

MEETING AGENDA

Citywide Transportation Advisory Committee Meeting #9

MEETING DATE: Wednesday, April 24, 2019

MEETING TIME: 2-5:15 p.m.

LOCATION: Trinity Episcopal Church, 469 NW Wall Street

Objectives

- Hear feedback from the Neighborhood Workshops and consider additions to the Citywide Transportation Framework
- Consider Low-stress Bicycle Network projects to add to the Citywide Transportation Framework
- Review draft policies

Draft Agenda

Time	Topic	Desired CTAC Action (major actions in bold)	Lead
2 p.m.	Welcome and introductory items <ul style="list-style-type: none"> • Introductions • Approve previous meeting summary • Conflict declaration 	Approve meeting summary Declaration of conflicts	Joe Dills – Meeting Facilitator, APG
2:10 p.m.	Public comment <i>20 minutes will be divided equally among those who sign in to give comment prior to the 2 p.m. start time. Maximum time will be 3 minutes per person.</i>	N/A	CTAC Co-Chair Mike Riley
2:30 p.m.	Phase 3-4 Schedule Review	N/A	Joe Dills
2:45 p.m.	Neighborhood Workshop Summary Staff Briefing - What we heard at the Neighborhood Workshops <ul style="list-style-type: none"> • Workshop overview • Feedback themes • CTF Additions – <i>See Tables 2 and 3 in the Neighborhood Workshop Summary (April 4, 2019)</i> 	CTAC Recommendation	Matt Kittelson

	<p>CTAC Feedback and Direction – discuss, refine as needed, and check-in on support for:</p> <ul style="list-style-type: none"> • Table 2 – Programs/policies to consider for addition to the Citywide Transportation Framework (CTF) • Table 3 – Projects to consider for addition to the CTF 		
3:30 p.m.	Break	N/A	All
3:40 p.m.	<p>Key Bicycling and Walking Routes and Projects Staff Briefing -</p> <ul style="list-style-type: none"> • Presentation of key route concept, and the recommended routes and projects (See Table 4 in Neighborhood Workshop Summary memo) <p>CTAC Feedback and Direction – discuss, refine as needed, and check-in on support for:</p> <ul style="list-style-type: none"> • Table 4 – Key Routes to include in the CTF 	CTAC Recommendation	Karen Swirsky, Matt Kittelson, Robin Lewis
4:20 p.m.	<p>Safety and Mobility Policies Staff Briefing -</p> <ul style="list-style-type: none"> • Overview and review of Policy Group work <p>CTAC Discussion and Feedback</p> <ul style="list-style-type: none"> • Breakout group discussions • Report outs and listing of potential policy changes • Closure on direction to staff <p><i>For this agenda item, CTAC members will discuss the policies in their breakout groups. In addition to discussing clarifications, the practical questions are: (1) Are there policies that need to be added to address a project goal or other key transportation need? (2) Are there concept-level changes needed to the draft language to address a project goal or other key transportation need?</i></p> <p><i>This item is not intended as group editing. Rather, CTAC members are encouraged to identify <u>policy concepts</u> needing further drafting by staff.</i></p>	CTAC Discussion and Direction	Karen Swirsky/Joe Dills

	<i>During the report outs, staff will list the concepts needing further work. Then, CTAC will vote to direct staff to move ahead the policies that are good to go, and direct staff on the listed ones that need further work.</i>		
5:00 p.m.	Public comment <i>10 minutes will be divided equally among those who wish to speak with a maximum of 2 minutes per person.</i>	N/A	CTAC Co-Chair
5:15 p.m.	Close and next meeting <ul style="list-style-type: none"> • Final thoughts • CTAC 10, May 22 	No action	Co-Chairs

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 Jenny Umbarger no later than April 19 at jeumbarger@bendoregon.gov or 541-323-8509. Providing at least 3 days' notice prior to the event will help ensure availability.

Public Comment

To manage meeting time, only one comment period will be provided at the meeting. We will divide allotted time equally amongst those who wish to speak with a maximum of three minutes per speaker. Speakers are encouraged to provide longer comments in writing.

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

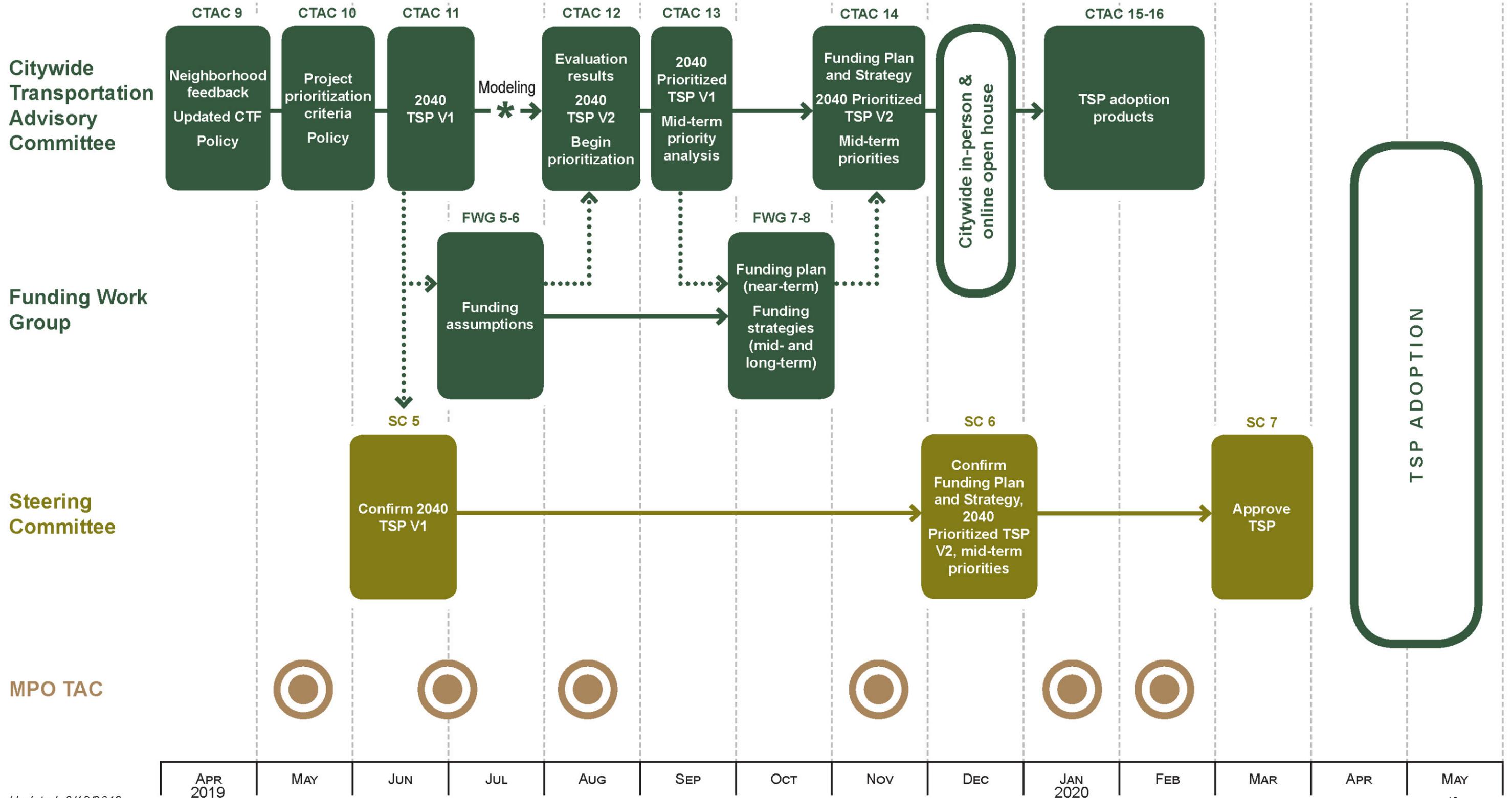
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BEND TRANSPORTATION PLAN

Phases 3-4 DRAFT Work Plan and Process



Public & Stakeholder Engagement: Neighborhood Workshop Summary & Outcomes

April 4, 2019

DRAFT – PENDING CTAC APPROVAL

Executive Summary

The City of Bend held five neighborhood workshops in January 2019 to obtain community input for the update of Bend's Transportation System Plan (TSP). The purposes of the workshops were to:

- Share progress on Bend's Transportation Plan including goals and the recommended Citywide Transportation Framework (CTF).
- Gather input on neighborhood-level transportation needs and ideas.
- Discuss the vision for the transportation system in each of Bend's neighborhoods

More than 200 people attended the workshops and participated in the discussion groups; 86 participants provided additional written feedback.

The workshops helped to identify and highlight projects and programs that could help shape the transportation system in each quadrant of the city, as well as citywide. Key themes, programs, and projects highlighted at the workshops are summarized below. Based on this feedback, the project team developed a set of programs and projects for consideration for inclusion in the CTF. The Citywide Transportation Advisory Committee (CTAC) will review these programs and projects at the next CTAC meeting. Specific programs and projects, as appropriate, will be further evaluated as part of Phase 3 activities for the TSP.

Detailed information about the format, outreach activities, attendance, and feedback received at each workshop is described in the following sections and in the appendix.

General Themes

Workshop participants were asked to share their top needs for the transportation system. Table 1 summarizes key themes shared.

Table 1. Neighborhood Workshop Feedback Themes

Theme	Comment/Action
Desire for a connected, safe, and accessible transportation network	Theme confirms TSP goals and objectives.
Desire for a complete sidewalk network	Consider prioritizing sidewalk infill projects, especially between residential areas and schools, commercial centers, and downtown.

Theme	Comment/Action
Desire to improve east/west connectivity to/from the Parkway	Considering prioritizing CTF projects that address east/west connectivity to the Parkway, especially for those areas south of US 20/Greenwood Avenue.
Desire to increase transit service	Consider increasing frequency of transit service, bus stop amenities, projects that improve sidewalk and bicycle facility connectivity between transit stops and neighborhoods, and number of areas served by transit.
Desire for roadways to be built as or improved to "complete streets"	Adopt policies and street design standards that support the development of complete streets.
Desire to limit neighborhood cut through traffic	City is currently considering a program independent of the TSP update aimed at improvements to address neighborhood traffic safety and speed.
Desire to implement 3rd Street safety improvements	Prioritize projects that improve multimodal safety along 3 rd Street, including pedestrian crossings and identified low-stress bicycle network elements.
Desire to improve street lighting, especially at crossing locations	Consider a citywide program to incorporate pedestrian-scale street lighting as part of maintenance activities, capital projects, and private development activities.

Additions to the Citywide Transportation Framework

Programs and Projects

Workshop participants identified specific programs and projects of both citywide and neighborhood significance. Based on this feedback, the project team recommends that the neighborhood input be considered for integration into the CTF. Table 2 lists programs and policies and Table 3 lists projects to consider for addition to the CTF. These programs and projects will be discussed at the next CTAC meeting.

Table 2. Programs/Policies to Consider for Addition to the Citywide Transportation Framework

Project/Program	Discussion
Street lighting program	City program to improve street lighting, especially at crossing locations.
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities.
Neighborhood traffic calming program	City program to reduce speeds in neighborhoods through various traffic calming techniques.
School zone enforcement program	City program to increase speed enforcement near schools and school zones.
Reduce neighborhood speeds to 20 miles per hour	Reduce speed limit in neighborhood areas. Consider as part of policy discussion.
Sidewalk infill program along key routes	City is working to identify and recommend key infill projects to include in CTF.
Low Stress Bicycle Network Implementation Program	City program to construct components of the Low Stress Bicycle Network that is identified in the CTF.

Table 3. Projects to Consider for Addition to the Citywide Transportation Framework

Project	Reason for Addition
Construct roundabout at Century Drive/Skyline Ranch Road	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.
Construct a roundabout at Mt. Washington Drive/Metolius Drive	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.
Intersection improvement at NE 27th Street/Conners Avenue	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.
Intersection improvement at Reed Market Road/Pettigrew Road	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.
Portland Avenue Corridor Project	Multi-modal transportation facility improvements to help with pedestrian, bicycle, and vehicular connectivity in the Portland Avenue corridor. Project should also include improvements to the Revere Avenue Interchange area.
Galveston Avenue Corridor Project	Multi-modal transportation facility improvements to help with pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City is currently completing design effort for this project.
Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing	Remove existing barrier to east-west bicycle connectivity.
Improve Drake Park pedestrian bridge	The footbridge is highly trafficked by pedestrians and cyclists. Bridge was identified as a high priority widening and deck replacement project in the 2017 City of Bend Bridge Program Update.
Archie Briggs Road Improvement Project	Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade.
Projects of Regional Significance from Subarea Planning Efforts (e.g., Southeast Area Plan and Core Area Plan)	Subarea planning efforts will identify infrastructure needs to serve Opportunity Areas and Expansion Areas, which are key development areas in the City.

Low-Stress Bicycle Network

CTAC requested that a complete Low Stress Network (LSN) for bicyclists, as mapped by the City, be included as an element of the CTF. In addition, CTAC requested that Staff identify missing pedestrian facilities on collectors and arterials. The need for this type of network received broad and consistent support in all neighborhood workshops. The workshops also helped identify and clarify important routes for all modes.

Staff has considered the LSN, which is a total of 176 miles, along with identified missing pedestrian facilities and neighborhood concerns. When these elements are overlain, it becomes apparent that certain corridors are critical to the LSN as well as meeting other transportation needs.

Staff identified these corridors as Key Routes that will provide east-west and north-south travel across the City for bicyclists, as well as more localized pedestrian travel. There are critical

projects identified, some of which are part of the CTF that are needed in order to establish routes. Building these critical projects along these Key Routes will begin to create the foundation of a connected bicycle and pedestrian network, as identified by CTAC.

Key Routes and critical projects are summarized in Table 4, below.

Table 4. Recommended Low-Stress Bicycle Network Elements to Include in the Citywide Transportation Framework

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
<i>Juniper Ridge to SE Elbow: Route runs north-south through the central portion of Bend connecting SE 15th Shared Use Path, 6th St Neighborhood Greenway, Boyd Acres Rd Shared Use Path</i>			
R1-A	SE 15th St: Wilson Ave to Reed Market Rd	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway.	\$\$
R1-B	SE 9th St: Wilson Ave to Glenwood Ave	Buffered bike lane: Re-stripe roadway to include buffered bike lanes when roadway is repaved.	\$
R1-C	NE Boyd Acres Rd: Butler Market Rd to Empire Ave	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway.	\$\$\$
<i>NW Crossing to new Affordable Housing: Route runs east-west connecting Skyliners Rd, Franklin Ave and Bear Creek Rd</i>			
R2-A	NW Franklin Ave: Harriman Ave to RR undercrossing	Improve transition at Hill St: Project would manage the conflict between right turns and crosswalk to sidewalk under RR. Crosswalk: Create safe crossing of Franklin at Harriman.	\$
R2-B	Franklin Ave Underpass: Hill St to 1 st St	Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.	\$\$\$\$\$
R2-C	Franklin Ave: 1 st St to 5 th St	Buffered bike lane: Re-stripe roadway to include buffered bike lane westbound; includes crosswalks at 2 nd St & 4 th St and signal timing enhancements at 3 rd St.	\$
R2-D	Bear Creek SRTS: Larkspur Trail to Coyner Trail	Trail: Close sidewalk gap and create a connection between Coyner and Larkspur Trail.	\$
R2-E	Bear Creek Rd: Cessna Ave to east UGB	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway extending to 170 new affordable housing units.	\$\$\$
<i>Shevlin Park to Big Sky Park: Route runs east-west connecting Shevlin Park Rd, Portland Ave, Olney Ave, and Neff Rd</i>			
R3-A	Norton Ave: NE 6 th St to NE 12 th St	Neighborhood greenway: Create a low-stress bikeway on NE Norton Ave (SRTS ¹).	\$
R3-B	Hillside Trail: Connects NE 12 th to Neff Rd	Hillside path: Close sidewalk gap and create a switchback shared use path (SRTS); includes school zone enhancements.	\$\$\$
R3-C	Neff Rd: NE 12 th to Big Sky Park	Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway.	\$\$\$

¹ STRS: Safe Routes to School

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
R3-D	Deschutes River Footbridge: Drake Park	Upgrade footbridge: Accessibility upgrades and widen to reduce user conflicts.	\$\$
R3-E	Olney Avenue: Wall Street to railroad	Shared use path adjacent to roadway: close sidewalk gap over railroad and remove existing barrier to east-west bicycle connectivity and create right-turn hook crash countermeasure.	\$
West UGB to Portland Ave: Route runs north-south connecting Haul Rd Trail to 15th St Neighborhood Greenway			
SW-1	Newport Ave: NW College Way to NW 9 th St	Sidewalks: Close sidewalk gap on Newport Ave and connect Newport Ave to 15 th St neighborhood greenway	\$
R4-A	NW 15th St: Lexington Ave to Milwaukie Ave	Hillside path: Close sidewalk gap and create a hillside switchback shared use path within the 15 th St neighborhood greenway.	\$
R4-B	NW 14th St: Ogden Ave to Portland Ave	Hillside path: Close sidewalk gap and create a hillside switchback shared use path within 14 th St right-of-way to connect route to Portland Ave.	\$
Butler Market: Route runs along Butler Market Rd			
R5-A	Butler Market Rd: Brinson Blvd to NE 6 th St	Shared use path adjacent to roadway: Close sidewalk gap along both sides of Butler Market Rd and create low-stress bikeway.	\$\$\$
Hawthorne Overcrossing: Core Area connectivity			
R6-A	Hawthorne Overcrossing Bridge: NE 1 st St to NE 5 th St	Grade separated overpass: Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR ² and Hwy 97.	\$\$\$\$
3rd St: Connect KorPine to 3rd St			
R7-A	3rd St	Crosswalk: Create a safe crossing of 3 rd St between BNSF RR and Wilson Ave using RRFB ³ and safety islands.	\$
R-7B	3rd St	Crosswalk: Create a safe crossing of 3 rd St between BNSF RR and Franklin Ave using RRFB and safety islands.	\$
27th St: Route runs north-south connecting neighborhoods to services and transit			
R8-A	27th St: Hwy 20 to Reed Mkt Rd	Shared use path adjacent to road: Close sidewalk gap along 27 th Street and create a low-stress bikeway.	\$\$\$
Wilson Ave: Route runs east-west connecting neighborhoods to services and transit			
R12-A	Wilson Ave: 2nd Street to SE 9th Street	Shared use path adjacent to road: Close sidewalk gap along Wilson Avenue and create a low-stress bikeway.	\$\$

Notes:

\$ - Less than \$500,000

\$\$ - \$500,000 to \$1 million

\$\$\$ - \$1 million to \$5 million

\$\$\$\$ - \$5 million to \$10 million

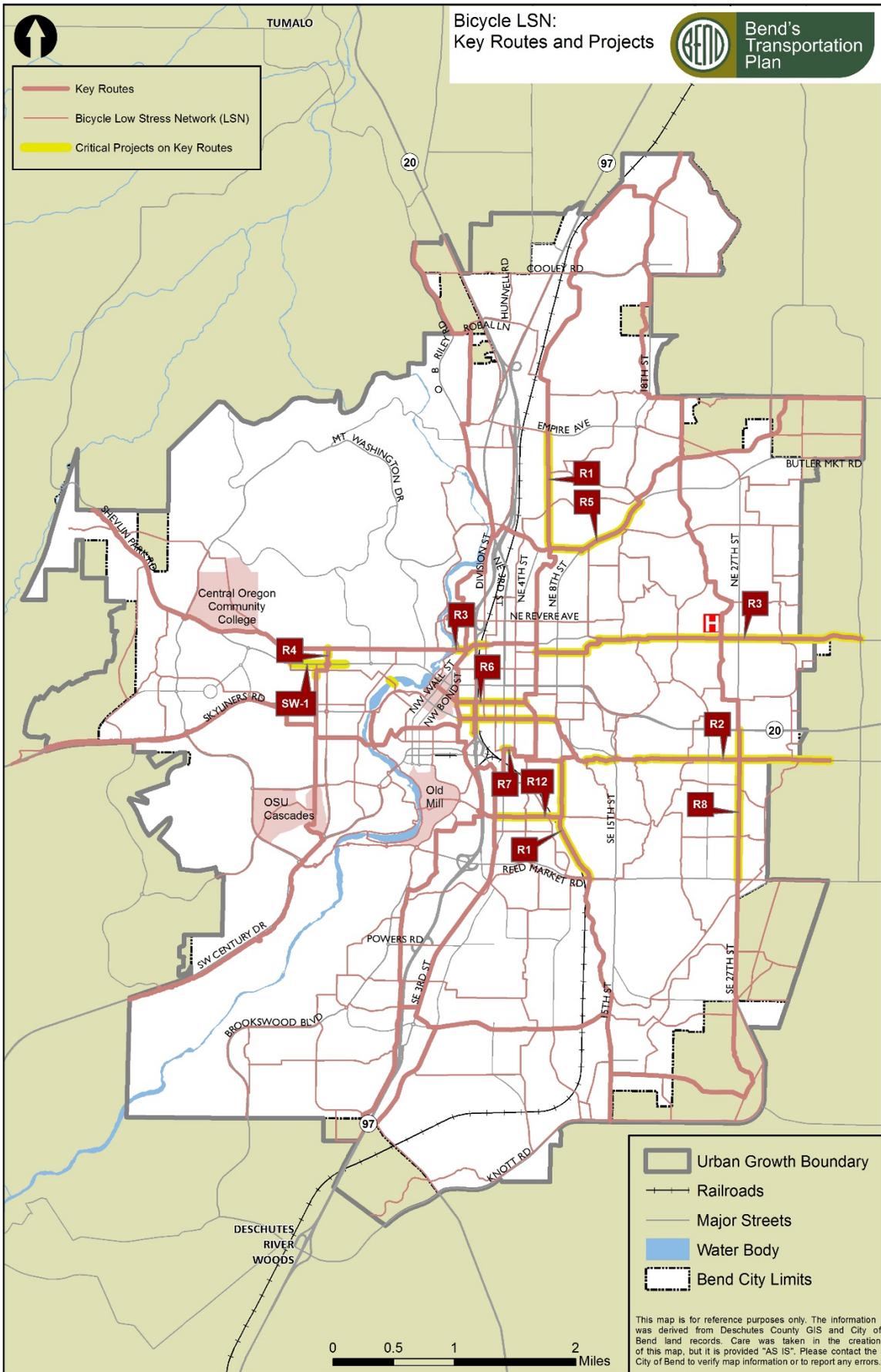
\$\$\$\$\$ - \$10 million to \$50 million

² BNSF RR: Burlington Northern Santa Fe Railroad³ RRFB: Rectangular Rapid Flashing Beacon

Projects to Serve Opportunity Areas and Expansion Areas

The City of Bend Urban Growth Boundary (UGB) expansion was approved in December 2016. As part of that effort, several Opportunity Areas (infill areas) and Expansion Areas (lands outside current city limits) were identified for future development. Infrastructure needs to serve development in these areas are being identified through ongoing or forthcoming focused planning efforts, including the Core Area Project, Southeast Area Plan, and several property owner led analyses. The City of Bend works actively with all these evaluations to determine appropriate infrastructure and identify a funding plan to implement that infrastructure. As appropriate, the project team will coordinate with CTAC on possible additions to the CTF based on one or more of these planning efforts.

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Neighborhood Workshop Overview

Five workshops were held throughout the City to identify both regional and neighborhood multi-modal transportation projects and programs. More than 200 people attended the workshops and 86 participants provided written feedback.

Participation at the workshops was voluntary and the feedback represents self-selected participants. As such, the information gleaned should not be interpreted as a scientific or statistically valid survey of transportation needs and priorities.



Figure 1. Workshop participation summary

Outreach Activities

The City advertised and promoted the Workshops using multiple communication protocols, as shown in Table 5. Digital promotions of the workshops began on January 7, 2019 following the news release and continued through the day of each workshop.

Table 5. Promotional Activities Summary

Activity	Format	Released
News Release	Online/Email/Social Media	January 9, 2019
Email Blasts	Email	December 23, 2019 January 24, 2019
Website Notice	Online on City's TSP website	November 14, 2018
Citywide Newsletter	Email	January 17, 2019
Neighborhood Association Newsletter	Email	January 3, 2019
Nextdoor	Online	January 9, 2019
Facebook	Online	January 9, 2019
Twitter	Online	January 9, 2019

Geographic Focus for Workshops

Workshops were held in the five specific geographic areas, as shown in Figure 2:

- **Area 1:** Awbrey Butte, Summit West, River West – January 29
- **Area 2:** Boyd Acres, Orchard District, Mountain View – January 24
- **Area 3:** Larkspur, Old Farm District, Southeast – January 30
- **Area 4:** Old Bend, Century West, Southern Crossing, Southwest – January 23
- **Core Area:** focus on business district and core area – January 31

At the workshops, participants were invited to review display boards describing the purpose of Bend's TSP, the process to develop the plan, and draft outcomes from the CTF. Through table discussions, participants responded to four questions:

- What is the biggest transportation issue in your neighborhood or what is your vision for transportation in your neighborhood?
- What projects or programs would you like to see in your neighborhood over the next 20 years?
- What types of places are most important to serve first with pedestrian network improvements?
- Do you see any major issues with the proposed bike low-stress network?

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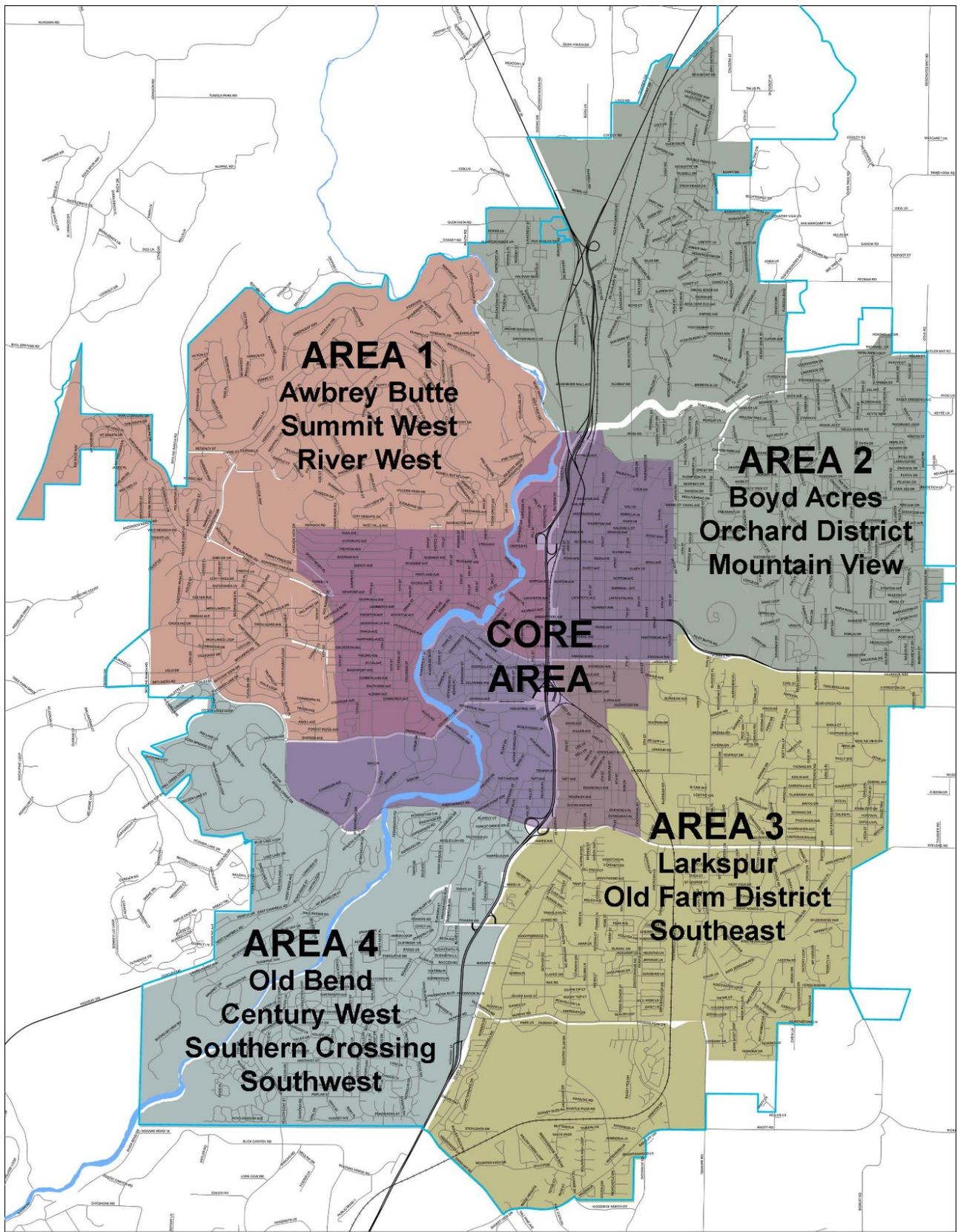


Figure 2. Workshop Neighborhood Areas

Participants used stickers to identify their five highest priority projects. The projects and programs that received the most dots at each table were reported out to the entire group and recorded for future discussions by the CTAC. An example table map is shown in Figure 3. Other detailed comments were recorded by table facilitators and are summarized in this document, as appropriate. Mapped comments on the bike low-stress network will be reviewed by City staff for future implementation.

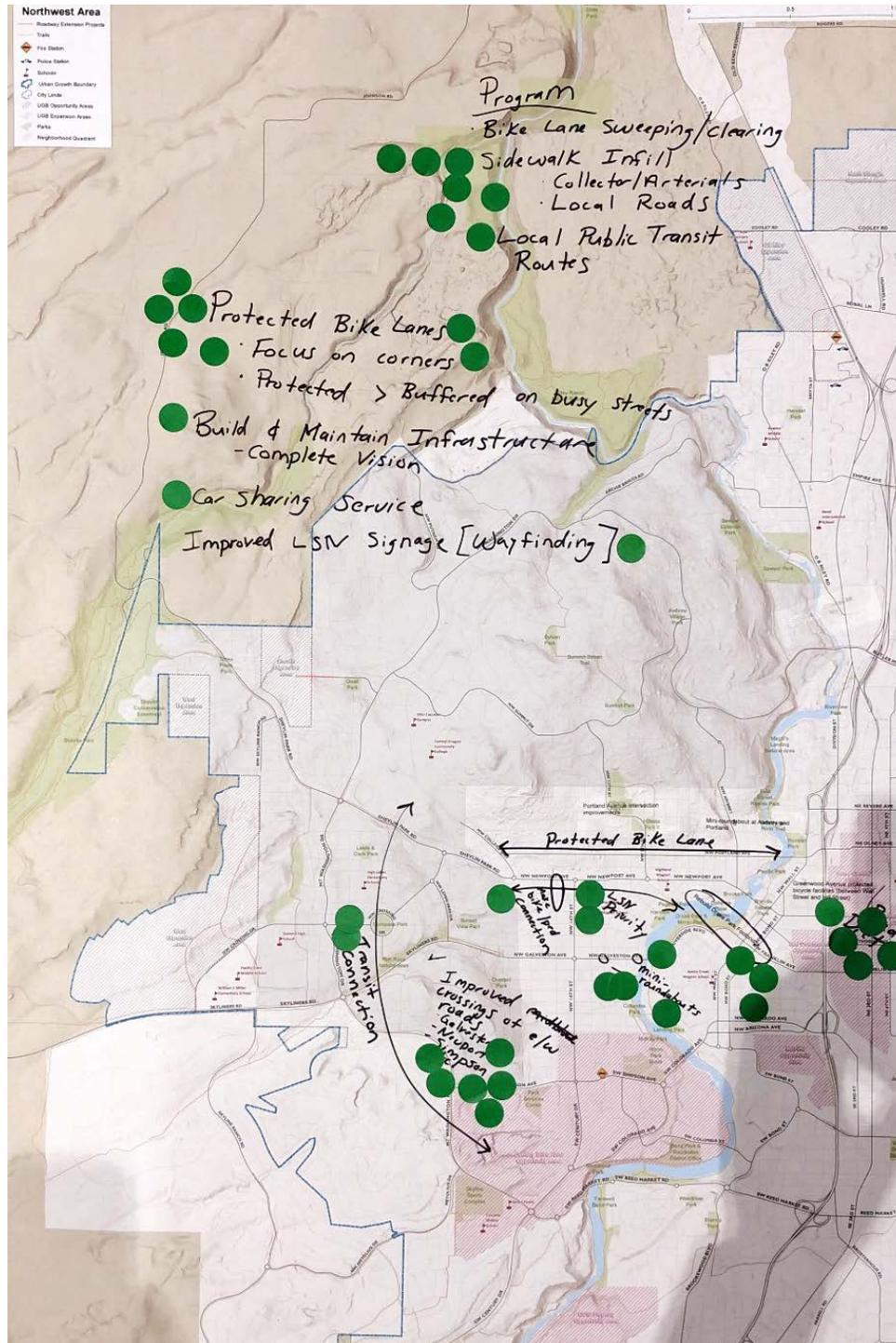


Figure 3. Example Table Comment Map

Results by Neighborhood Grouping

Area 1: Awbrey Butte, Summit West, River West

Table 6 identifies key projects and programs identified by participants in the Northwest (Area 1) Neighborhood meeting held on January 29th. Additional summary information for the Northwest Neighborhood Area is provided in Appendix B.

Table 6. Summary of Key Projects and Programs Identified in the Northwest Neighborhood Meeting

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Neighborhood traffic calming program	City program to reduce speeds in neighborhoods through various traffic calming techniques	CTAC to consider addition	Consider as part of policy discussion.
Sidewalk infill program	City program to prioritize local sidewalk infill	Already included	CTF includes sidewalk infill program.
Construct a roundabout at Mt. Washington Drive/Metolious Drive	Intersection improvement	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Portland Avenue Corridor Project	Neighbors expressed a desire for intersection, capacity, and safety improvements on Portland Avenue	CTAC to consider addition	Project should include Revere interchange area at US 97 to improve access to/from the Parkway.
Archie Briggs Improvements	Roadway and bridge improvements	CTAC to consider addition	Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade.
Archie Briggs River Trail Crossing	Trail improvements	No	Recommendation will be evaluated as part of forthcoming bridge replacement project.
Galveston Avenue Corridor Project	Neighbors expressed a desire for intersection, capacity, and safety improvements on Galveston Avenue	CTAC to consider addition	City is currently in the design phase of improvements for this corridor.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Provide speed reduction treatments on Mt. Washington Drive	Neighbors expressed concern about speeding along the corridor and impact on neighborhood livability	No	Retained as a local neighborhood concern.
Increase capacity on Mt. Washington Drive	Neighbors expressed concern about congestion along roadway during peak hours	No	Retained as a local neighborhood concern.
Grade separated pedestrian and bicycle crossing of Parkway at Hawthorne Avenue	Desire to incorporate projects as part of pedestrian and Low-stress bicycle network improvements	Already included	Project is part of LSN.
Lemhi Pass pedestrian crossings	Provide striped crosswalks on Lemhi Pass to facilitate neighborhood connectivity for pedestrians	No	Project will be included in City pedestrian improvement program.
NW 15 th Street bicycle boulevard	Need improvements to provide continuous bicycle greenway along NW 15th	Already included	Project is part of LSN.
Provide free transit service in Bend	Neighbors expressed desire for free transit service on CET buses and services	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Area 2: Boyd Acres, Orchard District, Mountain View

Table 7 identifies key projects and programs discussed in the Northeast (Area 2) Neighborhood meeting held on January 24th. Additional summary information for the Northeast Neighborhood Area is provided in Appendix C.

Table 7. Summary of Key Projects and Programs Identified in the Northeast Neighborhood Meeting

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
School zone enforcement program	City program to increase speed enforcement near schools and school zones	CTAC to consider addition	Consider as part of policy discussion.
Neighborhood traffic calming program	City program to reduce speeds in neighborhoods through various traffic calming techniques	CTAC to consider addition	Consider as part of policy discussion.
Reduce neighborhood speeds to 20 miles per hour	Reduce speed limit in neighborhood areas	CTAC to consider addition	Consider as part of policy discussion. This would require state legislation.
Construct an eastside bypass	Create a new roadway east of town to reduce congestion on NE 27 th Street	No	Improvements are proposed to 27 th Street and Hamby Road to address long-term capacity needs. Roadways outside UGB would require Goal Exception and likely not consistent with city and state policies.
Construct a roundabout at Wells Acres Road/Butler Market Road	Intersection improvement to address safety and operational needs	Already Included	CTF includes this project.
Intersection improvement at NE 27 th Street/Conners Avenue	Intersection improvement	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Sidewalk priority program	Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.)	Already included	CTF includes sidewalk infill program.
Improve safety of NE 27 th Street crossings	Improve pedestrian and bicycle connectivity east and west of NE 27 th Street; reduce distance between marked crossing locations	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Sidewalk infill program	City program to prioritize local sidewalk infill	Already included	CTF includes sidewalk infill program.
Sidewalk infill along key routes in NE Bend	Prioritize improvements along Butler Market Road, Bear Creek Road, Tucson Way, Cooley Road, 8 th Street, and Yeoman Road	CTAC to consider addition	City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Increase service on fixed transit routes	Improve frequency of existing transit routes and add additional routes to connect NE with other areas of the city	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

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Area 3: Larkspur, Old Farm District, Southeast

Table 8 identifies key projects and programs discussed in the Southeast (Area 3) Neighborhood morning held on January 30th. Additional summary information is provided in Appendix D.

Table 8. Summary of Key Projects and Programs Identified in the Southeast Neighborhood Meeting

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Pedestrian and bicycle safety plan	City program to improve safety and reduce crashes for pedestrians and cyclists	Already included	CTF currently includes key pedestrian and bicycle projects to address safety. CTF will also consider outcomes from the ongoing Safety Action Plan.
Upgrade roads to be "complete streets"	Upgrading the roadway cross sections to accommodate all modes of travel	Already included	The CTF includes roadway design standards to accommodate vehicles, bicycles, and pedestrians. Specific "complete street" policies will also be considered.
Roadway Improvements for Knott Road	Improve the roadbed and pavement for Knott Road to accommodate heavy traffic and trucks	Already included	CTF includes multimodal improvements along Knott Road, including repaving.
Urban upgrades to 15 th Street	Improve bicycle, pedestrian and vehicular facilities on SE 15 th Street, especially in areas near planned schools	Already included	CTF includes complete street improvements on SE 15 th Street.
Provide a grade separation at the Reed Market Road railroad crossing	Crossing improvement	Already included	CTF includes grade-separation at Reed Market Road to reduce delays experienced by motorists, pedestrians and cyclists associated with rail activities.
Intersection improvement at Reed Market Road/Pettigrew Road	Possible roundabout or traffic signal at intersection	CTAC to consider addition	Capacity needs at this intersection will be evaluated as part of Phase 3 work.
Intersection improvement at Wilson Avenue/15 th Street	Possible roundabout or traffic signal at intersection	Already included	CTF includes construction of a roundabout at this intersection.
Sidewalk priority program	Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.)	Already included	CTF includes sidewalk infill program.
Sidewalk infill along key routes in SE Bend	Infill priorities include 27 th Street, Bear Creek Road, Parrell Road, Murphy Road, Brosterhous Road, and Wilson Avenue	CTAC to consider addition	City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Improve pedestrian crossings on major roadways	Identify crossing locations and improvements	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Increase service to fixed transit routes	Improve frequency of existing transit routes and add additional routes to connect SE with other areas of the city	No	Recommendation will be forwarded to CET.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

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Area 4: Old Bend, Century West, Southern Crossing, Southwest

Table 9 identifies key projects and programs discussed in the Southwest (Area 4) Neighborhood meeting held on January 23rd. Additional summary information for the Southwest is provided in Appendix E.

Table 9. Summary of Key Projects and Programs Identified in Southwest Area Neighborhood Meeting

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Street lighting program	City program to improve street lighting, especially at crossing locations	CTAC to consider addition	Consider as part of policy discussion.
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Construct roundabout at Century Drive/Skyline Ranch Road	Address existing and future intersection capacity and safety needs	CTAC to consider addition	Project would improve safety and route choice.
New Southern River Crossing	Identify location for and construction of a multimodal river crossing between Reed Market Road and the southern City limits to improve east-west connectivity	Already included	CTF includes a study to evaluate the possible location of such a river crossing.
Improve pedestrian crossings along Century Drive	Improve frequency of crossings; remove barriers to north-south connectivity	Already included	CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings).
Modify Low-Stress Bicycle Network Project to include wayfinding	Wayfinding would include signage and pavement markings	Already included	Description of the LSN project will be modified to include wayfinding elements.
Additional transit service to Mt. Bachelor	Neighbors expressed support for an additional park-n-ride location on the east side of the Deschutes River	No	Recommendation will be forwarded to CET.
Provide free transit service in Bend	Neighbors expressed desire for free transit service on CET buses and services	No	Recommendation will be forwarded to CET.
Improve east/west connectivity across the Parkway	Neighbors expressed a desire to have additional east/west connections across the Parkway for motorists, pedestrians and cyclists	Already included	CTF currently includes a new overcrossing at US 97/Ponderosa/China Hat.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Core Area: focus on business district and core area

Table 10 identifies key projects and programs discussed in the Core Area neighborhood meeting held on January 31st. Additional summary information for the Core Area is provided in Appendix F.

Table 10. Summary of Key Projects and Programs Identified in the Core Neighborhood Meeting

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Winter maintenance program	City program to improve snow and debris clearing along pedestrian and bicycle facilities	CTAC to consider addition	Consider as part of policy discussion.
Reduce neighborhood cut through traffic	City program to reduce cut through traffic in neighborhoods	CTAC to consider addition	Consider as part of policy discussion.
Provide additional parking downtown	Concern over ability for visitors to find convenient parking close to desired destinations in downtown	No	The City recently completed a downtown parking plan that includes key steps to address downtown parking needs.
Reroute railroad out of city limits	Reconstruct rail line to area east of city limits to reduce conflicts between rail activities and pedestrian, bicycle and vehicular connectivity in city	No	CTF recommends options for providing improvements at existing locations, not for relocating service outside of city.
Widen Newport River Crossing	Provide additional vehicular capacity on Newport Avenue over the Deschutes River	No	CTF addresses river-crossing capacity via potential widening of Colorado Avenue Bridge, a new crossing in SW, and increased transit service.
Grade separated Parkway pedestrian crossing at Hawthorne Avenue	Pedestrian network improvements	Already included	Project is part of LSN.
Improve crossings near the Box Factory and southern downtown	Improve frequency of marked crossings	No	Project will be included in City pedestrian improvement program.
Improve crossings at Greenwood Avenue/6 th Street	Improve east-west connectivity for cyclists and pedestrians	No	Project will be included in City pedestrian improvement program.
Improve Drake Park pedestrian bridge	Improve connectivity between neighborhoods, the regional park, and area schools	CTAC to consider addition	Project would improve pedestrian and bicycle LSN systems.
Franklin Undercrossing multimodal improvements	Neighbors expressed desire for multimodal infrastructure improvements for the bridge crossing	CTAC to consider addition	Project is a key east-west connection for bicycles and pedestrians.
Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing	Bicycle network improvements as part of low-stress network	CTAC to consider addition	Project will be evaluated as part of the LSN development.

Project/Program	Description	Include in Citywide Transportation Framework?	Notes
Separated bicycle lanes in downtown core	Reduce the level of stress of cyclists downtown	No	Separated bicycle lanes are not viable on Bond Street and Wall Street with the existing cross section.
Provide a mobility hub downtown	Neighbors expressed support for a mobility hub near the downtown core, which would provide a centralized location to connect various modes, such as ride share vehicles, transit, and bikes	Already included	The need for a mobility hub within the Central area of the City is identified in the CTF.

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

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Appendix:

- Appendix A: Demographics Summary
- Appendix B: Area 1 Summary
- Appendix C: Area 2 Summary
- Appendix D: Area 3 Summary
- Appendix E: Area 4 Summary
- Appendix F: Core Area Summary

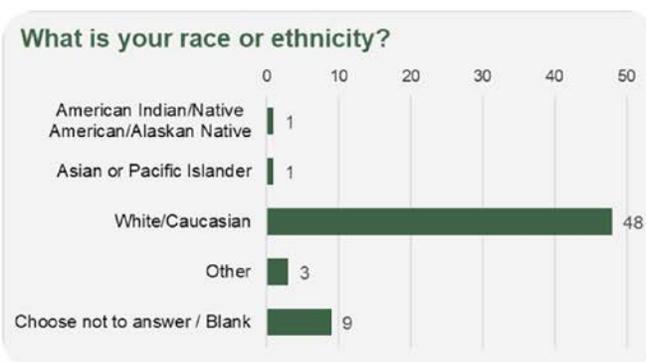
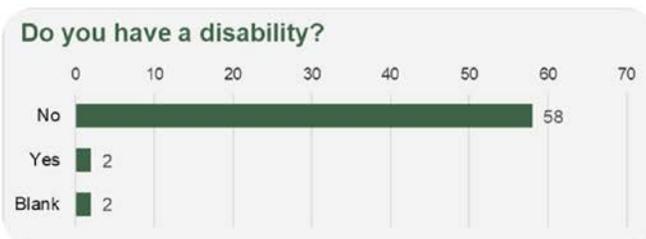
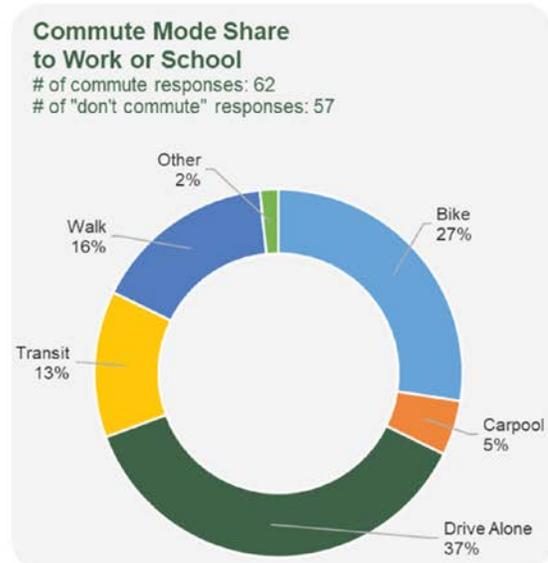
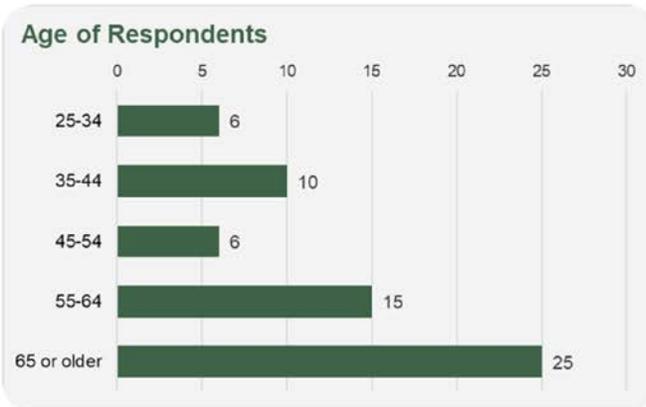
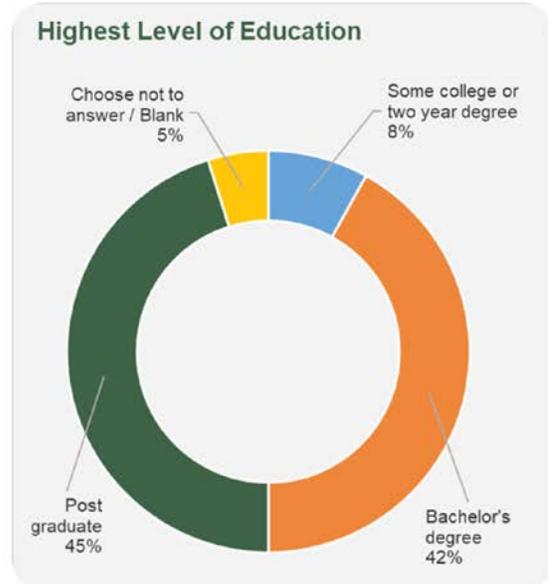
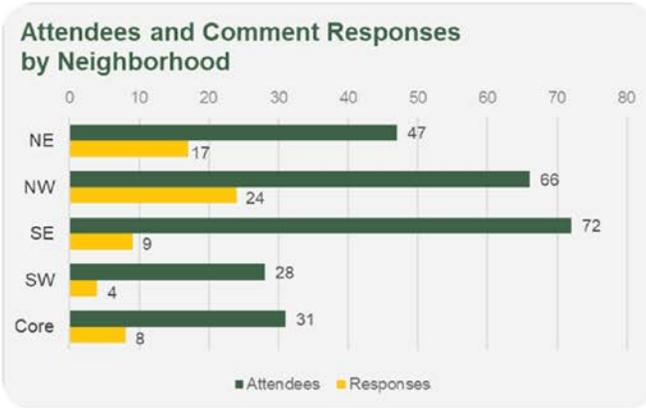
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Appendix A – Demographics Summary

Demographic Summary

Demographic questions were included in the in-person and online questionnaires to understand the reach of public engagement and help the team refine approaches. A graphic demographic summary is provided in Figure 12.

Figure 12. Demographic Summary of Respondents



Updated February 8, 2019

Appendix B – Area 1 Summary

Area 1 General Feedback

Based on feedback presented at the Area 1 workshop, participants were concerned about:

- Safety on Archie Briggs Road as traffic increases, particularly as more truck traffic uses Archie Briggs Road once the weight restrictions on the bridge are lifted. Several tables reported that Archie Briggs Road is not appropriately designed for the traffic that it is now carrying.
- Pedestrian and bicycle safety and lack of complete networks including safe crossings of major streets for those on bike and foot.
- Cut through and freight traffic on neighborhood streets with an interest in new traffic calming programs.
- Lack of transportation choices for getting around Bend.
- Sustained funding for transportation.
- Speeding and enforcement of traffic laws.

When asked about priorities for pedestrian investments, tables reported the following:

- Complete networks to serve schools
- Connections to neighborhood shopping areas
- Improvements to Portland Avenue
- Improvements to Newport Avenue between College Way and 9th Street
- Improvements to Galveston Avenue near bridge
- Improvements to Harmon Road
- Pedestrian crossing of Mt. Washington near schools
- Improved crossings with pedestrian refuges on major streets
- Better illumination of sidewalks and pedestrian crossings.

Key projects and programs reported from the table discussion are presented below.

Policies

- Neighborhood traffic calming
- Street lighting along collectors and arterials
- Sidewalk Infill program
- Protected bike lane program
- Increase parking requirements for retail developments
- Improve winter maintenance of sidewalks and bike lanes

Intersection/Roadway

- Roundabout at Mt. Washington Drive/Metolious Drive
- Portland Avenue Corridor intersection improvements at:
 - College Way
 - 9th Street
 - Awbrey Road

- Wall Street
- Galveston Avenue Corridor intersection improvements at:
 - 12th Street
 - Harmon Boulevard
- Speed reduction on Mt. Washington Drive
- Increase capacity of Mt. Washington Drive roundabouts

Pedestrian/Bicycle

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improve pedestrian crossings on Lemhi Pass Drive
- Provide multimodal facilities south of Newport Avenue/15th Street

Transit

- Increase number of fixed routes to provide more opportunities for underserved populations

Appendix C – Area 2 Summary

Area 2 General Feedback

Participants in the Area 2 expressed a vision for transportation in Northeast Bend that included:

- Reduced cut-through traffic and speeding on local streets through traffic calming and a well-designed arterial system
- Transportation network to accommodate growth
- Safe and comfortable bike routes, particularly to schools
- Walkable destinations, including retail and services
- Safe, comfortable and complete pedestrian networks
- More transit service
- A bypass east of the City to accommodate future growth and truck traffic
- Lower speeds on local streets

When asked about priorities for pedestrian investments, tables reported the following:

- Sidewalk infill on local streets
- Complete networks to serve schools and parks
- Retrofitting sidewalks so that they are buffered from the street
- Crosswalk at 27th and Wells Acres Road
- Safety for pedestrians on Wells Acres and Butler Market Roads, including sidewalk infill
- Connections to neighborhood retail

Key projects and programs reported from the table discussion are presented below.

Policies

- School zone enforcement
- Neighborhood traffic calming
- Reduce speed limit to 20 mph in neighborhoods

Intersection/Roadway

- Roundabout at Butler Market Road/Wells Acres Road
- Intersection improvement at Neff Road/Purcell Boulevard
- Intersection improvement at Wells Acres Road/NE 27th Street
- Intersection improvement at NE 27th Street/Connors Avenue
- Eastside bypass

Pedestrian/Bicycle

- Sidewalk priority areas: Schools, neighborhoods, parks, shopping areas, major employers
- Improved safety of crossings on NE 27th Street
- Sidewalk infill needs:
 - Butler Market Road
 - Bear Creek Road

- Tucson Way
- Cooley Road (near US 20)
- 8th Street
- Yeoman Road (Desert Sage Road to 18th Street)

Transit

- Increase number of fixed routes to provide more opportunities for underserved populations

Appendix D – Area 3 Summary

Area 3 General Feedback

Participants in the Area 3 meeting were concerned about:

- Safe and continuous bicycling and walking routes, particularly to schools and parks
- East-west connectivity between Southeast Bend and downtown
- Safety on 3rd Street for people walking, biking, and driving
- Congestion on Reed Market Road
- Pedestrian crossings of busy streets (e.g. Reed Market Road)
- More transit service
- Traffic impacts from rail crossings
- Access to Parkway from Murphy Road
- Safety for people walking and biking on 15th Street
- Proposed Wilson Avenue extension
- Traffic congestion resulting from new housing without roadway expansions
- Speeding
- Freight traffic on Knott Road
- Disconnect between land use and transportation plans
- Lack of complete streets
- Congestion at key intersections/roundabouts
- Through traffic using routes in east Bend to bypass traffic in core

When asked about priorities for pedestrian investments, tables reported the following:

- Crossings of major streets to provide east-west walking routes
- Improvements to American Lane
- Improvements to Brosterhouse Road
- Improvements to Parrell Road
- Improvements to Wilson Avenue
- Improvements to Bear Creek Road
- Improvements to the area around 15th Street/Reed Market Road
- Improved connections to schools
- Grade separated pedestrian crossings of Parkway
- Improved crossings of 3rd Street and 27th Street
- Improved crossings of the canals
- Connections to Alpenglow Park

Several tables reported an interest in using canal trails as pedestrian paths.

An important sidewalk gap on the southside of Murphy from RE Jewell Elementary School entrance to Brosterhouse (approx. 637 feet) is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

Policies

- Street lighting along collectors and arterials
- Implement pedestrian/bicycle safety plan
- Create complete streets policies

Intersection/Roadway

- Improve Knott Road to accommodate heavy vehicle traffic
- Improve 15th Street with urban upgrades
- Grade separated crossing of railroad on Reed Market Road
- Provide additional access from the Parkway to the southeast area
- Intersection improvement at Knott Road/15th Street
- Intersection improvement at Reed Market Road/Pettigrew Road
- Intersection improvement at Wilson Avenue/15th Street

Pedestrian/Bicycle

- Sidewalk priority areas: schools, senior center
- Improve pedestrian and bicycle facilities along:
 - Bear Creek Road
 - Parrell Road
 - Murphy Road
 - Brosterhous Road (south of Murphy Road)
 - Wilson Avenue
- Provide additional pedestrian crossings on:
 - 27th Street
 - Wilson Avenue
 - Reed Market Road (near 3rd Street)
 - 3rd Street
 - Reed Market Road at 15th Street

Transit

- Expand transit fixed routes to southeast region

Appendix E – Area 4 Summary

Area 4 General Feedback

Participants in the Area 4 expressed a vision for transportation in Southwest Bend that included:

- Connected, safe, and accessible for everyone (walking, biking, driving, taking transit)
- Separated bicycle facilities to improve safety
- A complete sidewalk network with comfortable and safe pedestrian crossings, especially across major roads
- Walkable neighborhoods
- Convenient access to the Parkway
- Safe, convenient access to bus stops
- Increased transit service
- The ability for residents to age in place

When asked about priorities for pedestrian investments, tables reported the following:

- Complete sidewalks along Brookwood Boulevard and improved crossings
- Improved pedestrian crossings on Century Drive
- A pedestrian complete network to access Downtown
- A pedestrian complete network to access the Old Mill area
- Improved access to trails
- Improved transit to supplement walking and biking
- Land use changes to create more destinations in the neighborhood
- Improved east-west connectivity
- Support for the proposed Hawthorne pedestrian crossing
- Improved access to parks

Several tables said that the City should clear sidewalks after snow events and install better lighting for pedestrians, particularly at crossings.

Participants suggested signage and wayfinding for the bicycle low-stress network.

Several sidewalk gaps are important to infill for ADA accessibility:

- Eastside of Brookwood from Poplar St to 2nd School Entrance (approx. 0.353 miles/1858 feet)
- Southside of Brookwood from Hollygrape St to Springcrest Dr. (approx. 0.448 miles/2364 feet)
- Northside of Brookwood from Finchwood (116 feet south) to Larkwood Dr. (approx. 0.134 miles/711 feet)
- Southside of Brookwood from Finchwood (116 feet south) to SW Beth Ave. (approx. 0.641 miles/3382 feet)

Key projects and programs reported from the table discussion are presented below.

Policies

- Street lighting along collectors and arterials

- Additional city maintenance – sidewalk clearing in the winter
- Transit improvements

Intersection/Roadway

- Intersection improvement at Century Drive/Skyline Ranch Road
- River crossing south of Reed Market Road

Pedestrian/Bicycle

- Pedestrian crossing on Century Drive to Haul Trail
- Wayfinding for Low Stress Network

Transit

- Provide additional support for the Mt. Bachelor transit
 - Park and ride option for users on the eastside
- Increase number of fixed routes to provide more opportunities
- Free citywide public transit
- Improve and provide additional east/west parkway connections for vehicles, bikes, and pedestrians

Appendix F – Core Area Summary

Core Area General Feedback

Participants in the Core Area meeting were concerned about:

- Safe, efficient transportation for people using all modes, especially from 3rd Street to Downtown Bend
- Pedestrian and bike safety along and across 3rd Street
- Creating an inviting and walkable core area
- Connectivity across the Parkway and railroad at Hawthorne, particularly for bikes and pedestrians
- Providing protected bike lanes, separated paths, and more neighborhood greenways
- Winter maintenance (snow and gravel removal) of bike lanes

When asked about priorities for pedestrian investments, tables reported the following:

- Improved connections to schools
- Support for the proposed Hawthorne pedestrian crossing
- Connections from Bend Central District to Downtown and from the Bend Central District to the Old Mill area
- Improved sidewalks and crossings of major roads, including 3rd Street
- Improved connections to the trail system
- Improvements to Newport Avenue
- Rebuilding the Drake Park footbridge

A sidewalk gap on the east & west side of Sisemore from Colorado to Delaware is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

Policies

- Improve winter maintenance of sidewalks and bike lanes
- Reduce neighborhood cut-through traffic
- Provide additional parking downtown
- Consider rerouting railroad out of city limits

Intersection/Roadway

- Widen Newport Avenue river crossing bridge

Pedestrian/Bicycle

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improved crossings and street lighting Near Box Factory and Arizona/Colorado Couple
- Improved crossing at Greenwood Avenue/6th Street
- Improve Drake Park pedestrian bridge
- Improve multimodal facilities at Franklin Avenue/Parkway undercrossing
- Provide protected bike lanes at Olney Avenue/Parkway undercrossing

- Additional low stress separated paths in neighborhoods
- Provide separated bike facilities downtown

Transit

- Provide a transit hub near the box factory



Draft Transportation Policies

PREPARED FOR: Citywide Transportation Advisory Committee
PREPARED BY: Karen Swirsky, City of Bend Growth Management Department
DATE: April 16, 2019

Policy Subcommittees

Over the last several months, five CTAC subcommittees have met 2-3 times each to review policies from Bend's existing Transportation Plan and examples of policy language from other cities and sources and to draft new policies. The five subcommittees were:

- Bicycle/Pedestrian/Complete Streets
- Equity
- Mobility
- Safety
- Technology/Transit/Transportation Demand Management (including parking)

In addition, Staff created draft funding policies based on the work of the Funding Work Group.

Each subcommittee also created recommended actions that are intended to establish how policies may be implemented.

The draft policies have been reviewed by the appropriate City Departments as well as the City Legal Department.

Timeline for Policy Discussion & Adoption

At CTAC Meetings 9 and 10, we will review the draft policies for questions and feedback. It is important to review them now to set up CTAC for discussions and decisions about prioritization criteria and funding -- which may result in adjustments to policy language over the summer and fall of 2019. CTAC will have several more opportunities to review and edit policies before they are brought to the Steering Committee for approval in December 2019.

The policies will be adopted by City Council with the Transportation Plan in spring 2020.

Mobility and Safety Policies

We are starting with two Policy topics: Safety and Mobility. These two are important to discuss together because they are foundational, and influence other policy topics. Mobility and Safety often require balancing with each other -- and both have large funding implications.

Remaining Policies

We will discuss the remaining policies at CTAC meeting #10 in May, and possibly continuing into Meeting #11 in June. The remaining policies can be reviewed here: [Remaining Draft Transportation Policies](#).

Draft Safety Policies

Introduction: The City of Bend's goal is to have zero serious injury or fatal crashes on its transportation system. The City recognizes that we must design and manage our transportation network with this goal in mind.

Policies

1. The City will prioritize safety, connectivity, and travel time reliability improvements for all modes of transportation.

Action:

- *Adopt and implement the 2019 Transportation Safety Action Plan, including mapping identified crash emphasis areas*
- *Amend Bend Development code to include safety mitigation as part of project development*

2. The City's goal is to eliminate traffic deaths and serious injuries among all transportation system users.

Action:

- *By 2021, the City will develop and adopt an action plan to move the City towards zero traffic deaths and serious injuries (e.g. Vision Zero). The plan will set a clear goal of eliminating traffic deaths and serious injuries among all road users within an explicit timeframe (i.e. 10 years) and actively engage key City departments.*

3. The City will consider the needs and safety of each group of users and will prioritize projects, programs and funding to improve conditions for vulnerable users, which includes but is not limited to (i.e., people who cannot or choose not to drive, including but not limited to children, older adults, people with limited mobility, and people experiencing challenges to self-sufficiency, and communities experiencing racism and discrimination).

4. The City will design streets to encourage the appropriate speed for the roadway classification and land use context.

Action:

- *Create a citywide speed management program to address safety issues related to speed.*
- *Review street design in coordination with emergency services; amend Standards and Specifications accordingly.*

Commented [KS1]: Should this word be "balance"?

Commented [KS2]: From Mobility Subgroup

Commented [KS3]: From Equity Subgroup

- The City will provide transparent, easy to understand, and effective communication to encourage safe travel on the transportation system.

Action:

- Develop a comprehensive data warehouse and public dashboard of data to capture the user experience of the City's Transportation System in a system that integrates data from existing sources, not limited to crash data, with data from new and emerging street monitoring technology and public input.

Draft Mobility Policies

INTRODUCTION: The City will design, construct, maintain, and operate its transportation system to provide a comprehensive and integrated network to safely serve all modes and people of all ages and abilities, promote commerce, and support the Comprehensive Plan's vision for growth and development in a responsible and efficient manner.

- The City will plan for efficient access for all modes for employees and customers to and from employment, commercial, and industrial lands, including freight access.
- The City will improve connectivity with the understanding that connectivity needs and conditions may vary based on an area's existing and planned land uses and street network (e.g., large lot industrial areas may have different needs than residential areas).
- The City will limit the location and number of driveways and vehicular access points on arterials and collectors to maintain public safety and roadway function, while preserving appropriate access to existing and future development.
- The City's preferred intersection treatment is the roundabout, for reasons of capacity, traffic flow, and safety. The City may select a different intersection treatment, considering land acquisition needs, operational considerations, topography, and other engineering factors.

Action:

- Update the Bend Roundabout Design Guide, incorporate in Standards and Specification.

- The City will plan for, design and construct or reconstruct streets to achieve consistency between motorists' speeds and target speed limits.

Action:

- Review and update roadway classifications and Standards and Specifications

- The City's standard for collectors and arterials is a three-lane configuration, but will also consider a two-lane configuration with medians where appropriate for pedestrian crossing safety and traffic flow.

Commented [KS4]: From Safety subcommittee

DRAFT TRANSPORTATION POLICIES

7. The City's mobility standard for intersections is a volume-to-capacity ratio (v/c) no greater than 1.0 during the p.m. peak hour).
8. The City will manage the transportation system with the intent to preserve travel time reliability.
9. Adding travel lanes for motor vehicles may be considered after the City has:
 - a) Evaluated the safety effects for all users and modes of travel;
 - b) Evaluated the potential to add capacity through intersection improvements;
 - c) Evaluated the potential to add capacity through increasing system connectivity with parallel routes;
 - d) Provided appropriate transit, bicycle and pedestrian facilities, including safe crossings; and
 - e) Implemented Transportation Demand Management or other tools.

Actions:

- *Implement Transportation Demand Management program*
- *Adopt Low Stress Network bikeway map and Bikeway Design Guide*
- *Complete Pedestrian Master Plan of Low Stress pedestrian facilities*

10. The City may permanently or temporarily waive the mobility standard for a particular intersection or corridor when it is determined that peak hour vehicle traffic congestion is acceptable in order to meet other community goals and desired outcomes, including but not limited to affordable housing and safety.

Action:

- *Update the Bend Development Code*

11. The City will coordinate with ODOT to determine when to implement modifications to City streets and closures or modifications to approaches on City streets that will be impacted by improvements to US20 or US97.

Commented [KS5]: Revise per Safety Policy #1?