



CTAC MEETING #10

MAY 22, 2019



- Welcome and Introductory Items
- Public comment (15 minutes)
- Key Bicycling and Walking Routes
 - ✓ Overview of feedback from CTAC provided via survey
 - ✓ *Desired outcome: CTAC Recommendation- approval of additions to Citywide Transportation Framework*
- Safety and Mobility Policies
 - ✓ Overview and review refinements to safety and mobility policies
 - ✓ *Desired outcome: CTAC Discussion and Direction*
- Equity Policies & Transit, Technology, TDM Policies
 - ✓ Overview and review of proposed policies
 - ✓ Breakout Group Discussion
 - ✓ *Desired outcome: CTAC Discussion and Direction*
- Introduction to Project Prioritization Criteria
 - ✓ Overview and review of proposed project prioritization criteria
- Wilson Avenue Analysis
 - ✓ Overview of initial Wilson Avenue Analysis
- Public comment (10 minutes)

TRANSPORTATION OUTREACH STRATEGY OVERVIEW TEAM



TRANSPORTATION OUTREACH STRATEGY OVERVIEW



Stakeholder interviews*

Gain understanding of early priorities, opportunities and challenges

Telephone Survey*

Explore transportation system values; types of projects people may be willing to support; messaging regarding support for transportation investments

Online survey

Broaden community-wide participation with a counterpart online survey—enabling thousands of Bend residents to weigh in

Focus groups

Test the mid-term priority projects from CTAC for presentation to the Funding Work Group

*Report results at June 18 CTAC meeting



Goal: Plan and implement robust and resilient infrastructure investments.

- **Strategy 1:** Complete the Transportation System Plan by end of May 2020.
- **Strategy 2:** Leverage multiple funding sources to enhance and improve transportation infrastructure resulting in a funding package that addresses both housing and mobility challenges on May 2020 ballot.
- **Strategy 3:** Improve the condition and functionality of City sewer, stormwater, transportation and water infrastructure to keep pace with community needs.

PUBLIC COMMENT #1



- 15 minutes at beginning of meeting; 10 minutes at end of meeting
- Divide time evenly by those who wish to comment
- Sign in before comment period begins
- Please line up in order that you've been assigned to ensure that we move smoothly through all commenters
- If you are part of a group of people with a shared message, please appoint a spokesperson; others may stand during the comment to demonstrate support.

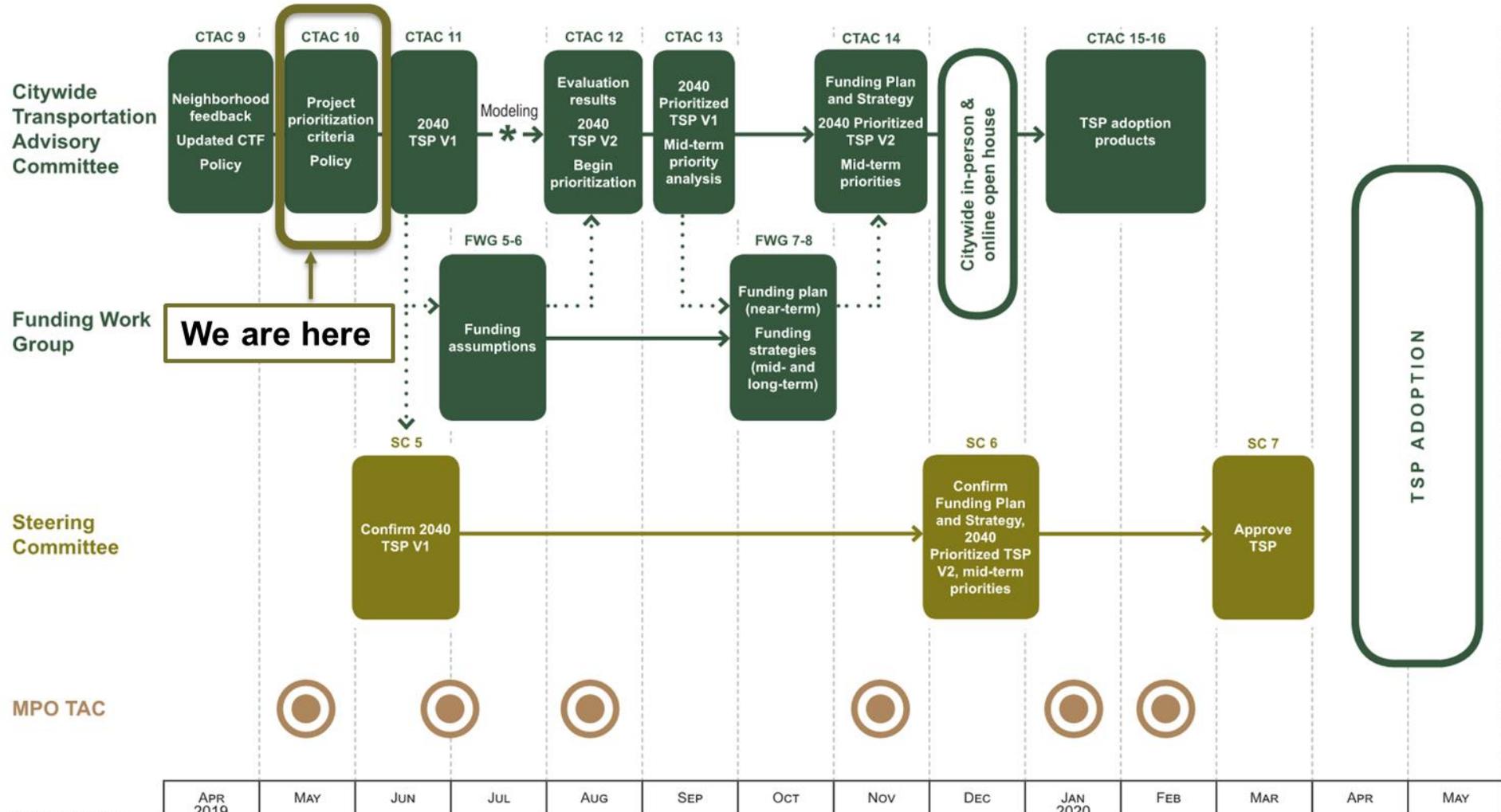
PHASE 3 SCHEDULE CHECK-IN

DRAFT PHASE 3-4 WORK PLAN



BEND TRANSPORTATION PLAN

Phases 3-4 Work Plan and Process



KEY BICYCLING AND WALKING ROUTES

KEY BICYCLE AND WALKING ROUTES



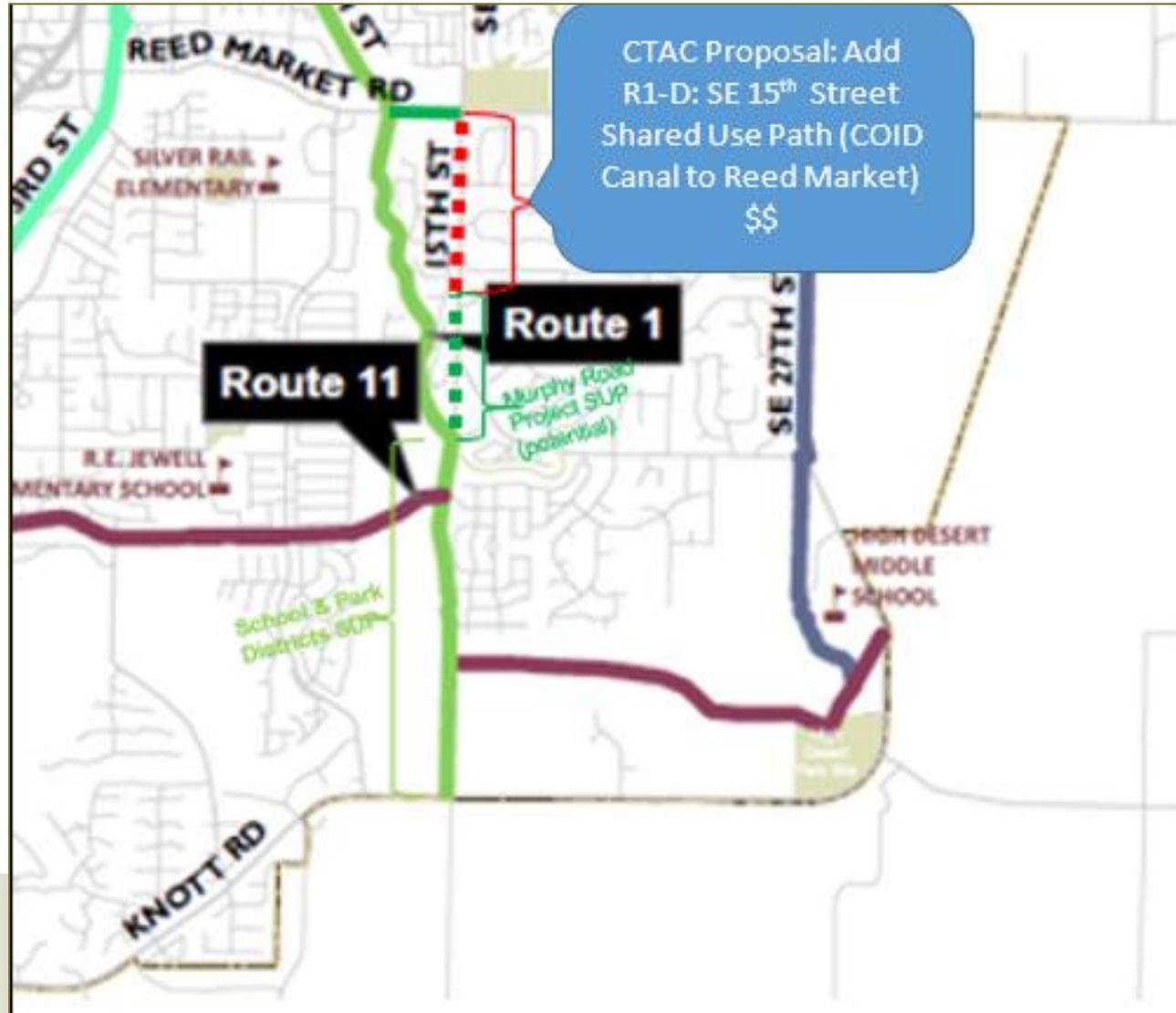
Results of online exercise:

- 74% response rate
- Key Routes 1, 3, 5, 7, 8, 11, & 12: **100% support**
- Key Routes 2, 4, 6, & 9: **94% support** with 1 "do not support"
- Key Route 10: **88% support** with 1 "do not support" and 1 "no opinion"
- Most comments/concerns preserved as part of technical components

PROPOSED CHANGES TO KEY ROUTES: ROUTE 1



Route 1: Route on 15th Street as a shared use path (instead of COID canal) \$\$



PROPOSED CHANGES TO KEY ROUTES: ROUTES 7 AND 12



Route 7: Interim 3rd Street RR underpass project: sidewalk infill, surface & drainage repair, add lighting. \$

Route 12: Extend Wilson Avenue shared use path east to SE 15th Street. \$\$





Vote: Those in favor of including Key Routes 1-12 on the TSP Project list, with the changes listed above?

Online exercise feedback:

- What worked, didn't work?
- How could we make it better?

SAFETY & MOBILITY POLICIES



TSP policies have been developed within the following categories:

1. Mobility (CTAC 9)
2. Safety (CTAC 9)
3. **Equity (CTAC 10)**
4. **Technology/Transit/Transportation Demand Management (CTAC 10)**
5. Bicycle/Pedestrian/Complete Streets (CTAC 11)
6. Funding (CTAC 11)

CTAC policy work session for remaining issues: July 26

SAFETY & MOBILITY POLICY CLARIFICATIONS



- Safety Policy 1: “balance” rather than “prioritize”
- Add back to Mobility policies:

The City will manage the roadway network with the intent to preserve travel time reliability on key routes for transit, regional freight movement, and emergency services.

Action: The City will identify critical routes for transit, freight, and emergency responders and use appropriate design and maintenance to preserve identified routes.

**EQUITY POLICIES
TRANSIT, TECHNOLOGY, & TDM POLICIES**



Small group discussions of the Equity Policies and Transit, Technology, & TDM Policies:

- Asking for feedback, not approval -- that will happen later this year
- Identify questions
- Suggest proposed changes
- Each group reports out, staff records

PROJECT PRIORITIZATION CRITERIA

WHY ARE PROJECTS PRIORITIZED?



Project prioritization criteria establish a method to help identify:

- The transportation facilities and programs most important to the community to fund
- When the facilities and programs should be funded after the TSP is adopted (e.g., first five years, 5 – 10 years, or 10 – 20 years)

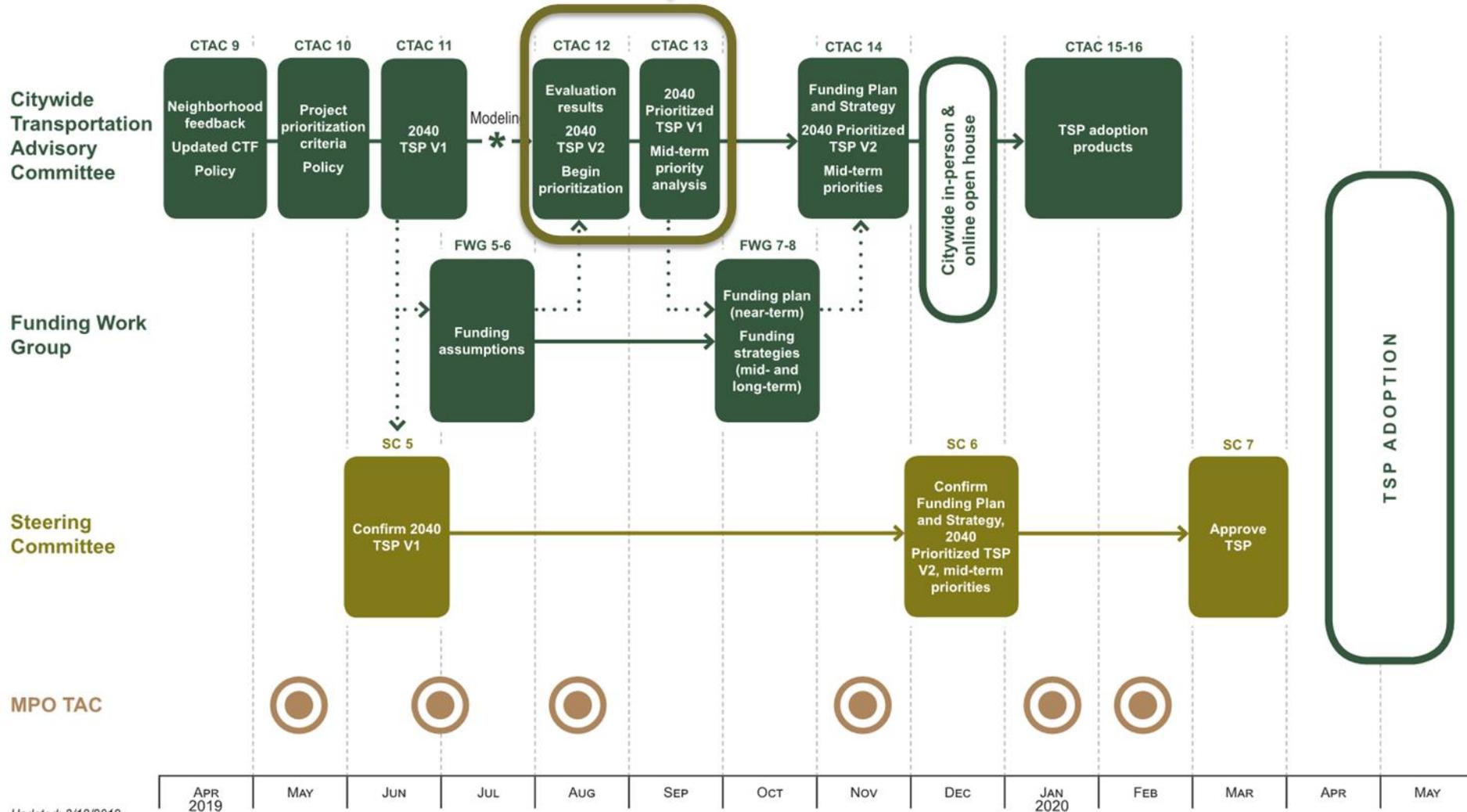


DRAFT PHASE 3-4 WORK PLAN: CTAC 12 AND 13

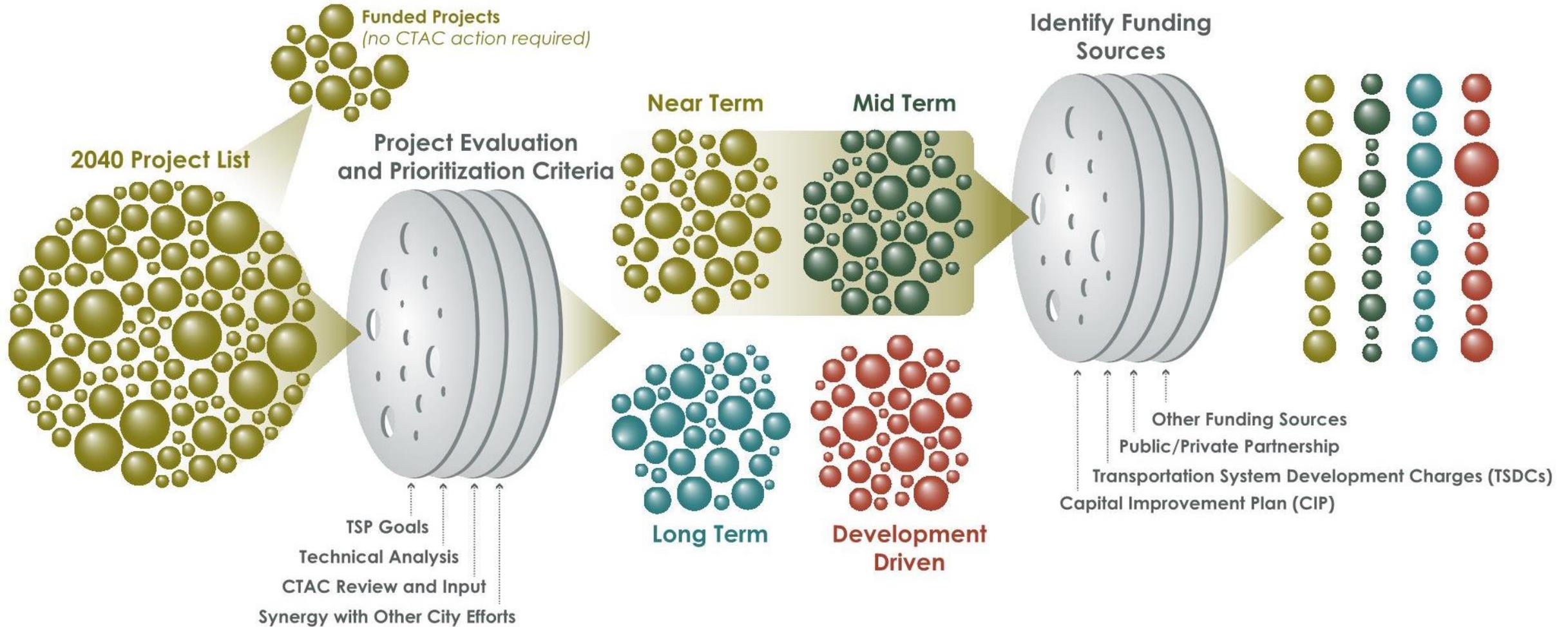
BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



Work to be done here



PRIORITIZATION PROCESS



HOW DO OTHER COMMUNITIES PRIORITIZE PROJECTS?



Based on other communities' experiences, prioritization criteria should:

- Reflect TSP goals
- Provide differentiation between various projects/programs
- Easy to apply and interpret
- Allow for input from project stakeholders

PROPOSED PRIORITIZATION CRITERIA



- Increase system capacity, quality and connectivity for all users
- Ensure safety for all users
- Facilitate housing supply, job creation and economic development to meet demand/growth
- Protect livability and ensure equity and access
- Steward the environment
- Have a regional outlook and future focus
- Implement a comprehensive funding and implementation plan

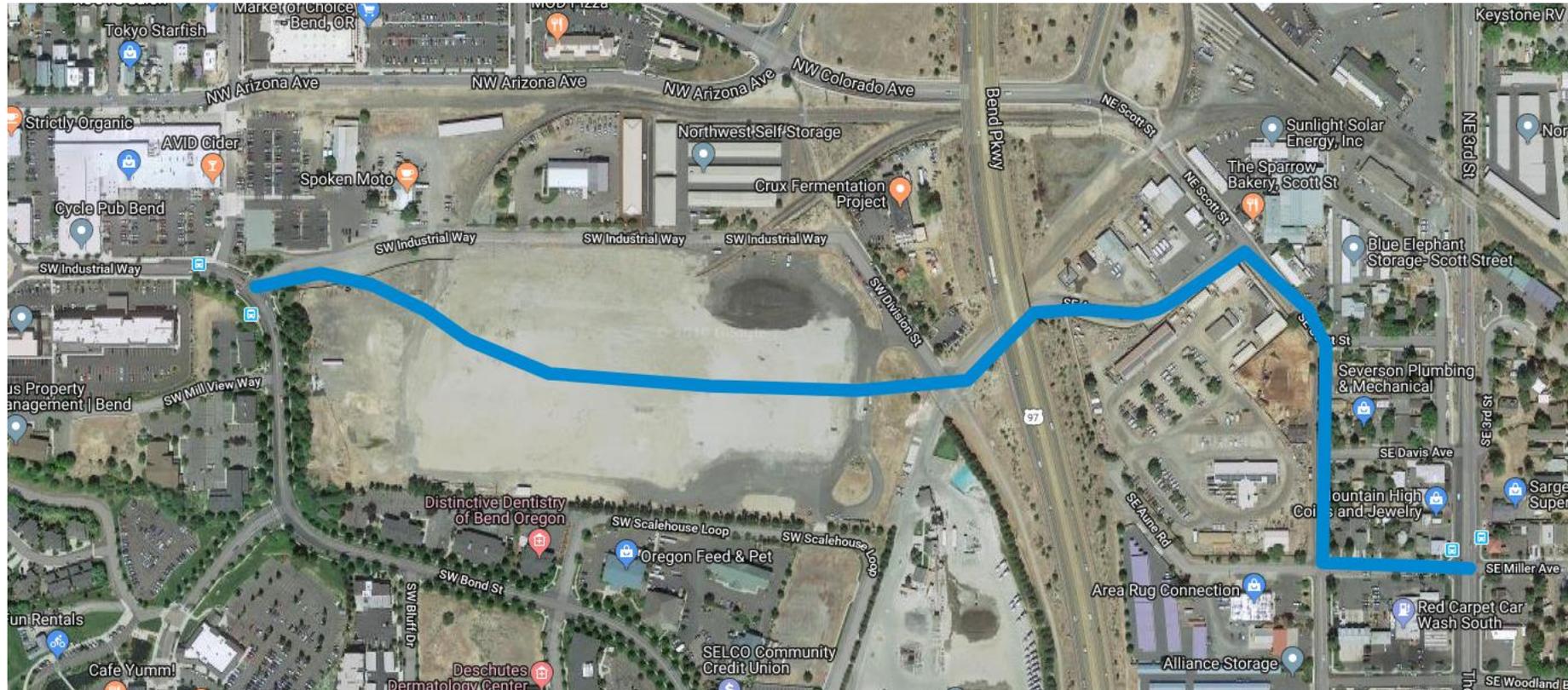
EVALUATION APPROACH



Rating	Description
●	The project/program clearly supports the criterion and/or makes substantial improvements in the criteria category
◐	The project/program idea partially addresses the criterion and/or makes moderate improvements in the criteria category
○	The project/program idea does not support the intent of, provides minor or incidental benefit and/or negatively impacts the criteria category
N/A	The project/program idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply



- Aune Road Extension



TECHNICAL ANALYSIS AND INITIAL PROJECT TEAM RATING



Project Team will:

1. Conduct technical analysis
 - Does the project address a transportation need?
2. Conduct initial evaluation of prioritization criteria
 - How does project rate overall?



EXAMPLE PROJECT RATING



Project	Increase System Capacity, Quality, and Connectivity for All Users	Ensure Safety for All Users	Facilitate Housing Supply, Job Creation, and Economic Development to Meet Demand/Growth	Protect Livability and Ensure Equity and Access
Aune Road Extension	●	●	●	◐

Project	Steward the Environment	Have a Regional Outlook and Future Focus	Implement a Comprehensive Funding and Implementation Plan	Project Priority Recommendation
Aune Road Extension	◐	●	●	Near-term

Summary:

- Improves vehicle capacity issues along Wilson Avenue and Colorado Avenue
- Supports safety improvements along 3rd Street
- Improves bicycle and pedestrian connectivity
- Serves identified Opportunity Area



Synergy with other infrastructure planning/construction efforts

- City of Bend projects
- In collaboration with partner agencies

Community Support

- As informed by Transportation Outreach Strategy efforts



CTAC will:

1. Review and provide input on initial project evaluation results from Project Team
2. Recommend priority classification

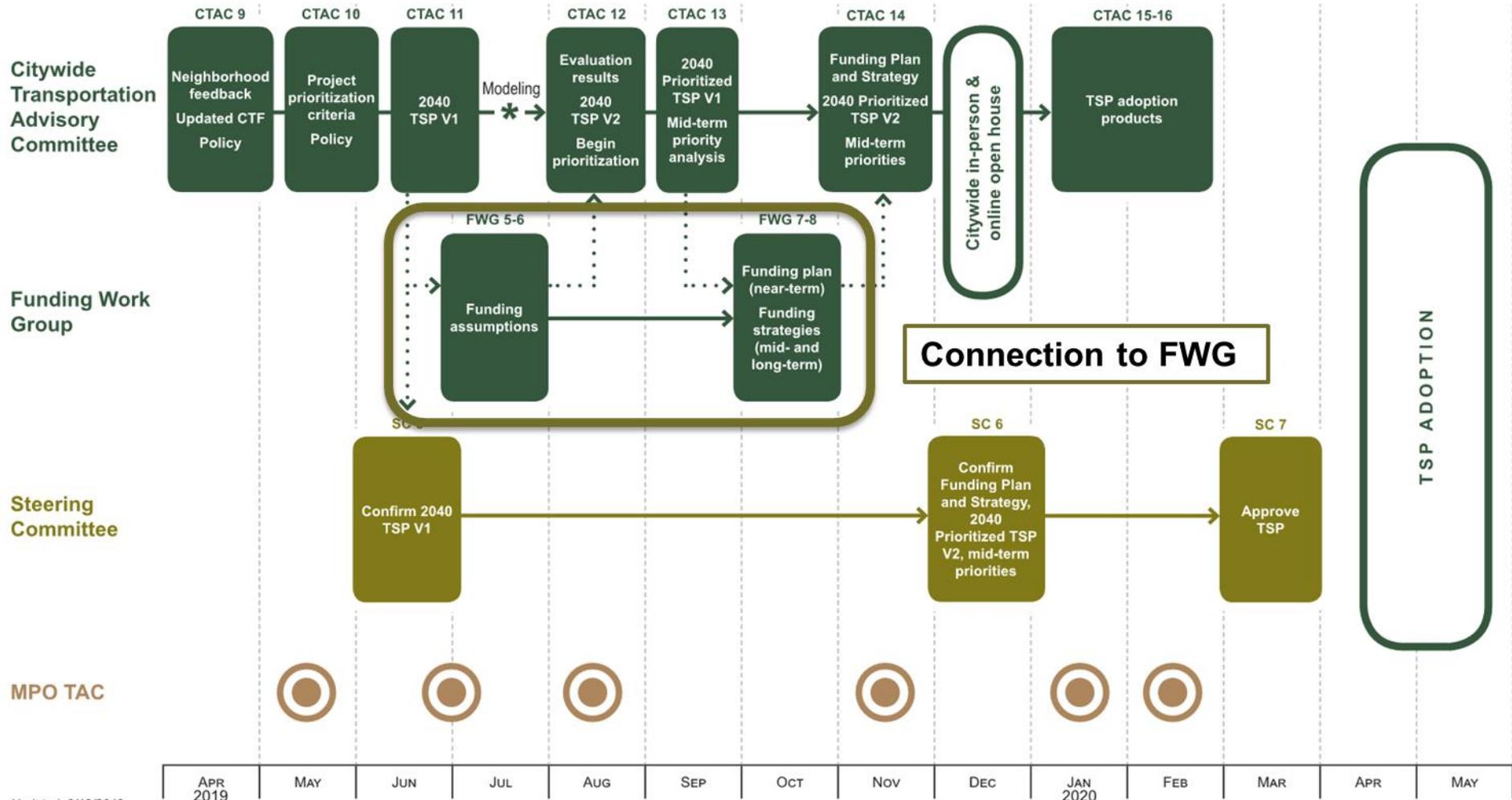


DRAFT PHASE 3-4 WORK PLAN: FUNDING WORK GROUP



BEND TRANSPORTATION PLAN

Phases 3-4 Work Plan and Process



CTAC FEEDBACK REQUESTED & NEXT STEPS



Review Draft Prioritization Criteria Memo:

- Do you agree with the prioritization criteria?
- If not, what are your suggested changes?

Options for moving forward:

- Approve Prioritization Criteria today
- Provide feedback between CTAC 10 and CTAC 11

WILSON AVENUE EXTENSION ANALYSIS

WILSON EXTENSION – ADDITIONAL EVALUATION



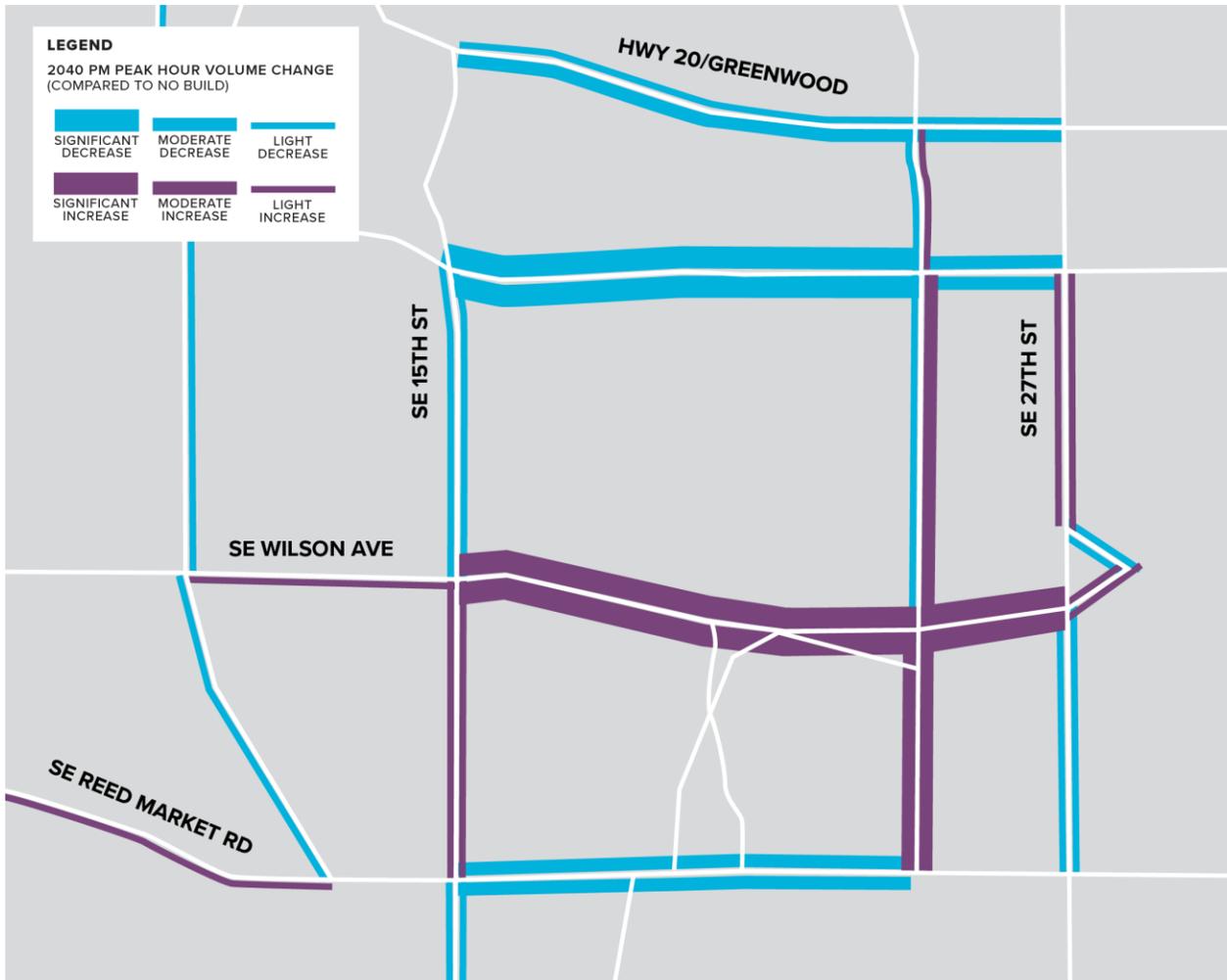
Steering Committee requested additional evaluation of the:

- Feasibility of an extension from 15th to 27th, including potential impacts
- Potential system benefits of a collector vs. local street connections improvement

The Project Team conducted technical evaluation, including:

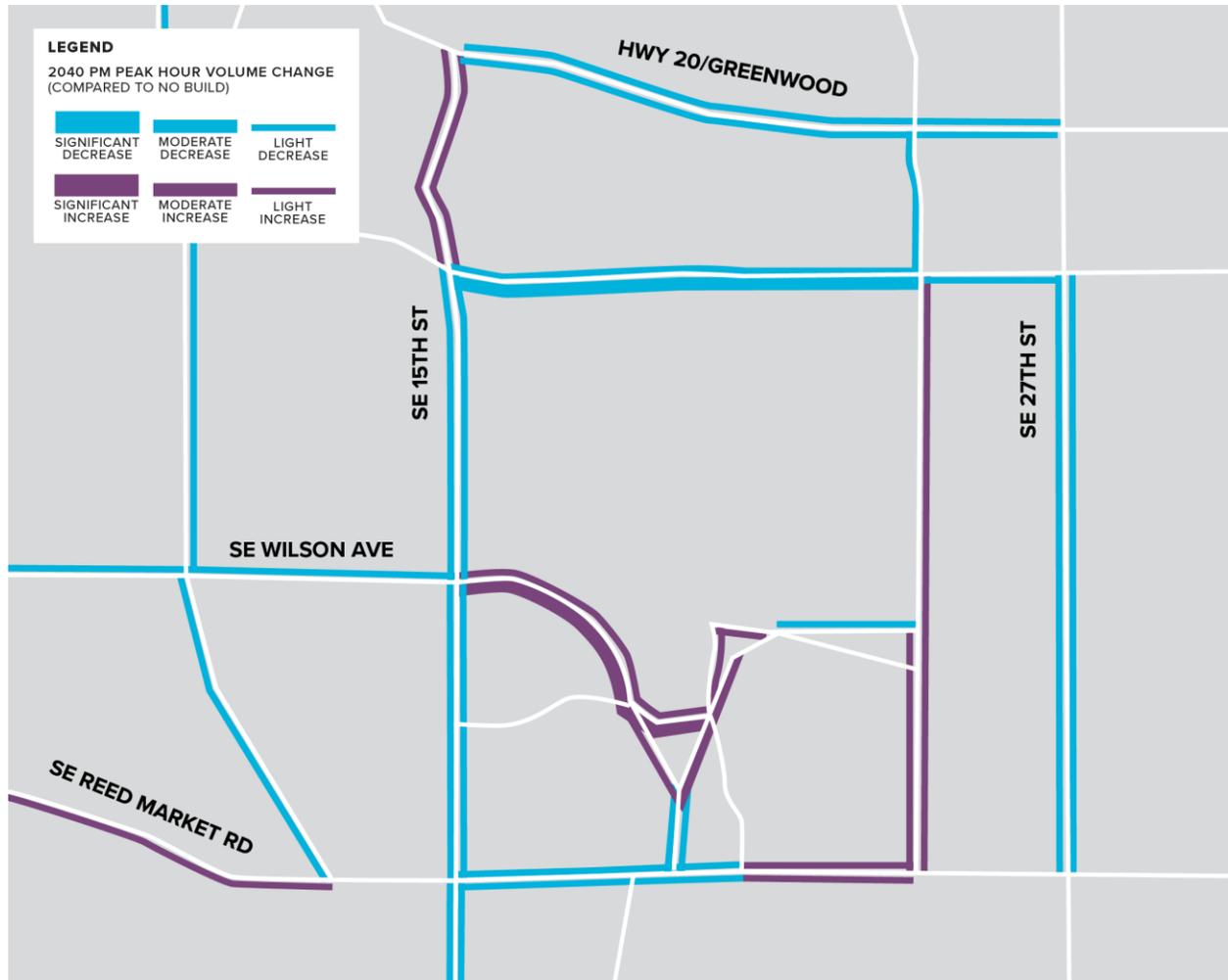
- Refined 2040 travel model forecasts, isolating the effects of a Wilson Extension
- Preliminary roadway alignment concept assessment

WILSON EXTENSION – “COLLECTOR” CONNECTION MODELING (2040)



- Potential reduction of 8% in peak hour volume on Reed Market east of 15th Street
- No significant change on Reed Market west of 15th Street
- Up to 30% reduction in peak hour volume on Bear Creek east of 15th Street
- Traffic demand would utilize a connection between Pettigrew and 27th

WILSON EXTENSION – “LOCAL STREET” CONNECTION MODELING (2040)



- No significant change on Reed Market
- Up to 10% reduction in peak hour volume on Bear Creek east of 15th Street

WILSON EXTENSION – POTENTIAL ALIGNMENT/IMPACTS



Preliminary Roadway Alignment Concept Impacts:

- Likely 5-6 full property purchases plus some corner acquisitions for local street concept
- Would have additional property impacts if aligned more directly to Wilson to the west as a collector concept (~30 properties affected)



- Impacts to Natural Area and Approved Development Plan



Evaluation Results:

- Overall, the Wilson Avenue Extension project appears to have limited benefit to the Reed Market Avenue east-west congestion issue.
- A collector roadway alignment would likely include multiple property acquisitions
- A connection for non-auto modes may still be beneficial, as the traffic volumes indicate out-of-direction travel in the area

What might that mean for the TSP Project List?

- The railroad crossing (relocation or grade separation) becomes the focal point of managing congestion on Reed Market between 3rd and 27th
- Consider adding a roundabout capacity improvement at Reed Market/15th (full multi-lane roundabout)

PUBLIC COMMENT #2

PUBLIC COMMENT REMINDER



- Up to 10 minutes
- Divide time evenly by those who wish to comment
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CLOSE AND NEXT STEPS



CTAC Meeting #11 – June 18

- Review revised Prioritization Criteria
- Confirm 2040 TSP Project List
- Hear update on telephone survey and stakeholder interviews
- Remaining policy work session

Steering Committee – June 20

Policy Workshop – July 26

CET Brown Bag – June 14