



CTAC MEETING #8
DECEMBER 11, 2018

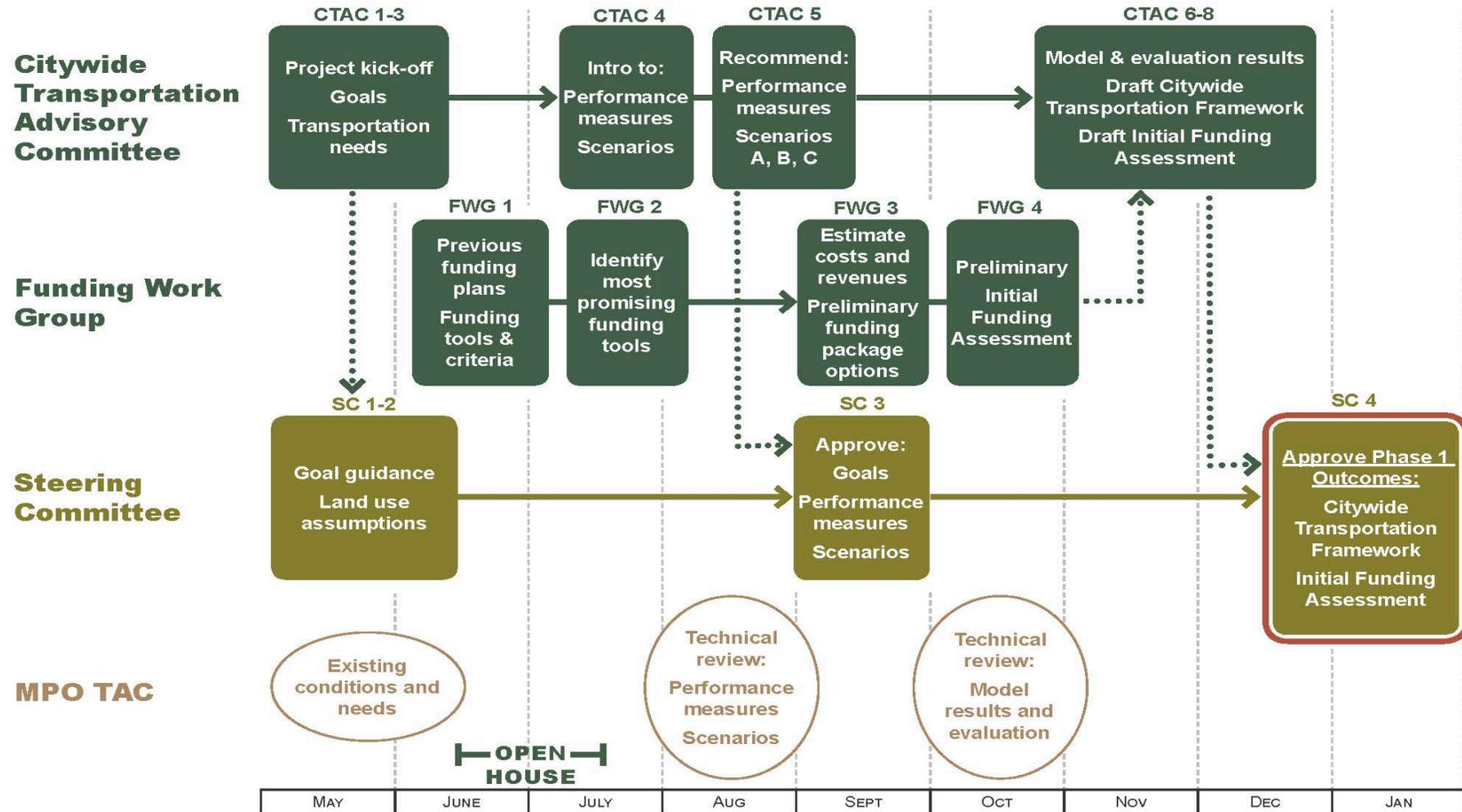


- Public comment (20 minutes)
- Recommend Foundational Projects
 - ✓ Presentation and staff recommendations
 - ✓ Develop recommendation and vote
 - ✓ *Desired outcome: approval of Citywide Foundational Projects*
- Remaining Key Needs
 - ✓ Introduce proposed approaches to addressing major mobility needs
 - ✓ Breakout discussion of remaining key needs
 - ✓ Electronic voting and large group discussion/vote
 - ✓ *Desired outcome: recommendation on remaining key needs*
- Public comment (10 minutes)



BEND TRANSPORTATION PLAN

Phase 1 Work Plan and Process



Updated: 11/8/2018

REMINDER: WHAT IS THE CITYWIDE FRAMEWORK



- Citywide Framework will be forwarded to the Steering Committee; will include foundational projects and some remaining choices
- Prioritization, timelines (short, medium or long term), and matching projects to funding sources will occur in spring/summer 2019
- The Citywide Hybrid, when combined with the Neighborhood projects, will create the backbone for funding and prioritization choices
- We are likely to have more projects in the Citywide Hybrid – and the eventual TSP – than we can fund

CTAC CONFLICT DISCLOSURE



- Any CTAC conflicts on scenario recommendation?

PUBLIC COMMENT #1



- 20 minutes at beginning of meeting; 10 minutes at end of meeting
- Divide time evenly by those who wish to comment
- Sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters

MEETING #7 RECAP



- Limited interest in widening long corridors to 5-lanes
- Interest in smaller fixes
- Concern about new bridges, but see future need
- Wanting to think about long-term needs
- Want more information on system performance
- Interest in balanced system that serves all modes

WHAT WE ELIMINATED



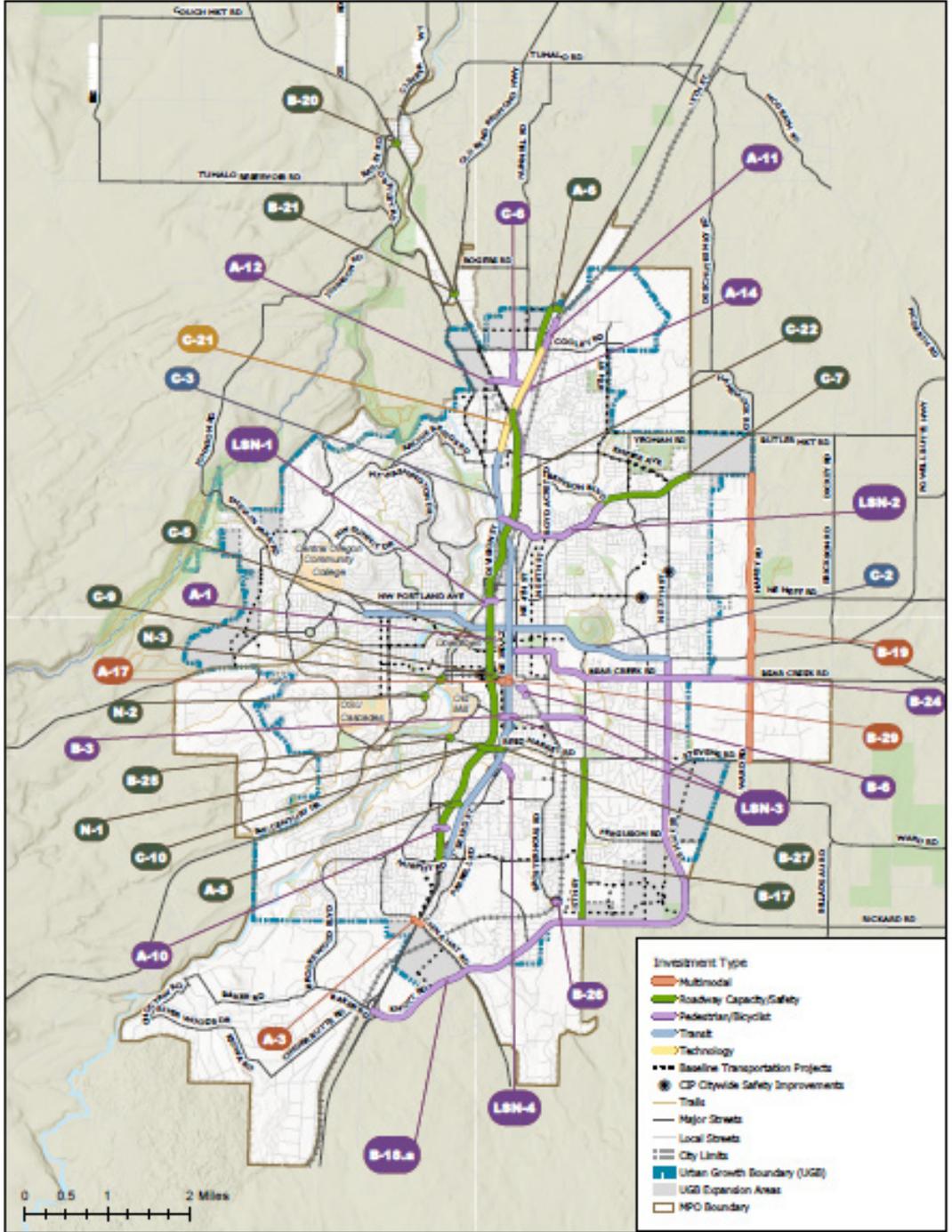
- Reed Market Widening (B-7, B-15, B-16)
- Auxiliary lanes on US 97 (B-10)
- Projects to Address Outside of Citywide Hybrid



- Baseline projects
- Foundational projects
 - Resolution on a few outstanding issues
- Complete low stress bike network (LSN)
- Connected pedestrian network program

RECOMMENDED CITYWIDE FOUNDATIONAL PROJECTS

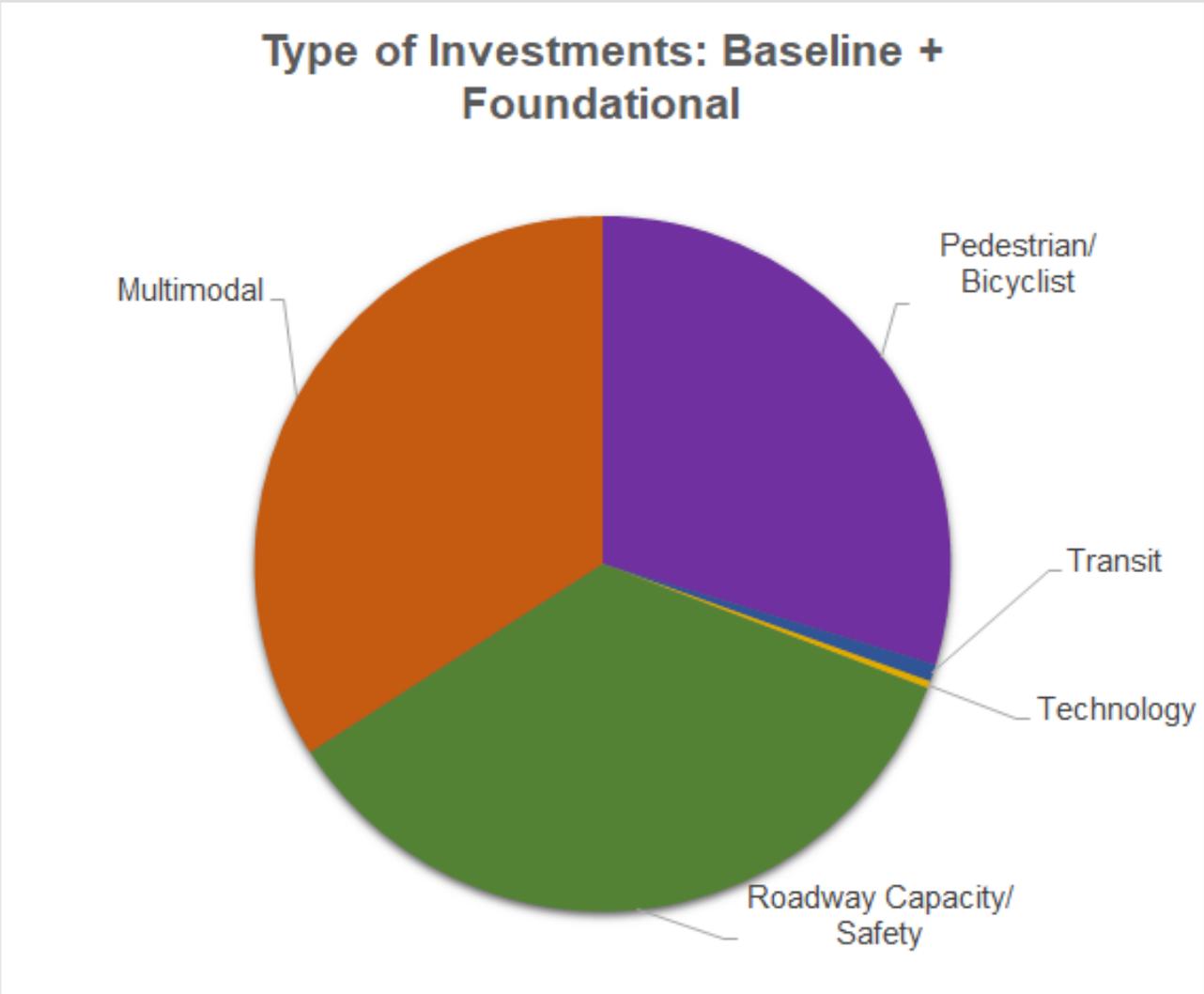
RECOMMENDED FOUNDATIONAL PROJECTS



RECOMMENDATION IS A BALANCED SYSTEM



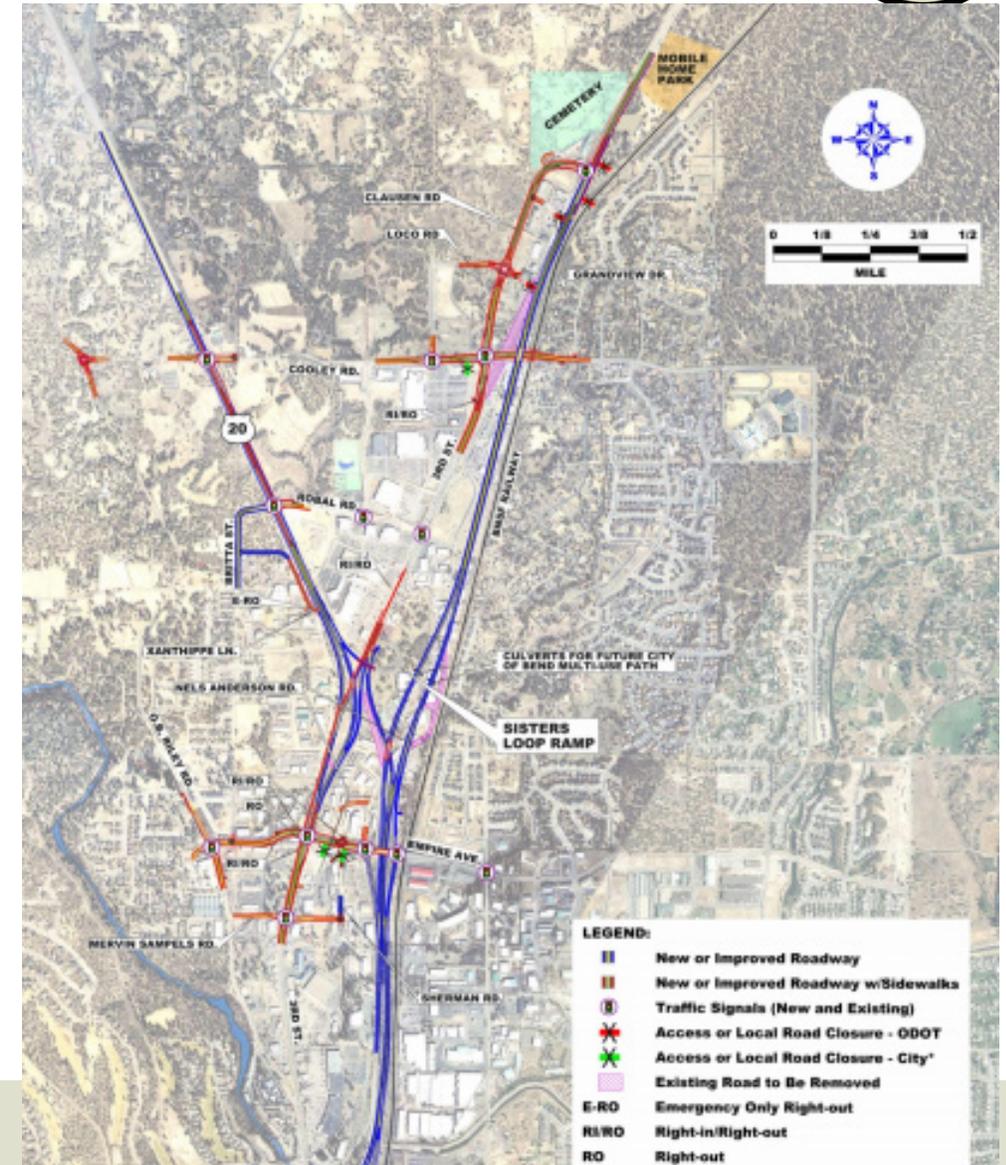
- Represents relative proportion of capital costs in Foundational projects, by mode
- Uses order-of-magnitude costs; will be refined



FOLLOW UP ON FOUNDATIONAL PROJECTS: STATE SYSTEM



- 97/Empire SB off-ramp
 - Recommend setting aside
 - Business impacts and EIS process impacts
- 97 Parkway Final EIS improvements
 - Recommend as a foundational project
 - Long-standing priority; City seeking funding
 - Includes enhancements to multiple facilities
- The US 97 Parkway Study is identifying solutions south of the FEIS projects



FOLLOW UP ON FOUNDATIONAL PROJECTS: LOCAL SYSTEM



- Aune Road extension (A-17) as foundational project:
 - ✓ Recommend to move to foundational project (rather than Phase 2), if it includes a connection to Scalehouse Loop (complete 3rd Street to Bond Street connection)
 - ✓ Helps address east-west connectivity and capacity need
- Murphy Frontage Road (A-9) as a phase 2 project:
 - ✓ Change from last meeting where we recommended setting aside
 - ✓ Important for property access and adopted as Murphy Crossing Refinement Plan

COMPLETE BIKE LOW-STRESS NETWORK



CTAC recommends including a complete low-stress bike network (LSN) as a Foundational project:

- Replace the existing LSN projects on the Foundational project list with a complete set of LSN projects that will be developed in early 2019

Numbers	Project Descriptions	Cost	Key Measures Improved
LSN	Complete the Low Stress Bike Network	\$\$\$\$\$\$	Safety, employment accessibility

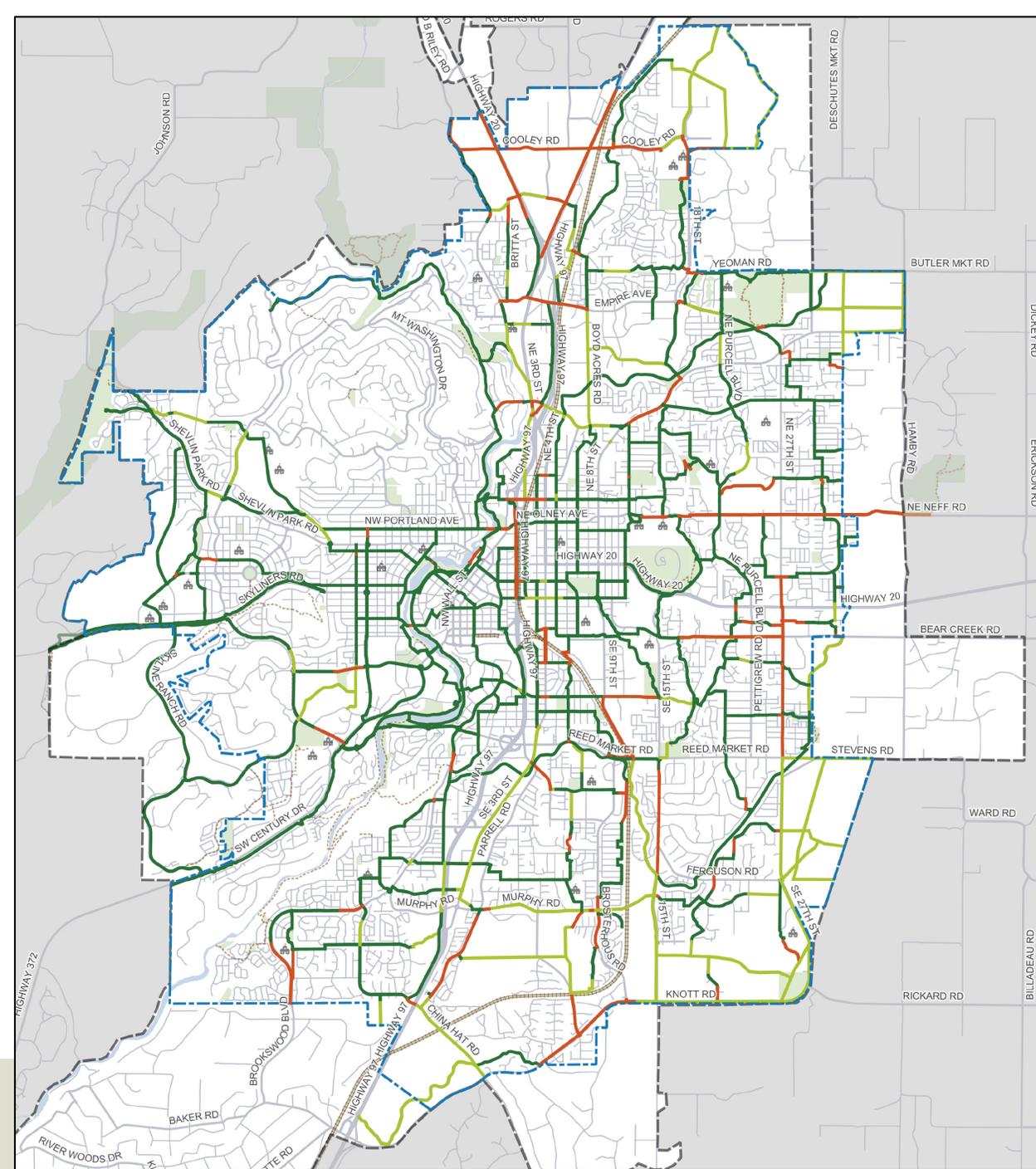


BIKE LOW-STRESS NETWORK

(Excerpt: See table map)

This map shows the draft LSN, with segments color-coded by the type of improvements needed.

The draft LSN will be refined based on new staff information and neighborhood-level input



Future LSN Components	Other
Currently LTS 1-2. May require minor improvements or landowner permission	Schools
Requires relatively minor improvements (ex. bike lane striping) or new facilities built as part of private development	Trails
Requires more intensive improvements (ex. canal bridge, overcrossings, trail)	Local streets
	Major streets
	Urban Growth Boundary (UGB)
	MPO boundary

PROGRAM TO IMPROVE PEDESTRIAN NETWORK CONNECTIVITY



CTAC recommends adding these programs to Foundational projects:

- Both require additional work to define project lists, prioritization method and costs
- Projects could include sidewalk infill, crossings of major roadways and projects to address ADA needs

Numbers	Project Descriptions	Cost	Key Measures Improved
S-1	Complete the arterial/collector pedestrian system (sidewalks and crossings)	\$\$\$\$\$\$	Safety, employment accessibility
S-2	Implement a local street sidewalk infill & crossing improvement program	\$\$/year	Safety, employment accessibility

ADDRESS SIGNIFICANT NEEDS: RECOMMENDATIONS

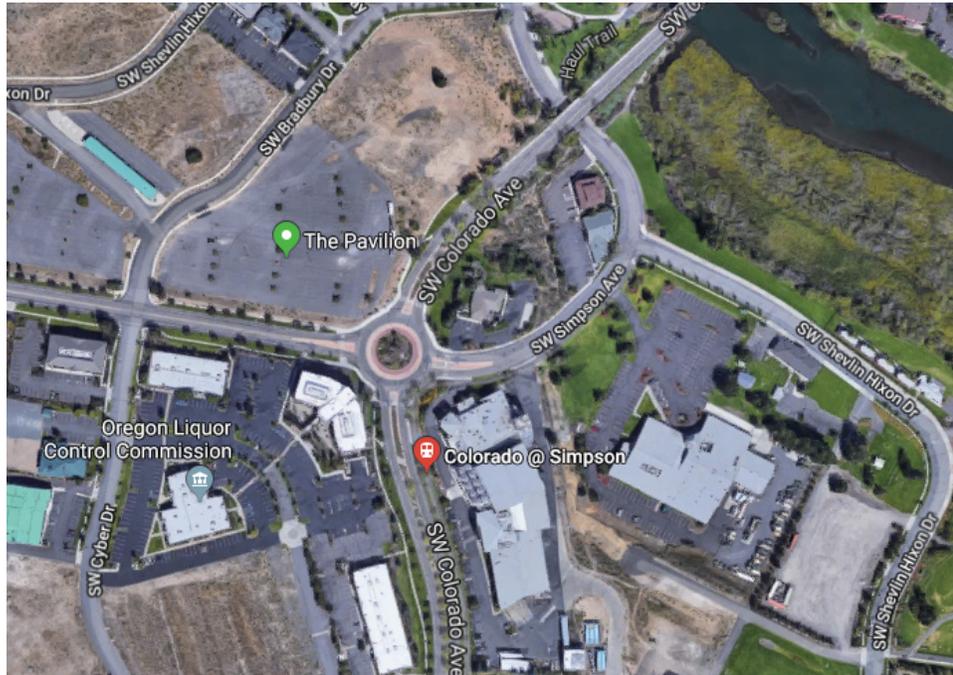


- China Hat/Ponderosa Overcrossing
 - ✓ Improves system connectivity for all modes
- Reed Market/97 interchange improvements
 - ✓ Works with Reed Market/Bond roundabout improvements to address east-west capacity
- US 97 operational and safety improvements as defined by ODOT Parkway Study
 - ✓ Consistent with ODOT Parkway work
- Widening of 3rd under railroad (US 97 Alternate Route)
 - ✓ Might be difficult/expensive to implement
 - ✓ Addresses multimodal connectivity needs

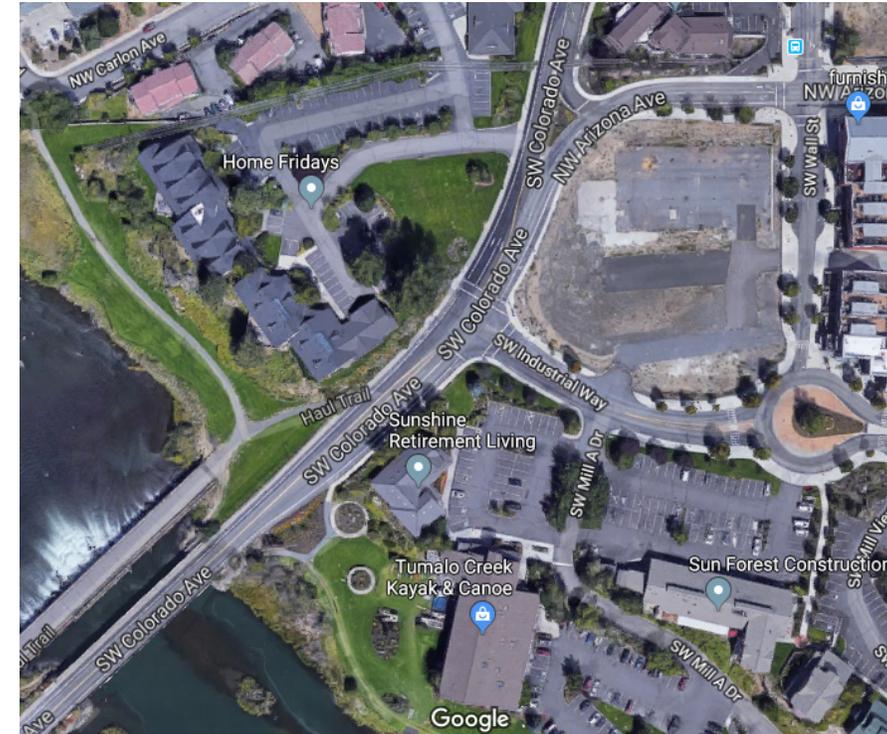
NEW PROJECTS TO ADDRESS CTAC PRIORITIES



Two smaller projects to help address east-west capacity on Colorado Avenue



Widen Colorado/Simpson roundabout

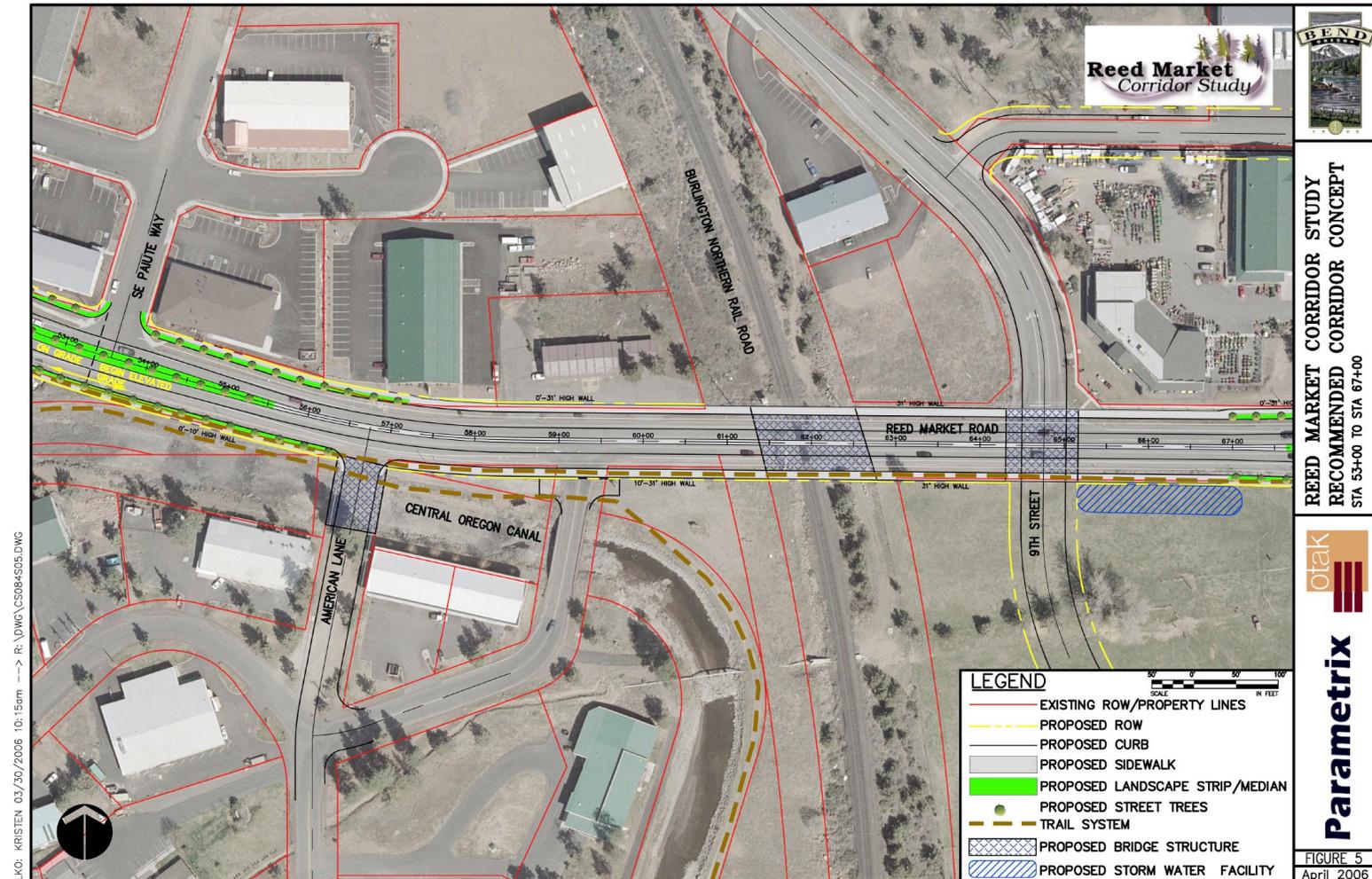


Colorado/Industrial Way intersection capacity improvements

STUDY PROJECT: RAILWAY SWITCHYARD OR OVER-CROSSINGS



- Long-term interest in relocating the railway switchyard
- Not an easy project to cost or implement
- Recommend a “study project” to look at options, feasibility and benefit/cost of relocating BNSF switchyard outside of the City and constructing over-crossings of at-grade crossings (Reed Market to Revere)



VOTE ON RECOMMENDATION



- Foundational Project recommendation to Steering Committee

REMAINING KEY NEEDS APPROACH

BALANCING INVESTMENTS IN 5-LANE CORRIDORS

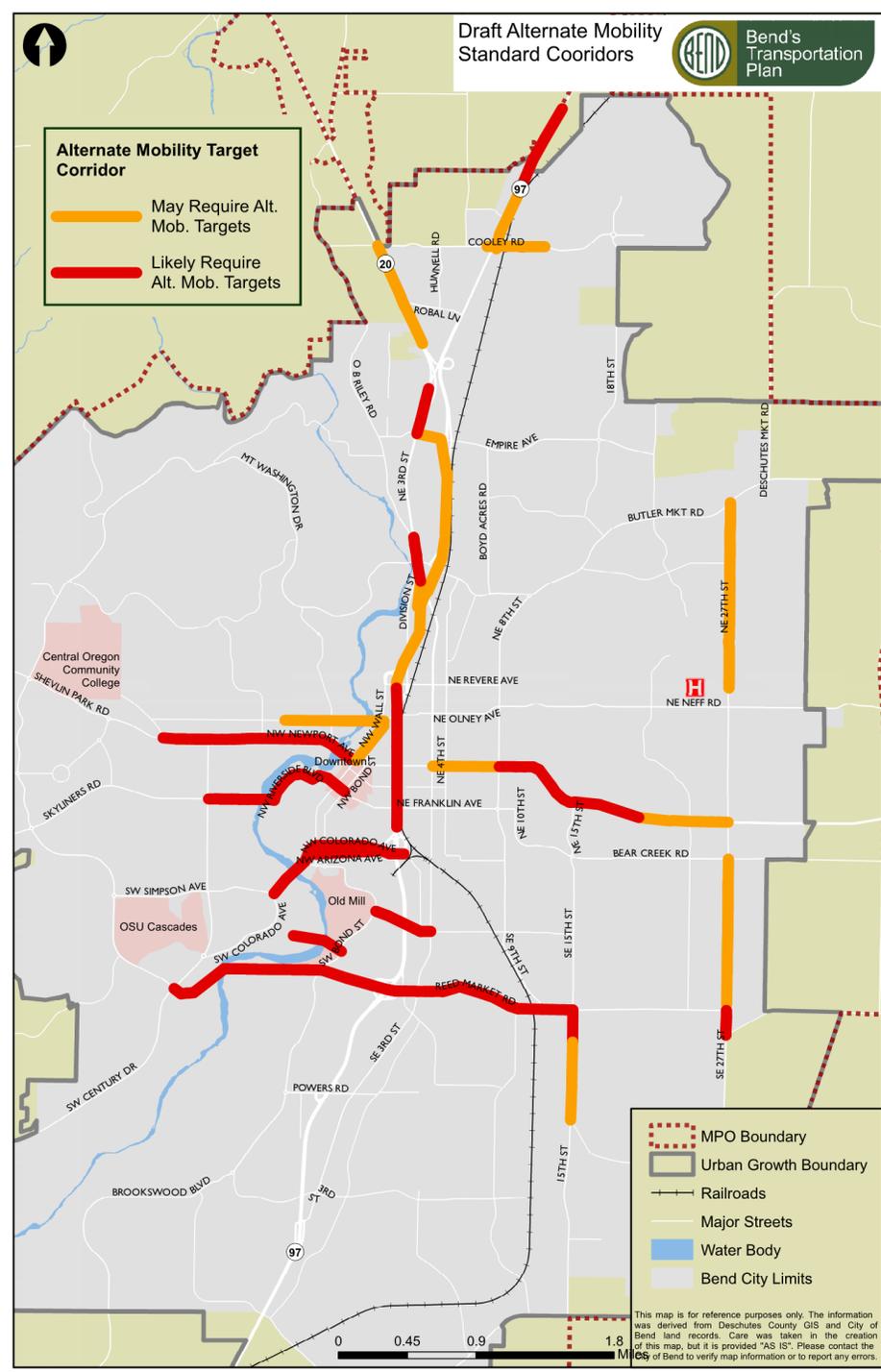


A phased approach to widening corridors to 5 lanes:

- Identify corridors that may need to be widened based on projected 20-year growth needs
- Consider where growth may further strain traffic congestion on these corridors
- Identify the corridor as a long-term 5-lane facility in the TSP/MTP
- Include a project to preserve/obtain right-of-way
- Include key intersection capacity/safety projects (e.g., multi-lane roundabouts) to add capacity to the corridor over-time as interim improvements
- Monitor growth, changing trends in how people travel, and revisit long-term needs with each plan update (including assessing alternate solutions)
- Consider widening to 5-lanes when “triggered” as a last step



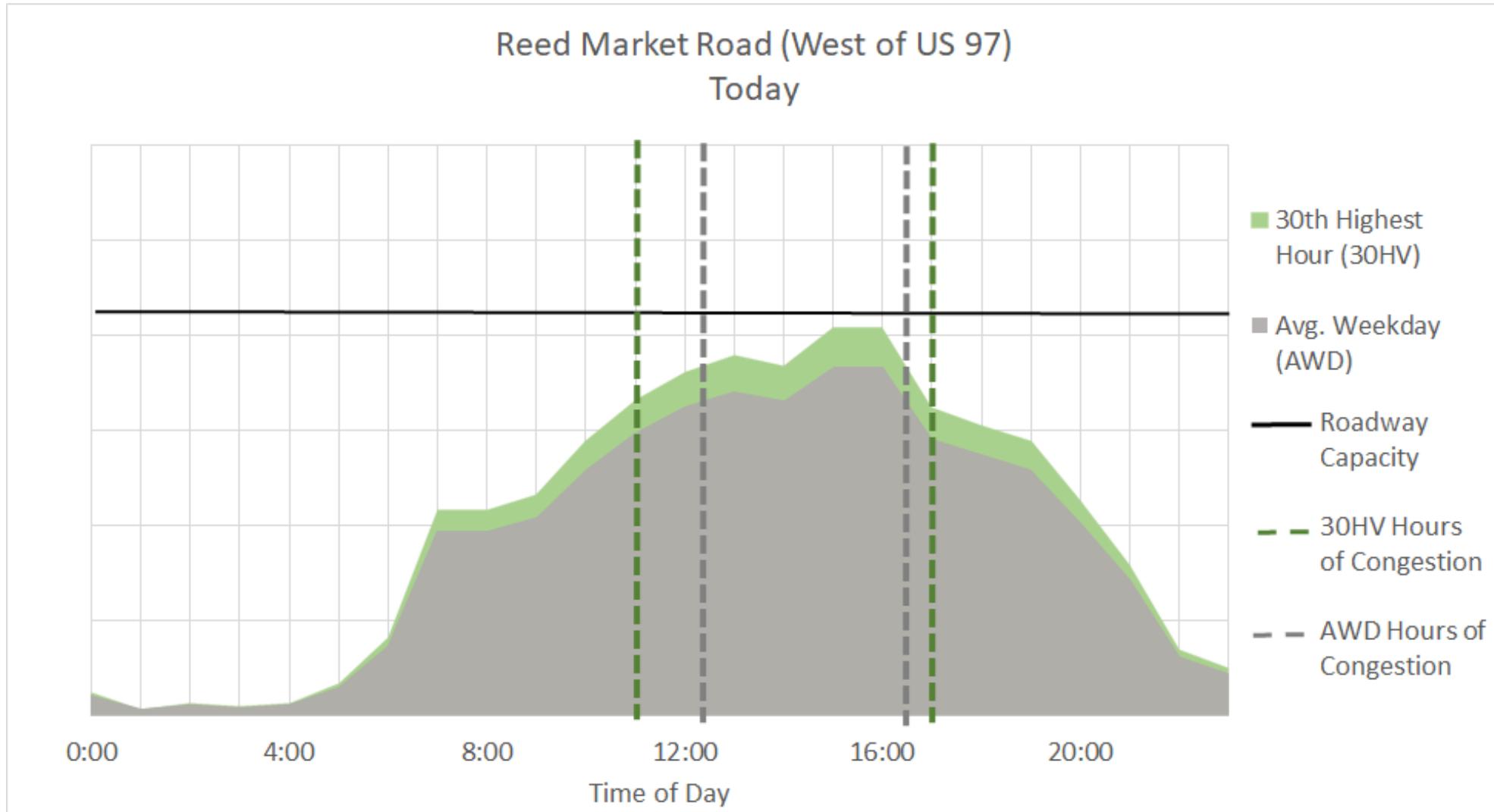
POLICY DISCUSSION - ALTERNATE MOBILITY STANDARDS



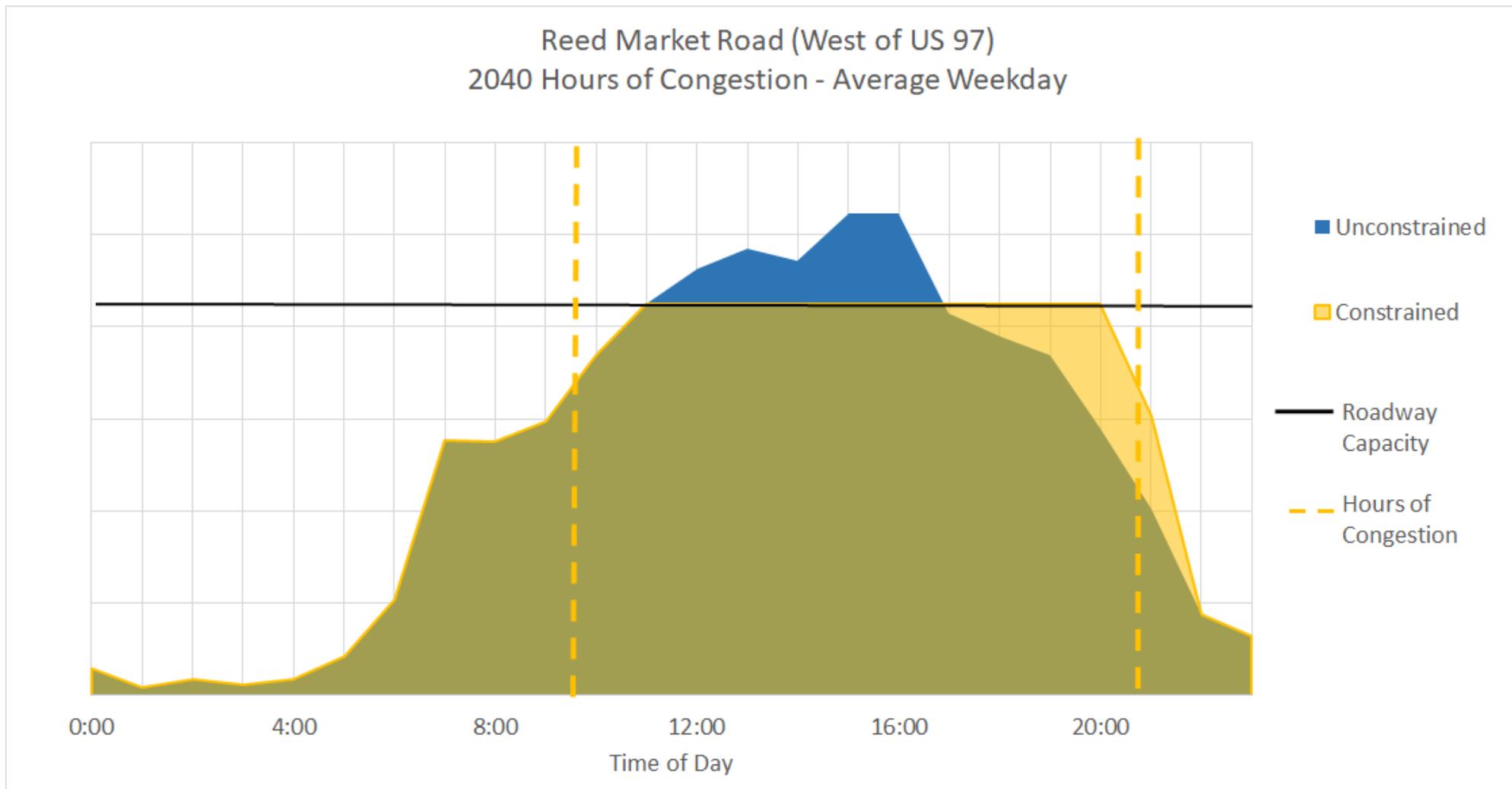
- Multiple roadway corridors may need alternate mobility targets (with Baseline + Foundational projects)
- A potential approach for these locations is:
 - Look for smaller fixes to continue to make headway on improving safety, reliability and mobility in these areas
 - Consider preserving right-of-way for corridors that you may consider widening in the future
 - Establish alternate mobility standards that:
 - Increase the threshold for allowable peak hour congestion
 - Consider average weekday instead of seasonal peak traffic demand conditions (Targets for ODOT facilities)
 - Consider the duration of congestion (i.e., how many hours of congested conditions are acceptable)
 - Consider travel time reliability
 - Consider emergency response needs

This map is for reference purposes only. The information was derived from Deschutes County GIS and City of Bend land records. Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Bend to verify map information or to report any errors.

ALTERNATE MOBILITY TARGETS – DURATION OF CONGESTION SAMPLE



ALTERNATE MOBILITY TARGETS – DURATION OF CONGESTION SAMPLE (CONT)



REMAINING KEY NEEDS: WHAT MOVES THE NEEDLE?

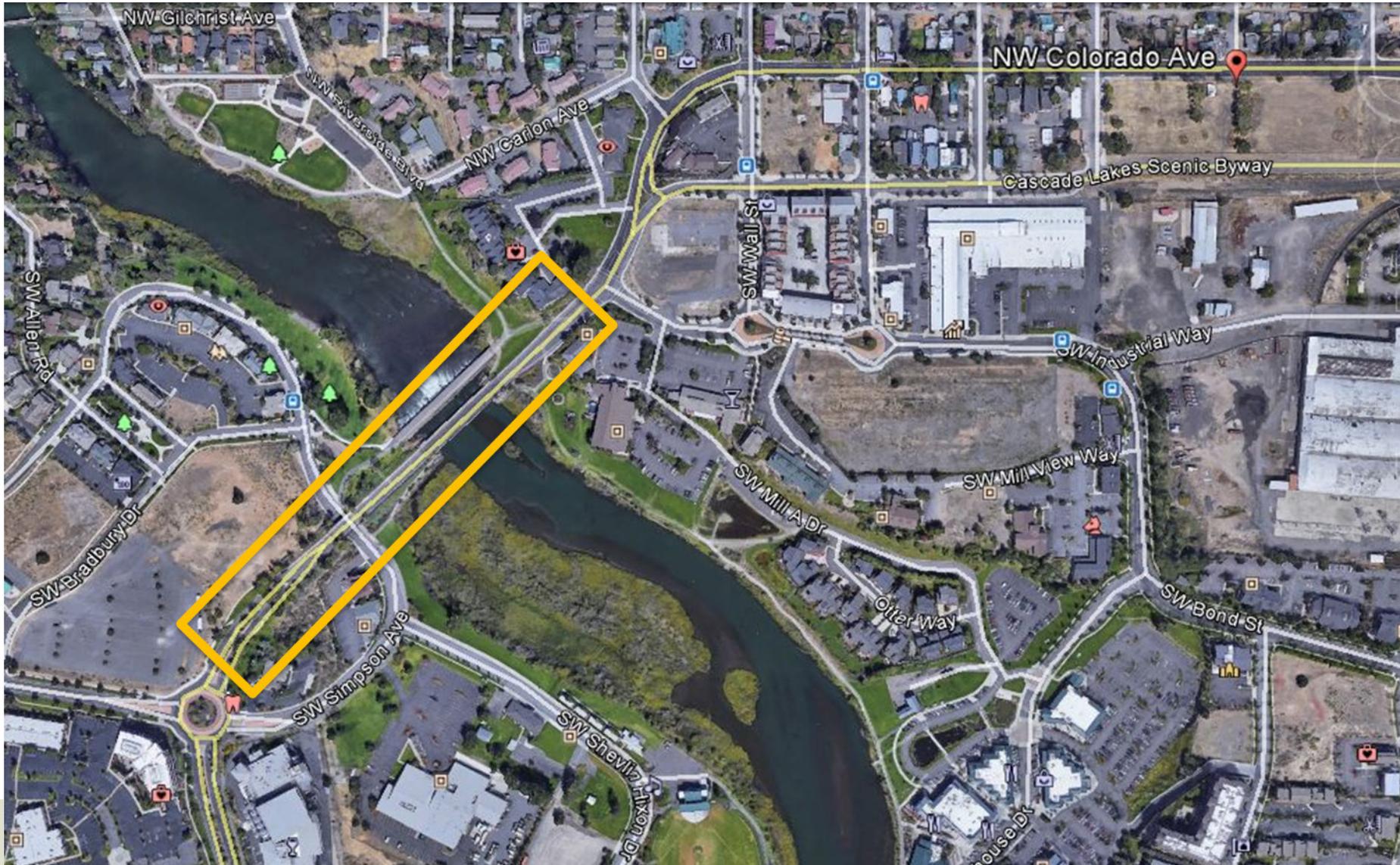


Addressing these needs makes the most impact on citywide congestion issues:

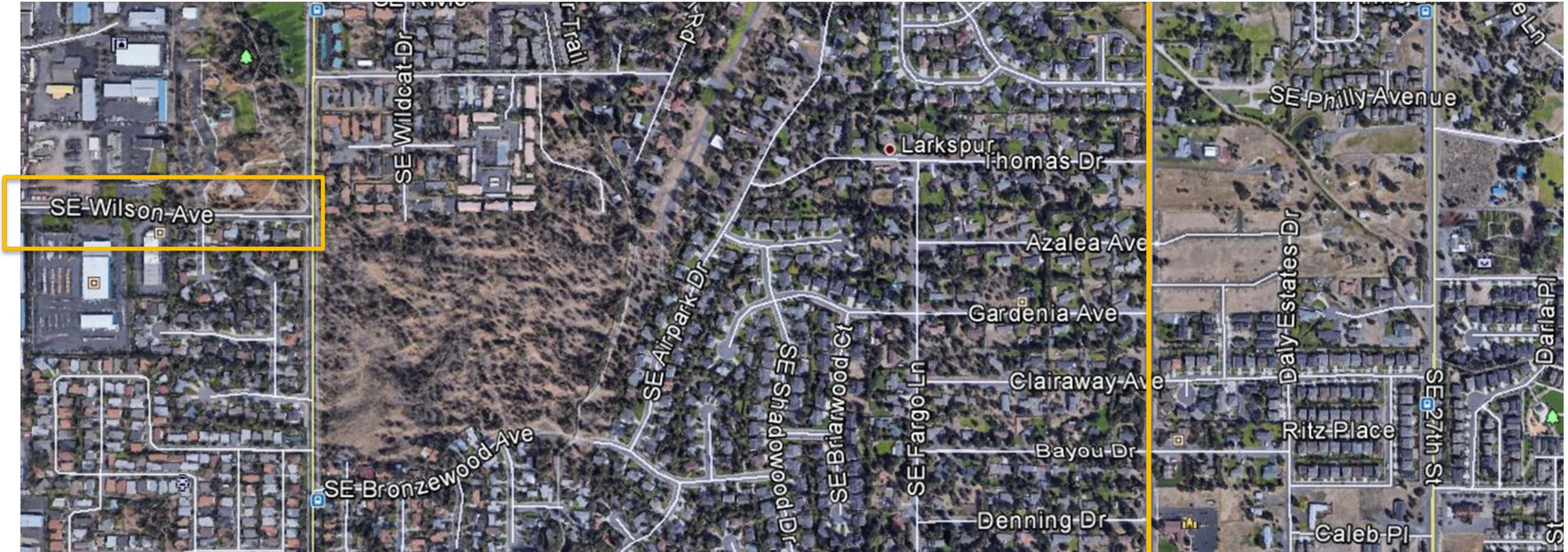
- East-West Capacity Between Century Drive and 3rd Street
 - Colorado Avenue (Simpson to Industrial capacity)
 - Reed Market Road (Bond/Reed Market and US 97/Reed Market)
 - Additional River Crossing
- Railroad Switchyards or Over-crossings
 - Reed Market Road Switchyard
 - Downtown Switchyard

REMAINING KEY NEEDS

COLORADO WIDENING



WILSON EXTENSION TO PETTIGREW



27TH/EMPIRE MORE INFORMATION



The City ROW standard for 5 lanes is 100 ft.

- 27th St – Reed Mkt to Bear Creek: 80-100 ft ROW
- 27th St – Neff to Butler Mkt: 80-100 ft of ROW (south of this area, there are some parts of the current 4-5 lane section on 70-75 ft of ROW)
- Empire – Butler Market to Purcell: 100 ft of ROW
- Empire – Purcell to Boyd Acres: 80-90 ft of ROW

CHOICES FOR REMAINING NEEDS: OVERVIEW



- Include a project in the TSP
- CTAC could also recommend:
 - A “study” project if we agree a project is needed but don’t know enough to put a line on the map
 - ROW acquisition only; allows preservation of space for a new roadway when it is needed
 - Alternate mobility targets and smaller projects to address need
 - Phase implementation and monitoring
- Only alternate mobility targets and smaller projects to address need

EAST-WEST CAPACITY BREAKOUT: CENTURY DR TO 3RD ST



Remaining choices to address east-west capacity from Century Drive to 3rd:

- A. Include Powers Crossing and Colorado widening as **projects in the TSP**
- B. Acquire **ROW** for the Powers River Crossing and develop a **phased implementation** approach for Colorado to maximize efficiency while monitoring for when widening is appropriate. Implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety.
- C. Include Powers River Crossing as a **study** (e.g. City will study the appropriate location for a new river crossing). Implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety (including Colorado Avenue intersection improvements).
- D. Do not include in the TSP; implement **alternate mobility targets and identify smaller projects** to improve mobility, reliability and safety.

EAST-WEST CAPACITY: 3RD TO 27TH STREETS NEED



- Choices:
 - A. Include an extension of **Wilson as a collector** in the TSP
 - B. Direct staff to evaluate ways to provide **east-west (3rd to 27th) capacity and connections using existing local streets and smaller projects** (may also require policy changes to allow for more congestion)
 - C. Do not include in the TSP; implement **alternate mobility targets and identify smaller projects** to improve mobility, reliability and safety

NORTH-SOUTH CAPACITY IN EASTERN BEND NEED



Empire/27th Widening choices:

- A. Include widening **Empire/27th** as a project
- B. Recognize that this corridor may be needed in the future and that **ROW should be reserved as development occurs**. Include a project to reserve right-of-way only for corridor widening. Widen key intersections along the corridor (e.g., multi-lane roundabouts). Implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety
- C. Do not include corridor widening in the TSP. Include projects to widen key intersections along the corridor (e.g., multi-lane roundabouts). Implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety



- www.menti.com
- Code: 10 23 13
- CTAC members only
- Straw poll – we will make formal decisions through a hand vote

PUBLIC COMMENT #2

PUBLIC COMMENT REMINDER



- Up to 10 minutes
- Divide time evenly by those who wish to comment
- Must sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters

CLOSE AND NEXT STEPS

COMING UP



- Planning for neighborhood outreach in late January
- Formation of policy working groups
- Steering Committee in February (tentative)
- CTAC reconvenes in Spring – we'll be in touch!