



STEERING COMMITTEE MEETING #5

JUNE 20, 2019

PUBLIC COMMENT #1

**TODAY'S GOALS
AND
PHASE 3 SCHEDULE CHECK-IN**

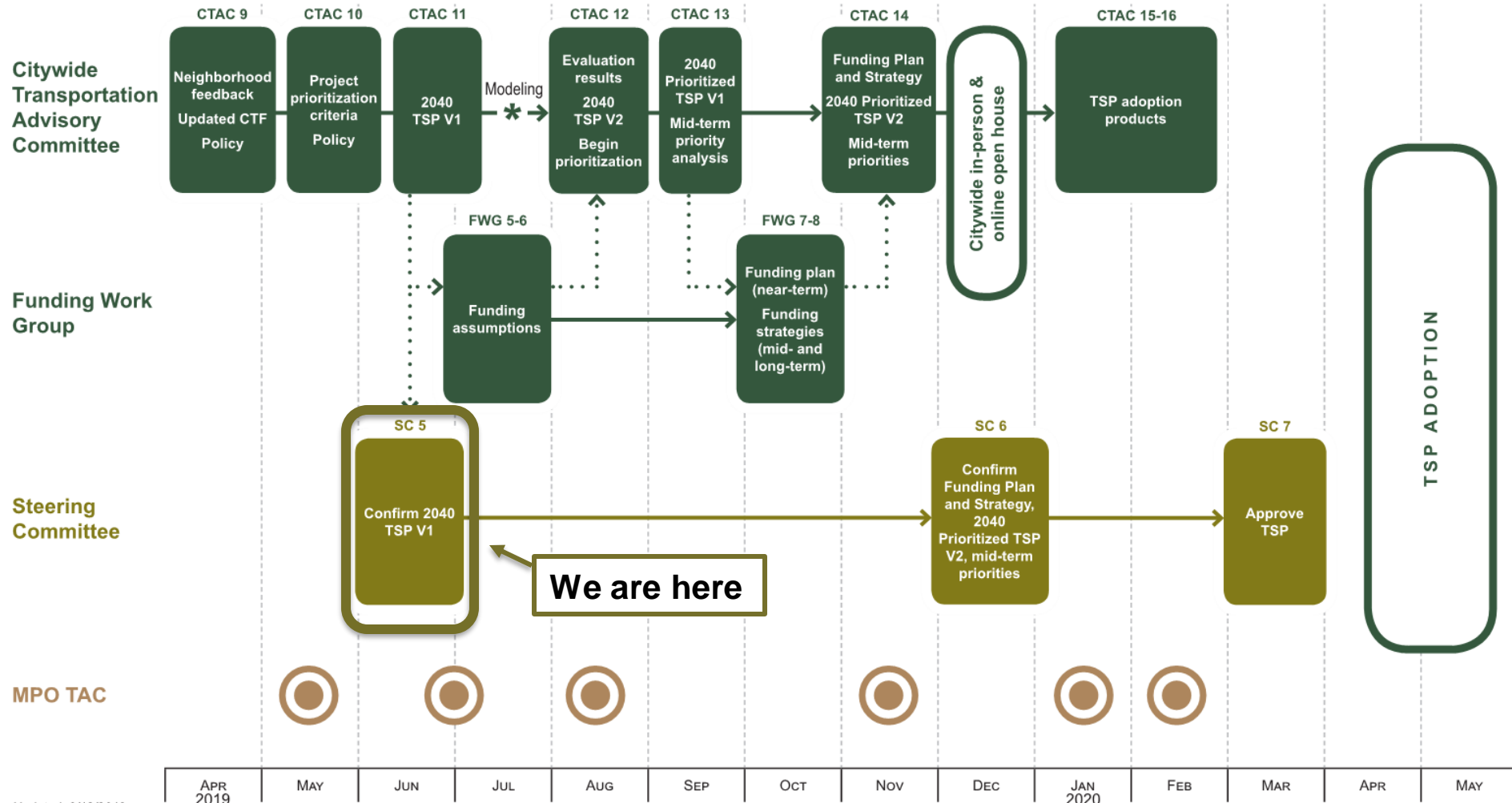


- Informational item:
 - ✓ *Transportation Outreach Strategy, Telephone Survey Results*
- Action items:
 - ✓ *Review and approve the prioritization criteria*
 - ✓ *Review and approve the 2040 Project List (including the Wilson extension analysis) for evaluation*
- Informational item:
 - ✓ *Preliminary Draft Policies*

DRAFT PHASE 3-4 WORK PLAN: WHERE WE ARE NOW



BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



TRANSPORTATION OUTREACH STRATEGY



Telephone survey

- Scientific, nonbiased public opinion telephone survey of registered voters
- Random sample—everyone has an equal chance of participating
- Explore types of projects people may be willing to support; messaging regarding support for transportation investments
- Helps regular people be heard



TELEPHONE SURVEY TAKEAWAYS

1. Asking Voters

Residents are just as supportive of the City Council going to voters for a neighborhood street safety funding increase as they were for a traffic congestion funding increase.

- Measure to fund projects to reduce congestion **(69%)**
- Measure to improve the safety of neighborhood streets **(72%)**

2. Support for Investments

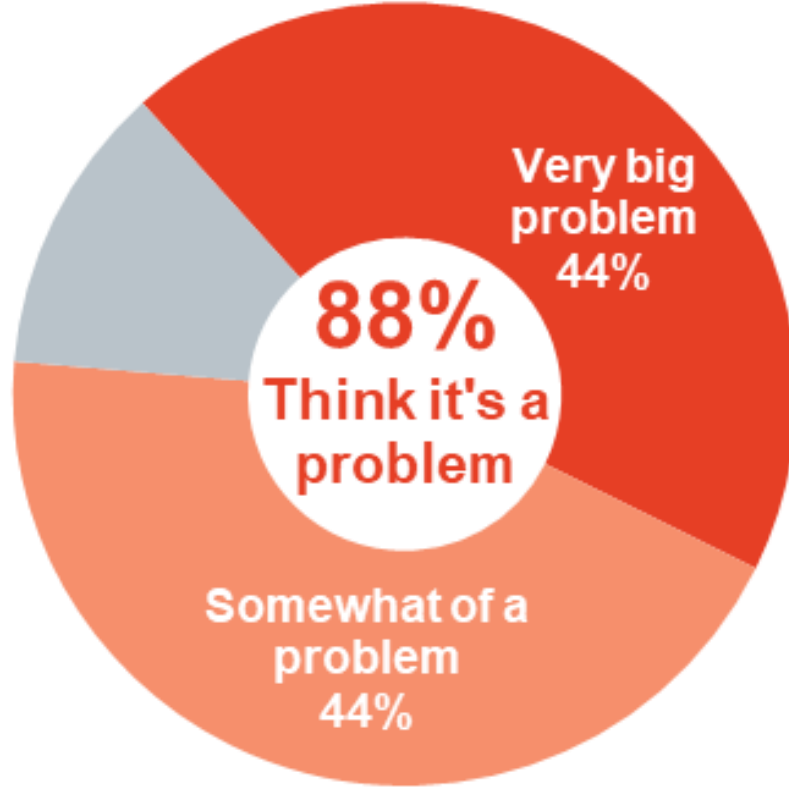
Residents are open to pay more to fund both traffic congestion projects and neighborhood street safety projects.

Percent	Response
61%	Yes
33%	No
7%	Don't know

3. Purpose and Outcome of Projects are Important

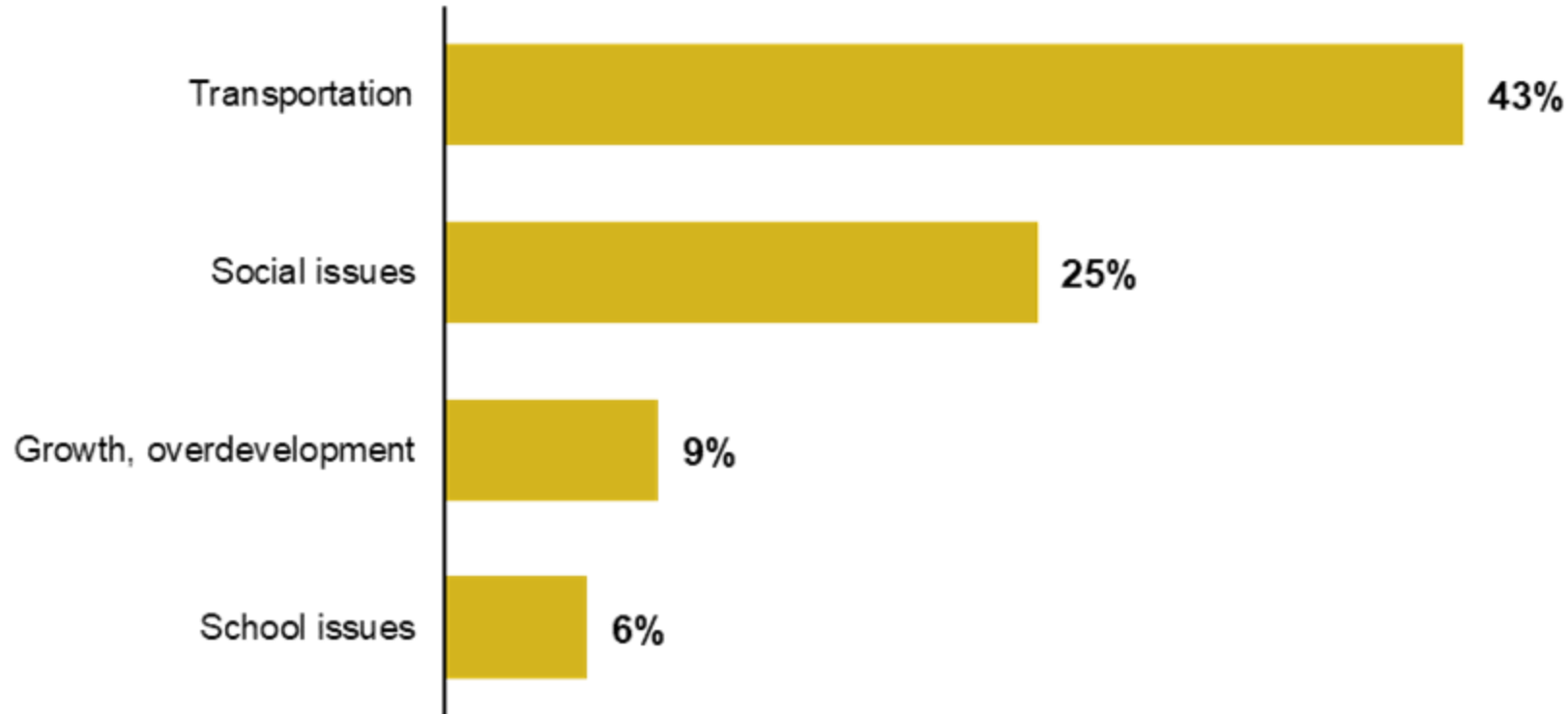
Worry about “congestion” is high, yet residents’ top three messages relate to desired outcomes: improving safety and preparing for future growth.

TRAFFIC CONGESTION IS CONSIDERED TO BE A PROBLEM BY 88% OF VOTERS



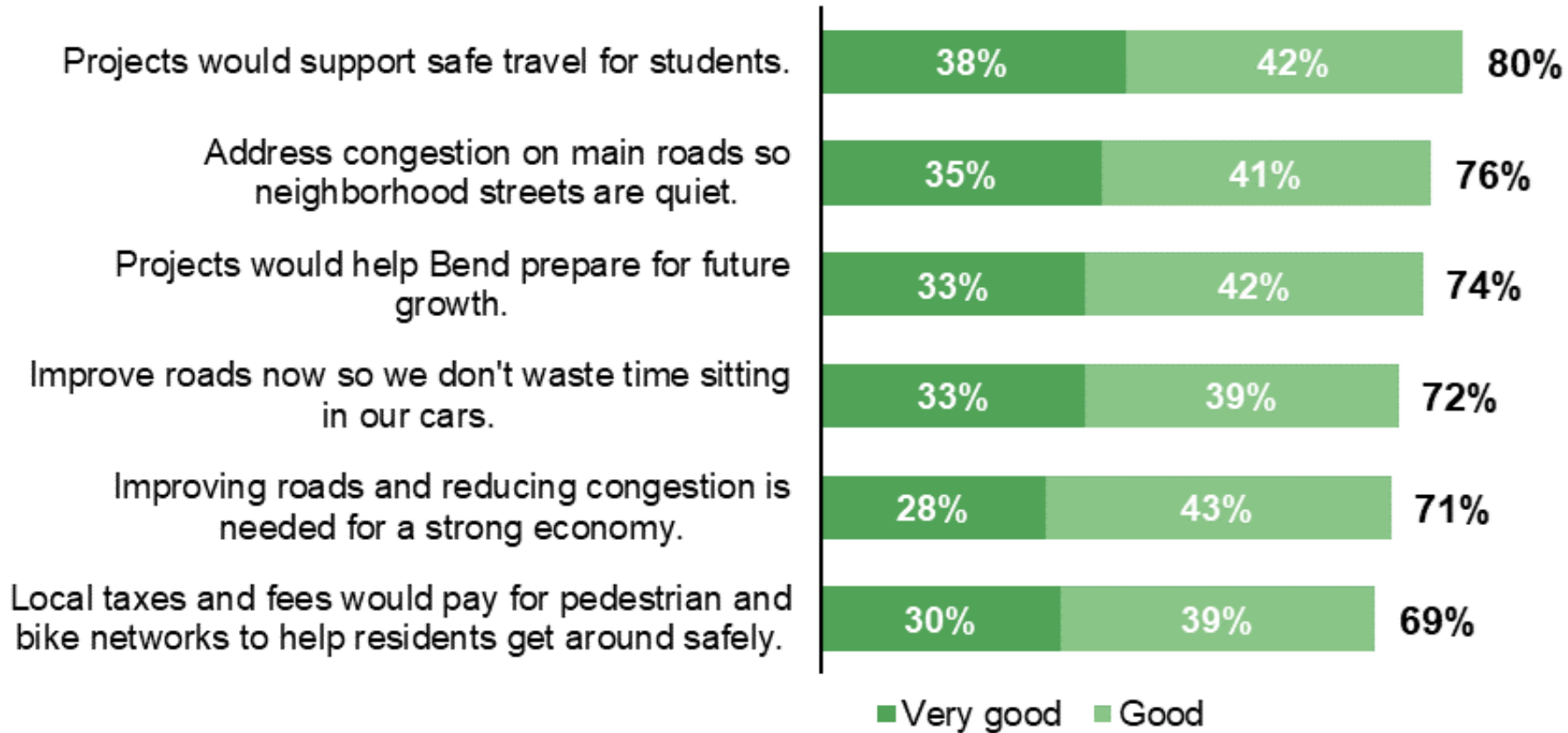
- Half of those say it's a “very big problem”.
- Safety of neighborhood streets is thought to be a problem by 58% of voters (15% say it's a “very big problem”).

TRANSPORTATION IS STILL THE LEADING ISSUE IN THE COMMUNITY



- Great transportation concern was traffic congestion (39%)
- Social issues include housing/affordability (17%) and homelessness/hunger (6%)

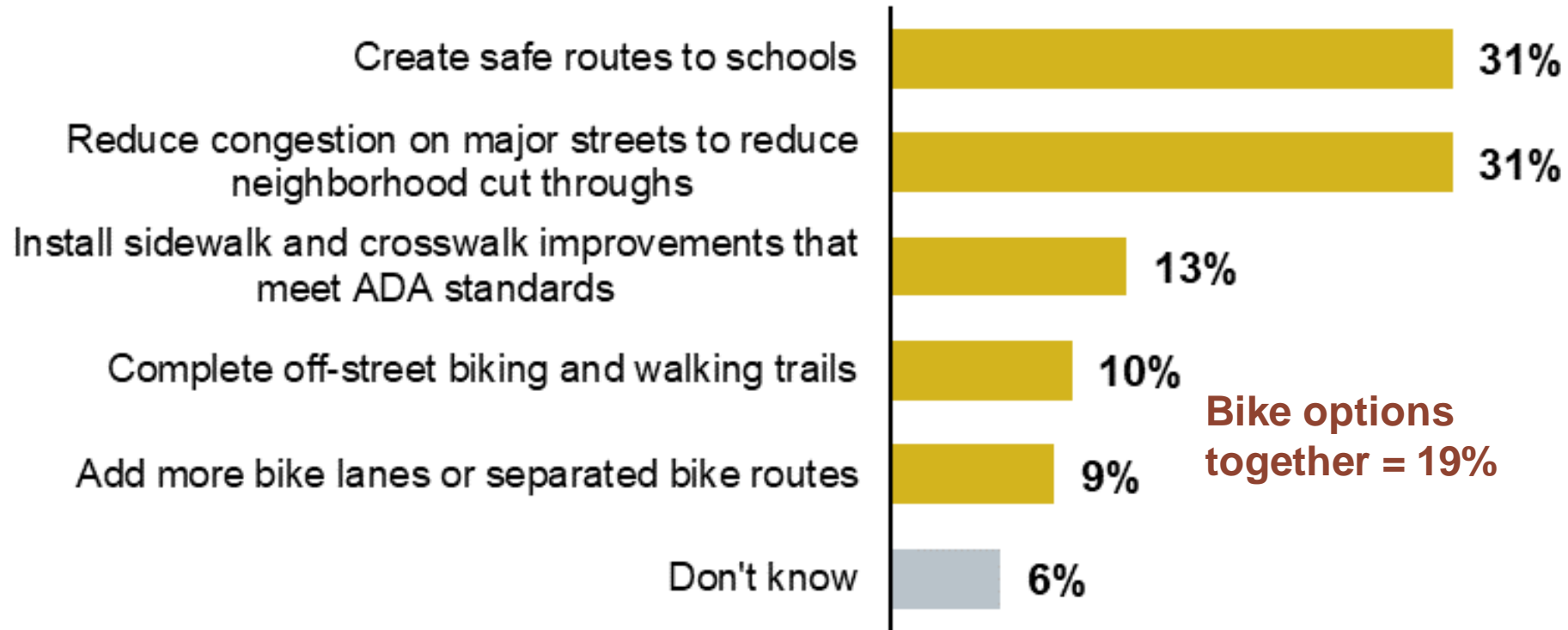
RESIDENTS FOUND ALL THE REASONS TO SUPPORT A FUNDING MEASURE QUITE COMPELLING.



- Top three reasons to support are related to safety and preparing for growth.

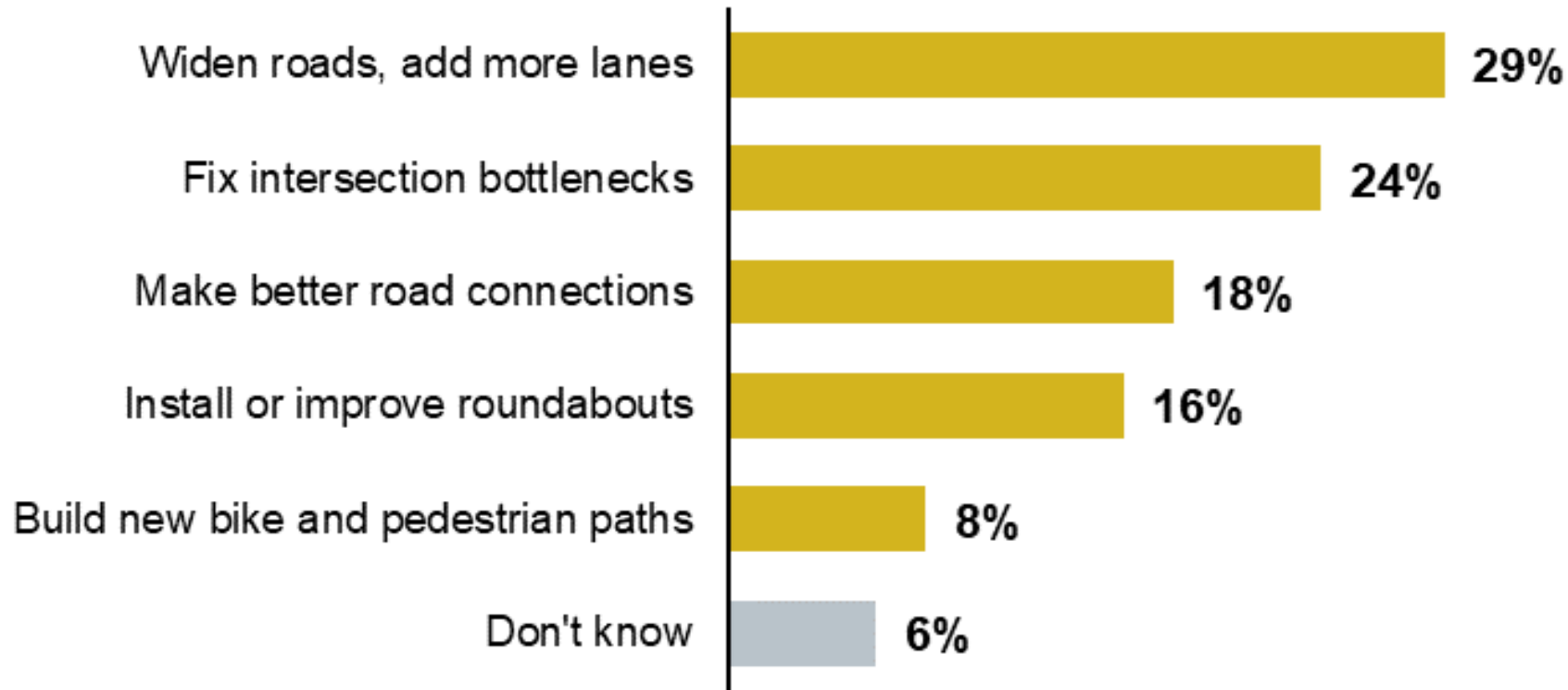


WHICH PROJECTS ARE PERCEIVED TO BE MOST EFFECTIVE TO IMPROVE STREET SAFETY?



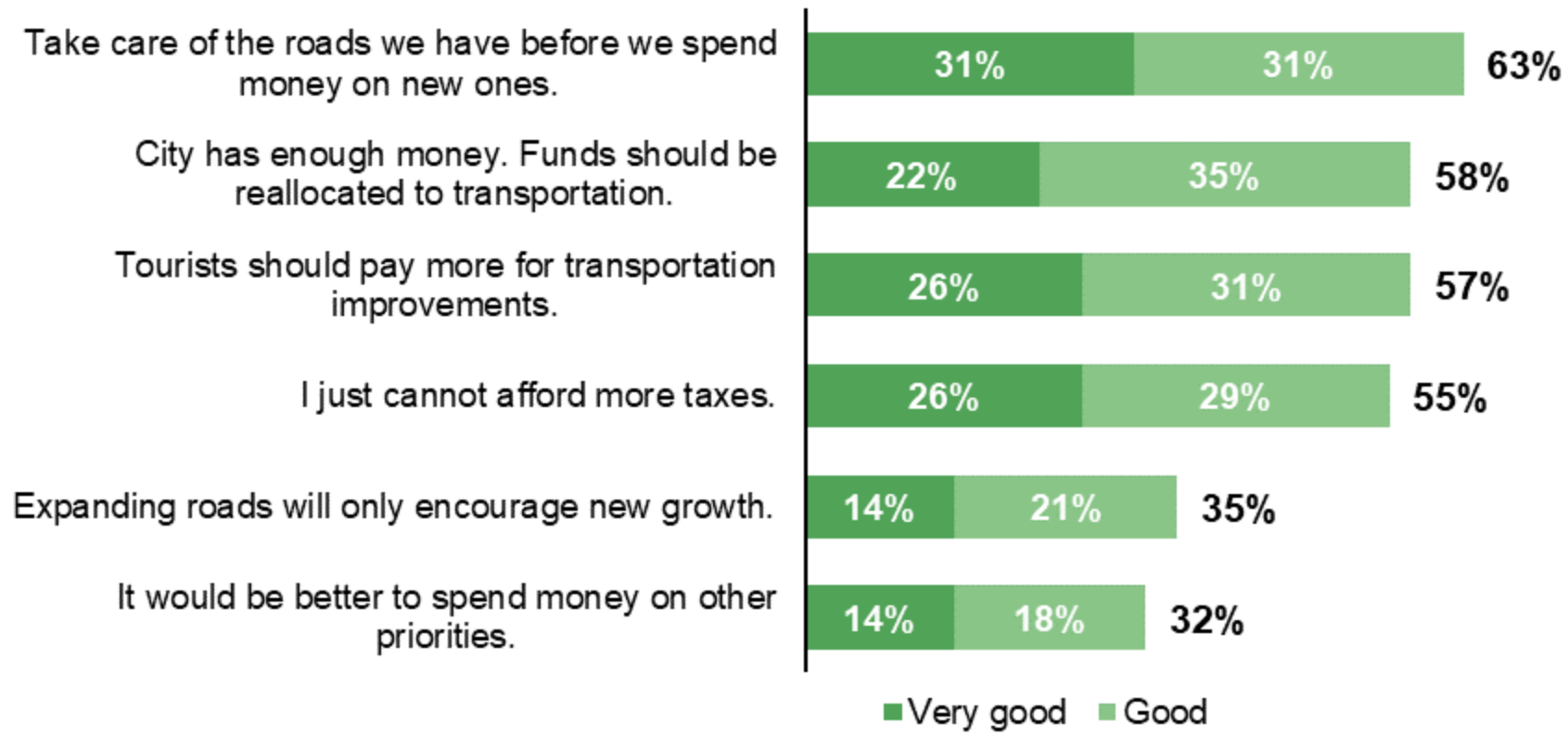


WHICH PROJECTS ARE PERCEIVED TO BE MOST EFFECTIVE TO REDUCE TRAFFIC CONGESTION?





RESIDENTS FOUND SEVERAL REASONS TO OPPOSE A FUNDING MEASURE COMPELLING, BUT NOT AS COMPELLING AS ANY REASONS TO SUPPORT.

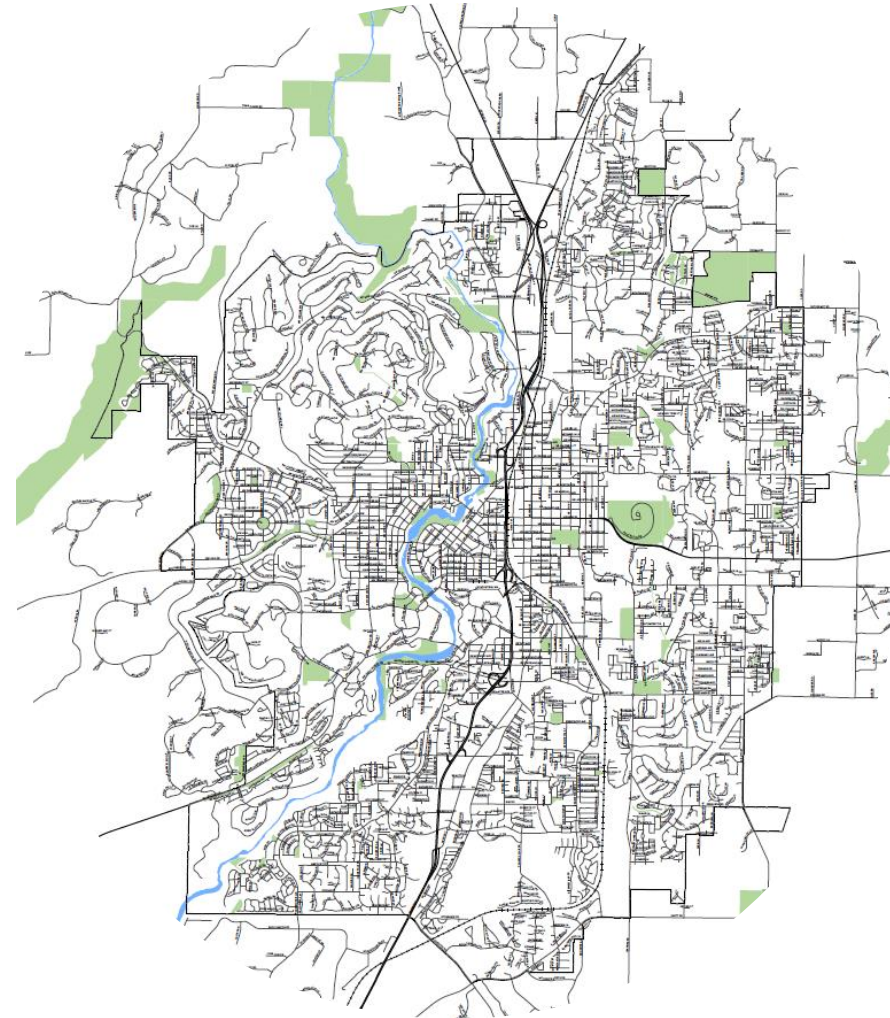


DEMOGRAPHICS FOR SURVEY RESPONDENTS IS REPRESENTATIVE OF REGISTERED VOTERS.



All geographic quadrants of the city are well represented:

- 31% northeast
- 28% southeast
- 14% northwest
- 27% southwest



BEND TRANSPORTATION FUNDING OPINION RESEARCH: STAKEHOLDER INTERVIEWS



Stakeholder interviews

- One-on-one interviews with informed stakeholders
- Gain understanding of early priorities, opportunities and challenges
- Uses discussion guide / results summarized



- Stakeholders are unanimous on Bend's imperative to move ahead with transportation funding solutions.
- The project list is important.
- The leading criterion for deciding project priorities is "connectivity".
- Partnership opportunities can help build a community-based coalition to back a transportation funding measure.
- Most stakeholders interviewed want to ensure bicycle and pedestrian projects aren't left out of the Bend package.



- A well-orchestrated communications program will be needed.
- Community leaders are split on two possible strategies for deciding the size of the transportation bond request.
- Some observers worry the proposed May 2020 election date may be too soon, others want to move ahead.
- City Council leadership will be crucial for election success.

PROJECT PRIORITIZATION CRITERIA



Project prioritization criteria establish a method to help identify:

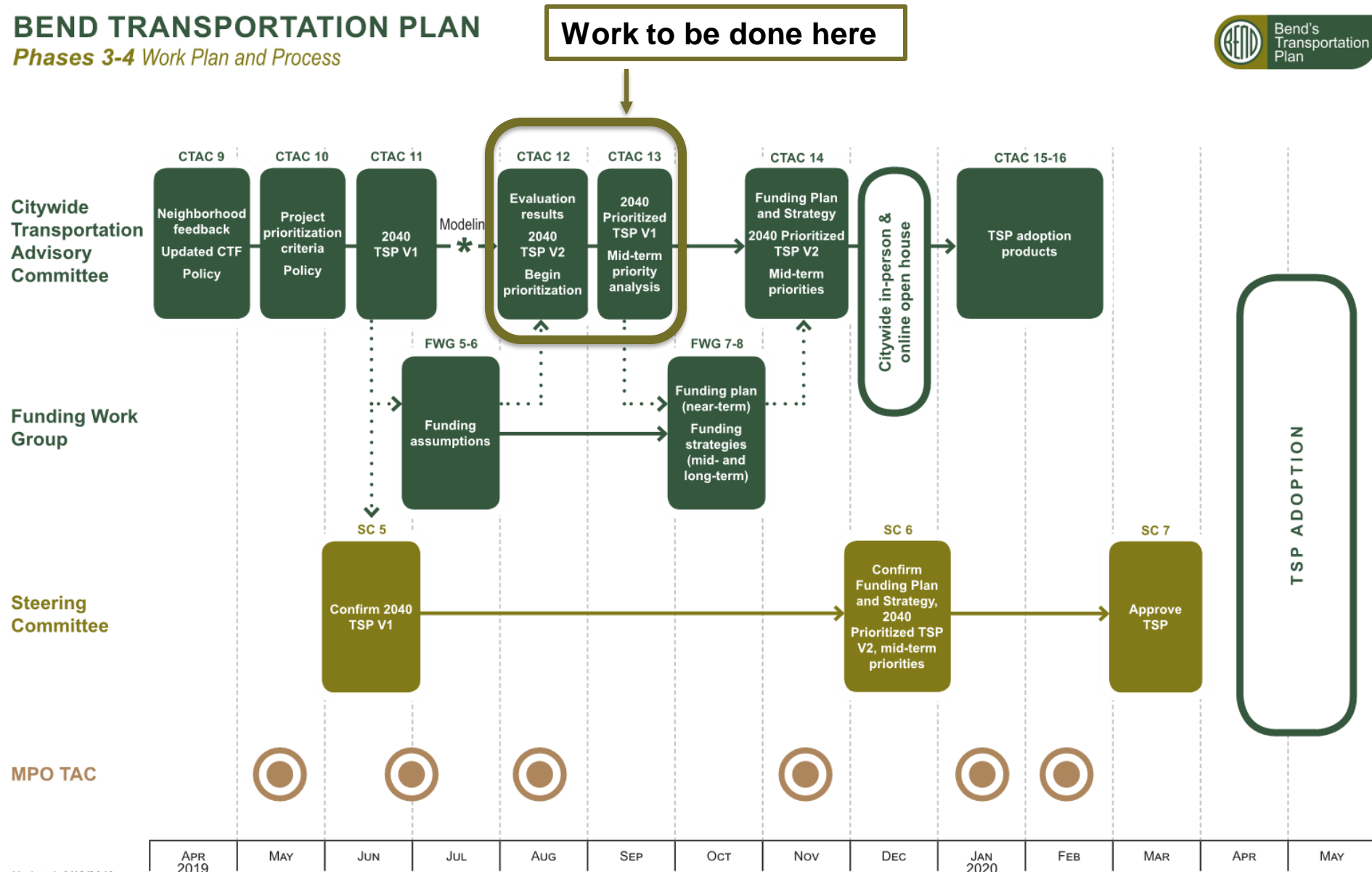
- The transportation facilities and programs most important to the community to fund
- When the facilities and programs should be funded after the TSP is adopted (e.g., first 5 years, 5 – 10 years, or 10 – 20 years)
- Objective is to put projects/programs into these buckets

CTAC recommendation: Approve the recommended project prioritization criteria

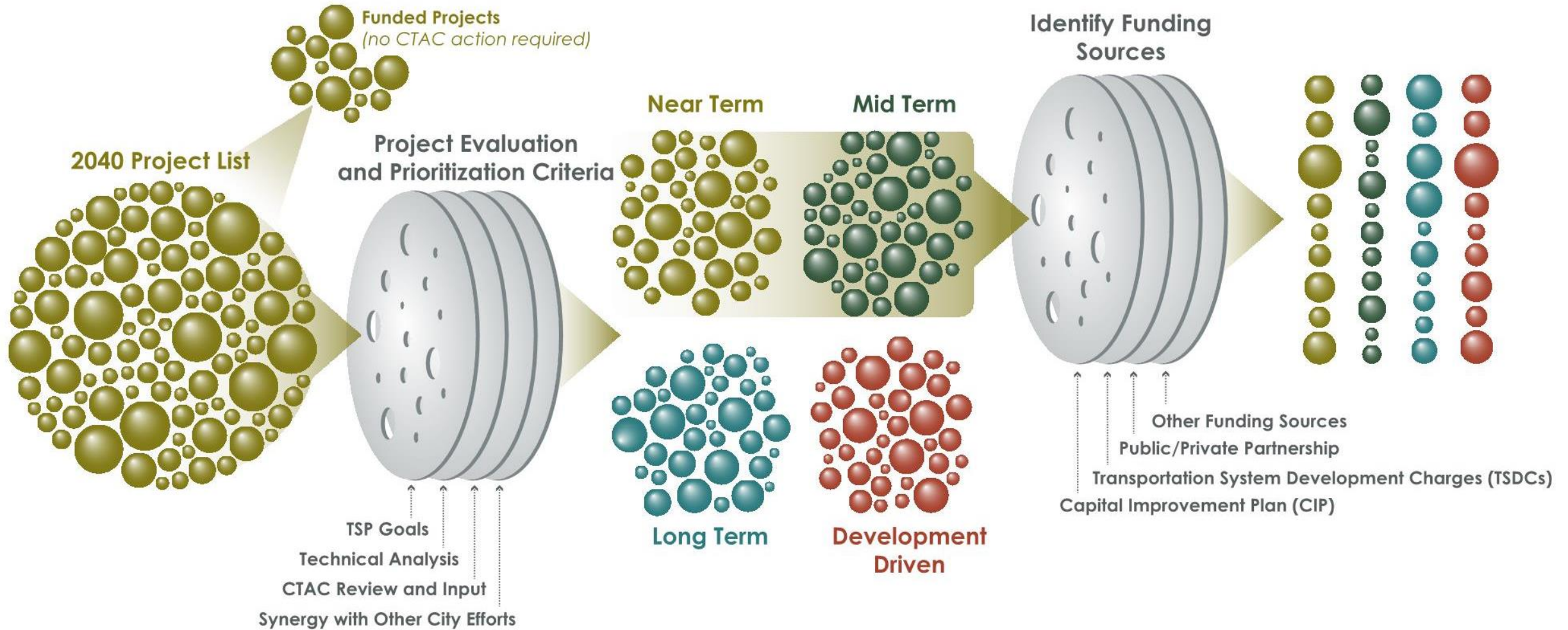
DRAFT PHASE 3-4 WORK PLAN: CTAC 12 AND 13



BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



PRIORITIZATION PROCESS



EVALUATION APPROACH



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



I move approval of the Project Prioritization Criteria memorandum.

2040 PROJECT LIST



CTAC recommendation: approve the 2040 Transportation System Plan project list for further evaluation using the travel demand model and the project prioritization criteria

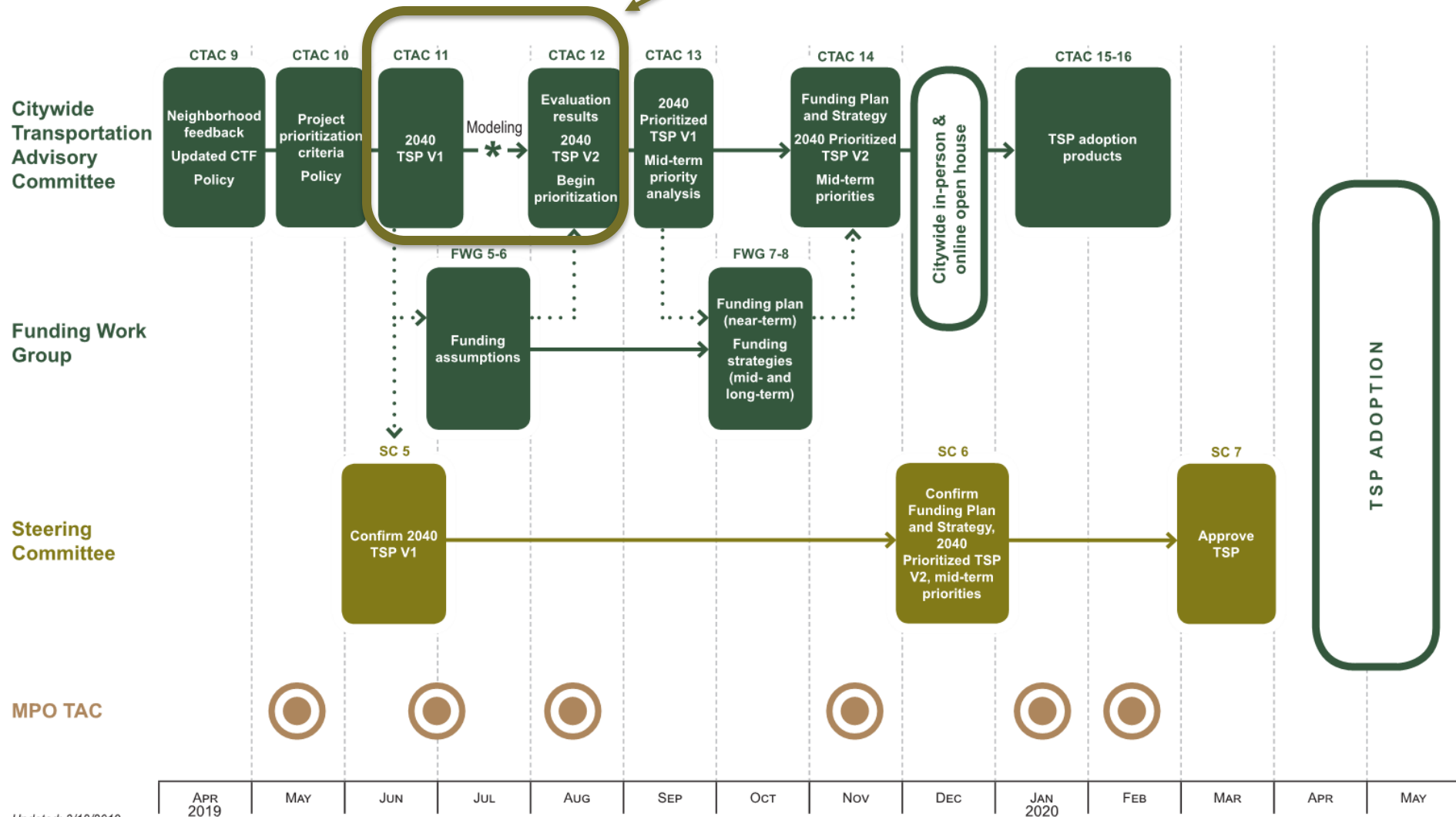
DRAFT PHASE 3-4 WORK PLAN: ANALYSIS WORK



BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



Analysis Work



WHAT MAKES UP THE 2040 PROJECT LIST?



Previously Approved by Steering Committee

- **Citywide Transportation Framework**
 - Baseline Projects (Figure 1, Table 1)
 - Additional Vehicular & Multimodal Projects (Figure 2, Table 2)
 - Complete Bicycle Low-Stress Network
 - Connected Pedestrian System
 - State of Good Repair
 - Studies

CTAC Recommendation for Addition

- **Neighborhood Workshop** (Figure 2, Table 2 – “CTAC Recommended Additions”)
- **Staff Recommendations** (Figure 3, Table 3)
- **Key Routes** (Figure 4, Table 4)

WILSON EXTENSION – ADDITIONAL EVALUATION



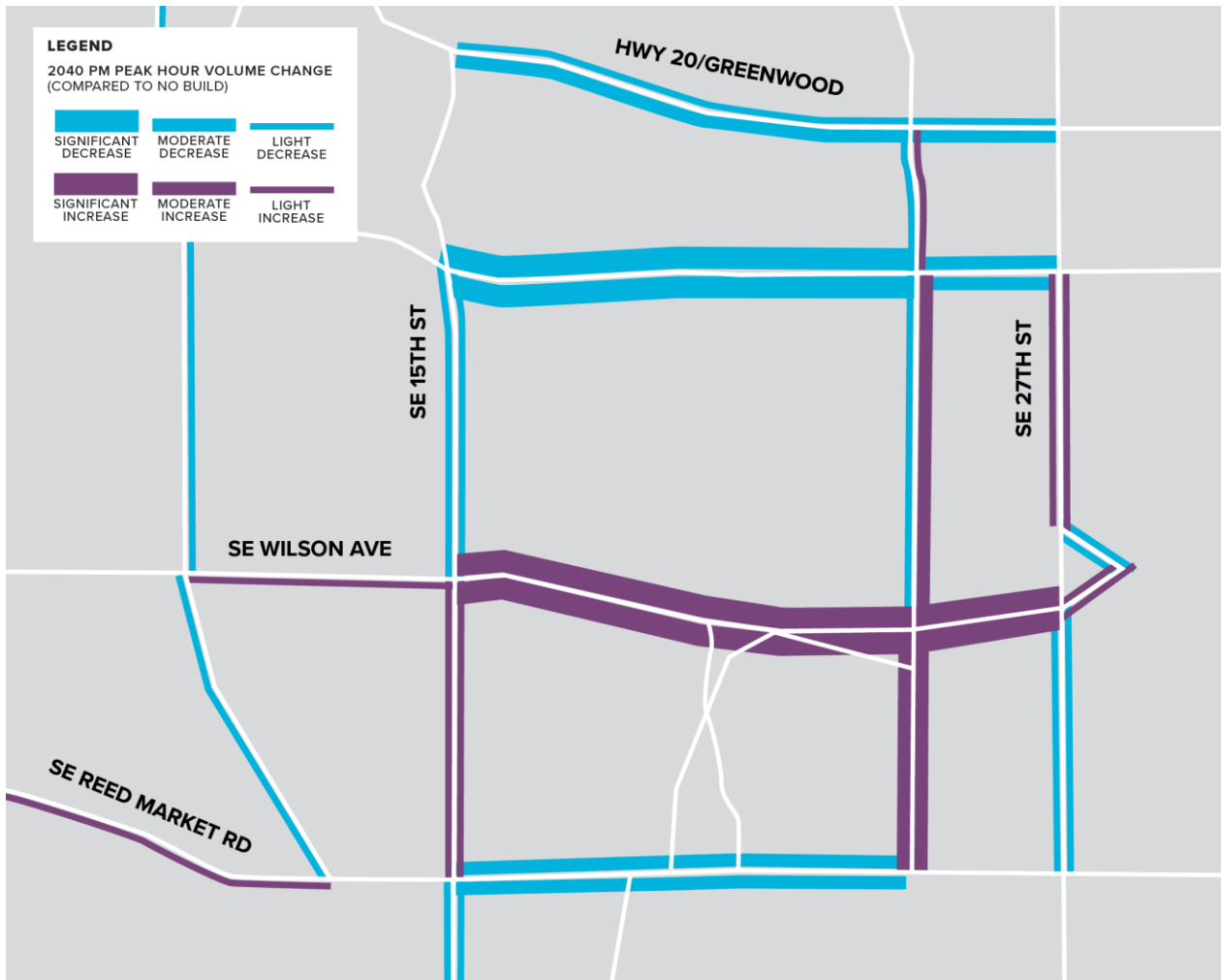
Steering Committee requested additional evaluation of the:

- Feasibility of an extension from 15th to 27th, including potential impacts
- Potential system benefits of a collector vs. local street connections improvement

The Project Team conducted technical evaluation, including:

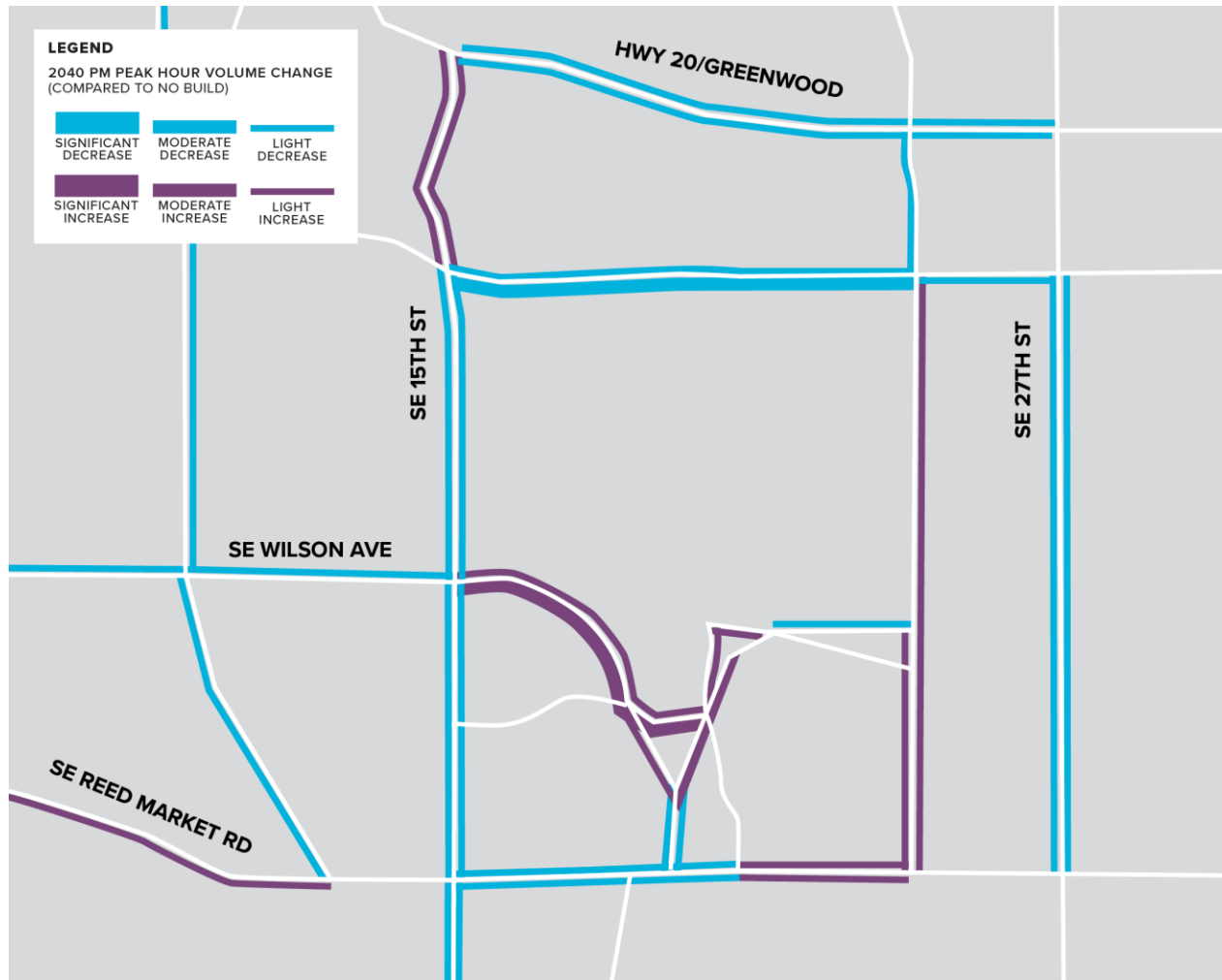
- Refined 2040 travel model forecasts, isolating the effects of a Wilson Extension
- Preliminary roadway alignment concept assessment

WILSON EXTENSION – “COLLECTOR” CONNECTION MODELING (2040)



- Potential reduction of 8% in peak hour volume on Reed Market east of 15th Street
- No significant change on Reed Market west of 15th Street
- Up to 30% reduction in peak hour volume on Bear Creek east of 15th Street
- Traffic demand would utilize a connection between Pettigrew and 27th

WILSON EXTENSION – “LOCAL STREET” CONNECTION MODELING (2040)



- No significant change on Reed Market
- Up to 10% reduction in peak hour volume on Bear Creek east of 15th Street

WILSON EXTENSION – POTENTIAL ALIGNMENT/IMPACTS



Preliminary Roadway Alignment Concept Impacts:

- Likely 5-6 full property purchases plus some corner acquisitions for local street concept
- Would have additional property impacts if aligned more directly to Wilson to the west as a collector concept (~30 properties affected)
- Impacts to Natural Area and Approved Development Plan



WILSON EXTENSION – FINDINGS



Evaluation Results:

- Overall, the Wilson Avenue Extension project appears to have limited benefit to the Reed Market Road east-west congestion issue.
- A collector roadway alignment would likely include multiple property acquisitions
- A connection for non-auto modes may still be beneficial, as the traffic volumes indicate out-of-direction travel in the area

CTAC Conclusions

- Do not include the Wilson Extension in the TSP 2040 Project List
- The railroad crossing (relocation or grade separation) becomes the focal point of managing congestion on Reed Market Road between 3rd and 27th
- Include roundabout capacity improvements at Reed Market/15th (full multi-lane roundabout) in the TSP 2040 Project List

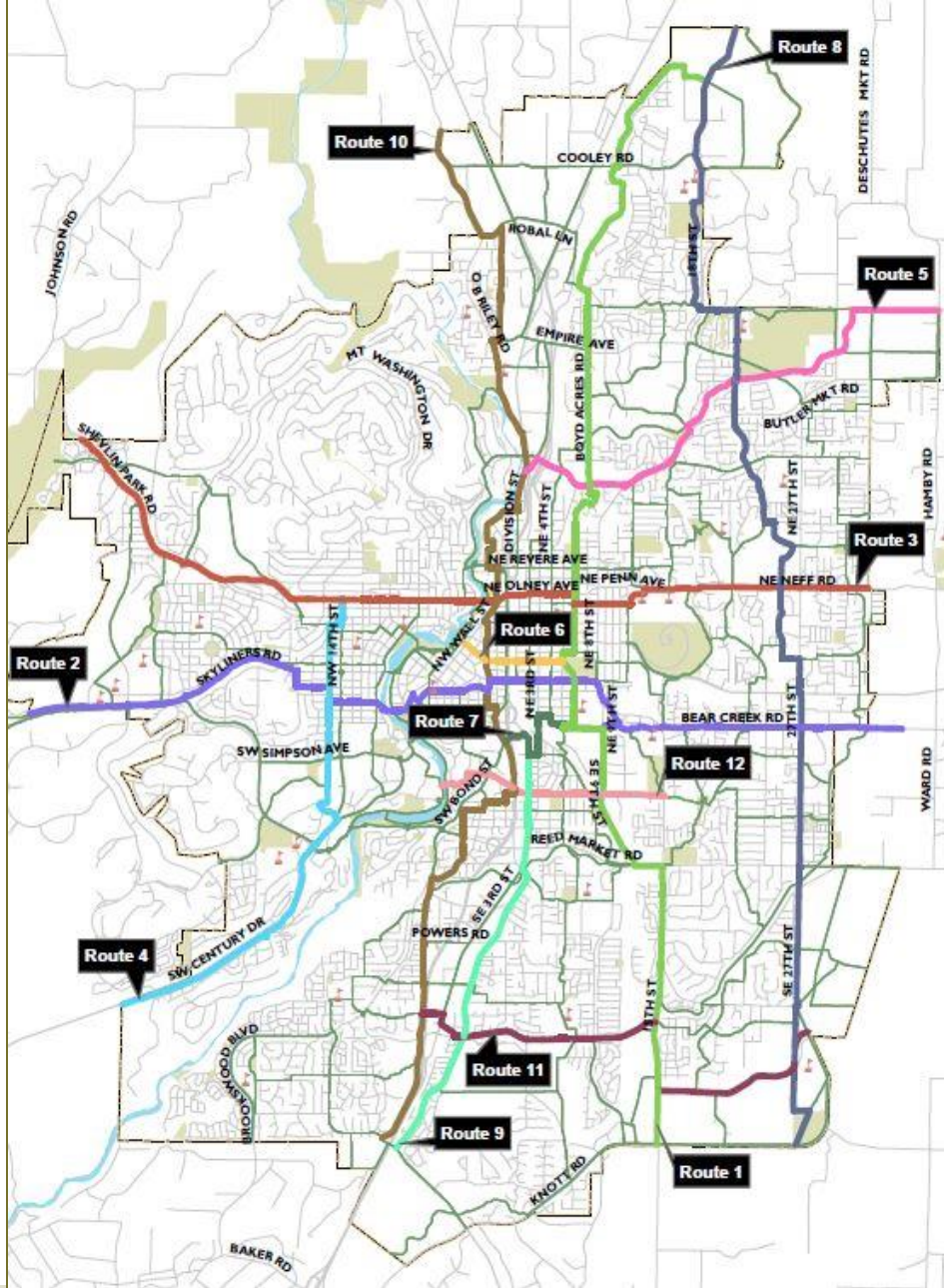
KEY WALKING & BIKING ROUTES



Low Stress Bikeway Network + Missing Sidewalks + Neighborhood input = KEY ROUTES

(see Figure 4 & Table 4 in your packet)

- Provides cross-city connections (E-W, N-S)
- Fills in critical missing pedestrian facilities
- Builds "backbones" for Low Stress Bikeway Network
- Extends reach of paths/trails & neighborhood greenways
- Connects to schools (Safe Routes to School)

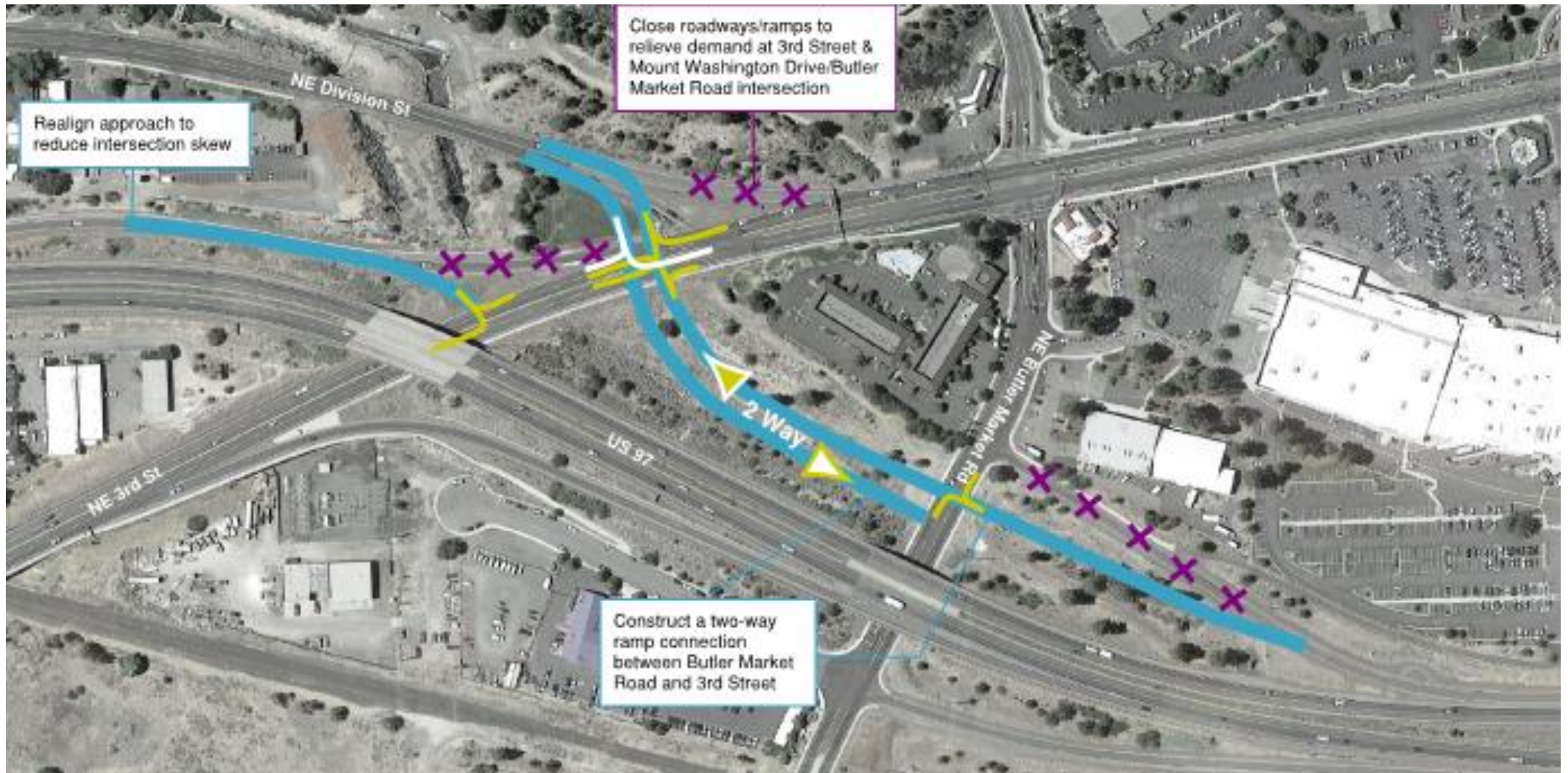




Parkway Study/TSP Project & Modeling Coordination

- Right-in, Right-out closed EXCEPT for Hawthorne (retain right-turn from Parkway to Hawthorne)
- Butler Market interchange improvements
- Portland Avenue/Wall Street – include intersection improvement as part of Portland Avenue corridor project
- Sisemore Street Extension from Arizona Avenue to Bond Street
- Frontage Road – Murphy Road to Baker Road

BUTLER MARKET CONCEPT

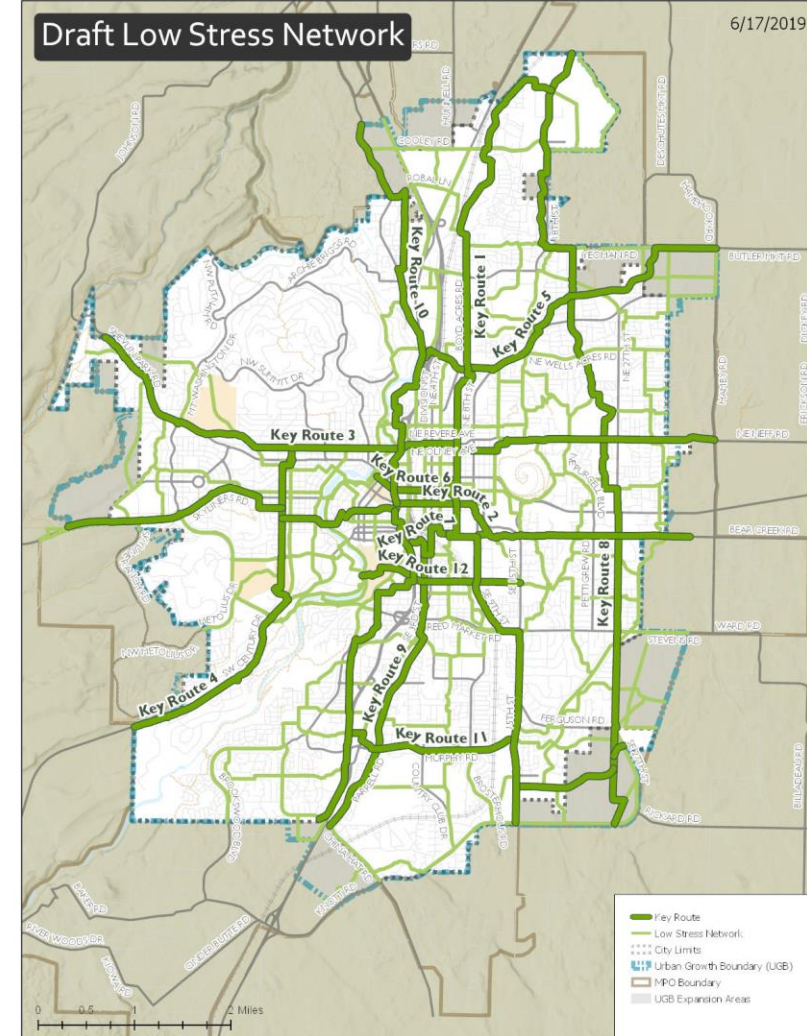
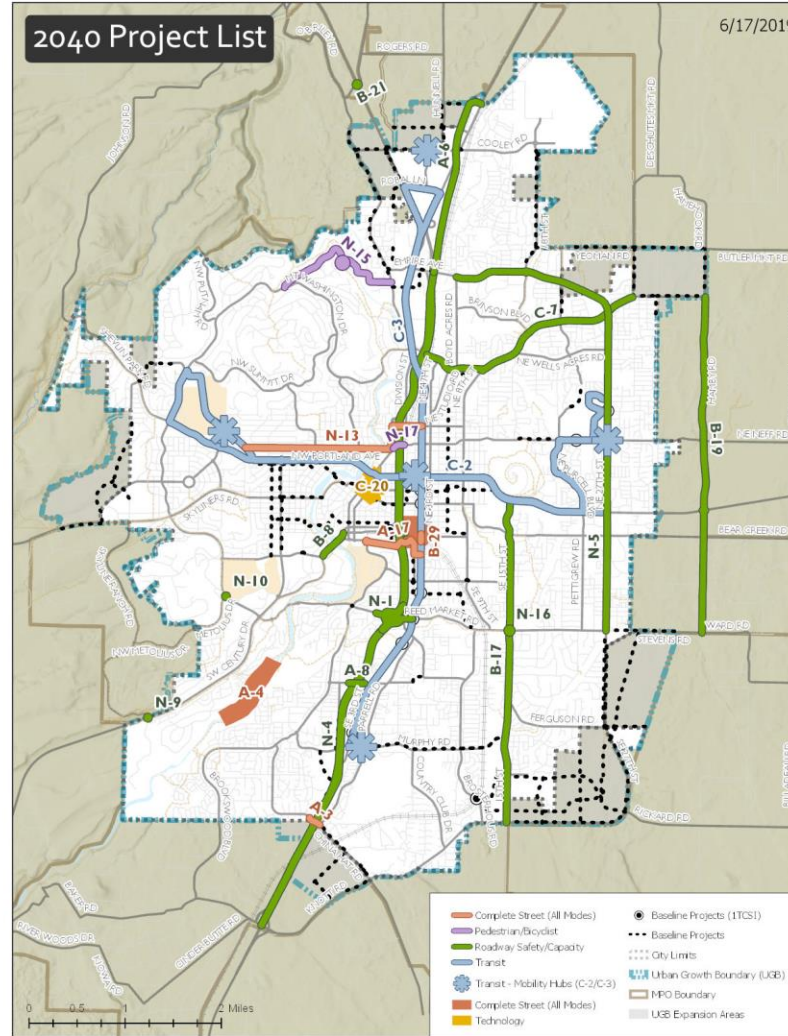
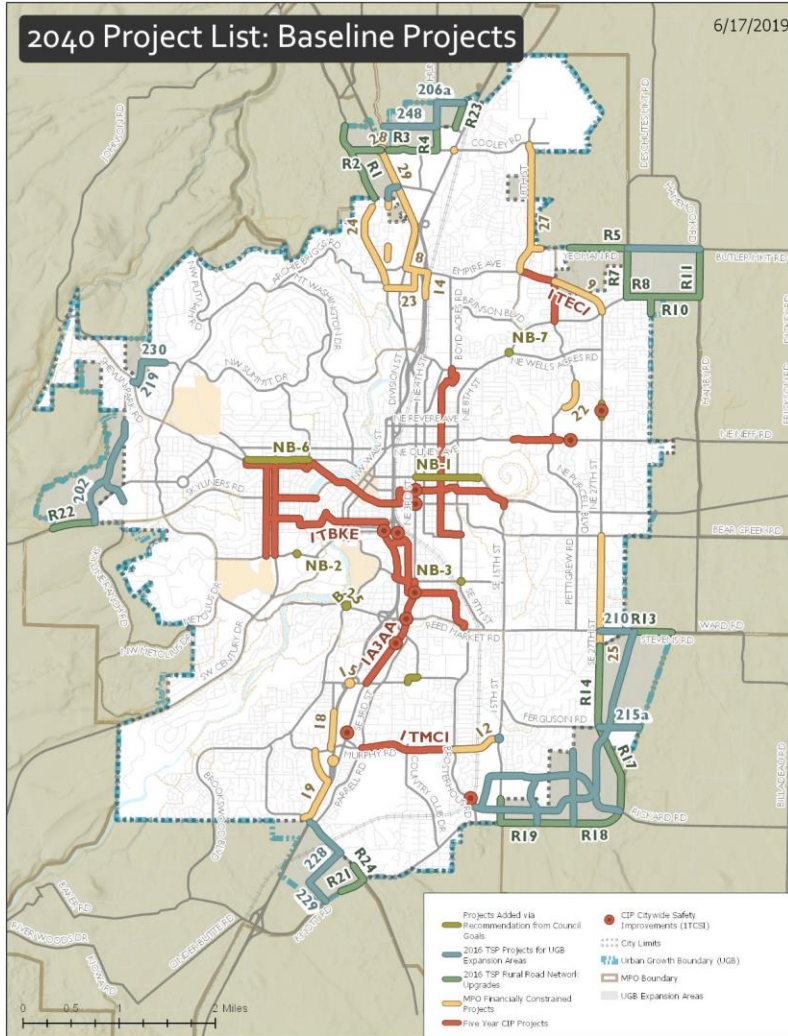


CTAC MODIFICATIONS



- Consider high capacity transit routes and micro mobility hubs as independent projects
- Make clear that the Portland Avenue projects includes a focus on safety

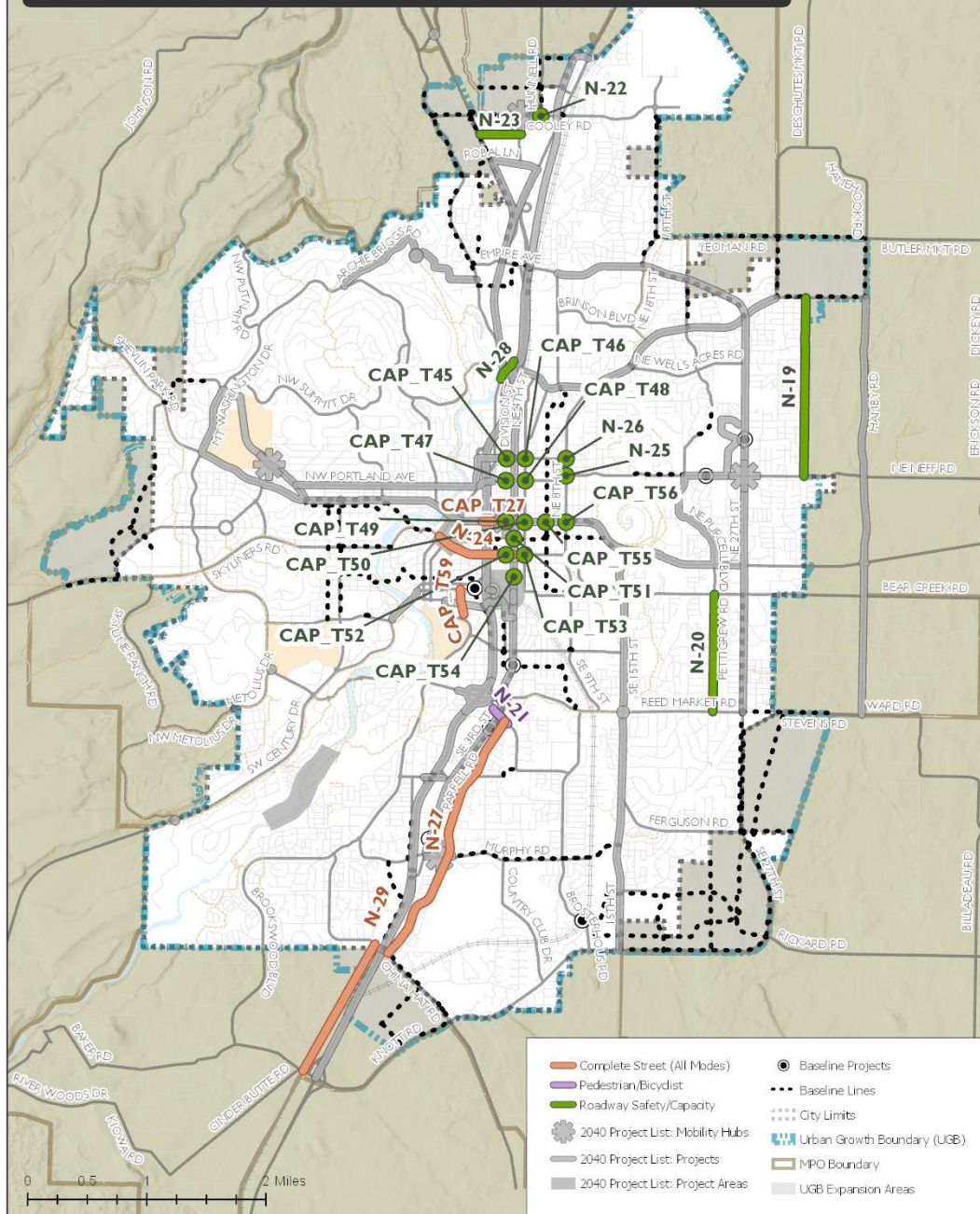
BASELINE, CTF, AND KEY ROUTES PROJECT MAPS





STAFF RECOMMENDATIONS

- Coordination with ongoing City planning efforts (Core Area Plan)
- Feedback from City staff
- Revisions to Key Routes projects



WIDENING PROJECTS INCLUDED IN THE 2040 PROJECT LIST



- **A-6:** US 97 North Parkway FEIS Improvements
- **B-8:** Colorado Avenue (Simpson to Arizona)
- **B-29:** 3rd Street Railroad Undercrossing
- **N-1:** Reed Market Interchange
- **N-5:** Empire-27th (Boyd Acres to Reed Market)
- **8:** Empire (US 20 to US 97)
- **14:** US 97 NB Off-Ramp to Empire
- **24:** O.B. Riley (Hardy to US 20)
- **25:** Empire (Bear Creek to Ferguson)
- **29:** US 20 SB (Cooley to US 97)
- **S-1:** China Hat (US 97 to new collector)

RECOMMENDED MOTION: 2040 PROJECT LIST EVALUATION



I move approval of the 2040 Project List for further evaluation using the travel demand model and project prioritization criteria.

TRANSPORTATION SYSTEM PLAN POLICIES CHECK-IN



- **Goals** (adopted by Steering Committee)
 - **Policies** (how the City intends to implement the Goals)
 - **Actions** (steps the City may take to make the policies happen – not all policies need actions)
 - **Performance metrics** (how we will know if we are meeting our Goals – there will be a selected number of metrics used as a “report card”)

PRELIMINARY DRAFT POLICY SUBJECTS



Preliminary Draft transportation policies have been developed within the following categories:

1. Mobility
2. Safety
3. Equity
4. Technology/Transit/Transportation Demand Management
5. Complete Streets (includes bicycle and pedestrian policies)
6. Funding

WHERE DID THE PRELIMINARY DRAFT POLICIES COME FROM?



- Started with existing policies in our adopted TSP and Comprehensive Plan
- Reviewed peer cities (i.e. Eugene, Springfield, Boulder CO, Corvallis)
- Looked at other cities for specific topics (i.e., Portland, Austin TX)
- 5 CTAC subcommittees met several times each to create drafts
- Drafts were and are being internally vetted by Legal Counsel and other departments
- CTAC as a whole has reviewed and edited all except Funding policies



- Preliminary Draft Policies (work in progress) brought to the Steering Committee as an informational item today.
- CTAC policy “word-smithing” workshop on July 26.
- Work on policy language will continue with CTAC/internal review through the summer and early 2019.
- Draft policies will be reviewed by the Planning Commission prior to City Council adoption.
- Policies will be reviewed and adopted by City Council with the Transportation Plan in spring 2020.

PUBLIC COMMENT #2

CLOSE AND NEXT STEPS

COMING UP



- CTAC Meeting #12 – August 2019
 - CTAC Prioritization Work Session
- CET Brown Bag – June 28
- Funding Work Group – July 24
- Policy Workshop – July 26