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to Dana Nichols and Kristan Liechti, City of Bandon  
Tom Guevara, ODOT

from Brandon Crawford, Shayna Rehberg, and Darci Rudzinski, MIG | APG

re City of Bandon Transportation System Plan Update  
**Task 3.1 Final Technical Memorandum #1: Plan, Policy, and Code Review**

date June 12, 2023

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## Introduction and Background

The City of Bandon Transportation System Plan (TSP) Update project will update the City's TSP, which was adopted in 2000 and refined in 2010. The updated TSP will identify an integrated network of multi-modal transportation facilities and services that will support development of the City's existing and planned land uses over a twenty-year planning horizon. The project will address transportation facility needs within city limits and the Urban Growth Boundary (UGB). The project will include robust community and stakeholder engagement to help identify transportation needs and solutions in Bandon. The TSP Update process will take approximately eighteen months, with TSP Update adoption anticipated in Fall 2024.

This memorandum provides plan and policy context for the City of Bandon TSP, consistent with Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines. Some documents included in this review establish transportation-related standards, targets, and guidelines with which the TSP Update must be coordinated and consistent; others contain transportation improvements that will need to be factored into the future demand modeling and otherwise reflected in the TSP. Local policy and land use requirements described in this review – such as the Bandon Zoning Code – may be subject to recommended amendments in order to implement the recommendations of the updated TSP and strengthen consistency with regulations like the Oregon Transportation Planning Rule (TPR). This memorandum helps set the stage for those potential amendments, which will be prepared as part of project implementation (Task 7).

This memorandum is organized into two sections: (1) a plan and policy review; and (2) a City zoning code review.

## Plan and Policy Review

This section summarizes plans, policies, and other documents that have an impact on the transportation system in Bandon. The plan and policy reviews are presented as a set of summary tables organized by jurisdiction. The tables include an overview of a given document, a brief description of the relevance to the TSP, and potential policy or plan updates to be considered during the TSP Update process.

The plan and policy reviews are divided between local and statewide plans and policies – Table 1 and Table 2, respectively. The following documents were reviewed.

**Local Plans, Policies, and Ordinances**

- Bandon Comprehensive Plan, 2008
- Bandon Municipal Code Title 17: Zoning
- Master Plan for Historic Bandon, 1982
- Bandon Housing Needs Analysis (in progress)
- Bandon Transportation System Plan, 2000
- Bandon TSP Refinement Plan, 2010
- Bandon Parks Master Plan, 2017
- Bandon System Development Charges, 2004 (updates in progress)
- Bandon Scenic Resources Inventory

**Statewide Plans and Policies**

- Oregon Transportation Plan including topic and modal plans as amended
- Oregon Highway Plan, 1999 (including amendments)
- ODOT Highway Design Manual, 2022
- ODOT Traffic Manual, 2023
- Oregon Administrative Rules (OAR) Chapter 734, Division 51 (Access Management Rule)
- Oregon State Modal Plans (Bicycle and Pedestrian, Rail, Freight, Public Transportation)
- ODOT Active Transportation Needs Inventory
- Oregon Revised Statutes (ORS) 366.215 (Freight Routes – Vehicle Carrying Capacity)
- Transportation Safety Action Plan, 2021
- Oregon Statewide Planning Goals
- OAR Chapter 660, Division 12 (Transportation Planning Rule)
- 2021-2024 Statewide Transportation Improvement Program (STIP)
- 2024-2027 STIP/Draft STIP, as available
- Oregon Coast Bike Route Plan, 2022

Table 1: Local Plans, Policies, and Ordinances

PLAN, POLICY, OR ORDINANCE	OVERVIEW	TSP RELEVANCE AND UPDATE RECOMMENDATIONS
Bandon Comprehensive Plan, 1991, updated in 2010	<ul style="list-style-type: none"> <li>• The Bandon Comprehensive Plan documents the City’s vision for land use, development, and transportation.</li> <li>• Comprehensive Plan Goal 12 (Transportation) includes: nine overarching policies; an airport-specific policy, and all 40 policies from the 2000 Bandon TSP.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider amending the existing Goal 12 policies to incorporate the updated TSP policies; or</li> <li>• Consider removing the transportation policies in Comprehensive Plan Goal 12 and replacing them with a reference to the updated TSP (i.e., adopting TSP policies into the Comprehensive Plan by reference).</li> </ul>
Bandon Municipal Code Title 17: Zoning	<ul style="list-style-type: none"> <li>• The Bandon Zoning Code implements the land use policies of the Bandon Comprehensive Plan.</li> <li>• The Zoning Code regulates uses in the city and establishes standards for development.</li> </ul>	<ul style="list-style-type: none"> <li>• The Regulatory Review in this memo evaluates the Zoning Code’s compliance with the State’s Transportation Planning Rule (TPR).</li> <li>• The TSP process will include recommended amendments to the Bandon Zoning Code to</li> </ul>

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Master Plan for Historic Bandon, 1982	<ul style="list-style-type: none"> <li>The Zoning Code includes land use regulations that implement the TSP.</li> <li>The Master Plan for Historic Bandon provides guidance and a framework for development and preservation of the Old Town area, or “Historic Bandon.”</li> <li>It includes specific improvements for public facilities, suggestions for block improvements, and design guidelines for new development, all intended to preserve the historic character of the area.</li> <li>The City is currently preparing a downtown streetscape and parking plan, which will include updates to improvement standards in certain areas of Historic Bandon.</li> </ul>	<p>ensure consistency with the recommendations of the updated TSP.</p> <ul style="list-style-type: none"> <li>Make policies and projects that are considered in the TSP Update and affect Historic Bandon consistent with the goals outlined in the Master Plan, including:                             <ul style="list-style-type: none"> <li>Improve access and usability of Historic Old Town.</li> <li>Maximize people-oriented spaces.</li> <li>Protect land and waterfront from environmental degradation.</li> <li>Protect bluff area from erosion.</li> <li>Provide tourist parking while improving maximum pedestrian circulation.</li> <li>Provide bicycle transportation.</li> <li>Provide pedestrian access to waterfront.</li> <li>Improve sidewalks for pedestrian safety.</li> </ul> </li> <li>Consider the Master Plan’s Design Concept and Circulation Plan for Old Town in developing TSP policies and projects that affect Historic Bandon.</li> <li>Track the status of the downtown streetscape and parking plan that is being prepared concurrently with the TSP and consider the streetscape design and improvement updates for TSP projects and implementing ordinances.</li> </ul>
Bandon Housing Needs Assessment (HNA), in-progress	<ul style="list-style-type: none"> <li>The Bandon HNA assesses and projects the overall housing needs for Bandon on a 20-year planning horizon from 2023 to 2043.</li> <li>A draft of the HNA was delivered to the City in spring of 2023. The HNA is pending adoption.</li> <li>The analysis found a need for 507 additional dwelling units and 60 group quarters rooms by 2043. Approximately 65% of the need is for non-single family detached forms of housing, including plexes, multifamily apartments, townhomes, manufactured homes, and subsidized affordable housing.</li> <li>The HNA found that the City will need an estimated 76 acres of buildable land to accommodate needed housing.</li> <li>The HNA included a buildable lands inventory (BLI), which found that Bandon has approximately 401 acres of net buildable land available</li> </ul>	<ul style="list-style-type: none"> <li>Consider areas with the potential for residential growth and evaluate multimodal transportation options that can serve new development during the TSP project identification process.</li> <li>Track the status of the current HNA project and consider the results and recommendations for developing TSP goals and policies related to economic growth, land use, and equity.</li> <li>New residential development on vacant buildable land in the UGB will influence traffic and transportation demand on the City’s network in the future.</li> </ul>

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	<p>for residential development within the current UGB. The City therefore has about 325 acres of surplus buildable residential land based on 2043 forecasted housing needs.</p>	
<p>Bandon Transportation System Plan (TSP), 2000</p>	<ul style="list-style-type: none"> <li>The 2000 TSP establishes a system of transportation facilities and services intended to meet the City’s identified needs over a 20-year horizon.</li> <li>The TSP includes 14 objectives and 40 policies, which are included in the City’s Comprehensive Plan.</li> </ul>	<ul style="list-style-type: none"> <li>The TSP Update will include public involvement activities, development of new goals and objectives, evaluation of existing and future transportation conditions, and identification of transportation needs and improvements. These steps will inform an update to the framework of the TSP and updates to the objectives, policies, and projects.</li> <li>Revisit the 2000 TSP Design Principles, Objectives and Policies, Network Evaluation Criteria, City Staff Preferred Alternative, Bicycle and Pedestrian Needs, and Public Transportation Needs.</li> <li>Consider whether elements from the 2000 TSP should be incorporated into the updated TSP.</li> </ul>
<p>Bandon Transportation System Refinement Plan, 2010</p>	<ul style="list-style-type: none"> <li>The Bandon Transportation System Refinement Plan details transportation solutions at the south end of the city, which had been annexed and experienced development activity since the adoption of the 2000 TSP.</li> <li>Street improvement recommendations in the plan were intended to serve new development and reduce reliance on U.S. 101 for local trips.</li> <li>The TSP Refinement Plan includes modifications to 7 TSP objectives and 12 TSP policies. It also adds 2 objectives and 3 policies that are specific to the study area (i.e., annexed southern area of the city).</li> </ul>	<ul style="list-style-type: none"> <li>Revisit the recommended future street network and functional classifications that were determined for the study area (shown in Figure 2 of the TSP Refinement Plan).</li> <li>Consider the policies and objectives of the Refinement Plan and determine how they should be incorporated in the proposed TSP goals, policies, and objectives.</li> <li>Evaluate the existing transportation conditions and needs for the Refinement Plan study area and determine which original project/improvement recommendations need to be included and/or modified for the proposed TSP Update projects. (Projects and improvements and their estimated costs are summarized in Table 11 of the TSP Refinement Plan.)</li> </ul>
<p>Bandon Parks System Master Plan, 2017</p>	<ul style="list-style-type: none"> <li>The Bandon Parks System Master Plan is the guiding framework for the City’s parks and recreation system.</li> <li>It establishes goals and policies for park system design, land acquisition, development of facilities, accessibility, maintenance, community involvement, and funding.</li> <li>It catalogues the specific goals and improvements for all of the City’s parks and recreation facilities,</li> </ul>	<ul style="list-style-type: none"> <li>Transportation goals, policies, and objectives should be consistent with the City’s goals and policies related to parks, specifically with regards to multimodal accessibility to parks and recreation opportunities, maintenance, and funding for the proposed TSP goals, policies, and objectives.</li> <li>Review the list of identified improvements related to parks access, bike-ped pathways, and trails and determine whether and how to integrate those into proposed TSP projects.</li> </ul>

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	<p>including community parks, neighborhood parks, mini-parks, special use parks, wayside parks, natural resource areas and greenways, and bike-ped paths and trails.</p>	<ul style="list-style-type: none"> <li>Review the plan’s Funding Strategies (Chapter 6) to identify potential funding sources for projects related to trails, bike-ped paths, and parks access.</li> </ul>
<p>Bandon System Development Charges (SDCs), 2004</p>	<ul style="list-style-type: none"> <li>The City’s SDCs establish a methodology for determining SDC rates for public facilities, including transportation improvements.</li> <li>The City is currently in the process of updating the SDC methodology.</li> </ul>	<ul style="list-style-type: none"> <li>Track the status of SDC methodology updates and consider their implications for TSP update and transportation project funding sources.</li> <li>The SDC methodology and fees for transportation improvements (SDC Section 5) may help inform estimated costs for proposed TSP improvements and projects.</li> <li>Take the Transportation SDC methodology and fees into account for the Funding Program and strategies in the updated TSP.</li> </ul>
<p>Bandon Scenic Resources Inventory</p>	<ul style="list-style-type: none"> <li>The Bandon Scenic Resources Inventory documents the City’s scenic resources, which were identified through a Goal 5<sup>1</sup> process.</li> <li>Comprehensive Plan Chapter 12 establishes scenic resource conservation methods and protection actions.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed TSP policies, objectives, and projects should reflect and/or be consistent with the City’s scenic resource inventory (e.g., access to the resources) as well as scenic resource protection actions.</li> </ul>
<p>Coos County Transit Master Plan (TMP), 2020</p>	<ul style="list-style-type: none"> <li>The TMP provides guidance for transit services, siting transit facilities and stops, and coordinating with other transit providers.</li> <li>The TMP recommends transit-supportive policies in Table 6.12. Policies address safe and accessible transit service and facilities for all community members; supporting economic development and tourism; improving access to key uses including employment, education, and health services; transit-related improvements to be made with development; transit’s role in emergency response; and increasing less polluting and more active transportation options.</li> <li>The TMP evaluates development code consistency with recommended transit-supportive code standards in Table 6.13.</li> </ul>	<ul style="list-style-type: none"> <li>The Coos County Area Transit District (CCATD) has operated the Bandon Loop (Cranberry Express), which was recently suspended.</li> <li>Consider TMP policies in Table 6.12 during the implementation phase.</li> <li>Review Table 6.13 during the implementation task of the TSP Update for potential code amendments that are consistent with Model Development Code Language (TMP Reference K).</li> </ul>

<sup>1</sup> Goal 5 is the Oregon statewide goal for natural resources, scenic and historic areas, and open spaces.

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Curry Public Transit (CPT) Transit Development Plan (TDP), 2023	<ul style="list-style-type: none"> <li>The CPT TDP recommends bus stop improvements at Ray’s Food Place (TDP Table 6.5).</li> </ul>	<ul style="list-style-type: none"> <li>CPT operates the Coastal Express, which has one stop in Bandon.</li> <li>Include bus stop improvements from the TDP (Table 6.5) in the TSP project list.</li> </ul>

Table 2: Statewide Plans and Policies

PLAN OR POLICY	OVERVIEW	TSP RELEVANCE AND UPDATE RECOMMENDATIONS
Oregon Transportation Plan (OTP), 2006	<ul style="list-style-type: none"> <li>The OTP is the State’s comprehensive transportation plan that addresses the state’s future transportation needs through 2030.</li> <li>It considers all modes of transportation, including airports, bike/ped, highways, streets, pipelines, ports, and waterway facilities.</li> <li>The OTP includes seven goals:                             <ul style="list-style-type: none"> <li>1 – Mobility and accessibility</li> <li>2 – Management of the system</li> <li>3 – Economic vitality</li> <li>4 – Sustainability</li> <li>5 – Safety and security</li> <li>6 – Funding the system</li> <li>7 – Coordination, communication, and cooperation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Consistent with OTP goals, the TSP Update will focus on maintaining and building upon existing investments and using system management and transportation options to: maximize functionality of existing State facilities and support transportation networks in Bandon.</li> </ul>
Oregon Highway Plan (OHP), 1999, including amendments	<ul style="list-style-type: none"> <li>The OHP is a modal plan of the OTP<sup>2</sup> that defines policies and investment strategies for Oregon’s state highway system.</li> <li>The OHP particularly focuses on improving highway system management, safety, capacity, design innovation, and partnerships.</li> <li>Oregon’s Statewide Highways provide transportation connections between the state’s cities, towns, parks, forests, and businesses. They also serve as critical transportation facilities for freight movement, both within the state and to other parts of the country.</li> </ul>	<ul style="list-style-type: none"> <li>TSP policies and projects considered for US 101 (the Oregon Coast Highway – Hwy. No. 9) in Bandon will be subject to applicable OHP policies.</li> <li>The TSP will need to balance the purpose of the highway with local transportation needs in the community.</li> <li>US 101 in Bandon has the following OHP classifications (see OHP Appendix D – Highway Classification by Milepoint (MP)):                             <ul style="list-style-type: none"> <li>Policy 1A (State Classification System) – State Highway: MP 259-279</li> <li>Policy 1C (Freight System) – National Network (NN) and Reduction Review Route (RRR): MP 259-279</li> </ul> </li> </ul>

<sup>2</sup> Modal and topic plans are part of the OTP. As ODOT’s website states: “These plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address.” (<https://www.oregon.gov/odot/Planning/Pages/Plans.aspx>)

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<p>ODOT Highway Design Manual (HDM), 2022</p>	<ul style="list-style-type: none"> <li>The Highway Design Manual (HDM) provides uniform standards and procedures for the design, construction, resurfacing, restoration, and rehabilitation of the State’s highways.</li> </ul>	<ul style="list-style-type: none"> <li>○ Policy 1D (Scenic Byways) – Scenic Byway: MP 259-279 <sup>3</sup></li> <li>• Other applicable policies include:                             <ul style="list-style-type: none"> <li>○ Policy 1G – Major Improvements</li> <li>○ Policy 2B – Off-System Improvements</li> <li>○ Policy 2F – Traffic Safety</li> <li>○ Policy 3A – Classification and Spacing Standards (see the Access Management Rule below)</li> </ul> </li> </ul>
<p>ODOT Blueprint for Urban Design (BUD), 2020</p>	<ul style="list-style-type: none"> <li>Originally developed in 2020 as a standalone document, the Blueprint for Urban Design (BUD) has now been incorporated into the HDM. The BUD establishes design standards for urban transportation facilities, including vehicle and multimodal facilities.</li> <li>With incorporation of the BUD, the HDM now includes the six urban contexts that were established to provide design flexibility. The key concepts introduced by the BUD include:                             <ul style="list-style-type: none"> <li>○ Urban context</li> <li>○ Flexibility</li> <li>○ Performance-based, practical design</li> <li>○ Protection for pedestrians and bicyclists</li> <li>○ Design documentation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Any updates to roadway design and construction standards for US 101 must conform with the HDM.</li> <li>Coordinate with ODOT for any proposed alternative roadway standards.</li> <li>The BUD could support greater flexibility for potential changes to US 101 in Bandon. This may include bicycle and pedestrian facilities, as well as ADA access – particularly for sidewalks.</li> <li>The TSP could use design flexibility provided in the BUD to implement appropriate designs on and connecting to US 101, including sidewalks and other multimodal facilities.</li> </ul>
<p>ODOT Traffic Manual, 2023</p>	<ul style="list-style-type: none"> <li>The ODOT Traffic Manual offers policy guidance for traffic engineering and provides methods and procedures for ODOT facility design and development.</li> <li>The Traffic Manual is organized by general highway development procedures, safety guidance, traffic control tools, intersection control measures, and other traffic operations.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the Traffic Manual guidance for proposed policies and projects related to US 101.</li> </ul>
<p>OAR Chapter 734, Division 51 (Access Management Rule)</p>	<ul style="list-style-type: none"> <li>OAR 660-051 defines the State’s role in managing access to highway facilities in order to maintain functional use and safety as well as to preserve public investment.</li> </ul>	<ul style="list-style-type: none"> <li>Any changes proposed to access on US 101 as part of the TSP Update process will need to comply with this rule.</li> <li>Standards for private road approaches (e.g., driveways) and public road approaches (e.g., City streets and County roads) that access US</li> </ul>

<sup>3</sup> Note: US 101 in Bandon run from Mile point (MP) 260.6 at the northern Bandon city limits and UGB line to MP 276.6 at the southern Bandon UGB line. (ODOT TransGIS)

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	<ul style="list-style-type: none"> <li>The Rule includes provisions related to spacing distance, sight distance, safety, private approaches, and other considerations.</li> <li>Jurisdictions are required to have street/intersection and driveway spacing standards that are consistent with the spacing standards listed in OAR 734-051.</li> </ul>	<p>101 will need to comply with the Access Management Rule. Street/intersection and driveway spacing standards should be consistent with the spacing standards listed in OAR 734-051.</p>
Oregon Bicycle and Pedestrian Plan (OBPP), 2016	<ul style="list-style-type: none"> <li>The OBPP is a modal plan of the OTP that provides policies and implementation strategies intended to enhance access, mobility, and safety for cyclists and pedestrians.</li> <li>The OBPP includes bicycle and pedestrian designs and standards that are intended for state highways and other facilities.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed TSP pedestrian and bicycle goals and policies should be consistent with OBPP policies.</li> <li>Consider OBPP designs and standards for proposed TSP pedestrian and bicycle projects.</li> <li>Consider OBPP implementation strategies for TSP funding strategies and other implementation mechanisms.</li> </ul>
ODOT Active Transportation Needs Inventory (ATNI)	<ul style="list-style-type: none"> <li>The ATNI compiles existing active transportation facilities on state highways to assess needs and deficiencies.<sup>4</sup></li> <li>It prioritizes active transportation on State facilities based on evaluation criteria. Evaluation criteria are based on safety, connectivity, demand, equity, stakeholder input, and existing conditions.</li> </ul>	<ul style="list-style-type: none"> <li>The ATNI web map includes prioritization scores for bicycle and pedestrian needs on ODOT facilities.<sup>5</sup> The TSP’s needs and deficiencies inventory should take the ATNI prioritization scores for U.S. 101 in Bandon into account.</li> <li>Consider the ATNI evaluation criteria and prioritization methods when identifying additional bicycle and pedestrian deficiencies and needs on U.S. 101 and other ODOT facilities (i.e., 2<sup>nd</sup> Street SE).</li> </ul>
Oregon Freight Plan (OFP), 2023	<ul style="list-style-type: none"> <li>The OFP is a modal plan of the OTP that guides the movement of goods and commodities on the state highway system and for other modes, including aviation, rail, and marine.</li> <li>The OFP is a 25-year vision that identifies current freight-related issues and recommends policy, funding/investment, and operational/institutional strategies.</li> <li>The Plan addresses federal compliance with the federal FAST Act and Infrastructure and Jobs Act.</li> </ul>	<ul style="list-style-type: none"> <li>The OHP classifies U.S. 101 in Bandon as a Reduction Review Route. See review of ORS 366.215 below.</li> <li>The Bandon State Airport is a Category III Regional General Aviation Airport. The airport does not serve air cargo and, therefore, does not need to be considered for freight-related policies or projects for the TSP Update.</li> <li>Bandon does not have rail lines.</li> <li>The Port of Bandon is shown in OFP Figure 4.2. The Port is public and primarily focuses on recreational, commercial, and environmental projects.<sup>6</sup> Freight-related policies and projects are not expected to apply to the Port in the TSP Update.</li> </ul>

<sup>4</sup> Statewide Active Transportation Needs Inventory. <https://www.oregon.gov/odot/RPTD/Pages/Statewide-Active-Transportation-Needs-Inventory.aspx>

<sup>5</sup> ODOT ATNI – Evaluation Criteria and Prioritization Web Map. <https://kai.maps.arcgis.com/apps/MapSeries/index.html?appid=fd738594718a403aa58d5faa033fc044>

<sup>6</sup> Port of Bandon. <https://www.portofbandon.com/general/page/welcome-port-bandon>

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<p>ORS 366.215 (Freight Routes – Vehicle Carrying Capacity)</p>	<ul style="list-style-type: none"> <li>• ORS 366.215 prohibits the Oregon Transportation Commission (OTC) from permanently reducing vehicle-carrying capacity on freight routes (Reduction Review Routes), unless reductions are necessary for safety, access, or the State’s best interest and freight is not unreasonably impeded.</li> <li>• The rule allows the OTC to select, establish, lay out, locate, alter, change, or realign primary and secondary state highways.</li> <li>• Jurisdictions may apply for an exemption from the prohibition provided the OTC finds it is in the State’s best interest and it does not unreasonably impede freight movement.</li> </ul>	<ul style="list-style-type: none"> <li>• The segment of U.S. 101 that passes through Bandon is a designated Reduction Review Route.<sup>7</sup></li> <li>• Consider the highway’s Reduction Review Route status for proposed TSP projects that affect U.S. 101. Actions that may affect vehicle-carrying capacity should follow ORS 366.215 Implementation Guidance.<sup>8</sup></li> </ul>
<p>Oregon Public Transportation Plan (OPTP), 2018</p>	<ul style="list-style-type: none"> <li>• The OPTP is a modal plan of the OTP that provides guidance regarding the development of public transportation systems.</li> <li>• It is intended to support development of a comprehensive, interconnected, safe, and reliable public transportation system statewide.</li> <li>• The OPTP includes goals, policies, and strategies to inform and guide public transportation decisions for jurisdictions, the State, and public transportation providers and partners.</li> </ul>	<ul style="list-style-type: none"> <li>• CCATD provides Dial-a-Bus service for Bandon.<sup>9</sup></li> <li>• CPT operates the Coastal Express, which runs three times a on US 101 with one stop in Bandon.<sup>10</sup></li> <li>• Consider OPTP goals, policies, and strategies for any proposed TSP policies or projects that relate to public transportation.</li> <li>• Incorporate recommendations from CCATD’s Transit Master Plan and CPT’s Transit Development Plan into proposed TSP transit-related policies and projects.</li> </ul>
<p>Oregon Transportation Options Plan (OTOP), 2015</p>	<ul style="list-style-type: none"> <li>• The OTOP is a topic plan<sup>11</sup> of the OTP that establishes policies, strategies, and programs promoting efficient use of existing transportation system investments, with the intention of reducing single-occupancy vehicle (SOV) travel.</li> <li>• OTOP transportation options and strategies provide resources and information to support jurisdictions to improve opportunities for walking, biking, transit, telecommuting, and other travel options.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider relevant OTOP policies, strategies, and programs for proposed TSP policies and projects related to safety, multimodal options, environmental and public health, and community/disaster resiliency. OTOP policies related to accessibility, safety, mobility, health/environment, land use and transportation, and equity may be particularly informative.</li> <li>• Consult Transportation Options Funding opportunities identified for Southwestern Oregon for proposed TSP funding strategies that are intended to support existing</li> </ul>

<sup>7</sup> ODOT TransGIS. <https://gis.odot.state.or.us/transgis/>

<sup>8</sup> Oregon Revised Statute 366.215 Implementation Guidance. [https://www.oregon.gov/odot/Planning/Documents/ORS\\_366.215\\_Implementation\\_Guidance.pdf](https://www.oregon.gov/odot/Planning/Documents/ORS_366.215_Implementation_Guidance.pdf)

<sup>9</sup> Coos County Area Transit District. <https://coostransit.org/maps-schedules/>

<sup>10</sup> Curry Public Transit Coastal Express. <https://currypublictransit.org/coastal-express/>

<sup>11</sup> See Footnote 2 regarding modal and topic plans.

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Transportation Safety Action Plan (TSAP), 2021	<ul style="list-style-type: none"> <li>The TSAP is a topic plan of the OTP that establishes goals, policies, and strategies intended to eliminate transportation deaths and life-changing injuries.</li> <li>Presents a set of actions to promote transportation safety.</li> </ul>	<p>programs or those otherwise related to transit, walking, biking, and non-SOV trips.</p> <ul style="list-style-type: none"> <li>Consider OTOP funding policies and strategies for proposed TSP funding.</li> </ul>
Oregon Statewide Planning Goals	<ul style="list-style-type: none"> <li>Oregon has 19 statewide planning goals that establish a broad land use and policy framework for jurisdictions to follow.</li> <li>The City’s Comprehensive Plan has been acknowledged as consistent with these goals; the Comprehensive Plan and Zoning Code implement these goals on the local level.</li> <li>OAR 660-012, known as the “Transportation Planning Rule” (TPR), implements Statewide Planning Goal 12. (See review below.)</li> </ul>	<ul style="list-style-type: none"> <li>TPR compliance and recommendations are discussed in the Regulatory Review section of this memo.</li> <li>The TSP will need to conform with other applicable goals, including Citizen Involvement (Goal 1), Land Use Planning (Goal 2), Natural Resources (Goal 5), Air and Water Quality (Goal 6), Economic Development (Goal 9), Housing (Goal 10), Public Facilities and Services (Goal 11), Energy Conservation (Goal 13), and Urbanization (Goal 14). The City will need to demonstrate that conformance in its staff report for the adoption of the updated TSP.</li> </ul>
OAR Chapter 660, Division 12 (Transportation Planning Rule, TPR)	<ul style="list-style-type: none"> <li>The Transportation Planning Rule (TPR), OAR 660-012, implements Statewide Planning Goal 12: Transportation. The TPR contains numerous requirements governing transportation planning and project development, including the required elements of a TSP.</li> <li>TPR Section -0020 establishes the required elements of a TSP.</li> <li>TPR Section -0045 requires local governments to amend their land use regulations to implement the TSP.</li> <li>TPR Section -0060 addresses amendments to plans and land use regulations (e.g., zoning code).</li> </ul>	<ul style="list-style-type: none"> <li>TPR Section -0020 dictates required content in a local TSP; identified elements will be considered and updated as necessary as part of this TSP Update.</li> <li>The TSP Update process will include recommended amendments to the Bandon Zoning Code to meet compliance with the TPR and to implement the TSP. For more information, see the Regulatory Review – TPR Evaluation in this memo.</li> </ul>
2021-2024 Statewide Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> <li>The STIP is a four-year programming and funding document for transportation projects and programs on state and regional transportation systems.</li> <li>The STIP includes State- and federally funded projects that have approved funding and are expected to be undertaken during the upcoming four-year period.</li> </ul>	<ul style="list-style-type: none"> <li>The only STIP project in Bandon is the Ferry Creek Bridge Replacement. The project was scheduled for construction in 2021. Depending on its status, it may or may not be considered for inclusion in the updated TSP project list.</li> <li>Any projects that had previously applied for STIP funding could be included as a TSP</li> </ul>

PLAN OR POLICY	OVERVIEW	TSP RELEVANCE AND UPDATE RECOMMENDATIONS
2024-2027 STIP (Draft STIP)	<ul style="list-style-type: none"> <li>The Draft STIP will provide an updated project funding list for the next four-year program cycle.</li> <li>Bandon does not have any projects in the Draft STIP project list.</li> <li>Installation of National Electric Vehicle Infrastructure (NEVI) fast charging stations at 50-mile intervals along the entirety of U.S. 101 in Oregon is included in the Draft STIP.</li> </ul>	<p>project; they could seek 2024-2027 STIP eligibility or explore other funding sources.</p> <ul style="list-style-type: none"> <li>At least one charging station will need to be located in Coos County (MP 220.58 to 285.78). Potentially consider the options for siting an eligible charging station in Bandon during the TSP process and project identification process.</li> <li>Evaluate recommended TSP projects for STIP eligibility.</li> </ul>
Oregon Resilience Plan (ORP), 2013	<ul style="list-style-type: none"> <li>The Oregon Resilience Plan (ORP) identifies critical state facilities and needed improvements to prepare for the Cascadia earthquake.</li> <li>The ORP assumes the Bandon State Airport will survive an earthquake or tsunami event (Figure 5.18).</li> </ul>	<ul style="list-style-type: none"> <li>The Plan classifies the Bandon State Airport as a Tier 2 airport, which means it will provide access to most nearby rural areas and will be needed to help restore major commercial operations (ORP Figure 5.16). Reflect this in the TSP.</li> </ul>
Oregon Aviation Plan (OAP), 2019	<ul style="list-style-type: none"> <li>The OAP includes an inventory of the state’s airport facilities and provides guidance on needed improvements.</li> <li>OAP Table 9-1 summarizes the airport’s compliance with state land use regulations for public use airports.</li> </ul>	<ul style="list-style-type: none"> <li>Per the OAP, the Bandon State Airport is a Category III airport, which means it will help provide economic and commercial restoration to the entire region after a disaster event (Table 6-1 and 6-3). It is eligible for federally funded facility improvements since it is in the National Plan of Integrated Airport Systems (NPIAS).</li> <li>Consider this, as applicable, during development of the TSP funding plan.</li> <li>The OAP identifies the upgrades below for the airport to meet Category III standards. If not in the TSP project list, otherwise acknowledge these needs in the updated TSP.                         <ul style="list-style-type: none"> <li>Runway length extension: 399 feet</li> <li>Runway width expansion: 15 feet</li> <li>Provide controlled access fencing</li> <li>Provide Jet A fuel</li> <li>Upgrade runway pavement strength to 12,500 lbs</li> <li>Install MITL for taxiway lighting</li> <li>Meet weather reporting objectives</li> </ul> </li> </ul>
Oregon Coast Bike Route (OCBR) Plan, 2022	<ul style="list-style-type: none"> <li>The Oregon Coast Bike Route (OCBR) connects coastal communities and destinations across the length of the Oregon Coast, primarily along US 101.</li> <li>The OCBR Plan identifies opportunities for improvements to the OCBR, including route revisions to provide more direct access to communities and to improve</li> </ul>	<ul style="list-style-type: none"> <li>The OCBR Plan proposes road reconfiguration to include bike lanes along Riverside Drive in Bandon. Address the proposed reconfiguration for TSP cross-section updates or bicycle projects.</li> <li>The OCBR Plan identifies two “Critical Needs” in Bandon. Consider incorporating these Critical Needs as TSP bicycle or safety</li> </ul>

PLAN OR POLICY	OVERVIEW	TSP RELEVANCE AND UPDATE RECOMMENDATIONS
	<p>overall accessibility for a broader range of cyclists.</p> <ul style="list-style-type: none"> <li>The Plan identifies critical needs and proposes infrastructure improvements to improve safety, accessibility, and comfort.</li> </ul>	<p>projects. OCBR Critical Needs in Bandon include:</p> <ul style="list-style-type: none"> <li>Critical Need #28: Bicycle safety improvements for Bullards Bridge, including signage, flashing beacon lights, advisory speed signs, and a separate bridge or bridge improvements with space for bicyclists.</li> <li>Critical Need #29: TSP updates to study and consider reconfiguration of US 101 to accommodate bicycles within Bandon, with the long term solution to ultimately reconfigure the roadway to include buffered or separated bike lanes.</li> </ul> <ul style="list-style-type: none"> <li>Consider programs, services, and funding sources identified in the OCBR Plan for potential TSP update funding sources, projects, or policies.</li> </ul>

## Regulatory Review – TPR Evaluation

OAR 660-012, known as the Transportation Planning Rule (TPR), implements Statewide Planning Goal 12 (Transportation). The rule is intended to promote the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles. The TPR prescribes what must be included in a TSP (TPR Section -0020). The rest of this memorandum addresses the following TPR sections, which guide the **implementation** of the updated TSP, and sets the stage for work on City policy and code. An important note: Implementation of the updated TSP will not be a focus until later in the TSP process (Task 7 and Technical Memorandum #10: Amendments and Implementing Measures).

- TPR Section -0045 (Implementation of the Transportation System Plan) requires local governments to amend their land use regulations to implement the TSP. It also requires local governments to adopt land use and subdivision regulations to protect transportation facilities for their identified functions.
- TPR Section -0060 (Plan and Land Use Regulation Amendments) addresses amendments to plans and land use regulations (e.g., zoning code). It specifies measures to be taken to ensure that allowed land uses are consistent with the identified function and capacity of existing and planned transportation facilities.
  - Local code requirements that address this TPR provision include access control measures; standards to protect future operations of roads; expanded notice requirements and coordinated review procedures for land use applications; procedures that specify needed transportation improvements as a possible condition of approval; and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

- o TPR Section -0060 also establishes criteria for identifying the significant effects of plan or land use regulation amendments on transportation facilities, actions to be taken when a significant effect would occur, planned facilities, and needed coordination with transportation facility providers.

Table 3 provides an assessment of TPR compliance for the Bandon Municipal Code (BMC) Title 16 (Application Review Procedures and Approval Criteria) and Title 17 (Zoning Code). The table includes TPR implementation requirements, an assessment of the consistency of existing code with these requirements, and recommendations for changes that are anticipated to be needed to implement the updated TSP and strengthen the consistency of City regulations with the TPR.

As noted above, implementation work will come later in the TSP process. Specific City policy and code amendments will be drafted as part of that work and will be available for Project Management Team and Advisory Committee review. The content in Table 3 serves as a preview of upcoming implementation work, which will be revisited and fully reviewed during that process.

Table 1: Transportation Planning Rule (TPR) Review

TPR REQUIREMENT	ASSESSMENT AND RECOMMENDATION
<b>OAR 660-012-0045</b>	
<b>(1) Each local government shall amend its land use regulations to implement the TSP.</b>	
<p>(a) <i>The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</i></p> <p>(A) <i>Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</i></p> <p>(B) <i>Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</i></p> <p>(C) <i>Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and</i></p> <p>(D) <i>Changes in the frequency of transit, rail and airport services.</i></p>	<p><b>Summary:</b> The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations (e.g., a land use application process).</p> <p><b>Existing Conditions/Discussion:</b> Neither Title 16 (Applications and Procedures) nor Title 17 (Zoning) contain any provisions that establish transportation facilities and activities as permitted uses in all zones that are not subject to land use review. Title 17 includes a definition for “transportation facilities;” however, the term is not used in either Title.</p> <p><b>Recommendation:</b> Add provisions to Title 16 to establish that transportation facilities and activities that are identified in the TSP are not subject to land use review or approval procedures. Also add supplementary provisions to Title 17 (Section 17.108) to clarify that transportation facilities and activities in the TSP are permitted outright in all base zones.</p>
<p>(b) <i>To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or</i></p>	<p>See responses to -0045(1)(a)</p>

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*if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;*

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*(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.*

**Summary:** This TPR Section references project development and implementation – how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that, during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.

**Existing Conditions/Discussion:** BMC 16.04.090 authorizes the City to consolidate review and decision when an applicant applies for more than one type of land use or development permit for the same parcel or contiguous parcels of land. Although the provision may be broadly interpreted to include transportation projects, it does not specify that it includes transportation projects and it is limited to any development that is proposed for the same or neighboring property.

**Recommendation:** Amend BMC 16.04.090.C to clarify that consolidated application review also applies to transportation projects.

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***(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:***

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(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

**Summary:** This TPR section requires jurisdictions to adopt access management regulations that include block length standards and minimum driveway and intersection spacing requirements. Access control measures help to ensure a jurisdiction’s street network is safe and functional.

**Existing Conditions/Discussion:** BMC 16.40.050.D requires “T” intersections that result from staggered street alignment to be a minimum of 200 feet between the center lines of streets having approximately the direction.

BMC 16.40.050.F requires at least one hundred (100) feet of tangent adjacent to arterial or collector street intersections, and 50 feet of tangent adjacent to other intersections (exceptions allowed for unique topography).

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BMC 16.08.040 (planning for large sites) encourages block sizes between 200-600 feet in length. Conversely, BMC 16.40.060 (block size) prohibits block lengths in excess of 1,000 feet unless the block is adjacent to an arterial street, in which case it must be a minimum of 1,800 feet. The City’s block length requirements affect street, intersection, and driveway distances.

BMC 17.96.070 encourages limiting vehicle access points along arterials and highways. This provision suggests the Planning Commission require shared access points, reserve strips, eliminating circle drives, or taking other measures to minimize access points. In addition, BMC 17.104.080 (Access) requires a 40-foot minimum lot frontage and also encourages limiting the number of access points onto highways and arterials through the use of common driveways. The provision also requires coordination with ODOT for highway access.

Each of the provisions discussed above influence street, intersection, and access spacing. However, these provisions do not provide clear or explicit requirements with regard to access spacing for each street functional classification.

**Recommendation:** The TSP process will develop minimum street/intersection and driveway spacing standards based on street functional classification and meeting current and future needs. Amend existing intersection, block, and driveway provisions that affect access spacing accordingly to ensure consistency with the updated TSP access spacing requirement and to avoid conflicting or redundant standards. In addition, any updates to street/intersection and driveway spacing standards that provide access to state highway facilities will need to be consistent with the spacing standards listed in the OAR 734-051 (Access Management Rule).

**Summary:** This TPR provision requires jurisdictions to ensure that roadway/street capacity, service, operations, and the function of transportation facilities are maintained for future use and coordinated with land use development.

(b) Standards to protect future operation of roads, transitways and major transit corridors;

**Existing Conditions/Discussion:** BMC 16.08.090 establishes plat approval criteria to require streets and roads developed as part of a subdivision are dedicated for public use.

BMC 16.40.050 includes various street improvement requirements, including minimum right-of-way requirements, reserve strip requirements/standards, future street extension requirements (as identified in

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the TSP for subdivision approval), and half-street improvement standards.

BMC 16.40.120 and 16.40.130 include street improvement requirements for developments at the expense of the developer and at the time of development. The City may require improvements for streets, sidewalks, bicycle routes, or new street construction for substantial developments.

BMC 16.08.020.F establishes subdivision approval criteria that all lots created have adequate vehicle access, pursuant to Titles 16 and 17. Similarly, BMC 16.12.020 authorizes the City to impose conditions of approval for land use decisions that are intended to protect public facilities (including transportation facilities), which includes requiring additional right-of-way or improvements to streets, sidewalks, and bike paths.

BMC 16.50.060 includes PUD approval criteria to ensure proposed PUDs “do not cause undue traffic congestion” and comply with relevant requirements in the TSP.

The City’s Preliminary Plat Submission Requirements (BMC 16.08.060) authorize the City to require a Traffic Impact Analysis.

**Recommendation:** Amend the BMC to provide triggers for when a Traffic Impact Analysis is required with a land use application. In addition, the TSP process will further assess the adequacy of existing standards to ensure future transportation system operations and facilities are adequate.

*(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;*

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**Summary:** This TPR requirement is intended to ensure certain land uses do not interfere with aviation activities or pose any risks to the public.

**Existing Conditions/Discussion:** BMC 17.88 establishes the City’s Airport Overlay Zone. This zone limits allowed land uses and building heights within the overlay zone and establishes an airport approach safety zone, airport imaginary surfaces, a clear zone, a conical surface, a horizontal surface, a primary surface, and transitional zones. The regulations are intended to protect airport uses and mitigate hazards related to aviation. This overlay zone also regulates land uses within noise-sensitive areas, which is any area within 1,500 feet of the airport.

**Recommendation:** The BMC complies with this TPR requirement. No updates are recommended.

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*(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;*

See response to -0045(1)(c).

*(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;*

**Summary:** This TPR requirement is intended to ensure jurisdictions have the authority to apply transportation-related conditions of approval for land use decisions. The purpose of transportation-related conditions of approval is to provide discretion to decision makers to protect transportation facilities from potential impacts of certain land uses.

**Existing Conditions/Discussion.** BMC 16.12.020 authorizes the City to impose conditions of approval to land use applications. Some of the conditions of approval include changes to the number or location of vehicle access points, requiring additional right-of-way, requiring street improvements, adjusting off-street parking/loading requirements, and requiring sidewalk and bike path improvements.

BMC 16.40.120.F authorizes the Planning Commission to require bike lanes for any development that would extend an existing or planned bicycle route.

BMC 17.116.030 authorizes the City to condition zone amendment approval to include public facility improvements, including street right-of-way dedication.

**Recommendation:** Existing code provisions meet the TPR requirement. However, consider specifying that transportation-related improvements are potential conditions of approval, including improvements for transit facilities and other types of pedestrian and bicycle facilities, beyond sidewalks and bike paths (see -0045(3)(c)).

*(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:*

- (A) Land use applications that require public hearings;*
- (B) Subdivision and partition applications;*
- (C) Other applications which affect private access to roads; and*
- (D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and*

**Summary:** This TPR requirement helps ensure transportation providers and agencies have an opportunity to review and/or comment on proposed land use actions.

**Existing Conditions/Discussion:** Type II, III, and IV review procedures require application notice to any governmental agency that entitled to a notice through an intergovernmental agreement and other affected agencies. These requirements are described in Sections 16.04.060.B, 070.B, and 080.B of Title 16.

**Recommendation:** While “any affected governmental agency” may include transportation agencies or service providers, add provisions to each type of review procedure to clarify that notice is required for affected transportation agencies.

*(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.*

**Summary:** This TPR requirement is intended to ensure land use amendments (zone or comprehensive plan changes) do not have adverse impacts on the transportation system and are consistent with the TSP.

**Existing Conditions/Discussion:** BMC 17.116.030 authorizes the City to condition zone amendment approval to include public facility improvements, including street right-of-way dedication.

The BMC does not have any requirements for zoning or comprehensive plan amendments to be consistent with the TSP.

**Recommendation:** Amend BMC 17.116 (Chapter 16.32) to require that zone change and amendment applications be consistent with the TSP.

***(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.***

*(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;*

**Summary:** New development is required to provide bicycle parking for the use categories listed in this subsection.

**Existing Conditions/Discussion:** The City does not require bicycle parking for any development.

**Recommendation:** Amend BMC Table 17.96.020 – Parking Requirements for Specific Uses – to include minimum bicycle parking requirements for each use category specified in the TPR requirement.

*(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.*

**Summary:** This TPR requirement helps ensure new development includes bicycle and pedestrian access. The TPR also requires sidewalks and bikeways to be included with most types of street functional classifications.

**Existing Conditions/Discussion:** BMC 16.08.040.D encourages pedestrian access through long blocks wherever street connections are not viable.

BMC 16.40.060 enables the City to require easements for pedestrian or bicycle ways to serve cul-de-sacs, unusually long or oddly shaped blocks, or to facilitate public circulation. In addition, this BMC section requires planned pedestrian and bicycle facilities identified in the TSP to be installed as a part of a subdivision or partition.

*(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;*

*(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required*

BMC 16.40.120 requires new developments to install sidewalks in accordance with the TSP. This Section also

*along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;*

*(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;*

*(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;*

*(E) Streets and accessways need not be required where one or more of the following conditions exist:*

*(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;*

*(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or*

*(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.*

authorizes the planning commission to require installation of bicycle lanes or routes if the development is along the extension path for an existing or planned bicycle route.

BMC 16.50.030 requires Planned Unit Developments (PUDs) to include an existing and proposed pedestrian circulation system with a PUD application.

BMC 17.94.090 requires commercial developments to include pedestrian access via continuous walkways with connections to the public sidewalk or right-of-way, as well as access to pick-up/drop-off areas and transit facilities. BMC 17.94.080 also requires commercial developments that have over 40 off-street parking spaces to include walkways.

BMC 16.40.050 states that streets should be planned in relation to existing and planned streets, topography, public convenience, and the proposed land use. This section also states that right-of-way requirements may be modified to account for topography.

The BMC does not have provisions that require bikeways and sidewalks to be installed with certain street functional classifications, per -0045(3)(b)(B). The BMC street improvements section (BMC 16.40.050) also does not specify that street improvements are to comply with cross sections established in the TSP (TSP Table 7.2).

**Recommendation:** Amend BMC 17.96.050 to add pedestrian access/circulation requirements for parking lots over a certain size for all types of development.

Amend BMC 16.40.050 to clarify that streets or accessways/walkways do not need to be required where barriers (topography, etc.) exist, per -0045(3)(b)(E).

Amend BMC 16.40.050 to add provisions requiring street improvements to be designed in accordance with the TSP functional classification cross section standards; roadway right-of-way requirements should be included code standards and any references to the TSP cross sections must be specific (e.g., figure number). The TSP’s updated cross section standards will need to include bicycle and pedestrian facilities, in accordance with Subsection -0045(3)(b)(B).

Expand the walkway connection design requirements for commercial development (BMC 17.94.090) to apply to the other use type categories listed in -0045(3)(b), including multi-family development and neighborhood activity centers.

*(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;*

See response to Section -0045(2)(e).

*[Note: Subsection (d) defines safe and convenient]*

*(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.*

**Summary:** This subsection clarifies that pedestrian circulation should be provided via accessways, walkways, or other pedestrian facilities, and that site design should support pedestrian access/circulation.

**Existing Conditions/Discussion:** BMC 17.94.090 requires that commercial developments include pedestrian access via continuous walkways with connections to the public sidewalk. This provision specifies that walkways should connect to the “principal customer entrance of all retail buildings on site.”

**Recommendation:** Amend BMC 17.94.090 to require pedestrian circulation for all commercial/office developments. The City may consider elaborating that commercial site design is encouraged to cluster or orient buildings to support direct pedestrian connections and generally facilitate pedestrian circulation and access.

***(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:***

*(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;*

**Summary:** This subsection ensures jurisdictions require development to provide specific transit-related improvements.

**Existing Conditions/Discussion:** Although Bandon has fewer than 25,000 residents, the City is already served by a Curry Public Transit (the Coastal Express line), which has one bus stop at Ray’s Food Place. In addition, the TSP Update will address current and future transit facilities and services.

BMC 17.94.090.4 requires site design to “provide convenient pick-up and drop-off areas for cars and transit vehicles.”

**Recommendation:** The current BMC provision adequately addresses this TPR requirement. However, consider expanding the provision to include other transit facilities in site design options, including bus stops, shelters, and similar facilities. In addition, add a new provision that restricts on-street parking within a

certain distance of bus stops/shelters to ensure transit vehicles have adequate space to pull in.

*(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.*

*(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;*

*(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;*

*(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:*

*(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;*

*(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;*

*(iii) A transit passenger landing pad accessible to people with disabilities;*

*(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and*

*(v) Lighting at the transit stop.*

**Summary:** This subsection requires pedestrian connectivity to major transit stops. OAR 660-012-0005 defines “major transit stop” as “(e)xisting or planned transit stations” that “Have or are planned for an above average frequency of schedule, fixed-route service when compared to region wide service.” The rules define “at or near major transit” as follows:

*“At or near a major transit stop”: “At” means a parcel or ownership that is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. “Near” generally means a parcel or ownership that is within 300 feet of a major transit stop. The term “generally” is intended to allow local governments through their plans and ordinances to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.*

**Existing Conditions/Discussion:** BMC 17.94.090 requires commercial developments to include pedestrian access to pick-up/drop-off areas and transit facilities.

There is one transit stop in Bandon that is serviced by the Coastal Express. The Coastal Express provides service three times at the bus stop in Bandon. This service is not above average frequency compared to the rest of the region (Coos County and Curry County).<sup>12</sup> Therefore, the bus stop in Bandon is not a major transit stop and is not subject to the pedestrian access requirements at new retail, office, and institutional buildings.

**Recommendation:** Although the existing service is not considered a “major stop” or route, consider amending BMC 17.94.090 to clarify requirements for direct pedestrian access for development within 300 feet of a transit stop.

*(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within*

**Summary:** This subsection allows jurisdictions to implement pedestrian connectivity and safety

<sup>12</sup> Coastal Express Schedule. <https://currypublictransit.org/coastal-express/>

*pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);*

requirements to transit stops by establishing pedestrian districts.

**Existing Conditions/Discussion:** See response to -0045(4)(b) above.

**Recommendation:** No recommendation.

*(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;*

**Summary:** This subsection requires jurisdictions to include provisions for designated vanpool or carpool parking for employee parking areas. This requirement is intended to discourage single-occupancy vehicle trips by reserving designated vanpool and carpool spaces over standard parking spaces.

**Existing Conditions/Discussion:** BMC 17.96 establishes Bandon’s off-street parking and loading requirements and standards. This chapter does not contain provisions for carpool or vanpool parking.

**Recommendation:** Require commercial, institutional, or industrial development with over a certain number of employees to designate a minimum portion of their off-street parking spaces for vanpool or carpool parking.

*(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;*

**Summary:** This subsection requires jurisdictions to provide provisions that allow redevelopment of existing parking areas for transit facilities. The requirement is intended to encourage development of transit facilities.

**Existing Conditions/Discussion:** BMC 17.96 establishes Bandon’s off-street parking and loading requirements and standards. This chapter does not contain provisions that allow development of existing parking areas for transit facilities.

**Recommendation:** Amend BMC 17.96 to allow exceptions to minimum parking requirements in exchange for development of the transit facilities listed in -0045(4)(e). Include provisions that allow redevelopment of existing parking areas for transit facilities.

*(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;*

**Summary:** This subsection requires jurisdictions to set street design standards that are capable of accommodating transit vehicles and facilities, while also providing opportunities for pedestrian connectivity and access to existing and planned transit services and facilities.

**Existing Conditions/Discussion:** The BMC does not include street design/cross-section standards.

**Recommendation:** Amend BMC 16.40.050 to add provisions requiring street improvements to be designed in accordance with the TSP functional

classification cross-section standards; roadway right-of-way requirements should be included code standards and any references to the TSP cross-sections must be specific (e.g., figure number). The TSP's updated cross-section standards will need to include adequate space for pedestrian facilities and should consider space for transit vehicle pullouts in the future.

*(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.*

**Summary:** This subsection encourages land uses that are compatible and supportive of transit service.

**Existing Conditions/Discussion:** The BMC does not address zoning or development requirements along existing or planned transit routes. Given Bandon's relatively small population and the infrequent transit service provided to the community, BMC amendments to encourage transit-supportive land uses are not necessary. This provision is more appropriate for more urbanized jurisdictions that have regular, intracity transit service.

**Recommendation:** No recommendation.

*(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.*

**Summary:** This TPR requirement is intended to help cities meet bicycle and pedestrian travel needs by requiring appropriate facility improvements.

**Existing Conditions/Discussion:** The TSP will make recommendations to the bicycle and pedestrian plan that are consistent with TPR -0020. See response to section -0045(3)(b) for areas where this TPR requirement is currently addressed.

**Recommendation:** The TSP planning process will address this TPR requirement. The process will identify pedestrian and bicycle improvements for inclusion in the TSP. This requirement will be met by requiring improvements in developing areas consistent with adopted code provisions.

*(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.*

**Summary:** This TPR requirement will be addressed through the TSP process.

**Existing Conditions/Discussion:** Pavement and right-of-way width standards are not addressed in the BMC.

**Recommendation:** The TSP process will revisit adopted roadway cross sections and design requirements, keeping in mind that the TPR requires that cities minimize pavement width and total right-of-way consistent with the operational needs of the facility. Make standards consistent between the TSP and street improvement provisions in the code (BMC 16.40.050).

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**OAR 660-12-0060**

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*Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.*

**Summary:** This TPR requirement ensures that amendments to land use policies and regulations consider impacts to existing and planned transportation facilities.

**Existing Conditions/Discussion:** BMC 17.116.030 authorizes the City to condition zone amendment approval to include public facility improvements, including street right-of-way dedication.

The BMC does not have requirements for functional plans, the Comprehensive Plan, or the Zoning Code (Title 17) to be consistent with the TSP.

**Recommendation:** Amend BMC Title 16 to include provisions that address plan amendment consistency with Section -0060 and transportation facility function, capacity, and performance standards or targets.

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