



## **CTAC MEETING #11**

**JUNE 18, 2019**

# 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: WHERE WE ARE NOW



## BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



# UPDATED PROJECT PRIORITIZATION CRITERIA

## WHY ARE PROJECTS PRIORITIZED?



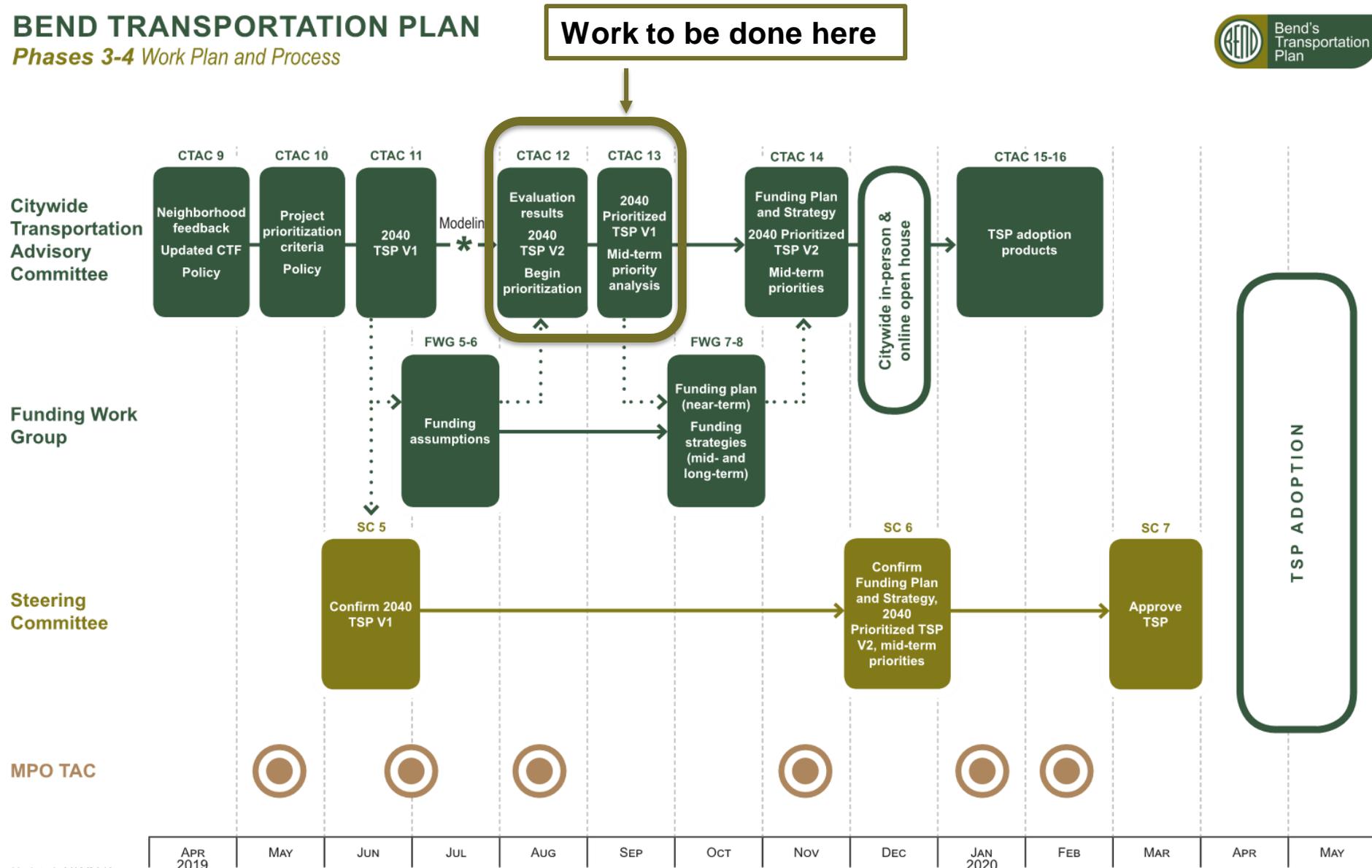
Project prioritization criteria establish a method to help identify:

- 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 5 years, 5 – 10 years, or 10 – 20 years)
- Objective is to put projects/programs into these buckets

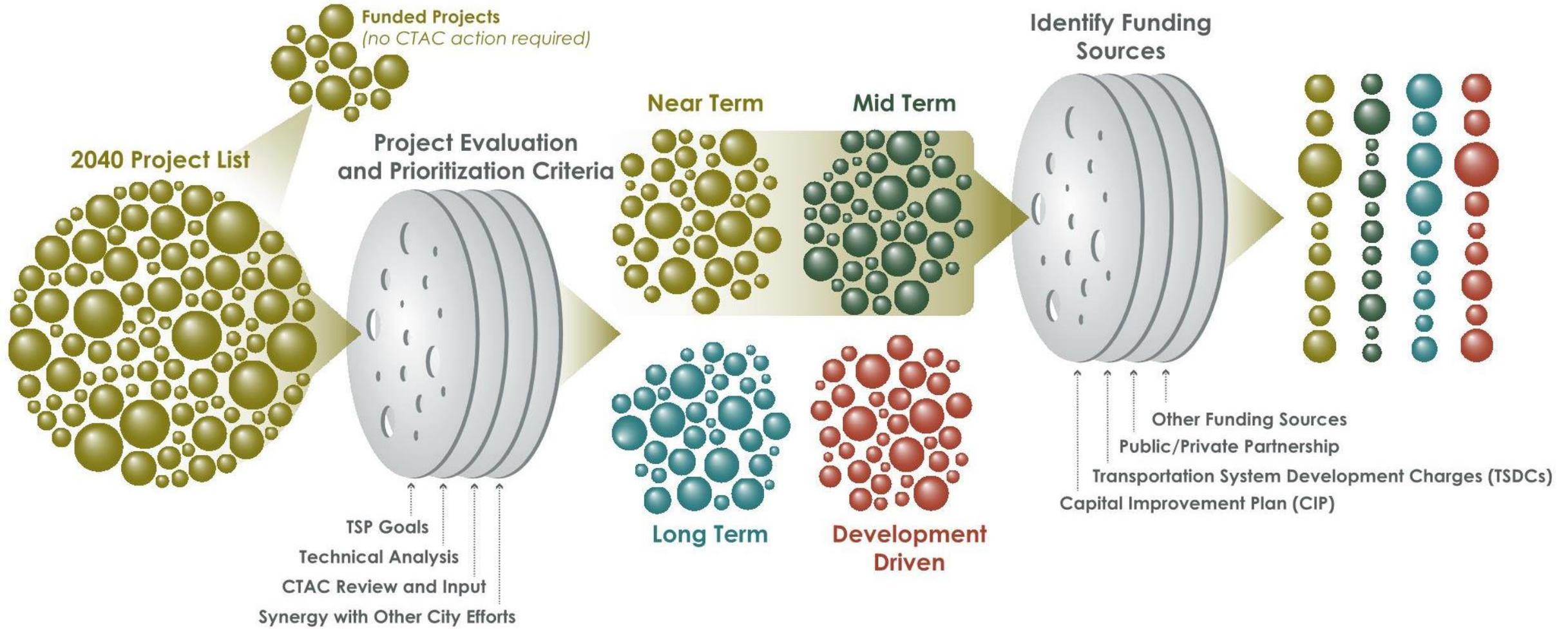
# DRAFT PHASE 3-4 WORK PLAN: CTAC 12 AND 13



## BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



# PRIORITIZATION PROCESS



# 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

## REVISIONS BASED ON CTAC COMMENTS



- “Increase System Capacity, Quality, and Connectivity for All Users”
  - Specific analysis of individual modes and reliability
  - Evaluation of “near-term” and “long-term” need
- “Protect Livability and Ensure Equity and Access”
  - Specific analysis of Livability and Equity
- “Implement a Comprehensive Funding and Implementation Plan”
  - Analysis to occur within Funding Plan and Funding Strategy work
- Various edits to wording and phrasing
- Comments received from 9 CTAC members

## RECOMMENDED MOTION



- I move to recommended the Project Prioritization Criteria memorandum to the Steering Committee.

# 2040 PROJECT LIST

## REQUESTED CTAC ACTION



- Confirm the 2040 project list is reflective of work completed to-date
- Consider additional recommendations by City staff
- Make formal recommendation to Steering Committee for project evaluation

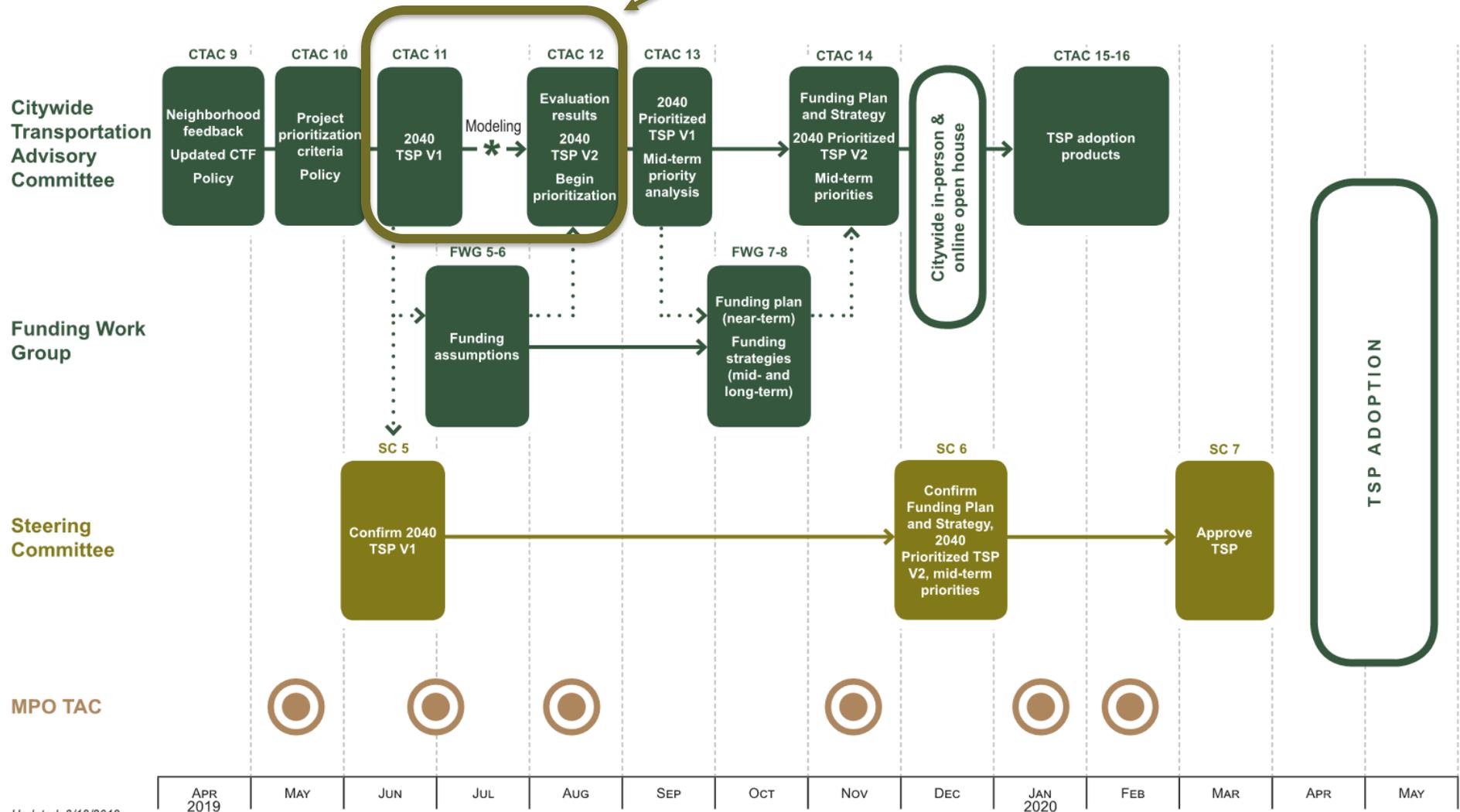
# DRAFT PHASE 3-4 WORK PLAN: ANALYSIS WORK



## BEND TRANSPORTATION PLAN Phases 3-4 Work Plan and Process



**Analysis Work**



# WHAT MAKES UP THE 2040 PROJECT LIST?



## Previously Approved by Steering Committee

- **Citywide Transportation Framework**
  - Baseline Projects (Figure 1, Table 1)
  - Additional Vehicular & Multimodal Projects (Figure 2, Table 2)
  - Complete Bicycle Low-Stress Network
  - Connected Pedestrian System
  - State of Good Repair
  - Studies

## Previously Recommended by CTAC

- **Neighborhood Workshop** (Figure 2, Table 2 – “CTAC Recommended Additions)
- **Key Route Infill Projects** (Figure 4, Table 4)

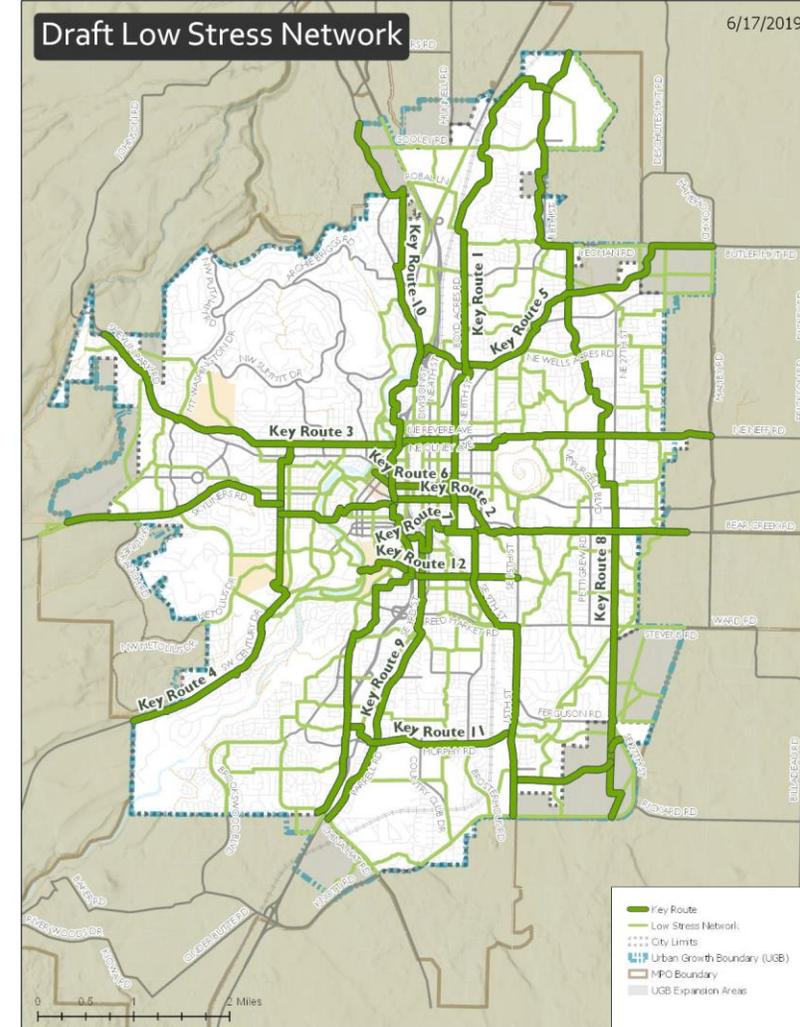
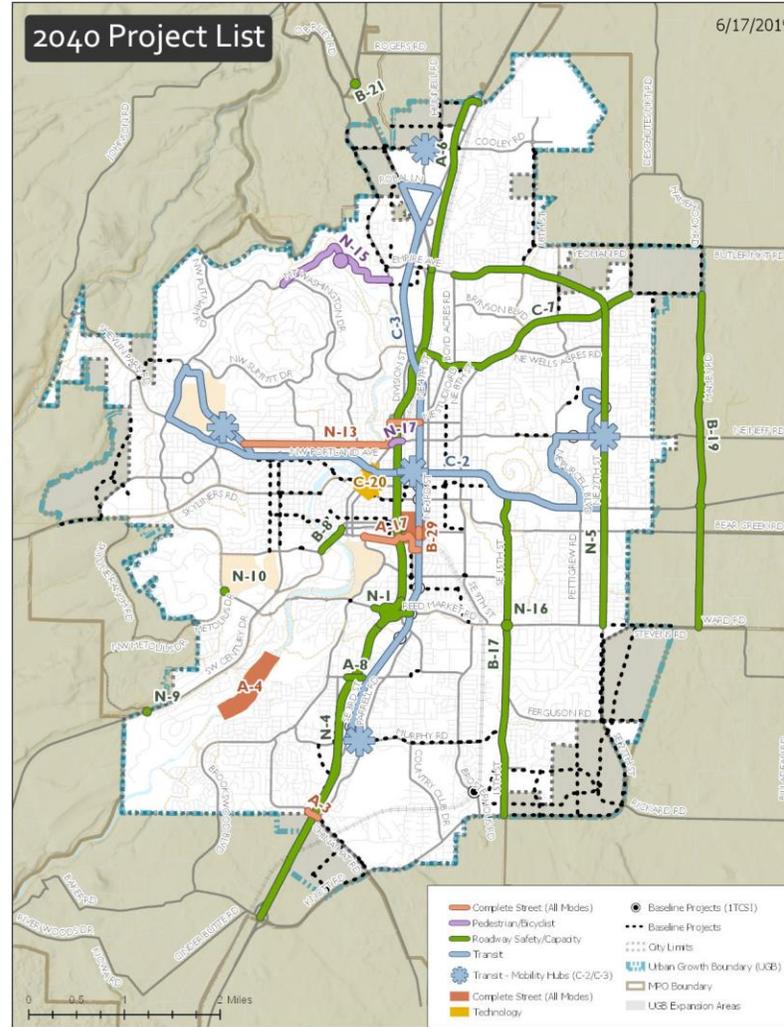
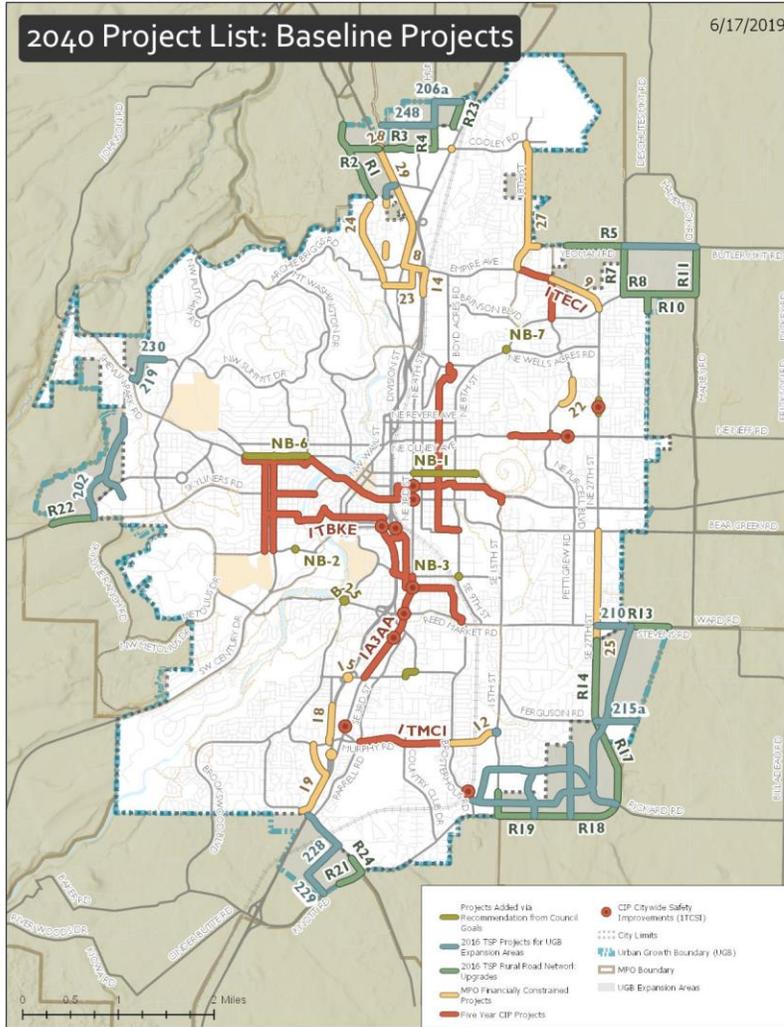
## For CTAC Consideration

- **Staff Recommendations** (Figure 3, Table 3)



- Parkway Study/TSP Project & Modeling Coordination
  - Right-in, Right-out closed EXCEPT for Hawthorne (retain right-turn from Parkway to Hawthorne)
  - Butler Market interchange improvements
  - Portland Avenue/Wall Street – include intersection improvement as part of Portland Avenue corridor project
  - Siesmore Street Extension from Arizona Avenue to Bond Street
  - Frontage Road – Murphy Road to Baker Road

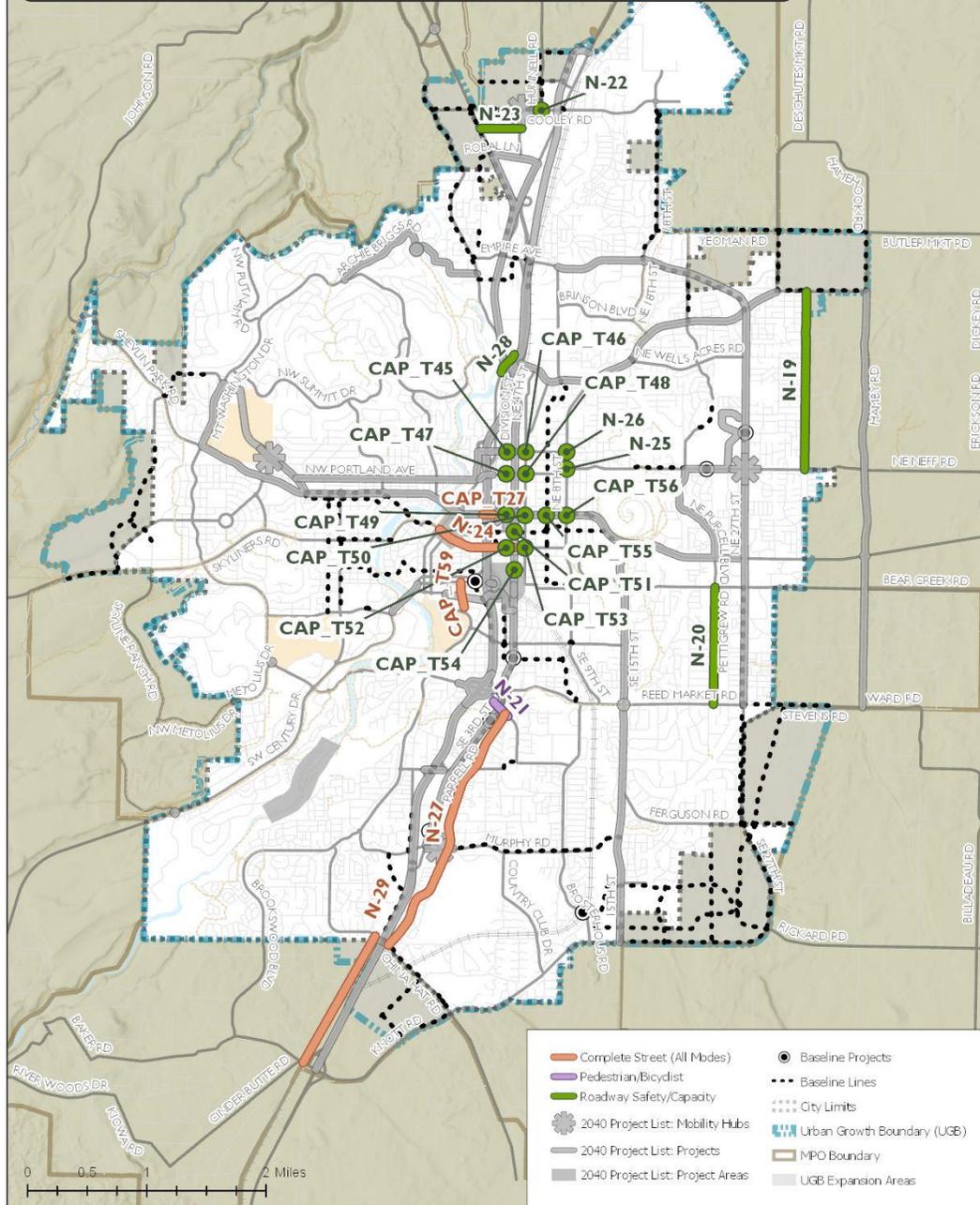
# BASELINE, CTF, AND KEY ROUTES PROJECT MAPS





# STAFF RECOMMENDATIONS

- Coordination with ongoing City planning efforts (Core Area Plan)
- Feedback from City staff
- Revisions to Key Routes projects



## RECOMMENDED MOTION: 2040 PROJECT LIST EVALUATION



- I move to recommend to the Steering Committee that the 2040 Project List be evaluated by the travel demand model and by the project prioritization criteria.

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



TSP policies have been developed within the following categories:

1. Mobility (CTAC 9)
2. Safety (CTAC 9)
3. Equity (CTAC 10, second review CTAC 11)
4. Technology/Transit/Transportation Demand Management (CTAC 10, second review CTAC 11)
5. **Bicycle/Pedestrian/Complete Streets (CTAC 11)**
6. **Funding (Funding Work Group, July 24)**

CTAC policy work session for remaining issues: July 26

# EQUITY & TRANSIT/TECHNOLOGY/TDM POLICIES CLARIFICATIONS



- Please see the memo provided in your packet

# COMPLETE STREETS/BICYCLE/PEDESTRIAN POLICIES



### Small group discussions of the Bicycle/Pedestrian/Complete Street Policies:

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

# TRANSPORTATION OUTREACH STRATEGY



## Telephone survey

- Scientific, nonbiased public opinion telephone survey of registered voters
- Random sample—everyone has an equal chance of participating
- Explore types of projects people may be willing to support; messaging regarding support for transportation investments
- Helps regular people be heard



# TELEPHONE SURVEY TAKEAWAYS

## 1. Asking Voters

Residents are just as supportive of the City Council going to voters for a neighborhood street safety funding increase as they were for a traffic congestion funding increase.

- Measure to fund projects to reduce congestion **(69%)**
- Measure to improve the safety of neighborhood streets **(72%)**

## 2. Support for Investments

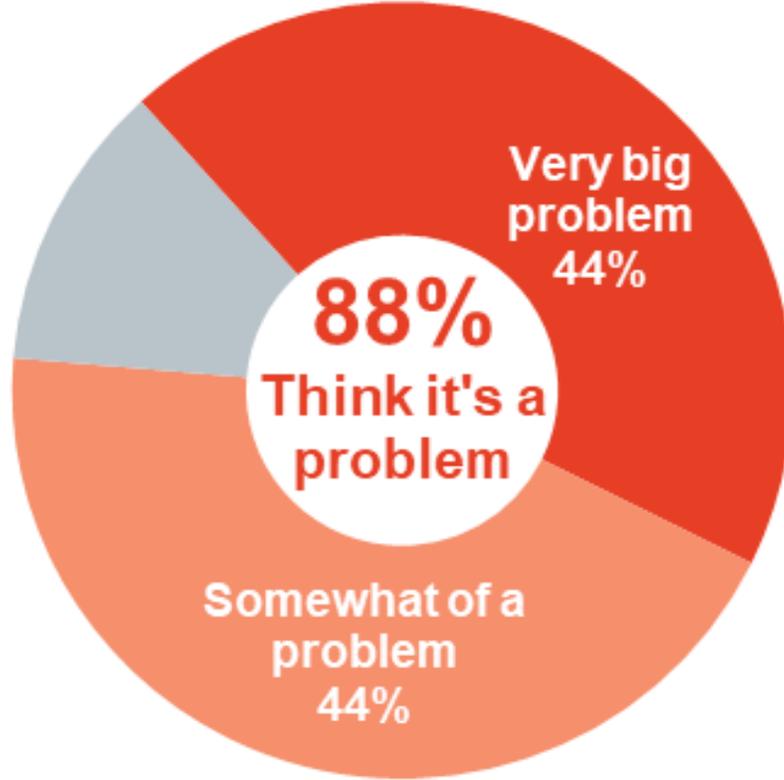
Residents are open to pay more to fund both traffic congestion projects and neighborhood street safety projects.

Percent	Response
61%	Yes
33%	No
7%	Don't know

## 3. Purpose and Outcome of Projects are Important

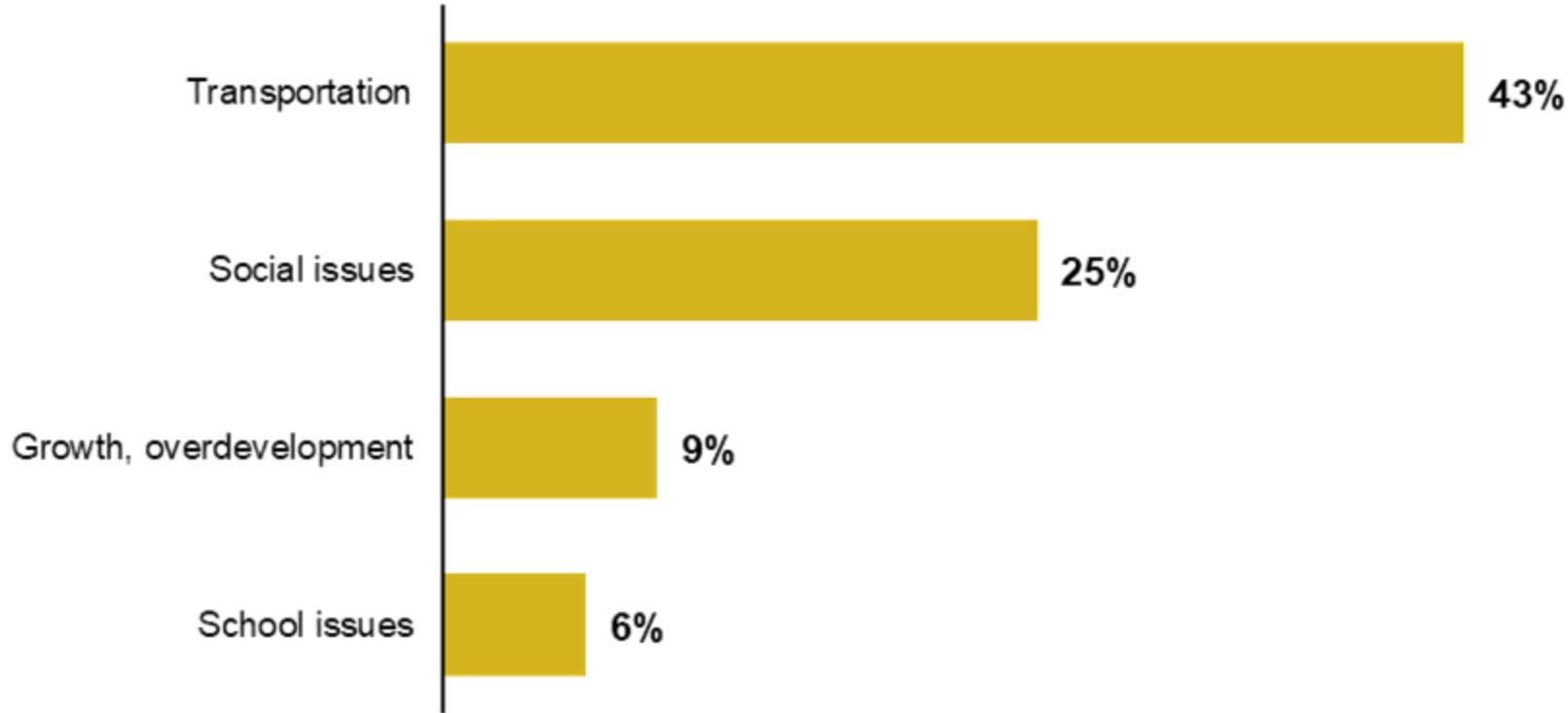
Worry about “congestion” is high, yet residents’ top three messages relate to desired outcomes: improving safety and preparing for future growth.

# TRAFFIC CONGESTION IS CONSIDERED TO BE A PROBLEM BY 88% OF VOTERS



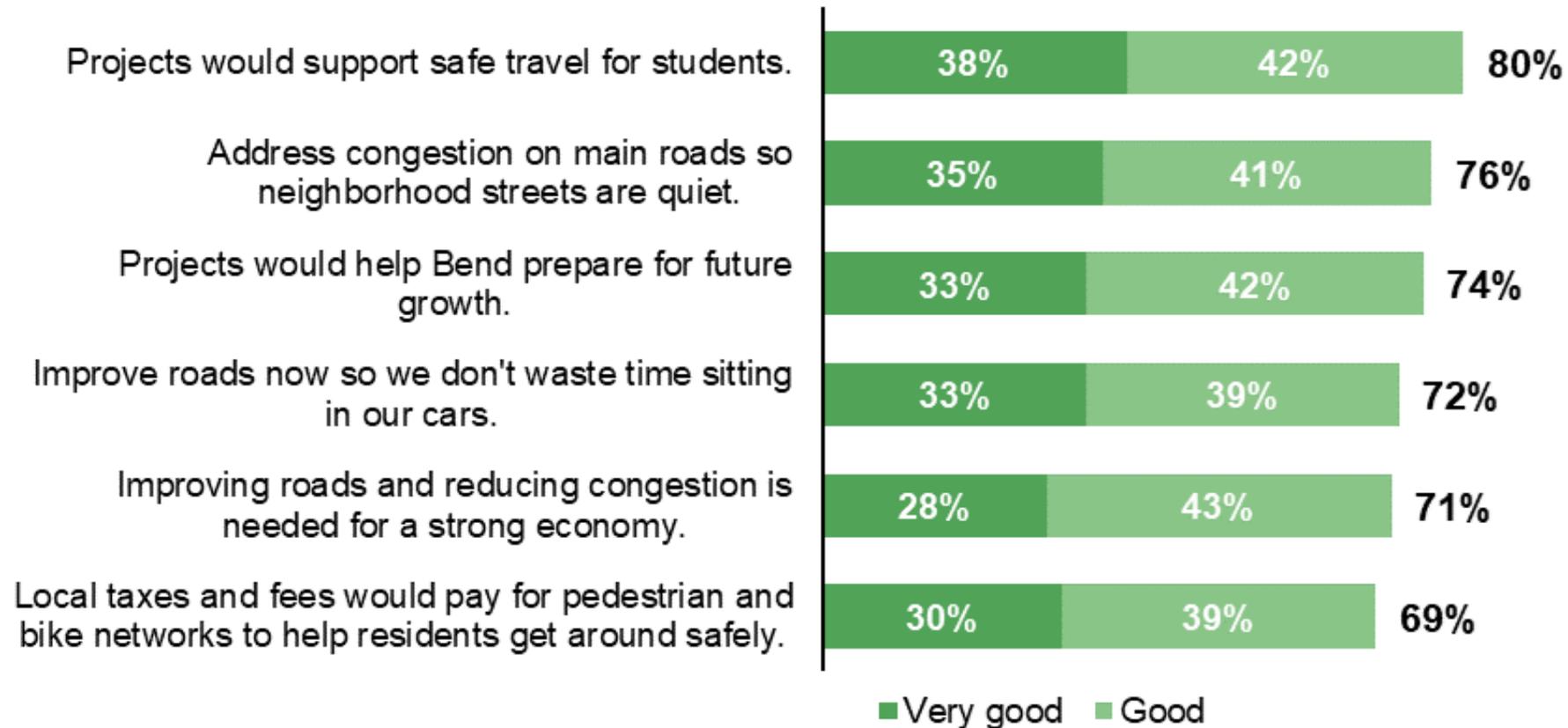
- Half of those say it's a “very big problem”.
- Safety of neighborhood streets is thought to be a problem by 58% of voters (15% say it's a “very big problem”).

# TRANSPORTATION IS STILL THE LEADING ISSUE IN THE COMMUNITY



- Great transportation concern was traffic congestion (39%)
- Social issues include housing/affordability (17%) and homelessness/hunger (6%)

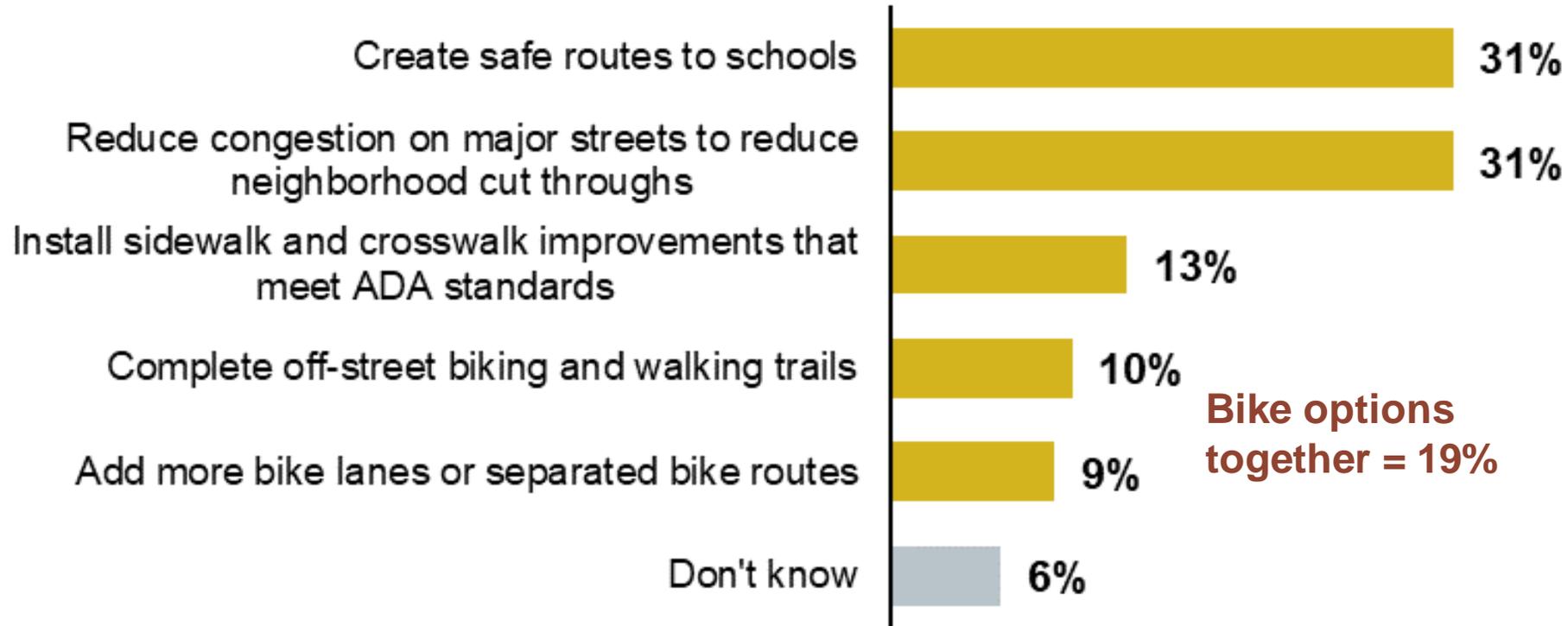
# RESIDENTS FOUND ALL THE REASONS TO SUPPORT A FUNDING MEASURE QUITE COMPELLING.



- Top three reasons to support are related to safety and preparing for growth.

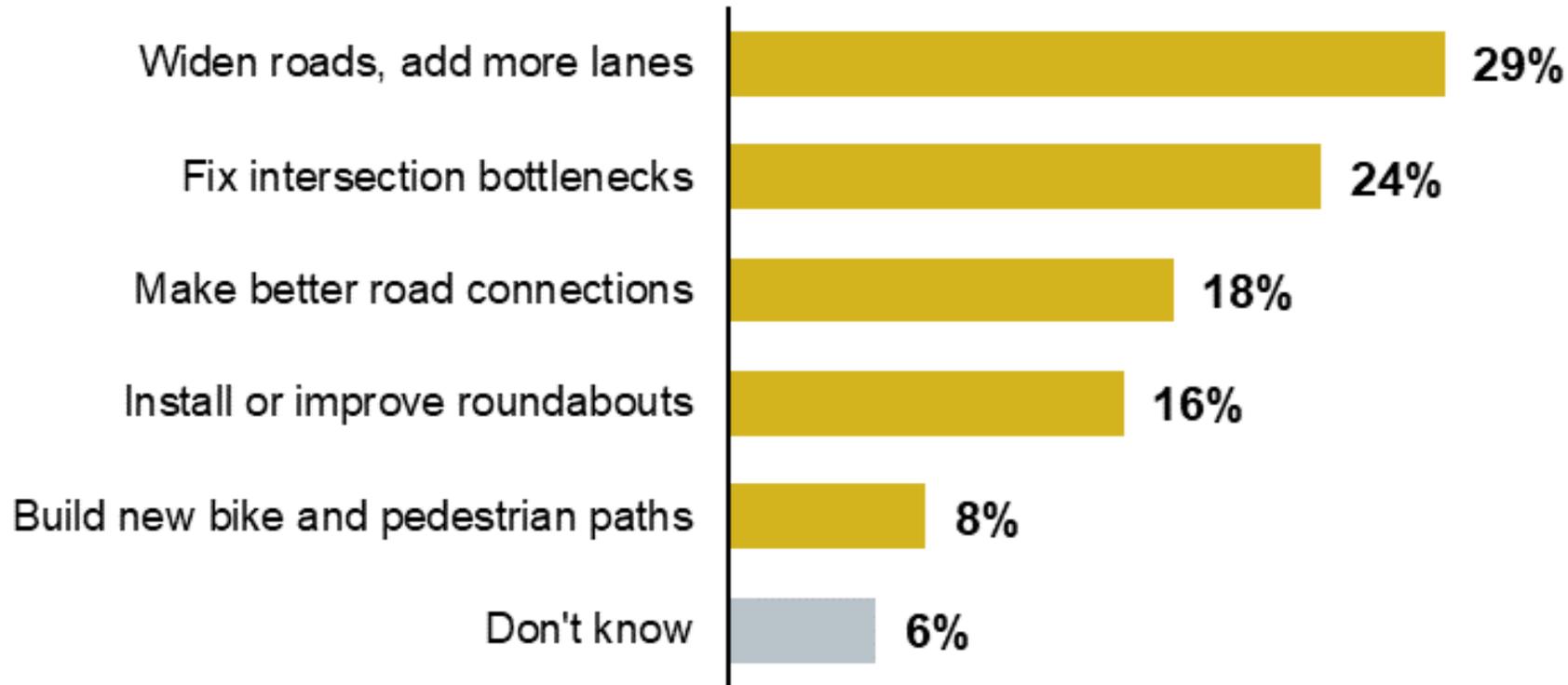


# WHICH PROJECTS ARE PERCEIVED TO BE MOST EFFECTIVE TO IMPROVE STREET SAFETY?



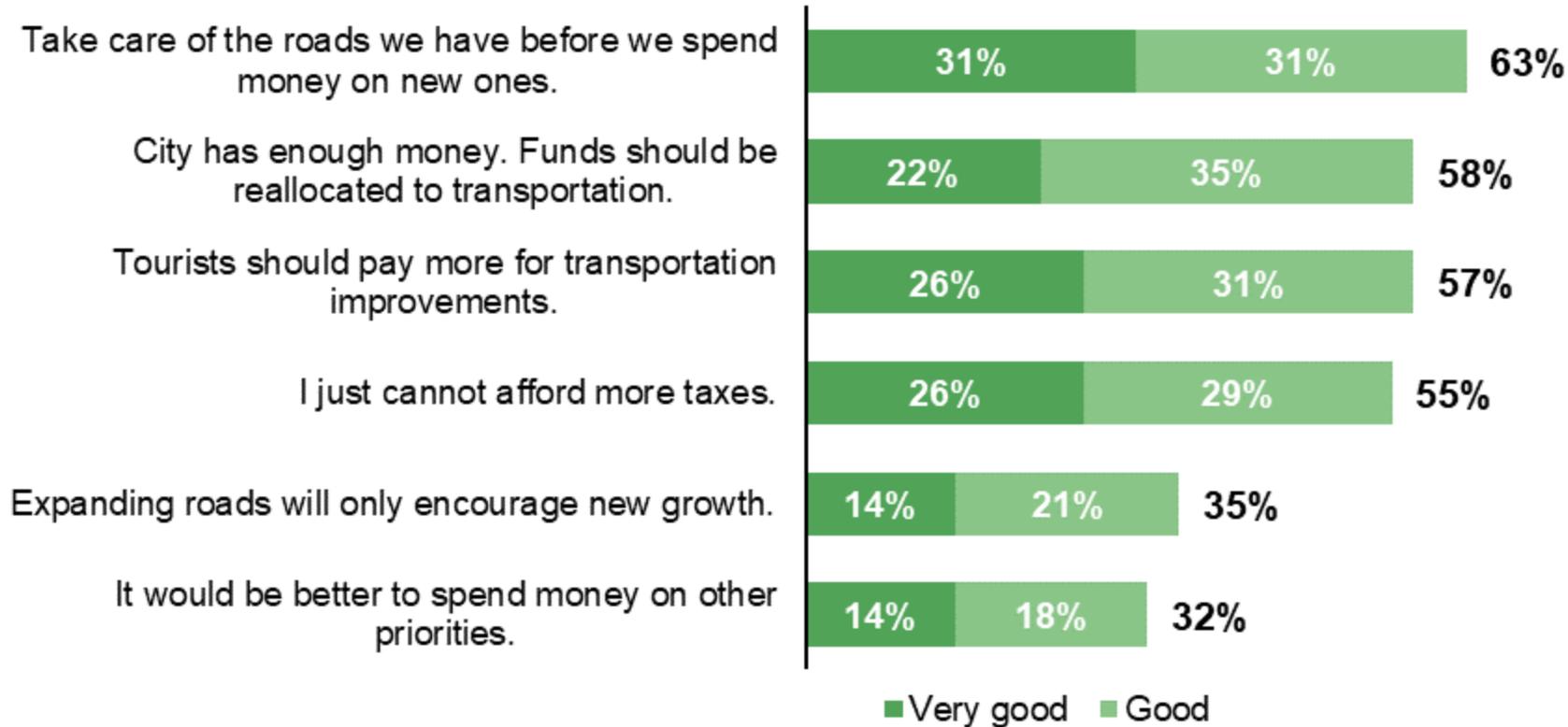


## WHICH PROJECTS ARE PERCEIVED TO BE MOST EFFECTIVE TO REDUCE TRAFFIC CONGESTION?





# RESIDENTS FOUND SEVERAL REASONS TO OPPOSE A FUNDING MEASURE COMPELLING, BUT NOT AS COMPELLING AS ANY REASONS TO SUPPORT.

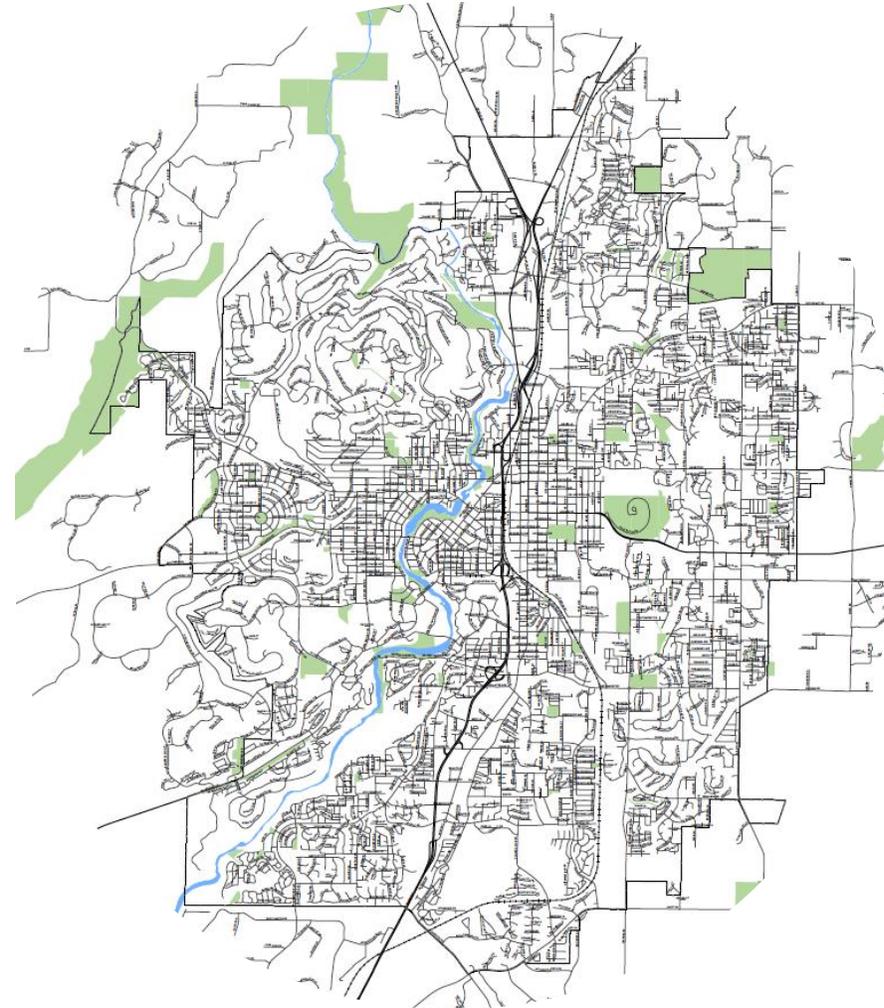


# DEMOGRAPHICS FOR SURVEY RESPONDENTS IS REPRESENTATIVE OF REGISTERED VOTERS.



All geographic quadrants of the city are well represented:

- 31% northeast
- 28% southeast
- 14% northwest
- 27% southwest



# BEND TRANSPORTATION FUNDING OPINION RESEARCH: STAKEHOLDER INTERVIEWS



## Stakeholder interviews

- One-on-one interviews with informed stakeholders
- Gain understanding of early priorities, opportunities and challenges
- Uses discussion guide / results summarized



- Stakeholders are unanimous on Bend's imperative to move ahead with transportation funding solutions.
- The project list is important.
- The leading criterion for deciding project priorities is “connectivity”.
- Partnership opportunities can help build a community-based coalition to back a transportation funding measure.
- Most stakeholders interviewed want to ensure bicycle and pedestrian projects aren't left out of the Bend package.



- A well-orchestrated communications program will be needed.
- Community leaders are split on two possible strategies for deciding the size of the transportation bond request.
- Some observers worry the proposed May 2020 election date may be too soon, others want to move ahead.
- City Council leadership will be crucial for election success.

# **CASCADES EAST TRANSIT INTERGOVERNMENTAL AGREEMENT OVERVIEW**

# **PUBLIC COMMENT #2**

## PUBLIC COMMENT REMINDER



- Up to 10 minutes
- Divide time evenly by those who wish to comment
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- 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.

# CLOSE AND NEXT STEPS

COMING UP



- CTAC Meeting #12 – August 2019
  - CTAC Prioritization Work Session
- Steering Committee – June 20
- CET Brown Bag – June 28
- Funding Work Group – July 24
- Policy Workshop – July 26