



Citywide Transportation Advisory Committee Meeting #4

MEETING DATE: July 19, 2018

MEETING TIME: 2-5 p.m.

LOCATION: Trinity Episcopal Church, 469 NW Wall Street, Bend OR 97701

Objectives

- Understand Phase 1 process for Transportation Plan work
- Make final recommendation on goals to forward the Steering Committee
- Be introduced to performance measures
- Reach agreement on draft scenario themes

Agenda

Time	Topic	Desired CTAC Action (major actions in bold)	Lead
2 p.m.	Welcome, introductions <ul style="list-style-type: none"> Introductions Review agenda Approve meeting #2 and #3 summaries CTAC housekeeping <i>Meeting summaries #2 and #3 provided in packet</i>	Approve meeting summaries	Mike Riley, CTAC Co-Chair Kristin Hull, Jacobs Susanna Julber, City of Bend
2:05 p.m.	State of the project <ul style="list-style-type: none"> Project staffing Project schedule and process 	No action	Brian Rankin, City of Bend
2:25 p.m.	Open house report <ul style="list-style-type: none"> Participation Key outcomes <i>Presentation only</i>	No action	Karen Swirsky, City of Bend
2:30 p.m.	Public comment <i>Up to three minutes per person at discretion of committee</i>	No action	Karna Gustafson, CTAC Co-Chair

2:40 p.m.	Funding Working Group report out	No action	Karna Gustafson, CTAC Co-Chair
2:45 p.m.	<p>Decision on goals</p> <ul style="list-style-type: none"> • How will goals be used in process • Proposed revised goals • Discussion and recommendation to Steering Committee <p><i>Revised goals provided in packet for review</i></p>	Recommendation to Steering Committee	Steve Hultberg, CTAC Co-Chair
3:05 p.m.	<p>How we measure effectiveness of scenarios</p> <ul style="list-style-type: none"> • Use of goals and performance measures • What are performance measures and example performance measures • Discussion: does this approach to developing and using performance measures make sense? <p><i>Information provided in Performance Measure and Scenario memo</i></p>	Understanding of goals process	Matt Kittelson, KAI
3:30 p.m.	Transportation seminar call for volunteers	No action	Richard Ross, CTAC member
3:35 p.m.	Break	N/A	All
3:40 p.m.	<p>Scenario Process</p> <ul style="list-style-type: none"> • Why Citywide system? • What is a scenario? • How will scenarios be used? <p><i>Information provided in Performance Measure and Scenario memo</i></p>	Understanding of scenario process	Chris Maciejewski, DKS Associates
4:10 p.m.	<p>Draft Scenarios</p> <ul style="list-style-type: none"> • Possible scenarios • What we heard from open house • Discussion: Do these scenario themes represent the right range of potential futures? • Discussion: Are there any themes that you don't think are useful to framing the citywide network? <p><i>Information provided in Performance Measure and Scenario memo</i></p>	Agreement to advance scenarios for refinement	Chris Maciejewski, DKS Associates/ Steve Hultberg, CTAC Co-Chair

4:45 p.m.	Public comment (10 minutes) – Karna Gustafson, CTAC Co-Chair <i>Up to three minutes per person at discretion of committee</i>	No action	Karna Gustafson, CTAC Co-Chair
4:55 p.m.	Close and next meeting • Next meeting: August 22	No action	Mike Riley, CTAC Co-Chair

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 Susanna Julber no later than July 17 at sjulber@bendoregon.gov or 541-693-2132. Providing at least 3 days' notice prior to the event will help ensure availability.



DRAFT: Citywide Transportation Advisory Committee Meeting #2 Summary

Meeting date: 4/10/18

Bend Park and Recreation District
Riverbend Community Room
799 SW Columbia Street, Bend, Oregon

Meeting Overview

The Committee worked on Draft Goals, based on input from CTAC meeting #1 on 2/28, which included a breakout work session. Additionally, the CTAC received a presentation on funding, and the importance of the Funding Working Group, a subcommittee of CTAC. Mayor Casey Roats (via phone) introduced the CTAC Co-Chairs, Karna Gustafson, Steve Hultberg, Mike Riley, and Ruth Williamson, and the project Open House was discussed.

Attendees

CTAC Members

1. Ariel Mendez
2. Casey Davis
3. Chad Sage
4. Dale Van Valkenburg
5. Dean Wise
6. Garrett Chrostek
7. Gavin Leslie
8. Hardy Hanson
9. Iman Simmons
10. Katie McClure
11. Katy Brooks (by phone)
12. Louis Capozzi
13. Mike Riley
14. Nicole Mardell
15. Peter Werner
16. Richard Ross
17. Ruth Williamson
18. Sally Jacobson
19. Sharlene Wills
20. Sid Snyder
21. Steve Hultberg
22. Suzanne Johannsen
23. *Karna Gustafson, absent*
24. *Keith Wooden, absent*

25. *Mel Siegel, absent*

Ex Officio Member: Greg Bryant, *Deschutes River Woods*

City Staff/ Elected Officials

Barbara Campbell, *City Councilor*
Bill Moseley, *City Councilor*
Bruce Abernethy, *City Councilor*
Casey Roats, *Mayor* (by phone)
Sally Russell, *Mayor Pro Tem* (by phone)

Ben Hemson, *Business Advocate*
Cassie Lubenow, *Sustainability Coordinator*
David Abbas, *Streets Administration Director*
Elizabeth Oshel, *Associate City Attorney*
Emily Eros, *Transportation Planner*
Eric King, *City Manager* (by phone)
Karen Swirsky, *Senior Planner*
Karin Morris, *Accessibility Manager*
Nick Arnis, *Growth Management Director*
Sharon Wojda, *Finance Director*
Susanna Julber, *Senior Project & Policy Analyst*
Tyler Deke, *Bend Metropolitan Planning Organization (MPO) Manager*

Consultants/Presenters

Chris Maciejewski, *DKS Associates*
Kristin Hull, *Jacobs*

Bob Parker, *ECONorthwest*
Cameron Prow, *TYPE-Write II*

Visitors

Alexis Biddle, *1000 Friends of Oregon*
Andrew Nelson
Beth Hoover
Brett Yost
Dave Thomson
David Kyle
Erik Lukens, *BendBulletin.com*
Gary Vodden
Glenn Van Wise, *CTAC Alternate 1*
Jim Hamilton

Kathleen Roche
Kim Curley, *Commute Options*
Lynn Nebus
Monte Payne
Rick Williams, *Oregon Dept. of Transportation*
Rory Isbell, *Central Oregon LandWatch*
Steve Porter
Vic Martinez
Wade P. Fagen

(Agenda items appear in discussion order.)

1. Welcome, Introductions

Mr. Arnis opened Meeting 2 of the Citywide Transportation Advisory Committee (CTAC) at 3:05 p.m., Tuesday, April 10, 2018, with a quorum of members (22 of 25) present. Mayor Roats, Mayor Pro-Tem Sally Russell, City Manager Eric King, and Bend Chamber of Commerce President (and CTAC member) Katy Brooks joined the meeting by phone.

Mr. Arnis outlined meeting objectives and guiding principles for the work CTAC was doing.

Councilor Campbell requested the opportunity to address the CTAC. She briefly discussed the CTAC role (advising City Council by providing independent recommendations), importance of a good process, how CTAC members were selected, and the influence of Council goals on CTAC's responsibility.

Ms. Hull invited CTAC members to introduce themselves and reviewed the agenda.

Mayor Roats said he, Mayor Pro-Tem Russell, Mr. King, and Ms. Brooks were in Washington, DC, to lobby for an InfraGrant and hoping to leverage state dollars to make large transportation improvements on the north side of Bend.

a. Approve CTAC Meeting 1 Summary

Ms. Hull invited comments and corrections on the minutes. No one offered corrections. The meeting summary was not approved.

b. Follow-Up From Meeting 1

Ms. Hull reported receiving a request for a meeting summary in addition to the minutes. Mr. Arnis said staff would add a summary, capturing the high points of the meeting, to the meeting minutes.

2. Committee Structure Follow-Up

Data: PowerPoint

a. CTAC Leadership Team

Mayor Roats identified CTAC co-chairs (Ms. Gustafson, Mr. Hultberg, Mr. Riley, Ms. Williamson), explained their roles and responsibilities, and thanked them for their willingness to serve. He said he welcomed and expected a robust discussion.

b. Funding Working Group Overview

Data: PowerPoint

Ms. Hull said 5-7 CTAC members would be asked to serve on the Funding Working Group (FWG) following the overview. FWG members will attend 6 meetings, review technical materials between meetings, and inform CTAC discussions.

Ms. Wojda discussed what City funding supported (street maintenance, public transit, new infrastructure and systems), funding challenges, identification and allocation of transportation revenue sources, TSP (Transportation System Plan) projects funding plan, implications, and partnerships.

CTAC concerns included the potential of implementing a local income tax, relationship of Pavement Condition Index (PCI) to cost of street maintenance and repair, mechanism for tourists to help fund transportation needs, impact of increasing population on revenues, work done to reduce the \$85 million backlog of street maintenance projects, regulations regarding use of SDCs (system development charges), and growth in property taxes.

3. **Funding Assessment Overview**

Data: PowerPoint

a. Purpose and Overview of Funding Taskb. Overview of Current Funding Sources

Mr. Parker said outlays from the federal Highway Trust Fund have been exceeding incoming revenues since 2008. Federal funding is expected to stay level over the next five years. The City is applying for a federal InfraGrant for the North 97 corridor. In addition to federal and state grants, the FWG will consider local options, such as SDCs, urban renewal funding, street utility fees, franchise fees, bonds, and developer contributions beyond SDCs.

Mr. Arnis said there were legal ramifications to some revenue sources. He assured CTAC members extensive evaluation would be done to determine which revenue sources would best serve the City of Bend. Packages of funding options will be developed after community needs have been identified.

c. Funding Working Group Member Identification

Ms. Hull discussed the role and commitment needed by the five to seven CTAC members serving on the FWG. All six FWG meetings will be open to the public. All recommendations will be made at CTAC meetings. Mr. Arnis said Katy Brooks already volunteered and Mayor Roats had asked that she serve as FWG Chair.

Additional CTAC volunteers included Chad Sage, Dale Van Valkenburg, Dean Wise, Greg Bryant, Hardy Hanson, Mike Riley, Nicole Mardell, Richard Ross, Ruth Williamson, Sally Jacobson, and Suzanne Johannsen.

CTAC comments included close coordination between CTAC Co-Chairs and the FWG by making the co-chairs ex officio FWG members. This would allow more people to sit on the FWG.

5. **Public Comment**

Brent Yost expressed concern about the damage caused by studded tires. He suggested outlawing them or adding a fee to purchase these tires.

Wade Fagen said he was a lifelong resident, held a Commercial Driving License, and drove in all kinds of weather. Traffic has been getting constantly worse since 1968 and Bend needs more lanes and more roads. He recommended inviting public comments at the start of each CTAC meeting and said CTAC members should represent the public at Council meetings. If a member of the public was needed on CTAC, he assured everyone he would add robust conversation.

4. **Vision and Goals**

Data: Citywide Transportation Advisory Committee Charge and Protocols: February 28, 2018; Relationship of Council Guidelines to Draft CTAC Themes: April 10, 2018; and PowerPoint

- a. Process for Developing Vision and Goals, Purpose of Vision and Goals
- b. CTAC Input from Meeting 1
- c. Draft Vision

Ms. Swirsky reviewed the vision and goals process which is occurring in three steps (phases): (1) define citywide needs – develop goals, (2) define neighborhood needs – refine goals if needed, and (3) priorities and draft plan – revise goals if needed. Her discussion also covered the Step 1 process, sources for draft vision and goal themes, how the vision and goals will be used, and an example from Springfield, Oregon.

Councilor Moseley discussed the origin of Council goals for this process and the framework provided to staff and CTAC members.

6. **BREAK**

Ms. Hull called a 10-minute break at 4:25 p.m.

7. **Breakout #1: Goals**

- a. Goal Topics That Are Missing
 - Community-facing goal about the plan to make sure it is inspiring and creates buy-in to the funding scheme needed.
 - Context-sensitive design.
 - Enforcement.
 - Measure system performance.
 - Social vitality.
 - Vision 0 – get to zero traffic deaths (helps with financial plan).
- b. Revisions to Goals
 - Change public/private partnership language to avoid the word “leverage.”
 - Future technology language – Change to “anticipate and manage the transportation challenges of tomorrow.”
 - Goal 4 – transportation system provides equitable access to a wide range of housing and jobs.

- Goal 6 – add that all the different user types are helping to support the system.
- How goals will be used – better explanation.
- More about coordinating with regional partners including Deschutes County healthcare providers.
- Pay attention to land use and growth patterns.
- Route choices are important.
- Safety – “All people” is sufficient. Remove language about “vulnerable users.”
- Specify how the City will measure goals. Tie “measurement” to “goals.”
- Spend dollars by category of “people.”
- Theme 1 and Theme 2 – combine and simplify.
- Theme 2 – add “commuters” to “residents and visitors.” Add “choices” to modes. Add “drive” to modes.
- Theme 2 and Theme 3 – combine.
- Theme 3 – talk more about managing congestion, use travel time as a performance measure.
- Theme 4 – define “regional connectivity.” Last bullet – “Access to affordable housing connects people to jobs” – is the most important piece.
- Theme 4 – divide into 2 goals.
- Theme 6 – add “All user types support the system.”
- Theme 7 – delete.
- Use the word “option” rather than “choice.”

Financial Plan

- Consider a fee for buying studded tires.
- Consider funding sources outside the box.
- Could we have a fair income tax to pay for transportation?
- Impact on maintenance cost if we “caught up” with deferred maintenance.
- Mechanism for tourists to pay.
- More information about impact of regulatory requirements on SDC funding.
- Transportation innovation.
- What is the projected property tax growth?
- Will revenues go up as the population increases?

General Comments

- Engage the tech sector in thinking about new technology options.
- Goals not yet ranked in order of importance.
- Learn from other communities.
- Process lacks perspectives of other communities and systematic benchmarking of best practices. Is this an opportunity for a subgroup?
- Should CTAC review draft goal themes in subgroups?
- Today’s summary not directly reflective of discussion at CTAC Meeting 1.

8. **Breakout #2: Vision**

- What Is Missing? What Needs to Be Changed?
- Report Out

Ms. Hull postponed discussion on this topic due to lack of time.

9. **Public Event #1**

Ms. Hull said the first open house would be held on May 3, 5-7 p.m., in this room. An “online open house” will start on April 30 and run until May 25, 2018. The purpose of both “open houses” is to introduce the project and get community input on the vision, goals,

and transportation needs. She asked CTAC members for help in promoting this event through their social media and other contacts. Mr. Arnis said there would be another check-in with CTAC, or at least the subgroups, before this event.

Mr. Williams discussed the importance of transparency in the planning process and recommended emphasizing the vision and goals were not set in stone.

CTAC members expressed concern about presenting their ideas to the public before members had a chance to refine their rough-draft thoughts and suggested scheduling another CTAC meeting on May 3 and scheduling the physical open house on May 30.

10. Public Comment

Rory Isbell read excerpts from his letter and a report about “Better Outcomes – Improving Accountability and Transparency in Transportation Decision-Making.” He asked how the public would know if transportation investments were meeting transportation goals.

11. Close/Next Meeting

Protocol change: Following discussion, members agreed to offer three public comment periods – at the beginning, midway, and at the end – starting at their next meeting.

Member concerns included who CTAC members were representing, how team leaders would facilitate member communication between meetings, and if subgroups could meet separately from CTAC.

Ms. Hull replied that members were not appointed to represent constituents but to share their own views during CTAC meetings. The team leaders (co-chairs) were intended to spread out the workload of coordinating information from 27 CTAC members, but members were free to contact staff directly. Mr. Hultberg suggested circulating the list of co-chairs and their e-mail addresses to the members who would be contacting them. Ms. Swirsky cautioned members to avoid using “Reply All” when responding to e-mails about CTAC business.

Ms. Oshel said members could meet in small groups to gather information and brainstorm ideas, but could not come up with a recommendation to present to the whole CTAC.

Ms. Hull closed the meeting at 6 p.m.



DRAFT: Citywide Transportation Advisory Committee Meeting #3 Summary

Meeting date: 5/30/18

Bend Municipal Court

Meeting Overview

The Committee worked on refining goals and began looking at existing conditions of the transportation system in small groups. CTAC approved Meeting #1 Summary, determined they would discuss/approve Meeting #2 Summary at their next meeting, and approved CTAC Charter and Protocols. Following breakout exercise on the draft Goals, there was general direction from the committee members to present the revised goals to the public at the June 11 public Open House. Existing conditions mapping exercises will be logged with input generated at the Open House, and the online Open House (open till July 6).

Attendees

CTAC Members

1. Ariel Mendez
2. Casey Davis
3. Chad Sage *absent*
4. Dale Van Valkenburg
5. Dean Wise
6. Garrett Chrostek
7. Gavin Leslie
8. Hardy Hanson
9. Iman Simmons
10. Karna Gustafson
11. Katie McClure
12. Katy Brooks
13. Keith Wooden
14. Louis Capozzi *absent*
15. Mel Siegel
16. Mike Riley
17. Nicole Mardell
18. Peter Werner
19. Richard Ross
20. Ruth Williamson
21. Sally Jacobson
22. Sharlene Wills *absent*
23. Sid Snyder
24. Steve Hultberg *absent*
25. Suzanne Johannsen

Ex Officio Member: Greg Bryant, *Deschutes River Woods*

City Staff/ Elected Officials

Bill Moseley, *City Councilor*
Bruce Abernethy, *City Councilor*
Sally Russell, *Mayor Pro Tem*
Ben Hemson, *Business Advocate*
David Abbas, *Streets Administration Director*
Elizabeth Oshel, *Associate City Attorney*
Emily Eros, *Transportation Planner*
Eric King, *City Manager*
Karen Swirsky, *Senior Planner*
Karin Morris, *Accessibility Manager*
Nick Arnis, *Growth Management Director*
Sharon Wojda, *Finance Director*
Susanna Julber, *Senior Project & Policy Analyst*
Tyler Deke, *Bend Metropolitan Planning Organization (MPO) Manager*
Robin Lewis, *Transportation Engineer*
Cam Sparks, *Budget & Financial Planning Mgr.*

Consultants/Presenters

Kristin Hull, *Jacobs*
Chris Maciejewski, *DKS Associates*

Visitors

Aaron Gifford	Ron Boozell
Gary Vodden	Richard Gilbert
Ben Randall	Chris Edmonds
Kathleen Roche	Rory Isbell (C.O. Land Watch)
David Gessner	Marilyn Mangan
Mary Ann Kruse	Joe Mangan
Dave Kyle	Jessie Dale
Korina Riggan	Lily Raff McCanton
Rick Williams (ODOT)	Lauren Fleshman
Jeff Monson (Commute Options)	Kelsey Gunderson
Kathy Baker-Katz	Lynn Nebus
Michael Smith	Beth Horner ?
Robin Werdel	David Gurule ?
Stevan Porter	

Meeting Summary

1. Welcome and Self Introductions

The meeting started at 2:10 pm. Growth Management Director Nick Arnis welcomed the Committee and visitors. Mayor Pro Tem Sally Russel welcomed the audience and group.

Nick explained that the objectives of the meeting are for CTAC to review the goals prior to the public open house event on June 11, then dive into existing conditions with Bend's transportation system. For the existing conditions exercise, groups are divided into CTAC co-chair groups.

Kristin Hull, facilitator, led introductions.

Suzanne Johannsen moved approval of the meeting summary from CTAC Meeting #1 Meeting, and Ruth Williamson seconded. CTAC agreed that the meeting summary from CTAC Meeting #2 will be considered at next CTAC meeting. The Charter and CTAC protocols were also approved.

Public Comment

Facilitator Kristin Hull opened the initial public comment period.

- Councilor Bill Moseley- co chairs and group working on goals and moving in right direction.
- Aaron Gifford- wants to see shielded, directional, and night vision friendly when selecting transportation lighting for City.
- Robin Werdel- with Lights Out Bend. Advocating for lights out and dark sky community for Bend. Talked about the adverse medical impacts of lighting. And LEDs.
- Korina Riggan. Advocating for dark skies.
- Jeff Monson. Exec Director for Commute Options. Comments on the goals- he likes multi modal and network of options. We want options for all modes. Looking into the Goals, he wanted to emphasize – reducing crashes and serious crashes- suggested

using Vision Zero. Likes to emphasize SRTS. He didn't see a goal around designing for walkability and TOD. Thinks that could be called out in the goals. Also increasing the people that can walk, bike, and take transit is a good goal; and also recommended including more on equity and equitable transportation, where everyone can get to their destination.

- Richard Gilbert- Bend resident. Board member of Summit West NA. Also involved with Walkable NWX. His concern is traffic safety along NWX Drive and in NWX. High/Dangerous traffic speeds a concern. Talked about need for safety for school children.
- Chris Edmonds- implement transit in Bend Central District; representing the Bend Town Center- where 3rd street Safeway is. Directly adjacent to Hawthorne Transit Station, Mr. Edmonds wants to promote more transit oriented development, and a different character- restrooms, good lighting, good bus pull outs. Minimize conflicts and reroute the freight routes too.
- Lauren Fleshman- sidewalks- lives in Old Bend. Has a young family and aging parents but wants sidewalks and it really impacts the ability to do basic needs. We're becoming higher density with more ADUs, etc. and where there are sidewalks they're falling apart- we need basic sidewalk infrastructure. Please improve the sidewalks in the Old Bend neighborhood.
- Lily Raff McCanlon- decision to remove requirement for sidewalks was not a great idea. ADUs should require more sidewalk infrastructure. It is frustrating to see new areas that don't have sidewalks going in.
- Jessie Dale- lives in Old Bend and wants more sidewalk infrastructure. We need more pedestrian options. Urged the committee to think about sidewalks as a priority.
- Ron Boozell- Also lives in Old Bend and thinks we really need more bike and ped safety. Rondo's wish list is to have energy efficient transportation and transit option.
- Michael Smith- Talked about speeding and kids being endangered, and the importance of speed controls and enforcement.

Kristin Hull closed the public comment period.

2. Goals introduction

Nick Arnis provided follow up from CTAC Meeting #2, including the Funding Working Group membership and provided an overview of their first meeting agenda. Nick also provided a summary of Steering Committee meeting #2, where the SC provided comments and support for the draft goals.

Kristin Hull introduced the draft goals.

3. Process steps: What do we need to accomplish today and where are we heading through next fall

Nick Arnis explained the relationship of the draft goals to the evaluation criteria, and development of scenarios and city-wide needs. What are the needs and priorities from the public? What are the projects and programs? And then how do we fund that?

Went through slide (graphic with TSP Process Timeline). To talk about process and said we'd provide this process slide at subsequent meetings.

4. CTAC Co-Chair work since last meeting

Kristin explained the intent of this discussion and following small group exercise is to get agreement on goals from CTAC so we can get to the public Open House. Mike Riley, CTAC Co-Chair presented.

Mike went through "What is a Goal Slide"

Goal definition: *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.*

Mike continued with the draft Goals discussion and the Steering Committee direction. He emphasized that the co-chairs wanted to make sure that the goals met the intent of the Council Guidelines for CTAC and the SC direction. So the draft goals are the best intent of that- the co-chairs tried to simplify, and get rid of jargon.

Steering Committee direction:

- Combine the Council goals and CTAC work
- Simplify the language
- Make the goals outcome-based
- Clarify all semantics
- Fill in topical gaps
- Define the purpose of the goals

Mike emphasized that this is an iterative process- not set in stone. Take to public and come back, then check in- are we still on track throughout the process? This is meant to help us move forward. So hoping today that these are good enough to move forward and get into more substantial issues.

Mike referred group to high level Goal Statements and explained that the groups would evaluate- can you live with this? Are we missing anything in draft goals? Do we have consensus to take these draft goals out to the public?

Mike explained small group exercise and encouraged giving everyone a chance to participate.

Ariel Mendez asked Mike to elaborate on what outcome-oriented meant, and asked if idea was to articulate an outcome? Mike said more of an outcome/result. Mike said they went through the city council guidelines and made sure we had a broad category that met that goal and in some way, we had an outcome. Ariel asked if measurable outcomes over the means of getting there. Mike said yes. Nick emphasized that these will be revised again and again.

5. Goals breakout

CTAC co-chairs each led their assigned small group, noted areas where group members agreed that a change was needed.

6. Report out and large group discussion

Ruth Williamson's group- Ruth qualified that her group could give a small thumbs up to the draft goals. Comments included social equity as a definition as it pertains to a modality. Also discussed more the concept of building more roads and what that means. Can congestion, etc. really be solved by just building more roads?

Mike Riley's group- discussed other modes of travel (Segway, wheelchairs, etc., and relationship to equity of the transportation system and disabled persons' needs). Additionally, the need to highlight innovation in the goals. On funding side- should probably talk about a funding and implementation plan, and attention to prioritization and phasing. Some way to say that both user groups and geography in parts of town are being served equitably.

Karna Gustafson's group- group went person to person to identify gaps. Lacking bike routes vs. lanes; some of the routes aren't usable; increased connectivity. Consistently enforce traffic laws. Maintenance- do we have maintenance adequately captured? Should there be an outcome that is inspirational, motivated for voting for funding? We're missing a compelling one-sentence vision. We should have corridor plans. Coordinate wasn't good enough- need more partnership emphasis.

Group also talked about condensing the goals, that they're too wordy. Do we need to specifically call out the SRTS program, or just generally a program? What about targeted densities of growth? Do we need to have dedicated commercial/freight routes? Instead of 'reduce' serious crashes, we should maybe have 'eliminate' instead. Nick clarified that there are FHWA safety requirements. When we complete the goals, we'll get into specific performance measures.

Kristin- asked co-chairs – do we have a clear set of goals that can go to public open house? Karna clarified that they were looking for fatal flaws and she thinks that we did that today. Goal isn't to look at the specific project in your neighborhood but to look at the goals and see where that project would fit. But Karna felt like she had the feedback she needed. Mike said some of it feels a little wordy but would need to think a little about it. Ruth said their conversation was held more to 'can we begin here'. We want to be able to dig into these and then get to something that is supportable by SC and staff.

Kristin- so we should probably have a little more clarification from the co-chairs before moving to the public open house, Ruth mentioned also coordinating w/ Steering Committee.

Gavin Leslie- have a question on the scope of this. He feels like many of the goal concepts are things we need the 'will' to do- don't necessarily cost anything. Vision Zero, 20 mph speed limits, are all things we can do w/ will. If we were willing to do that, we could improve safety. He doesn't think there's consistent police enforcement. Are these things in the scope of this TSP? Nick clarified that yes, those are programs. Nick clarified the iterative goals development process:

- The CTAC co chairs will develop a revised draft based on input.
- June 11th public Open House we'll garner more input.
- July CTAC meeting- we'll have more conversation w/ CTAC and then move to approve goals.
- Mike clarified w/ more public input that these will evolve.

Ruth- feels that there's a piece of values work here that we haven't had a chance to develop. Concerned that we may be out of step w/ the SC and Council.

Nick clarified we don't want to get way down the road yet w/out checking in. Nick suggested seeing what we have at the Open House and going from there.

Ariel- He has a hard time understanding what the City Council goals and how they relate to the CTAC goals- i.e. maintenance- how does that relate to council goals. Nick clarified that yes, we would definitely coordinate along the way.

Kristin clarified that this may a bit messy and iterative.

Katy Brooks- asked about ability to reach out to her freight and advocacy group to dovetail into the Open House and outreach. Kristin said that she would address at the end of the meeting, but the outreach time is roughly a month.

Kristin confirmed that the group is comfortable with sending the goals to the public to find out if anything major is missing (thumbs up vote). The Committee, generally, agreed they could move forward to the public with these.

Kristin called a break at 3:55 pm

Reconvened group at 4:02 pm

7. Transportation in Bend today: Overview

Kristin talked about the importance of CTAC input on existing conditions and needs. We will be separating needs into citywide needs and neighborhood needs. And we'll be giving similar exercise to public at the open house.

Draft Existing Conditions report will be available for review later this summer.

Chris and Nick led discussion. Safety, congestion hot spots, limited connectivity with all modes of travel, impacts from tourism all impact our transportation system.

Chris M. – went through existing conditions, motor vehicle system. Looked at similar cities, and Bend actually has the lowest per capita of similar size. Talked about the hot spots (red), and safety and congestion.

Mel Siegel- what has happened to VMT per capita? Nick – we have a plan to lower them, but people are driving more and there's more people. Chris M said the modeling shows it is going up.

Pedestrian system- looking at safety too, pedestrian deaths and fatal crashes happening on larger roads with higher speed. Also looking at connectivity- mapped the sidewalk gaps and limitations.

Bike system- highlighted the lack of connectivity and stressful systems.

They added everything to show the existing conditions highlights by travel mode slide. Chris added the transit

Katy Brooks – what do we know about delivery routes, industrial routes, and high commercial areas? Chris talked about the 97 corridors- those very high congestion areas are impacted by the congestion. Katy clarified that it is also the lower capacity routes- the Worthy Brewing, or downtown. Chris said that is something we'd be looking at.

Chris said there will be a secondary study that looks at DUIL, etc. so we'll have that data soon. Gavin asked about the data- Chris clarified the data (total number of crashes on a population per capita).

Richard Ross- asked about low walk score because of lack of connections and the difference between local streets. Chris said we're starting at high level and then looking at local. But we don't have the local street network yet.

Katie McClure- looking at why we have congestion. And we have childcare wait lists and we're driving all over town. And schools we can choose- are there ways we can work with those systems to recommend changes in those policies? Chris said CTAC could provide input and we can see if we can recommend policies.

Group talked about data, and data collection resources such as mode to/from home to work, routes, etc. Chris said the main thing is to look at what the data would help us with and weigh whether it is worth the budget.

8. Transportation system needs- 4:27 pm Kristin allocated group 15 minutes.

Kristin convened the group at 4:41, and had the committee briefly report out from small group exercise.

Suzanne Johansen- speeding everywhere, Ruth noted w/COCC expansion, Newport, other west side streets, lots of congestion.

Karna: lack of connections east/west and SE. pedestrian overpass over tracks would be good. And more sidewalks. Lack of sidewalks as well.

Mike- scary to ride bike in Bend; people speeding; incomplete sidewalks/ feel unsafe, lots of cars on road.

Syd- speeding and lack of sidewalks; 27th street is bad in every way. East/West is difficult on bikes, deficiencies in transit system; everything needs to go through Hawthorne Station. Bike lanes- those that exist are trashed- need policies to deal with those sorts of things. Some parts north of town that are difficult for trucks to turn, etc.

Kristin- assembled the comments into one word themes- connectivity, north/south, east west. Speeding, safety. Explained that we will come back to these maps at next meetings.

9. Public event preview

Kristin previewed the Open House and explained ways to get word out.

10. Public comment

There was no additional public comment.

11. Close/next meeting – July 19, location TBD.

Nick wrapped up the meeting. Adjourned at 4:53 pm.

BEND TRANSPORTATION PLAN

Phase 1 Work Plan and Process

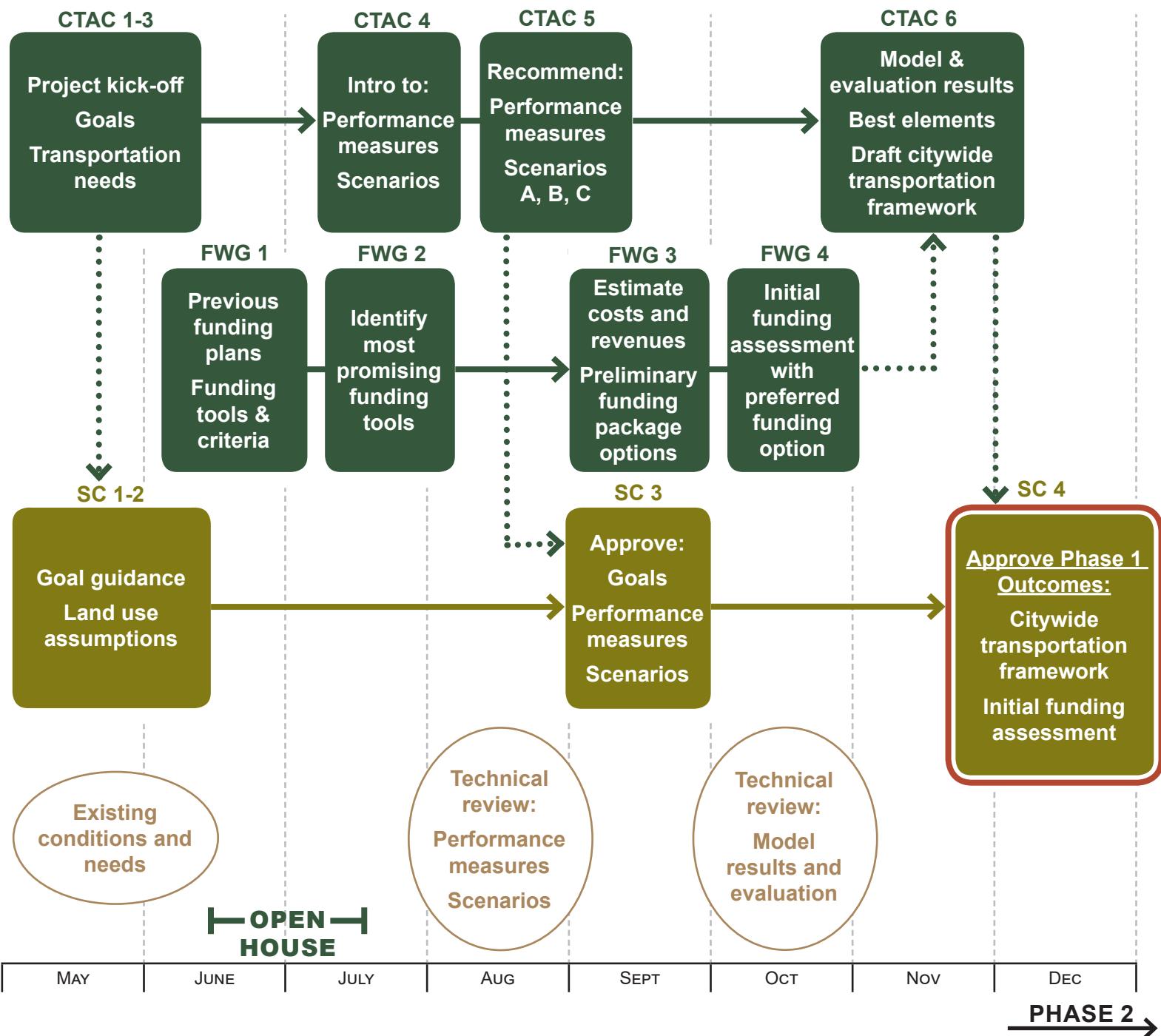


Citywide Transportation Advisory Committee

Funding Work Group

Steering Committee

MPO TAC





Bend's Transportation Plan Draft Goals

July 12, 2018

Goal Definition

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

Draft Goals and Objectives

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)

- Increase route choices and connections for all users
 - Roads: increase capacity and efficiency
 - Sidewalks: increase access and connectivity
 - Bicycle facilities: increase total miles of bike routes/facilities
 - Transit: increase transit ridership
- Use technology to enhance system performance, including accessible technology (i.e. audible signals)
- Increase the number of people who walk, ride a bike and/or take transit
- Provide reliable travel times for commuters, emergency vehicles, and commercial users
- Minimize congestion
- Reduce vehicle operating and maintenance costs due to poor pavement conditions

Ensure Safety for All Users

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

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

- Build new and upgrade existing roads and other transportation facilities to serve areas targeted for growth (prioritized opportunity and expansion areas) and job creation
- Provide access and connectivity to expanded housing supply
- Improve connectivity and route choices for commercial users

Protect Livability and Ensure Equity and Access

- Incorporate a complete streets approach for all new road projects and road reconstruction
- Increase Safe Routes to Schools
- Ensure that all income levels and abilities have access to the transportation option that best meets their needs

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

Have a Regional Outlook and Future Focus

- Coordinate and partner with other public and private capital improvement projects and local/regional planning initiatives
- Create a system that is designed to test innovative and emerging transportation technologies and adopt if successful

Implement a Comprehensive Funding and Implementation Plan

- Identify stable, equitable and adequate funding for transportation programs and projects
- Ensure that the financial plan and investment priorities are transparent, understandable, and broadly supported by the community
- Produce a funding plan that includes contributions from residents, visitors, and businesses and that delivers benefits to all users and geographies equitably and in a timely manner
- Include performance measures/benchmarks and a formal process to periodically assess progress to-date and adjust or update the plan as needed



Performance Measures and Scenarios

PREPARED FOR: Citywide Transportation Advisory Committee
COPY TO: City of Bend
PREPARED BY: Consulting team
DATE: July 12, 2018

Introduction

Building on CTAC work and community feedback on goals, project ideas, and transportation needs, the project team will be working with CTAC to draft:

- Performance measures – objective ways to evaluate the effectiveness of how well scenarios achieve the community's transportation goals; some performance measures may be used only to develop the transportation system plan (TSP), but others will be used for ongoing monitoring
- Scenarios – packages of projects and programs that represent different ways of meeting transportation goals

This memorandum introduces performance measures and scenarios to prepare CTAC for discussion at the July 19 meeting. It introduces how each draft scenario and the draft potential performance measures address the draft goals (Table 1). At the July 19 meeting, we will discuss how performance measures can be used to select the preferred range of transportation projects and programs. We will also introduce scenarios and provide a recommendation of three possible scenarios that could be formed by CTAC, approved by the Steering Committee, then evaluated. CTAC members will provide input on these scenarios. At this stage, the scenarios focus on high-level themes but do not specify particular projects or investments. It is important to understand that these three scenarios are not meant to present an "either/or" selection but rather to help CTAC clearly identify which approaches work the best to solve specific transportation problems.

Performance Measures

Bend's Transportation Plan goals define the community's desired outcomes for the transportation system. The goals will shape the policies and actions and guide the projects and programs that carry out the Plan. Scenarios will focus on a theme that leads to different combinations of projects and programs. Performance measures will be used to measure how well the proposed projects and programs meet the goals in each scenario. Performance measures are ideally measurable and objective indicators. The development of performance measures and scenarios is an iterative process, as illustrated in the graphic below.



There are a wide variety of performance measures that CTAC could recommend that the City use. The performance measures shown in Table 1 are either required for compliance with federal regulations for MPOs (shown with an asterisk) or ones that we are reasonably certain can be measured with existing or easily obtainable data with tools that are available to the City.

Scenarios

A scenario is a set of transportation projects and programs that could be in place at the end of the planning period (2040). It is a “what if” representing a possible future state of the transportation system. Modeling and analysis of scenarios then allows the project team and decision-making bodies to examine how different scenarios perform relative to one another. For example, the travel model analysis can examine how adding corridors, widening corridors, or providing new transit services shifts projected travel patterns (including which mode people would choose to travel by) and how those shifts change system congestion. Scenarios are a best practice in planning to examine the impacts, costs, pros, and cons of different alternatives in order to learn and refine. The best elements of different scenarios can be blended, and adopted into the Transportation System Plan and Metropolitan Transportation Plan.

The scenario process begins with a set of baseline assumptions, carried forward to 2040. The baseline assumes that projects from the current MPO’s transportation system plan list, plus the City’s 5-year Capital Improvement Program, are constructed (Tables 2 and 3). The baseline helps us see the major problems in the regional transportation system that need that need to be addressed through additional projects or programs.

Table 1 outlines three scenarios. Each scenario is a set of transportation projects and/or programs intended to add capacity and function to our existing system and support our planned land uses. Each scenario presents a distinct bookend that will provide us with the most information about the strengths and weaknesses of different investment approaches. We are using scenarios because it is not reasonable to evaluate individual projects or every combination of projects separately. The tools that we are using do not allow us to test system changes “live” so we will define scenarios at our August meeting and see the evaluation results in November.

- Scenario A would include projects that focus on constructing new roads and extending existing roads, building new bridges and crossings of barriers, and adding key multi-use paths.
- Scenario B would include projects that focus on projects that widen existing corridors and upgrade them to include missing walking and bicycling facilities, without major new roadways, bridges, or paths.
- Scenario C would maximize our existing system with increased use of technology and transportation demand programs, without major new capital improvement projects.

This approach will enable CTAC to compare packages of transportation improvements (inputs) against the performance measures (outputs) to identify how to best meet the goals and balance

different needs. It is important to understand that these three scenarios are not meant to present an “either/or” selection but rather to help CTAC clearly identify which approaches work the best to solve specific transportation problems so a hybrid scenario can be developed. Once results are available later in the project, CTAC can then refine the projects and programs to achieve the best system by selecting elements from one or more of the scenarios. Once CTAC has approved these as the three scenarios, the project team and CTAC Leadership will work to populate each scenario with the appropriate projects, based on the results of the mapping exercise from CTAC meeting #3 and the results of the Open House. CTAC will be asked to review and adjust the packages of projects that will comprise each scenario at the August 22 meeting.

Refining the Performance Measures and Scenarios

At the **July 19, 2018** CTAC meeting, we would like to reach a general agreement that the proposed performance measures are a reasonable start, pending further refinement at the August meeting. We would also like to achieve general approval and high-level refinement of the scenarios. The scenarios developed at the July meeting will then be populated with projects and program concepts, based on the discussion and map exercise at CTAC meeting #3, the open house and online open house, and technical expertise, directed by CTAC leadership.

For the **August 22, 2018** CTAC meeting the project team will refine draft performance measures based on the July discussion. In order to stay on schedule, CTAC members will reach an agreement about which performance measures to use. We will also discuss draft scenarios that include packages of project and program ideas, with the goal of developing a recommendation to bring to the Steering Committee.

In **September 2018**, the Steering Committee will be asked to review and approve the goals, performance measures, and scenarios. Once the Project Team receives Steering Committee approval, the project team will begin the process of evaluating scenarios based on the performance measures.

Following Steering Committee approval, the project team will spend several months developing the scenarios in finer detail and conducting technical analysis of the scenarios. The team will present this analysis to CTAC in **late 2018**, so that the committee can craft the recommended draft Citywide Transportation Framework. The most likely outcome of the scenario evaluation will be a *hybrid* scenario that combines the best recommendations from each scenario. The hybrid scenario is likely to emphasize different approaches in different areas of Bend to respond to land use contexts, forecast growth and community desires.

Needed CTAC Action on Performance Measures and Scenarios

At the July 19, 2018 meeting, we will ask CTAC:

- Does our approach to performance measurement make sense?
- Do the three proposed scenarios represent a full range of approaches to improving the transportation system?

On August 22, 2018 CTAC tells us:

- Do we have the right performance measures?

PERFORMANCE MEASURES AND SCENARIOS

- Are these the draft scenarios that we want to take to the Steering Committee in September to get approval to begin evaluation?



TABLE 1: DRAFT REGIONAL SCENARIO EXAMPLES

		SCENARIO A: Build New Corridors	SCENARIO B: Widen and Enhance Existing Corridors	SCENARIO C: Maximize the Existing Transportation System
Priorities for investment in each scenario that will be evaluated		<ul style="list-style-type: none">Construct new roadsExtend existing roadsAdd new crossings of system barriers such as the Parkway, railroad, or riverAdd key regional multiuse paths and connections	<ul style="list-style-type: none">Widen existing roads, intersections, and bridgesAdd or improve walking and bicycling facilities along and across existing regional corridors	<ul style="list-style-type: none">Increase bus service along key corridors within Bend, enhance connections to other cities in the region, and make connections to transit easier for more people (first/last mile solutions)Improve traffic signals and manage US 97 Parkway access to make the system flow better during peak hoursImplement Transportation Demand Management (TDM) programs
DRAFT GOALS	EXAMPLE PERFORMANCE MEASURES	EXAMPLE ACTIONS TO IMPLEMENT SCENARIOS		
Increase System Capacity, Quality, and Connectivity for All Users	<ul style="list-style-type: none">Demand to Capacity Ratio (congestion)*Sidewalk System CompletenessBicycle System Level of Traffic Stress	<ul style="list-style-type: none">Add key new roadways, bike facilities, sidewalks to increase capacity and improve connectivity for all modes	<ul style="list-style-type: none">Widen key roadways and improve key intersections to reduce delayImprove regional bicycling facilities (i.e., upgrade standard bike lane to buffered bike lane) along arterials and collectorsImprove walking facilities (i.e., infill missing sections along arterials and collectors).	<ul style="list-style-type: none">Provide more comprehensive transit connectivity with new routes, more service; increase walking and biking connections to transitManage congestion through TDM programs
Ensure Safety for All Users	<ul style="list-style-type: none">Number of fatal and injury crashes predicted*Known crashes	<ul style="list-style-type: none">Projects and programs to address known crash concerns		
Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth	<ul style="list-style-type: none">Vehicle Hours of Delay*Peak Hour Vehicle Miles Travelled on Rural Facilities (diversion)	<ul style="list-style-type: none">Add new streets to serve expansion and opportunity areas	<ul style="list-style-type: none">Widen key roads to better serve expansion and opportunity areas; retrofit key existing roads to make them complete streets	<ul style="list-style-type: none">Use intelligent signal timing technology to improve traffic flow on major routes; enhance transit to serve major employers/institutionsManage congestion through TDM programs
Protect Livability and Ensure Equity and Access	<ul style="list-style-type: none">Accessibility (destinations reachable by different modes)Measure performance through equity lens such as poverty, race, age, and disability	<ul style="list-style-type: none">Will be considered as detailed scenarios are crafted in the evaluation process		
Steward the Environment	<ul style="list-style-type: none">Vehicle Miles Traveled Per Capita*	<ul style="list-style-type: none">Will be considered as detailed scenarios are crafted in the evaluation process		
Have a Regional Outlook and Future Focus	<ul style="list-style-type: none">Arterial Roadway Miles with Demand to Capacity Ratio DeficienciesMode Split*	<ul style="list-style-type: none">Add new connections to address regional trips	<ul style="list-style-type: none">Widen key regional facilities and coordinate with ODOT to address major inter-city travel patterns	<ul style="list-style-type: none">Enhance regional bus serviceUse technology to address efficiency for regional connections
Implement a Comprehensive Funding and Implementation Plan	<ul style="list-style-type: none">Cost	<ul style="list-style-type: none">Assumed for all scenarios		

*Example measures that are part of MPO planning requirements

TABLE 2: BEND MPO FINANCIALLY CONSTRAINED TRANSPORTATION PROJECT LIST

Location	From	To	Improvement	Construction Status
Reed Market Rd	15 th St	27 th St	3-lane collector modernization with bike lanes and sidewalks	Complete
Reed Market Rd	15 th St		Intersection Improvement – will convert from signal to partial multi-lane roundabout	Complete
Reed Market Rd	American Lane		Re-align American Lane (straighten Rd and add traffic signal at Reed Market intersection)	Complete
Reed Market Rd	4 th St	15 th St	3-lane collector modernization with bike lanes and sidewalks	Complete
New E-W Collector	Brosterhous Rd	American Lane	New 2-lane Rd (Brentwood Ave)	Complete
Reed Market Rd	15 th St	27 th St	3 lane collector modernization with bike lanes and sidewalks	Complete
Murphy Rd Phase 1			Re-align Murphy Rd, Murphy overcrossing US 97, HWY access modifications, Murphy/3 rd roundabout. Alignment complete, *HWY access not funded.	Complete
Empire Avenue	3 rd Street	US 97 NB ramps	Widen to 5 lanes and install signal at SB ramps	Expected Funding ¹
Empire Avenue	Purcell Boulevard	27 th Street	Construct 2 lane extension	Expected Funding
Reed Market Road (Bend)	27 th Street Intersection		Re-align Stevens Road to connect directly to Reed Market Road	Expected Funding
O.B. Riley Road	Empire Avenue Intersection		Construct intersection control improvements	Expected Funding
Murphy Road	Brosterhous Road	15 th Street	Construct 2 lane extension	Funded
US 97/Cooley Road area improvements	Cooley Road		Various intersection and lane upgrade improvements	Partially Funded (HB2017) ²
Empire Ave (Bend)	US 97 NB off-ramp		Widen existing ramp to 2 lanes	Funded
US 97	Powers Road Intersection		Preliminary engineering and ROW acquisition for overcrossing or interchange	Expected Funding
US 20 (Greenwood Avenue)	4 th Street Intersection		Install traffic signal	Funded ³

¹ The Metropolitan Transportation Plan (MTP) is a financially constrained plan; the Preferred Scenario includes projects recommended for implementation that can be financed with existing and anticipated funding resources over the planning period to 2040.

² https://www.oregon.gov/ODOT/Documents/HB2017_ProjectsMap.pdf

³ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20391>

PERFORMANCE MEASURES AND SCENARIOS

Yeoman Road	18 th Street	Existing section	Construct 2 lane extension	Expected Funding
North frontage road	Murphy Road	Powers Road	New 2 lane road	Expected Funding
South frontage road	Murphy Road	Parkway off-ramp	New 2 lane road	Expected Funding
Britta Street (north section)	Robal Road	Empire Avenue	New 2 lane road extension	Expected Funding
Britta Street	Ellie Lane	Halfway Road	New 2 lane road extension	Expected Funding
Purcell Boulevard	Holiday Ave (south)	Holiday Avenue (north)	New 2 lane road extension	Expected Funding
Mervin Samples Road – Sherman Road	O.B. Riley Road	Empire Avenue	Upgrade to 2 lane collector roadway and install traffic signal at US 20	Funded ³
O.B. Riley Road	Glen Vista Road	Archie Briggs Road	Upgrade to 3 lane arterial	Expected Funding
27 th Street	Bear Creek Road	Ferguson Road	Upgrade to 3 lane arterial	Expected Funding
US 97	Murphy Road		Construct northbound on and southbound off ramps	Expected Funding
18 th Street	Cooley Road	Empire Avenue	Complete 3 lane arterial corridor	Expected Funding
US 20	Cooley Road		Construct intersection control improvements	Expected Funding
US 20	Cooley Road	3 rd Street	Add second southbound through lane	Expected Funding
			Other future local transportation projects	Expected Funding

TABLE 3: CITY OF BEND 5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECT LIST*

Location	From	To	Improvement	Construction Status
14 th Street	Colorado Ave	Newport Ave	14th St. Reconstruction, Phase I	Funded
14 th Street	Colorado Ave	Newport Ave	14th St. Reconstruction, Phase II	Funded
Various	Various	Various	Citywide Safety Improvements. Includes intersections at: Neff & Williamson, 27 th & Conners, 3 rd & Franklin, 3 rd & Hawthorne, 3 rd & Reed Market, 3 rd & Canal, 3 rd & Pinebrook, Brosterhous & BNSF, Colorado & Parkway	Funded
Galveston	14th Street	Riverside Ave	Galveston Corridor Improvements	Funded
Neff & Purcell	Neff Rd	Purcell Blvd	Intersection Design	Funded
Various	Various	Various	Bicycle Greenways. Improvements along several corridors; see details and map at https://www.bendoregon.gov/home/showdocument?id=32163	Funded
Empire Ave corridor	Various	Various	Corridor Improvement Projects: new Empire Road connection (NE Purcell Blvd to 27 th St), modernization on Empire Ave from 18 th St to Purcell Blvd, modernization (and canal bridge) on Purcell Blvd from Empire Ave to Butler Market Rd, key intersection improvements (including roundabouts)	Funded
Murphy Rd corridor	Various	Various	Corridor Improvement Projects: new Murphy Rd connection from Brosterhous to 15 th St, existing corridor improvements on Murphy Rd from Parrell Rd to Brosterhous.	Funded

*This list is accurate as of July 11, 2017. The details of particular CIP projects can sometimes change as projects are designed and as new funds become available.