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**AGENDA**  
**Bend Metropolitan Planning Organization**  
**Technical Advisory Committee Meeting**

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**Date:** December 7, 2022  
**Time:** 10 - 11 am  
**Location:** Hybrid meeting

**In-Person Location:** Bend MPO office, 709 NW Wall Street, Suite 102, Bend

**Virtual Options:** Register for this meeting using the following link:

Zoom registration: [https://bendoregon.gov.zoom.us/webinar/register/WN\\_VopVE7huT72V-iV6QoZohQ](https://bendoregon.gov.zoom.us/webinar/register/WN_VopVE7huT72V-iV6QoZohQ)

**YouTube:** will be posted on MPO [website](#) before the meeting

**Phone Option:** (346) 248 7799, Webinar ID: 894 7802 3183 Passcode: bmpo

**Contact:** Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or [tdeke@bendoregon.gov](mailto:tdeke@bendoregon.gov)

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1. **Call Order & Introductions** ..... Tyler Deke
2. **Hybrid Meeting Guidelines** ..... Jovi Anderson

**Action Items**

3. **Review and approve November 2, 2022 (Attachment A) draft meeting summary**  
..... Tyler Deke

Recommended Language for Motion: I move approval of the November 2, 2022 meeting summary as presented.

4. **STBG Project Application Evaluation and Funding Recommendation...** Andrea Napoli

Background: Staff will review results of TAC member and staff criteria-based scoring and ranking of projects. Staff will facilitate a discussion of other factors relevant to funding projects. The goal of this agenda item is for the TAC to develop a funding recommendation to the Policy Board.

Attachments: Attachment B and B.1.

Action Requested: Develop and approve funding recommendation to Policy Board.

**Informational Items**

**5. Member & Guest Roundtable**

Time for TAC members to provide updates on current projects and planning efforts.

**6. Public Comment..... Tyler Deke**

**7. Next TAC meeting**

The next meeting of the Bend MPO TAC is scheduled for January 4, 2023, at 10 a.m.

**8. Adjourn**



**Accessible Meeting Information**

This meeting event and location are accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request. Please contact Andrea Napoli at (541) 323-8545 or [anapoli@bendoregon.gov](mailto:anapoli@bendoregon.gov). Providing at least 3 days' notice prior to the event will help ensure availability.




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## Technical Advisory Committee

### *Draft Meeting Summary*

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**November 2, 2022**

Bend Metropolitan Planning Organization Office  
709 NW Wall Street, Suite 102  
Bend, Oregon

**Link to meeting:** <https://youtu.be/qMJVRX1pwMw>

#### 1. **Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:03 a.m., Wednesday, November 2, 2022, with a quorum of members present (8 of 12). Andrea Breault arrived at 10:19 a.m. after approval of the September and October 2022 meeting summaries, increasing the quorum (9 of 12 members). Present during the meeting were:

##### TAC Voting Members

1. Bend La Pine School District ..... Sharon Smith
2. Bend Park and Recreation District (BPRD)..... Henry Stroud
3. Cascades East Transit (CET) ..... Andrea Breault
4. City of Bend..... Robin Lewis
5. Deschutes County ..... Peter Russell
6. Deschutes County Bike/Pedestrian Advisory Committee ..... Dave Thomson
7. Oregon Department of Transportation (ODOT) ..... Rick Williams
8. Citizen ..... Greg Bryant
9. Citizen ..... Liza Hamada
10. *Central Oregon Community College (COCC): Mike Beaulieu absent*
11. *Commute Options: Brian Potwin absent*
12. *Oregon State University (OSU)-Cascades Campus: Casey Bergh absent*

##### Ex Officio Members

Bend MPO Manager ..... Tyler Deke  
*Oregon Department of Land Conservation & Development (DLCD): absent*  
*Federal Highway Administration (FHWA): absent*  
*Federal Transit Administration (FTA): absent*

##### BMPO Staff

Jovi Anderson, *Program Coordinator*

##### Visitors

Cameron Prow, *type Write II (minutes consultant/recorder)*  
Angelica R. Aguilar  
Eric Lint, *CET Program Manager*  
Ian Isaacson, *BPRD Landscape Architect*

*(The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)*

#### 2. **Hybrid Meeting Guidelines**

Ms. Anderson reviewed the meeting guidelines.

ACTION ITEMS**3. Review and Approve September 7 and October 5, 2022, Draft Meeting Summaries**

Materials: September 7, 2022 (Agenda Attachment A) and October 5, 2022 (Agenda Attachment B)

**Motion 1** (7/0/0): Mr. Stroud moved approval of the September 7, 2022, and October 5, 2022, draft meeting summaries as presented. Mr. Russell seconded the motion which passed unanimously.

INFORMATIONAL ITEMS**4. STBG Funding – Project Applicant Presentations**

Mr. Deke outlined the 2022 Surface Transportation Block Grant (STBG) project solicitation process which started on September 1. Federal fiscal year (FFY) requests for STBG funding are included in each of the seven projects presented below:

- Gilchrist Trail Bridge Replacement (Design)  
 Applicant: Bend Park & Recreation District  
 Request: \$100,000 (FFY2023)  
 Purpose: Develop 30% design and engineering plans to replace wooden bridge connecting Riverfront Street with Columbia Park in Old Bend Neighborhood.  
 Goal: Improve multi-use trail safety and accessibility. Enhance usability of Deschutes River Trail and City's Low-Stress Network for bike riders and pedestrians.

Mr. Stroud outlined key concerns and planned improvements. The City owns the current structure which is deteriorating. BPRD owns Columbia Park and is talking with the City about assuming ownership and maintenance of the bridge if it is replaced.

**TAC concerns:** whether BPRD will reopen the failing river access point immediately downstream from the bridge.

- Colorado Avenue Corridor Planning Study  
 Applicant: City of Bend  
 Request: \$132,700 (FFY2022)  
 Purpose: Identify concepts for transportation improvements to serve rapid development in area of Timber Yards (Korpine) and the Box Factory.  
 Goal: Connect residents and visitors of all income levels to jobs, services, and recreation in sustainable, affordable manner.

Ms. Lewis discussed anticipated deliverables and equity aspects.

**TAC concerns:** whether City plans to apply for construction funds in the future.

- Deschutes River Trail Grade Separation Crossing Feasibility Study  
 Applicant: City of Bend  
 Request: \$100,000 (FFY2022)  
 Purpose: Planning and preliminary design work to determine feasibility of a grade-separated crossing of the Deschutes River Trail across Archie Briggs Road.  
 Goal: Reduce crashes and increase comfort of trail users in area with high population of older adults (65+) and zero-car households.

Ms. Lewis summarized preliminary design concepts and equity aspects. Mr. Stroud offered to provide Deschutes River Trail usage data.

**TAC concerns:** trail usage data for the crossing, type of crossing facility, potential for RRF (rectangular rapid flashing) beacon if crossing is not grade-separated, time of year when crashes occur.

- Bike Network Enhancements Connected to Wilson Avenue

Applicant: City of Bend

Request: \$79,963 (FFY2023)

Purpose: Remove current striping/convert to lower-stress bike lanes on the Low Stress Network and Key Routes to extend reach of Wilson Avenue separated bike lane project.

Goal: Reduce stress level for bike riders and better connect disadvantaged and low-income areas with jobs and services.

Ms. Lewis's presentation covered anticipated deliverables and equity aspects.

**TAC concerns:** code needed for map colors.

- Neighborhood Greenways Phase 4

Applicant: City of Bend

Request: \$664,036 (FFY2023: \$279,036, FFY2024: \$385,000)

Purpose: Design and construction work on the City's Low Stress Network (part of Neighborhood Greenways Phase 4 (part of Capital Improvements Project 1TBKE).

Goal: Reduce stress level for bike riders and pedestrians to better connect disadvantaged and low-income areas with jobs and services.

Ms. Lewis outlined anticipated deliverables and equity aspects.

**TAC concerns:** type of construction improvements, background of requested amount, facility types.

- Travel Options Program including SRTS

Applicant: City of Bend

Request: \$188,433 (FFY2025: \$62,811, FFY2026: \$62,811, FFY2027: \$62,811)

Purpose: Develop comprehensive SRTS (Safe Routes to Schools) education program to promote safe behavior by all roadway users.

Goal: Provide safety training and experiential practice for students. Increase comfort and knowledge of Bend transportation facilities (roundabouts, signals, crosswalks, RRF beacons, bike lanes, shared-use paths, etc.). Increase knowledge of low-stress routes and connections.

Ms. Lewis discussed equity aspects such as increasing exposure and safety training to walking/biking facilities with emphasis on Title I schools and after-school programs.

**TAC concerns:** why ODOT stopped funding this program through Commute Options.

- Downtown Signal Technology & Bicycle/Pedestrian Facilities

Applicant: City of Bend

Request: \$1,129,400 (FFY2025: \$395,200, FFY2026: \$376,900, FFY2027: \$357,300)

Purpose: Upgrade downtown traffic signals to meet changing technology demands. Design separated bikeway connection between Deschutes River Trail and Coyner Trail (part of Mid-Town Crossings project).

Goal: Improve safety at night for bike riders and pedestrians.

Ms. Lewis outlined anticipated deliverables, bikeway connection, safety improvements, and equity aspects.

**TAC concerns:** cost to replace existing downtown traffic signals, clarification of bike and pedestrian enhancements provided by new signals, why include bikeway design with signal project, grade-separated crossing at Hawthorne Avenue, purpose of including ODOT's scoping estimate, bike/pedestrian crash history at downtown signal intersections.

TAC members questioned the lack of other project applications, impact on smaller projects unable to use ODOT's fund exchange program, and STBG fund amounts available.

Mr. Deke stated staffing issues, project loads, and the 1½-year length of the certification process prevented the City from being able to receive federal funds directly at this time.

Mr. Deke reviewed the timeline. If the TAC makes changes at this meeting, applicants could update/resubmit (e-mail) their applications to BMPO Senior Planner Andrea Napoli by November 11, 2022. Voting TAC members will review received applications and provide individual scoring to MPO staff 3-4 days before the December TAC meeting. At its December 7 meeting, the TAC will review/edit project criteria scoring and ranking, further evaluate projects, and make a funding recommendation to the Policy Board.

Ms. Anderson stated application packets were posted on the BMPO website: <https://www.bendoregon.gov/government/departments/bend-metro-planning-organization/plans-and-programs/stbg-funds-program>.

## 5. Climate Reduction Program Funds for Oregon

Mr. Deke provided an update on a new program created under the federal Infrastructure and Jobs Act (IIJA) and the funding distribution process. Projects that reduce greenhouse gas emissions from transportation will be federally funded and require a local match. BMPO will receive about \$1.2 million over 5 years. Eligible projects will include technology, public transit, bike/pedestrian and nonmotorized facilities, energy-efficient street lighting and traffic controls, transportation demand management strategies, alternative fuel projects, and diesel retrofits. *Next-steps timeline:* Fall/Winter 2022, ODOT and MPO staff to develop project application and scoring processes. To use the funds as effectively as possible, MPO staff will coordinate with the TAC, Policy Board, and local agencies on a possible approach for local projects. ODOT's Climate Office will lead both the project application process (Feb-April 2023) and the (Feb-April 2023) project selection process.

TAC discussion covered if these funds could be added to programmed construction projects, if this process would be competitive, and project completion deadlines.

Mr. Deke stressed the importance of local coordination for distribution of these funds.

## 6. COVID Funding Update

Mr. Deke outlined the “Consolidated Appropriations Act of 2021” which included significant COVID-related funding. Approximately \$1.5 million was allocated to the Bend MPO. Through discussions with the Policy Board over the past year, staff have investigated possible project options. Staff were initially directed to investigate using funds for a bike/pedestrian bridge on the north side of Bend until that project was determined to be too expensive. The Policy Board then directed staff to develop a broad list of potential needs. MPO staff have been working with member agencies to identify and summarize needs. He will present the current summary at the November 15, 2022, Policy Board meeting and seek guidance on next steps.

TAC concerns included how COVID-related money could be used and getting a project going before the money available depreciates.

## 7. Member and Guest Roundtable

TAC members provided updates on current projects and planning efforts:

- Bend-La Pine School District: No report. Ms. Smith encouraged everyone to vote.
- Bend Park & Recreation District: Mr. Stroud reported construction recently started on the River Bend South project to restore three river access points and riparian vegetation. The northwest side of the Deschutes River Trail will be closed between River Bend Park and the Bill Healy Memorial Bridge for the next four months. Also, construction to connect Drake Park with Pacific Park is expected to start within the next two weeks.
- Cascades East Transit: Ms. Breault announced efficiency savings from CET’s update of its bus technology over the last year. The new on-demand system for Dial-A-Ride began the end of September 2022, reducing the number of drivers needed within the first week of operation. The new fixed-route platform is expected to launch on December 1, 2022. It will provide more customer-friendly mobile apps for real-time information and fare purchasing.
- Central Oregon Community College: No report.
- City of Bend: No report.
- Commute Options: No report.
- Deschutes County: Mr. Russell reported the county’s TSP (transportation system plan) has gone out for comment by the public and community partners. A public review draft should be posted on the county website in mid-November/early December 2022. The Tumalo Community Plan is on hold until completion of the sewer feasibility study.
- Deschutes County BPAC: No report. Mr. Thomson requested a status report on replacement of the Drake Park bridge which has substantially the same issues as the Gilchrist Bridge. Ms. Lewis replied the City was working to identify possible funding sources. Mr. Stroud added details about the impact of adjacent park projects on the Gilchrist Bridge project. The park district is still interested in working with the City to replace the Drake Park bridge.

- Oregon Department of Transportation: Mr. Williams reported two projects going on now within the MPO boundary. The Reed Market study is 2½ months into an 8-month timeline. The first technical advisory committee meeting and stakeholder meeting to review tech memos are coming up. He will be making a presentation to the Policy Board at some point. The Highway 20 refinement plan (3<sup>rd</sup> Street to Powell Butte Highway) was recently kicked off; an update to the Policy Board will probably be made in 3-4 months. Mr. Thomson asked if the Reed Market study had a bike/pedestrian representative. Mr. Williams replied Bend Bikes was working with ODOT on both the Reed Market study and Highway 20 facility plan.
- OSU-Cascades: No report.
- Oregon Department of Land Conservation and Development: No report.
- Citizen (Liza Hamada): No report.
- Citizen (Greg Bryant): No report.
- Bend MPO: Ms. Anderson announced openings for two community members: one on the BMPO Technical Advisory Committee and one on the BMPO Budget Committee. Applications must be submitted online by November 14, 2022, at <https://www.bendoregon.gov/government/committees/mpo-application>.

**8. Public Comment**

None.

**9. Next TAC Meeting**

December 7, 2022, 10 a.m. (1<sup>st</sup> Wednesday)

**10. Adjourn**

There being no further business, Mr. Deke adjourned the meeting at 11:29 a.m.





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**MEMO**

TO: BEND MPO TECHNICAL ADVISORY COMMITTEE (TAC)

FROM: ANDREA NAPOLI, BEND METROPOLITAN PLANNING ORGANIZATION (MPO) SENIOR PLANNER

DATE: NOVEMBER 30, 2022

RE: STBG PROJECT EVALUATION AND FUNDING RECOMMENDATION

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**Background**

At the November 2<sup>nd</sup> TAC meeting, TAC members received presentations from applicants on each project seeking Surface Transportation Block Grant (STBG) funding. With that, and making the applications available on the MPO website, TAC members were asked to complete and submit a scoring sheet for how well they felt each project met the application criteria. Individual submitted scoring sheets have been used to develop an overall TAC ranking of projects. MPO Staff have also reviewed, scored, and ranked project applications. *The scoring is just one of many considerations that the TAC should use in developing a funding recommendation to the Policy Board.*

Below are links to project applications and descriptions of work to be funded. (TAC members are expected to have reviewed the applications prior to the December TAC meeting.)

[Gilchrist Bridge Replacement Design, BPRD](#)

- Develop 30% design plans for replacing the Gilchrist Bridge (bike/ped bridge connecting Riverfront St to Columbia Park)

[Deschutes River Trail at Archie Briggs: Grade Separation Feasibility Study, City of Bend](#)

- Planning and preliminary design
- Determine feasibility of a grade separated crossing of the DRT across Archie Briggs Rd

[Stress Reduction for Bike Lanes: 2nd, 3rd, 9th & 15th Streets, City of Bend](#)

- Install new bike lanes (where missing) on 3rd St.
- Install buffered bike lanes on 2nd, 9th, and 15th streets in the vicinity of Wilson Ave

[Colorado Avenue Corridor Study, City of Bend](#)

- Planning work to identify concepts for multi-modal improvements along Colorado Ave
- Project area: ODOT ramp terminal intersections and Colorado Ave between Lava and Aune

[Downtown Signal Upgrades and Bike/Pedestrian Improvements, City of Bend](#)

- Upgrade four traffic signals: Bond/Franklin, Bond/Oregon, Wall/Franklin, and Wall/Oregon
- Design separated bikeway on Hawthorne Avenue and Oregon Avenue (between Brooks Street and 5th St)

[Low Stress Network Implementation, City of Bend](#)

- Complete Phase 4 of the Neighborhood Greenways Project
- Design and construction of bike and pedestrian improvements, and traffic calming devices

[Travel Options and Safe Routes to School Programs, City of Bend](#)

- Development and implementation of a Safe Routes to School program
- Teach safe behavior for all roadway users; includes both student and community education

**Request**

The end goal of this meeting is for TAC members to come to consensus on a recommendation to the Policy Board of projects to be funded. Evaluation of projects based the established application criteria, as well as several other important factors should be used to help TAC members determine which projects should move forward with the funds available.

Examples of other factors to be considered:

- Readiness of project and timing
- Level of benefit or impact, number of users served, overall need, importance and/or urgency
- Availability and/or likelihood of other funding sources that could be used or leveraged

*All TAC members that are also applicants should remember that they are serving in their TAC member role, which is to review and rank projects based on their benefit and importance to the entire MPO, and not for their agency or jurisdiction.*

**Attached Information**

The following pages of this memo include:

- 1) Map of project locations
- 2) A summary of funds requested and funds available by year
- 3) Project application criteria
- 4) Staff ranking and overall TAC average ranking
- 5) Staff scoring sheet

Staff will provide a review of this information at the meeting to begin TAC discussion on evaluation of projects and developing a funding recommendation for the Policy Board.

# Project Application Submittals

**Total Requested:**  
\$2,394,532

**Total Available:**  
\$2,416,900

## Deschutes River Trail at Archie Briggs: Grade Separation Feasibility Study

- Planning and preliminary design

## Downtown Signal Upgrades & Bike/Ped Improvements

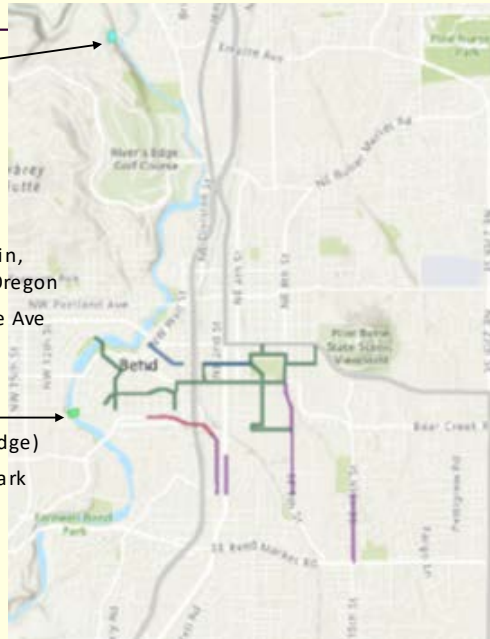
- Upgrade four traffic signals: Bond/Franklin, Bond/Oregon, Wall/Franklin, and Wall/Oregon
- Design separated bikeway on Hawthorne Ave and Oregon Ave

## Gilchrist Bridge Replacement

- Develop 30% design plans (bike/ped bridge)
- Connects Riverfront Street to Columbia Park

## Travel Options & SRTS Programs

- City-wide (not mappable)*
- Development/implementation of a Safe Routes to School program



## Low Stress Network Implementation

- Complete Phase 4 of the Neighborhood Greenways Project
- Design/construction of bike and ped improvements, and traffic calming devices

## Colorado Ave: Corridor Planning Study

- Planning work to identify concept for multimodal improvements

## Stress Reduction for Bike Lanes: 2<sup>nd</sup>, 3<sup>rd</sup>, 9<sup>th</sup> & 15<sup>th</sup>

- Install new bike lanes (where missing) on 2<sup>nd</sup> St.
- Install buffered bike lanes on 9<sup>th</sup>, and 15<sup>th</sup>

## Funding Requested and Available, by Year:

AGENCY	PROJECT	2022 FUNDS REQUESTED	2023 FUNDS REQUESTED	2024 FUNDS REQUESTED	2025 FUNDS REQUESTED (Federal, Only)	2026 FUNDS REQUESTED (Federal, Only)	2027 FUNDS REQUESTED (Federal, Only)	TOTALS
City of Bend	Deschutes River Trail @ Archie Briggs: Grade Separation Feasibility Study	\$ 100,000						\$ 100,000
City of Bend	Stress Reduction for Bike Lanes: 3rd St & 9th St		\$ 79,963					\$ 79,963
City of Bend	Colorado Ave: Corridor Planning Study	\$ 132,700						\$ 132,700
City of Bend	Downtown Signal Upgrades & Bike/Ped Improvements				\$ 395,200	\$ 376,900	\$ 357,300	\$ 1,129,400
City of Bend	Low Stress Network Implementation		\$ 279,036	\$ 385,000				\$ 664,036
City of Bend	Travel Options & Safe Routes to School Programs				\$ 62,811	\$ 62,811	\$ 62,811	\$ 188,433
Bend Park and Recreation District	Gilchrist Bridge Replacement (Design)	\$ 100,000						\$ 100,000
	<b>REQUESTED (By Year &amp; Total)</b>	<b>\$ 332,700</b>	<b>\$ 358,999</b>	<b>\$ 385,000</b>	<b>\$ 458,011</b>	<b>\$ 439,711</b>	<b>\$ 420,111</b>	<b>\$ 2,394,532</b>
	<b>AVAILABLE (By Year &amp; Total)</b>	<b>\$ 332,700</b>	<b>\$ 359,000</b>	<b>\$ 385,800</b>	<b>\$ 465,200</b>	<b>\$ 446,900</b>	<b>\$ 427,300</b>	<b>\$ 2,416,900</b>
	<b>DIFFERENCE (Requests Minus Available)</b>	<b>\$ -</b>	<b>\$ 1</b>	<b>\$ 800</b>	<b>\$ 7,189</b>	<b>\$ 7,189</b>	<b>\$ 7,189</b>	<b>\$ 22,368</b>

## Project Application Criteria Scoring:

Ranking Scale 0-6 points					Ranking Scale 0-3 points			
0 = Does not support criteria		4 = Moderate to High support of criteria			0 = Does not support criteria		3 = High support of criteria	
1 = Low support of criteria		5 = High support of criteria			1 = Low support of criteria		2 = Moderate support of criteria	
2 = Low to Moderate support of criteria		6 = Very High support of criteria			2 = Moderate support of criteria		3 = High support of criteria	
3 = Moderately supports criteria								
<b>Safety:</b> Project addresses a known safety concern, or enhances safety.	<b>Multiple Users:</b> Project increases system capacity, quality, and/or connectivity for multiple users (drivers, cyclists, peds, transit users).	<b>System Efficiency:</b> Project increases system efficiency (without increasing capacity or at lower cost).	<b>Those That Do Not Drive:</b> Project improves the transportation system or provides transportation-related benefit(s) to those that do not drive	<b>VMT / Emissions Reduction:</b> Project reduces VMT and/or emissions	<b>Equity:</b> Project advances equity in transportation / provides benefit to transportation disadvantaged populations	<b>Cost Sharing / Other Funding Sources:</b> Project includes cost sharing beyond match and/or includes investment from other funding sources.	<b>Economic Development:</b> Project supports economic development within the Bend MPO area	<b>Freight:</b> Project encourages freight movement on appropriate routes (designated routes/arterials).

## Criteria-based Ranking Results:

### TAC Member Scoring

- Consistently scored higher: *Low Stress Network (LSN) Implementation*
- Consistently scored lower: *DRT at Archie Briggs*
- Biggest variations in member scoring:
  - Gilchrist Bridge Replacement
  - Safe Routes to School Program

TAC (combined ranking avg)		Staff
1	LSN Implementation	LSN Implementation
2	Stress Reduction for Bike Lanes	Downtown Signal Upgrades & Bike/Ped Improvements
3	Gilchrist Bridge Replacement (Design)	Safe Routes to School Program
4	Downtown Signal Upgrades & Bike/Ped Improvements	Colorado Ave: Corridor Study
5 TIE	Safe Routes to School Program	Stress Reduction for Bike Lanes
	Colorado Ave: Corridor Study	
6	DRT at Archie Briggs: Grade Separation Feasibility Study	Gilchrist Bridge Replacement (Design)
7	NA	DRT at Archie Briggs: Grade Separation Feasibility Study



		Ranking Scale 0-6 points						Ranking Scale 0-3 points						
		0 = Does not support criteria 1 = Low support of criteria 2 = Low to Moderate support of criteria 3 = Moderately supports criteria		4 = Moderate to High support of criteria 5 = High support of criteria 6 = Very High support of criteria		0 = Does not support criteria 1 = Low support of criteria 2 = Moderate support of criteria 3 = High support of criteria								
		<b>Safety:</b> Project addresses a known safety concern, or enhances safety.	<b>Multiple Users:</b> Project increases system capacity, quality, and/or connectivity for multiple users (drivers, cyclists, peds, transit users).	<b>System Efficiency:</b> Project increases system efficiency (without increasing capacity or at lower cost).	<b>Those That Do Not Drive:</b> Project improves the transportation system or provides transportation-related benefit(s) to those that do not drive	<b>VMT / Emissions Reduction:</b> Project reduces VMT and/or emissions	<b>Equity:</b> Project advances equity in transportation / provides benefit to transportation disadvantaged populations	<b>Cost Sharing / Other Funding Sources:</b> Project includes cost sharing beyond match and/or includes investment from other funding sources.	<b>Economic Development:</b> Project supports economic development within the Bend MPO area	<b>Freight:</b> Project encourages freight movement on appropriate routes (designated routes/arterials).				
Agency	Project	0-6 Points	0-6 Points	0-6 Points	0-6 Points	0-6 Points	0-6 Points	0-3 Points	0-3 Points	0-3 Points	Staff Scoring Total	Staff Score Ranking	TAC Ranking (based on avg)	Staff and TAC Notes/Comments
City of Bend	Deschutes River Trail at Archie Briggs: Grade Separation Feasibility Study	4	4	3	3	2	1	1	1	0	19	7	6	TSP pg 103 project M-11. <b>TAC Notes:</b> Why can't this feasibility study be funded outright using GO Bond funds? Is there a local match requirement? Not much info about whether crash history related to peds or not; not much info on number of trail users; crashes could be weather related; most of reasons given for project are more theoretical or aspirational. Opportunity to help implement Deschutes River Trail end to end as a safe, comfortable, and separated facility. The DRT attracts many people and serves a broad range of abilities and ages. The DRT is an economic driver for the City. It is emerging as an important route for transportation.
City of Bend	Stress Reduction for Bike Lanes: 3rd St & 9th St	5	3	4	4	3	3	2	1	0	25	5	2	Project related to TSP page 95, P-4. <b>TAC Notes:</b> What process will the City use to modify posted speeds on 3rd and 9th? Will they apply for delegated authority to set their own speeds or will ODOT conduct the speed study? In either case, the cost for the speed evaluation should be incorporated into the estimate, and recognize that the speed study might not recommend a reduction. Is there a local match requirement? Project actually constructs a planned improvement. Creating bike lanes where there are none, and reducing stress levels on 4 critical north-south routes allows the Wilson Corridor to serve more people. Adding bike lanes and adding buffers to existing bike lanes allows these 4 routes to be used by a wider variety of people and increases connectivity and reach for ages and abilities.
City of Bend	Colorado Ave: Corridor Planning Study	5	4	4	4	3	2	1	2	2	27	4	5	Need identified in TSP. <b>TAC Notes:</b> Is there a local match requirement? What is the outcome/deliverable? Not much info about bike/ped usage of this study area; not; not much info on actual crash history; most of reasons given for project are more theoretical or aspirational. There are many developments in planning/master planning in the immediate area as it is an Opportunity Area identified in the City's UGB Expansion and Comprehensive Plan. Each developer has identified impacts, but none are required to collectively assess the overall operations when all development has occurred. Complicating the corridor beyond the many developers, are two large agencies, ODOT and BNSF. Using one planning study to collectively assess the impacts, develop a strategy will enable the City to begin to identify funding needs for the corridor. The question of traffic cut-through on the Old Bend Neighborhood has not been fully resolved. There is policy direction in the TSP but not implementing rules/procedures. This planning effort would document those procedures to enable traffic management to occur.
City of Bend	Downtown Signal Upgrades & Bike/Ped Improvements (Design)	3	4	5	5	3	5	2	2	2	31	2	4	I cant find signal project/need on TSP pages given. In ITS Plan? Bike/ped portion related to TSP page 103 M-9. <b>TAC Notes:</b> I think the math is wrong on the total cost. The spreadsheet shows the total as \$1,129,400 and then adds 10.27% match to get a grand total of \$1,245,390. The match amount is correct (\$115,989) but the STBG request should be 89.73% of \$1,129,400. Project actually constructs a physical improvement; not much data on bike/ped crashes; bike/ped benefit appears to be more of a side benefit rather than an focused improvement. The 4 traffic signals downtown are older and inefficient. Improving them will allow them to more efficiently operate and reduce crashes. Assessing intersection operations and separated bikeway networks downtown at the same time will allow concepts and ideas to be analyzed that will look at the number of lanes, parking configuration, crosswalk needs, signal detection, timing and phasing to manage separated bike facilities. It may be possible more efficiently serve traffic while enhancing downtown's placemaking and multimodal transportation system.
City of Bend	Low Stress Network Implementation	5	5	5	6	4	6	2	2	1	36	1	1	Project related to TSP page 95, P-4. <b>TAC Notes:</b> Is there a local match requirement? This funding would allow for value added to the City's Neighborhood Greenways project to create greater separation for the bikeway network on these corridors.
City of Bend	Travel Options & Safe Routes to School Programs	6	4	4	6	5	4	0	1	0	30	3	5	Listed as action item in TSP. <b>TAC Notes:</b> Not much info about number of student who would use/benefit from project; before/after results of programs used at schools; most of reasons given for project are more theoretical or aspirational. While this is the lowest scoring project, it is critical. SRTS education can increase safety by teaching youth skills. It allows the community to explore safe routes and lower stress routes. It can be an important tool to allowing community members to move beyond inertia and increase the number of people walking and bicycling for transportation needs. Successful SRTS programs train the next generation of drivers, and are responsible for reducing crashes and conflicts between people driving, walking and bicycling. The SRTS program can also increase transit ridership by providing travel training in partnership with CET.
Bend Park and Recreation District	Gilchrist Bridge Replacement (Design)	2	4	3	4	3	4	2	1	0	23	6	3	Is a Key Route project. A needed improvement for an existing connection. <b>TAC Notes:</b> Project is first in implementing a planned improvement on one of the few bike/ped crossings of the Deschutes River; project addresses a known ADA deficiency and links residents to both the downtown and a major park. This bridge is on a Key Route for walking and bicycling, yet is narrow and has issues with connections on either side. There is an adjoining project on the west to coordinate western approach and an adjoining project on the east with the Riverfront project that connects Gilchrist footbridge and the Key Route to the Deschutes River Trail. Once on the DRT connections to downtown and the Old Mill are possible in one complete low-stress route Continuing on Gilchrist connects riders to the Franklin Avenue and Aune Avenue Key Route extensions. This bridge is on the City's 1 North-South/1 East-West Key Route prioritized by city council for enhancements and wayfinding.