



**WELCOME TO BEND'S TRANSPORTATION PLAN
OPEN HOUSE**

WELCOME TO OUR FIRST OPEN HOUSE!

While you are here:

1. Review display boards to learn more about Bend's Transportation Plan.
2. Review the **draft goals** to tell us if we missed anything, and which goals are most important to you.
3. Share your ideas about the **City's transportation needs** on maps.
4. Complete a comment form to share more detailed input.
5. Talk to staff and your neighbors about the **future of transportation** in Bend!





WHY UPDATE THE PLAN?

- Bend is growing, and with that growth comes more people who need to get to work, school, essential appointments, shopping, social events, and recreation.
- We need a transportation system that grows with us, helping people get where they need to go quickly, conveniently, and safely.

WHAT IS THE PLAN?

- A blueprint for a transportation system that will provide more options for getting around while protecting the quality of life that makes Bend a great place.
- Bend's Transportation Plan will identify needed transportation projects and a strategy to fund them.

WHAT WILL THIS PLAN DO?

1. Develop goals for the transportation system.

Why it matters: together the goals and policies provide a framework for making decisions about the transportation system. This helps us develop projects and coordinate with other agencies.

2. Prioritize a 20-year list of transportation projects and programs and decide how we'll pay for needed projects.

Why it matters: the project list and funding strategy guide how the City invests in the transportation system.

3. Determine how our transportation system should perform (for example, how traffic should flow, and how frequent pedestrian crossings should be).

Why it matters: performance measures help the City design projects and inform developers about what's expected of them when their projects impact the system.

1
Develop
goals and policies

Prioritize
projects and programs

2
Identify
transportation funding

3
Determine
performance measures

BEND'S TRANSPORTATION PLAN IS BOTH A CITY PLAN AND A REGIONAL PLAN.

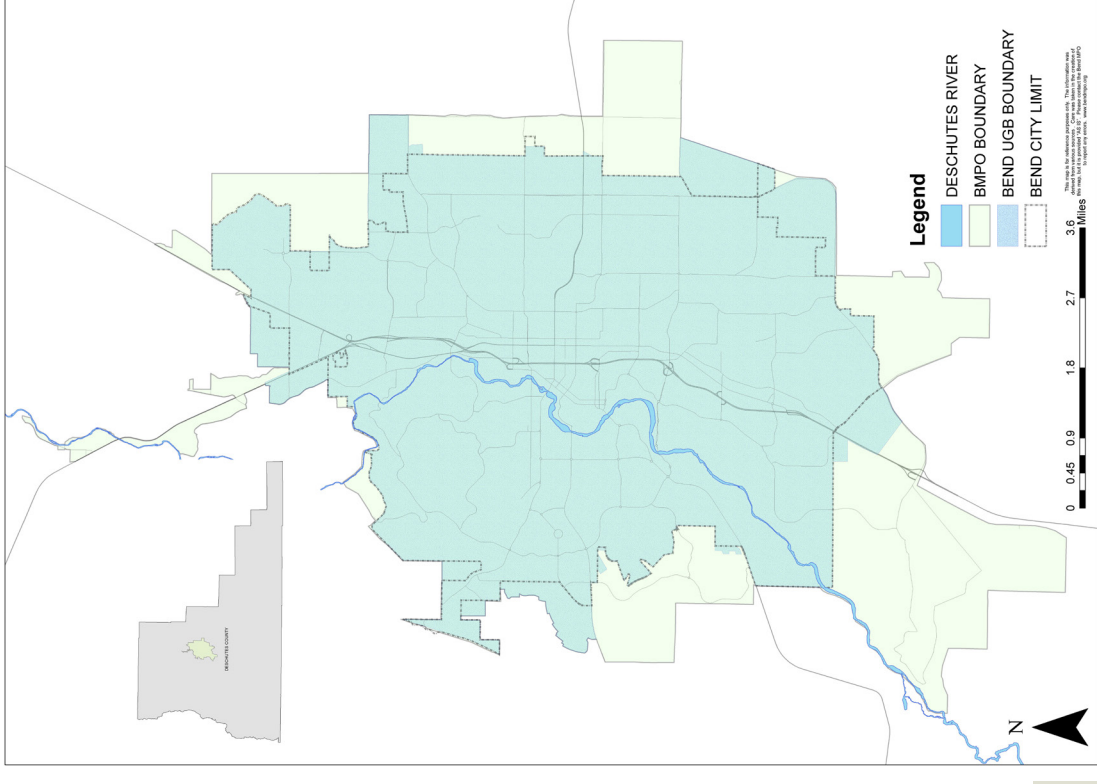


Bend's Transportation Plan

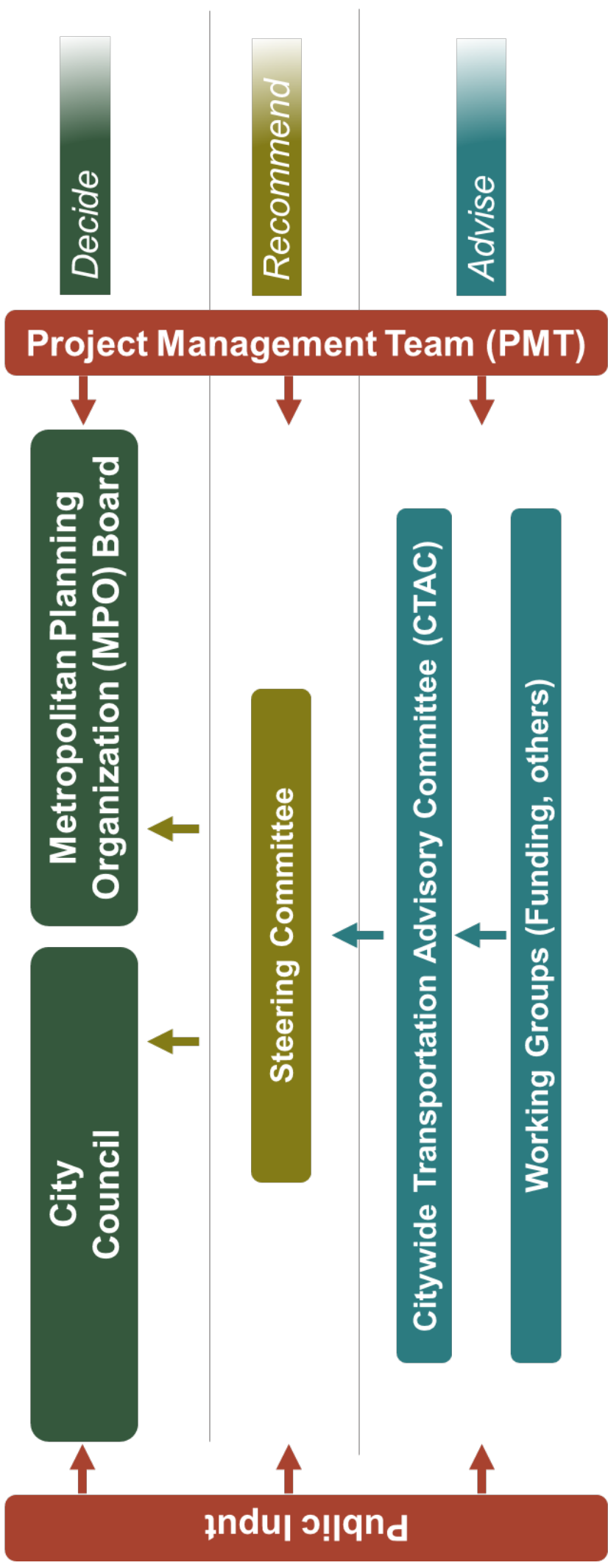
It is a coordinated effort to update:

- Bend's Transportation System Plan (TSP) (dark teal area)
- Bend Metropolitan Planning Organization's Metropolitan Transportation Plan (MTP) (light green area)

Bend's Transportation Plan must support the recently updated **Bend Comprehensive Plan**, which includes **land use policies** such as mixed-use development in Bend's central areas and along transit lines, and building complete communities in new expansion areas.



WHO IS INVOLVED?





TRANSPORTATION GOALS

GOAL PROCESS



Bend's Transportation Plan goals define the community's desired outcomes for the transportation system. The goals shape the policies and actions in the Plan, and guide the projects and programs that carry out the Plan.

How were the goals developed?

- The City Council and the Steering Committee provided guidance to CTAC.
- CTAC combined their ideas with Council direction to develop draft goals.

How will your input be used?

- CTAC will review comments, revise goals and make a recommendation.
- The Steering Committee will review input from CTAC and the public and adopt the goals.

DRAFT GOALS 1

- **1. Increase System Capacity, Quality, and Connectivity for All Users** (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, other forms of transportation)
 - Increase route choices and connections for all users
 - Roads: increase capacity and efficiency
 - Sidewalks: increase access and connectivity
 - Bike Lanes: increase total miles of bike routes /facilities
 - Transit: increase transit ridership

- Use technology to enhance system performance
- Increase the number of people who walk, ride a bike and/or take transit for typical trips
- Reliable travel times (for commuter, emergency vehicles, and commercial users)
- Minimize congestion
- Reduce vehicle operating and maintenance costs due to poor pavement conditions
- Reliable travel times for commercial users moving goods and services to, within and through Bend

DRAFT GOALS 2-5



2. Ensure Safety for All Users

- Reduce serious injury and fatality rates.
- Maximize safe routes within and between neighborhoods and throughout the community.
- Design and build facilities and routes that maximize safety for pedestrians and bicycles.
- Reduce Speeding.

3. Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth

- New roads built and existing roads upgraded to serve areas targeted for growth (prioritized opportunity and expansion areas) and job creation
- Provide access and connectivity to expanded housing supply
- Improved connectivity/route choice for commercial users to highway, rail and air systems.

4. Protect Livability and Ensure Equity and Access

- A complete streets approach on all new road projects and major road overhauls/upgrades.
- Increase Safe Routes to Schools.
- Users of all income levels have access to the transportation option that best meets their needs.

5. Steward the Environment

- Minimize the impacts of transportation system on natural features.
- Minimize the impacts of system on air and water quality and noise.
- Reduce carbon emissions from transportation.

6. Have a Regional Outlook and Future Focus

- Coordinate and partner with other public and private capital improvement projects and local/regional planning initiatives
- System is designed to test, pilot and/or adopt innovative and emerging transportation technologies

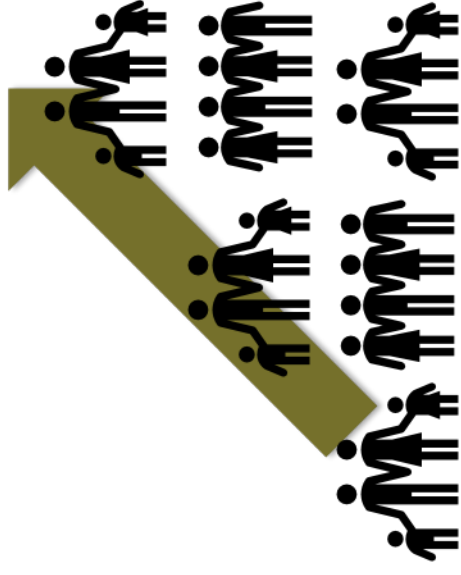
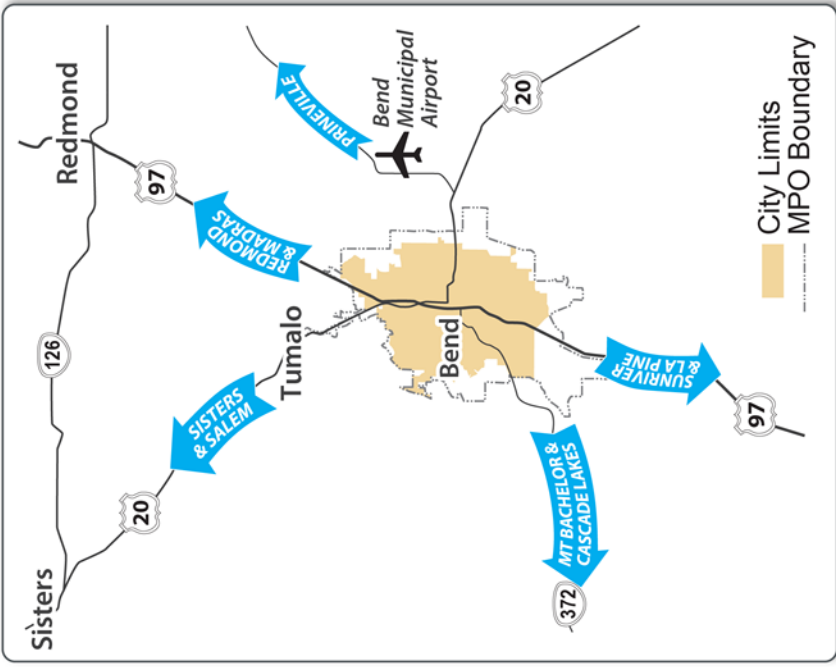
7. Implement a Comprehensive Funding and Implementation Plan

- Transportation programs and projects are implemented with stable, equitable and adequate funding
- The financial plan and investment priorities are transparent, understandable, and broadly supported by the community
- Residents, visitors, and businesses contribute to the funding plan
- The implementation plan delivers benefits to all users and geographies equitably and in a timely manner
- The implementation plan includes performance measures/benchmarks and a formal process to periodically assess progress to-date and adjust/update the plan as needed

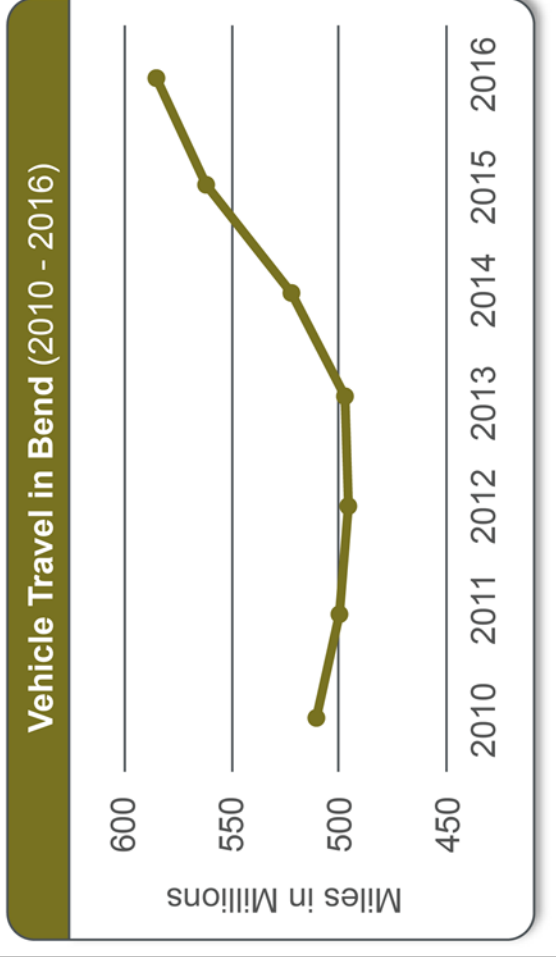


CURRENT CONDITIONS

CONTEXT FOR TRANSPORTATION



Our area is the **fastest growing** metropolitan area in the West. By 2040, 153,000 people are forecasted to live in Bend alone.



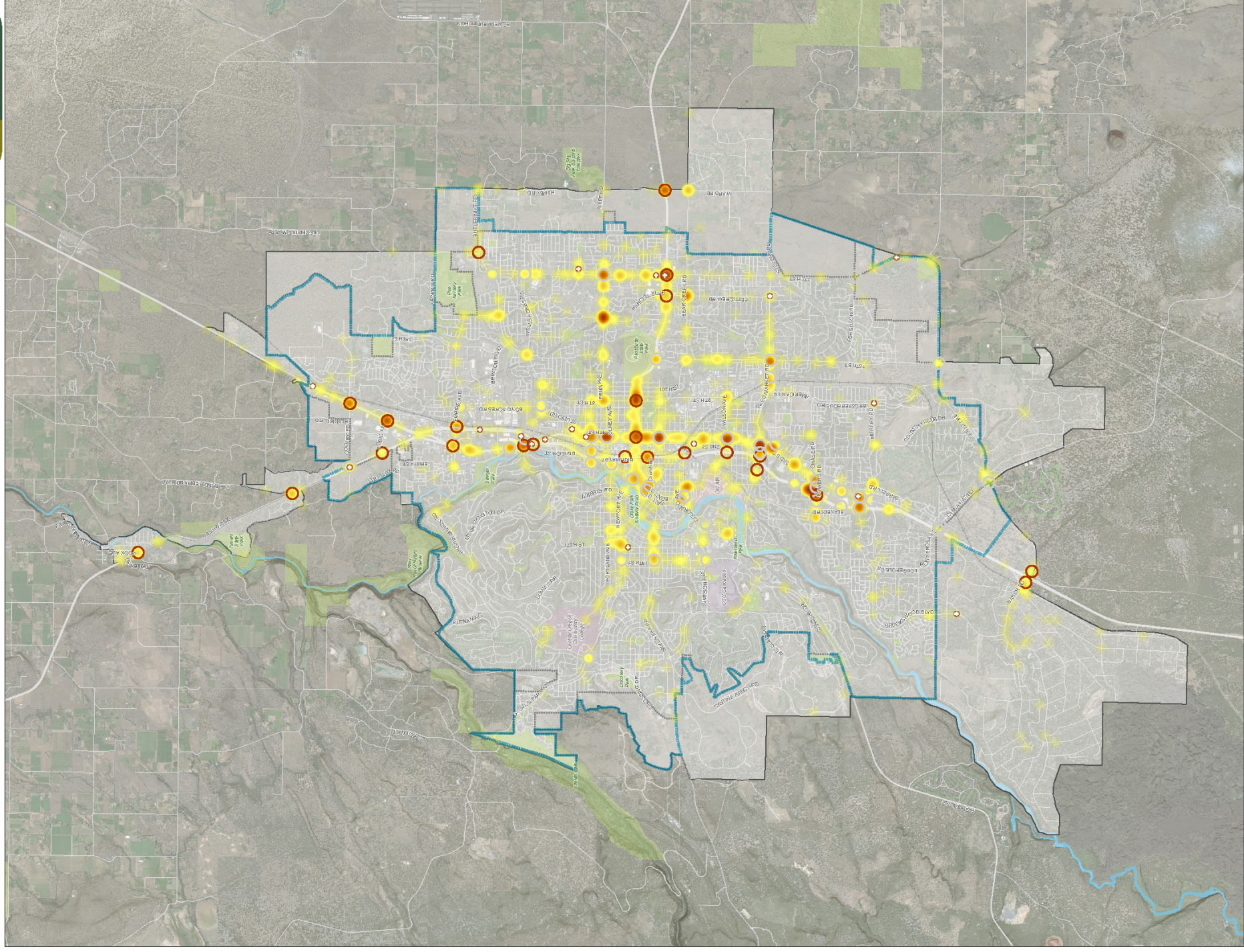
Vehicle travel has increased by **almost 20%** in the last five years. Summer tourism also increases traffic by 10% to 25%.

Almost **half of the people** who work in Bend live in surrounding communities.

EXISTING CONDITIONS: VEHICLES



Bend's
Transportation
Plan



Motor Vehicle Crashes	Intersections Studied	Urban Growth Boundary
More Crashes	Meets Mobility Standards	Urban Growth Boundary
Fewer Crashes	Does Not Meet Mobility Standards	City Limits
Fatality		MPO Boundary

0 0.5 1 2 Miles

N

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

This map is for reference purposes only. The information was derived from Deschutes County GIS and City of Bend land records. Care was taken in the creation of this map but it is provided "as is." Please contact the City of Bend to verify map information or to report any errors.

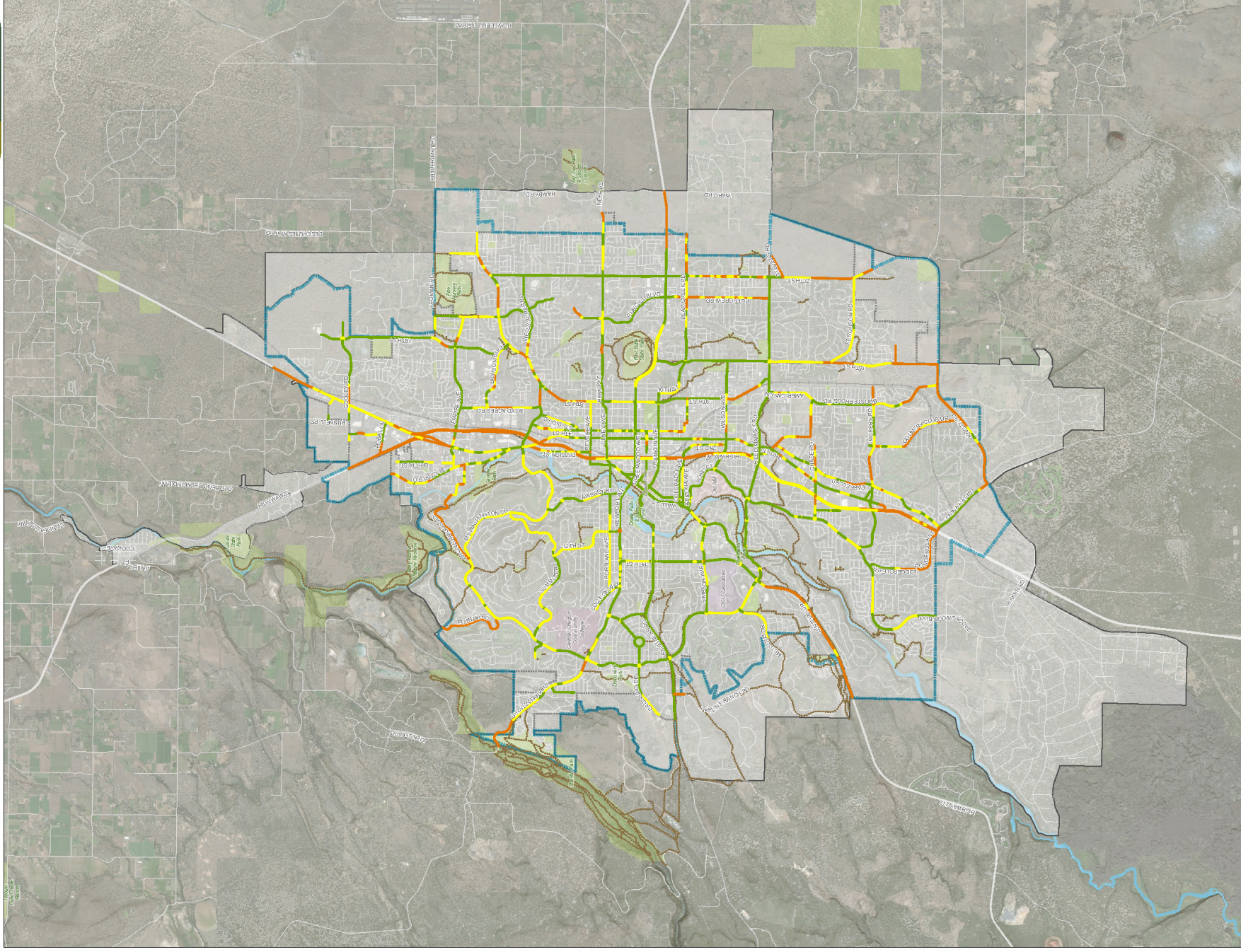
Safety

- High crash areas include: US 97, US 20, 3rd Street, Empire Avenue, Neff Road, Reed Market Road, 27th Street, and downtown Bend

Congestion

- Congestion occurs during average weekdays and worsens in the summer
- Bottlenecks impact freight movement on Highway 97

EXISTING CONDITIONS: PEDESTRIANS



Pedestrian Facilities

- Sidewalk on Both Sides
- Sidewalk on One Side
- No Sidewalk
- Paths and Trails

- Urban Growth Boundary
- City Limits
- MPO Boundary

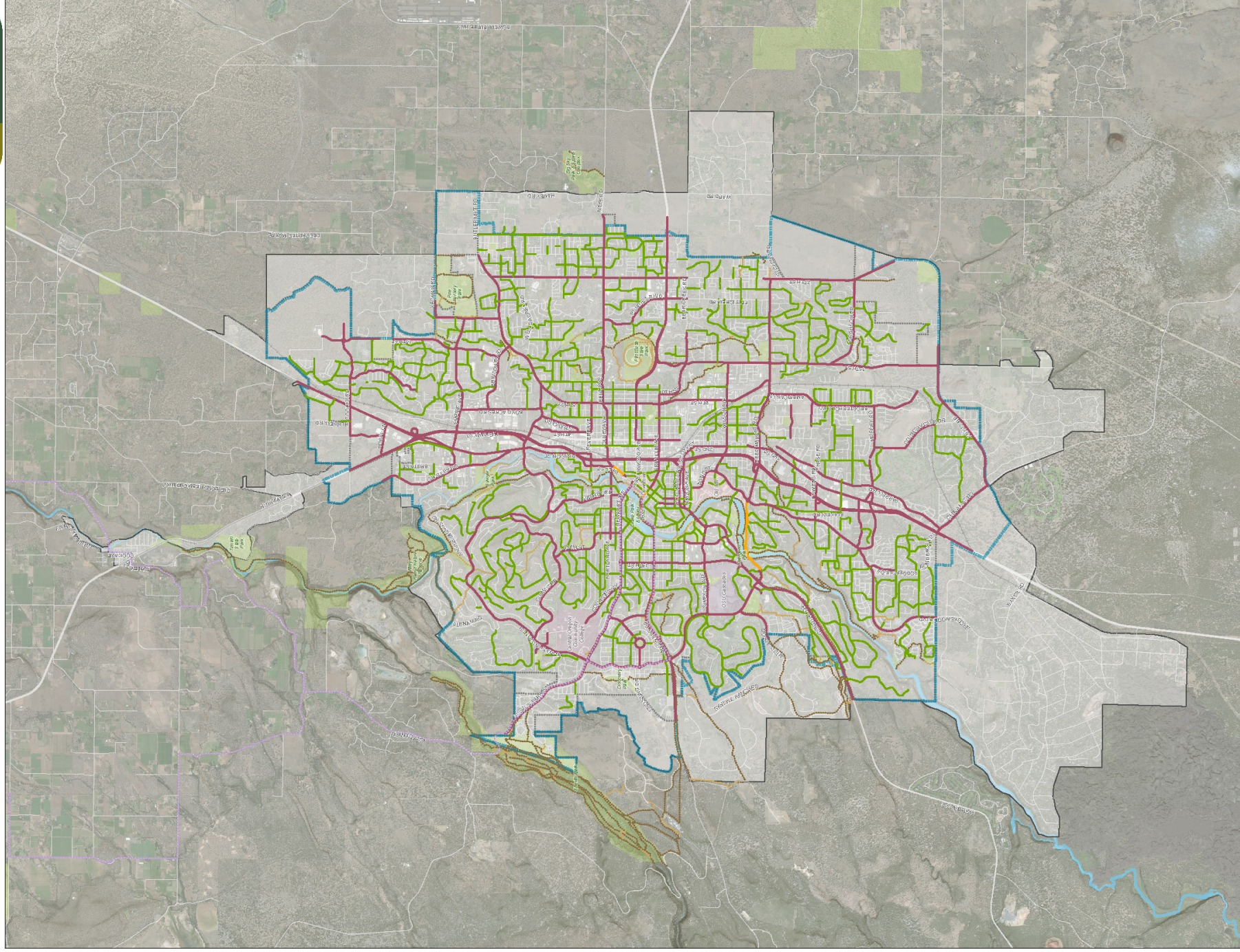


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- Only information on major streets is shown here. The project team is still collecting information on neighborhood streets.
- Many areas of Bend have gaps where there are not sidewalks.
- Barriers to getting to key destinations on foot include Highway 97, 3rd Street, the railroad and the Deschutes River.

EXISTING CONDITIONS: BICYCLES



Bicycle Facilities

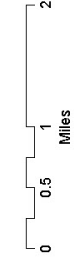
- Separated or Raised Bike Lane
- Striped Bike Lane
- Shared Roadway

Multi-Use Trail Network

- Primary
- Connector
- State Scenic Bikeway
- Twin Bridges

Urban Growth Boundary

- City Limits
- MPO Boundary

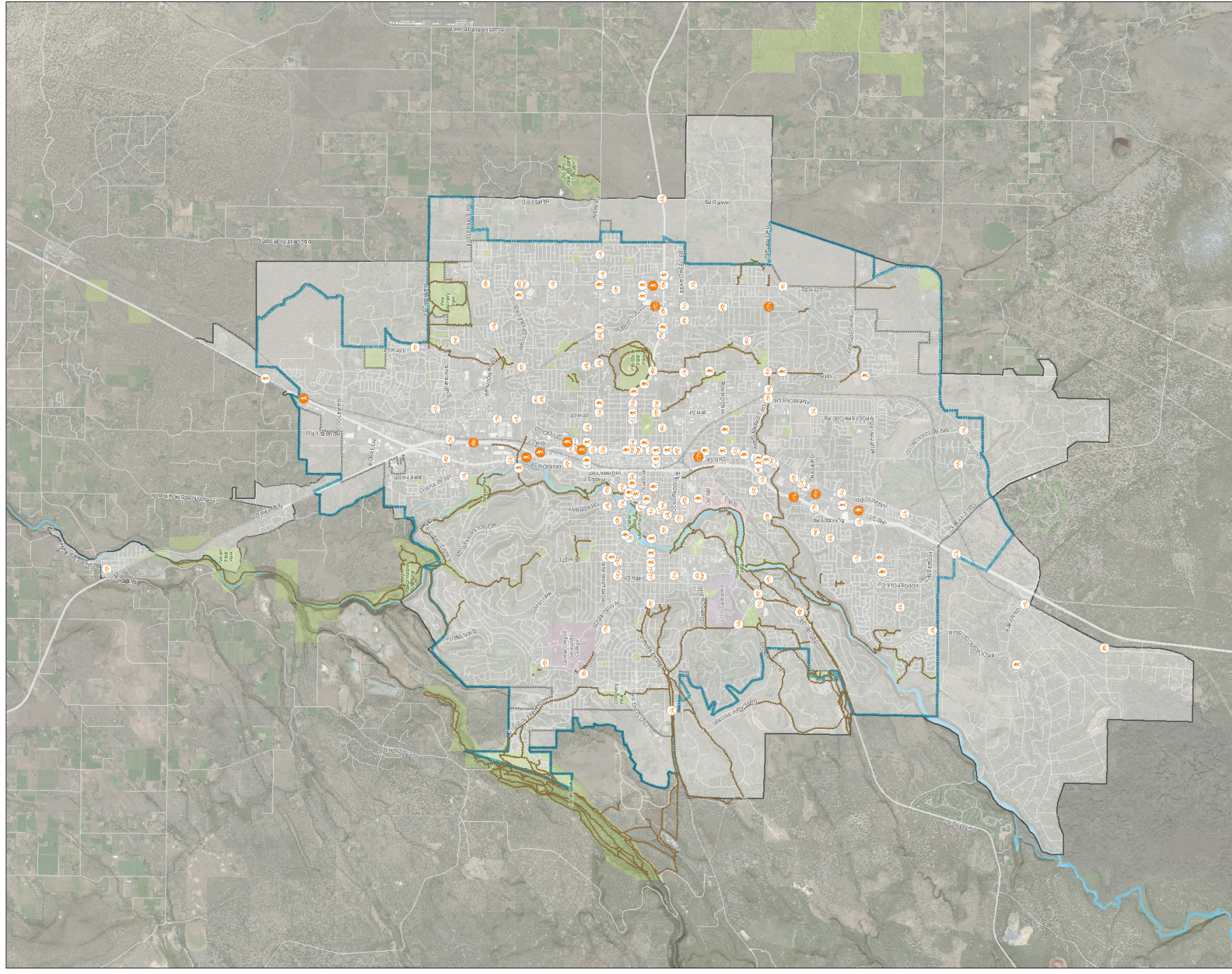


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- Many roads that connect to major destinations are places where many people would not be comfortable biking.
- The railroad, Highway 97, 3rd Street, the Deschutes River and Highway 20 create barriers for people on bikes.

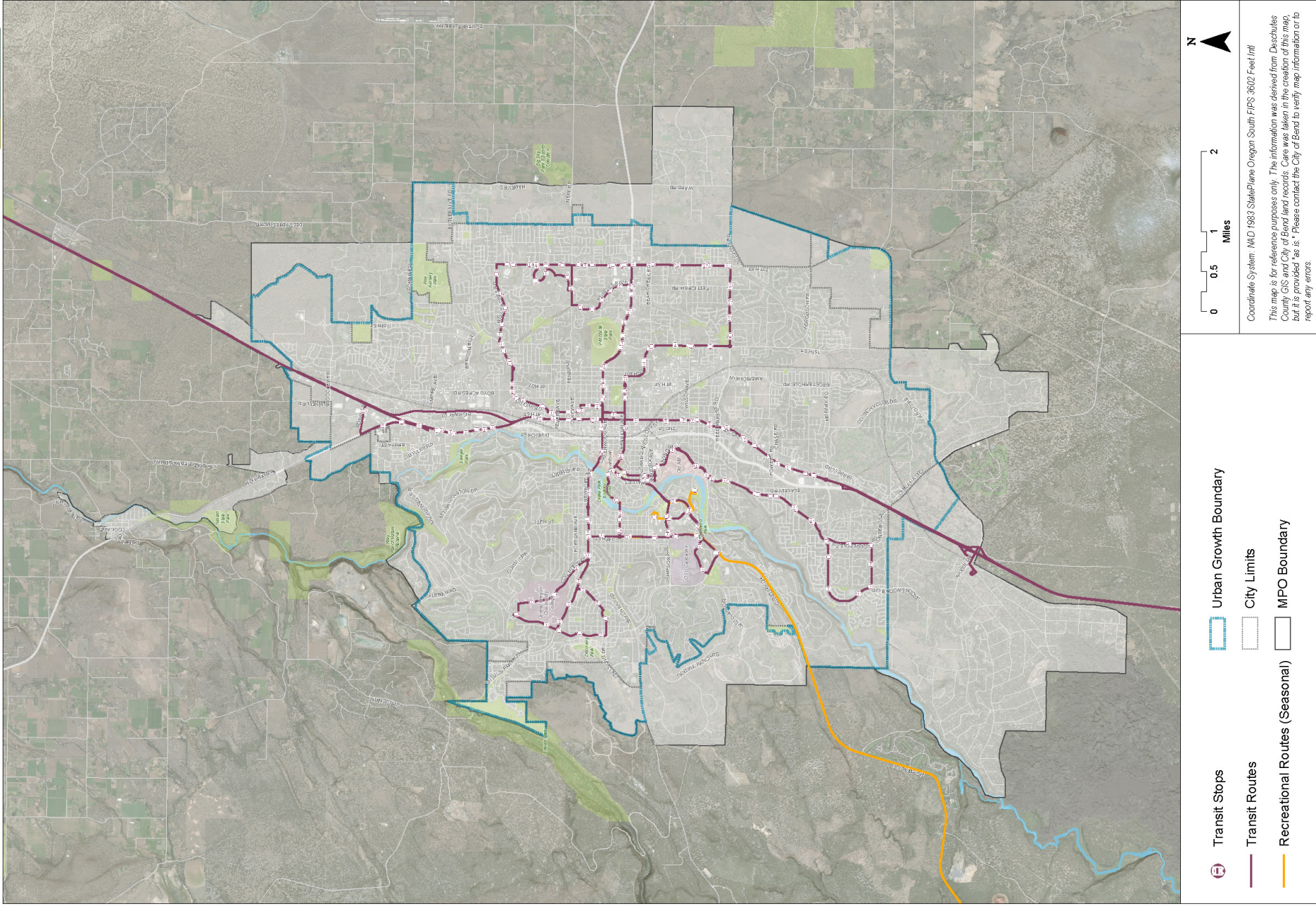
EXISTING CONDITIONS: PEDESTRIAN AND BICYCLE SAFETY



<ul style="list-style-type: none"> Pedestrian Fatality Bicycle Fatality Pedestrian Injury Bicycle Injury 	<ul style="list-style-type: none"> Paths and Trails Urban Growth Boundary City L limits MPO Boundary 	<p>0 0.5 1 2 Miles</p> <p>N</p> <p>Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet/Intl</p> <p>This map is for reference purposes only. The information was derived from Deschutes County GIS and City of Bend land records. Care was taken in the creation of this map, but it is provided "as is." Please contact the City of Bend to verify map information or to report any errors.</p>
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- Pedestrians and bicycles are nearly 35% of crash fatalities in Bend – **twice the statewide average.**
- Crashes generally occur along high-volume/high-speed corridors (e.g., 3rd Street, 27th Street, US 20).

EXISTING CONDITIONS: TRANSIT



Transit service is provided by Cascades East Transit. The City of Bend provides some funding for transit through a contribution to Cascades East Transit.

Issues and needs include:

- Lack of fixed-route service in portions of Bend.
- Lack of fixed-route service on Sundays, with limited service on Saturday and limited routes between Central Oregon cities.
- Most jobs are within ¼ mile of transit service, while only half of households are within a ¼ mile of fixed route transit service.
- Many of the roads near bus stops lack sidewalks on one or both sides of the street, making it hard to access stops.
- Transit waits can be long, and many trips require transfers at Hawthorne Station.



TRANSPORTATION FUNDING

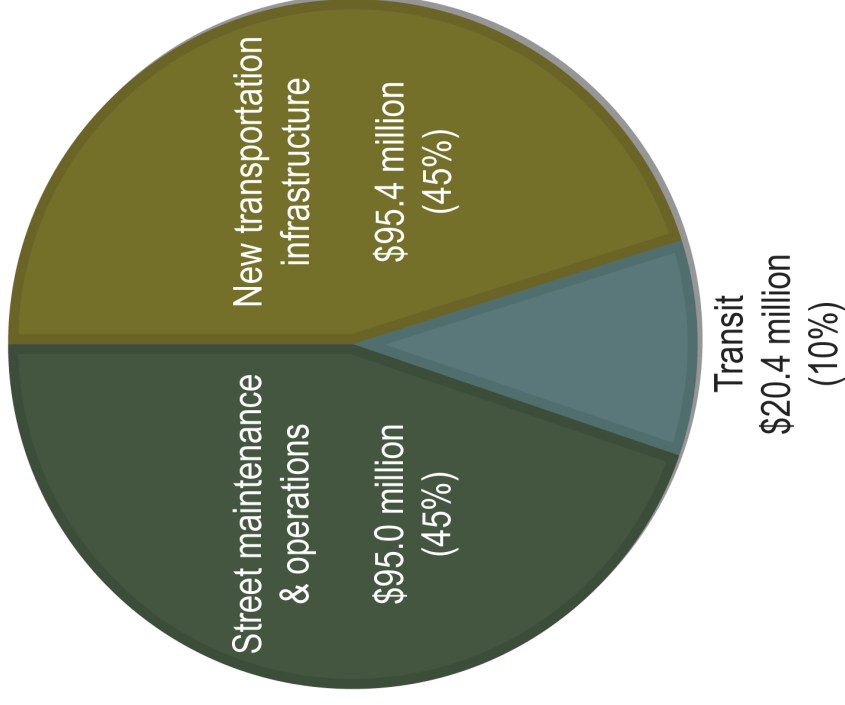
FUNDING: SPENDING



Historically, almost half of transportation spending has been dedicated to **street operations and maintenance**.

Another 45% has been spent to construct **new projects**.

CUMULATIVE TRANSPORTATION SPENDING, 2007 - 2017



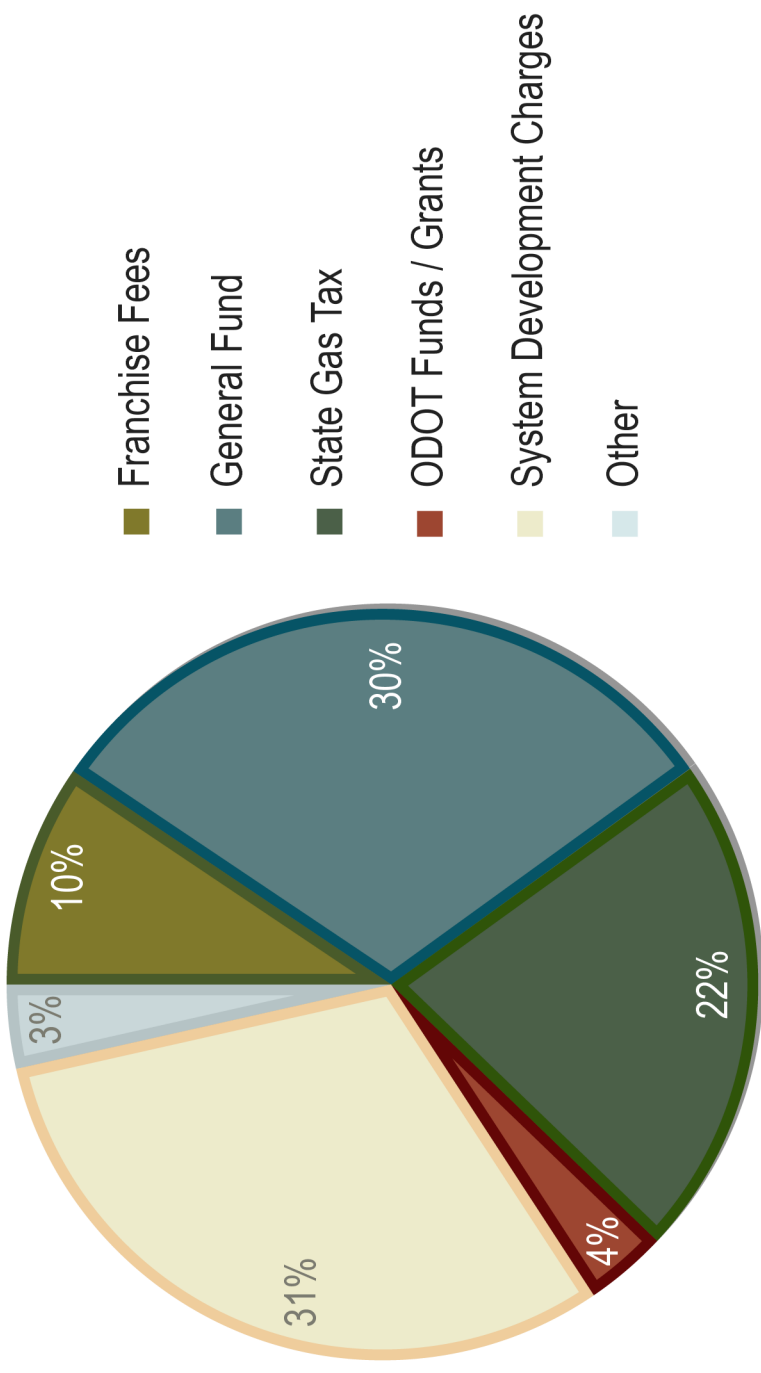
*Transportation Infrastructure includes Accessibility and GO Bond capital projects and reflects GO Bond proceeds and SDC revenue used vs. received/collected
** Transit operated by the City through 2011. In 2012, COIC began operating with support from the City's General Fund.

FUNDING FOR OPERATIONS, MAINTENANCE AND CONSTRUCTION

Today, most transportation funding comes from the **general fund** and **system development charges (SDCs)**. In 2017, the City collected about \$7 million in SDCs. SDC revenue can vary from year to year.

SDCs are fees paid by developers based on the transportation impact of new buildings. SDCs are Bend's major source for funding capital projects.

TRANSPORTATION REVENUE, 2016 - 2017

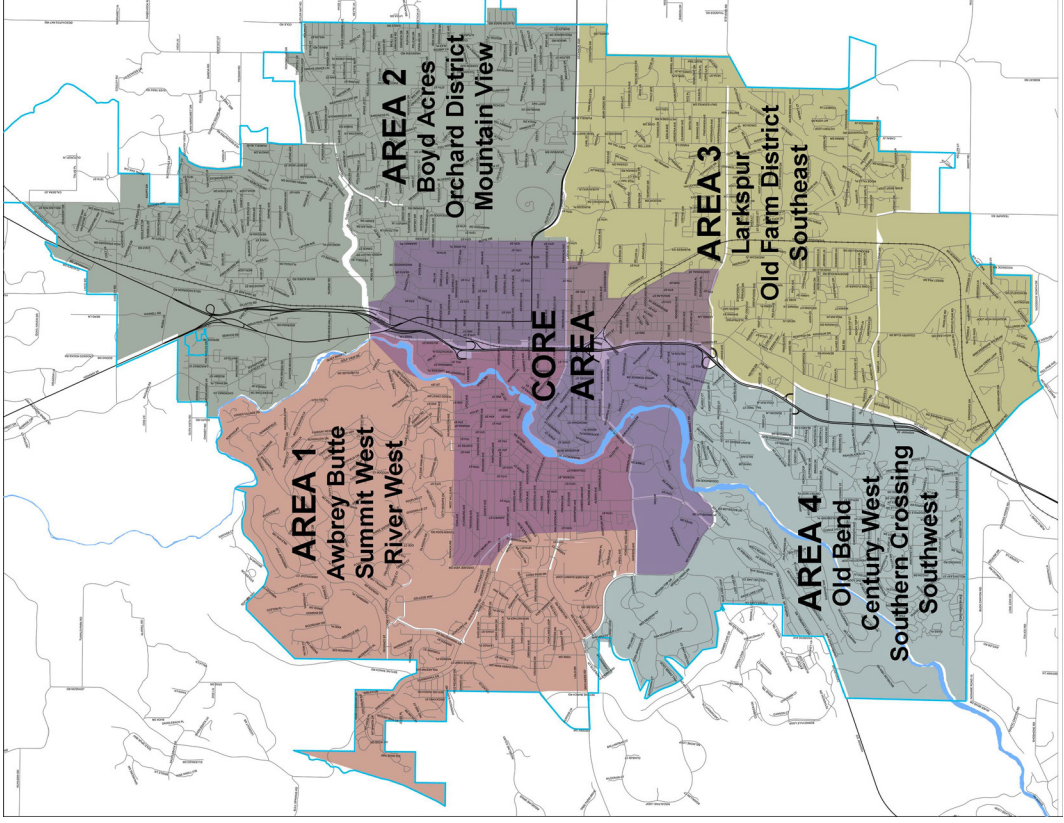


FUNDING CHALLENGES

- Federal and state funding covers some needs, but is generally declining and doesn't address local needs.
- Local funding sources for transportation projects are very limited. Bend's most reliable source is development fees.
- With development fees and the general fund, Bend can only fund a small portion of needed projects.
- The City has \$59M in deferred maintenance for roadway surface treatments that would require full reconstruction to repair. Design and contracting costs or complete street approach with street enhancements would cost more. The longer the maintenance is deferred, the more expensive projects become.



NEXT STEPS



Next Participation Opportunity

- Attend a workshop in early 2019.
- Neighborhood-level workshops will be held for each area shown on the map.
- Workshops will focus on identifying project ideas.

Want to be more involved?

- Attend a CTAC or Steering Committee meeting. Check bendoregon.gov/ctac for details.

Thank you for participating in the first open house for Bend's Transportation Plan!