

Minutes

CTAC Meeting #8

Bend's Transportation Plan

December 11, 2018

Bend Municipal Court

555 NE 15th Street, Bend, Oregon



CITY OF BEND

CTAC Members

Katy Brooks, *Member*

Louis Capozzi, *Member*

Garrett Chrostek, *Member*

Casey Davis, *Member*

Karna Gustafson, *Co-Chair*

Hardy Hanson, *Member*

Steve Hultberg, *Co-Chair*

Sally Jacobson, *Member*

Suzanne Johannsen, *Member*

Gavin Leslie, *Member*

Nicole Mardell, *Member*

Katie McClure, *Member (absent)*

Ariel Mendez, *Member*

Mike Riley, *Co-Chair*

Richard Ross, *Member*

Mel Siegel, *Member*

Iman Simmons, *Member (absent)*

Sid Snyder, *Member (absent)*

Glenn Van Cise, *Member*

Dale Van Valkenburg, *Member (absent)*

Ruth Williamson, *Co-Chair*

Sharlene Wills, *Member*

Dean Wise, *Member*

Keith Wooden, *Member (absent)*

Travis Davis, *Alternate (absent)*

Ex-Officio Members

Dale Peer, *(absent)*

Gregory Bryant

Carolyn Carry-McDonald, *(absent)*

City Staff / Elected Officials

David Abbas, *Transportation Services Director*

Bruce Abernathy, *City Councilor*

Nick Arnis, *Growth Management Director*

Tyler Deke, *Bend MPO Manager*

Emily Eros, *Transportation Planner*

Russell Grayson, *Community Development Director*

Ben Hemson, *Business Advocate*

Tom Hickmann, *Engineering & Infrastructure Planning Director*

Susanna Julber, *Senior Policy Analyst*

Eric King, *City Manager*

Ian Leitheiser, *Assistant City Attorney*

Robin Lewis, *Transportation Engineer*

Consultants

Kayla Fleskes, *DKS Associates*

Kristin Hull, *Jacobs*

Chris Maciejewski, *DKS Associates*

Ryan Oster, *City Engineer*
Joshua Romero, *Community Relations Manager*
Sally Russell, *City Councilor*
Jon Skidmore, *Assistant City Manager*
Karen Swirsky, *Senior Planner*
Jenny Umbarger, *Office Specialist II*

1. Welcome, review agenda and expectations

Ms. Hull called the meeting to order at 1:02pm; Councilor Russell welcomed the committee. Ms. Hull reviewed the agenda and requested committee members declare any conflicts of interest. Member Gustafson disclosed her employment with Central Oregon Builders Association. Member Hultberg, attorney, disclosed his representation of clients within the city of Bend. Member Chrostek, attorney, disclosed his representation of clients within the city of Bend. Member Mardell disclosed her employment with Deschutes County. Member Wise disclosed his employment with a development company in the city of Bend.

2. Public Comment

Victoria Chaplin, Worthy Brewing Company, spoke in support of a city bike network.

Alex Anderson, resident, spoke about the Low-Stress Network (LSN).

Rory Isbell, Central Oregon LandWatch, spoke about the LSN and higher mobility standards.

Andrew Deenik, New York City Sub Shop, spoke about the Hawthorne transit station.

Member Wills commented on the need to hear when around parked but running autos / buses near the Hawthorne transit station. Member Van Cise shared comments and printed information on transportation in Arizona.

3. City of Bend Accessibility Advisory Committee (COBAAC) Report

Daniel Murray with COBAAC read the COBAAC letter from the CTAC #6 meeting packet.

4. What we heard at our last meeting

Mr. Maciejewski reviewed key themes and outcomes of CTAC meeting #7. Committee consensus that Reed Market widening, auxiliary lanes on US 97 and projects to address outside of the Citywide Hybrid are eliminated from further consideration. Mr. Mendez noted that B-5 was omitted from voting at prior meeting. Mr. Maciejewski explained that projects C-14 and C-18 will be recommended to Cascades East Transit (CET) to advance through its planning process.

5. Recommended Foundational Projects

Mr. Maciejewski reviewed recommended citywide Foundational Projects (US 97 / Empire southbound off-ramp, US 97 parkway final EIS improvements, Aune Road extension and Murphy Frontage Road). Member Riley expressed concern about the perfectness of the Type of Investments: Baseline + Foundational pie chart. Member Siegel would like to see a cost-benefit analysis in the form of a pie chart. Member Ross shared his concern that the chart misrepresents a potentially large transit capital project. Ms. Hull confirmed the chart's intention is to express the committee's interest in a balanced system.

Members Johannsen, Brooks and Riley shared concerns about a US 97 / Empire southbound off-ramp; Mr. Williams from ODOT Region 4 spoke about the right-of-way impacts of that potential project.

Question: I agree to keep the FEIS as a foundational project.

Resolution: 16 yes, 0 no, 2 abstain.

Member Johannsen recommended addressing left-hand turn / light at 3rd Street and Miller Avenue. The committee agreed by consensus for Aune Road to remain on the list of Foundational Projects.

Ms. Eros spoke about the Complete Bike Low-Stress Network. If the LSN is added to the Foundational Project list, any existing projects in the list that overlap with the LSN would be removed so as not to double-count them, including B-5. It would not preclude having additional bike projects.

Question: How many support including the LSN in the Foundational Project list?

Resolution: 17 yes, 0 no, 1 abstain

Ms. Swirsky reviewed pedestrian network connectivity. Member Siegel would like to see red dots on the maps that indicate where unless large improvements are made, connectivity challenges for bikes and pedestrians will remain. Member Gustafson expressed concerns that the committee is lacking information in order to vote. Ms. Hull clarified that the committee is voting on presenting to the Steering Committee the LSN as a concept; staff and consultants will come back to the committee in Spring 2019 with projects to prioritize. Member Ross noted that Bend has the one of the lowest walk scores in the nation. Member Gustafson requested the voting language be rephrased.

Question: Do you want S-1 and S-2, as written, included as elements of the Foundational Projects list recommended to the Steering Committee?

Resolution: 16 yes, 0 no, 2 abstain

There was consensus on the principle of a connected low-stress bike network and connected pedestrian system.

Member Gustafson proposed the vote should be to prioritize and bring specific projects back for a vote in the Spring; Member Capozzi expressed agreement. There was consensus that S-1 and

S-2 belong on the Foundational Projects list, and consensus that the idea of pedestrian and low-stress networks in concept, with the expectation that more details will be presented in the spring. Member Jacobson noted public input will be received at the neighborhood workshops in January 2019.

Mr. Maciejewski reviewed significant needs recommendations (China Hat / Ponderosa overcrossing, Reed Market / 97 interchange improvements, US 97 operational and safety improvements as defined by ODOT Parkway Study, and widening 3rd Street under railroad). Consensus to vote on the group of recommendations rather than individually.

Question: How many are in support of including recommendations in the Foundational Projects list?

Resolution: Unanimous yes

Mr. Maciejewski reviewed new projects to address CTAC priorities (widen Colorado / Simpson roundabout and Colorado / Industrial Way intersection capacity improvements).

Question: How many feel comfortable including the two projects in the Foundational Projects list?

Resolution: 17 yes, 1 no

Mr. Maciejewski reviewed the railway switchyards or over-crossings study project recommendation. Member Gustafson recommended a vote on a study project within three years of Bend's Transportation System Plan (TSP); committee agreed by consensus. Member Williamson would like to see costs attached to larger projects and suggested being mindful of inflating the project list with regard to funding.

Ms. Hull recapped discussion on the projects thus far:

Agreement:

- Projects to eliminate
- Including US 97 FEIS
- Aune Road as a foundational project
- Including Bike / pedestrian in concept, and proposed language
- Foundational elements from the major projects list
- Colorado / Industrial smaller improvements
- Railway switchyard study within three years

Disagreement:

- US 97 on-ramp

Ms. Hull reminded committee members to sign up for policy workgroups, and asked for a quick show of hands for those who agree with the Foundational Project list as presented at the prior meeting. Committee agreed by consensus.

6. Remaining Key Needs Approach

Mr. Maciejewski reviewed the remaining key needs approach, noted that alternate mobility includes baseline and foundational projects, and that East-West capacity between Century Drive and 3rd Street, and the railroad switchyards or over-crossings have the greatest impact.

7. Remaining Key Needs

Mr. Maciejewski reviewed the remaining key needs. Committee members discussed amongst assigned workgroups and conducted individual straw poll voting via Menti.com. *Note: See attached for straw poll voting results.*

Report out on East-West capacity from Century Drive to 3rd Street:

Member Williamson's table discussed whether Powers is likely / appropriate for study and to acquire right-of-way connectivity for a 'deep south' bridge connection, or modify Options A and B (see East-West Capacity Breakout: Century Dr to 3rd St slide in presentation) and improve the Colorado bridge; a combination of Options B and C.

Member Hultberg's table did not have solid consensus but were between Options A and B, leaning more towards B. Consensus not to foreclose Options (keep them as projects in the future).

Member Riley's table had general support for study of a Powers river crossing. They would propose a phased implementation on the Colorado bridge including right-of-way acquisition and changing mobility standards.

Member Capozzi's table (in Member Gustafson's absence) had broad agreement for Option C and disliked the Colorado widening project. They would include the Powers river crossing as a study.

Question: How many are in support of a study project of Powers / Murphy corridor crossing (also referred to as a southern river crossing).

Resolution: 15 yes

Question: How many prefer adding a project in the TSP to do a crossing at Powers?

Resolution: 3 yes

Question: How many prefer a right-of-way acquisition / phased implementation for Powers?

Resolution: 0 votes, 0 abstain

Member Capozzi's table is concerned about congestion at the Simpson roundabout if it is not widened along with the Colorado bridge, and if the corridor is widened it would likely create difficulty in road crossing, similar to Reed Market. There would also be a safety-related trade-off between emergency vehicles and other users. Mr. Maciejewski confirmed the entire corridor would be widened.

Member Hultberg felt strongly the need to put lines on a map for the Colorado bridge widening in an effort to preserve right-of-way, as well as acknowledge that it will be a project at some point in the future. Identifying it as a project may mitigate eventual right-of-way challenges.

Member Riley's table discussed first looking at widening the Colorado bridge in an incremental way, then at the Powers crossing.

Ms. Hull asked the committee to vote on options for Colorado widening only:

- A. Include Colorado widening as a project in the TSP: 4 yes
- B. Phased implementation approach for Colorado including ROW acquisition to maximize efficiency while monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety: 14 yes
- C. Include Colorado widening as study: 0 votes
- D. Do not include in the TSP; implement alternate mobility targets and identify smaller projects to improve mobility, reliability and safety: 0 votes

Member Capozzi abstained following the original vote. Ms. Hull confirmed Option B will be shared with the Steering Committee, as well as a high-level summary of the discussion.

Report out on connecting 3rd Street to 27th Street:

Member Riley's table believes Wilson Avenue should go all the way to 27th Street, though has concerns about impacting neighborhoods and homeowners and wonder if alternatives have been explored.

Member Williamson's table agreed an extension of Wilson Avenue to 27th Street is necessary, with concerns about taking homes in the process.

Member Capozzi's table embraced the need for a connection from 3rd Street to 27th Street, though felt Wilson Avenue is not an obvious or urgent need. They desired Option B with a plan review every five years, and have concerns about cutting off Larkspur Trail.

Member Hultberg's table had consensus that a connection from 3rd Street to 27th Street is necessary, and has concerns about it stopping at Pettigrew Road. They also felt Option B puts cars on local streets which is contrary to the goals of the committee.

Question: Wilson as a collector (Options A & B)?

Resolution: 10 yes

Question: East / West local street connections?

Resolution: 7 yes

Report out on North-South capacity in Eastern Bend:

Member Hultberg's table had consensus that a solution is needed, and to not preclude future decisions, i.e. preserve right-of-way acquisition; may be delayed improvement for future needs to the East. They also had safety concerns on 27th Street around the hospital and high school, and felt design should accommodate those concerns.

Member Riley's table had concerns about widening 27th Street to five lanes such that it may create a pedestrian and bicycling barrier caused by future growth to the east. They also expressed general support of Option B and wondered why a bypass farther east is not up for discussion as an alternative.

Member Capozzi's table had consensus for Option B and discussed road design, i.e. highway vs street.

Member Williamson's table had consensus for Option B, and discussed how the Empire / Hwy 97 / Cooley Road point of entry informs enhancements. They also suggested asking ODOT to look at how Hwy 20 connects to Hwy 97 with regard to mitigating truck traffic on 27th Street, and noted looking further north and further east is a necessity, safety being the primary driver.

Mr. Maciejewski commented that if looking further east (outside of the Urban Growth Boundary) for a bypass becomes a consideration, it would be a County / ODOT / City project, and suggested seeking support for a policy recommendation.

Question: Show of hands if you are generally in the camp of Option A or B, telling the Steering Committee this particular need should be addressed in the TSP?

Resolution: 13 yes

Mr. Maciejewski noted that existing right-of-way is currently 80 to 100 feet, depending on the area.

Question: Vote on options exclusively.

Resolution: Option A – 4 yes; Option B – 11 yes; Option C – 2 yes

Ms. Swirsky noted that making an east expansion project in the TSP is not legal, but having an ongoing discussion with ODOT and forming policy recommendations are possible. Ms. Hull confirmed this conversation will be passed along to the Steering Committee.

Member Williamson noted the impact to safety on 27th Street and inquired how safety concerns will be addressed. Ms. Hull noted the importance of safety and design being taken into consideration.

8. Summarize and Confirm Recommendation

Committee co-chairs summaries of what to report back to the Steering Committee:

Member Williamson had no comment.

Member Hultberg's table recognized the need for additional capacity balanced with the need for safety.

Member Riley noted the need for right-sized options for the community, and would like to see the Funding Work Group focus on the first 5-10 years. He noted the importance of making smart improvements to improve mobility for all users, though on a smaller / reasonable scale so as to mitigate affordability challenges; a balance of moving some big rocks along with smaller-scale projects.

Member Capozzi's table had no comment.

Question: Where are committee members at on the Hwy 97 / Empire southbound off-ramp?

Resolution: Set aside – 13; Keep alive - 1

9. Public comment

Kristen Phillips spoke about building a river crossing outside of waterway.

10. Close and Next Meeting

Ms. Swirsky reviewed future meetings, and encouraged committee members to attend neighborhood meetings. Policy workgroup information is coming, and the next Steering Committee meeting is tentatively scheduled for January 30th.

Meeting adjourned at 4:56pm.

Respectfully submitted,

Jenny Umbarger
Growth Management Department

Accessible Meeting/Alternate Format Notification



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