



# **CITYWIDE TRANSPORTATION ADVISORY COMMITTEE**

## **MEETING #3**

**2-5 P.M. MAY 30, 2018**



- Welcome
- Check in and update
- Goals: presentation, breakout, and report back
- Transportation in Bend today: presentation and breakout

# CHECK IN AND UPDATE

## RECAP: STEERING COMMITTEE MEETING #2



- Steering Committee provided guidance on writing of goals
  - 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
- Approved land use assumptions

# FUNDING WORKING GROUP UPDATE



- **Meeting #1: 2:30-5 p.m. Thursday, June 7, 2018, City Council Chambers**
- **Nine Funding Work Group members**
- **Four CTAC co-chairs\* and five CTAC members**
  - Karna Gustafson\*
  - Steve Hultberg\*
  - Mike Riley\*
  - Ruth Williamson\*
  - Katy Brooks
  - Suzanne Johannsen
  - Richard Ross
  - Nicole Mardell
  - Dale Van Valkenburg



## What are we doing?

- Projects now and in the future (2040)
- How do we pay for it?

## How are we updating the Plan?

- Public Engagement and Technical (tools such as the model)
- Public: What are the needs and priorities?
- Public: How do we fund what we want?

## Why?



# TSP PROCESS TIMELINE

## What we want

Goals



Needs and performance measures



Groups of project ideas



Evaluate projects in groups

## How we pay for it

Funding needs



Funding ideas



Evaluate funding ideas



Determine funding mechanism

Summer/Fall 2018

Winter/Spring 2019

## Pull it together

Prioritize projects within available funding

Summer 2019

Implementation plan

Fall 2019

Adopt plan

Winter 2020

# **DRAFT GOALS: CTAC CO-CHAIRS**

## CTAC DISCUSSION FOR TODAY'S MEETING: GOALS



- Outcomes of work on Goals
  - CTAC will agree on draft goals that will be shared at public event #1
  - CTAC will see the Phase 1 goals again after public event #1 and make a recommendation to the Steering Committee



*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.*

## GOAL BREAKOUT GROUPS



- Mike Riley
  - Katy Brooks
  - Nicole Mardel
  - Dean Wise
  - Hardy Hanson
  - Sharlene Wills
- Ruth Williamson
  - Dale Van Valkenburg
  - Gavin Leslie
  - Mel Siegel
  - Suzanne Johannsen
  - Peter Werner
  - Garrett Chrostek
- Karna Gustafson
  - Richard Ross
  - Louis Capozzi
  - Katie McClure
  - Ariel Mendez
  - Casey Davis
  - Dale Peer
- Steve Hultberg
  - Chad Sage
  - Iman Simmons
  - Keith Wooden
  - Sid Snyder
  - Sally Jacobson
  - Gregory Bryant

## RECAP: STEERING COMMITTEE DIRECTION



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

## CTAC CO-CHAIR DRAFT GOALS



- Increase System Capacity for All Users: Drivers, walkers, bicyclists, transit riders, and commercial vehicles
- Ensure System Effectiveness and Efficiency for All Users
- Ensure Safety for All Users
- Facilitate Housing Supply to Meet Demand/Growth
- Facilitate Job Creation and Economic Development
- Protect Livability and Ensure Equity
- Steward the Environment
- Have a Regional Outlook and Focus
- Reduce Vehicle Miles Traveled
- Implement a Comprehensive Funding Plan

# **BEND'S CURRENT TRANSPORTATION SYSTEM**

# CTAC DISCUSSION FOR TODAY'S MEETING: TRANSPORTATION NEEDS



- Transportation needs
  - CTAC input will be recorded and combined with technical work and public input
  - Consensus not needed at today's meeting
  - Input will be separated into:
    - Citywide needs (summer/fall 2018)
    - Neighborhood needs (winter/spring 2019)
  - Draft report will be available for review later this summer and it will be added to throughout next winter; it is a working draft.
- **Question to answer: Where are the biggest needs and issues in your experience? Is there anything that you think is a big issue that should be added for technical work?**

## EXISTING CONDITIONS EVALUATION



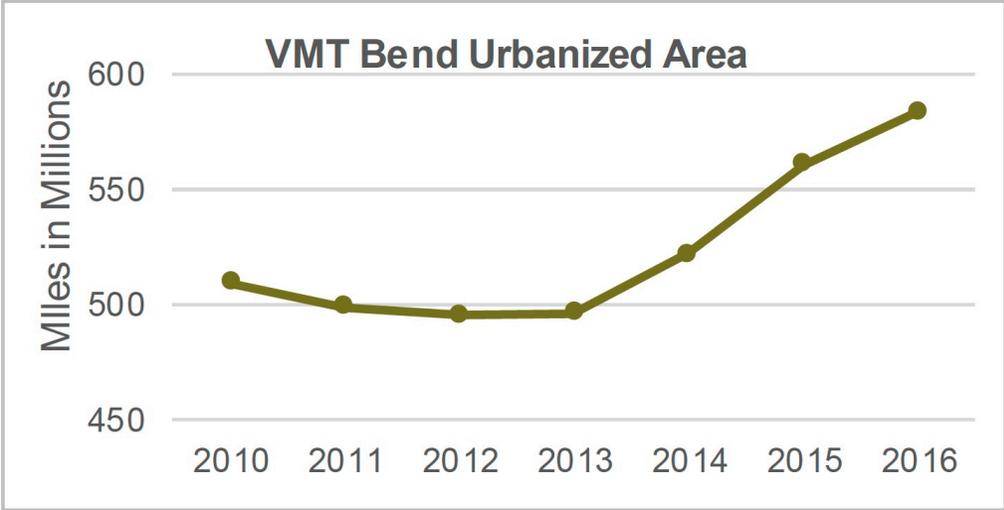
- We study existing transportation conditions to:
  - Identify current needs (leading to improvement types to consider)
  - Establish a baseline for assessing the impacts of future growth
  - Verify that our data/analysis tools align with community perception
- The technical analysis is only one perspective. We need your experiences (and input from others in the community) to fully understand transportation issues.

# BEND REGIONAL CONTEXT: TRAFFIC GROWTH



- Traffic Growth
- Population Growth
- Tourism Effect
- Regional Employment Hub
- Land Use Patterns
- Transportation Funding

Vehicle travel has increased by almost 20% in the last 5 years.



# BEND REGIONAL CONTEXT: POPULATION GROWTH



- Traffic Growth
- **Population Growth**
- Tourism Effect
- Regional Employment Hub
- Land Use Patterns
- Transportation Funding

Bend-Redmond is the fastest growing metropolitan area in the west

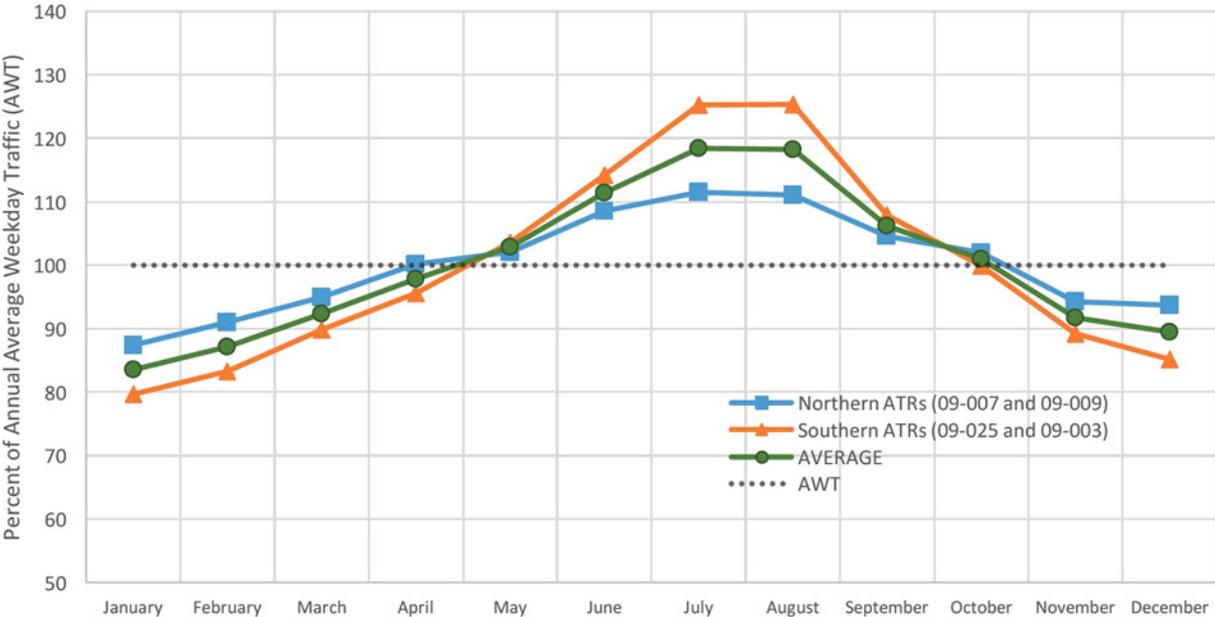
There are an estimated 153,000 people in 2040

# BEND REGIONAL CONTEXT: TOURISM EFFECT



- Traffic Growth
- Population Growth
- **Tourism Effect**
- Regional Employment Hub
- Land Use Patterns
- Transportation Funding

Summer tourism brings 10% to 25% increases in traffic volumes.



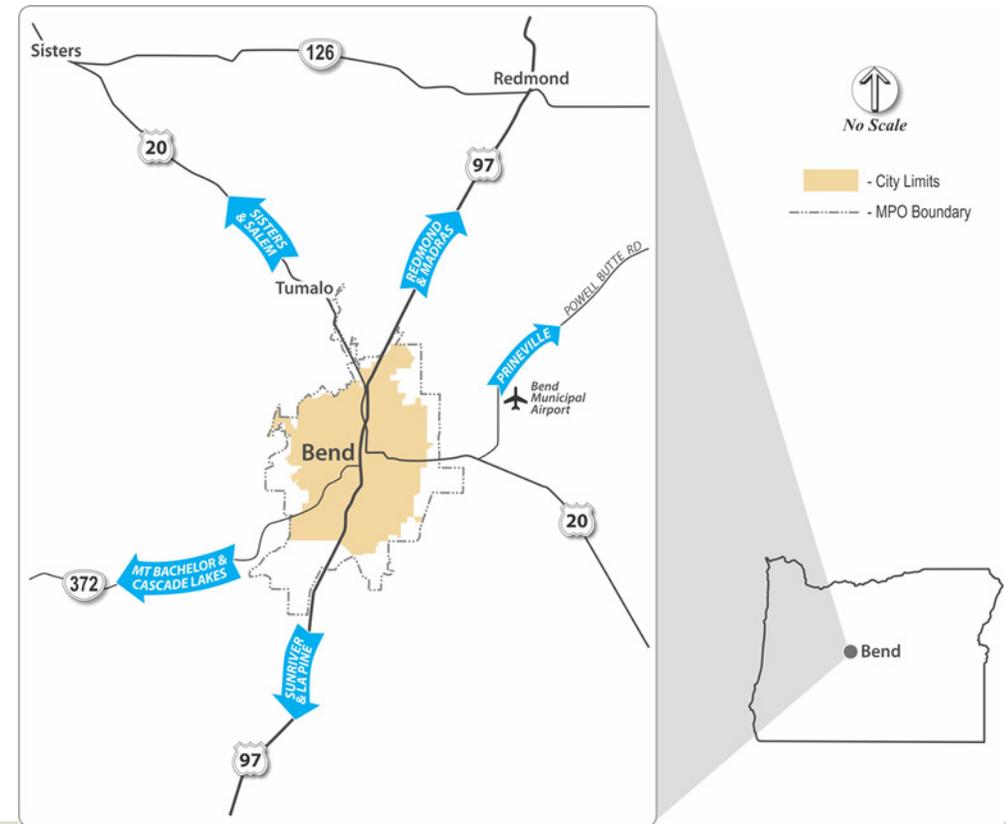
Data from ODOT Automated Traffic Recorders (ATRs)

# BEND REGIONAL CONTEXT: REGIONAL EMPLOYMENT HUB



- Traffic Growth
- Population Growth
- Tourism Effect
- **Regional Employment Hub**
- Land Use Patterns
- Transportation Funding

Almost half of the employees working in Bend live in surrounding communities.





# BEND REGIONAL CONTEXT: TRANSPORTATION FUNDING



- Traffic Growth
- Population Growth
- Tourism Effect
- Regional Employment Hub
- Land Use Patterns
- **Transportation Funding**

Mission for the Funding Work Group

# EXISTING CONDITIONS – MOTOR VEHICLE SYSTEM

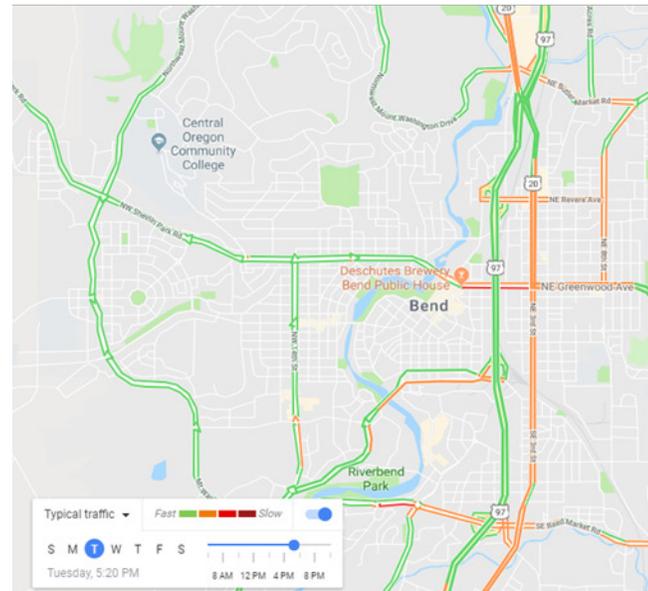


## Safety

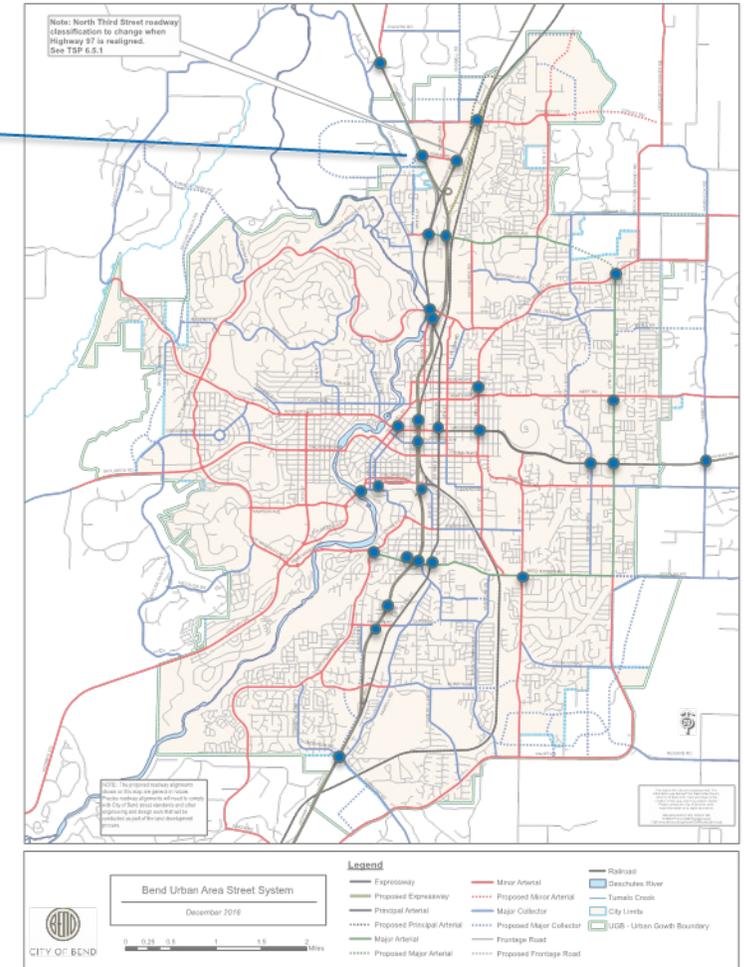
- Crashes from 2007-2016
  - 39 deaths
  - 197 serious injuries
- High crash areas include: US 97, US 20, 3rd St, Empire Ave, Neff Rd, Reed Market Rd, 27th St, and downtown Bend

## Congestion

- Hotspots occur during average weekdays and worsen with summer traffic
- Bottlenecks impact freight movement on US 97



Average PM Peak Speed Congestion, Google Maps



# EXISTING CONDITIONS – PEDESTRIAN SYSTEM

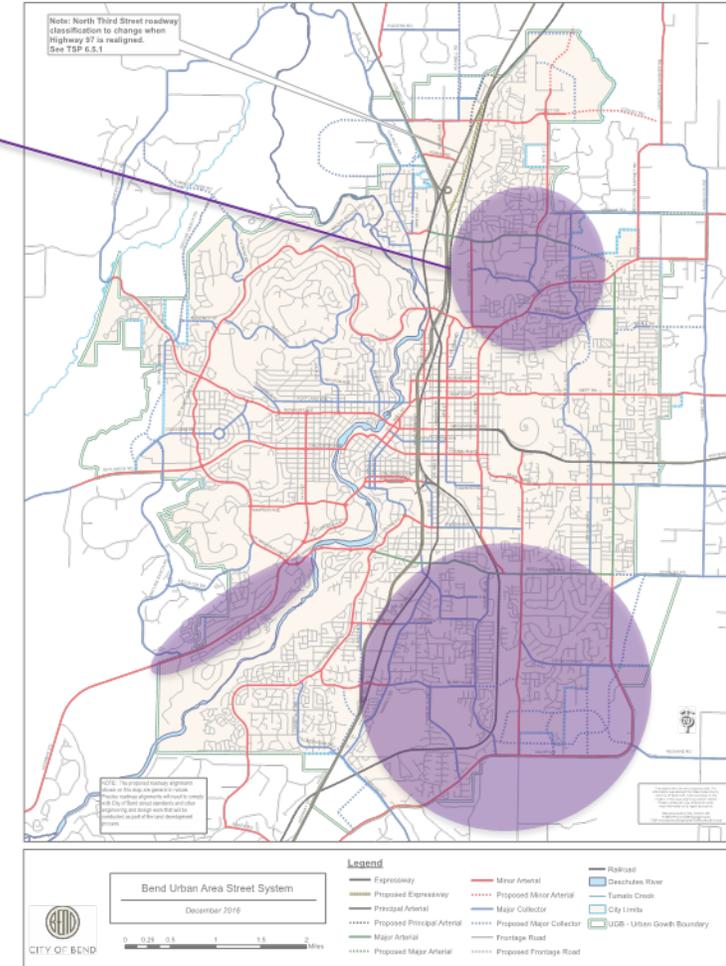
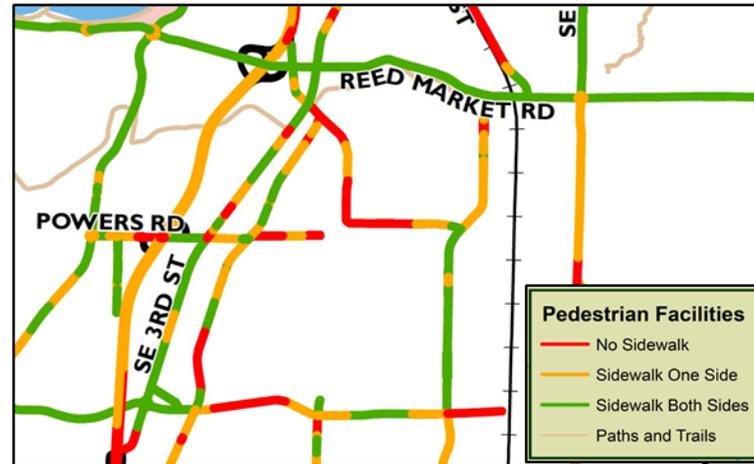


## Safety

- Crashes from 2011-2016
  - 7 deaths
  - 55 injuries
- Fatal crashes occurred along high-speed, high-volume corridors, including 3<sup>rd</sup> Street and 27<sup>th</sup> Street

## Connectivity

- Significant facility gaps in areas annexed into the City
- Needs example (Brosterhous):
  - Limited sidewalks
  - Major street crossing to the west (3<sup>rd</sup> Street)
  - Railroad to the east



# EXISTING CONDITIONS – BICYCLE SYSTEM

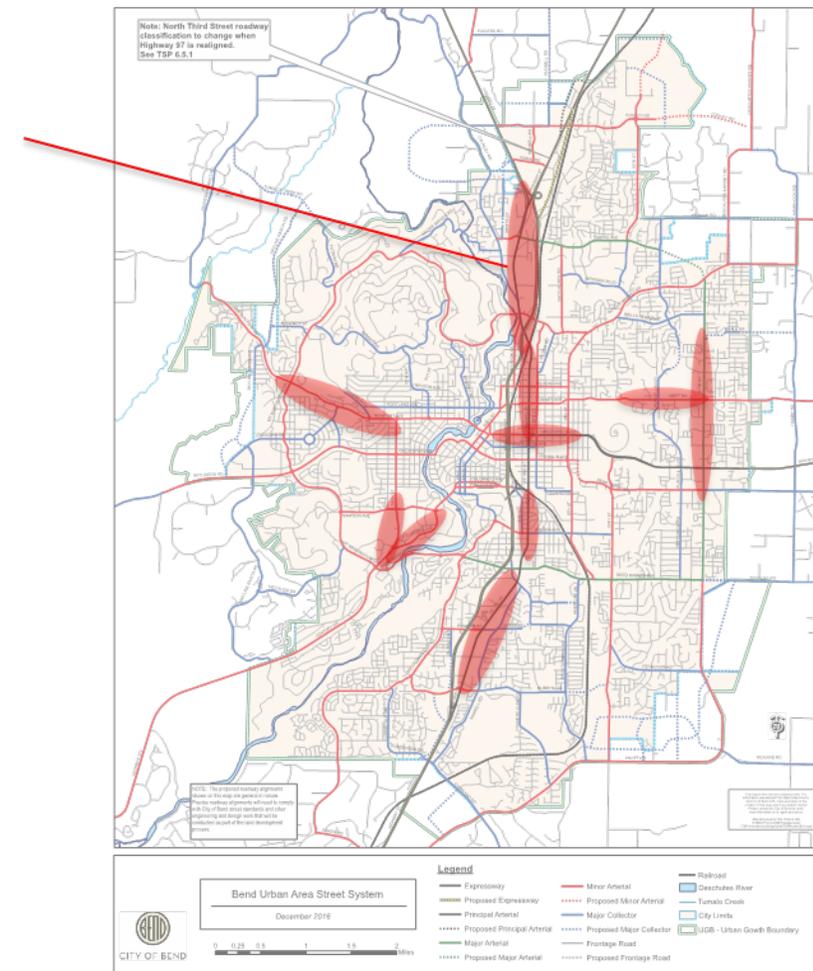
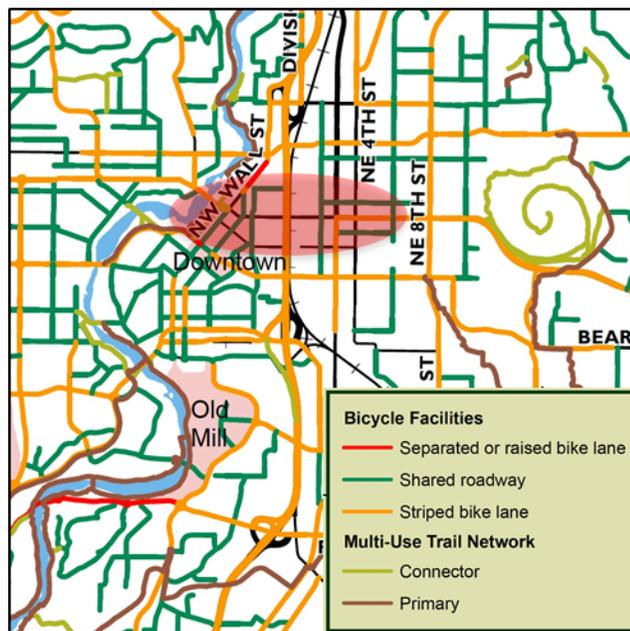


## Safety

- Crashes from 2011-2016
  - 2 deaths
  - 55 injuries
- Crashes occurred along higher-speed roads (e.g. 3<sup>rd</sup> Street, 27<sup>th</sup> Street, and US 20) near downtown Bend

## Connectivity

- High-stress routes connect to key destinations
- Needs example (Greenwood):
  - Lack of bicycle facilities from 3<sup>rd</sup> Street to downtown



# EXISTING CONDITIONS HIGHLIGHTS BY TRAVEL MODE

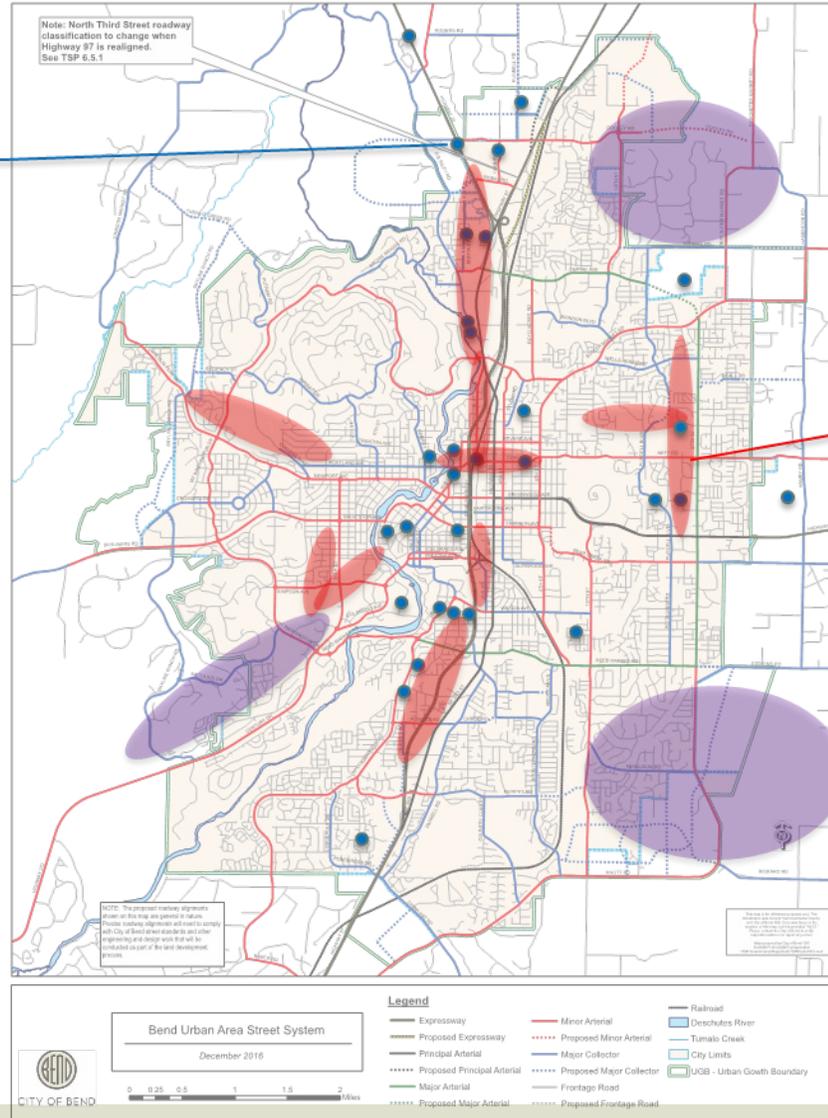


## Motor Vehicles

- Peak hour congestion hotspots
- High crash areas include: US 97, US 20, 3rd St, Empire Ave, Neff Rd, Reed Market Rd, 27th St, and downtown Bend

## Transit

- System has limited bus frequency and requires transfers to cross Bend



## Pedestrians

- Significant facility gaps in areas annexed into the City

## Bicycles

- High-stress routes connect to key destinations

## Pedestrian / Bicycle Safety

- Pedestrians and bicycles are nearly 35% of crash fatalities in Bend – twice the statewide average
- These crashes generally occur along high-volume/high-speed corridors (e.g. 3<sup>rd</sup> Street)

# TRANSPORTATION NEEDS - BREAKOUT GROUPS

## BREAKOUT: TRANSPORTATION NEEDS



- Information on each table:
  - Information from the existing conditions report
- Guidance:
  - Breakout groups do not need to reach consensus on needs
  - If your group does strongly agree on something, highlight it on the map
  - Today's input will be combined with technical input and input from public event #1 and used to inform both citywide scenarios and neighborhood priorities

**Question to answer: Where are the biggest needs and issues in your experience? Is there anything that you think is a big issue that should be added for technical work?**

# NEXT STEPS