics

Functional Classification	Projected Daily Traffic (Typical)	Functional Classification Spacing (Typical)	Trip Length (Typical)	Vehicle Lanes (Typical)	Bike Lanes	Sidewalks	Parking Permitted (Typical)
Expressway	20,000 – 45,000+	5+ miles	Over 5 miles	5	Yes	Yes both sides	No
Principal Arterial	15,000 – 40,000	2+ miles	Over 2 miles	5	Yes	Yes both sides	No
Major Arterial	10,000 – 30,000	1-2 miles	Over 1 mile	3-5	Yes	Yes both sides	No
Minor Arterial	5,000 – 18,000	½ - 1 miles	Over 1 mile	2-5	Yes	Yes both sides	No*
Major Collector	1,5000 – 9,000	½ mile	Under 1 mile	2-3	Yes	Yes both sides	No*
Industrial Street	500 – 3,000	Not applicable	Varies	2	Not required	Yes both sides	Yes
Local Street	<1,500	300 – 600 feet	Under ½ mile	2	Not required	Yes both sides	Yes
Frontage Road	Varies	Not applicable	Varies	2	Not required	Yes both sides	Yes** if adequate width provided
Alley	<400	Not Applicable	Not Applicable	1 ½	Not applicable	Not applicable	Yes** if adequate width provided

* Parking permitted if approved by local jurisdiction

** Parking permitted adjacent to the facility but NOT obstructing the travelway



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Figure 7-2
Bend Urban Area Bicycle and Pedestrian System Plan

