

## MEETING AGENDA

# Citywide Transportation Advisory Committee Meeting #10

MEETING DATE: Wednesday, May 22, 2019

MEETING TIME: 12:00-3:30 p.m.

LOCATION: Downtown Bend Library, Brooks Room

## Objectives

- Consider Bicycling and Walking Key Routes to add to the Citywide Transportation Framework
- Review updates to the Mobility and Safety Policies
- Review and provide feedback on Equity and Transit, Technology, TDM Policies
- Review draft prioritization criteria
- Hear an update on the Wilson Avenue Analysis

## Draft Agenda

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
12:00 p.m.	Welcome and introductory items <ul style="list-style-type: none"> <li>• Introductions/conflict declaration</li> <li>• Approve previous meeting summary</li> <li>• Council liaison comments</li> </ul>	Approve meeting summary	Joe Dills – Meeting Facilitator, APG Gena Goodman-Campbell, Bend City Council
12:20 p.m.	Public comment <i>15 minutes will be divided equally among those who sign in to give comment prior to the 2 p.m. start time. Maximum time will be 3 minutes per person.</i>	N/A	CTAC Co-Chair Mike Riley

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
12:35 p.m.	<p>Key Bicycling and Walking Routes and Projects</p> <p>Staff Briefing:</p> <ul style="list-style-type: none"> <li>• Overview of feedback from CTAC provided via survey</li> </ul> <p>CTAC Feedback and Direction:</p> <ul style="list-style-type: none"> <li>• Provide recommendation on Key Routes to be included in CTF</li> </ul>	<b>CTAC Recommendation</b>	Karen Swirsky/Robin Lewis/ Joe Dills
12:55 p.m.	<p>Safety and Mobility Policies</p> <p>Staff Briefing:</p> <ul style="list-style-type: none"> <li>• Overview and review refinements to safety and mobility policies</li> </ul> <p>CTAC Feedback and Direction:</p> <ul style="list-style-type: none"> <li>• What policies are “good to go”</li> <li>• What policies need more work?</li> </ul>	CTAC Discussion and Direction	Karen Swirsky, Joe Dills
1:30 p.m.	Break	N/A	All
1:40 p.m.	<p>Equity Policies Transit, Technology, TDM Policies</p> <p>Staff Briefing -</p> <ul style="list-style-type: none"> <li>• Overview and review of proposed policies</li> </ul> <p>CTAC Discussion and Feedback</p> <ul style="list-style-type: none"> <li>• Breakout group discussions</li> <li>• Report outs and listing of potential policy changes</li> <li>• Closure on direction to staff</li> </ul> <p><i>For this agenda item, CTAC members will discuss the policies in their breakout groups. In addition to discussing clarifications, the practical questions are: (1) Are there policies that need to be added to address a project goal or other key transportation need? (2) Are there concept-level changes needed to the draft language to address a project goal or other key transportation need?</i></p> <p><i>This item is not intended as group editing. Rather, CTAC members are encouraged to identify <u>policy concepts</u> needing further drafting by staff.</i></p>	CTAC Discussion and Direction	Karen Swirsky, Joe Dills

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
	<p><i>During the report outs, staff will list the concepts needing further work. Then, CTAC will vote:</i></p> <ul style="list-style-type: none"> <li>• <i>Policies needing further work (the list); and,</i></li> <li>• <i>Policies that are good to go.</i></li> </ul>		
2:25 p.m.	<p>Introduction to Project Prioritization Criteria</p> <p>Staff Briefing -</p> <ul style="list-style-type: none"> <li>• Overview and review of proposed project prioritization criteria</li> </ul> <p>CTAC Discussion and Feedback</p> <ul style="list-style-type: none"> <li>• Ask questions about prioritization process and expected outcomes</li> <li>• Provide feedback on proposed prioritization criteria</li> </ul> <p><i>CTAC will be have an opportunity to share feedback between CTAC 10 and CTAC 11 that the project team will incorporate.</i></p>	CTAC Discussion and Direction	Matt Kittelson
3:05 p.m.	<p>Wilson Avenue Analysis</p> <p>Staff Briefing -</p> <ul style="list-style-type: none"> <li>• Overview of initial Wilson Avenue Analysis and next steps</li> </ul> <p>CTAC Discussion and Feedback</p> <ul style="list-style-type: none"> <li>• Provide feedback on initial analysis results</li> </ul>	CTAC Review	Chris Maciejewski
3:20 p.m.	<p>Public comment</p> <p><i>10 minutes will be divided equally among those who wish to speak with a maximum of 2 minutes per person.</i></p>	N/A	CTAC Co-Chair
3:30 p.m.	<p>Close and next meeting</p> <ul style="list-style-type: none"> <li>• CTAC 11, June 18<sup>th</sup></li> </ul>	No action	Co-Chairs

### Accessible Meeting Information

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats and audio cassette tape, or any other accommodations are available upon advance request. Please

contact Jenny Umbarger no later than May 17 at [jeumbarger@bendoregon.gov](mailto:jeumbarger@bendoregon.gov) or 541-323-8509. Providing at least 3 days' notice prior to the event will help ensure availability.

## Public Comment

To manage meeting time, one comment period will be provided at the beginning and one at the end of the meeting. We will divide allotted time equally amongst those who wish to speak with a maximum of three minutes per speaker. Speakers are encouraged to provide longer comments in writing.

# Minutes

## CTAC Meeting #9

Bend's Transportation Plan

**April 24, 2019**

Trinity Episcopal Church

469 NW Wall Street, Bend, Oregon



CITY OF BEND

### CTAC Members

Katie Brooks, *Member*  
Louis Capozzi, *Member*  
Garrett Chrostek, *Member*  
Casey Davis, *Member*  
Karna Gustafson, *Co-Chair*  
Hardy Hanson, *Member*  
Steve Hultberg, *Co-Chair*  
Sally Jacobson, *Member*  
Suzanne Johannsen, *Member*  
Gavin Leslie, *Member (absent)*  
Nicole Mardell, *Member*  
Katie McClure, *Member*

Ariel Mendez, *Member*  
Mike Riley, *Co-Chair*  
Richard Ross, *Member*  
Mel Siegel, *Member*  
Iman Simmons, *Member (absent)*  
Sid Snyder, *Member*  
Glenn VanCise, *Member*  
Dale Van Valkenburg, *Member*  
Ruth Williamson, *Co-Chair (absent)*  
Sharlene Wills, *Member (absent)*  
Dean Wise, *Member*  
Travis Davis, *Alternate (absent)*

### Ex-Officio Member

Dale Peer *(absent)*  
Gregory Bryant  
Carolyn Carry-McDonald *(absent)*

### City Staff / Elected Officials

David Abbas, *Transportation Services Director*  
Nick Arnis, *Growth Management Director*  
Tyler Deke, *MPO Manager*  
Gena Goodman-Campbell, *City Councilor*  
Tom Hickmann, *Engineering and Infrastructure Director*  
Susanna Julber, *Senior Policy Analyst*  
Eric King, *City Manager*  
Ian Leitheiser, *Assistant City Attorney*  
Robin Lewis, *Transportation Engineer*  
Brian Rankin, *Principal Planner*  
Joshua Romero, *Community Relations Manager*  
Karen Swirsky, *Senior Planner*  
Jenny Umbarger, *Administrative Support Specialist*

### Consultants

Joe Dills, *Angelo Planning Group*  
Matt Kittelson, *Kittelson & Associates*  
Jacqueline Gulczynski, *Kittelson & Associates*

## **1. Welcome, introductory items, approval of previous meeting minutes**

Mr. Dills called the meeting to order at 2:01pm. Mr. Dills requested committee members declare any conflicts of interest. Member Gustafson disclosed her employment with Central Oregon Builders Association. Member Mardell disclosed her employment with Deschutes County. Member Brooks disclosed her employment with Bend Chamber of Commerce. Member Hultberg, attorney, disclosed his representation of clients within the city of Bend. Member Van Valkenburg disclosed his employment with Brooks Resources, and his position as chair of the Urban Renewal Advisory Board. Member Chrostek, attorney, disclosed his representation of clients within the city of Bend. Councilor Goodman-Campbell, City Council liaison to CTAC, welcomed the committee.

Mr. Dills requested approval of the December 11, 2018 meeting minutes. Member Capozzi moved for approval. Member Snyder seconded the motion. Minutes were approved unanimously (20-0).

## **2. Public Comment**

Melissa Baldwin shared concerns about traffic on NW 3<sup>rd</sup> Street, and future westside development's role in funding infrastructure.

Beth Hoover, Mt View Neighborhood Association, shared concerns about traffic on NE 27<sup>th</sup> Street.

Jim Bruce expressed support for a roundabout at Century Drive and Bachelor View Drive / Skyline Ranch Road.

Kristen Phillips shared concerns about a southern river crossing and the State Scenic Waterway.

Rory Isbell, Central Oregon Land Watch, shared support for key routes in the Low Stress Network, support for the Vision Zero policy, concerns about Mobility policy #9, and expressed confusion about Council goals in relationship to the Transportation System Plan (TSP) work.

Oscar Gonzales, Latino Community Association, spoke about transportation needs in the Latino community, particularly in regards to increasing transit service.

Katharine Hoehne, Hubbell Communications, representing Bend Towne Center, et al. read a letter regarding conditions at Hawthorne Station and the Transit Master Plan.

## **3. Phase 3-4 Schedule Review**

Mr. Dills reviewed the Draft Phase 3-4 Work Plan, as outlined in the presentation.

#### 4. Neighborhood Workshop Summary

Mr. Kittelson reviewed Neighborhood Workshop Outcomes, as outlined in the presentation. Member McClure noted a narrow demographic representation in the outcomes, and encouraged consultants and staff to reach out to under-recognized groups to gather information on their specific needs.

Regarding programs listed in Table 2 to be considered for inclusion in the Citywide Transportation Framework (CTF):

- Member Snyder requested the winter maintenance program be considered a year-round program versus a winter program;
- Member Ross recommended verbiage in the sidewalk infill program along key routes exclude the term 'infill';
- Member Capozzi shared concerns about the Citywide Transportation Advisory Committee (CTAC) basing its decisions on the narrow demographics represented in the Neighborhood Summary;
- Members Leslie (via submitted comments) and Riley expressed concerns about safety considerations within the programs.

Mr. Kittelson indicated that the results of the Transportation Safety Action Plan (TSAP) will inform the Transportation System Plan (TSP) programs. Mr. Dills conducted a straw poll requesting a show of support for adding Table 2 programs as amended to the CTF, resulting in 18 in favor and two opposed. See attached discussion summary notes.

Regarding projects listed in Table 3 to be considered for inclusion in the CTF: Member Riley recommended safety be added to the Portland Avenue corridor project; Member Hultberg recommended all City-owned foot bridges that cross the Deschutes River be added to the table. Mr. Dills conducted a straw poll requesting a show of support for adding Table 3 projects as amended to the CTF, resulting in unanimous support. See attached discussion summary notes.

#### 5. Key Bicycling and Walking Routes and Projects

Ms. Swirsky reviewed Key Walking and Bicycling Routes, as outlined in the presentation. Discussion was considered educational. Mr. Dills indicated the inclusion of key routes to the CTF will be determined at the May meeting. See attached discussion summary notes.

Member Mendez moved to add the recommended additions from the Neighborhood Workshop Outcomes, with the amendments proposed, as modified by CTAC, to the project list. Member Johannsen seconded. Voting resulted in 18 in favor, one opposed, and one abstention.

Member Riley requested the language regarding the proposed location of the southern river crossing noted under 'Area 4 General Feedback' in the meeting packet be amended, and reflected in the minutes to indicate the location to be downstream of the State Scenic Waterway. Member Gustafson requested the results of the neighborhood workshop summary be considered but to note that they are not statistically valid, since in her opinion the workshops may have over-represented those who are more interested in bicycle and/or pedestrian than motorist facilities. Member McClure requested that her opinion that attendees of the neighborhood workshops drive cars be included in the minutes.

## **6. Safety and Mobility Policies**

Ms. Swirsky reviewed Policy Subgroup Outcomes and Draft Policy Language as outlined in the presentation. Members broke out into small groups to discuss policy lists. Small group facilitators submitted notes to City staff; notes were collected. Those will be distributed back to members in their packet for CTAC #10.

## **7. Public Comment**

Dave Kyle expressed concern about the Low Stress Network bisecting Nottingham Square.

## **8. Close and next meeting**

Meeting adjourned at 5:18pm.

Respectfully submitted,

Karen Swirsky  
Jenny Umbarger  
Growth Management Department

## **Accessible Meeting/Alternate Format Notification**



This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please contact Jenny Umbarger no later than 24 hours in advance of the meeting at [jeumbarger@bendoregon.gov](mailto:jeumbarger@bendoregon.gov), 541-323-8509, or fax 541-385-6676. Providing at least 3 days' notice prior to the event will help ensure availability.



## Attachment A – Notes from CTAC #9 Breakout Discussions

### Table 2

- General maintenance opposed to just winter
- Consider “dark skies” with street lighting (mentioned in description)
- “Sidewalk Program” versus “Sidewalk Infill” to consider rural areas
- What is the program to fill ALL sidewalk gaps?
- Emergency and maintenance concerns with traffic calming should be addressed

### Table 3

- Including “safety” in description of Portland Avenue corridor
- Add safety improvement at Olney and Wall
- Consider adding language clarifying reasons for Drake Park Bridge Improvement
- Consider additional project:
  - Columbia Bridge Improvement (all pedestrian river crossings)
- Concern to maintain weight restriction on Archie Briggs
- Capture intent of pedestrian and bike safety in Projects of Regional Significance

### LSN

- Design rail crossing on SE 6<sup>th</sup> Street
- What if we don't like an alignment of a key route (doesn't have a critical project on it)?
- Show maps with individual routes
- Consider combining routes 2 and 6 (Franklin route and Hawthorne route) as an interim measure
- Consider connection from Wall to Harriman
- Add mobility hubs on key routes
- Need to consider routes where pedestrians, bikes and vehicles conflict

# Public and Stakeholder Engagement: Neighborhood Workshop Summary and Outcomes

May 7, 2019

**DRAFT – PENDING CTAC APPROVAL OF KEY ROUTES**

## Executive Summary

The City of Bend held five neighborhood workshops in January 2019 to obtain community input for the update of Bend's Transportation System Plan (TSP). The purposes of the workshops were to:

- Share progress on Bend's Transportation Plan including goals and the recommended Citywide Transportation Framework (CTF).
- Gather input on neighborhood-level transportation needs and ideas.
- Discuss the vision for the transportation system in each of Bend's neighborhoods

More than 200 people attended the workshops and participated in the discussion groups; 86 participants provided additional written feedback.

A separate workshop was held on February 13 for nonprofit organizations and service providers that support members of the community who are often underrepresented. The representatives of Central Oregon Coalition for Access, Volunteers in Medicine, Council on Aging of Central Oregon, Housing Works, Latino Community Organization, and the Central Oregon Community College Let's Talk Diversity Program provided input similar to that requested for the geographical neighborhood workshops. The City also provided these organizations with the option to conduct a survey for their members. The Latino Community Organization and the Council on Aging of Central Oregon provided completed surveys (Appendix H).

The workshops helped to identify and highlight projects and programs that could help shape the transportation system in each quadrant of the city, as well as citywide [and for underrepresented populations](#). Key themes, programs, and projects highlighted at the workshops are summarized below. Based on this feedback, the project team developed a set of programs and projects for consideration for inclusion in the CTF. The Citywide Transportation Advisory Committee (CTAC) reviewed these programs and projects [and recommended additions to the CTF as outlined in Table 2 and Table 3, respectively](#). Specific programs and projects, as appropriate, will be further evaluated as part of Phase 3 activities for the TSP.

Detailed information about the format, outreach activities, attendance, and feedback received at each workshop is described in the following sections and in the appendices.

## General Themes

Workshop participants were asked to share their top needs for the transportation system. Table 1 summarizes key themes shared.

**Table 1. Neighborhood Workshop Feedback Themes**

Theme	Comment/Action
<b>Desire for a connected, safe, and accessible transportation network</b>	Theme confirms TSP goals and objectives.
<b>Desire for a complete sidewalk network</b>	Consider prioritizing sidewalk infill projects, especially between residential areas and schools, commercial centers, and downtown.
<b>Desire to improve east/west connectivity to/from the Parkway</b>	Considering prioritizing CTF projects that address east/west connectivity to the Parkway, especially for those areas south of US 20/Greenwood Avenue.
<b>Desire to increase transit service</b>	Consider increasing frequency of transit service, bus stop amenities, projects that improve sidewalk and bicycle facility connectivity between transit stops and neighborhoods, and number of areas served by transit.
<b>Desire for roadways to be built as or improved to "complete streets"</b>	Adopt policies and street design standards that support the development of complete streets.
<b>Desire to limit neighborhood cut through traffic</b>	City is currently considering a program independent of the TSP update aimed at improvements to address neighborhood traffic safety and speed.
<b>Desire to implement 3<sup>rd</sup> Street safety improvements</b>	Prioritize projects that improve multimodal safety along 3 <sup>rd</sup> Street, including pedestrian crossings and identified low-stress bicycle network elements.
<b>Desire to improve street lighting, especially at crossing locations</b>	Consider a citywide program to incorporate pedestrian-scale street lighting as part of maintenance activities, capital projects, and private development activities.

## Additions to the Citywide Transportation Framework

### Programs and Projects

Workshop participants identified specific programs and projects of both citywide and neighborhood significance. Table 2 lists programs and policies and Table 3 lists projects to consider for addition to the CTF. [CTAC recommendations are noted in the tables.](#)

**Table 2. Programs/Policies to Consider for Addition to the Citywide Transportation Framework**

Project/Program	Discussion	CTAC Recommendation
<b>Street lighting program</b>	City program to improve street lighting, especially at crossing locations. <a href="#">Consider dark skies.</a>	<a href="#">Include in CTF</a>
<b>Winter maintenance program</b>	City program to improve snow and debris clearing along pedestrian and bicycle facilities.	<a href="#">Include in CTF</a>
<b>Neighborhood traffic calming program</b>	City program to reduce speeds in neighborhoods through various traffic calming techniques.	<a href="#">Include in CTF</a>

Project/Program	Discussion	CTAC Recommendation
<b>School zone enforcement program</b>	City program to increase speed enforcement near schools and school zones.	Include in CTF
<b>Reduce neighborhood speeds to 20 miles per hour</b>	Reduce speed limit in neighborhood areas. Consider as part of policy discussion.	Include in CTF
<b>Sidewalk infill program along key routes</b>	City is working to identify and recommend key infill projects to include in CTF.	Include in CTF

**Table 3. Projects to Consider for Addition to the Citywide Transportation Framework**

Project	Reason for Addition	CTAC Recommendation
<b>Construct roundabout at Century Drive/Skyline Ranch Road</b>	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Include in CTF
<b>Construct a roundabout at Mt. Washington Drive/Metolius Drive</b>	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Include in CTF
<b>Intersection improvement at NE 27<sup>th</sup> Street/Connors Avenue</b>	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Include in CTF
<b>Intersection improvement at Reed Market Road/Pettigrew Road</b>	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Include in CTF
<b>Portland Avenue Corridor Project</b>	Multi-modal transportation facility and safety improvements to help with pedestrian, bicycle, and vehicular connectivity in the Portland Avenue corridor. Project should also include improvements to the Revere Avenue Interchange area.	Include in CTF
<b>Galveston Avenue Corridor Project</b>	Multi-modal transportation facility improvements to help with pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City is currently completing design effort for this project.	Include in CTF
<b>Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing</b>	Remove existing barrier to east-west bicycle connectivity and safety.	Include in CTF
<b>Improve Drake Park pedestrian bridge</b>	The footbridge is highly trafficked by pedestrians and cyclists. Bridge was identified as a high priority widening and deck replacement project in the 2017 City of Bend Bridge Program Update. Improvement would improve pedestrian and bicycle connectivity across the river.	Include in CTF as project to improve all City-owned pedestrian bridges across the Deschutes River.

Project	Reason for Addition	CTAC Recommendation
<b>Archie Briggs Road Improvement Project</b>	Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade.	Include in CTF as project to replace Archie Briggs Road bridge and construct an improved pedestrian crossing of Archie Briggs Road for the Deschutes River Trail. CTAC does not recommend including multimodal improvements along Archie Briggs Road in the CTF.
<b>Projects of Regional Significance from Subarea Planning Efforts (e.g., Southeast Area Plan and Core Area Plan)</b>	Subarea planning efforts will identify infrastructure needs to serve Opportunity Areas and Expansion Areas, which are key development areas in the City.	Include in CTF.

### Low-Stress Bicycle Network

CTAC requested that a complete Low Stress Network (LSN) for bicyclists, as mapped by the City, be included as an element of the CTF. In addition, CTAC requested that Staff identify missing pedestrian facilities on collectors and arterials. The need for this type of network received broad and consistent support in all neighborhood workshops. The workshops also helped identify and clarify important routes for all modes.

Staff has considered the LSN, which is a total of 176 miles, along with identified missing pedestrian facilities and neighborhood concerns. When these elements are overlain, it becomes apparent that certain corridors are critical to the LSN as well as meeting other transportation needs.

Staff identified these corridors as Key Bicycling and Walking Routes that will provide east-west and north-south travel across the City for bicyclists, as well as more localized pedestrian travel. There are critical projects identified, some of which are part of the CTF that are needed in order to establish routes. Building these critical projects along these Key Bicycling and Walking Routes will begin to create the foundation of a connected bicycle and pedestrian network, as identified by CTAC.

Key Bicycling and Walking Routes and critical projects are summarized in Table 4, below.

**Table 4. Recommended Low-Stress Bicycle Network Elements to Include in the Citywide Transportation Framework<sup>12</sup>**

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
<i><b>ROUTE 1: Juniper Ridge to SE Elbow: Route runs north-south through the central portion of Bend connecting SE 15th Shared Use Path, 6th St Neighborhood Greenway, Boyd Acres Rd Shared Use Path</b></i>			
<b>R1-A</b>	<b>SE 9<sup>th</sup> St:</b> Wilson Ave to Reed Market Rd	<b>Shared use path adjacent to roadway:</b> Close sidewalk gap and create low-stress bikeway.	\$\$

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
<b>R1-B</b>	<b>SE 9<sup>th</sup> St:</b> Wilson Ave to Glenwood Ave	<b>Buffered bike lane:</b> Re-stripe roadway to include buffered bike lanes when roadway is repaved.	\$
<b>R1-C</b>	<b>NE Boyd Acres Rd:</b> Butler Market Rd to Empire Ave	<b>Shared use path adjacent to roadway:</b> Close sidewalk gap and create low-stress bikeway.	\$\$\$
<b>ROUTE 2: NW Crossing to new Affordable Housing: Route runs east-west connecting Skyliners Rd, Franklin Ave and Bear Creek Rd</b>			
<b>R2-A</b>	<b>NW Franklin Ave:</b> Harriman Ave to RR undercrossing	<b>Improve transition at Hill St:</b> Project would manage the conflict between right turns and crosswalk to sidewalk under RR. <b>Crosswalk:</b> Create safe crossing of Franklin at Harriman.	\$
<b>R2-B</b>	<b>Franklin Ave Underpass:</b> Hill St to 1 <sup>st</sup> St	<b>Shared use path adjacent to roadway:</b> Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.	\$\$\$\$\$
<b>R2-C</b>	<b>Franklin Ave:</b> 1 <sup>st</sup> St to 5 <sup>th</sup> St	<b>Buffered bike lane:</b> Re-stripe roadway to include buffered bike lane westbound; includes crosswalks at 2 <sup>nd</sup> St & 4 <sup>th</sup> St and signal timing enhancements at 3 <sup>rd</sup> St.	\$
<b>R2-D</b>	<b>Bear Creek SRTS:</b> Larkspur Trail to Coyner Trail	<b>Trail:</b> Close sidewalk gap and create a connection between Coyner and Larkspur Trail.	\$
<b>R2-E</b>	<b>Bear Creek Rd:</b> Cessna Ave to east UGB	<b>Shared use path adjacent to roadway:</b> Close sidewalk gap and create low-stress bikeway extending to 170 new affordable housing units.	\$\$\$
<b>ROUTE 3: Shevlin Park to Big Sky Park: Route runs east-west connecting Shevlin Park Rd, Portland Ave, Olney Ave, and Neff Rd</b>			
<b>R3-A</b>	<b>Norton Ave:</b> NE 6 <sup>th</sup> St to NE 12 <sup>th</sup> St	<b>Neighborhood greenway:</b> Create a low-stress bikeway on NE Norton Ave (SRTS <sup>1</sup> ).	\$
<b>R3-B</b>	<b>Hillside Trail:</b> Connects NE 12 <sup>th</sup> to Neff Rd	<b>Hillside path:</b> Close sidewalk gap and create a switchback shared use path (SRTS); includes school zone enhancements.	\$\$\$
<b>R3-C</b>	<b>Neff Rd:</b> NE 12 <sup>th</sup> to Big Sky Park	<b>Shared use path adjacent to roadway:</b> Close sidewalk gaps and create a low-stress bikeway.	\$\$\$
<b>R3-D</b>	<b>Deschutes River Footbridge:</b> Drake Park	<b>Upgrade footbridge:</b> Accessibility upgrades and widen to reduce user conflicts.	\$\$
<b>R3-E</b>	<b>Olney Avenue:</b> Wall Street to railroad	<b>Shared use path adjacent to roadway:</b> close sidewalk gap over railroad and remove existing barrier to east-west bicycle connectivity and create right-turn hook crash countermeasure.	\$

<sup>1</sup> STRS: Safe Routes to School

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
<b>Route 4: West UGB to Portland Ave: Route runs north-south connecting Haul Rd Trail to 15th St Neighborhood Greenway</b>			
<b>SW-1</b>	<b>Newport Ave:</b> NW College Way to NW 9 <sup>th</sup> St	<b>Sidewalks:</b> Close sidewalk gap on Newport Ave and connect Newport Ave to 15 <sup>th</sup> St neighborhood greenway	\$
<b>R4-A</b>	<b>NW 15<sup>th</sup> St:</b> Lexington Ave to Milwaukie Ave	<b>Hillside path:</b> Close sidewalk gap and create a hillside switchback shared use path within the 15 <sup>th</sup> St neighborhood greenway.	\$
<b>R4-B</b>	<b>NW 14<sup>th</sup> St:</b> Ogden Ave to Portland Ave	<b>Hillside path:</b> Close sidewalk gap and create a hillside switchback shared use path within 14 <sup>th</sup> St right-of-way to connect route to Portland Ave.	\$
<b>Route 5: Route runs along Butler Market Rd</b>			
<b>R5-A</b>	<b>Butler Market Rd:</b> Brinson Blvd to NE 6 <sup>th</sup> St	<b>Shared use path adjacent to roadway:</b> Close sidewalk gap along both sides of Butler Market Rd and create low-stress bikeway.	\$\$\$
<b>Route 6: Hawthorne Overcrossing: Core Area connectivity</b>			
<b>R6-A</b>	<b>Hawthorne Overcrossing Bridge:</b> NE 1 <sup>st</sup> St to NE 5 <sup>th</sup> St	<b>Grade separated overpass:</b> Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR <sup>2</sup> and Hwy 97.	\$\$\$\$
<b>Route 7: 3rd St at RR to Connect KorPine to 3rd St</b>			
<b>R7-A</b>	<b>3<sup>rd</sup> St</b>	<b>Crosswalk:</b> Create a safe crossing of 3 <sup>rd</sup> St between BNSF RR and Wilson Ave using RRFB <sup>3</sup> and safety islands.	\$
<b>R-7B</b>	<b>3<sup>rd</sup> St</b>	<b>Crosswalk:</b> Create a safe crossing of 3 <sup>rd</sup> St between BNSF RR and Franklin Ave using RRFB and safety islands.	\$
<b>R-7C</b>	<b>3<sup>rd</sup> Street</b>	<b>3rd Street Underpass:</b> Near Term Enhancements to sidewalk.	\$
<b>Route 8: 27th St: Route runs north-south connecting neighborhoods to services and transit</b>			
<b>R8-A</b>	<b>27<sup>th</sup> St:</b> Hwy 20 to Reed Mkt Rd	<b>Shared use path adjacent to road:</b> Close sidewalk gap along 27 <sup>th</sup> Street and create a low-stress bikeway.	\$\$\$
<b>Route 12: Wilson Ave: Route runs east-west connecting neighborhoods to services and transit</b>			

<sup>2</sup> BNSF RR: Burlington Northern Santa Fe Railroad

<sup>3</sup> RRFB: Rectangular Rapid Flashing Beacon

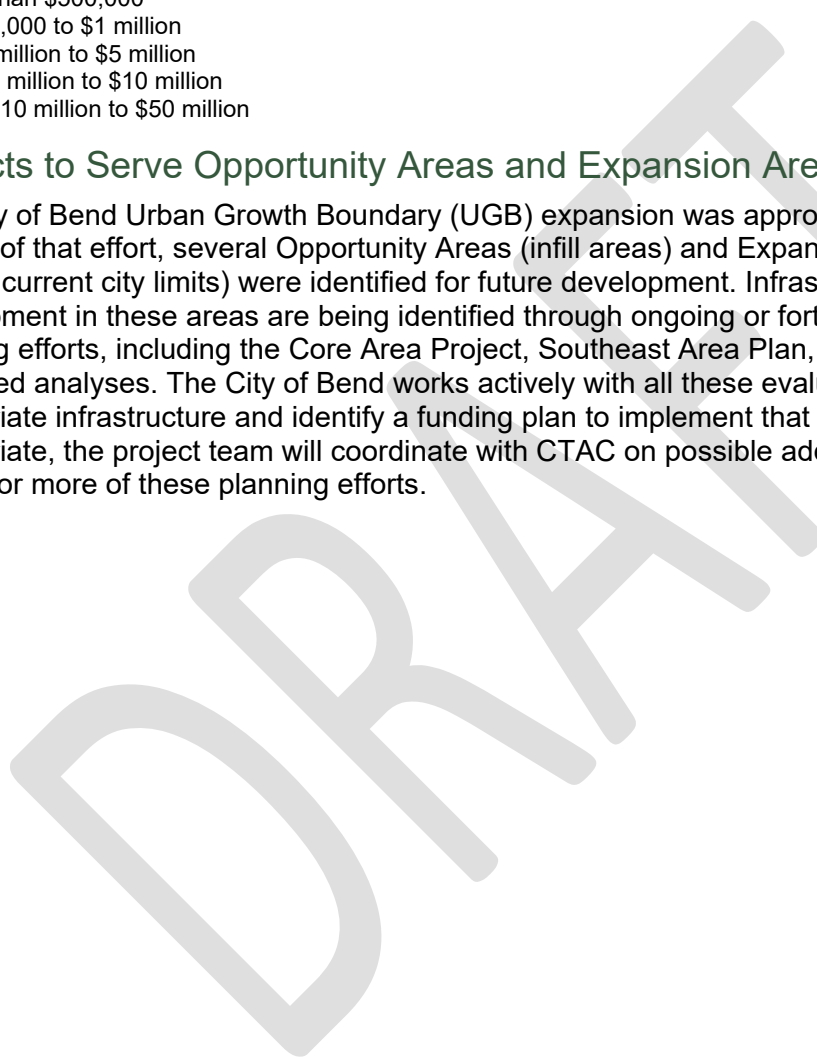
Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
<b>R12-A</b>	<b>Wilson Ave: 2<sup>nd</sup> Street to SE 9<sup>th</sup> Street</b>	<b>Shared use path adjacent to roadway:</b> Close sidewalk gap along Wilson Avenue and create a low-stress bikeway.	<b>\$\$</b>
<b>R12-B</b>	<b>Wilson Avenue: 9<sup>th</sup> to 15<sup>th</sup> Street</b>	<b>Shared use path adjacent to roadway:</b> Create a low-stress bikeway to connect near SE neighborhoods to Old Mill and Deschutes River Trail.	<b>\$\$</b>

Notes:

- \$ - Less than \$500,000
- \$\$ - \$500,000 to \$1 million
- \$\$\$ - \$1 million to \$5 million
- \$\$\$\$ - \$5 million to \$10 million
- \$\$\$\$\$ - \$10 million to \$50 million

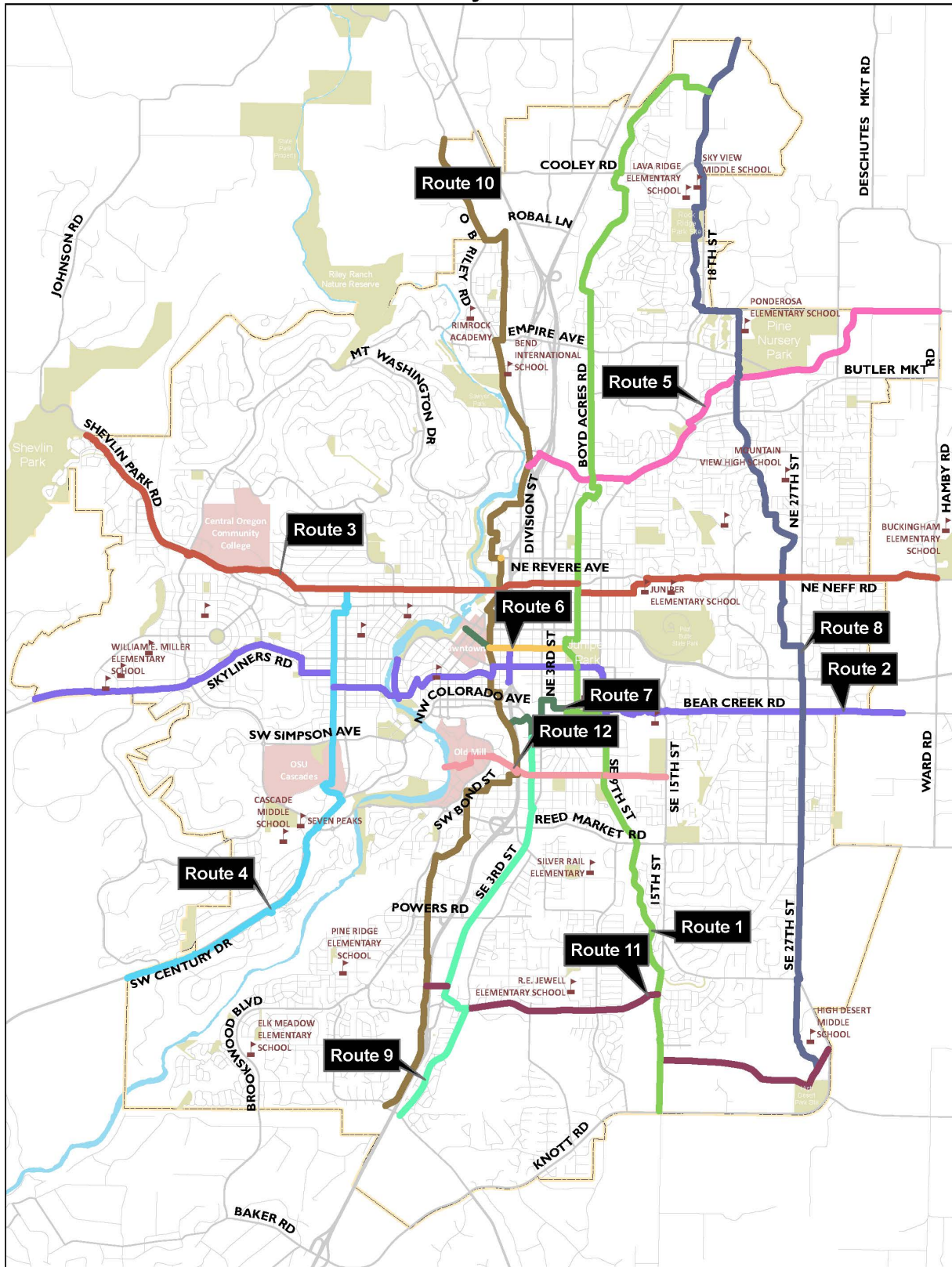
### Projects to Serve Opportunity Areas and Expansion Areas

The City of Bend Urban Growth Boundary (UGB) expansion was approved in December 2016. As part of that effort, several Opportunity Areas (infill areas) and Expansion Areas (lands outside current city limits) were identified for future development. Infrastructure needs to serve development in these areas are being identified through ongoing or forthcoming focused planning efforts, including the Core Area Project, Southeast Area Plan, and several property owner led analyses. The City of Bend works actively with all these evaluations to determine appropriate infrastructure and identify a funding plan to implement that infrastructure. As appropriate, the project team will coordinate with CTAC on possible additions to the CTF based on one or more of these planning efforts.

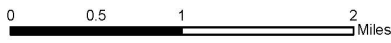




### LSN Key Routes



- |                |         |          |              |      |
|----------------|---------|----------|--------------|------|
| LSN Key Routes | Route 5 | Route 9  | Arterial     | Park |
| Route 1        | Route 6 | Route 10 | Collector    | UGB  |
| Route 2        | Route 7 | Route 11 | Local Street |      |
| Route 3        | Route 8 | Route 12 | Highway      |      |
| Route 4        |         |          |              |      |



## Neighborhood Workshop Overview

Five workshops were held throughout the City to identify both regional and neighborhood multi-modal transportation projects and programs. More than 200 people attended the workshops and 86 participants provided written feedback.

Participation at the workshops was voluntary and the feedback represents self-selected participants. As such, the information gleaned should not be interpreted as a scientific or statistically valid survey of transportation needs and priorities.

**Figure 1. Workshop participation summary**



## Outreach Activities

The City advertised and promoted the Workshops using multiple communication protocols, as shown in Table 5. Digital promotions of the workshops began on January 7, 2019 following the news release and continued through the day of each workshop.

**Table 5. Promotional Activities Summary**

Activity	Format	Released
<b>News Release</b>	Online/Email/Social Media	January 9, 2019
<b>Email Blasts</b>	Email	December 23, 2019 January 24, 2019
<b>Website Notice</b>	Online on City's TSP website	November 14, 2018
<b>Citywide Newsletter</b>	Email	January 17, 2019
<b>Neighborhood Association Newsletter</b>	Email	January 3, 2019
<b>Nextdoor</b>	Online	January 9, 2019
<b>Facebook</b>	Online	January 9, 2019
<b>Twitter</b>	Online	January 9, 2019

## Geographic Focus for Workshops

Workshops were held in the five specific geographic areas, as shown in Figure 2:

- **Area 1:** Awbrey Butte, Summit West, River West – January 29
- **Area 2:** Boyd Acres, Orchard District, Mountain View – January 24
- **Area 3:** Larkspur, Old Farm District, Southeast – January 30
- **Area 4:** Old Bend, Century West, Southern Crossing, Southwest – January 23
- **Core Area:** focus on business district and core area – January 31
- **Equity Workshop:** Focus on underrepresented populations – February 13

At the workshops, participants were invited to review display boards describing the purpose of Bend's TSP, the process to develop the plan, and draft outcomes from the CTF. Through table discussions, participants responded to four questions:

- What is the biggest transportation issue in your neighborhood or what is your vision for transportation in your neighborhood?
- What projects or programs would you like to see in your neighborhood over the next 20 years?
- What types of places are most important to serve first with pedestrian network improvements?
- Do you see any major issues with the proposed bike low-stress network?

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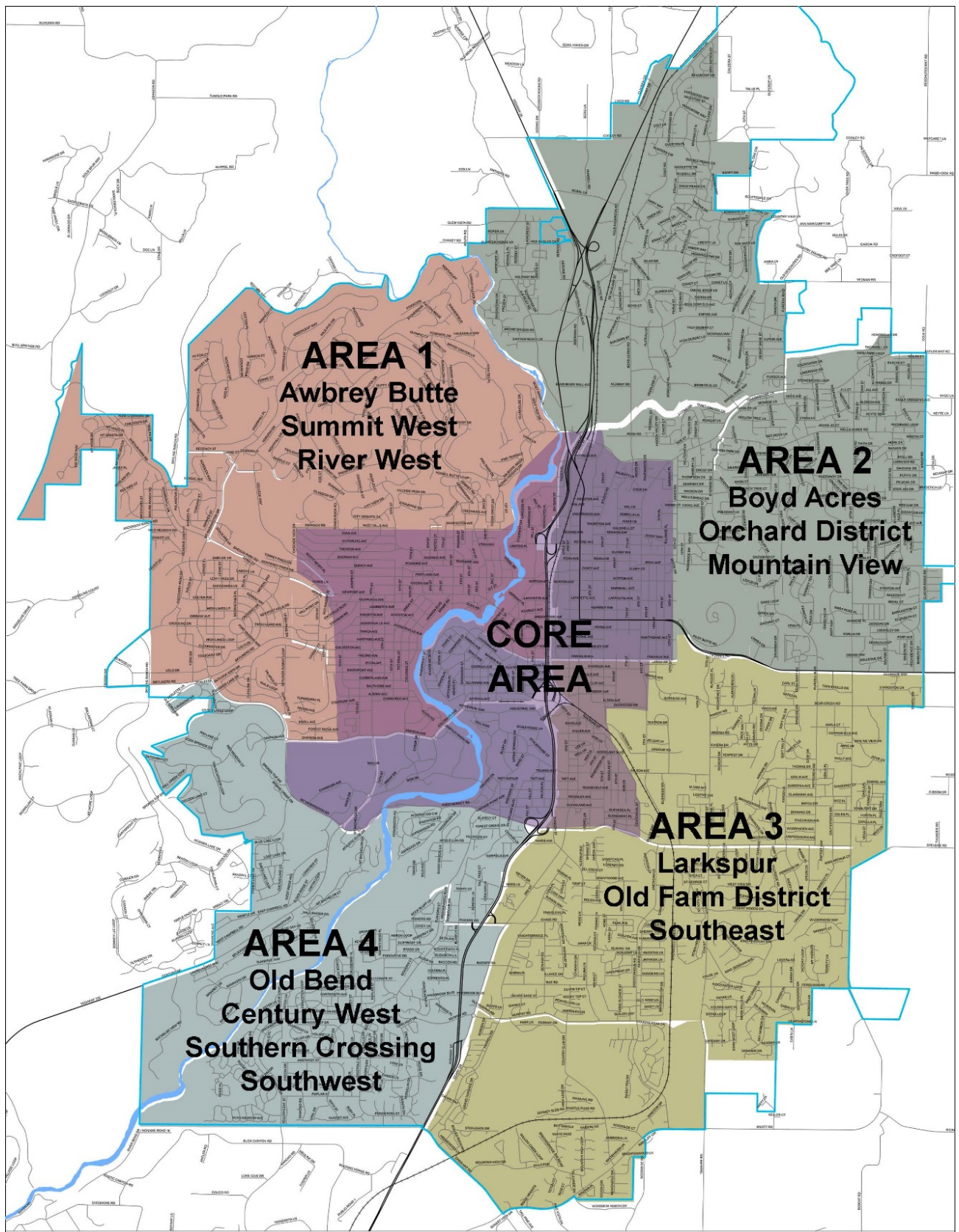


Figure 2. Workshop Neighborhood Areas



Participants used stickers to identify their five highest priority projects. The projects and programs that received the most dots at each table were reported out to the entire group and recorded for future discussions by the CTAC. An example table map is shown in Figure 3. Other detailed comments were recorded by table facilitators and are summarized in this document, as appropriate. Mapped comments on the bike low-stress network will be reviewed by City staff for future implementation.

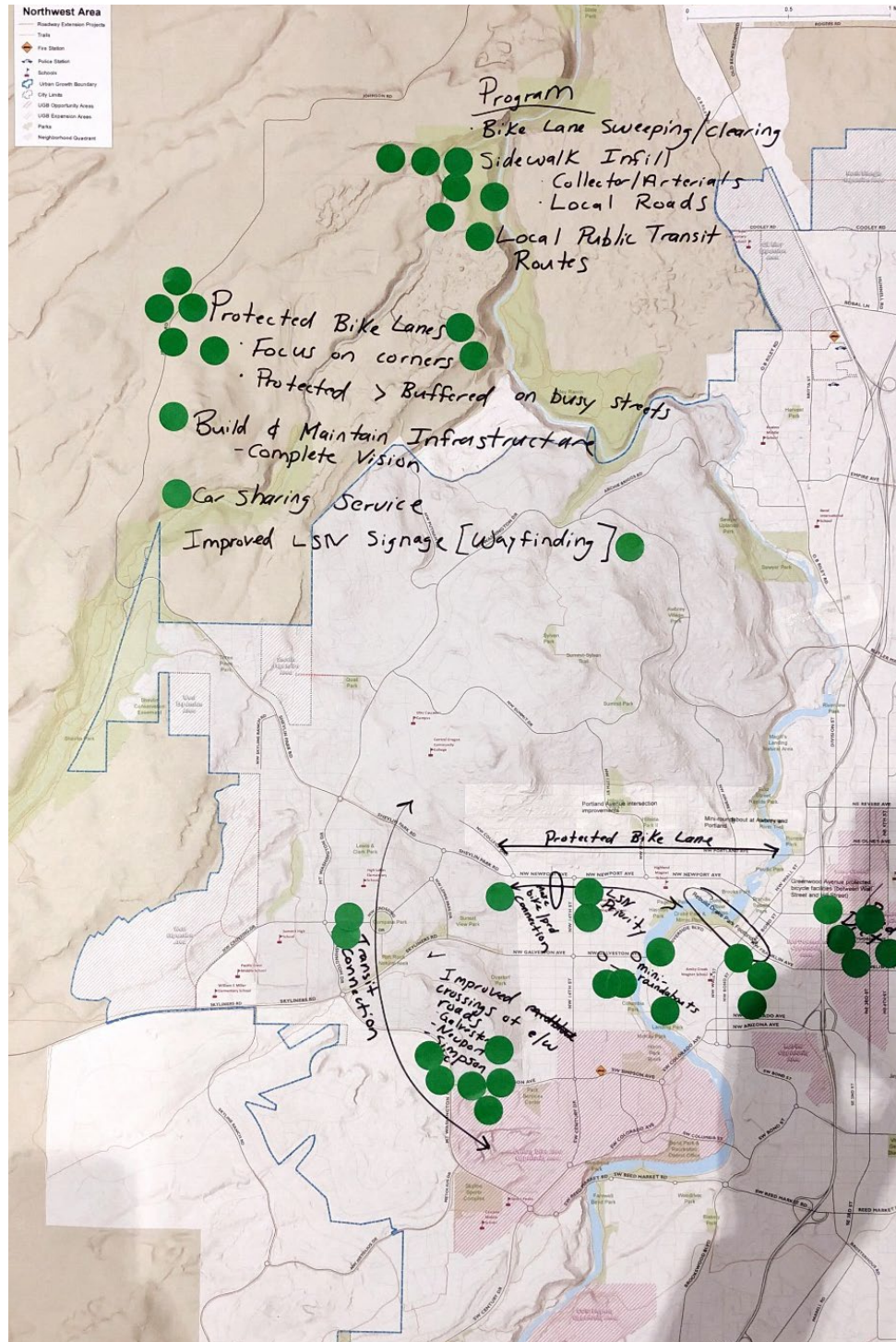


Figure 3. Example Table Comment Map

## Results by Neighborhood Grouping

### Area 1: Awbrey Butte, Summit West, River West

Table 6 identifies key projects and programs identified by participants in the Northwest (Area 1) Neighborhood meeting held on January 29<sup>th</sup>. Additional summary information for the Northwest Neighborhood Area is provided in Appendix B.

**Table 6. Summary of Key Projects and Programs Identified in the Northwest Neighborhood Meeting**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Neighborhood traffic calming program	City program to reduce speeds in neighborhoods through various traffic calming techniques	CTAC to consider addition	Consider as part of policy discussion.
Sidewalk infill program	City program to prioritize local sidewalk infill	Already included	CTF includes sidewalk infill program.
Construct a roundabout at Mt. Washington Drive/Metolious Drive	Intersection improvement	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Portland Avenue Corridor Project	Neighbors expressed a desire for intersection, capacity, and safety improvements on Portland Avenue	CTAC to consider addition	Project should include Revere interchange area at US 97 to improve access to/from the Parkway.
Archie Briggs Improvements	Roadway and bridge improvements	CTAC to consider addition	Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade.
Archie Briggs River Trail Crossing	Trail improvements	No	Recommendation will be evaluated as part of forthcoming bridge replacement project.
Galveston Avenue Corridor Project	Neighbors expressed a desire for intersection, capacity, and safety improvements on Galveston Avenue	CTAC to consider addition	City is currently in the design phase of improvements for this corridor.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Provide speed reduction treatments on Mt. Washington Drive	Neighbors expressed concern about speeding along the corridor and impact on neighborhood livability	No	Retained as a local neighborhood concern.
Increase capacity on Mt. Washington Drive	Neighbors expressed concern about congestion along roadway during peak hours	No	Retained as a local neighborhood concern.
Grade separated pedestrian and bicycle crossing of Parkway at Hawthorne Avenue	Desire to incorporate projects as part of pedestrian and Low-stress bicycle network improvements	Already included	Project is part of LSN.
Lemhi Pass pedestrian crossings	Provide striped crosswalks on Lemhi Pass to facilitate neighborhood connectivity for pedestrians	No	Project will be included in City pedestrian improvement program.
NW 15 <sup>th</sup> Street bicycle boulevard	Need improvements to provide continuous bicycle greenway along NW 15th	Already included	Project is part of LSN.
Provide free transit service in Bend	Neighbors expressed desire for free transit service on CET buses and services	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.  
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

## Area 2: Boyd Acres, Orchard District, Mountain View

Table 7 identifies key projects and programs discussed in the Northeast (Area 2) Neighborhood meeting held on January 24<sup>th</sup>. Additional summary information for the Northeast Neighborhood Area is provided in Appendix C.

**Table 7. Summary of Key Projects and Programs Identified in the Northeast Neighborhood Meeting**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
School zone enforcement program	City program to increase speed enforcement near schools and school zones	CTAC to consider addition	Consider as part of policy discussion.
Neighborhood traffic calming program	City program to reduce speeds in neighborhoods through various traffic calming techniques	CTAC to consider addition	Consider as part of policy discussion.
Reduce neighborhood speeds to 20 miles per hour	Reduce speed limit in neighborhood areas	CTAC to consider addition	Consider as part of policy discussion. This would require state legislation.
Construct an eastside bypass	Create a new roadway east of town to reduce congestion on NE 27 <sup>th</sup> Street	No	Improvements are proposed to 27 <sup>th</sup> Street and Hamby Road to address long-term capacity needs. Roadways outside UGB would require Goal Exception and likely not consistent with city and state policies.
Construct a roundabout at Wells Acres Road/Butler Market Road	Intersection improvement to address safety and operational needs	Already Included	CTF includes this project.
Intersection improvement at NE 27 <sup>th</sup> Street/Conners Avenue	Intersection improvement	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Sidewalk priority program	Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.)	Already included	CTF includes sidewalk infill program.
Improve safety of NE 27 <sup>th</sup> Street crossings	Improve pedestrian and bicycle connectivity east and west of NE 27 <sup>th</sup> Street; reduce distance between marked crossing locations	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Sidewalk infill program	City program to prioritize local sidewalk infill	Already included	CTF includes sidewalk infill program.
Sidewalk infill along key routes in NE Bend	Prioritize improvements along Butler Market Road, Bear Creek Road, Tucson Way, Cooley Road, 8 <sup>th</sup> Street, and Yeoman Road	CTAC to consider addition	City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program.



Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Increase service on fixed transit routes	Improve frequency of existing transit routes and add additional routes to connect NE with other areas of the city	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.  
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

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### Area 3: Larkspur, Old Farm District, Southeast

Table 8 identifies key projects and programs discussed in the Southeast (Area 3) Neighborhood morning held on January 30<sup>th</sup>. Additional summary information is provided in Appendix D.

**Table 8. Summary of Key Projects and Programs Identified in the Southeast Neighborhood Meeting**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Pedestrian and bicycle safety plan	City program to improve safety and reduce crashes for pedestrians and cyclists	Already included	CTF currently includes key pedestrian and bicycle projects to address safety. CTF will also consider outcomes from the ongoing Safety Action Plan.
Upgrade roads to be "complete streets"	Upgrading the roadway cross sections to accommodate all modes of travel	Already included	The CTF includes roadway design standards to accommodate vehicles, bicycles, and pedestrians. Specific "complete street" policies will also be considered.
Roadway Improvements for Knott Road	Improve the roadbed and pavement for Knott Road to accommodate heavy traffic and trucks	Already included	CTF includes multimodal improvements along Knott Road, including repaving.
Urban upgrades to 15 <sup>th</sup> Street	Improve bicycle, pedestrian and vehicular facilities on SE 15 <sup>th</sup> Street, especially in areas near planned schools	Already included	CTF includes complete street improvements on SE 15 <sup>th</sup> Street.
Provide a grade separation at the Reed Market Road railroad crossing	Crossing improvement	Already included	CTF includes grade-separation at Reed Market Road to reduce delays experienced by motorists, pedestrians and cyclists associated with rail activities.
Intersection improvement at Reed Market Road/Pettigrew Road	Possible roundabout or traffic signal at intersection	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Intersection improvement at Wilson Avenue/15 <sup>th</sup> Street	Possible roundabout or traffic signal at intersection	Already included	CTF includes construction of a roundabout at this intersection.
Sidewalk priority program	Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.)	Already included	CTF includes sidewalk infill program.
Sidewalk infill along key routes in SE Bend	Infill priorities include 27 <sup>th</sup> Street, Bear Creek Road, Parrell Road, Murphy Road, Brosterhous Road, and Wilson Avenue	CTAC to consider addition	City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Improve pedestrian crossings on major roadways	Identify crossing locations and improvements	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Increase service to fixed transit routes	Improve frequency of existing transit routes and add additional routes to connect SE with other areas of the city	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.  
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

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## Area 4: Old Bend, Century West, Southern Crossing, Southwest

Table 9 identifies key projects and programs discussed in the Southwest (Area 4) Neighborhood meeting held on January 23<sup>rd</sup>. Additional summary information for the Southwest is provided in Appendix E.

**Table 9. Summary of Key Projects and Programs Identified in Southwest Area Neighborhood Meeting**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Construct roundabout at Century Drive/Skyline Ranch Road	Address existing and future intersection capacity and safety needs	CTAC to consider addition	Project would improve safety and route choice.
New Southern River Crossing	Identify location for and construction of a multimodal river crossing <a href="#">between Powers Road and Murphy Road to improve east-west connectivity</a>	Already included	CTF includes a study to evaluate the possible location of such a river crossing.
Improve pedestrian crossings along Century Drive	Improve frequency of crossings; remove barriers to north-south connectivity	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Modify Low-Stress Bicycle Network Project to include wayfinding	Wayfinding would include signage and pavement markings	Already included	Description of the LSN project will be modified to include wayfinding elements.
Additional transit service to Mt. Bachelor	Neighbors expressed support for an additional park-n-ride location on the east side of the Deschutes River	No	Recommendation will be forwarded to CET.
Provide free transit service in Bend	Neighbors expressed desire for free transit service on CET buses and services	No	Recommendation will be forwarded to CET.
Improve east/west connectivity across the Parkway	Neighbors expressed a desire to have additional east/west connections across the Parkway for motorists, pedestrians and cyclists	Already included	CTF currently includes a new overcrossing at US 97/Ponderosa/China Hat.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

## Core Area: focus on business district and core area

Table 10 identifies key projects and programs discussed in the Core Area neighborhood meeting held on January 31<sup>st</sup>. Additional summary information for the Core Area is provided in Appendix F.

**Table 10. Summary of Key Projects and Programs Identified in the Core Neighborhood Meeting**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Reduce neighborhood cut through traffic	City program to reduce cut through traffic in neighborhoods	CTAC to consider addition	Consider as part of policy discussion.
Provide additional parking downtown	Concern over ability for visitors to find convenient parking close to desired destinations in downtown	No	The City recently completed a downtown parking plan that includes key steps to address downtown parking needs.
Reroute railroad out of city limits	Reconstruct rail line to area east of city limits to reduce conflicts between rail activities and pedestrian, bicycle and vehicular connectivity in city	No	CTF recommends options for providing improvements at existing locations, not for relocating service outside of city.
Widen Newport River Crossing	Provide additional vehicular capacity on Newport Avenue over the Deschutes River	No	CTF addresses river-crossing capacity via potential widening of Colorado Avenue Bridge, a new crossing in SW, and increased transit service.
Grade separated Parkway pedestrian crossing at Hawthorne Avenue	Pedestrian network improvements	Already included	Project is part of LSN.
Improve crossings near the Box Factory and southern downtown	Improve frequency of marked crossings	No	Project will be included in City pedestrian improvement program.
Improve crossings at Greenwood Avenue/6 <sup>th</sup> Street	Improve east-west connectivity for cyclists and pedestrians	No	Project will be included in City pedestrian improvement program.
Improve Drake Park pedestrian bridge	Improve connectivity between neighborhoods, the regional park, and area schools	CTAC to consider addition	Project would improve pedestrian and bicycle LSN systems.
Franklin Undercrossing multimodal improvements	Neighbors expressed desire for multimodal infrastructure improvements for the bridge crossing	CTAC to consider addition	Project is a key east-west connection for bicycles and pedestrians.
Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing	Bicycle network improvements as part of low-stress network	CTAC to consider addition	Project will be evaluated as part of the LSN development.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Separated bicycle lanes in downtown core	Reduce the level of stress of cyclists downtown	No	Separated bicycle lanes are not viable on Bond Street and Wall Street with the existing cross section.
Provide a mobility hub downtown	Neighbors expressed support for a mobility hub near the downtown core, which would provide a centralized location to connect various modes, such as ride share vehicles, transit, and bikes	Already included	The need for a mobility hub within the Central area of the City is identified in the CTF.

Note: Citywide Transportation Framework is abbreviated as “CTF” in this table.  
 Low-Stress Bicycle Network is abbreviated as “LSN” in this table

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## Equity Workshop: focus on underrepresented populations

Table 11 identifies key projects and programs discussed in the Core Area neighborhood meeting held on February 13, 2019. Additional summary information for this workshop provided in Appendix G.

**Table 11. Summary of Key Projects and Programs Identified in Underrepresented Populations**

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Winter maintenance program, especially to transit stops	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Expand hours of transit service, add Sundays	People have difficulty getting to work, forces them to own cars	Increased transit headways on 3 <sup>rd</sup> and Greenwood is included	Forwarded to Cascades East Transit
Provide more intercity bus service	Busses are regularly overfull on intercity routes, esp. Warm Springs to Bend	No	Forwarded to Cascades East Transit
Reduce traffic congestion at north end of Parkway	Commuters have difficulty getting to jobs	In CTF (NFEIS projects)	
Need connected system of protected bicycle facilities	Many folks would like to ride a bike for short trips but are uncomfortable	In CTF (Low Stress Network)	
Consider micro-transit options, particularly for older people	Last mile traveled is difficult for many older people, Dial A Ride is challenging to use	Yes – Mobility Hubs and policy	.
Make intersection design more accessible	In particular, make sure that the audible signal timing is sufficient for a slow walker	Would be a Standards and Specifications issue	Suggestion was made to include a person who is blind in design review
Provide education and outreach to minority youth about using bicycles safely	Observation of children riding unsafely	No	City works with Commute Options on safety programs for school children
Schools need better access for biking and walking, particularly schools with low income students	Observation that some schools in more affluent areas have better sidewalks	Yes	Safe Routes to School policy
Bear Creek Elementary School is lacking safe pedestrian access	Particularly near Healey Heights because the trail is on the other side of the roadway	Bear Creek is identified as a Key Route	Project is part of Low Stress Network.
The intersection of Lava and Franklin is difficult, especially for left turns	The intersection of Harriman and Franklin is also difficult	Consider a Franklin Ave Corridor study?	Add corridor study to CTF

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Greenwood and 4 <sup>th</sup> is an unsafe crossing for pedestrians		In Baseline	Median is under design as part of ODOT's 3 <sup>rd</sup> St project
Brosterhous needs better bicycle and pedestrian facilities, especially since it serves lower income housing and a larger Latino population. Brosterhous also needs better transit.	Add protected bicycle facilities and sidewalk infill.	Brosterhous is identified on the Low Stress Network.	Include Brosterhous when doing the Pedestrian Master Plan. Transit comment forwarded to Cascades East Transit.

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## Appendix:

- Appendix A: Demographics Summary
- Appendix B: Area 1 Summary
- Appendix C: Area 2 Summary
- Appendix D: Area 3 Summary
- Appendix E: Area 4 Summary
- Appendix F: Core Area Summary
- [Appendix G: Equity Workshop Summary](#)
- [Appendix H: Survey results from Latino Community Organization and Central Oregon Council on Aging](#)

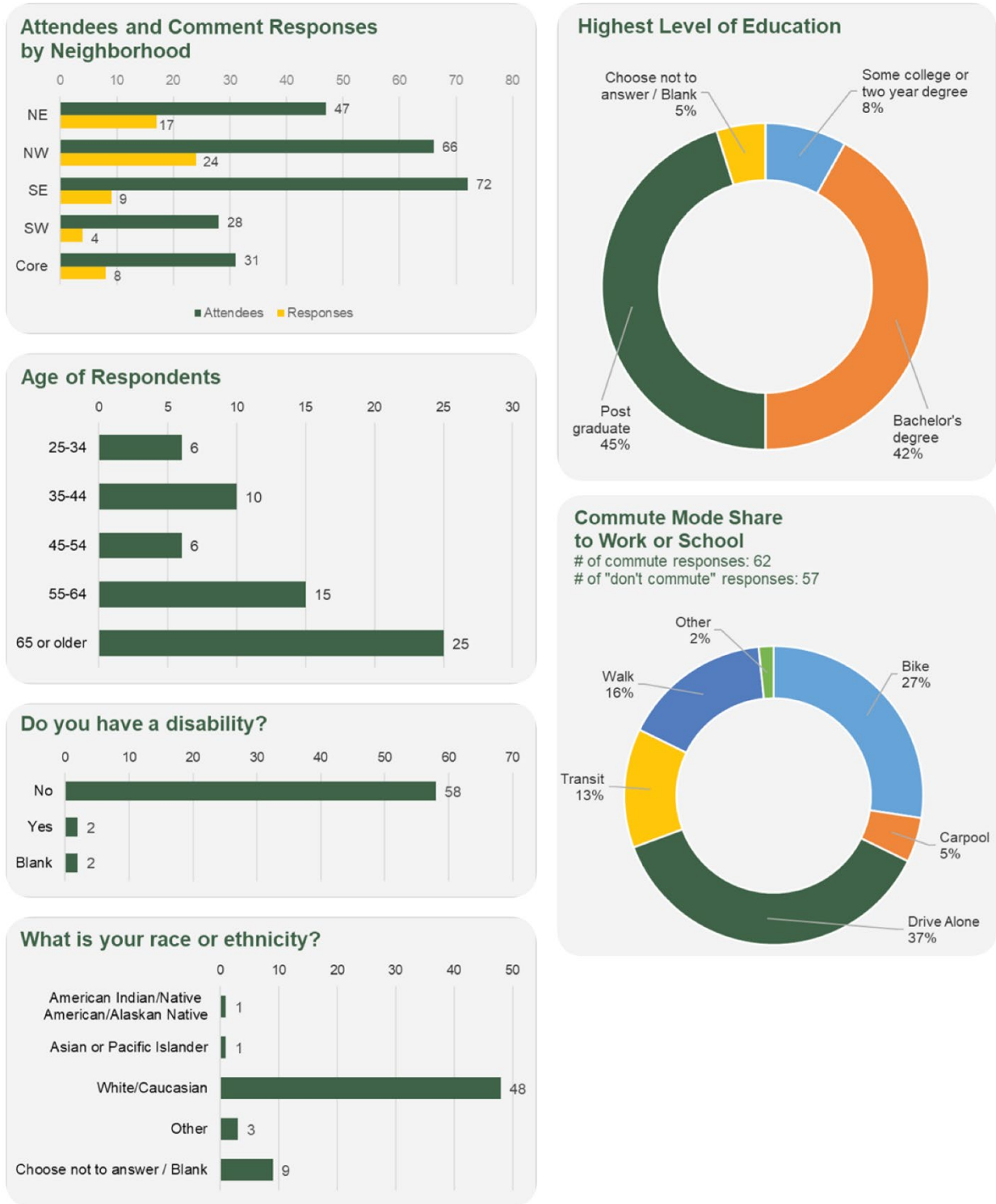
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# Appendix A – Demographics Summary

## Demographic Summary

Demographic questions were included in the in-person and online questionnaires to understand the reach of public engagement and help the team refine approaches. A graphic demographic summary is provided in Figure 12.

**Figure 12. Demographic Summary of Respondents**



Updated February 8, 2019

## Appendix B – Area 1 Summary

## Area 1 General Feedback

Based on feedback presented at the Area 1 workshop, participants were concerned about:

- Safety on Archie Briggs Road as traffic increases, particularly as more truck traffic uses Archie Briggs Road once the weight restrictions on the bridge are lifted. Several tables reported that Archie Briggs Road is not appropriately designed for the traffic that it is now carrying.
- Pedestrian and bicycle safety and lack of complete networks including safe crossings of major streets for those on bike and foot.
- Cut through and freight traffic on neighborhood streets with an interest in new traffic calming programs.
- Lack of transportation choices for getting around Bend.
- Sustained funding for transportation.
- Speeding and enforcement of traffic laws.

When asked about priorities for pedestrian investments, tables reported the following:

- Complete networks to serve schools
- Connections to neighborhood shopping areas
- Improvements to Portland Avenue
- Improvements to Newport Avenue between College Way and 9<sup>th</sup> Street
- Improvements to Galveston Avenue near bridge
- Improvements to Harmon Road
- Pedestrian crossing of Mt. Washington near schools
- Improved crossings with pedestrian refuges on major streets
- Better illumination of sidewalks and pedestrian crossings.

Key projects and programs reported from the table discussion are presented below.

### Policies

- Neighborhood traffic calming
- Street lighting along collectors and arterials
- Sidewalk Infill program
- Protected bike lane program
- Increase parking requirements for retail developments
- Improve winter maintenance of sidewalks and bike lanes

### Intersection/Roadway

- Roundabout at Mt. Washington Drive/Metolious Drive
- Portland Avenue Corridor intersection improvements at:
  - College Way
  - 9th Street
  - Awbrey Road

- Wall Street
- Galveston Avenue Corridor intersection improvements at:
  - 12th Street
  - Harmon Boulevard
- Speed reduction on Mt. Washington Drive
- Increase capacity of Mt. Washington Drive roundabouts

#### **Pedestrian/Bicycle**

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improve pedestrian crossings on Lemhi Pass Drive
- Provide multimodal facilities south of Newport Avenue/15th Street

#### **Transit**

- Increase number of fixed routes to provide more opportunities for underserved populations

## Appendix C – Area 2 Summary

## Area 2 General Feedback

Participants in the Area 2 expressed a vision for transportation in Northeast Bend that included:

- Reduced cut-through traffic and speeding on local streets through traffic calming and a well-designed arterial system
- Transportation network to accommodate growth
- Safe and comfortable bike routes, particularly to schools
- Walkable destinations, including retail and services
- Safe, comfortable and complete pedestrian networks
- More transit service
- A bypass east of the City to accommodate future growth and truck traffic
- Lower speeds on local streets

When asked about priorities for pedestrian investments, tables reported the following:

- Sidewalk infill on local streets
- Complete networks to serve schools and parks
- Retrofitting sidewalks so that they are buffered from the street
- Crosswalk at 27th and Wells Acres Road
- Safety for pedestrians on Wells Acres and Butler Market Roads, including sidewalk infill
- Connections to neighborhood retail

Key projects and programs reported from the table discussion are presented below.

### Policies

- School zone enforcement
- Neighborhood traffic calming
- Reduce speed limit to 20 mph in neighborhoods

### Intersection/Roadway

- Roundabout at Butler Market Road/Wells Acres Road
- Intersection improvement at Neff Road/Purcell Boulevard
- Intersection improvement at Wells Acres Road/NE 27th Street
- Intersection improvement at NE 27th Street/Connors Avenue
- Eastside bypass

### Pedestrian/Bicycle

- Sidewalk priority areas: Schools, neighborhoods, parks, shopping areas, major employers
- Improved safety of crossings on NE 27th Street
- Sidewalk infill needs:
  - Butler Market Road
  - Bear Creek Road



CTAC #10

- Tucson Way
- Cooley Road (near US 20)
- 8th Street
- Yeoman Road (Desert Sage Road to 18th Street)

**Transit**

- Increase number of fixed routes to provide more opportunities for underserved populations

## Appendix D – Area 3 Summary

## Area 3 General Feedback

Participants in the Area 3 meeting were concerned about:

- Safe and continuous bicycling and walking routes, particularly to schools and parks
- East-west connectivity between Southeast Bend and downtown
- Safety on 3<sup>rd</sup> Street for people walking, biking, and driving
- Congestion on Reed Market Road
- Pedestrian crossings of busy streets (e.g. Reed Market Road)
- More transit service
- Traffic impacts from rail crossings
- Access to Parkway from Murphy Road
- Safety for people walking and biking on 15<sup>th</sup> Street
- Proposed Wilson Avenue extension
- Traffic congestion resulting from new housing without roadway expansions
- Speeding
- Freight traffic on Knott Road
- Disconnect between land use and transportation plans
- Lack of complete streets
- Congestion at key intersections/roundabouts
- Through traffic using routes in east Bend to bypass traffic in core

When asked about priorities for pedestrian investments, tables reported the following:

- Crossings of major streets to provide east-west walking routes
- Improvements to American Lane
- Improvements to Brosterhouse Road
- Improvements to Parrell Road
- Improvements to Wilson Avenue
- Improvements to Bear Creek Road
- Improvements to the area around 15<sup>th</sup> Street/Reed Market Road
- Improved connections to schools
- Grade separated pedestrian crossings of Parkway
- Improved crossings of 3<sup>rd</sup> Street and 27<sup>th</sup> Street
- Improved crossings of the canals
- Connections to Alpenglow Park

Several tables reported an interest in using canal trails as pedestrian paths.

An important sidewalk gap on the southside of Murphy from RE Jewell Elementary School entrance to Brosterhouse (approx. 637 feet) is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

### **Policies**

- Street lighting along collectors and arterials
- Implement pedestrian/bicycle safety plan
- Create complete streets policies

### **Intersection/Roadway**

- Improve Knott Road to accommodate heavy vehicle traffic
- Improve 15th Street with urban upgrades
- Grade separated crossing of railroad on Reed Market Road
- Provide additional access from the Parkway to the southeast area
- Intersection improvement at Knott Road/15th Street
- Intersection improvement at Reed Market Road/Pettigrew Road
- Intersection improvement at Wilson Avenue/15th Street

### **Pedestrian/Bicycle**

- Sidewalk priority areas: schools, senior center
- Improve pedestrian and bicycle facilities along:
  - Bear Creek Road
  - Parrell Road
  - Murphy Road
  - Brosterhous Road (south of Murphy Road)
  - Wilson Avenue
- Provide additional pedestrian crossings on:
  - 27th Street
  - Wilson Avenue
  - Reed Market Road (near 3rd Street)
  - 3rd Street
  - Reed Market Road at 15th Street

### **Transit**

- Expand transit fixed routes to southeast region

## Appendix E – Area 4 Summary

## Area 4 General Feedback

Participants in the Area 4 expressed a vision for transportation in Southwest Bend that included:

- Connected, safe, and accessible for everyone (walking, biking, driving, taking transit)
- Separated bicycle facilities to improve safety
- A complete sidewalk network with comfortable and safe pedestrian crossings, especially across major roads
- Walkable neighborhoods
- Convenient access to the Parkway
- Safe, convenient access to bus stops
- Increased transit service
- The ability for residents to age in place

When asked about priorities for pedestrian investments, tables reported the following:

- Complete sidewalks along Brookwood Boulevard and improved crossings
- Improved pedestrian crossings on Century Drive
- A pedestrian complete network to access Downtown
- A pedestrian complete network to access the Old Mill area
- Improved access to trails
- Improved transit to supplement walking and biking
- Land use changes to create more destinations in the neighborhood
- Improved east-west connectivity
- Support for the proposed Hawthorne pedestrian crossing
- Improved access to parks

Several tables said that the City should clear sidewalks after snow events and install better lighting for pedestrians, particularly at crossings.

Participants suggested signage and wayfinding for the bicycle low-stress network.

Several sidewalk gaps are important to infill for ADA accessibility:

- Eastside of Brookwood from Poplar St to 2nd School Entrance (approx. 0.353 miles/1858 feet)
- Southside of Brookwood from Hollygrape St to Springcrest Dr. (approx. 0.448 miles/2364 feet)
- Northside of Brookwood from Finchwood (116 feet south) to Larkwood Dr. (approx. 0.134 miles/711 feet)
- Southside of Brookwood from Finchwood (116 feet south) to SW Beth Ave. (approx. 0.641 miles/3382 feet)

Key projects and programs reported from the table discussion are presented below.

### Policies

- Street lighting along collectors and arterials

- Additional city maintenance – sidewalk clearing in the winter
- Transit improvements

### **Intersection/Roadway**

- Intersection improvement at Century Drive/Skyline Ranch Road
- River crossing south of Reed Market Road

### **Pedestrian/Bicycle**

- Pedestrian crossing on Century Drive to Haul Trail
- Wayfinding for Low Stress Network

### **Transit**

- Provide additional support for the Mt. Bachelor transit
  - Park and ride option for users on the eastside
- Increase number of fixed routes to provide more opportunities
- Free citywide public transit
- Improve and provide additional east/west parkway connections for vehicles, bikes, and pedestrians

## Appendix F – Core Area Summary



## Core Area General Feedback

Participants in the Core Area meeting were concerned about:

- Safe, efficient transportation for people using all modes, especially from 3rd Street to Downtown Bend
- Pedestrian and bike safety along and across 3rd Street
- Creating an inviting and walkable core area
- Connectivity across the Parkway and railroad at Hawthorne, particularly for bikes and pedestrians
- Providing protected bike lanes, separated paths, and more neighborhood greenways
- Winter maintenance (snow and gravel removal) of bike lanes

When asked about priorities for pedestrian investments, tables reported the following:

- Improved connections to schools
- Support for the proposed Hawthorne pedestrian crossing
- Connections from Bend Central District to Downtown and from the Bend Central District to the Old Mill area
- Improved sidewalks and crossings of major roads, including 3<sup>rd</sup> Street
- Improved connections to the trail system
- Improvements to Newport Avenue
- Rebuilding the Drake Park footbridge

A sidewalk gap on the east & west side of Sisemore from Colorado to Delaware is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

### Policies

- Improve winter maintenance of sidewalks and bike lanes
- Reduce neighborhood cut-through traffic
- Provide additional parking downtown
- Consider rerouting railroad out of city limits

### Intersection/Roadway

- Widen Newport Avenue river crossing bridge

### Pedestrian/Bicycle

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improved crossings and street lighting Near Box Factory and Arizona/Colorado Couple
- Improved crossing at Greenwood Avenue/6th Street
- Improve Drake Park pedestrian bridge
- Improve multimodal facilities at Franklin Avenue/Parkway undercrossing
- Provide protected bike lanes at Olney Avenue/Parkway undercrossing

CTAC #10

- Additional low stress separated paths in neighborhoods
- Provide separated bike facilities downtown

**Transit**

- Provide a transit hub near the box factory

# Appendix G – Equity Workshop Summary

## Participant's Main Concerns

- State's emphasis on VMT and parking reduction will lead to fewer ADA parking spots
- To and from fixed route bus stops to destination, especially in winter.
- Expand hours of transit operation and on Sunday
- The Spanish population has no confidence in transit, the hours of operation don't match work hours, signs and directions are English only
- Busses are over full on certain intercity routes, particularly Warm Springs to Bend.
- Transportation is a barrier to accessing health care, patients miss appointments and depend on others
- The traffic congestion on 97 at the north part of town is difficult for commuters into the City of Bend
- More bus routes and shorter waits around Bend are needed so folks without cars can really use transit
- Older people who don't drive are really stuck in Bend and surrounding areas. Paratransit is difficult to use, waits are long, and travel time is unreliable. Are we looking at micro-transit options?
- Need a connected system of protected bicycle facilities like Eugene
- Bus rapid transit (like Eugene) would be good
- Education and outreach to minority youth about using bicycles safely.
- Audible signal timing should be lengthened for 3<sup>rd</sup> Street crossings.

## OTHER TABLE COMMENTS

- Big issues with getting around for people who don't have documentation- for doctor's appointments, work, etc.
- Our car-oriented system disadvantages those who don't have cars
- Need a better transit system; need better sidewalks around transit and hubs of town; improve winter maintenance program to keep access to transit stops open from neighborhood streets
- Would be very cool to have bike highways and more bike-oriented system when we can, given weather limitations- group liked the LSN.
- Biking as Latina women is culturally difficult; reliant on their husband, boyfriend, or brother, to help them negotiate biking.

- Many Latina women don't know how to drive -- they depend on the males in their life and are at a huge disadvantage with a car-centric system.
- Newport Ave a very bike unfriendly area- people just driving unsafely; a painted lane in the road means absolutely nothing. Need driver education.
- Coyner Trail – needs to be open and functional
- All the schools need better access for biking and walking. Better access to the low income schools also.
- Bear Creek Elementary needs access. Particularly near Healey Heights because the trail is on the other side of the street.
- Lava and Franklin turning left very difficult
- Greenwood and 4<sup>th</sup>- very hard for pedestrian safety- and Bend Community Center- too
- COCC very not pedestrian friendly
- Brosterhous needs better bike/ped. Many people depend on trailer parks for housing and the ped/bike facilities near them are very tough. Many Latinos live there. Need more transit too down Brosterhous.
- Need transit lines to trailer parks, because so many low income/Latinos live there.

## Appendix H – Survey Results

### Latino Community Organization Survey Results

<u>Question</u>	<u>Response</u>	<u>%</u>
<b>1. How easy or difficult is it to get to where you need to go in Bend?</b>		
Very Easy	19	21%
Usually Easy	24	26%
Somewhat Difficult	32	35%
Very Difficult	4	4%
Not Sure	2	2%
No Response	3	3%
<b>2. How safe do you feel when traveling in Bend by car?</b>		
Very safe	13	14%
Safe	44	48%
Somewhat unsafe	23	25%
Very unsafe	4	4%
Not sure	2	2%
<b>3. How safe do you feel when traveling in Bend by foot or bike?</b>		
Very safe	6	7%
Safe	39	43%
Somewhat unsafe	19	21%
Very unsafe	9	10%
Not sure	8	9%
<b>4. What makes it hard to get where you need to go?</b>		
Traffic on roadways	49	54%
No sidewalks or sidewalks	9	10%
Buses don't go where I need to go	28	31%
Bicycling feels too unsafe	6	7%
Other:	weather, lacking road connections	
<b>5. How would you change transportation in your neighborhood?</b>		
More lanes on roadways to relieve traffic	25	29%
More roadway connections	16	18%
More sidewalks	9	10%
More bike lanes	5	6%
More safe ways to cross busy streets	15	17%
More paths or trails	1	1%
More bus routes or bus stops	39	45%

<b>6. If you could make one change to transportation what would it be?</b>		
Bike	3	7%
Ped	2	5%
Transit (expanded service, hours, stops)	31	70%
Safety (night safety, driver education)	4	9%
Cleanliness	1	2%
Capacity/Roadway (congestion, traffic signals)	5	11%
Parking	2	5%



## Council on Aging Survey Results

<u>Question</u>	<u>Response</u>	<u>%</u>
<b>1. How easy or difficult is it to get to where you need to go in Bend?</b>		
Very Easy	4	16%
Usually Easy	8	32%
Somewhat Difficult	7	28%
Very Difficult	3	12%
Not Sure	0	0%
No Response	0	0%
<b>2. How safe do you feel when traveling in Bend by car?</b>		
Very safe	1	4%
Safe	11	44%
Somewhat unsafe	9	36%
Very unsafe	1	4%
Not sure		0%
<b>3. How safe do you feel when traveling in Bend by foot or bike?</b>		
Very safe	2	8%
Safe	5	20%
Somewhat unsafe	5	20%
Very unsafe	5	20%
Not sure	3	12%
<b>4. What makes it hard to get where you need to go?</b>		
Traffic on roadways	13	52%
No sidewalks or sidewalks	5	20%
Buses don't go where I need to go	2	8%
Bicycling feels too unsafe	7	28%
Other:	Snow on sidewalks, cars speeding, tailgating	
<b>5. How would you change transportation in your neighborhood?</b>		
More lanes on roadways to relieve traffic	2	8%
More roadway connections	0	0%
More sidewalks	3	12%
More bike lanes	6	24%

More safe ways to cross busy streets	13	52%
More paths or trails	5	20%
More bus routes or bus stops	8	32%
Other:	Snow removal on sidewalks	
<b>6. If you could make one change to transportation what would it be?</b>		
Driver education/safety	6	24%
Reduce traffic	6	24%
Bike	1	4%
Transit	1	4%
Snow removal	2	8%
Bypass	1	4%
Sidewalks/Ped	1	4%

# Draft Mobility & Safety Policies: 2nd Review

PREPARED FOR: CTAC  
PREPARED BY: Susanna Julber and Karen Swirsky  
DATE: May 15, 2019

## Introduction

For our CTAC #10 Meeting on May 22, 2019, we'll be looking at revised draft Safety and Mobility Policies, based on comments from the small group exercise during CTAC #9 and further internal City review. Tables 1 and 2 provide a summary of the proposed revisions based on CTAC comments received at CTAC #9 and from Legal and other staff. We've also included the text so that you can see the Actions, but we'd like to focus on policy language at the next meeting. **Please review the proposed draft Safety and Mobility policies for CTAC #10.**

At CTAC #10, we'll also be introducing two more sets of policies: Equity, and Technology/Transit/Transportation Demand Management. Those are provided as an **attachment** to this memo.

At CTAC #11, we will be working with the Funding and Bicycle/Pedestrian/Complete Streets policies. Please refer to the document provided for CTAC #9 if you'd like to refresh your memory ([Draft policies](#)).

Please understand that we expect these policies to continue to evolve until the Steering Committee and the City Council adopt the Transportation Plan. Our goal is to create a set of policies that are implementable, and provide broad and measurable policies that are forward-thinking and reflective of the Committee's goals.

We are planning to offer a CTAC-focused workshop dedicated to refining these policies on July 26. Please stay tuned for more details. We appreciate CTAC's enthusiasm on this important policy work.

**Table 1: Draft Safety Policies**

	<b>POLICY as of 4/25/19</b>	<b>Suggested Changes/Comments from CTAC Meeting #9</b>	<b>Suggested changes from internal City Review: Legal, Streets, Community Development</b>	<b>Proposed Revised Policy</b>
1.	The City will prioritize safety, connectivity, and travel time reliability improvements for all modes of transportation.	<p>“Balance” rather than “prioritize”</p> <p>Action items under this policy only address safety, not connectivity and travel time reliability</p> <p>“Improvements” or “elements” rather than “mitigation”</p> <p>Pulled out somehow instead of ‘buried in the policies’; The Actions under policy 1 fit better under Policy 2.</p>	<p>Legal: agrees with “balance”</p> <p>Be specific in the “how”</p>	<i>1. The City will prioritize safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.</i>
2.	The City’s goal is to eliminate traffic deaths and serious injuries among all transportation system users	Vision zero (lower case, generic) rather than Vision Zero Program	<p>This should be a policy, not a “goal” – can be aspirational.</p> <p>Be specific in the how</p>	<i>1. The City aspires to have zero transportation-related fatalities or serious injuries by reducing the number and severity of crashes through design, operations, maintenance, and enforcement.</i>
3.	The City will consider the needs and safety of each group of users and will prioritize projects, programs and funding to improve conditions for vulnerable users, which includes but is not limited to (i.e., people who cannot or choose not to drive, including but not limited to children, older adults, people with limited mobility, and people experiencing challenges to	<p>General concern with use of the word “prioritize” throughout the policies]</p> <p>Suggested edit: delete <del>which includes but is not limited to (i.e., people who cannot or choose not to drive, including but not limited to children, older adults, people</del></p>	Should “vulnerable users” be defined?	<i>3. The City will consider the needs and safety for all users in transportation projects, programs, and funding decisions, to improve safety for vulnerable users.</i>

	<b>POLICY as of 4/25/19</b>	<b>Suggested Changes/Comments from CTAC Meeting #9</b>	<b>Suggested changes from internal City Review: Legal, Streets, Community Development</b>	<b>Proposed Revised Policy</b>
	self-sufficiency, and communities experiencing racism and discrimination).	<del>with limited mobility, and people experiencing challenges to self-sufficiency, and communities experiencing racism and discrimination).</del>		
4.	The City will design streets to encourage the appropriate speed for the roadway classification and land use context.	<p>Add language to include a program that provides technological and physical enforcement presence</p> <p>Add traffic calming program to action items</p> <p>This policy needs clarification.</p>	Policy needs to be more aspirational. The “how will be in the action items.”	<i>4. The City’s policy is to plan for, design, construct, and/or reconstruct streets to achieve consistency between motorists’ speeds and target speed limits, and to prioritize speeding and reckless driving enforcement programs on problematic routes.</i>
5.	The City will provide transparent, easy to understand, and effective communication to encourage safe travel on the transportation system.	<p>Responsive database</p> <p>Wanted a reference back to just plain old signage and/or wayfinding.</p>	<p>If this policy is about technology and the City’s public interface, this should be moved the TTT policy section.</p> <p>Wayfinding lives in the Bike/Ped policies</p>	<i>This Policy was moved - See TTT and Bike/Ped/Complete Streets policies</i>

## DRAFT SAFETY POLICIES

**Introduction:** The City of Bend aspires to have zero serious injuries or fatal crashes on its transportation system. The City recognizes that we must design and manage our transportation network with this goal in mind.

### Policies

1. The City will prioritize safety, connectivity, and travel time reliability for all modes of transportation in design and construction of transportation projects, and in transportation program implementation.
2. The City aspires to have zero transportation-related fatalities or serious injuries by reducing the number and severity of crashes through design, operations, maintenance, and enforcement.

#### **Actions:**

- *By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths or serious injuries (e.g. Vision Zero). The plan will set a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit timeframe (i.e. 10 years) and actively engage key City departments.*
- *Adopt and implement the 2019 Transportation Safety Action Plan, including mapping identified crash emphasis areas*
- *Amend Bend Development Code to include safety mitigation as part of project development*

3. The City will consider the needs and safety for all users in transportation projects, programs, and funding decisions, to improve safety for vulnerable users.

#### **Actions:**

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

4. The City's policy is to plan for, design, construct, and/or reconstruct streets to achieve consistency between motorists' speeds and target speed limits, and to prioritize speeding and reckless driving enforcement programs on problematic routes.

#### **Actions:**

- *Create a citywide speed management program to address safety issues related to speed.*
- *Review street design in coordination with emergency services; amend Standards and Specifications accordingly.*
- *Provide transparent, easy to understand, and effective communication programs to*

*encourage safe travel on the transportation system.*

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

DRAFT

**Table 2: Draft Mobility Policies**

	<b>POLICY as of 4/25/19</b>	<b>Suggested Changes/Comments from CTAC Meeting #9</b>	<b>Suggested changes from internal City Review: Legal, Streets, Community Development</b>	<b>Proposed Revised Policy</b>
1.	The City will plan for efficient access for all modes for employees and customers to and from employment, commercial, and industrial lands, including freight access, in a responsible and efficient manner.	Remove “in a responsible and efficient manner.” at the end of the introduction.	Rewrite for clarity.	<i>1. The City will plan for efficient access for employees, customers, and freight to and from employment, commercial, and industrial lands, for all modes of travel.</i>
2.	The City will improve connectivity with the understanding that connectivity needs and conditions may vary based on an area’s existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).			<i>2. The City will improve connectivity and address deficiencies in the street network with the understanding that connectivity needs and conditions may vary based on an area’s existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).</i>
3.	The City will limit the location and number of driveways and vehicular access points on arterials and collectors to maintain public safety and roadway function, while preserving appropriate access to existing and future development.			<i>3. The City will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collectors) to maintain public safety and future traffic carrying capacity, while preserving appropriate access to existing and future development.</i>
4.	The City’s preferred intersection treatment is the roundabout, for reasons of capacity, traffic flow, and safety. The City may select a different	Identify that roundabouts are the preferred intersection treatment	This policy should stay for local roads too. There may be instances	<i>4. The City’s preferred intersection treatment is the roundabout, for reasons of capacity, traffic flow,</i>



	<b>POLICY as of 4/25/19</b>	<b>Suggested Changes/Comments from CTAC Meeting #9</b>	<b>Suggested changes from internal City Review: Legal, Streets, Community Development</b>	<b>Proposed Revised Policy</b>
	intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.	at the intersection of higher order roads, not local/local streets Add traffic calming program to action items	when a roundabout is appropriate even to meet local street intersection needs.	<i>and safety. The City may select a different intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.</i>
5.	The City will plan for, design and construct or reconstruct streets to achieve consistency between motorists' speeds and target speed limits.		This policy is included in the draft Safety Policies #4, so can be removed from Mobility.	<i>(Moved to Safety Policies #4), note numbering change</i>
6.	The City's standard for collectors and arterials is a three-lane configuration, but will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.	No comments.		<i>5. The City's standard for collectors and arterials is a three-lane configuration, but will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.</i>
7	The City's mobility standard for intersections is a volume-to-capacity ratio (v/c) no greater than 1.0 during the p.m. peak hour).		Further internal review and assessment needed on this one.	<i>6. TBD</i>
8	The City will manage the transportation system with the intent to preserve travel time reliability.	"To achieve" rather than "with the intent to preserve" Add "for all users" to the end of the sentence		<i>7. The City will manage the roadway network with the intent to achieve travel time reliability for all users.</i>

	POLICY as of 4/25/19	Suggested Changes/Comments from CTAC Meeting #9	Suggested changes from internal City Review: Legal, Streets, Community Development	Proposed Revised Policy
9	<p>Adding travel lanes for motor vehicles may be considered after the City has:</p> <ul style="list-style-type: none"> <li>a) Evaluated the safety effects for all users and modes of travel;</li> <li>b) Evaluated the potential to add capacity through intersection improvements;</li> <li>c) Evaluated the potential to add capacity through increasing system connectivity with parallel routes;</li> <li>d) Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and</li> <li>e) Implemented Transportation Demand Management or other tools.</li> </ul>	<p>Consider moving these action items to Mobility #1</p>	<p>Clarify language</p>	<p><i>8. The City's policy is to manage congestion/corridor demand before adding motor vehicle lanes. Adding travel lanes for motor vehicles will be considered only after the City has:</i></p> <ul style="list-style-type: none"> <li><i>a) Evaluated the safety effects for all users and modes of travel;</i></li> <li><i>b) Evaluated the potential to add capacity through intersection improvements;</i></li> <li><i>c) Evaluated the potential to add capacity through increasing system connectivity with parallel routes;</i></li> <li><i>d) Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and</i></li> <li><i>e) Implemented Transportation Demand Management or other tools.</i></li> </ul>

	<b>POLICY as of 4/25/19</b>	<b>Suggested Changes/Comments from CTAC Meeting #9</b>	<b>Suggested changes from internal City Review: Legal, Streets, Community Development</b>	<b>Proposed Revised Policy</b>
10	The City may permanently or temporarily waive the mobility standard for a particular intersection or corridor when it is determined that peak hour vehicle traffic congestion is acceptable in order to meet other community goals and desired outcomes, including but not limited to affordable housing and safety.	Further discussion needed	More internal work on this one needed, related to 7	9. <i>TBD</i>
11	The City will coordinate with ODOT to determine when to implement modifications to City streets and closures or modifications to approaches on City streets that will be impacted by improvements to US20 or US97.	Add language that addresses the need to preserve access to the parkway until further analysis is completed	This is more of an action than a policy: <i>Continue to coordinate with ODOT to determine when to implement modifications to City streets and closures or modifications to approaches on City streets that will be impacted by improvements to US20 or US9.</i>	10. <i>The City desires to preserve connections between local connections and ODOT facilities.</i>

## DRAFT MOBILITY POLICIES

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

1. The City will plan for efficient access for employees, customers, and freight to and from employment, commercial, and industrial lands, for all modes of travel.
2. The City will improve connectivity and address deficiencies in the street network with the understanding that connectivity needs and conditions may vary based on an area's existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).
3. The City will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collectors) to maintain public safety and future traffic carrying capacity, while preserving appropriate access to existing and future development.
4. The City's preferred intersection treatment is the roundabout, for reasons of capacity, traffic flow, and safety. The City may select a different intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.

**Action:**

- *Update the Bend Roundabout Design Guide, and incorporate in Standards and Specifications.*
5. The City's standard for collectors and arterials is a three-lane configuration, but will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.
  6. The City's mobility standard is defined in the Bend Development Code and will consider multiple metrics, including volume-to-capacity ratio (v/c) and alternate performance measures such as crash data, travel time reliability, and other factors. V/C will be an inappropriate metric on intersections that are identified and planned to exceed V/C (identify). (TBD)
  7. The City will manage the roadway network with the intent to achieve travel time reliability for all users.
  8. The City's policy is to manage congestion/corridor demand before adding motor vehicle lanes. Adding travel lanes for motor vehicles will be considered only after the City has:
    - a) Evaluated the safety effects for all users;
    - b) Evaluated the potential to add capacity through intersection improvements;

- c) Evaluated the potential to add capacity through increasing system connectivity with parallel routes;
- d) Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and
- e) Implemented Transportation Demand Management or other tools.

**Actions:**

- *Implement TDM program*
- *Adopt LSN map and Bikeway Design Guide*
- *Complete Pedestrian Master Plan*

9. The City may permanently or temporarily suspend or waive the preferred mobility standard for a particular intersection or corridor when it is determined that peak hour vehicle traffic congestion is acceptable in order to meet other community goals or desired outcomes, including but not limited to adding housing and increasing safety. (TBD)

10. The City desires to preserve connections between local connections and ODOT facilities.

**Action:**

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

## ATTACHMENT:

- Draft Equity Policies (pages 1-2)
- Draft Technology/Transit/Transportation Demand Management Policies (pages 3-5)

DRAFT

## DRAFT EQUITY POLICIES

**Preamble:** The City of Bend believes that communities thrive when all individuals, from all parts of our City, have affordable and equitable access to a full range of transportation choices to meet their daily needs for employment, housing, healthcare, education, recreation, and shopping. The City also recognizes that a significant portion of Bend's residents qualify as low-income and that their needs require particular attention in prioritizing and funding transportation investments, programs, and services.

### Draft Policies:

1. The City defines Transportation Equity as being achieved when everyone has access to safe, affordable, and reliable transportation choices to meet their daily transportation needs. Transportation equity helps ensure that disparities are mitigated and access to key destinations is fairly provided.
2. The City will equitably distribute the benefits and costs of transportation system plans and improvements. The City will prioritize and support programs and projects, both capital and maintenance, that eliminate transportation-related disparities faced by populations that have historically had significant unmet transportation needs or who have experienced disproportionately negative impacts from the limits of the existing transportation system. These populations include, but are not limited to:
  - a. *People who cannot drive*, including many older adults, children, and persons with disabilities.
  - b. *People experiencing challenges to self-sufficiency*, including those who do not have access to a car, are struggling with the high costs of car ownership, maintenance, and operation, or are struggling with the cost of transportation.
  - c. *Communities experiencing racism and discrimination*.
  - d. *People with limited mobility*. People in this category include many older adults and persons with disabilities.
  - e. *Isolated community members living far from community centers and lacking reasonable access to goods and services*.
3. The City will actively engage and support all populations, regardless of age, race, disability, gender, income, or geography in transportation planning issues, outcomes and decisions, with particular attention to engaging people who have experienced transportation barriers.
4. The City will avoid, minimize and/or mitigate disproportionately high and adverse human health or environmental effects of transportation projects, including social and economic effects, on minority and/or low-income populations.

**Draft Equity Policy Actions:**

1. Provide funding to collect data to identify historically under-represented populations in Bend that the Census doesn't normally reflect, in order to better identify and understand their transportation needs.
2. Create an equity lens for analyzing transportation benefits and shortcomings, via the City's Office of Performance Management. Analyze the impacts of transportation projects and programs on areas with greater proportions of low-income, health-challenged, minority, youth and/or elderly population than the City as a whole. Use national best practices for a guide.
3. Analyze crash and fatality data to determine if rates disproportionately effect neighborhoods that may be more diverse than the City as a whole. Ensure that the annual CIP process includes projects that will improve safety outcomes in these areas.
4. Develop, fund, and implement a set of citywide community outreach and engagement protocols that build trust and promote genuine community empowerment concerning transportation issues.
5. Ensure that transportation planning staff have the resources they need to address equity and diversity issues in infrastructure planning.

DRAFT



## DRAFT TECHNOLOGY/TRANSIT/TRANSPORTATION DEMAND MANAGEMENT POLICIES

**PREAMBLE:** Technology, transit, and transportation demand management tools (including parking management) are critical tools for maximizing the regional and local environmental, economic and social benefits of the Bend transportation system.

1. The City will partner with public and private sectors to test and implement new mobility technologies. Pilot and/or demonstration projects will create efficient opportunities to test emerging mobility techniques and technologies to better understand their impacts, costs, and opportunities.
2. The City will develop a centralized system for managing, integrating and analyzing transportation data to provide a foundation for data-driven decision making for the City. All mobility providers, connected vehicle infrastructure, and any private data communications devices installed in the City right of way will be required to use open data standards to report accurate, complete and timely information on use, compliance and other aspects of operations.

**Action:**

- *The Office of Performance Management will establish a centralized transportation data system.*

3. The City will develop clear guidelines governing the location and management of Shared Active Transportation (or “micromobility”) vehicles in the right of way. This refers to small wheeled vehicles (bikes, e-bikes, e-scooters, etc.) provided for rent in short time increments which provide increased mobility options over short distances.

**Action:**

- *Create guidelines for placement of Shared Active Transportation vehicles, amend the Standards and Specifications and Bend Development Code to implement*

4. The City will encourage the use of electric vehicles by supporting public charging infrastructure and developing a Community Electric Vehicle Infrastructure Plan. The City will act as a role model by replacing City fleet vehicles with electric as replacement opportunities occur.
5. The City recognizes that autonomous vehicles (which do not require the performance of a human operator for part or all of their functions) will be a part of the City’s transportation system in the near future. The City will prioritize autonomous vehicles that employ shared ownership and are shared by multiple passengers over those that are privately owned. The City will develop and implement autonomous vehicle strategies to ensure travel time reliability and system efficiency, reduce vehicle miles traveled, and have a positive effect on carbon emissions.

6. The City will manage the curb zone area of the right of way to ensure flexibility and adaptability as parking and mobility technologies change. The City will use adjacent land use to determine the appropriate curb use (e.g., on-street parking, pick-up/drop off of passengers or freight, Shared Active Transportation facilities, bikeways, transit stops, and enhanced transit stops).

**Action:**

- *Create guidelines for curb management, amend the Standards and Specifications and Bend Development Code to implement*

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

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

8. The City will develop a program to require institutions and businesses with more than 150 employees/members/students to implement and track a Transportation Demand Management plan that outlines targets, strategies, and evaluation measures to reduce vehicle miles traveled and reduce single-occupancy vehicle trips, particularly at peak hours.

**Action:**

- *Create Transportation Demand Management program, amend the Bend Development Code to implement, identify and fund staff to manage the program*

9. The City will establish Mobility Hubs in all four quadrants of the City, in the core, and in regional centers to improve the accessibility of all forms of transportation and transportation technologies.

**Action:**

- *Create a Mobility Hub program, identify and fund staff to develop and manage the program*

10. The City will continue to develop, document and promote its own Transportation Demand Management plan to serve as a role model for others.

**TRANSIT**

11. In order to increase transportation options and support existing and planned land uses, the City will work with Cascades East Transit to improve the efficiency and effectiveness of existing services in Bend, expansion of services to underserved areas and support for regional systems that encourage residents of nearby communities to travel to Bend by public transit.

12. The City will plan, prioritize, and implement needed improvements on corridors identified for high-capacity transit, including complete street elements and signal prioritization.

13. The City will work with Cascades East Transit to develop Mobility on Demand and Mobility as a Service trip planning and payment tools across multiple mobility platforms.
14. The City will work with Cascades East Transit to replace the fleet of transit vehicles with energy-efficient vehicles, where applicable, that minimize the transit system's impact on the environment as replacement opportunities occur.

## **PARKING**

15. The City will fully implement the Downtown Parking Plan (2017).
16. The City will adopt the use of parking management and enforcement technologies to optimize use of existing public and private parking supply, to reduce conflicts, and to reduce the share of land occupied by parking.
17. The City will enable the creation of parking districts in areas where residents or stakeholders have identified an issue that could be resolved by parking management, and/or in locations where data supports the development of a parking district.

### **Action:**

- *Amend the Bend Development Code to implement parking districts, identify and fund staff to manage parking districts.*

18. The City will monitor and update parking requirements on a 5-year cycle to allow for adjustments based on changes in behavior and parking demand over time.

### **Action:**

- *Create program to regularly monitor parking utilization, identify and fund staff to manage the program.*

# DRAFT Project & Program Prioritization Criteria

May 22, 2019

## Overview

The project prioritization criteria establish a method to help identify transportation investment priorities for the City of Bend. These criteria build on the work completed in Phase 1 and Phase 2 of the Bend TSP process that identified the 2040 Project List. As used here, investment priorities refers to what transportation facilities and programs are important to fund and implement, and, when those investments should occur over the near-, mid-, and long-term through 2040. The criteria presented herein are based upon the established project goals and are consistent with other City of Bend infrastructure planning efforts.

Figure 1 shows the general process that will guide project prioritization as part of the Bend Transportation System Plan (TSP). The evaluation will proceed along the following steps:

1. Identify the 2040 Project List (Current list developed as part of Phase 1 & Phase 2)
2. Establish the funding assumptions to be used<sup>1</sup>
3. Model and evaluate the 2040 Project List using performance measures established during Phase 1
4. Evaluate the 2040 Project List based on the prioritization criteria established in this document
5. Conduct a Citywide Transportation Advisory Committee (CTAC) work session to review the evaluation
6. Categorize the elements of the 2040 Project List as:
  - Near-term Project/Program
  - Mid-term Project/Program
  - Long-term Project/Program
  - Development Driven Project
7. Create the Funding Plan (near-term projects/programs) and Funding Strategy (mid- and long-term projects/programs)
8. Finalize the 2040 Prioritized Project List, Funding Plan and Funding Strategy

Steps 6-8 above will be iterative as CTAC and the Funding Work Group discuss choices and direction for their recommendations to the Steering Committee.

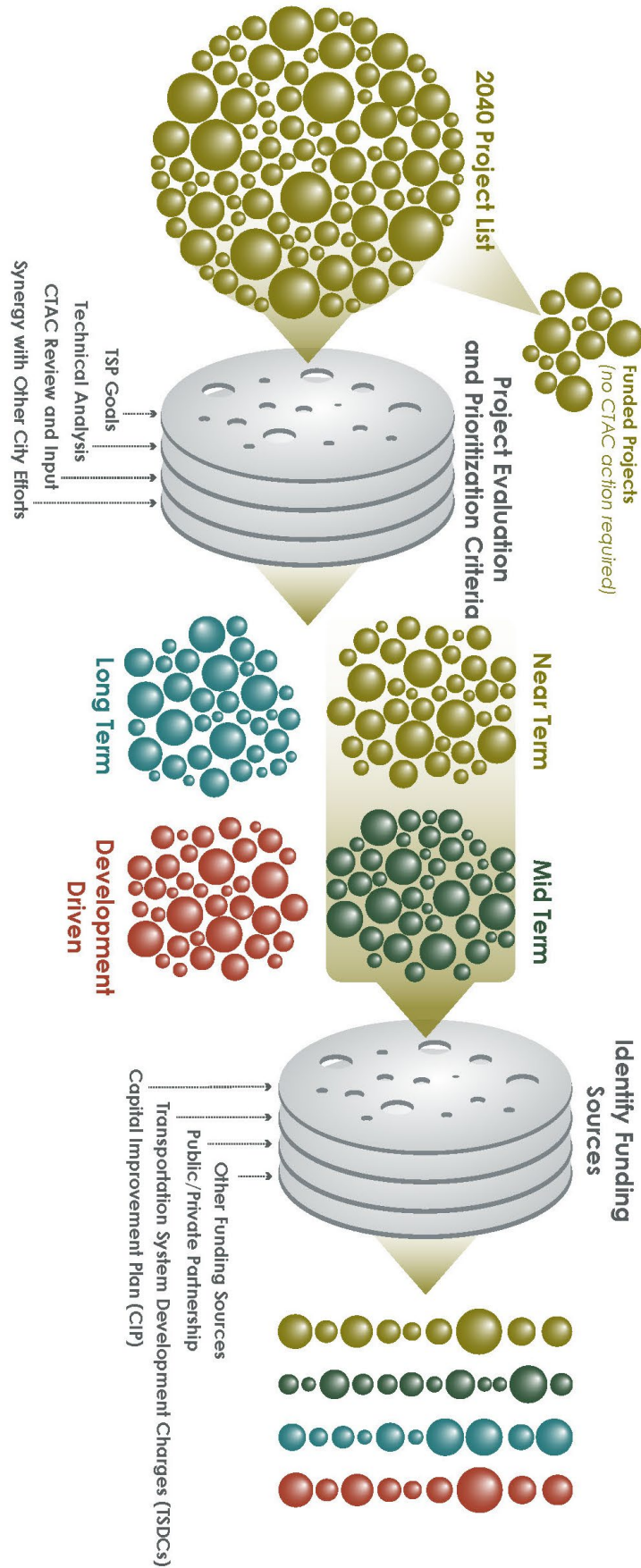
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<sup>1</sup> Funding assumptions will be based on the Initial Funding Assessment, as further discussed by the Funding Work Group. An example of a funding assumption is the rate to be used for a Transportation Utility Fee.

## Request to CTAC

CTAC is requested to review this memorandum, identify refinements, and approve the final memorandum as a recommendation to the Steering Committee. The remainder of this memorandum outlines the proposed prioritization criteria and identifies how they will be used to evaluate the 2040 Project List.

Figure 1 – Prioritization Process Chart



## Project and Program Screening Conducted To-Date

In 2018 as part of Phase 1, CTAC, the Steering Committee, and the project team conducted the initial screening of projects as part of the scenario evaluation effort. These Phase 1 efforts led to the development of the Citywide Transportation Framework (CTF). The CTF was refined via the Neighborhood Outreach effort, completed in early 2019. These first two phases of the TSP considered a number of projects and programs, some of which were either advanced for further evaluation or set aside for consideration in the future or through a different planning effort. The culmination of Phases 1 and 2 led to the development of the 2040 Project List that is comprised of viable projects and programs which will be evaluated during Phase 3 using the prioritization criteria.

## Draft Prioritization Criteria

The prioritization criteria will be used to differentiate, compare and identify trade-offs associated with the projects/programs in the 2040 Project List. This evaluation will be informed by data from the Bend-Redmond Regional Travel Demand Model and other technical and qualitative evaluations. Using this information, each of the projects or programs will be qualitatively rated to assess its ability to meet the TSP Goals & Objectives as guided by the prioritization criteria. The evaluation will then inform discussion to determine recommended timelines for implementation.

It is important to note that the proposed evaluation process is a blend of art and science; it is guided decision making as opposed to a rigid point system. For effectiveness, the prioritization criteria need to be easily understood and allow for differentiation between projects. This ensures a common understanding of each criterion’s meaning and allows for a clear comparison among different ideas.

The criteria listed in Table 1 are based directly on the Goals & Objectives identified by CTAC and approved by the Steering Committee.

The prioritization criteria will be rated based on the scale shown in Table 2, using a “consumer reports” method of project rating.

**Table 1. Draft Prioritization Criteria**

Goal	Application to Prioritization Criteria
<p><b>Increase System Capacity, Quality, and Connectivity for All Users (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)</b></p>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Add to or enhance the street system, transit network, bicycle network and/or pedestrian network, or facilitate the ability to implement or add to these networks in the future?</li> <li>• Increase the reliability of transit, on-time freight operations and vehicular travel?</li> <li>• Address known areas of existing or future congestion?</li> </ul>
<p><b>Ensure Safety for All Users</b></p>	<p>Will the project or program:</p> <ul style="list-style-type: none"> <li>• Reduce fatalities and serious injuries?</li> <li>• Address known safety concern areas?</li> </ul>

Goal	Application to Prioritization Criteria
<b>Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Serve prioritized Opportunity Areas or Expansion Areas</li> <li>• Allow the development of other priority areas identified areas for employment or affordable housing?</li> </ul>
<b>Protect Livability and Ensure Equity and Access</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Support livability by helping ensure roads are used for their classification (i.e. reduce cut-through traffic on local streets)</li> <li>• Improve transportation access for underserved populations?</li> </ul>
<b>Steward the Environment</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Limit impacts to natural features and the environment?</li> <li>• Reduce VMT and/or increase non-single occupancy vehicle travel)?</li> <li>• Preserve the functionality or quality of habitat areas?</li> </ul>
<b>Have a Regional Outlook and Future Focus</b>	<p>Does the project or program:</p> <ul style="list-style-type: none"> <li>• Support regional economic health?</li> <li>• Help prepare Bend for future technology?</li> <li>• Help to implement other planned infrastructure projects within the City of Bend or by a partner agency?</li> </ul>
<b>Implement a Comprehensive Funding and Implementation Plan</b>	<p>Is the project or program:</p> <ul style="list-style-type: none"> <li>• Cost effective when considering the benefits and trade-offs?</li> <li>• A good match to existing or future funding sources?</li> <li>• Align with the community's vision?</li> </ul>



**Table 2. Draft Prioritization Rating Scale**

Rating	Description
●	The project/program clearly supports the criterion and/or makes substantial improvements in the criteria category
◐	The project/program idea partially addresses the criterion and/or makes moderate improvements in the criteria category
○	The project/program idea does not support the intent of, provides minor or incidental benefit and/or negatively impacts the criteria category
N/A	The project/program idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply

## Additional Considerations

In addition to the criteria described above, the prioritization process will also be informed by the forthcoming work by the Transportation Outreach Strategy Team and project synergy possible with other planned infrastructure projects (e.g., planned sewer project along an identified roadway project, planned ODOT project, etc.). These considerations will be handled on a case-by-case basis.