



## **STEERING COMMITTEE MEETING #6**

**JANUARY 22, 2020**

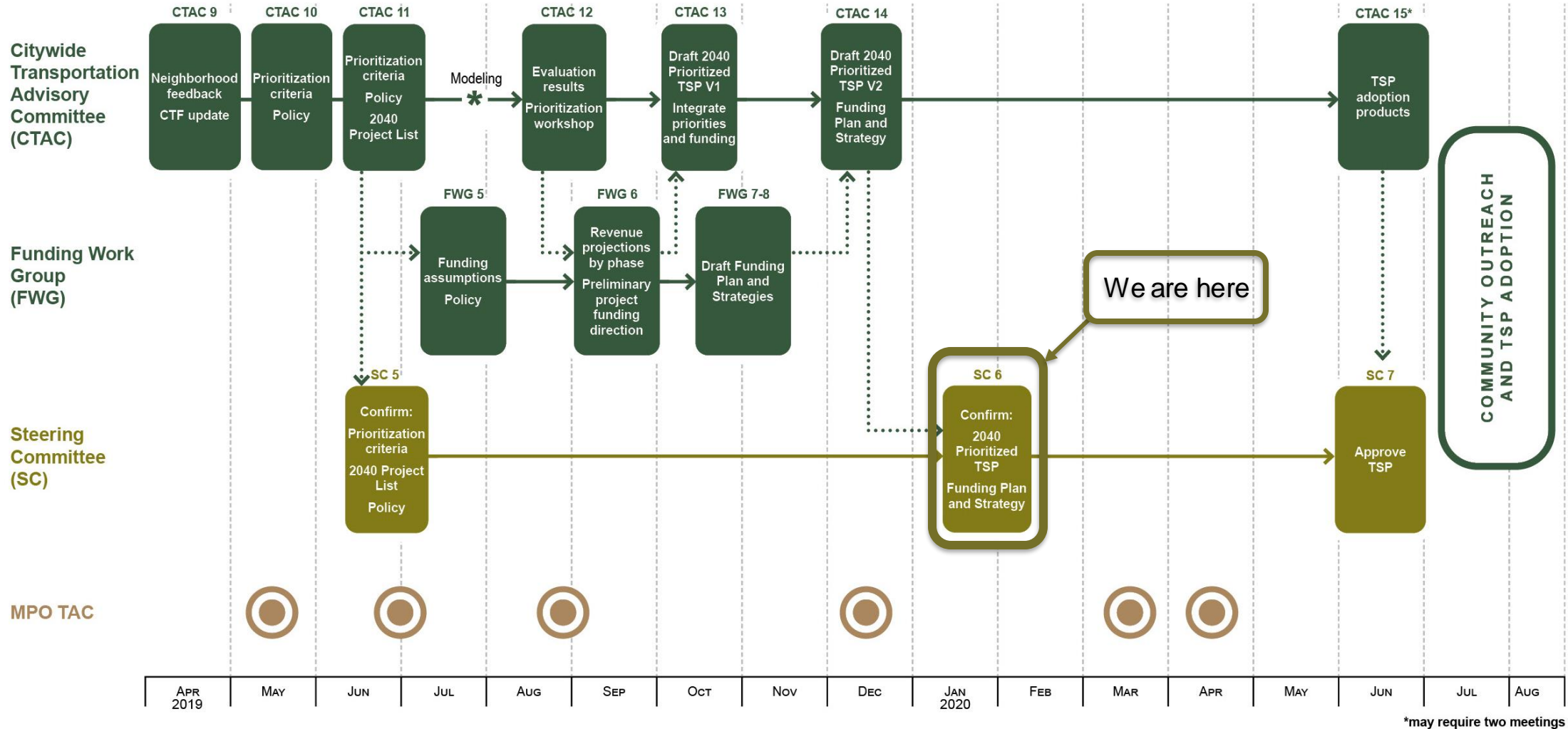
# PUBLIC COMMENT #1



- 15 minutes at beginning of meeting; 10 minutes at end of meeting
- Divide time evenly by those who wish to comment
- Sign in before comment period begins
- If you are part of a group of people with a shared message, please appoint a spokesperson; others may stand during the comment to demonstrate support.

# PROJECT SCHEDULE CHECK-IN STEPS TO FINISH

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



# **BEND'S TRANSPORTATION PLAN OVERVIEW AND BIG PICTURE**

# BEND'S TRANSPORTATION PLAN

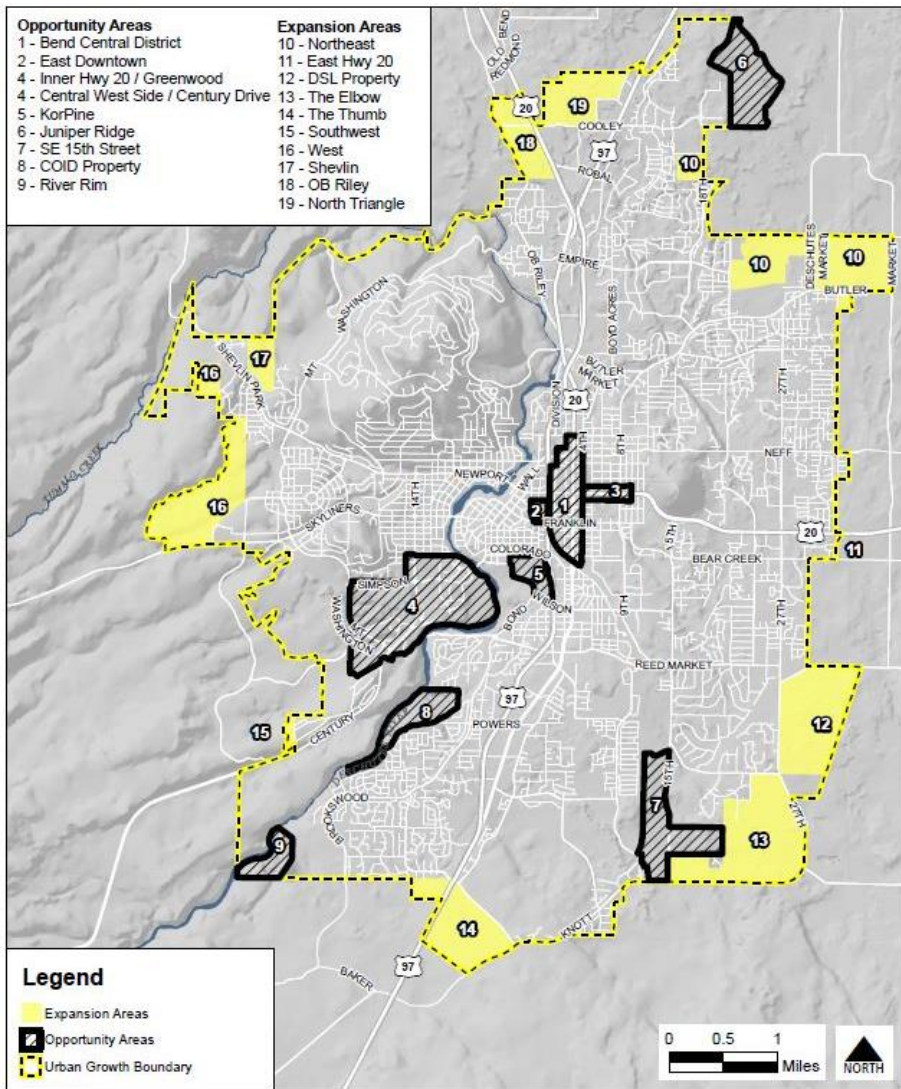


The TSP is a 20-year investment and management plan that includes:

- *Improvements needed to support the Comprehensive Plan.*
- *Policies/projects/programs to implement goals set by Council & CTAC.*
- *A balanced approach to address the needs of all travel modes.*
- *An equitable and sustainable funding strategy.*
- *Elements and steps needed to meet State requirements.*



# THE TRANSPORTATION PLAN & THE COMPREHENSIVE PLAN



## ***A growing population:***

- 2040 population estimates
- Employment and housing

## ***An Expanded Urban Growth Boundary:***

- 2,380 acres of new land

## ***Areas identified for redevelopment:***

- Six Opportunity Areas (complete neighborhoods)

## ***Goal of reducing vehicle miles traveled per capita***

- Incorporates the Integrated Land Use & Transportation Plan





- ***Goals, Policies & Actions (today)***
- ***Needs Analysis (June 2020)***
  - Focus on connectivity, capacity, efficiency, and safety
  - Understand conditions today and in the future
  - Identify missing pieces for each area of focus
  - Emphasize safety
  - Use a multimodal, broad-based approach
- ***Projects & Programs to 2040 (today)***
- ***Funding Strategy (today)***
- ***Methods to Measure Progress (June 2020)***



# STEERING COMMITTEE MEETINGS & KEY DECISIONS



## ***March 2018:***

- Introduced the transportation planning process
- Discussed vision and values guidance to CTAC

## ***May 2018:***

- Discussed Transportation Goals
- Discussed/Approved 2040 land use assumptions for modeling
- Introduced Funding Work Group

## ***September 2018:***

- Approved Transportation Goals
- Discussed/Approved Scenarios and Performance Measures for initial modeling

## ***January 2019:***

- Discussed/Approved Initial Funding Assessment and Transportation System Framework

## ***June 2019:***

- Discussed/Approved Project Prioritization Criteria and 2040 Project List
- Discussed policies

# REMAINING STEPS TO AN ADOPTED TSP



## ***Now to June 2020:***

- Complete TSP

## ***June 2020:***

- Final CTAC meeting(s)
- Final Steering Committee meeting

## ***July 2020:***

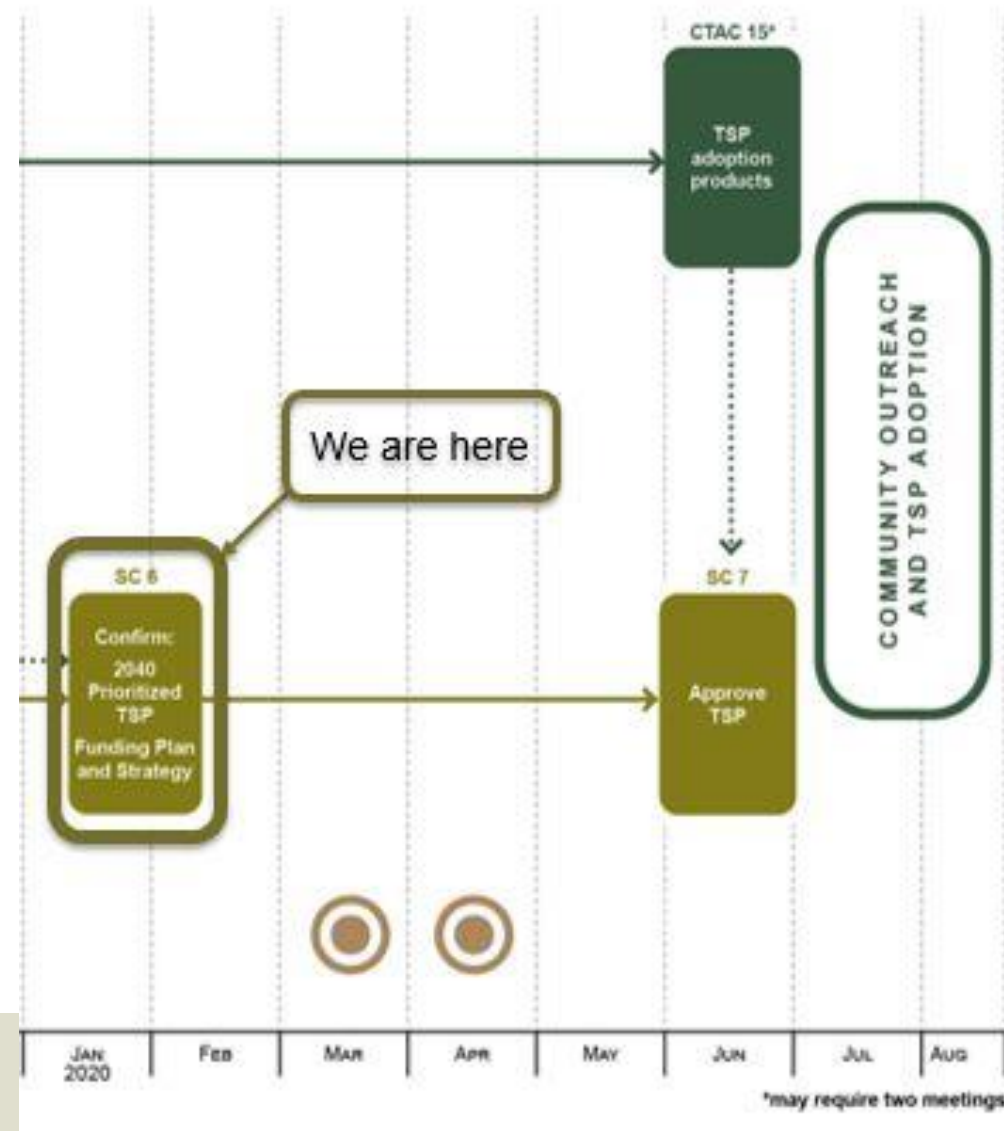
- Planning Commission work session(s) & hearing

## ***July/August 2020:***

- Council adoption hearing(s)

## ***August/September 2020:***

- State review & acknowledgement



**DRAFT CHAPTER 2  
GOALS, POLICIES AND ACTIONS**



## ***Goals:***

- Reflect community vision
- Shape the overall direction of the TSP

## ***Policies:***

- Describe how we will meet the Goals
- Provide the regulatory foundation of the TSP
- Used to evaluate changes to the Comprehensive Plan & Development Code
- Implemented through the City's land use regulations

## ***Actions:***

- Suggested approaches to implement the policies
- Non-regulatory

## DEVELOPMENT OF GOALS, POLICIES, & ACTIONS



- Goals created & adopted by Steering Committee
- 5 policy subgroups, formed to reflect Goal topics (some overlap)
- 3 Full CTAC Policy workshops
- Policies based on:
  - ✓ Transportation Goals
  - ✓ Input from Open House & Neighborhood Workshops
  - ✓ Committee work
  - ✓ Staff review, particularly Legal
  - ✓ Existing TSP policies
  - ✓ Examples from similar cities
- Actions grew out of policies

## TRANSPORTATION GOALS (SEE HAND OUT)

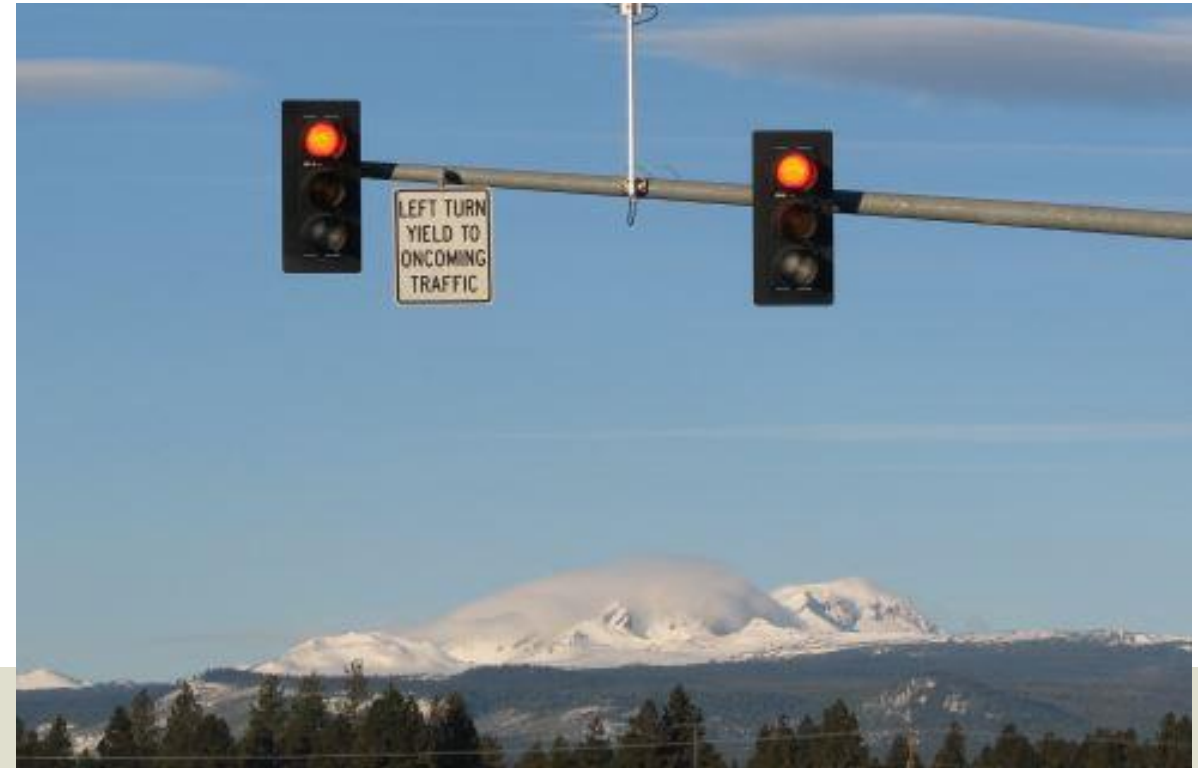


1. Increase system capacity, quality, & connectivity for all users (e.g. drivers, walkers, bicyclists, transit riders, mobility device users, commercial vehicles, and other forms of transportation)
2. Ensure safety for all users
3. Facilitate housing supply, job creation, & economic development to meet demand/growth
4. Protect livability & ensure equity & access
5. Steward the environment
6. Have a regional outlook & future focus
7. Implement a comprehensive funding & implementation plan

## POLICY TOPICS DERIVED FROM GOALS



- Safety
- Mobility
- Equity
- Technology
- Transit
- Transportation Demand Management
- Bicycle & Pedestrian
- Funding
- Environmental







## *Issues discussed by CTAC*

- “Balance” vs. “prioritize”
- “Committed to zero fatalities & serious injuries” vs. Vision Zero
- Safety vs. comfort (i.e. “avoidance” is not safety)
- Relationship between speed, design & safety (particularly fatalities)



## *Issues discussed by CTAC*

- Safety concerns of wider roads, particularly fatalities.
- Desire for flexibility in roadway design.
- How to measure congestion -- Travel time reliability.
- Policy language needed to support Council Goals (BCD 4.7).



## *Issues discussed by CTAC*

- Equity policies are new to Bend.
- Socio-economic barriers are our biggest challenge.
- The transportation system needs to both serve everyone and ensure that some areas are not overly impacted.
- It is challenging to reach people who do not always participate in our usual outreach practices.





## *Issues discussed by CTAC*

- Many transportation technologies are not yet completely understood (e.g. autonomous vehicles) so the objective is to be ready.
- Transit policies are supportive of CET (rather than directive).
- Transportation Demand Management is an important part of managing congestion.





## *Issues discussed by CTAC*

- All streets should be “complete streets” with bike lanes and sidewalks -- but more is needed for walking and bicycling to be viable transportation options.
- Create a network of Low Stress bicycle and pedestrian facilities connecting schools, parks and other destinations.
- Collaboration with Park & Recreation for trail connections is critical.
- Year-round maintenance of walking and bicycling facilities needs to be a priority.





## *Issues discussed by CTAC*

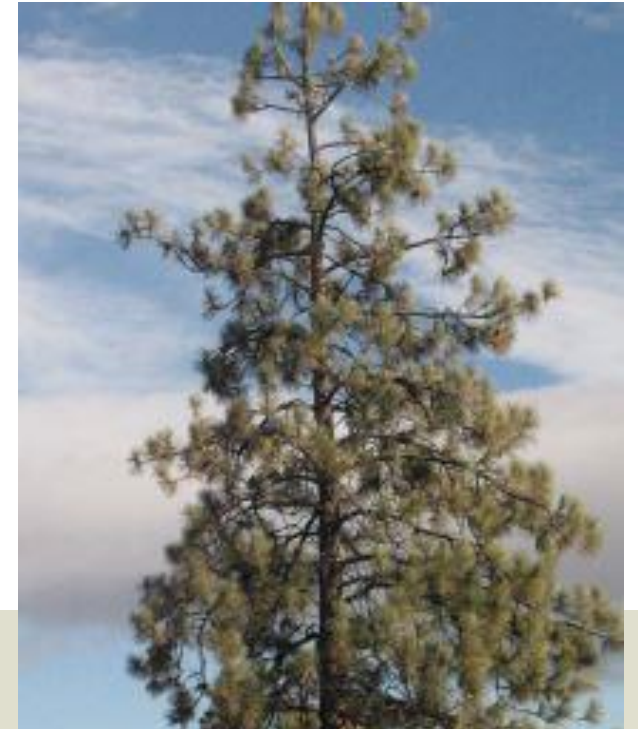
- Policies to support the Funding Strategy.
- How to fund Expansion Areas.





## *Issues discussed by CTAC*

- Environmental policies are mainly embedded throughout the other policies.



**DRAFT CHAPTER 4  
TRANSPORTATION PROJECTS AND PROGRAMS**





- **CTAC 12 (August 2019):**
  - Review initial project and program prioritization findings from project team
    - Evaluation based on **2040 Project List** and **Project & Program Prioritization Criteria**
  - Worked in small groups to review recommendations in detail
  - Recommended several revisions to project priority
- **CTAC 13 (October 2019):**
  - Received and considered revisions to projects and programs
    - Included staff recommendations to include:
      - Complete TSDC project list
      - Existing failed roadway reconstruction projects
      - Other coordination efforts

## OVERVIEW OF CTAC PROCESS (CONT.)



- **CTAC 14 (December 2019)**
  - Considered compiled Draft Chapter 4 and minor project revisions
- **Process Summary**
  - Close coordination with other City and partner agency efforts
  - CTAC was able to achieve broad consensus over the project and program list





## **Introduction (Packet pg. 35)**

## **The Role of the TSP in Prioritization and Funding (Packet pg. 35)**

- Planning level recommendations (costs and timing)
- Implementation requires future action by City Council

## **Elements of the Transportation Investment Priorities (Packet pg. 35)**

- Existing Capital Improvement Program
- Capital Projects
- Existing Failed Roadway Reconstruction Projects
- Transportation Programs



## Capital Projects Include (Packet pg. 38):

- Projects needed to support growth consistent with the adopted Comprehensive Plan
- Key Walking & Biking Route Priority Recommendations
- Transit Supportive Projects
- Coordination on ODOT Projects
- Coordination with other planning efforts:
  - ✓ Deschutes County ITS Plan
  - ✓ Transportation Safety Action Plans
  - ✓ Bend Park and Recreation District Trails Map
  - ✓ CET Master Planning





## Transportation Programs Address (Packet pg. 43):

- Maintenance needs for new capital projects
- TDM Program
- TSAP Implementation
- Bicycle Program
- Pedestrian Program
- Bicycle and Pedestrian Facility Maintenance
- Parking Pricing and Management
- ITS Plan Implementation
- Transportation Equity Program

**Recommended for initiation within Near-term**



### Defining the Timing of Priorities (Packet pg. 36)

- Near-term (1-10 years)
- Mid-term (11-15 years)
- Long-term (16-20 years)
- Expansion Area Projects





- **Bend Parkway (US 97) Congestion and Safety**
  - Powers Interchange, Murphy Interchange
  - Key recommendations from Parkway Study
- **East-West Corridor Congestion**
  - Reed Market, Portland Avenue, Colorado Avenue
  - Long-term planning for river crossing
  - Monitoring of river crossings and 27<sup>th</sup> Street
- **North-South Corridor Congestion in Eastern Bend**
  - 15<sup>th</sup> Street, 27<sup>th</sup> Street
- **Bicycling and Walking Facilities**
  - Key walking and biking routes
  - Programmatic approach to regular infill
- **Transit**
  - Highway capacity transit investments, mobility hubs
  - Close coordination with CET



**Investments Key Needs  
(Packet pg. 24):**

- Bend Parkway Congestion and Safety
- East-West Corridor Congestion
- North-South Corridor Congestion in Eastern Bend
- Bicycling and Walking Facilities
- Transit

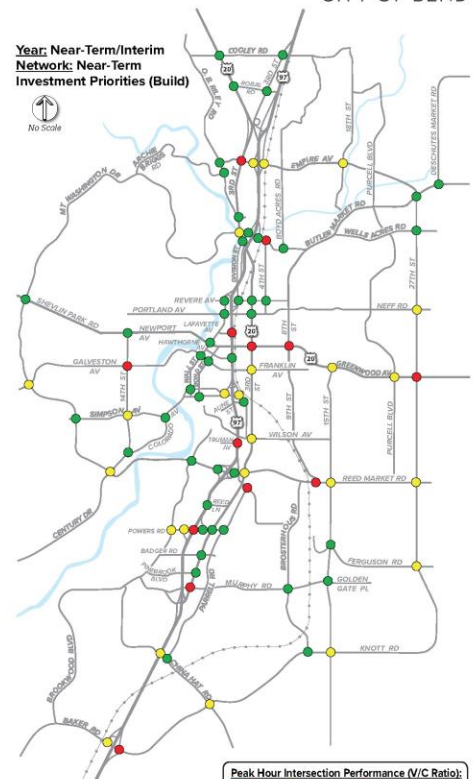
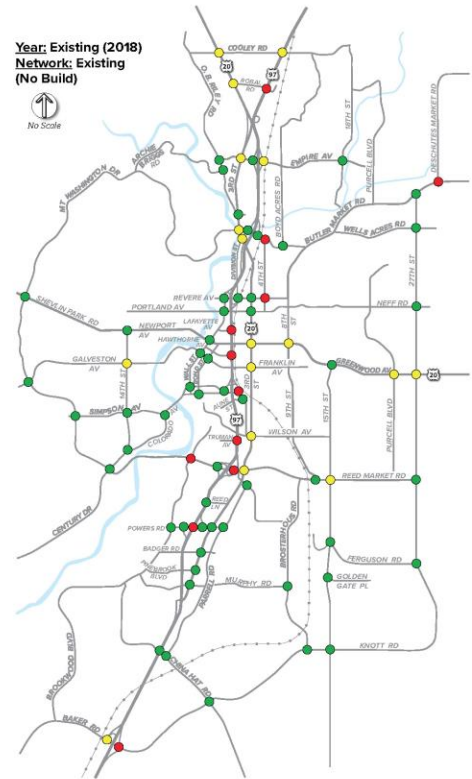
| System Measure                   | 2040 TSP Projects & Programs Performance (compared to Baseline) |
|----------------------------------|---|
| Mode Split (% Drive Alone Trips) | -3.5%   |
| VMT per Capita                   | -4%   |
| Vehicle Hours of Delay           | -18%  |



# NEAR-TERM INVESTMENTS – INTERSECTION BOTTLENECK ANALYSIS



## Near-Term Improvements Intersection Analysis Bend MTP and TSP Update



CITY OF BEND

## Areas with significant performance improvement:

- US 97 (North Bend)
- US 20 (North Bend)
- 27th Street
- East-West Corridors
  - Reed Market
  - Colorado
  - Revere – Portland
- SE Bend

SEE HANDOUT

# NEXT STEP: TRANSPORTATION PLANNING RULE ANALYSIS



## Background:

- TSP must meet requirements of the Transportation Planning Rule (TPR)
- TPR is documented in Goal 12 of the Oregon Statewide Planning Goals

## How does it apply to our work?

- TPR requirements have shaped many elements of the TSP work plan
- Notably, TPR requires that TSPs identify which projects and programs are “reasonably likely” to be provided within the TSP horizon (2040)
  - ✓ Draft Funding Plan shows all City projects are reasonably likely, with a combination of existing and new and expanded funding tools
  - ✓ **Recent coordination with ODOT has shown effectively ALL projects are reasonably likely by 2040**

# PARKWAY STUDY: SCHEDULE



| Task                         | 2018 |          | 2019 |     |     | 2020 |                     |     |     |  |
|------------------------------|------|----------|------|-----|-----|------|---------------------|-----|-----|--|
|                              | SUM  | FALL     | WIN  | SPR | SUM | FALL | WIN                 | SPR | SUM |  |
| Goals                        | ■    |          |      |     |     |      |                     |     |     |  |
| Existing & Future Conditions |      | ■        |      |     |     |      |                     |     |     |  |
| Develop Alternatives         |      |          | ■    |     |     |      |                     |     |     |  |
| Evaluate Alternatives        |      |          |      | ■   | ■   | ■    |                     |     |     |  |
| Investment Strategy          |      |          |      |     |     |      | ■                   |     |     |  |
| Draft & Final Plan           |      |          |      |     |     |      |                     | ■   |     |  |
| Adoption                     |      |          |      |     |     |      |                     |     | ■   |  |
| <b>PUBLIC INPUT/MEETINGS</b> |      |          |      |     |     |      |                     |     |     |  |
| Public Input                 |      | ● SURVEY |      |     |     |      | ● ONLINE OPEN HOUSE |     |     |  |
| Sounding Board               |      | ①        |      |     |     |      | ②                   |     |     |  |
| Technical Advisory Committee |      | ①        |      | ②   |     |      | ③                   |     |     |  |
| Policy Board                 |      | ①        |      |     |     |      | ②                   |     | ③   |  |

## PARKWAY STUDY: PUBLIC OUTREACH NOV 2019-JAN 2020



- MPO Policy Board (i.e., Steering Team)/TAC and Sounding Board Meetings
- Outreach to public and social service organizations
- In person tabling
- On-line Survey
  - Received 1122 responses
  - Including 455 open ended responses

# PARKWAY STUDY: KEY TAKE AWAYS FROM PUBLIC REVIEW



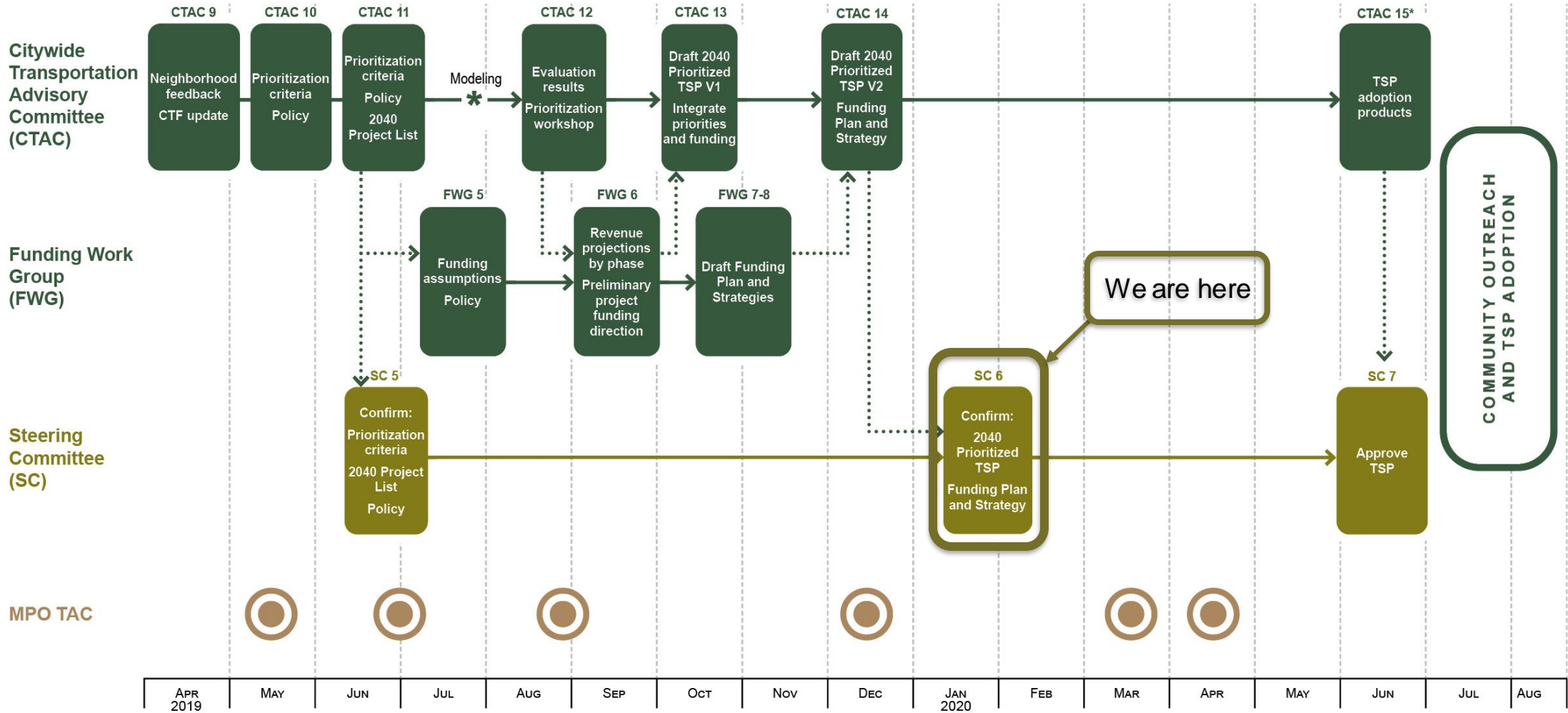
- RIRO closures – wide range of perspectives
  - Access to downtown vs safety needs
  - Questions about effects of closures on local circulation
  - Keep southbound exit to Lafayette open
- Questions about timing and impact of ramp metering
- Safety concerns about bicycles and pedestrians on Parkway, and support for crossings near downtown
- Projects in very southern portion of the corridor generally perceived as less urgent, except Reed Market and Powers Road
- Encouraged coordination between ODOT and City



*"I move to approve the Draft Transportation Projects and Programs Chapter forward, for inclusion in the Transportation System Plan, in substantially the form presented and including the revisions identified by the Steering Committee."*

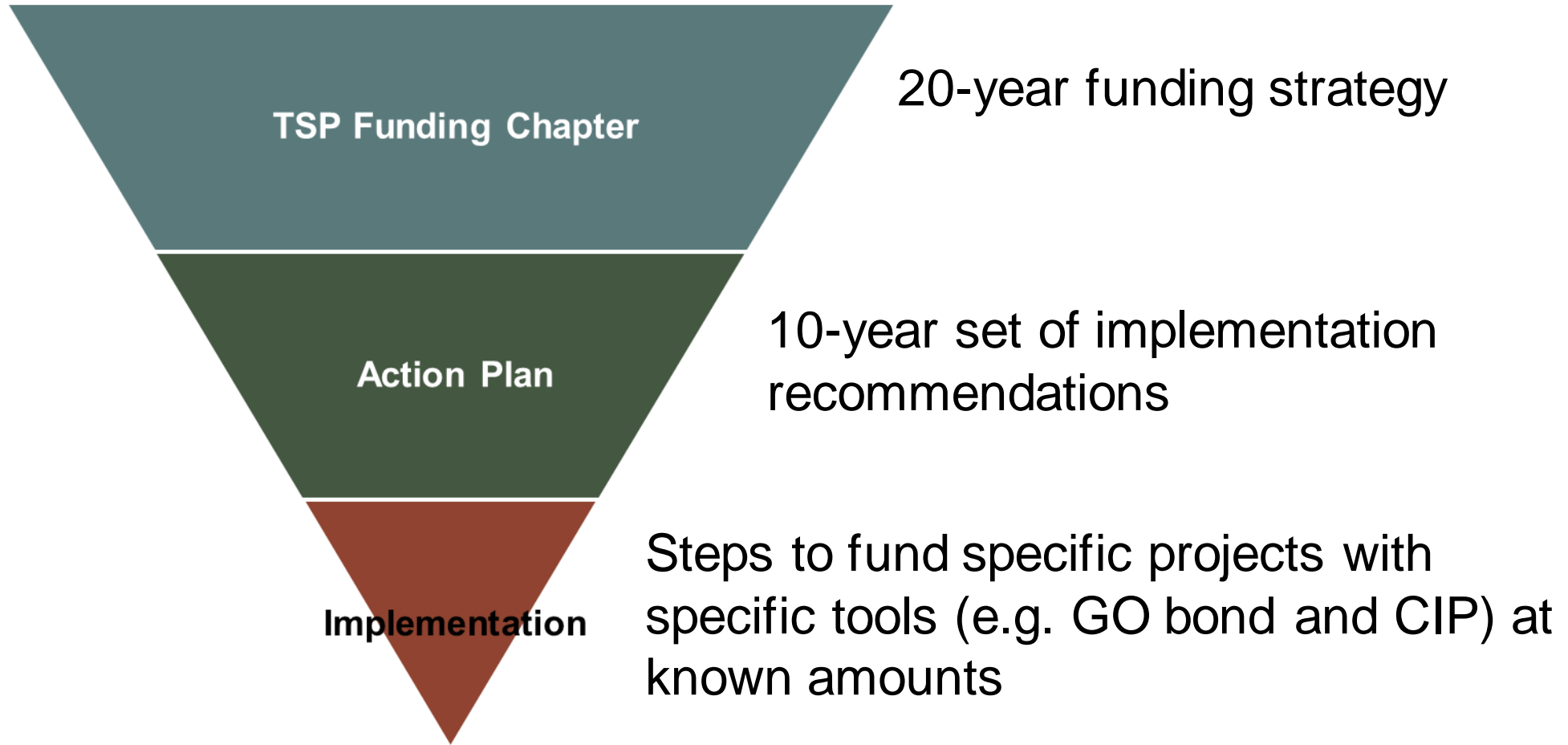
# **DRAFT CHAPTER 5 TRANSPORTATION FUNDING STRATEGY**

# PHASE 3-4 WORK PLAN





# DRAFT FUNDING CHAPTER: OVERVIEW





## Chapter Outline:

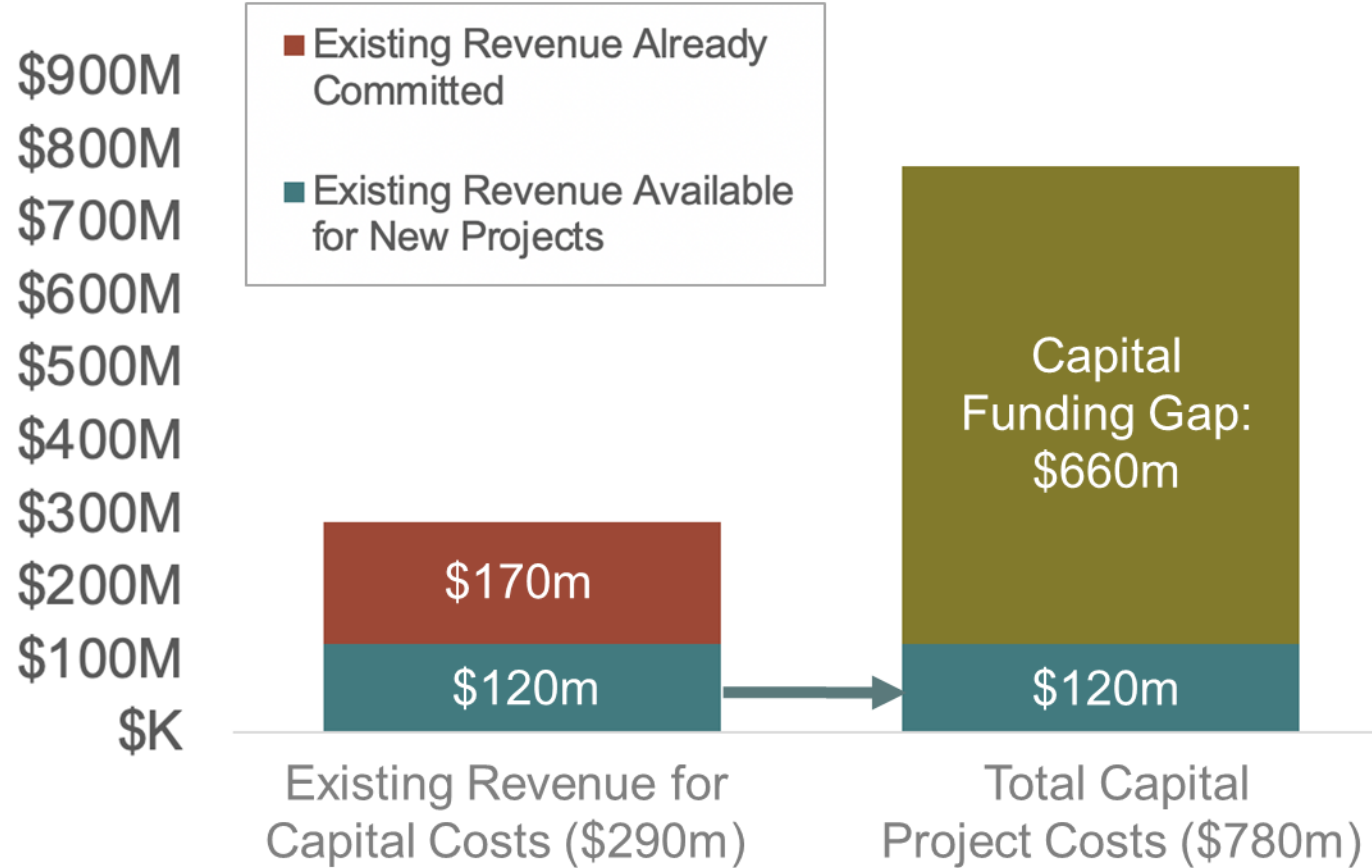
- Legal Framework
- Funding Analysis
  - ✓ Existing funding sources (required)
  - ✓ Funding gap
  - ✓ New revenue sources by phasing bucket (reasonably likely revenue)
- Conclusion
- Appendix A: Near-term Funding Action Plan
- Appendix B: Funding Strategy Analysis and Methods



## Existing Revenue Tools:

- Surface Transportation Block Grant Program
- State Highway Fund
- General Fund Subsidy
- Water and Sewer Franchise Fees
- Garbage Franchise Fees
- Transportation System Development Charges
- Urban Renewal (Juniper Ridge and Murphy Crossing)
- Other, or Miscellaneous, Tools
- Grants (when applicable)

# DRAFT FUNDING CHAPTER: 20 YEAR FUNDING GAP ADDRESSED BY TSP



All existing OM&P revenue (\$250m) is fully committed.

The funding gap for OM&P is about \$6m per year.

**Funding Gap** = Total Project Costs (minus) Existing Revenue Available for New Projects



## Menu of New Revenue Tools Recommended in the Chapter:

- General Obligation Bond
- City-wide Transportation System Development Charge (TSDC) increase
- Supplemental Area-Specific TSDC
- Urban Renewal (Proposed Core Area)
- Local Improvement Districts (LIDs)
- Transportation Utility Fee (TUF)
- Vehicle Registration Fee (VRF)
- Seasonal Fuel Tax
- Seasonal Food and Non-alcoholic Beverage Sales Tax

### Funding Gap:

Capital = \$660m (20-year)

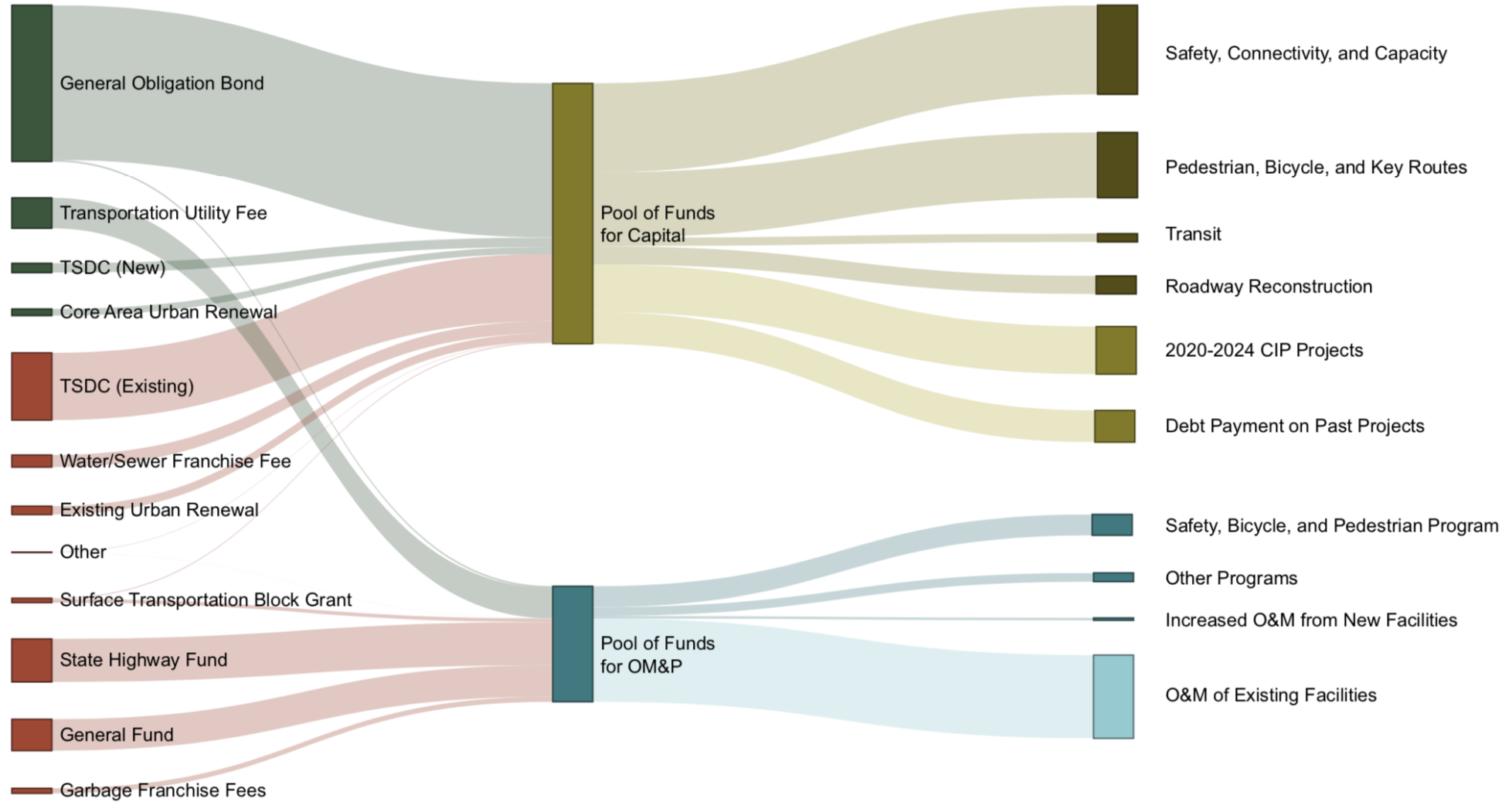
OM&P = \$6m (per year)



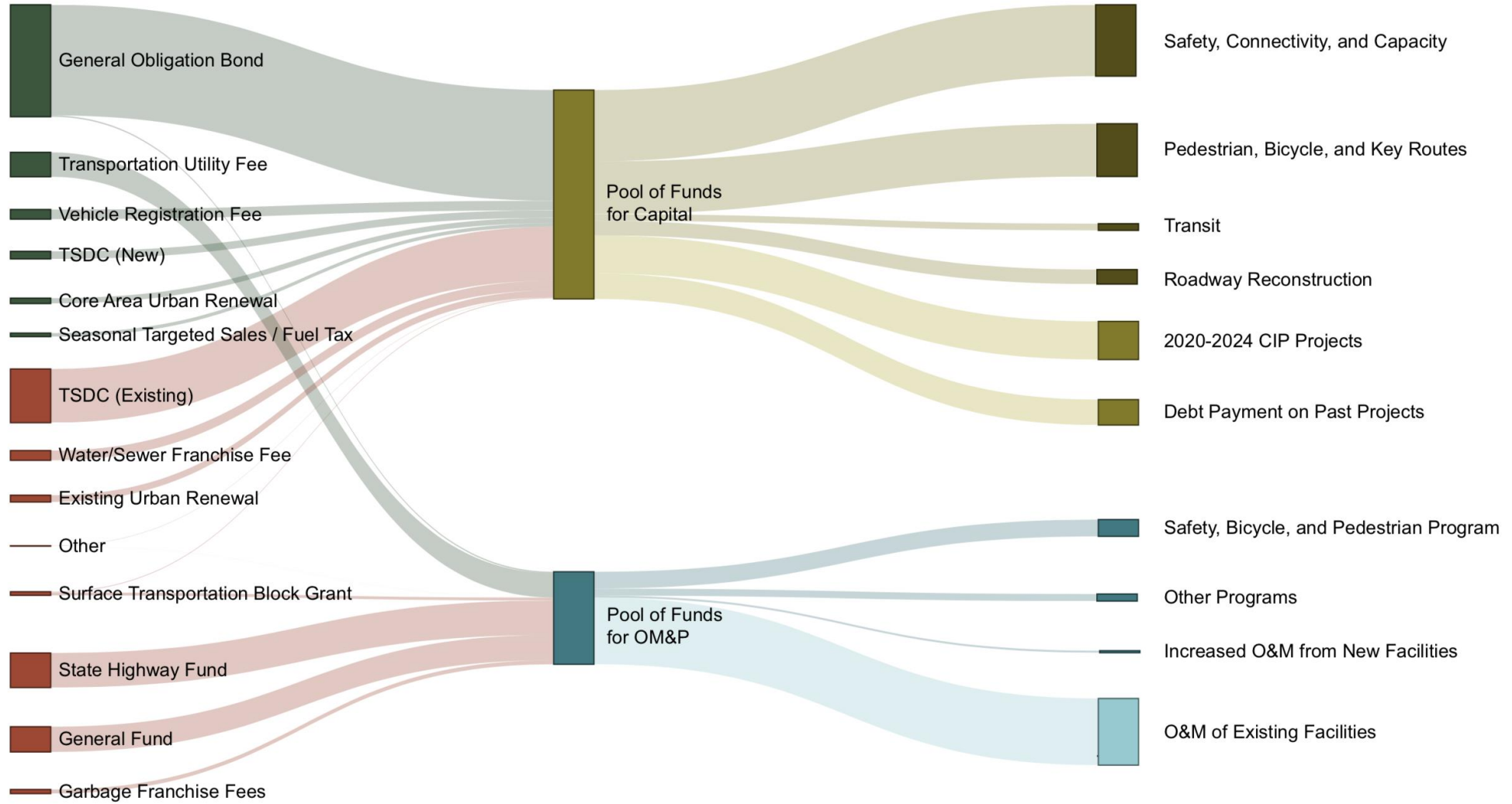
## Conclusion:

- The City's existing funding mechanisms, with the addition of some combination of the potential new and expanded funding tools, are reasonably likely to be sufficient to fund the transportation capital improvements and programs identified in this plan.

# DRAFT FUNDING CHAPTER: NEAR-TERM ACTION PLAN (OPTION A – RECOMMENDED BY CTAC)



# DRAFT FUNDING CHAPTER: NEAR-TERM ACTION PLAN (OPTION B)







*"I move to approve the Draft Transportation Funding Strategy Chapter forward, for inclusion in the Transportation System Plan, in substantially the form presented and including the revisions identified by the Steering Committee."*

# CLOSE AND NEXT STEPS



- CTAC Work Session on Mobility Standards – February \_\_\_
- CTAC #15 – Early June (date tbd)
- Steering Committee #7 – June (date tbd)
- Planning Commission Work Sessions/Hearing – July (dates tbd)
- City Council Work Sessions/Hearing – August (dates tbd)