



CITY OF BEND

CITY COUNCIL ISSUE SUMMARY

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| <p>MEETING DATE: March 18, 2020</p> | <p>SUBJECT: Ordinance designating speeds of 20 mph on Neighborhood Greenways Phase 2 streets when posted.</p> <p>STAFF MEMBER: Rory Rowan, PE</p> <p>DEPARTMENT: Engineering & Infrastructure Planning Department</p> |
| <p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing Date:</p> <p><input checked="" type="checkbox"/> Ordinance 1st Reading Date: 3/4/2020</p> <p><input checked="" type="checkbox"/> Ordinance 2nd Reading Date: 3/18/2020</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information/Direction</p> <p><input type="checkbox"/> Consent Agenda (<i>adopted by motion</i>)</p> | <p>ADVISORY BOARD/COMMISSION RECOMMENDATION:</p> <p><input type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input checked="" type="checkbox"/> Not applicable</p> <p>Comments:</p> |

RECOMMENDED MOTION:

On second reading: I move for a roll call vote on the second reading of the ordinance designating speeds of 20 mph on Neighborhood Greenways Phase 2 streets when posted.

ISSUE / COUNCIL DECISION & DISCUSSION POINTS:

- Neighborhood Greenway is a term used to describe a local street that serves as a more comfortable and safe route for walking and biking than nearby busier streets. Components include signs, pavement markings, and traffic calming (such as speed humps) to slow and discourage cut through traffic. These streets will still be open to auto traffic with access to homes and businesses unaffected. People walking, biking, and driving will continue to share the street which is the case today.
- The City is designing and constructing Neighborhood Greenways on local residential streets to provide safe and comfortable routes for walking and bicycling.
- Local streets with lower speed limits have reduced incidences of crashes involving people walking and bicycling and less severe crashes than arterial and collector roadways which typically have higher speeds and more traffic.
- State law (ORS 810.180) allows the local road authority, in this case Council, to establish 20 mph speeds for Neighborhood Greenways that meet certain criteria.

- This ordinance includes many of the streets within Phase 2 of the City’s Neighborhood Greenways project. These have been designed and will be constructed in 2020.
- The project directly addresses Council Goal action to “*Complete phase one of neighborhood greenways...*” Phase 2 of the project expands on this action.

BACKGROUND:

Neighborhood Greenways

Between 2019 and 2021 the City is designing and constructing a network of Neighborhood Greenways. These are typically local residential streets that serve as more comfortable and safer routes for walking and biking than nearby busier streets. NE 6th & NW 15th Streets were Phase 1 of the project and were constructed in 2019. Phase 2, which this ordinance covers, focuses on east-west connections including NW Milwaukee and SE Roosevelt Avenues.

Components include signs, pavement markings, and traffic calming (such as speed humps) to slow and discourage cut through traffic. These streets remain open to auto traffic with access to homes and businesses unaffected. People walking, bicycling, and driving continue to share the street, as is the case today.

Speed Limits and Safety

Local streets with lower speed limits have reduced incidences of crashes involving people walking and bicycling. When crashes do occur on these streets, they are typically less severe than arterial and collector roadways, which tend to have higher speeds and more traffic.

A study of federal crash data has shown that if a crash does occur, a person hit by a car traveling at 20 to 25 mph has a 90% chance of surviving. Compare this to a less than a 70% chance of survival at speeds greater than 35 mph.

Low speed limits are an important and integral component of safe and effective Neighborhood Greenways are. The Neighborhood Greenways have been designed to keep speeds between 20 to 25 mph. Neighborhood speeding and its effect on livability is one of the top complaints the City receives each year.

Oregon State Law and Council’s Role

State law (ORS 810.180) allows the local road authority for a jurisdiction, in this case City Council, to adopt an ordinance establishing 20 mph speed limits for neighborhood streets that meet certain criteria. These criteria include:

- a. The designated street be located in a residential district,
- b. Has a volume of less than 2,000 vehicles per day and an 85th percentile speed of 30 mph or less, and
- c. Has a traffic control device that indicates the presence of pedestrians or bicyclists.

Based on a review of traffic data, City staff found the streets included in this ordinance meet all of the above criteria. Further, strong public support for reducing speeds and cut through traffic was expressed by the surrounding residents at community open houses held by City staff to discuss these Neighborhood Greenway routes.

The adoption of this ordinance directly addresses a Council Goal action to “*Complete phase one of neighborhood greenways...*” by creating safe and efficient travel choices and preserving neighborhood livability. Phase 2 of the project expands on this action.

Next Steps

If Council adopts this ordinance, it will allow City staff to install 20 mph regulatory speed signs on certain streets within Phase 2 of the Neighborhood Greenways project. Staff will evaluate future Neighborhood Greenways routes for similar speed limit changes and bring forward the applicable ordinance(s) to Council as appropriate.

CURRENT YEAR BUDGET IMPACTS IDENTIFIED BY DEPARTMENT:

The approved 2019-2021 Biennial Budget and the City's adopted 2020-2024 Capital Improvement Program (CIP) includes funding as part of the 1TBKE Bicycle Greenways Project to install speed limit signs where needed.

DEPARTMENT DIRECTOR REVIEW

Reviewed by: Ryan Oster Date: 2/24/20

FINANCIAL REVIEW

Reviewed by: Melissa Bradley Date: 2/21/20

LEGAL REVIEW

Reviewed by: Ian Leitheiser Date: 2/24/20

COMMUNITY OUTREACH PROCESS AND POTENTIAL IMPACTS:

Between 2013 to 2015, the initial planning process that identified, selected, and recommended the Neighborhood Greenway routes included public participation from, presentations to, and open houses with members of:

- City of Bend Accessibility Advisory Committee (COBAAC)
- Central Oregon Coalition for Access (COCA)
- Deschutes County Bike and Pedestrian Advisory Committee (BPAC)
- Bend Metropolitan Planning Organization (MPO) Citizens Advisory Committee and Policy Board
- Neighborhood Association Roundtable (includes multiple neighborhood associations)
- City of Bend Traffic Safety Advisory Committee (TSAC)
- City of Bend Planning Commission

Additionally, many members of the community directly communicated with and testified to Council in 2017 requesting an initial network of Neighborhood Greenways be funded, designed, and constructed.

Phase 1 open houses were held in 2018. More than 700 mailings were conducted for Phase 2 outreach. An open house for Phase 2 was held in 2019 at Bend Senior High School where proposed designs for the streets were shared with the surrounding neighborhoods. Reducing the speed limits on these streets to 20 mph was discussed. Approximately 50 community members attended and extensive supportive feedback was received.

More information on the design, public involvement, and construction of Neighborhood Greenways is available at: www.bendoregon.gov/neighborhoodgreenways.

ATTACHMENTS:

- Ordinance
- Map