



Citywide Transportation Advisory Committee Meeting #2

MEETING DATE: Tuesday, April 10, 2018

MEETING TIME: 3-6 p.m.

LOCATION: Riverbend Community Room, Bend Parks and Recreation, 799 SW Columbia Street

Objectives

- Introduce co-chairs and role
- Request for Funding Working Group members
- Prepare draft vision, goals and policy topics for discussion at citywide event #1
- Begin a discussion of transportation funding by reviewing current sources and gaps

Agenda

1. **Welcome, introductions (5 minutes)** – Kristin Hull, Jacobs
 - a. Approve meeting #1 summary
 - b. Follow up from meeting #1
2. **Committee structure follow up (15 minutes)** – Susanna Julber/Nick Arnis, City of Bend
 - a. CTAC leadership team
 - b. Funding Working Group overview
3. **Funding assessment overview (45 minutes)** – Bob Parker, EcoNW
 - a. Purpose and overview of funding task
 - b. Overview of current funding sources
 - c. Funding Working Group member identification
4. **Vision and goals (45 minutes)** – Karen Swirsky, City of Bend
 - a. Process for developing vision and goal and purpose of vision and goals
 - b. CTAC input from meeting #1
 - c. Draft vision
5. **Breakout #1: Vision (20 minutes)** – All

- a. What is missing? What needs to be changed?
- b. Report out

6. Public comment (10 minutes) – 3 minutes per person at discretion of committee

7. Break (10 minutes)

8. Breakout #2: goals (30 minutes) – All

- a. Goal topics that are missing
- b. Revisions to goals

9. Public event #1 (10 minutes) – Kristin Hull, Jacobs

10. Public comment (10 minutes) – 3 minutes per person at discretion of committee

11. Close/next meeting (5 minutes)

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, or any other accommodations are available upon advance request. Please contact Susanna Julber no later than April 6 at sjulber@bendoregon.gov or 541-693-2132. Providing at least 3 days notice prior to the event will help ensure availability.

CITY OF BEND TRANSPORTATION PLAN
CITYWIDE TRANSPORTATION ADVISORY COMMITTEE

DRAFT Minutes

February 28, 2018

Bend Municipal Court, 555 NE 15th Street, Bend, Oregon

CTAC Members

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

Ex Officio Members

Dale Peer, *MPO (Tumalo)*

Carry McDonald, *MPO (Tumalo alternate)*

Greg Bryant, *MPO (Deschutes River Woods)*

City Staff

1. Anne Aurand, *Communications Director*
2. Bob DenOuden, *GIS Performance Analyst*
3. Casey Roats, *Mayor*
4. Elizabeth Oshel, *Associate City Attorney*
5. Eric King, *City Manager*
6. Joshua Romero, *Community Relations Manager*
7. Karen Swirsky, *Senior Planner*
8. Nick Arnis, *Growth Management Director*
9. Susanna Julber, *Senior Project and Policy Analyst*
10. Tyler Deke, *Bend MPO Manager*

Consultants/Presenters

Cameron Prow, *TYPE-Write II*

Chris Maciejewski, *DKS Associates*

Joe Dills, *Angelo Planning Group*

Kristin Hull, *CH2M/Jacobs*

Visitors

Alexis Biddle, *1000 Friends of Oregon*

Gary Vodden

Barb Campbell, *City Councilor*

Gayle ?

Ben Randall

Hudson Thorton

Beth Hoover

Paul Dewey, *Central Oregon LandWatch*

Bill Galloway

Rory Isbell, *Central Oregon LandWatch*

Bill Moseley, *City Councilor*

Rondo Boozell

David Light

Tanner Steele

(Agenda items appear in the order discussed.)

1. Welcome

Ms. Hull, Facilitator, opened the first meeting of the Citywide Transportation Advisory Committee (CTAC) at 3 p.m., Wednesday, February 28, 2018, with a quorum of members (20 of 25) present. Mr. Hultberg arrived at 3:05 p.m.

Mr. Arnis, Project Director, thanked CTAC members for their time. He discussed the role of the City's Growth Management Department in coordinating land use planning and transportation planning. He explained the need for the Bend Transportation System Plan (TSP) to support results of the urban growth boundary (UGB) expansion and outlined the review process. Primary discussion points for the CTAC will include the community's vision for the TSP and how to fund that vision.

Mayor Roats, on behalf of the entire City Council, thanked CTAC members for volunteering their time. He discussed the City's success with prior outreach programs and the importance of public participation in this visioning process.

2. Meeting Overview – Introductions

Document: PowerPoint

Ms. Hull conducted a brainstorming session to identify best outcomes of the visioning process. CTAC suggestions included:

- Balance between traditional and innovative approaches
- Broad perspective – how other cities have dealt with similar circumstances
- Certainty so those responsible for city development know exactly how to proceed to meet community needs
- Citywide awareness and acceptance
- Complete sidewalk systems
- Comprehensive transportation vision with consensus and room for all modes
- Consensus on a transportation package focused on mobility – what we are doing, where we are going to do it, what the timing is, how we are going to pay for it
- Consensus, open-mindedness, ability to move away from preconceived notions
- Create choices of how to navigate around town
- Create livable neighborhoods through transportation planning
- Credible plan with specific measurable objectives – achievable, funded, timesound, and realistic
- Don't follow ODOT model of just maximizing efficiency of vehicle movements
- Don't invest in soon-to-be-outdated infrastructure
- Energy and automation: how people will drive
- Ensure the City develops establishes good financial posture
- Equity in transportation options – a complete community concept
- Identify options (what is feasible, what it will cost) with something for everybody
- Identify traffic problems to address
- Improve public transit, get around town effectively and easily
- Improve regional transportation options with surrounding communities
- Improve safety for everybody
- Increase functionality of the public transit system (no bus is empty)
- Less reliance on cars, more diversity in transportation modes
- Look as far into the future as possible (rail, driverless cars)
- Make it easier for people to get around

- Multimodal transportation network so people have options for moving around
- Plan will be adaptable over its lifetime
- Promote alternate forms of transit
- Public transit and paratransit
- Reduce physical and socioeconomic divisiveness of the Bend Parkway
- Retain livability – how it might be different for different residents
- Robust use of technology – automated stop-calling systems on every bus
- Room for all modes of transportation – youngsters, runners, cyclists
- Smart plan – sustainable and measurable
- Sustainable plan that addresses environmental, economic, and social equity issues
- Transit service to Deschutes River Woods
- Transit system addressing diversity of community needs and multimodality
- Transportation planning process similar to the UGB process
- Update outdated infrastructure
- Vibrant community with safety for multimodal transportation (more bikes, fewer cars)

Staff members and consultants introduced themselves and their roles in this project.

3. CTAC Charge and Protocols

Documents: PowerPoint, Citywide Transportation Advisory Committee Charge and Protocols discussion draft, and Attorney/Project Manager Memorandum

- Project Decision Making and Other Committees
- Charge and Protocols

Ms. Hull discussed CTAC roles and responsibilities, meeting guidelines, how to share information with other CTAC members, additional committees that might be formed, and communicating with people outside CTAC meetings (community groups, media). CTAC advice and recommendations will be shared with the Project Management Team, Steering Committee, Bend City Council, and MPO (Metropolitan Planning Organization) Policy Board. CTAC members who cannot continue to serve on the committee should notify Ms. Julber, so someone else can be appointed.

CTAC concerns included potential of remote access for meeting attendance, Steering Committee membership, who can serve on the working group, allowing public comment before the end of a meeting to enhance member discussion, member equity (communities of color and low-income underrepresented), member access to member contact data, and if documents shared today were part of the public record.

- Legal Procedures: Ms. Oshel reviewed how the open meetings law applied to advisory committees, successive conversations and electronic communications as “Meetings,” information for advisory committees and public records, and minority reports. She directed CTAC members to copy Ms. Julber on all e-mails related to committee business.

Members requested clarification about communicating with transportation-related community groups that shared members with CTAC such as MOVE Bend and Cascades East Transit, if members needed separate e-mail accounts for CTAC business, and when members had to disclose conversations from outside CTAC.

4. Transportation System Plan Overview

Document: PowerPoint

Mr. Maciejewski discussed key components needed to manage growth, regulatory framework, definition of the Bend MPO Metropolitan Transportation Plan (MTP), federal requirements, how a good TSP and MTP added value to Bend, how the TSP/MTP update related to the Urban Growth Boundary Plan and to concurrent regional and local planning studies, how solutions are developed, impact of land use on the TSP and MTP, forecasting growth to 2040, and impact of shared mobility/technology transportation.

CTAC concerns included:

- How the Bend Park and Recreation District plan update will be included
- People go where the roads are
- How users and travelers coming into Bend from outside are accounted for within the city limits and within the UGB
- Model inputs and outputs
- How accessibility and ADA (Americans with Disabilities Act) will be incorporated
- Source data (employment, traffic counts)
- Impact of Bend's being a tourism destination
- Better maps of Bend travelshed needed
- Socioeconomic impact of commuter traffic (regional and local) on livability
- Figure out ways to balance transportation, jobs, and housing
- Number of new jobs that will provide a living wage
- Transportation strategies to shift mode choice
- If CTAC can recommend zoning changes
- Impact on local employers of low-wage earners' inability to find housing in Bend
- Identifying the most effective transportation strategies to create complete communities

8. Public Comment

Mr. Light asked if working group meetings would be open to the public and was assured they were.

5. BREAK

Ms. Hull called a break at 4:56 p.m. and reopened the meeting at 5:10 p.m.

6. Public Involvement Process Overview

Documents: PowerPoint and Bend Transportation Plan: Public Outreach Phases & Activities

Ms. Hull reviewed the Public Involvement Overview chart and outreach timeline. The Steering Committee's first meeting will be held in April 2018. The CTAC Funding Working Group will meet for the first time in May 2018.

Mr. Romero outlined the City's outreach plans.

Member comments included where in the process other communities would be considered, keeping CTAC apprised (current) on the outreach done and specifics about who was contacted and when, and specifying (defining) community needs.

7. Transportation Vision and Goals

Documents: PowerPoint, City of Bend Comprehensive Plan Chapter 7: Transportation Systems, City Council Guidelines for the Citywide Transportation Advisory Committee, and Technical Memorandum: Proposed Land Use Assumptions for Bend's Transportation Plan

a. Review Foundation for Vision and Plans: Mr. Arnis summarized preliminary CTAC meeting topics, City Council Goal 2 (move people and products around Bend efficiently, safely, and reliably), City Council Guidelines to CTAC, Bend 2030 Action Plan (2008), UGB Project Goals, vision examples from New Orleans, Louisiana (2015) and Beaverton, Oregon (2013), TSP Goals Summary, and the UGB Updated Transportation Road System (2017).

CTAC members requested more examples of small towns that have grown and what a "good" comprehensive model looks like and status of the current TSP to accommodate 50,000 more population.

b. Breakout Discussion – What do you see after 20 years?

CTAC responses during the small group exercise included:

- 5-lane roads – unnecessary space
- 8-80 method – different needs for different people at different times of day
- Add infrastructure to prioritize bike/ped movement
- Be an example/inspiration
- Cars will be smaller, smarter
- Choice/efficient options to get out of SOV (single-occupancy vehicles)
- Cold-weather options for commuting without SOV (gravel on roads)
- Complete sidewalks – who's using them not just volumes
- Complete system of transportation to get around city without a car
- Connections between options – carshare, bikeshare, transit – no user stranded
- Connectivity – in town and regional, east to west
- Embrace/understand technology
- Ensure money is used for transportation projects
- Existing audible signals and sidewalks impeded by snow
- Find a way to get the money
- Freedom to move – bus transit, ped, bike options
- Geographic barriers can be beneficial to neighborhoods
- High-capacity bus rails
- Horizontal "elevator"/people-mover
- How much more space in urban fabric we can dedicate to vehicles – we have mostly speed vs. vertical
- Interconnected complete communities
- Light rail transit – community, between Bend and Redmond, regional
- Maintain sidewalks year-round (who is responsible – clear guidelines)
- Means to choose the safe, affordable mobility option that fits to reach all amenities
- Neighborhood commercial nodes (shopping, work, housing)
- Neighborhoods look familiar (recognizable) and better
- No grid system in place
- No neighborhood left behind, don't isolate neighborhoods

- Not a believer in tech bailing us out
- Performance measures – high level – can guide development over time
- Presence character
- Protected bike/ped trails
- Public transit as a “want” choice
- Redo main corridors (3rd Street, Greenwood Avenue, 27th Street) for livability, mixed use, density, freight, and multimodal
- Reduce number of vehicles on the road – sensible alternatives
- Regional connectivity and integration
- Safe dedicated bikeways/roads
- Safety and efficiency
- Safety for nonvehicle commuters
- Sensible alternatives to move cars on the road
- Sidewalks that make sense
- Sustainable system (financial mix of funding – gas tax, employee tax, SDCs; general obligation bond – ongoing maintenance)
- Technology – maintenance/complaints reported in real time
- Technology change will be so big we cannot just look at more of same
- Technology must be part of the conversation
- Transportation options for getting around
- Variety of options for transportation – scenic route, fast route to work, errand mode
- Vibrant streetscapes
- Walk or bike safely to work/life 80-90% of the time, dedicated bike path off roadway
- Walking doesn't feel safe on Wilson Avenue and 15th Street
- Walking, biking, transit – alternative roads (experiment with greenways)
- Zip car is part of the answer including 4-wheel-drive

8. Public Comment (continued)

Mr. Boozell said he wanted CTAC members to help ask City Council to look at cheap, sustainable, renewable energy to support this [transportation] system.

9. Close

Ms. Julber said all packet materials would be posted by the end of this week on the CTAC website: <https://www.bendoregon.gov/city-projects/transportation-system-plan>. She will research other meeting venues. She will distribute the membership list before the next CTAC meeting.

Mr. Arnis said he would provide CTAC members with data from the travel demand model, annual traffic report, UGB (housing and employment analysis), and other sources.

Next CTAC meeting: To be scheduled by Doodle Poll in April 2018.

Ms. Hull thanked everyone for their participation and closed the meeting at 6:10 p.m.



Citywide Transportation Advisory Committee Charge and Protocols

Approved: February 28, 2018

Charge

The Bend City Council has directed that the Citywide Transportation Advisory Committee (CTAC) be the foundation of a public process that seeks a high level of community engagement around transportation priorities and funding alternatives. CTAC will consider technical and community input in developing recommendations to guide Bend's Transportation Plan.

Specifically, CTAC will provide recommendations on:

- Transportation vision and policies
- Funding alternatives
- City-wide transportation framework
- Project prioritization
- Performance measures

City Council has directed that the CTAC process will:

- Be inclusive and comprehensive in participation and scope of work
- Solve problems by using goals
- Value technical expertise and data
- Promote safe connections across town
- Build community support and momentum for a package of transportation projects and programs that reflect community values and priorities

Project Decision Making

In all collaborative processes, it is important to be clear on who is making decisions for the project and how public comments will be used. The decision-making structure is shown in Figure 1.



Figure 1. Decision-making structure for Bend's Transportation Plan

Decide

The Bend City Council and Bend Metropolitan Planning Organization Board of Directors will ultimately make decisions on Bend's Transportation Plan.

Recommend

The Steering Committee will make recommendations to the City Council and MPO Board. The Steering Committee will consider advice from CTAC and the Project Management Team (PMT). The Steering Committee will also consider input from the public.

Advise

CTAC will provide advice to the Steering Committee. CTAC advice will also be shared with the ultimate decision makers – the Bend City Council and MPO Board. CTAC may be informed by input from working groups including a funding working group. CTAC will consider public and PMT input in their deliberations.

Roles and Responsibilities

Members of the CTAC will:

- Attend approximately ten meetings. If a member cannot attend a meeting, he or she may send someone to listen in the audience but not participate at the committee table.
- Actively participate in the project by contributing to project meetings and reviewing materials before meetings.
- Abide by the agreed upon meeting guidelines.
- Strive to incorporate perspectives they hear throughout the community.
- Ask questions and seek information to ensure understanding. Express concerns, issues, and perspectives clearly, honestly, and early in the process.
- Share differences of opinion on ideas – silence is considered consent.
- Help create an atmosphere in which differences can be raised, discussed, and melded into group decisions. Divergent views and opinions are expected and are to be respected.
- Talk to others in the community to give and receive information about the transportation plan.
- Consider input from the public, the PMT and working groups in making advisory recommendations.
- As possible, attend project-related public events.
- If a member can no longer serve on CTAC, please let Susanna Julber know so that we can replace that member.

The facilitator will:

- Ensure that everyone has an opportunity to participate.
- Keep meetings moving and focused on the agenda.
- Start and end meetings on time unless the group agrees to extend the meeting time.
- Provide time for public comment and ensure that public comment is an item on each agenda.
- Maintain an ongoing list of off-agenda topics to be addressed as time permits.

Draft Protocols

Committee Structure

- CTAC is a 25-member committee with two ex-officio members to represent the MPO.
- Members have been appointed by the Mayor. Ex-officio members have been appointed by the MPO.

- If a member of CTAC cannot continue to serve on the committee, the Mayor must approve any replacement CTAC members. The Mayor has appointed two alternates to fill seats on CTAC if necessary. The MPO has appointed one alternate ex-officio member.
- CTAC meetings will be facilitated by a consultant team member.
- CTAC will be led by co-chairs.
 - Co-chairs will be appointed by the Mayor.
 - Between meetings, co-chairs will be responsible for helping staff develop agendas and meeting formats, and supporting staff in conducting public outreach. Co-chairs may be responsible for commenting on or reviewing documents.
 - At meetings, co-chairs will be responsible for identifying strategies for moving group discussions forward.
 - Co-chairs will be responsible for presenting CTAC's advisory recommendations to the Steering Committee.
- CTAC may be informed by ad hoc working groups throughout the committee process.
 - CTAC co-chairs, in consultation with the CTAC membership and with the approval of the Project Director, may establish work groups as needed to support the project.
 - Working groups may be comprised of staff and CTAC members.
 - Working groups will not make decisions or recommendations, or substitute for CTAC discussion.
 - Working groups will be a forum for more in-depth information sharing and discussion to inform CTAC discussions. Working group participants may summarize working group discussions to inform CTAC discussion.
 - CTAC members will be invited to participate with City and MPO staff on a funding working group.
 - Working groups will abide by CTAC protocols.

Meeting guidelines

- As a rule, meeting materials will be distributed by e-mail one week in advance of meetings. In some cases, materials may need to be distributed at meetings.
- Discussions will be facilitated. Discussions will work toward committee consensus, but consensus is not required to move forward.
- Because of its large membership, CTAC's meetings may include breakout or work group formats. CTAC will discuss recommendations as a full group at major milestones. Interim input may be gathered through breakout group work.
- CTAC discussions will be informed by staff presentations and recommendations. Staff may be informed by technical advisory committees and work groups.
- Meetings will begin and end on time. If agenda items cannot be completed on time, the group will decide if the meeting should be extended or if the topic can be resolved off line. Because of scope and budget implications, only the Project Director can determine if an additional meeting is necessary.
- Meeting minutes will be prepared for each meeting and distributed to CTAC members for review.
- At the meetings, CTAC members will:
 - Share the available speaking time
 - Be respectful of a range of opinions
 - Focus on successfully completing the agreed upon agenda
 - Avoid side discussions when others are speaking
 - Voice concerns and complaints at the meeting where they can be directly addressed rather than outside the meeting
 - Strive for consensus
 - Put phones on silent

- Facilitator will provide opportunities for brief public comment or announcements relating to agenda items at the end of each meeting, not to exceed 15 minutes of allotted meeting time with a maximum of 3 minutes per individual without consent of the committee; more public comment time may be allowed as directed by the chair/co-chairs. Time permitting, the facilitator may provide opportunities for public comment at other times of the meeting with the consent of the committee.

CTAC recommendations

- CTAC will strive to reach consensus on recommendations. Consensus is defined as the point where all committee members agree on the best option for the group even if it is not each committee member's personal favorite.
- A majority of the voting members of the committee are required to be present for the committee to vote on a recommendation. If consensus cannot be reached, then a majority of those present and voting must be in agreement for the group's input to be considered a CTAC recommendation. If a minimum of 6-7 CTAC members do not support the recommendation, they can prepare a separate written recommendation (minority opinion) that will be shared with the Project Management Team and Steering Committee. Staff may draft and/or review and revise the minority opinion to ensure the accuracy of all information provided.
- CTAC co-chairs will be responsible for presenting the CTAC recommendation, a summary of CTAC discussion and any minority opinions to the Steering Committee.
- Regardless of preparation of a separate written recommendation, all opinions will be part of the meeting summary and will be shared with decision makers.
- All CTAC recommendations will be "frozen" (considered final) unless a majority of the committee members present agree that a decision needs to be revisited.
- Committee recommendations will be shared with the Project Management Team and Steering Committee. The Project Management Team may choose to endorse the CTAC's recommendation or develop a separate recommendation. Either way, the CTAC's recommendation will be presented to the Steering Committee as part of their decision-making process.

Communications outside meetings

- CTAC co-chairs or their designees will share CTAC progress and recommendations with the Steering Committee at key milestones.
- CTAC members other than the co-chairs may provide comments to the Steering Committee during time reserved for public comment, but they will do so on their own behalf and not on behalf of the group.
- CTAC members are encouraged to share the committee's progress with their respective constituencies at meetings, by e-mail or through newsletters.
- CTAC members are responsible for providing Susanna Julber, CTAC staff lead, with information they believe other committee members should have.
- CTAC members will strive to communicate outside meetings in ways that support the group process. This includes contacts with each other, with officials, with other community members, and with the media.
- City staff will be responsible for distributing information to CTAC members, so everyone has the same information. Relevant discussions of project issues should occur at the CTAC table, for the benefit of allowing all members and the Project Management Team to be informed and participate.
- If contacted by the media, CTAC members may speak to the media on their own behalf and not on behalf of the group or City. It is helpful if CTAC members provide a brief account of discussions with the media to Susanna Julber to improve communication and awareness. CTAC members should refer members of the media to City staff for official statements.

- CTAC discussions and deliberations must take place in a public setting, and a majority of committee members may not discuss issues before the committee outside of a public setting. More than half of the committee members may not discuss or deliberate issues before the committee in person, in emails, or other electronic communication. Please do not use “reply-all” when responding to any emails from the CTAC or City staff.



Draft Vision and Goals, Policies and Action Items: Process and Draft Vision and Goals

PREPARED FOR: City of Bend
COPY TO: Chris Maciejewski, DKS Associates
Joe Dills, APG
PREPARED BY: Eddie Montejo, CH2M/Jacobs
Kristin Hull, CH2M/Jacobs
DATE: April 3, 2018

Introduction

Bend's Transportation Plan will include a community-supported vision and goals that will frame the plan's policies and actions. Goals and policies must be consistent and address the Statewide Planning Rule for transportation. Bend's Transportation Plan will include:

- Vision: A broad statement of community aspiration for the future of the transportation system.
- Goals: Overarching, broad principals governing the transportation planning philosophy of both organizations. Goals are the big picture items. The Transportation Plan should only have a few goals (maybe 5-7).
- Policies: Govern the operationalization of those goals. Policies describe a program, plan or project that we are required or plan to do; i.e. "The City will monitor the safety of its roadway system and use the results to prioritize projects to increase overall safety."
- Action items: Measurable and can be used as benchmarks toward progress. Action items are how we will get it done; i.e.: "The City will annually measure the number and severity of crashes using [a specific technique or system of measurements]." AND "The City will use the crash data to prioritize projects as a performance measure, with a goal of reducing [crash rates, costs, injuries or some other measurable] by XX% by DATE."

This memo proposes a draft vision and goals based on input provided at CTAC #1 and Steering Committee #1. The process for creating an initial vision and set of goals includes the following steps:

1. CTAC #2 (April 10, 2018): CTAC review and input on draft vision and goals
2. Open house/online open house #1 (May 3, 2018): Public review and input on the draft vision and goals
3. CTAC #3 (May 2018): CTAC recommendation on vision and goals to Steering Committee
4. Steering Committee #3 (July 2018): Approve vision and goals

Bend's Transportation Plan will also include policies and action items. Policies and action items will be informed by the vision and goals as well as the project priorities and system

performance. In fall 2019, the project team will work with CTAC, the Steering Committee and the public to develop policies and action items. The team will also work with the committees to revise the vision and goals to align with the policies and action items. The Steering Committee will approve final vision and goals at this time.

At the completion of this planning process, Bend's Transportation Plan will be adopted as part of the Comprehensive Plan. The Bend Comprehensive Plan is the City's guide for making wise land use decisions and provides the basis for the Bend Development Code which is the legal standard during land use review.

Themes and Policy Direction

The draft vision and goals build on input from CTAC meeting #1, Council direction, input from Steering Committee #1, and existing goals in the adopted Transportation System Plan (TSP) and Metropolitan Transportation Plan (MTP). The goals and policies must also be consistent with state rules as the state must ultimately approve new goals and policies. Guidance from City Council and Steering Committee, input from CTAC meeting #1, and goals from the adopted TSP and Metropolitan Transportation Plan are attached to this memorandum.

Proposed Vision and Goals

The following draft vision and goals reflect CTAC, City Council and Steering Committee input while incorporating ideas from the existing TSP and maintaining consistency with state policy and direction.

Draft Vision

The City of Bend's transportation system supports a city where:

- All residents and visitors can move around safely and reliably on foot, by bicycle or transit, or in a car.
- Our neighborhoods retain their essential character in the context of a growing region.
- Our economy is thriving, with employees able to access work sites and affordable housing, and businesses able to move goods throughout the city and region.
- Plans are put into action with adequate, stable, equitable transportation funding.
- Decision making is transparent and incorporates meaningful community engagement.

Draft Goals

Goal 1: Everyone can travel safely.

- Our transportation system prioritizes the safe movement of all people with an emphasis on the most vulnerable road users.

Goal 2: All people have transportation choices.

- All people, regardless of age, ability, race, ethnicity, income or geography, have access to an inclusive, accessible, convenient, safe and affordable transportation system that is designed to serve all users.
- Residents and visitors have access to regional and local transit connections.
- The transportation system enhances the health of residents by creating opportunities for walking and biking throughout Bend.

Goal 3: Our system is balanced, multimodal, connected and adaptable to change.

- Our multimodal transportation network supports complete neighborhoods.
- It is safe and comfortable to walk, bicycle, or use transit.
- Transportation projects support planned development patterns and fit the size and scale of our neighborhoods.
- The transportation system is reliable and predictable.
- The City effectively uses technology to improve system flexibility and efficiency, and to manage demand.

Goal 4: We have a cohesive and efficient transportation system that serves both local and regional needs with a focus on social and economic vitality.

- Transportation investments are leveraged to support strong connections to regional employment hubs, services, and destinations to bolster regional economic vitality, provide for movement of goods and people, and to increase the overall competitiveness of the region.
- The transportation system supports the efficient movement of freight to and through the community.
- The transportation system provides access to affordable housing and connects people to jobs.

Goal 5: Our transportation plan looks to the future.

- Our flexible transportation system proactively responds to the transportation challenges of tomorrow, including regional growth, rapid technological change, and changes in transportation funding.

Goal 6: We have a reasonable financial plan to implement the transportation system.

- Transportation programs and projects are implemented with stable, equitable and adequate funding, and demonstrate responsible stewardship of financial resources.
- Public and private partnerships are leveraged to implement projects and programs.
- The financial plan and investment priorities are understandable and transparent to the public.

Goal 7: Our transportation system protects our natural environment.

- The City demonstrates responsible stewardship of natural environment in transportation project and program implementation.
- The impacts of the transportation system on climate change are considered when projects and programs are developed.

ATTACHMENTS:
City Council direction to CTAC
Steering Committee input
CTAC themes
Existing transportation vision and goals



CITY COUNCIL GUIDELINES FOR THE CITIZEN TRANSPORTATION ADVISORY COMMITTEE (CTAC)



THE CTAC WILL BE THE FOUNDATION OF A PUBLIC PROCESS THAT SEEKS A HIGH LEVEL OF CITIZEN ENGAGEMENT THAT WILL:

- Be inclusive and comprehensive in participation and scope of work
- Solve problems by using goals
- Value technical expertise and data
- Promote safe connections across town
- Build community support and momentum for a package of transportation projects that reflect community values and priorities

PRIMARY CTAC GOALS ARE TO DEVELOP A TRANSPORTATION SYSTEM PLAN THAT WILL:

- Increase travel time reliability
- Reduce congestion on major roads by expanding capacity and leveraging technology
- Provide appropriate street infrastructure to UGB expansion and opportunity areas that facilitate substantial housing supply and economic development prospects
- Decrease Vehicle Miles Traveled through better road connections and alternative transportation options
- Enable flexible, timely responses to transportation safety needs
- Include a viable funding plan to put before the voters



VISION & VALUES

CONGESTION, CONNECTIVITY AND CHOICES

- Evaluate the potential to improve existing and expected traffic flow when compared to a no-build condition
- Improve system reliability by providing alternate connections and routes that increase users options
- Explore creative ways to get cars off major roads during times of peak congestion
- Prioritize bicycle and pedestrian system improvements where they will have the most impact (e.g. Downtown and Central Core areas)

HOUSING AFFORDABILITY & ECONOMIC DEVELOPMENT: ACCESS AND CONNECTIVITY

- Provide complete streets (drive/bike/walk) to all Urban Growth Boundary (UGB) expansion areas to meet expected and potential housing capacity
- Expand major road capacity to meet demand where housing development occurred since 2010 and as needed to support expected housing in UGB expansion areas
- Evaluate projects to ensure consistency with City economic development goals
- Connect the transportation system to UGB opportunity and expansion areas that have significant employment land
- Interconnect key manufacturing land with highway, rail and air systems to support efficient movement of goods to and from the region
- Support the flow of goods and people through the region with minimal impacts to local transportation networks
- Minimize actual user travel time between typical destinations (e.g. housing and work or shopping)

LIVABILITY & SAFETY

- Provide people of all income levels with the widest range of travel options within the Bend urban area
- Recognize, respect, and seek to protect natural features such as buttes, rivers or other areas of special interest when considering transportation improvements
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation
- Address documented known and anticipated safety needs
- Increase safe routes to school
- Explore opportunities with signal efficiencies that can adjust in real time
- Improve travel safety for all modes within neighborhoods

PROJECT PRIORITIES & PARTNERSHIPS

- Identify a package of transportation projects that are balanced and fair (accounting for income, age, work patterns and fluctuation of visitors) among all modes and in accordance with current and future demand
- Correct missing links in the transportation network at both a regional and local scale
- Explore synergy with other capital improvement projects
- Find additional opportunities to coordinate with tourism, recreation, lodging, schools, retail and entertainment sectors that optimize creative transportation options (e.g. shuttles, ride sharing, etc...)
- Explore opportunities to work with schools and parks to enhance the trail system
- Effectively communicate funding constraints
- Leverage private development activity to complete projects





Steering Committee #1: Input on Vision and Goals

The Steering Committee, particularly those members who are not members of City Council, added ideas for vision and goals to guide CTAC at their first meeting. Those comments included:

- Coordinate with other regional planning efforts like healthcare and housing
- Discuss funding options first without pre-determining the necessity of a bond or other funding mechanism
- Focus investments on safety; safety and livability are related
- Connect communities



CTAC Meeting #1 Input on Vision and Goals

At their February meeting, CTAC members discussed what a successful transportation system would look like. The input informed the development of draft vision and goals. A summary of themes from CTAC's discussion follows.

Safety, convenience, and efficiency and design

- Safety, convenience, and efficiency for all modes – not just for people in cars.
- Specific facility recommendations include complete streetscapes, moving away from auto-dominated streetscapes, adding bike and pedestrian infrastructure, active transportation amenities, and the provision of safe transportation options

Multimodal transportation choices network/system

- Lots of comments about the provision of transportation choices/options
- Comments highlighting the desire for alternative on and off-street treatments (bike lanes, greenways, sidewalks, etc.) that recognize different needs for different people
- Recommendations for an expansion of modes, including technology-oriented options such as bike and car share platforms
- Desire for options within the same mode – for example, a “scenic” bike route to work vs. the “fast commuter” bike route to work
- Desire to reduce dependence on driving alone
- Desire to have a multimodal network that provides more affordable options.

Transportation options

- Related to multimodal transportation network above, many comments called for more transportation options in general, and ensuring that those options are available to all residents regardless of income or geography.
- Desire to recognize the different needs of different people, at different times of day
- Implicit equity aspect in transportation options; desire to create a system in which “no one is left stranded”

Regional connectivity integration and cohesion

- Desire to create a transportation system that considers high capacity transit as a way to provide greater regional connectivity (particularly between Bend and Redmond)
- Desire to provide regional connections not only via automobile, but also via transit and bike
- Desire for regional connectivity to support economic vitality and general livability

Realistic, implementable, aware of future changes

- Desire for a realistic plan that does not recommend investments that will be soon obsolete; considers context of growth and technological change

- Desire for a plan to embrace technological change and use it to the benefit of the region, while also sensitive to sustainability and pressures resulting from growth; specific technologies mentioned include real-time maintenance reporting and autonomous vehicles
- Desire to create a community-supported, implementable, plan that acknowledges future uncertainties around funding



Existing Transportation Goals

Transportation Goals and Objectives

City of Bend Comprehensive Plan, Adopted 2016

Goal Statement

The transportation system that serves the Bend urban area must meet a complex set of community needs. The interrelated success of the economy and livability of our community depends upon the ability of the transportation system to effectively move people and goods, and to provide access to services and places of employment, while not disrupting the continuity and aesthetics of the community. Completion of a multi-modal road network, trail, and transit system will help to achieve a balanced transportation system and reduce automobile reliance. This, combined with the development of compact community design and the integration of land uses, will provide a strategic approach to fulfilling the transportation needs of the future.

Implementation of the transportation plan must be coordinated so that resources are allocated in an equitable and cost-effective manner. The transportation system will be developed with enough design flexibility to meet the needs of the urban area, as well as to be sensitive to important community values such as aesthetics, preservation of neighborhoods, natural features and other quality of life criteria. It is therefore essential that the goals, objectives and policies of the Transportation Plan provide community assurance that safety, accessibility and mobility will be provided for all users.

Plan Goals

Mobility and Balance:

- Develop a transportation system that serves all modes of travel and reduces the reliance on the automobile.
- Provide a variety of practical and convenient means to move people and goods within the urban area.

Efficiency:

- Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner.
- Encourage the development of land use patterns that provide efficient, compact use of land, and facilitate a reduced number and length of trips.

Accessibility and Equity:

- Provide people of all income levels with the widest range of travel and access options within the Bend urban area.
- Provide all transportation modes access to all parts of the community.

Environmental:

EXISTING TRANSPORTATION GOALS

- Recognize and respect the natural features over which transportation improvements pass to minimize adverse impacts.
- Design transportation improvements to preserve air and water quality, minimize noise impacts, and encourage energy conservation.

Economic:

- Implement transportation improvements to foster economic development and business vitality.

Livability:

- Design and locate transportation facilities to be sensitive to protecting the livability of the community.

Safety:

- Design and construct the transportation system to enhance travel safety for all modes.

2040 Metropolitan Transportation Plan

Adopted September 25, 2014

Mobility and Balance	<p>Goal 1: Provide a variety of practical and convenient means to move people and goods to, from and within the MPO area.</p> <p>Goal 1 Objectives:</p> <ul style="list-style-type: none">• Expand opportunities for rail and air transportation for passengers and freight• Promote the development of a comprehensive public transportation system that is proportional to the scale and economy of the Bend MPO area• Promote non-motorized modes of transportation by constructing a system of safe and efficient transportation and recreation routes for pedestrians, bicyclists, and equestrians• Identify and support the development of local evacuation routes for wildfire, seismic events and national security events• Identify and support the development of local freight routes• Support the through movement of goods and people on the state transportation system <p>Goal 2: Develop a transportation system that serves the needs of all travel modes, provides intermodal connectivity, and provides a range of transportation options throughout the MPO area.</p>
Safety & Efficiency:	<p>Goal 1: Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions, including but not limited to:</p> <ul style="list-style-type: none">• Operational improvements to maximize the efficiency of existing facilities;• Construction of new transportation corridors;• Transportation Demand Management (TDM) - bicycle, pedestrian and carpool strategies; and• Transportation Systems Management (TSM) – Intelligent Transportation Systems (ITS), intersection operations and access management. <p>Goal 2: Serve the existing, proposed and future land uses with an efficient and safe transportation network</p> <p>Goal 3: Design and construct the transportation system to enhance safety for all modes</p> <p>Goal 3 Objective: In cases where improving safety will also improve efficiency, these projects should receive funding priority</p>

Access and Sustainability	<p>Goal 1: Provide people of all income levels with a wide range of travel options within the MPO area</p> <p>Goal 2: Support all Americans with Disabilities Act (ADA) requirements and policies</p>
Environment and Livability	<p>Goal 1: Recognize and respect the natural and historical features over which transportation improvements pass to minimize adverse impacts</p> <p>Goal 2: Design transportation improvements that protect the environment by preserving air and water quality, minimizing noise impacts and encouraging energy conservation</p> <p>Goal 3: Use context sensitive design principles when designing and locating transportation facilities</p>
Economic Development	<p>Goal 1: Implement transportation improvements that foster economic development and business vitality</p> <p>Goal 2: Develop a transportation network with transportation options that enhance linkages between centers of employment, education, medical facilities and neighborhoods</p> <p>Goal 3: Recognize the importance of intermodal connections and maintain adaptable approaches to trends and opportunities that enhance intermodal connections</p>
Financially Responsible	<p>Goal 1: Coordinate and design transportation improvements to assure the expenditure of resources in the most cost-effective manner</p> <p>Goal 1 Objective: Ensure that the costs of planned improvements are commensurate with the benefits</p> <p>Goal 2: Maximize the ability to leverage alternative and multiple funding sources for transportation system improvements</p> <p>Goal 2 Objectives:</p> <ul style="list-style-type: none"> • Develop innovative and sound funding policies to implement the Plan, including cost-sharing and other partnership arrangements with the public and private entities when appropriate • Increase the diversity of funding sources to provide greater stability, predictability and flexibility for funding transportation facilities and services. • Investigate the user pays concept to leverage resources when transportation improvements will benefit specific properties planned for development