

## MEETING AGENDA

# Citywide Transportation Advisory Committee Meeting #13

MEETING DATE: Tuesday, October 15, 2019

MEETING TIME: 1:00-4:00 p.m.

LOCATION: Trinity Episcopal Church, 469 NW Wall Street

## Objectives

- Hear update on Transportation Outreach Strategy
- Hear update on Funding Work Group revenue source work
- Review Revisions to Recommended Prioritization “Buckets” and provide guidance to FWG

## Agenda

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
1:00 p.m.	Welcome and introductory items (10 min) <ul style="list-style-type: none"> <li>• Introductions/conflict declaration</li> <li>• Approve previous meeting summary</li> <li>• Update on Council bond work session</li> </ul>	Approve meeting summary	Joe Dills – Meeting Facilitator, APG Jon Skidmore
1:10 p.m.	Transportation Outreach Strategy Update Review draft findings from Focus Groups and next steps	No action	Susanna Julber
1:35 p.m.	Public comment <i>15 minutes will be divided equally among those who sign in to give comment prior to the 1 p.m. start time. Maximum time will be 3 minutes per person.</i>	N/A	CTAC Co-Chair Mike Riley

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
1:50 p.m.	Funding Work Group Meeting 6 Report  Staff Briefing (10 min) <ul style="list-style-type: none"> <li>• Provide update on FWG work revenue assumptions and ongoing work</li> </ul> CTAC Discussion and Feedback (15 min)	CTAC Discussion	Lorelei Juntunen
2:15 p.m.	Project Prioritization “Bucket” Review  Staff Briefing (30 minutes) <ul style="list-style-type: none"> <li>• Present overview of CTAC Feedback on Priority Buckets and Staff Recommended Changes</li> <li>• Questions from CTAC 12 – Responses</li> <li>• City capacity to deliver near-term priority projects and programs</li> <li>• Share update on ongoing Parkway Study and CET Master Plan coordination</li> <li>• Provide overview of revised Near-term (including programmed CIP projects), Mid-term, and Long-term Buckets</li> </ul> CTAC Work Session (60 minutes)  <i>Note: CTAC will be seated in co-chair groups and provide feedback on the following key questions:</i> <ul style="list-style-type: none"> <li>• Do we agree with the recommended changes to the priority buckets?</li> <li>• Should additional Near-term Project or Programs be moved to the Mid-term or Long-term bucket</li> <li>• Should additional Mid-term or Long-term Projects be considered for the Near-term bucket?</li> </ul>	<b>CTAC Feedback on Priority Buckets</b>	Matt Kittelson, Chris Maciejewski, Joe Dills

Time	Topic	Desired CTAC Action (major actions in <b>bold</b> )	Lead
	<ul style="list-style-type: none"> <li>Do we agree with the recommended implementation strategy for Programs</li> </ul> <p>Small group facilitators will report out to CTAC on group findings.</p> <p>Closure on updated priority buckets and comments to be used the FWG.</p> <p><i>CTAC's input on priority buckets will be used by the Funding Work Group to create funding recommendations for a final review of priority buckets combined with a funding plan for discussion at CTAC 14 on December 12.</i></p>		
3:45 p.m.	Public Comment (10 min)	N/A	CTAC Co-Chair Mike Riley
3:55 p.m.	<p>Close and next meeting</p> <ul style="list-style-type: none"> <li>CTAC 14, December 12, 1:00-4:00 PM, Trinity Episcopal Church</li> </ul>	No action	Joe Dills

### 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 October 11<sup>th</sup> at [jeumbarger@bendoregon.gov](mailto: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, one comment period will be provided at the beginning and one at the end of 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 #12

Bend's Transportation Plan

**August 28, 2019**

Downtown Bend Library

601 NW Wall Street, Bend, Oregon



CITY OF BEND

### CTAC Members

Katie Brooks, *Member*  
Louis Capozzi, *Member* (absent)  
Garrett Chrostek, *Member*  
Casey Davis, *Member* (absent)  
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*

Ariel Mendez, *Member*  
Mike Riley, *Co-Chair*  
Richard Ross, *Member*  
Mel Siegel, *Member*  
Iman Simmons, *Member* (absent)  
Sid Snyder, *Member*  
Glenn VanCise, *Member* (absent)  
Dale Van Valkenburg, *Member*  
Ruth Williamson, *Co-Chair*  
Sharlene Wills, *Member*  
Dean Wise, *Member*

### Ex-Officio Member

Gregory Bryant  
Carolyn Carry-McDonald (absent)

### City Staff / Elected Officials

David Abbas, *Transportation Services Director*  
Nick Arnis, *Growth Management Director*  
Anne Aurand, *Communications Director*  
Barb Campbell, *City Councilor*  
Tyler Deke, *MPO Manager*  
Carolyn Eagan, *Economic Development Director*  
Deedee Fraley, *Project Engineer*  
Gena Goodman-Campbell, *City Councilor*  
Russ Grayson, *Community Development Director*  
Susanna Julber, *Senior Policy Analyst*  
Ian Leitheiser, *Assistant City Attorney*  
Karin Morris, *Accessibility Manager*  
Andrea Napoli, *Senior Planner*  
Allison Platt, *Senior Planner*  
Brian Rankin, *Principal Planner*  
Joshua Romero, *Community Relations Manager*

### Consultants

Joe Dills, *Angelo Planning Group*  
Jacki Gulczynski, *Kittelson & Associates*  
Kyra Haggart, *Angelo Planning Group*  
Lorelei Juntunen, *ECONorthwest*  
Matt Kittelson, *Kittelson & Associates*  
Chris Maciejewski, *DKS Associates*

Sally Russell, *Mayor*  
Jon Skidmore, *Chief Operations Officer*  
Karen Swirsky, *Senior Planner*  
Jenny Umbarger, *Administrative Support Specialist*  
Dana Wilson, *Program Manager*  
Sharon Wojda, *Chief Financial Officer*

## 1. Welcome and introductory items

Mr. Dills called the meeting to order at 12:59pm.

The following Citywide Transportation Advisory Committee (CTAC) members disclosed their conflicts of interest:

- Member Hultberg represents developers within the city
- Member Valkenburg represents a developer within the city
- Member Wise represents a developer within the city
- Member Gustafson is employed by Central Oregon Builders Association
- Member Mardell is employed by Deschutes County

Ms. Swirsky reviewed public comments received since the previous CTAC meeting and reminded members to visit the CTAC website for further detail.

## 2. Public comment

Ken Atwell, SE Bend Neighborhood Association, spoke in opposition of closing parkway right-ins and right-outs, encouraged CTAC to maintain right-of-ways for access to Chase Avenue with regard to the Powers improvement study, and encouraged CTAC to consider right-of-way planning for the China Hat Road area.

Ariel Mendez, CTAC member, encouraged CTAC to consider the financial implications of supporting projects 13 and A6.

Rory Isbell, Central Oregon LandWatch, encouraged CTAC to consider safety and equity with the same level of analysis as system capacity.

Erin Foote Morgan, representing residents and business around Hawthorne Station, recommended CTAC consider mobility hubs as a high priority.

CJ Ferarri recommended changing NW Skyline Ranch Road's designation from major collector to residential.

Alex Anderson encouraged CTAC to adopt the low-stress network (LSN).

Nikki Roemmer Largent, Oregon League of Conservation Voters, encouraged CTAC to move the mid-term key routes and projects in table 5b and the long-term key routes and projects in table 6b to the near-term project list.

Michelle Porter spoke about linking transportation system funding to transportation system usage.

Lucas Freeman, Bend Bikes, spoke about congestion with regard to bike and pedestrian projects, language regarding near-term vs capital improvement projects (CIP), support for Nikki Roemmer's comments, and the need for more protected bike lanes.

James Satzinger, American Institute of Architects – Oregon, informed CTAC that architects in the community are working on designs that support connecting east to west and north to south.

Mr. Dills requested a motion to approve the previous meeting's minutes. Member Ross requested his comments regarding the impacts of extending Sisemore Street to the Old Mill district be included in the minutes. Member Van Valkenburg moved to approve the minutes with the recommended addition, Member Johannsen seconded. Minutes approved unanimously.

### **3. Draft Project and Program Prioritization and Evaluation Results Workshop**

Mr. Kittelson and Mr. Maciejewski reviewed Draft Project and Program Evaluation and Prioritization Results, as outlined in the presentation. Staff indicated that while projects are not being ranked, CTAC can make recommendations to the Steering Committee regarding which projects they would like to prioritize as being initiated sooner rather than later. Mr. Kittelson indicated that the Transportation Safety Action Plan (TSAP) will inform the Transportation System Plan (TSP).

CTAC voted on project and program prioritization via Mentimeter.com; see attached results. Additional action items are as follows:

- Member Riley recommended, and staff acknowledged, equity data gathering be added to Table 3
- Staff to check canal crossing options at Yeoman Road
- Staff to revise language in C-24 to read "Study of crossing solutions to at-grade railroad crossing near Reed Market Road"
- Staff to determine cost of N-14
- Route 6 was identified as a duplicate in voting

Following voting, Councilor Goodman-Campbell addressed CTAC.

CTAC worked in small groups to review the "For Discussion" items resulting from voting and reported out as follows:

	<b>Table 1</b>	<b>Table 2</b>	<b>Table 3</b>	<b>Table 4</b>
<b>Project 13</b>	Supported project, flexibility of dollars to address issues, will look at those through design process	Not definitive, need more information from ODOT, want to make sure bike/ped is included in design	Supportive, available funding was a consideration	Split, two wanted to keep near-term, questions about project induced demand and design
<b>Project 29</b>	Support, discussion about as part of widening project or ODOT's 3rd Street project, could issue north of Empire (weaving) be addressed	Support of leaving near-term	Supportive of leaving near-term	Supportive of near-term w/ addition of ped crossing to golden triangle addressed
<b>Project N-15a</b>	Support, keep in near-term	Support keeping near-term for study and design of bridge, to consider reevaluating Archie Briggs as collector and bringing up to collector standards	Support near-term	Support near-term
<b>Projects CAP_T27 , R-6, Key Route 2</b>	All three of those together in near-term might not make sense, further evaluation as to what is mostly likely to provide short-term benefits, re: Hawthorne look at both over and undercrossing	Leaving Greenwood and Franklin in near-term, look at Hawthorne study in near term and construction in mid term	Generally supportive, three individual crossings, study to look at timing reactive of funding/private investment, recommend that three be constructed in near or mid-term based on findings of study, concern about cost (especially Franklin)	Support for Route 2 as near-term, look at Greenwood, Hawthorne, Franklin and determine which is best for Route 2

<b>Project Shifts (Mid-Term)</b>			N-1b and N-16 should be considered for near-term to react to community concerns about Reed Mkt as congested corridor, look at N-21 as near-term, look at C-7 as near-term	
<b>Project Shifts (Long-Term)</b>				

CTAC members were asked to email Ms. Swirsky with any project shift recommendations by September 4.

**4. Funding Work Group Meeting 5 Report**

Ms. Juntunen reviewed the outcomes of the Funding Work Group 5 meeting, as outlined in the presentation.

**5. Public Comment**

No public comment.

**6. Close and next meeting**

Meeting adjourned at 4:05pm.

Respectfully submitted,

Jenny Umbarger  
Growth Management Department

**Accessible Meeting/Alternate Format Notification**



This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other

accommodations are available upon advance request at no cost. Please contact Jenny Umbarger no later than 24 hours in advance of the meeting at [jeumbarger@bendoregon.gov](mailto:jeumbarger@bendoregon.gov), 541-323-8509, or fax 541-385-6676. Providing at least 3 days' notice prior to the event will help ensure availability.

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# CTAC 12 Project & Program Prioritization Workshop Results

## Step 1: Program Funding

- Do you support (or can live with) recommending that the programs in Table 3 be initiated in the Near Term (0-10 years)?
  - Support: 20
  - More discussion needed: 0

## Step 2: Near-Term Project Funding

Projects in Table 4a will be evaluated line by line. For each project, the question is: "Do you support (or can live with) the project as a Near Term Funding Priority?"

- 8: Empire Avenue widening to five lanes near US 97 interchange and install traffic signal at SB ramp
  - Support: 18
  - More discussion needed: 2
- 13: US 97 North parkway extension (Phase 1: US 97 / Cooley Road area improvements)
  - Support: 14
  - More discussion needed: 6
- 15: Powers Road / US 97 preliminary engineering and ROW acquisition for Interchange
  - Support: 19
  - More discussion needed: 0
- 17: Yeoman Road extension from 18th Street to western terminus
  - Support: 19
  - More discussion needed: 1
- 22: Purcell Boulevard extension From Full Moon Drive to Jackson Avenue
  - Support: 20
  - More discussion needed: 0
- 24: O.B. Riley Road Arterial Corridor upgrade from Hardy Road south to Archie Briggs Road
  - Support: 18
  - More discussion needed: 2
- 26: US 97 northbound on ramp and southbound off ramp at Murphy Road
  - Support: 18
  - More discussion needed: 2
- 29: US 20 southbound Roadway widening from Cooley Road to Empire Avenue
  - Support: 14
  - More discussion needed: 6
- 1TCSI: Citywide safety improvements
  - Support: 20
  - More discussion needed: 0

- 1TGS1: Galveston Corridor improvements
  - Support: 20
  - More discussion needed: 0
- A-4: Study for southern river crossing
  - Support: 17
  - More discussion needed: 3
- A-17: Aune Road extension from Bond Street to 3rd Street
  - Support: 16
  - More discussion needed: 4
- B-8: Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue
  - Support: 17
  - More discussion needed: 3
- C-2: Newport Avenue / Greenwood Avenue corridor high-capacity transit (to be completed with C-13)
  - Support: 19
  - More discussion needed: 1
- C-3: 3rd Street corridor high-capacity transit (to be completed with C-13)
  - Support: 20
  - More discussion needed: 0
- C-9: Colorado Avenue / US 97 Northbound ramp intersection safety and capacity improvements
  - Support: 20
  - More discussion needed: 0
- C-13: Mobility Hubs (to be completed with C-2 & C-3)
  - Support: 19
  - More discussion needed: 1
- C-24: Study of at-grade railroad crossing solutions near Reed Market Road
  - Support: 18
  - More discussion needed: 2
- CAP\_T27: Greenwood Undercrossing Sidewalk Widening Improvements
  - Support: 12
  - More discussion needed: 8
- N-1a: Reed Market Road/US 97 Interchange improvement Study
  - Support: 20
  - More discussion needed: 0
- N-13: Portland Avenue Corridor Project from College Way to 3rd Street including improvements at Revere Avenue Interchange and Portland Avenue/Wall St
  - Support: 17
  - More discussion needed: 2
- N-14: Improve Drake Park pedestrian bridge across the Deschutes River
  - Support: 17
  - More discussion needed: 3
- N-15a: Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Design (Phase 1)
  - Support: 13
  - More discussion needed: 7

- N-17: Olney Protected Bicycle Lanes and Parkway Undercrossing
  - Support: 19
  - More discussion needed: 1
- N-24: Franklin Avenue Corridor Study
  - Support: 18
  - More discussion needed: 1
- N-25: Olney Avenue/8th Street Intersection improvement
  - Support: 18
  - More discussion needed: 2
- N-26: Revere Avenue/8th Street Intersection improvement
  - Support: 18
  - More discussion needed: 1
- N-28: Butler Market Interchange Frontage Road at US 20/US97
  - Support: 20
  - More discussion needed: 0
- R-6: Hawthorne Parkway Overcrossing
  - Support: 13
  - More discussion needed: 7
- R-7: 3rd St at RR to Connect KorPine to 3rd St Key Route
  - Support: 17
  - More discussion needed: 2
- TSAP-1: Pettigrew Road & Bear Creek Road long term safety improvement
  - Support: 20
  - More discussion needed: 0
- TSAP-2: US 97 & Powers Road - Interim Improvements
  - Support: 19
  - More discussion needed: 0
- TSAP-3a: 3rd Street & Miller Avenue intersection improvements and 3rd Street modifications study (Phase 1)
  - Support: 19
  - More discussion needed: 0

### Step 3: Key Routes

For each Key Route in Table 4b, the question is: "Do you support {or can live with) the Key Route as a Near Term Funding Priority?"

- ROUTE 1: Juniper Ridge to SE Elbow
  - Support: 20
  - More discussion needed: 0
- ROUTE 2: NW Crossing to new Affordable Housing
  - Support: 8
  - More discussion needed: 11
- ROUTE 3: Shevlin Park to Big Sky Park
  - Support: 19

- More discussion needed: 1
- ROUTE 6: Hawthorne Overcrossing
  - Support: 6
  - More discussion needed: 9
- ROUTE 12: Wilson Ave: Route runs east-west connecting neighborhoods to services and transit
  - Support: 20
  - More discussion needed: 0

## City of Bend Travel & Traffic Improvements

### Focus Groups – September 7, 2019

#### Summary

Two focus groups held on September 7 were well attended with longtime and more recent Bend residents (21 total – all registered voters). Participants included 9 women and 12 men covering all areas of the city and a wide age range (20s to 70s).

#### Preliminary Highlights

A complete report on results of the focus groups will be ready by September 23. Preliminary highlights follow.

- 1. Focus groups results generally confirm findings from the May 2019 telephone survey.** Traffic congestion and safety continues to be the top-of-mind issue that most voters say Bend's leaders should do something about.
- 2. The clear priority is improving traffic flow.** This is considered to be the foundation for any bond-funded program, which should also address school access and neighborhood traffic safety. Smoothly flowing traffic, participants say, will prevent safety problems from arising when frustrated drivers confront congestion. "Improving traffic flow" is more important than saving travel time.

Leading outcomes that voters are seeking:

- 1 Improved traffic flow on the main roads
  - 2 Plan now for future growth
  - 3 Fix intersection bottlenecks
- 3. The more robust packages of projects – the Blue and Green options – are preferred.** The options with more projects in every category are thought to better achieve participants' preferred outcomes.

The most popular potential additions to the packages of projects:

- Projects to fix the ten most dangerous routes for bicycles and pedestrians
- Projects to fix the ten most dangerous intersections
- Funding for missing sidewalk segments

- 4. Several "signature projects" draw broad attention and support:**

- 1 *Reed Market Road* (multiple projects)
- 2 *US 97 interchanges* (multiple projects)
- 3 *East-West corridors* (multiple projects)
- 4 *Citywide school safety improvements*
- 5 *Citywide sidewalk "match" program*

- 5. Roundabouts are often raised as a safety concern or source of confusion.** Participants acknowledge the importance of roundabouts, but some drivers say they avoid them. Others are concerned about bicycle and pedestrian safety at roundabouts, and a lack of driver understanding of how to navigate them (particularly the two-lane roundabouts).

- 6. Compelling personal stories are told about the hazards of safe travel for school children, elderly and disabled.** Participants who have experienced these hazards strongly advocate for continuous sidewalks and bicycle routes citywide.
- 7. Bicycle improvements are supported by residents – even those who don't travel by bike.** Where paths exist, they are noted and applauded. But overall, residents are somewhat embarrassed by deficient bicycle infrastructure that contrasts with Bend's trendy "Outdoor Magazine" image. And drivers want to reduce the potential for car/bike conflicts.
- 8. Participants are generally willing to support a transportation bond measure that costs an additional \$200 to \$300 per year in property tax for their preferred program.** Participants in one focus group split 5 yes/5 no on a tax increase – the other group split 10 yes/1 no.
- 9. Focus group participants point to possible challenges in convincing other voters.** They say the City of Bend needs to demonstrate it is capable and accountable to deliver a comprehensive program on-time and on-budget. There also is a sentiment that "20,000 daily visitors" should help pay for transportation infrastructure improvements.
- 10. Voters are unaware of Bend's TSP planning underway since early 2018.** None of 21 participants mentioned hearing about the CTAC's well-publicized deliberations on the Transportation System Plan. They agree public education will be essential to assure bond measure success: *"This is a conversation Bend should have had ten years ago!"*

**Closing advice** offered by individual participants includes these themes:

*"This town used to be great. Now it seems to be a hodgepodge of confused people. The locals deserve a relaxed place to live again."*

*"Traffic is a real problem. Bend should promote a dedicated bond measure specifically addressing traffic issues."*

*"Increased flow will lead to fewer traffic bindups, fewer people looking for neighborhood cutthroughs – creating a safer environment."*

*"Bend roads are designed for 70,000 people – not 90,000."*

*"I and my clients get stuck at the Jamison/Empire stop sign daily."*

*"I do feel traffic and safety are major issues and need to take priority. Hopefully, we can come up with a creative plan to fund projects to solve a lot of traffic issues."*

*"I would like to feel safe driving and biking through town. I would also like for my kids to feel safe and proud of where they live."*

*"Bend's transportation system is a jigsaw puzzle missing quite a few of the connecting pieces."*

*"Despite the many high dollar fiascos (Bulletin building, bus purchase, Juniper Ridge), we support improvements to our traffic and transportation."*

*"I would like projects done to improve car and bike traffic flow in Bend – particularly the east-west roads."*

*"We are concerned about traffic safety, congestion, growth. We are also concerned for the way money is handled to have projects end on-time and on-budget."*

*"You face head-on the daunting task of upgrading our ever-popular city."*

*“Please look at improving traffic flow and safety.”*

*“Other cities larger than Bend have better and more reliable traffic flow.”*

*“The way Bend expanded was unimaginable. Now is the time to take action and pay attention to all residents.”*

*“Please develop 1-5-10 year strategic plans on how you will accomplish this. Plan for the coming growth before it is too late!”*

*“The Empire Avenue project was great. The town needs more of this all over. As a new homeowner, I love seeing the safety side – keep it up!”*

*“We’re all on board to improve traffic flow and school safety, and willing to pay.”*





# 2040 Transportation System Plan

## Revised Project & Program Draft Priorities

October 15, 2019

### Introduction

This document presents revised Project and Program Draft Priorities for the Bend Transportation System Plan (Bend TSP). The revisions are the outcome of comments from CTAC members during and after CTAC Meeting #12, guidance from Funding Work Group (FWG) members at FWG Meeting #6, and input from City of Bend staff.

### Request to CTAC

CTAC is asked to:

1. Review the recommended revisions presented in this memorandum and be prepared to discuss and offer feedback at CTAC Meeting #13.
2. At CTAC Meeting #13, forward a set of revised priority buckets (Near-term, Mid-term, Long-term, and Expansion Area) for the FWG to use in crafting the TSP's draft funding plan and strategies.

### Defining the Timing of Priorities - "Phasing Buckets"

*Note: The following definitions were presented at CTAC Meeting #12 and are included again as a reminder of the phasing bucket definitions. Additional information about the Near-term bucket and the City's ongoing efforts to define a work plan to fund projects within that time frame is included in this memorandum.*

The City has identified four phasing categories (herein referred to as "phasing buckets") for implementation, as described below. Each bucket contains projects and programs<sup>1</sup> that can be financed with existing funding sources as well as those needing additional funding sources not yet secured by the City. Part of the FWG charge is to identify these additional funding sources the City needs to fund all the identified priorities. The phasing buckets are:

- (1) **Near-term Priorities (Implementation Years 1 – 10):** Bucket 1 (Table 5a and 5b) addresses near term priorities, including the current 5-year Capital Improvement Program (2019-2023<sup>2</sup>) and additional projects and programs that rank as high priorities and are appropriate for the 6-10 year timeframe.<sup>3</sup> Additional projects and programs may also be added by City Council in the 1-5 year timeframe that are intended to supplement

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<sup>1</sup> As described later in this memorandum, all programs are recommended for inclusion in the Near-term "bucket."

<sup>2</sup> Current CIP projects identified as part of the 2019 Council Goals are not included in near term priorities (Table 5a) as they are fiscally committed via Franchise Fees and Transportation System Development Charges. CIP projects are shown in Table 1.

<sup>3</sup> The City's fiscal commitment in the TSP is for project planning. All actual funding authorizations are subject to subsequent Council action.

and/or enhance operations and maintenance of those projects and programs already committed to by the City – within the delivery capacity and available revenue in that timeframe.

- (2) **Mid-term Priorities (Implementation Years 11 – 15):** Bucket 2 (Table 6) includes mid-term projects and programs identified by CTAC and the project team that support TSP goals and economic and community health, and/or those which are anticipated to be triggered by growth.
- (3) **Long-term Priorities (Implementation Years 16-20):** Bucket 3 (Table 7) includes projects and programs identified by CTAC and the project team that are of lower priority for the community or are not likely triggered by growth or system needs. Even with that long-term frame of reference, these projects and programs help meet year 2040 transportation system needs and implement the Bend Comprehensive Plan.
- (4) **Expansion Area Projects (previously called Development Driven Projects)** – The key distinction for Bucket 4 (Table 8) projects is that their timing will be driven primarily by the timing of significant land development near the project or program location, as opposed to City-initiated improvements of the transportation system. These projects may address important system needs, such as neighborhood streets needed to connect pedestrians, cyclists and motorists in growth areas with the regional arterial and collector roadway system. They may also include improvements that are implemented using “public” funding sources, such as Transportation System Development Charge (TSDC) funding, Development Agreements, or an area-planning process. Specific timing for implementation is dependent on market conditions related to the pace of development in specific areas. These projects and programs contribute to the overall multimodal system and are an important component of the TSP. In evaluating these projects, the team discovered they were all associated with Bend’s expansion areas, so the bucket title was revised.

The need for and timing of each project and program will continue to be evaluated by both CTAC and the project team using the following questions:

- Which projects most meaningfully address the project and program prioritization criteria?
- What is the likely funding available for each of the “buckets” and how can the City “right-size” the project and program list to best match the funding sources? (Note: this evaluation is based on additional information available from the FWG, as described in a subsequent section. This information will continue to be revised as FWG refines funding revenue assumptions.)
- What projects and programs build upon and/or rely on synergies provided by other planned capital improvements projects within each bucket?

## Funding Work Group Feedback

The Funding Work Group (FWG) met on September 17, 2019, to consider the total estimated project costs by phasing bucket, as recommended by CTAC at Meeting 12. To help inform prioritization efforts, the FWG (at meeting 6) evaluated the potential funding sources and their estimated revenue potential. The following statements highlight the key conclusions from the FWG related to implementing the vision of the Bend TSP:

- **Near-term project costs.** Based on information presented at the meeting, the FWG believes the costs of the near-term project list to be reasonable (approximately \$179 million at the time of the meeting). Based on revenue projections, the FWG indicated that the near-term list could potentially be expanded and remain reasonably likely to be funded. However, the Project Team and FWG identified two key caveats, which require further exploration, including City staff capacity and total cost to households (both of which are explained further in a subsequent section).
- **Near-term funding sources.** FWG supports a general obligation (GO) bond to cover the costs of the capital portions of the near-term project list. If the total costs of the near-term project list exceed the Council-approved bond amount, the FWG supports the implementation of a vehicle registration fee for capital projects that are regional in scope, increasing citywide Transportation System Development Charges (TSDCs) later in the near-term as part of a methodology update, and exploring a seasonal targeted sales tax (either a fuel tax or a prepared food and beverage tax<sup>4</sup>), in addition to funding available from Urban Renewal.<sup>5</sup>
- **Mid-term and long-term.** Although the FWG anticipates the current TSDC rates could contribute to funding mid- and long-term projects, this funding source will need to be significantly augmented by additional revenue sources. These additional sources could include a second GO Bond, the other possible new sources described above for the near-term, and urban renewal dollars, which will be available for applicable projects over time.
- **Expansion areas.** Projects in the expansion areas are to be determined based on Area Plans, Master Plans and annexation/developer agreements. In addition to projects and funding identified in the TSP, they will likely rely on funding from supplemental TSDC rates, Local Improvement Districts (LIDs), and developer proportionate contributions. The appropriate mix of these tools will be determined through Area Plan infrastructure funding plans.
- **Programs.** In addition to funding capital projects, the FWG recommended a Transportation Utility Fee (TUF) to fund programs (including operations and maintenance) over the 20-year planning horizon.

## Near-term Bucket: Further Explained

As part of the ongoing Transportation Outreach Strategy effort, the City of Bend is actively reviewing and exploring the internal processes and programs that would be necessary to fund a significant number of transportation projects within the Near-term horizon. This ability to fund and program for construction projects within the Near-term bucket is affected by the following elements:

- Existing Capital Improvement Program (CIP) commitments; and,
- Ongoing evaluation of staffing and project delivery needs.

Given the ongoing evaluation of these questions by City of Bend staff, the project team recommends retaining a Near-term bucket revenue estimate of \$200 million for capital projects and ~\$6-\$7 million annually for programs when fully implemented. Following adoption of the TSP, the timing of projects funded within the Near-term horizon will be determined by City

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<sup>4</sup> Implementation considerations for a *seasonal* sales tax on prepared food and beverages have not been fully vetted.

<sup>5</sup> The FWG does not support a local option levy as a near-term funding source.

Council, considering the existing CIP and staffing and project delivery needs. Further detail on each is discussed below.

## Existing Capital Improvement Program

Table 1 presents the current transportation projects included in the 2020-2024 City of Bend CIP. This list includes projects with funds allocated for construction or design and totals approximately \$73 million. The list reflects thoughtful review and consideration based on a public process initiated by the Bend City Council. The City of Bend has allocated funds and staff resources to initiate these projects by 2024. Several projects on the CIP are already in-process.

In addition to the City of Bend CIP, ODOT and other partner agencies have projects programmed within the Near-term horizon that have a direct impact of the City of Bend transportation system. Most notably, ODOT is pursuing Phase 1 of the North Corridor Final Environmental Impact Statement (FEIS) in partnership with the City of Bend and Deschutes County.

The City has similar CIP projects for other infrastructure systems including water, water reclamation, accessibility, airport, and facilities management.

**Table 1. 2020-2024 City of Bend Transportation Capital Improvement Program**

<b>Project</b>	<b>Cost Estimate</b>
Neff & Purcell Intersection Design	\$4,150,000
14th Street Reconstruction Plant Establishment	\$50,000
Reed Mkt: 3rd to Newberry Plant Establishment	\$100,000
Murphy & Brosterhous Roundabout	\$2,518,500
15th & Murphy Roundabout	\$2,972,500
15th Street Sidewalk	\$84,300
Empire Avenue Extension	\$8,647,200
Hwy 20/Greenwood Sidewalk Impr. Contribution	\$1,500,000
Empire & 27th Intersection	\$3,001,800
Purcell Butler Market	\$2,206,500
Murphy Brosterhous to 15th	\$3,089,400
Murphy & Country Club Design	\$608,000
Murphy Railway Overcrossing	\$4,869,700
Bicycle Greenways	\$620,000
Bond & Reed Market RAB	\$750,000
Archie Briggs Bridge Replacement	\$72,000
Citywide Safety Improvements	\$1,000,000
Murphy Corridor Impr. Parrell to Brosterhous	\$10,356,700
Purcell Blvd Modernization	\$1,604,100
Newport Pipe Replacement	\$4,022,000
Columbia & Simpson RAB	\$1,000,000
3rd & Reed Market Intersection	\$5,000,000
9th & Wilson Traffic Signal Improvement	\$5,000,000
Brosterhous & Chase Intersection	\$5,000,000
27th & Conners Intersection	\$2,500,000
Butler Market & Wells Acres Improvement	\$3,000,000
<b>Total:</b>	<b>\$73,722,700</b>

## Ongoing Evaluation of Staffing and Project Delivery Needs

The City of Bend is in the process of evaluating staffing and project delivery needs to successfully implement the Near-term projects. This evaluation is ongoing and is specifically addressing the following questions:

- Number of additional staff and funding needed to support that staff
- Citywide impacts based on the magnitude of projects programmed for any one year (considering all infrastructure improvement programs)
- Willingness of the public to pay and the full burden of costs per household. This is a focus of the ongoing Transportation Outreach Strategy (relative to a possible bond measure).

The project team recommends retaining the estimated size of the Near-term bucket (~\$200 million for capital projects and ~\$6-\$7 million annually for programs when fully implemented) as the City further explores these complex questions. The scope and scale of the Near-term implementation strategy may change as additional information on these topics is understood and supported by staff and Council.

## Ongoing Coordination Efforts

In addition to FWG feedback, City staff has been collaborating with several agency partners during the past few months to ensure coordination between various planning efforts. The following describes key elements and outcomes of that coordination.

### CET Master Plan Coordination

The City of Bend and TSP project team have had regular and ongoing coordination with the Cascades East Transit (CET) Master Plan effort, including informational brown bag meetings and other such opportunities to collaborate regarding long-term vehicular, bicycle, pedestrian and transit needs. Those discussions have revealed several key synergies between the projects.

- There are a number of transit-supportive projects identified within the TSP, including:
  - North-south and east-west high capacity transit routes (Note: Project C-2 and Project C-3 have been generalized to “east-west” and “north-south” high capacity transit routes to allow for specific route planning that is ongoing by CET.);
  - Identification and construction of up to 5 mobility hubs, including ongoing coordination around Hawthorne Station;
  - Traffic signal infrastructure upgrades to better serve transit; and
  - Facilities that enhance pedestrian and bicycle access to transit improvements, including the identified Key Routes and Pedestrian Program and Bicycle Program.
- Street improvements that support transit through increased connectivity and mobility, including:
  - Aune Road Extension – Improved access to the Core Area from 3<sup>rd</sup> Street;
  - US 97/Colorado Interchange Improvements – Improved access to a possible central transit location and US 97; and
  - Reed Market Rail Crossing Improvements – Improved reliability for east-west transit routes.

CET staff believe that the projects and associated funding included in the TSP complement their transit planning efforts. These projects and cost estimates will continue to be refined as specific projects or operational improvements are implemented by CET and the City of Bend.

## Parkway Study Coordination

The TSP project team and the Parkway Study project team have met at key intervals to coordinate on key operational assumptions, including access plans for Parkway facilities. The current TSP project and program list as well as revenue projections are reflective of these assumptions.

## Transportation Safety Action Plan (TSAP) Coordination

The TSAP process is focused on identifying key near-term safety improvements as well as ongoing systemic improvements that can be implemented over time. The TSP project and program list includes the key projects recommended by TSAP as well as an ongoing program to implement over time the systemic elements identified.

## Revised Recommendations for Consideration by CTAC

Based on the above considerations, the following section and tables comprise a set of revised recommendations for review and discussion by CTAC.

### Summary of Changes

The following summarizes key changes based on CTAC feedback offered at meeting 12 as well as the resultant Project Team/City staff evaluation and discussions.

### CTAC Comments

Table 2 identifies the recommended changes to the priority buckets based on feedback from CTAC. Table 3 identifies feedback considered but not recommended by the project team.

As shown in Table 2, key recommended modifications include:

- **US 97 FEIS Phase 1 (Project 13) moved to funded project list:** This project has recently received additional federal funding that eliminates the need for further funding sources by the City. This project is now considered “funded” and no CTAC prioritization is needed.
- **Downtown Pedestrian Crossings (Project CAP\_T27, R-6, & R2-B):** At CTAC 12, CTAC concluded that the downtown east-west connections (Greenwood, Hawthorne, and Franklin) should be looked at together as priorities and evaluated, and that CTAC would like input from Urban Renewal Advisory Board (URAB) on their priorities. On Oct 1, URAB discussed these crossings and concluded: (1) all three are a high priority for the success of the Core Area; (2) that some Urban Renewal funds (amount TBD) are appropriate as part of the funding strategy; and (3) the set of improvements funded in the Near Term needs to include signature project in the mix (several URAB members were explicit that the Hawthorne overcrossing should be that signature project). URAB noted that accomplishing a signature improvement on one crossing may mean that a more modest or phased improvements may be the goal for the Near Term on the other crossings.

As a starting point for discussion, staff recommends that a funding pot of \$24M be established for the Near-Term, and \$12M for the Mid-Term. The intended outcome would be to fund, in the Near-Term, one signature crossing improvement to a selected crossing, and an improvement to each of the other two crossings within the available funds. The first step would be to further define the preliminary designs, feasibility and costs of each of the improvements, to inform the choices. Mid-term funding is assumed to complete any remaining needed improvements to one or more of the crossings.

- **Key Routes moved to Near-term:** CTAC recommended all Key Route projects, including associated urban upgrade projects, be moved to the Near-term bucket.

In addition, the project team has added additional refinement to the Key Route planning level cost estimates. This has added approximately \$8-9 million to the overall

implementation cost of the Key Route projects. This cost is reflected in the Near-term bucket.

- **Addition of Reed Market Projects to Near-term bucket:** CTAC recommended that projects that address congestion along the Reed Market corridor be moved to the Near-term bucket. In response to this request, the project team has recommended Reed Market interchange improvements (N-1b) and Reed Market/15<sup>th</sup> Street improvements (N-16) be moved to the Near-term priority bucket.

### Staff Recommendations

The project team regularly coordinates with various City of Bend staff to ensure the project list is representative of existing and in-process transportation planning outcomes. Based on those discussions, the project team recommends the following key modifications to the priority buckets (shown in Table 4):

- **Inclusion of Knott Road/27<sup>th</sup> Street urban upgrades near the Southeast Area Plan** in the Long-term priority bucket (based on coordination with the Southeast Area Plan process).
- **Inclusion of remaining Transportation System Development Charge (TSDC) projects** included on the current City of Bend TSDC project list within the priority buckets.
- **Inclusion of an urban upgrade project** to remaining section of **Knott Road between China Hat Road and 15<sup>th</sup> Street** and **along the length of Country Club Road**.
- **Additional project to address implementation of Reed Market Rail Crossing outcomes** as identified by project C-24. The ongoing Transportation Outreach Strategy effort has identified an estimated project cost of \$25 million for this effort.
- Inclusion of a project to **address existing failed roadway reconstruction projects for roads with deteriorated pavement** (expanded on below).

#### *Existing Failed Roadway Reconstruction Projects*

City staff recommends including the current estimate for reconstruction of existing failed roads in the system (i.e., roads that require full reconstruction due to a state of disrepair) as part of the TSP project list. The current estimate for these reconstruction needs is approximately \$56 million<sup>6</sup>.

City staff recommends that funding to address these reconstruction projects be further explored by the FWG and consider the use of existing funding sources in addition to new funding sources.

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<sup>6</sup> The magnitude of new funding to complete this need is regularly reevaluated by the City of Bend. The City will continue to monitor these needs and estimated costs.

**Table 1. Recommended Revisions to Priority Buckets**

ID	Project	Previous Priority	Recommended Priority	Note
13	US 97 North parkway extension (Phase 1: US 97 / Cooley Road area improvements)	Near-term	Move to Funded Project List	Since the start of the TSP process, this project has received additional federal funding and is programmed to be constructed. As such, CTAC does not need to assign a priority.
Various	All Key Routes	Various	Near-term	Move all Key Route projects to near-term based on CTAC input to implement and fund key walking and biking routes.
CAP_T27 R-6 R2-B	Combined as "Downtown Pedestrian Crossings" Greenwood Undercrossing Sidewalk Widening Hawthorne Parkway Overcrossing Franklin Ave. Underpass	Near-term	Near-term/Mid-term	This project is intended to fund, in the Near-Term, one signature crossing improvement to a selected crossing, and an improvement to each of the other two crossings within the available funds. This will require further definition to the preliminary designs, feasibility and costs of each of the improvements, to inform the choices. Mid-term funding is assumed to complete any remaining needed improvements to one or more of the crossings.
N-13a N-13b	Portland Avenue Corridor Project Revere Avenue Interchange Improvement	Near-term	Near-term	Project split into two projects.
N-21	3rd Street Canal Crossing just south of 3rd Street/Brosterhous Road	Mid-term	Near-term	Addresses key gap in pedestrian system along 3 <sup>rd</sup> Street.
N-27	Parrell Road Urban Upgrade from China Hat Road to Brosterhous Road	Mid-term	Near-term	Addresses gap in pedestrian system on a key route (part of Key route system).
N-16	Reed Market Road/15th Street intersection safety and capacity improvements	Mid-term	Near-term	Addresses east-west capacity constraint and provides access to UGB expansion areas.

ID	Project	Previous Priority	Recommended Priority	Note
N-1b	Construct Reed Market Road/US 97 Interchange improvement	Mid-term	Near-term	Addresses key Parkway study outcomes. Specific interchange improvements are still under consideration.
R14	SE 27th Street rural Road upgrade from Stevens Road to Ferguson Road	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R15	SE 27th Street rural Road upgrade from Ferguson Road to Diamondback Lane	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R16	SE 27th Street rural Road upgrade from Diamondback Lane to access road	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R17	SE 27th Street rural Road upgrade from access road to Knott Road	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R18	Knott Road rural Road upgrade from 15 <sup>th</sup> Street to Raintree Court	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R19	Knott Road rural Road upgrade from Raintree Court to SE 27 <sup>th</sup> Street	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
R21	Knott Road rural Road upgrade south of China Hat Road	Expansion Area	Long-term	27 <sup>th</sup> Street/Knott Road corridor is a significant regional facility that should be considered for citywide funding.
TSAP-3b	3rd Street & Miller Avenue intersection improvements and 3rd Street modifications implementation (Phase 2)	Long-term	Near-term	Project to implement top priority from TSAP study. Near-term includes study to identify specific improvement that this project would implement.

**Table 2. CTAC Comments With No Recommended Staff Changes to Priority**

ID	Project	Previous Priority	Recommended Priority	Note
29	US 20 southbound Roadway widening from Cooley Road to Empire Avenue	Near-term	Near-term	Project is an identified need as part of the recent UGB expansion process.
N-15a	Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Design (Phase 1)	Near-term	Near-term	Project will address trail crossing and replacement of existing bridge.
B-17	15th Street Corridor safety and capacity improvements	Mid-term	Mid-term	Project would improve intersections and roadway north of Reed Market Road. Current and programmed projects are making significant improvements to 15 <sup>th</sup> Street south of Reed Market Road.
C-7	Butler Market Road intersection safety and capacity improvements	Mid-term	Mid-term	Key intersection improvement projects along Butler Market (Wells Acres Boulevard, Purcell Boulevard, and 27 <sup>th</sup> Street) are part of the current CIP.
25	27th Street Arterial Corridor upgrade from Bear Creek Road to Ferguson Road	Long-term	Long-term	Pedestrian and bicycle improvements along 27 <sup>th</sup> Street will occur as part of Key Route projects and/or pedestrian program. Full urban upgrade of roadway remains a Long-term project.
CAP Projects	Various CAP projects to improve intersection capacity or safety	Various	No change	The ongoing CAP process is informing funding and priority discussions for these projects. No changes are recommended at this time as that process continues.

**Table 3. Projects Added to Priority Buckets Based on Staff Recommendations**

ID	Project	Previous Priority	Recommended Priority	Note
X-1	Country Club Road/Murphy Road Intersection Improvement	N/A	Mid-term	Project is on the current TSDC project list. Intersection improvement along key east-west route.
X-2	Country Club Road/Knott Road Intersection Improvement	N/A	Mid-term	Project is on the current TSDC project list. Intersection improvement that improves system connectivity.
X-3	Knott Road Urban Upgrade from China Hat Road to 15th Street	N/A	Long-term	Staff recommended addition. Project fills gap in planned urban upgrade along 27 <sup>th</sup> Street/Knott Road corridor.
X-4	Country Club Road Urban Upgrade from Knott Road to Murphy Road	N/A	Long-term	Staff recommended addition. Project provides urban upgrade along Country Club Road
X-5	China Hat Road/Knott Road Intersection Improvement	N/A	Long-term	Project is on the current TSDC project list. Upgrades intersection to current urban standards.
X-6	Ferguson Road/15th Street Intersection Improvement	N/A	Mid-term	Staff recommended addition. Addresses identified capacity and safety constraint near Expansion Area.
X-7	NE 27th Street/Wells Acres Road Intersection Improvement	N/A	Mid-term	Project is on the current TSDC project list. Improves system connectivity.
X-8	3rd Street/Franklin Avenue Signal Modification	N/A	Mid-term	Project is on the current TSDC project list. Addresses signal system upgrade.
X-9	3rd Street/Powers Road Signal Modification	N/A	Mid-term	Project is on the current TSDC project list. Addresses signal system upgrade.
X-10	3rd Street/Badger Road Signal Modification	N/A	Mid-term	Project is on the current TSDC project list. Addresses signal system upgrade.
X-12	Brentwood Avenue extension	N/A	Mid-term	Project is on the current TSDC project list. Improves roadway connectivity in developing area of the City.

ID	Project	Previous Priority	Recommended Priority	Note
X-14	Brosterhous Road/Knott Road Intersection Improvement	N/A	Mid-term	Project is on the current TSDC project list. Addresses identified capacity and safety constraint.
X-15	Empire Avenue/Jamison Street Turning Restrictions	N/A	Long-term	Project is on the current TSDC project list. Addresses safety constraint.
X-17	Knott Canal Crossing	N/A	Long-term	Project is on current TSDC list. Improves multimodal connectivity.
X-18	Olney Avenue Railroad Crossing Improvements	N/A	Mid-term	Project is on current TSDC project list. Improves multimodal connectivity across key barrier.
X-19	Powers Road urban upgrades from 3rd Street to Parrell Road	N/A	Long-term	Project is on current TSDC project list. Provides improvements to key east-west route and Parkway access.
X-20	Powers Road urban upgrades from Brookwood Boulevard to 3rd Street	N/A	Long-term	Project is on current TSDC project list. Provides improvements to key east-west route and Parkway access.
X-21	Reed Market Rail Crossing Implementation	N/A	Mid-term	Project to implement outcomes of Reed Market at-grade rail study (C-24). Implementation costs could vary significantly based on study findings.
X-22	Study to Evaluate Congestion Pricing	N/A	Near-term	Add study to evaluate the feasibility of congestion pricing within the City of Bend. Study added based on CTAC input.
X-23	Existing Roadway Reconstruction Projects	N/A	Long-term	Project to quantify the estimated cost to reconstruct roads in a state of disrepair. This project includes the reconstruction of several streets which may be addressed individually or as part of a future program.

## Approach to Program Implementation and Funding Allocation

### Transportation Programs Generally

The Criteria Evaluation process revealed that each of the programs can meaningfully help toward achieving the TSP goals, and should be implemented in the near-term and continue to be refined and used throughout the duration of the TSP. These programs can help to improve roadway conditions, prioritize the continued addition of multimodal facilities throughout the City, implement key plan recommendations, and reduce vehicular demand.

The implementation timing and ongoing operational elements of these programs will be further refined as the City of Bend moves forward with implementation of the Bend TSP. However, for the purpose of allocating estimated funding revenues, the project team has estimated the funding needed to implement each program and the funding needed to operate the program on a year to year basis. Each element is described further below. The recommended programs and estimated costs are shown in Table 4.

#### *Estimated Initial Cost*

Programs may have upfront costs necessary to initiate a program, such as the Pedestrian Master Plan included as part of the Pedestrian Program, or new equipment needs, such as path clearing tools necessary as part of the Bicycle and Pedestrian Facility Maintenance Program.

#### *Annual Cost*

All constructed facilities require annual dollars to maintain them, including additional staffing needs, equipment and materials. Developing an on-going maintenance program on an annual basis is important to allow safe operation of facilities and protection of transportation investments. Additionally, the need for an on-going regular capital investment program to close system gaps is necessary. These costs may vary from year to year as programs or investments are prioritized based on identified needs or City Council direction.

#### *Overall Estimated Costs*

The total annual estimated costs identified in Table 5 are between approximately \$6 to \$7 million on a yearly basis and represent a general magnitude of funding needed to sustain ongoing programs. This funding need may change as the scope or scale of individual programs is refined, including the initial and annual funding for individual programs. Funding needs are also affected by the identification of efficiencies amongst programs.

**Table 4. Recommended Program Funding Allocation**

Program IDs	Combined Program	Description	Estimated Initial Cost	Estimated Annual Cost <sup>7</sup>	Notes
T-1	Address ongoing maintenance needs for new capital projects identified within the TSP.	City program to fund new maintenance needs associated with new capital projects, including new roads, intersections, bridges, and other transportation infrastructure.	N/A	\$500k to \$1 million	Program to ensure operation and maintenance funding associated with new capital projects.
C-16	TDM Program for major employers and institutions	TDM program for major employers and institutions.	\$200k (Initial study)	\$150k (1-2 FTE)	Travel demand modeling has shown TDM implementation to be an effective tool for addressing future and existing congestion by limiting demand on the transportation system.
N-7, T-4	Transportation Safety Action Plan (TSAP) implementation	Safety projects and programs as defined by the Transportation Safety Action Plan including street lighting and other systemic treatments.	N/A	\$1 million	Improving transportation safety is a goal of the Bend TSP and has been continually highlighted as a priority among CTAC members. Program would include implementation of key elements of the TSAP report, including systemic treatment options.
T-2, LSN, 1TBKE	Bicycle Program	This includes implementing the bicycle Low Stress Network, Neighborhood Greenways, wayfinding, crossings, and traffic calming.	\$200k (Initial study)	\$1 million	This is a comprehensive program to facilitate bicycle travel within the city. Program would include implementation and updates to the bicycle Low Stress Network Plan.
T-3, P-1, P-2, N-8	Pedestrian Program	This includes creating a Pedestrian Master Plan to identify and prioritize pedestrian system improvements (local, collector, arterial sidewalk infill), transit access, safe routes to schools and parks, and wayfinding.	\$200k (Initial study)	\$2 million	This is a comprehensive pedestrian program to plan for and implement pedestrian infill and enhancement projects, including the Pedestrian System Master Plan and safe routes to school program. This may include enhanced access to transit facilities in collaboration with Cascades East Transit.
T-5	Bicycle and Pedestrian Facility Maintenance Program	City program to improve snow and debris clearing along key pedestrian and bicycle facilities.	\$2 million initial (Equipment purchase)	\$500k	Program will require coordination with partner agencies, including the Bend Parks and Recreation District, which own and maintain key elements of the walking and biking system within Bend.
C-20	Parking pricing and management in downtown Bend	Implement the 2017 Downtown Parking Plan.	\$1 million (Equipment purchase)	TBD (May be covered by parking revenue)	Program will be coordinated with other City of Bend parking efforts and may be consolidated within a citywide program, as appropriate.
C-19, N-6	Traffic Signal Coordination improvements along signalized corridors, including freight and transit Signal Priority	Includes US 97 (mainline and ramp terminals), 3rd Street, 27th Street, Colorado/Arizona couplet, and US 20 (3rd Street and Greenwood) corridors.	N/A	\$500k	Program will require coordination with partner agencies, especially ODOT, which maintains traffic signals within the city.
X-24	Transportation Equity Program <b>Note: Program added based on recommended policy</b>	City program to address equity in funding and implementation of transportation projects.	N/A	\$150k (1-2 FTE)	Program would fund staff and data collection to better identify and understand transportation needs and target projects/programs to improve transportation-related conditions for underserved populations. Would also implement outreach and engagement protocols to address equity issues in transportation infrastructure.

<sup>7</sup> Actual annual funding requirements will be based on further review by the City of Bend during the implementation phase of each program.



**Table 5a: Recommended Near-term Priorities**

Project ID	Project	Description/Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
17	Yeoman Road extension from 18th Street to western terminus	Includes two lane extension and bridge to cross canal.	Complete Streets (All Modes)	\$5,000,000	\$5,000,000	Near	Improves connectivity for all users and reduces VMT. Includes a segment of Key Route 8 (coincides with Project 17 limits).
22	Purcell Boulevard extension From Full Moon Drive to Jackson Avenue	Includes two lane extension.	Complete Streets (All Modes)	\$2,288,000	\$2,288,000	Near	Reduces demand on 27 <sup>th</sup> street, improves connectivity for all users and reduces VMT, provides access to new housing development
24	O.B. Riley Road Arterial Corridor upgrade from Hardy Road south to Archie Briggs Road	Includes upgrade to three lane arterial with curb, sidewalk and bike lane improvements.	Complete Streets (All Modes)	\$6,700,000	\$6,700,000	Near	Located on LSN, supports expansion area, improves functionality, key connection to county. Includes a segment of Key Route 10 (OB Riley Empire to Archie Briggs).
1TGCI	Galveston Corridor improvements	Multi-modal transportation facility improvements from 14 <sup>th</sup> Street to Riverside Boulevard to help with pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City is currently completing design effort for this project.	Complete Streets (All Modes)	\$3,900,000	\$3,900,000	Near	Stormwater deficiencies, may encourage alternative modes, improved access, improves functionality.
A-4	Study for southern river crossing	Study to identify new river crossing location between Powers Road and Murphy Road, connecting Century Drive to US 97 or 3rd Street.	Complete Streets (All Modes)	\$500,000	\$500,000	Near	All river crossings are over capacity by 2028, improves connectivity of south Bend, supports opportunity areas, supports disparity of river crossing for southern residents, reduces VMT.
A-17	Aune Road extension from Bond Street to 3 <sup>rd</sup> Street	Two lane extension of Aune Road to connect 3rd Street and Bond Street. Includes intersection improvement at 3rd Street and a RAB at the intersection of Bond St and Industrial Way.	Complete Streets (All Modes)	\$13,500,000	\$13,500,000	Long	On LSN, key east-west connection for all users, serves opportunity area. Includes a segment of Key Route 7 (Aune: Division to 3 <sup>rd</sup> Street).
B-8	Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue	Includes incremental approach for Colorado Avenue widening, including right-of-way acquisition and monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability and safety. Includes intersection capacity improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way. Includes complete streets upgrade.	Complete Streets (All Modes)	\$21,000,000	\$21,000,000	Near	Improves east-west connectivity, over capacity in 2028, improves capacity at both ends of the river crossing, on LSN, improves safety, serves opportunity area.

Project ID	Project	Description/Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
C-2	East-West high-capacity transit (to be completed with C-13)	Includes HCT transit service connecting key east-west destinations (to be coordinated with CET). Includes improved transit connections from neighborhoods to HCT stops.	Complete Streets (All Modes)	\$1,000,000	\$1,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
C-3	North-South high-capacity transit (to be completed with C-13)	Includes HCT transit service connecting key north-south destinations (to be coordinated with CET). Includes improved transit connections from neighborhoods to HCT stops.	Complete Streets (All Modes)	\$1,000,000	\$1,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
C-9	Colorado Avenue / US 97 Northbound ramp intersection safety and capacity improvements	Includes traffic signal or roundabout.	Complete Streets (All Modes)	\$4,300,000	\$430,000	Near	Over capacity in 2040; improves ped/bike crossing opportunities, improves safety, serves opportunity area, improves functionality.
C-13	Mobility Hubs (to be completed with C-2 & C-3)	Citywide implementation of mobility hubs in coordination CET and HTC routes. Assumes up to 5 hubs, including consideration of Hawthorne Station (owned by CET).	Complete Streets (All Modes)	\$5,000,000	\$5,000,000	Long	High Capacity Transit has significant impact on reducing local/regional VMT, provides service for underserved populations.
N-13a	Portland Avenue Corridor Project from College Way to Deschutes River. Assumes two intersection improvements. <b>Revised project extents</b>	Multi-modal transportation facility and safety improvements to help with pedestrian, bicycle, and vehicular connectivity.	Complete Streets (All Modes)	\$17,600,000	\$17,600,000	Near	Over capacity in 2040, on LSN, significantly improves ped/bike facilities, improved access to transit. Includes a segment of Key Route 3 (Portland: College Way to Wall);
N-13b	Revere Avenue Interchange Improvements <b>Revised project extents</b>	Parkway coordination project to construct roadway upgrades and an improvement at Wall/Revere intersection	Complete Streets (All Modes)	\$8,500,000	\$8,500,000	Near	Over capacity in 2040, on LSN, significantly improves ped/bike facilities, improved access to transit. Includes a segment of Key Route 10 (Wall: Portland to Revere).
N-24	Franklin Avenue Corridor Study	Conduct a corridor study to determine roadway and intersection improvement needs to serve all users.	Complete Streets (All Modes)	\$200,000	\$200,000	Near	Identifies the improvements for pedestrian safety, bike/ped operations, and alternate modes.
N-27	Parrell Road Urban Upgrade from China Hat Road to Brosterhous Road	Construct complete street upgrades and reconstruct roadway from China Hat Road to Brosterhous Road including a roundabout at Chase Road and Powers Road (upon completion of Chase Road extension).	Complete Streets (All Modes)	\$29,100,000	\$29,100,000	Near	On LSN and Key Route 9, improves bike/ped safety, improves access for all modes, encourages alternate modes. Includes much of Key Route 9 (Parrell China Hat to Brosterhous which coincides with complete limits of N-27)
X-22	Study to Evaluate Congestion Pricing <b>Added project based on Staff Recommendation</b>	Add study to evaluate the feasibility of congestion pricing within the City of Bend. Study added based on CTAC input.	Complete Street (All Modes)	\$75,000	\$75,000	Near	Improves livability, encourages alternative modes, reduces congestion in key areas throughout the city.

Project ID	Project	Description/Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
29	US 20 southbound Roadway widening from Cooley Road to Empire Avenue	US 20 southbound widening to two lanes.	Safety	\$4,800,000	\$4,800,000	Near	Over capacity in 2028, improves safety, supports expansion areas, key regional connection.
1TCSI	Citywide safety improvements	Includes 3rd/Hawthorne, 3rd/COID Canal, 3rd/Pinebrook, Brosterhous/Railroad bridge, and Colorado Ave/US 97 improvements.	Safety	\$1,000,000	\$1,000,000	Near	Improves safety, improves livability and access for all users, may encourage alternative modes.
C-24	Study of crossing solutions to at-grade railroad crossing near Reed Market Road	Study the cost and feasibility of relocating the BNSF switchyards compared to a Reed Market Road overcrossing of the railroad.	Safety	\$200,000	\$200,000	Near	Identifies the improvements for safety at crossing, functionality, assesses negative social/economic impact.
TSAP-1	Pettigrew Road & Bear Creek Road long term safety improvement	Construct single lane roundabout.	Safety	\$3,700,000	\$3,700,000	Near	On LSN and Key Route 2, improves safety, encourages alternate modes. Key Route 2 (on Bear Creek) crosses Purcell at this intersection.
TSAP-2	US 97 & Powers Road - Interim Improvements	Includes enhanced pedestrian crossings and exit ramp widening <sup>8</sup>	Safety	\$100,000	\$100,000	Near	Improves safety, improves functionality, supports ODOT funded intersection improvements
TSAP-3a	3rd Street & Miller Avenue intersection improvements and 3rd Street modifications study (Phase 1)	Study of intersection improvements and 3rd Street modifications	Safety	\$100,000	\$100,000	Near	Identifies safety, access, and functionality improvements. Specific preferred intersection improvement will be identified through this study.
TSAP-3b	3rd Street & Miller Avenue intersection improvements and 3rd Street modifications implementation (Phase 2) <b>Revised priority bucket. Moved from long-term to near-term</b>	Construct intersection improvements and 3rd Street modifications	Safety	\$3,100,000	\$3,100,000	Near	Improves safety, improves access, improves functionality. Specific preferred intersection improvement is not yet identified (will be part of study above).
CAP_T27 R-6 R2-B	<b>Downtown Pedestrian Crossings</b> Greenwood Undercrossing Sidewalk Widening  Hawthorne Parkway Overcrossing  Franklin Ave. Underpass	Widen Parkway undercrossing to include improved multimodal facilities.  Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.  Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.	Pedestrian/Bicycle	\$24,000,000 (Assumes a signature crossing improvement and interim improvements to two other crossings)	\$24,000,000	Near	This project is intended to fund, in the Near-Term, one signature crossing improvement to a selected crossing, and an improvement to each of the other two crossings within the available funds. This will require further definition to the preliminary designs, feasibility and costs of each of the improvements, to inform the choices. Mid-term funding is assumed to complete any remaining needed improvements to one or more of the crossings.

<sup>8</sup> Through ARTS funding is allocated for crosswalk treatments and illumination at US 97/Powers. The City is responsible for the cost of exit ramps. The cost estimate reflects the exit ramps only.

Project ID	Project	Description/Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-14	Improve Drake Park pedestrian bridge across the Deschutes River	Evaluate and repair/replace bridge to accommodate pedestrian and bicycle traffic.	Pedestrian/Bicycle	\$1,275,000	\$1,275,000	Near	On LSN, encourages active modes, improves pedestrian connectivity.
N-15a	Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Design (Phase 1)	Design to improve pedestrian crossing at the Deschutes River Trail Crossing of Archie Briggs Road and replace Archie Briggs Road bridge. Phase 1 would construct trail crossing.	Pedestrian/Bicycle	\$500,000	\$500,000	Near	Key motor vehicle connection in danger of failing structurally, river crossing, encourages active modes.
N-17	Olney Protected Bicycle Lanes and Parkway Undercrossing	Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing.	Pedestrian/Bicycle	\$1,820,000	\$1,820,000	Near	On LSN and key routes, improves bicycle safety. Includes a segment of Key Route 3 (Olney: Wall to RR).
N-21	3rd Street Canal Crossing just south of 3rd Street/Brosterhous Road <b>Revised priority bucket. Mid-term to near-term</b>	Construct pedestrian facilities on 3rd Street across the canal bridge.	Pedestrian/Bicycle	\$980,000	\$980,000	Long	On LSN, improves bike/ped safety, improves access for all modes, encourages alternate modes.
R-7	3rd St at RR to Connect KorPine to 3rd St Key Route	Includes crossing improvements between RR & Wilson Avenue and RR & Franklin Avenue	Pedestrian/Bicycle	\$620,000	\$620,000	Near	On LSN and Key Route 7, improves bike/ped safety and connectivity, supports expansion/opportunity areas, supports neighborhood livability, improves equity of all users, encourages alternative modes. Includes all of Key Route 7.
8	Empire Avenue widening to five lanes near US 97 interchange and install traffic signal at SB ramp	Widen Empire to 5 lanes from US 20 to US 97 northbound ramp.	Intersection	\$2,900,000	\$1,450,000	Near	On the LSN, improves east-west connectivity, over capacity in 2040, improves safety, supports NE expansion area and surrounding economic area.
N-16	Reed Market Road/15th Street intersection safety and capacity improvements <b>Revised priority bucket. Mid-term to near-term</b>	Includes expanding the partial multi-lane roundabout to a full multi-lane roundabout.	Intersection	\$1,100,000	\$1,100,000	Near	Over capacity in 2040, on LSN (LSN crosses this intersection to connect to Key Route 1), key east-west connectivity.
N-25	Olney Avenue/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves functionality
N-26	Revere Avenue/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves ped/bike crossing opportunities.
15	Powers Road / US 97 preliminary engineering and ROW acquisition for Interchange	May include interchange or overcrossing, pending outcome of the Parkway Study.	Parkway	\$6,500,000	\$650,000	Near	Over capacity on Powers in 2028, reduces bottleneck along Parkway, improves ped/bike crossing opportunities of the Parkway, improves safety, supports opportunity area, improved functionality, key regional connection.

Project ID	Project	Description/Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
26	US 97 northbound on ramp and southbound off ramp at Murphy Road	Construct northbound on ramp and southbound off ramp at Murphy Road.	Parkway	\$10,000,000	\$10,000,000	Near	Improves bottleneck congestion at US 97/Powers, reduces VMT.
N-1a	Reed Market Road/US 97 Interchange improvement Study	Study at Reed Market Road/US 97 interchange.	Parkway	\$500,000	\$500,000	Near	Over capacity in 2028, improves safety on key arterial, improves east-west connectivity, improves functionality.
N-1b	Construct Reed Market Road/US 97 Interchange improvement <b>Revised priority bucket. Mid-term to near-term</b>	Construct improvement.	Parkway	\$50,000,000	\$5,000,000	Near	Over capacity in 2028, improves safety on key arterial, improves east-west connectivity, improves functionality.
N-28	Butler Market Interchange Frontage Road at US 20/US97	Construct frontage road from US 97 southbound off-ramp to Division Street.	Parkway	\$6,180,000	\$3,090,000	Long	Reduces congestion at US 20/Butler Market; improves connectivity for all users, improves safety, key connection to regional system. Includes a segment of Key Route 5 (coincides with limits of N-28).
		<b>Near-Term Total</b>		<b>\$246,538,000</b>	<b>\$186,378,000</b>		
		<b>Key Route Projects (Listed in Table 5b):</b>			<b>\$24,139,000</b>		
		<b>Total</b>			<b>\$210,517,000</b>		

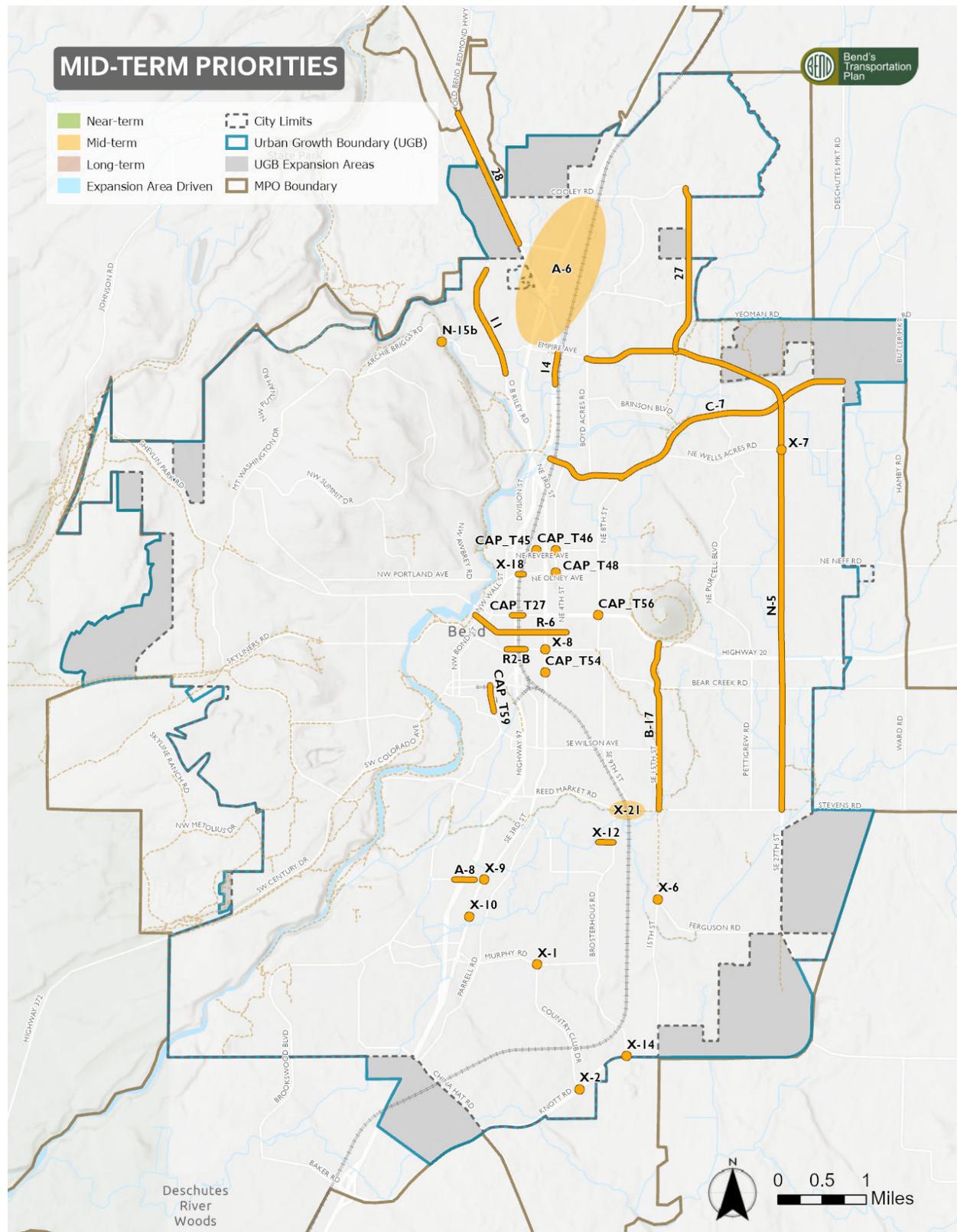
- TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue
- Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.
- Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.
- TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.

**Table 5b: Recommended Near-term Key Routes**

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
ROUTE 1: 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			
R1-A	SE 9th St: Wilson Ave to Reed Market Rd	Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway.	\$1,155,000
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.	\$3,000
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.	\$1,884,000
R1-D	SE 15th Street: Reed Mkt Rd to 300' south of King Hezekiah	Shared use path adjacent to roadway: Convert an existing curb-tight sidewalk to a separated shared use path.	\$1,185,000
ROUTE 2: NW Crossing to new Affordable Housing: Route runs east-west connecting Skyliners Rd, Franklin Ave and Bear Creek Rd			
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.	\$176,000
R2-B	Franklin Ave Underpass: Hill St to 1st St	Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.	Cost assumed as part of "Downtown Pedestrian Crossings" project
R2-C	Franklin Ave: 1st St to 5th St	Buffered bike lane: Re-stripe roadway to include buffered bike lane westbound; includes crosswalks at 2nd St & 4th St and signal timing enhancements at 3rd St.	\$164,000
R2-D	Bear Creek SRTS: Larkspur Trail to Coyner Trail	Trail: Close sidewalk gap and create a connection between Coyner and Larkspur Trail.	\$385,000
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.	\$2,700,000
ROUTE 3: Shevlin Park to Big Sky Park: Route runs east-west connecting Shevlin Park Rd, Portland Ave, Olney Ave, and Neff Rd			
R3-A	Norton Ave: NE 6th St to NE 12th St	Neighborhood greenway: Create a low-stress bikeway on NE Norton Ave (SRTS3).	\$196,000
R3-B	Hillside Trail: Connects NE 12th to Neff Rd	Hillside path: Close sidewalk gap and create a switchback shared use path (SRTS); includes school zone enhancements.	\$241,000

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
R3-C	Neff Rd: NE 12th to Big Sky Park	Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway.	\$3,634,000
R3-D	Deschutes River Footbridge: Drake Park	Upgrade footbridge: Accessibility upgrades and widen to reduce user conflicts.	Cost captured in N-14
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.	\$421,000
Route 4: 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 9th St	Sidewalks: Close sidewalk gap on Newport Ave and connect Newport Ave to 15th St neighborhood greenway	Section included on current CIP list
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 15th St neighborhood greenway.	\$110,000
R4-B	NW 14th St: Ogden Ave to Portland Ave	Hillside path: Close sidewalk gap and create a hillside switchback shared use path within 14th St right-of-way to connect route to Portland Ave.	\$110,000
Route 5: Route runs along Butler Market Rd			
R5-A	Butler Market Rd: Brinson Blvd to NE 6th St	Shared use path adjacent to roadway: Close sidewalk gap along both sides of Butler Market Rd and create low-stress bikeway.	\$1,962,000
Route 6: Hawthorne Overcrossing: Core Area connectivity			
R6-A	Hawthorne Overcrossing Bridge: NE 1st St to NE 5th St	Grade separated overpass: Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.	Cost assumed as part of "Downtown Pedestrian Crossings" project
Route 7: 3rd St at RR to Connect KorPine to 3rd St			
R7-A	3rd St	Crosswalk: Create a safe crossing of 3rd St between BNSF RR and Wilson Ave using RRFB5 and safety islands.	\$215,000
R7-B	3rd St	Crosswalk: Create a safe crossing of 3rd St between BNSF RR and Franklin Ave using RRFB and safety islands.	\$215,000
R-7C	3rd St	3rd Street Underpass: Near Term Enhancements to sidewalk.	\$210,000
Route 8: 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 27th Street and create a low-stress bikeway.	\$4,815,000
Route 9: Route runs north-south parallel to 3rd Street			

Key Routes & Projects	Project Extents	Facility Type & Description	Cost Projection
R9-A	Parrell Rd: Murphy Rd to Brosterhous Rd	Shared use path adjacent to road: Close sidewalk gap along Parrell Rd and create a low-stress bikeway on both sides of the street.	Costs captured in N-27
Route 10: O.B. Riley Rd: Route runs north-south along O.B. Riley Road to Blakely Road			
R10-A	O.B. Riley Road & Blakeley Road: North of Cooley Road to Knott Road	Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway.	Cost captured in 11, 24, R1. No further capital projects associated with Route 10
Route 11: Route runs along Murphy Road			
R11-A	Murphy Road: Powers Road to 15 <sup>th</sup> Street	Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway.	Route on current CIP list
Route 12: 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 roadway: Close sidewalk gap along Wilson Avenue and create a low-stress bikeway.	\$2,179,000
R12-B	Wilson Avenue: 9th to 15th Street	Shared use path adjacent to roadway: Create a low-stress bikeway to connect near SE neighborhoods to Old Mill and Deschutes River Trail.	\$2,179,000



**Table 6: Recommended Mid-term Priorities**

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
27	18th Street Arterial Corridor upgrade from Cooley Road to Butler Market Road	Includes upgrade to three lane arterial.	Complete Streets (All Modes)	\$7,800,000	\$7,800,000	Near	On LSN and key route, safety/capacity improvement, supports opportunity areas, improves functionality, parallel route to US 97. Includes a segment of Key Route 8 (18 <sup>th</sup> Egypt to Cooley) and runs parallel to Key Route 8 (Egypt to Yeoman) (include).
CAP_T59	Sisemore Street Extension	Construct street extension from Arizona avenue to Bond Street.	Complete Streets (All Modes)	\$2,400,000	\$2,400,000	Near	Improved connectivity for all users, reduces VMT, serves opportunity area, improves access.
X-12	Brentwood Avenue extension <b>Added project based on Staff Recommendation</b>	Extend a 2-lane collector from Whitetail Street to American Lane	Complete Streets (All Modes)	\$2,300,000	\$2,300,000	Long	Improves bike/ped safety, improves access for all modes, encourages alternate modes.
11	O.B. Riley Road intersection safety and capacity improvement	Improvements at key intersections such as Mervin Sampels, Archie Briggs Road, Halfway Road and Glen Vista/Hardy Road.	Safety	\$1,900,000	\$1,900,000	Long	Over capacity in 2040, on LSN, improves safety along corridor, supports expansion area, improves functionality of OB Riley, regional connection to county. Includes crossing for Key Route 10 across OB Riley.
B-17	15th Street Corridor safety and capacity improvements	From US 20 to Reed Market Road. Includes roundabouts at key intersections, including Wilson Avenue, Ferguson Road, and Knott Road.	Safety	\$16,800,000	\$16,800,000	Long	On LSN and Key Route 1, improves safety, serves opportunity area, improves functionality and encourages alternative modes. Includes a segment of Key Route 1 (from SE 15 <sup>th</sup> Knott to Reed Market).
X-21	Reed Market Rail Crossing Implementation	Project to implement outcomes of Reed Market at-grade rail study (C-24). Implementation costs could vary significantly based on study findings.	Safety	\$25,000,000	\$25,000,000	Long	Improves safety at crossing, improves functionality, reduces negative social/economic impact, regional BNSF facility.
N-15b	Archie Briggs Road Bridge Replacement and Trail Crossing Improvement Construction (Phase 2)	Construct pedestrian crossing improvement at the Deschutes River Trail Crossing of Archie Briggs Road and replace Archie Briggs Road bridge. Phase 2 would construct bridge replacement.	Pedestrian/Bicycle	\$6,000,000	\$6,000,000	Near	Key motor vehicle connection in danger of failing structurally, river crossing, encourages active modes.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
CAP_T27 R-6 R2-B	<b>Downtown Pedestrian Crossings</b>						
	Greenwood Undercrossing Sidewalk Widening	Widen Parkway undercrossing to include improved multimodal facilities.	Pedestrian/Bicycle	\$12,000,000 (Assumes funding to address remaining crossing improvements needed)	\$12,000,000	Near	This project is intended to fund, in the Near-Term, one signature crossing improvement to a selected crossing, and an improvement to each of the other two crossings within the available funds. This will require further definition to the preliminary designs, feasibility and costs of each of the improvements, to inform the choices. Mid-term funding is assumed to complete any remaining needed improvements to one or more of the crossings.
	Hawthorne Parkway Overcrossing	Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.					
	Franklin Ave. Underpass	Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety.					
X-18	Olney Avenue Railroad Crossing Improvements <b>Added project based on Staff Recommendation</b>	Upgrade the railroad crossing to include dedicate sidewalks and bike lanes	Pedestrian/Bicycle	\$500,000	\$500,000	Long	Improves safety, multimodal accommodations
14	US 97 / Empire Avenue northbound off ramp widening	US 97/Empire Avenue northbound off ramp widening to two lanes.	Intersection	\$1,800,000	\$180,000	Long	Reduces potential for spill-back to US 97, supports regional connectivity.
28	US 20 intersection safety and capacity improvements	From Robal Road to Old Bend-Redmond Hwy. Intersection control improvements to be determined	Intersection	\$20,000,000	\$2,000,000	Long	Over capacity in 2040, intersection control will improve ped/bike crossing opportunities, supports expansion areas, key regional connection
C-7	Butler Market Road intersection safety and capacity improvements	From US 97 to 27th Street. Includes roundabouts or traffic signals at 4th Street, Brinson Boulevard, and Purcell Boulevard. Wells Acres Road roundabout as a separate baseline project.	Intersection	\$7,000,000	\$7,000,000	Near	Over capacity in 2028, on LSN and Key Route 5, improves safety, improves functionality. Includes a segment of Key Route 5 (Butler Market Parkway to Brinson).
CAP_T45	Revere Avenue/2 <sup>nd</sup> Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN, improves safety, serves opportunity area, improves functionality.
CAP_T46	Revere Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves safety, serves opportunity area, improves functionality
CAP_T48	Olney Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$3,700,000	\$3,700,000	Long	On LSN, improves safety, serves opportunity area, improves functionality
CAP_T54	Clay Avenue/3rd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	Improves safety, serves opportunity area, improves functionality.
CAP_T56	Greenwood/8th Street Intersection improvement	Improve intersection capacity.	Intersection	\$2,100,000	\$2,100,000	Long	Improves safety, serves opportunity area, improves functionality

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-5	Incremental mobility, reliability, and safety improvements to Empire Boulevard / 27th Street Corridor from Boyd Acres Road to Reed Market Road	Includes incremental approach for Empire Boulevard/27th Street widening, including right-of-way acquisition and monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability and safety. Includes complete streets upgrade.	Intersection	\$41,800,000	\$41,800,000	Near	Over capacity in 2028, on LSN and Key Route 8, improves safety, supports expansion areas, improves functionality. Includes a segment of Key Route 8 (27 <sup>th</sup> Street/Reed Market Road to Forum).
X-1	Country Club Road/Murphy Road Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves roadway functionality, reduces emissions.
X-2	Country Club Road/Knott Road Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves roadway functionality, reduces emissions.
X-6	Ferguson Road/15th Street Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Near	Improves safety, improves roadway functionality, reduces emissions.
X-7	NE 27th Street/Wells Acres Road Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves roadway functionality, reduces emissions.
X-8	3rd Street/Franklin Avenue Signal Modification <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$500,000	\$500,000	Long	Improves safety, improves roadway functionality.
X-9	3rd Street/Powers Road Signal Modification <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$500,000	\$500,000	Long	Improves safety, improves roadway functionality.
X-10	3rd Street/Badger Road Signal Modification <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$500,000	\$500,000	Long	Improves safety, improves roadway functionality.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
X-14	Brosterhous Road/Knott Road Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves roadway functionality, reduces emissions.
A-6	US 97 North parkway extension (Phase 2; next phase of Project 13)	Includes remaining improvements in the US 97 Bend North Corridor Project FEIS after construction of initial phase.	Parkway	\$200,000,000	\$20,000,000	Near	Provides congestion relief for a significant part of the Parkway. Includes ped/bike improvements to North 3rd Street. Improves access safety, supports expansion areas.
A-8	Powers Road interchange	Grade separated interchange or overcrossing of US 97 (pending Parkway Study).	Parkway	\$20,000,000	\$2,000,000	Near	Over capacity on Powers in 2028, reduces bottleneck along Parkway, improves ped/bike crossing opportunities of the Parkway, improves safety, supports opportunity area, improved functionality, key regional connection.
N-4	US 97 operational and safety management improvements (as identified in the Parkway Study) and associated City street improvements.	Includes elements of the Parkway Study not currently defined in the project list, such as improvements to implement ramp metering or other interchange improvements.	Parkway	\$100,000,000	\$10,000,000	Near/Long	Improves safety, improves access to regional connection. This project would fund additional elements of the Parkway Plan not currently identified as a specific project.
		<b>Mid-Term Total</b>		<b>\$499,120,000</b>	<b>\$191,500,000</b>		

- TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue
- Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.
- Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.
- TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.



**Table 7: Recommended Long-term Priorities**

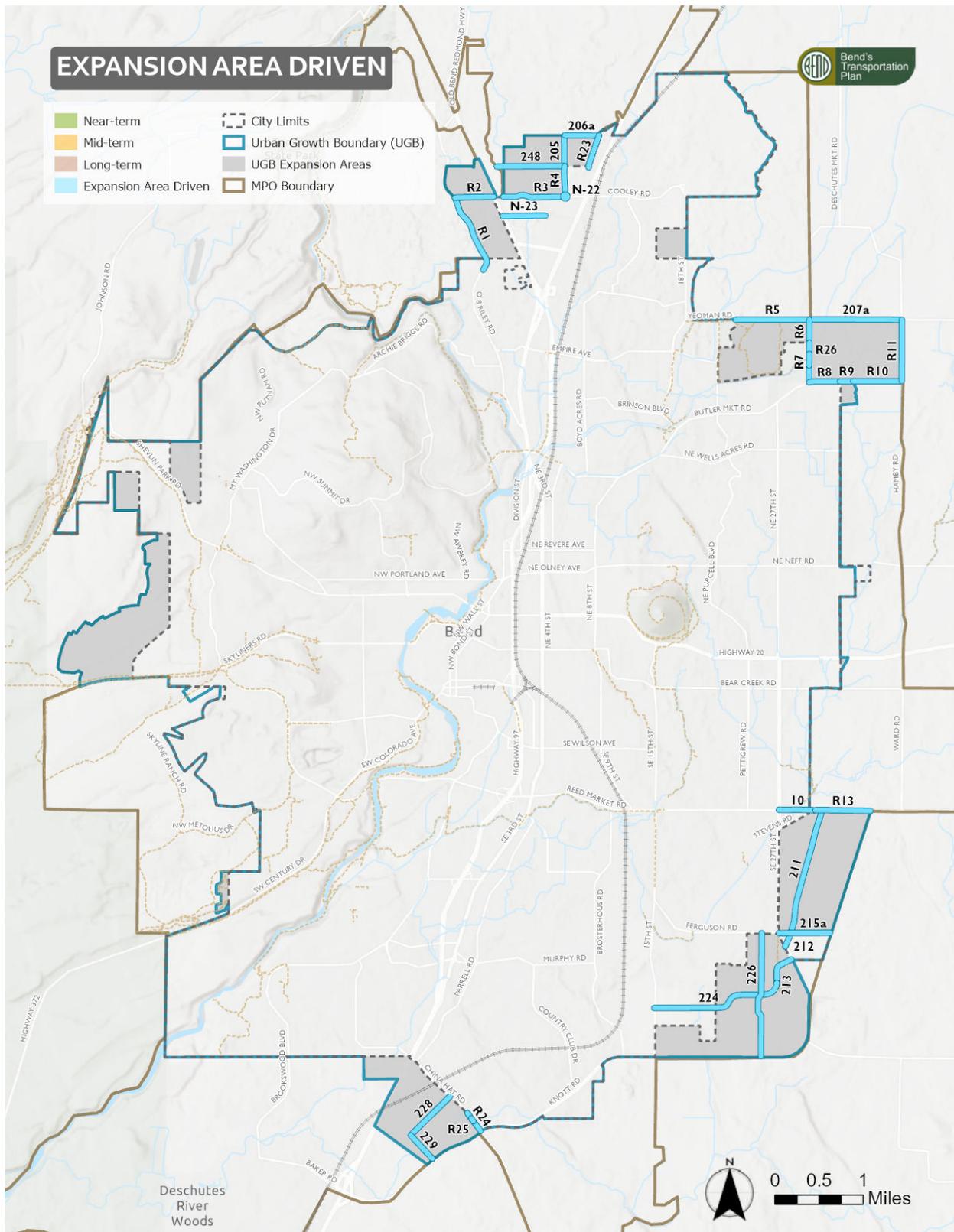
Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
18	New North Frontage Road near Murphy Road	Improvements to be determined.	Complete Street (All Modes)	\$5,400,000	\$5,400,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, improves livability for nearby residents. Includes segment of Key Route 10 (Frontage Murphy to Badger).
19	New South Frontage Road near Murphy Road	Improvements to be determined.	Complete Street (All Modes)	\$13,800,000	\$13,800,000	Near	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, improves livability for nearby residents. Includes segment of Key Route 10 (frontage Ponderosa to north of Romaine Village Way).
20	Britta Street extension (north section)	Includes two lane extension from Hardy Rad to Robal Road.	Complete Street (All Modes)	\$2,700,000	\$2,700,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, supports expansion area, supports connectivity to school, reduces VMT, connects to regional network. Includes segment of Key Route 10 (Britta Robal to Hardy).
21	Britta Street extension (south section)	Includes two lane extension from Halfway Road to Ellie Lane.	Complete Street (All Modes)	\$1,000,000	\$1,000,000	Long	On LSN and Key Route 10, increased connectivity for ped/bike/motor vehicle, supports expansion area, supports connectivity to school, reduces VMT, connects to regional network. Includes a segment of Key Route 10 (Britta Halfway to Ellie).
23	Mervin Sampels Road / Sherman Road Collector Corridor upgrade	Includes upgrade to two lane collector roadway and a traffic signal at US 20 from O.B. Riley Road to Empire Boulevard.	Complete Street (All Modes)	\$6,100,000	\$6,100,000	Long	Under capacity in 2040, improves bike/ped conditions, not on LSN or key route, improved multimodal facilities, reduces business cut through supports nearby developments.
25	27th Street Arterial Corridor upgrade from Bear Creek Road to Ferguson Road	Includes upgrade to three lane arterial and intersection improvements at Ferguson Road	Complete Street (All Modes)	\$8,600,000	\$8,600,000	Long	On LSN and Key Route 8, improves intersection and multimodal safety, supports expansion areas, improved functionality, improved access to transit, improves key region route on eastside. Includes a segment of Key Route 8 (27 <sup>th</sup> Bear Creek to Ferguson).
B-29	3rd Street railroad undercrossing widening	Widen 3rd Street to 4-lanes under the railroad, including complete street design from Emerson Avenue to Miller Avenue.	Complete Street (All Modes)	\$13,700,000	\$13,700,000	Long	Over capacity in 2040, on LSN and Key Route 7, significantly improves existing bike/ped conditions, improves multimodal safety. Includes a segment of Key Route 7 (RR Underpass).
N-19	Eagle Road Functional Urban Upgrade	Classify roadway as Minor Collector from Neff Road to Butler Market Road and construct complete street upgrades.	Complete Street (All Modes)	\$14,500,000	\$14,500,000	Long	Significant ped/bike improvements, serves NE expansion area, improves functionality, reduces VMT.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
X-3	Knott Road Urban Upgrade from China Hat Road to 15th Street <b>Added project based on Staff Recommendation</b>	Upgrade roadway to urban standards including pedestrian/bicycle improvements	Complete Streets (All Modes)	\$15,600,000	\$15,600,000	Long	Serves SE area, improves functionality of network, improves multimodal facilities.
X-4	Country Club Road Urban Upgrade from Knott Road to Murphy Road <b>Added project based on Staff Recommendation</b>	Upgrade roadway to urban standards including pedestrian/bicycle improvements	Complete Streets (All Modes)	\$10,900,000	\$10,900,000	Long	Serves SE area, improves functionality of network, improves multimodal facilities.
X-19	Powers Road urban upgrades from 3rd Street to Parrell Road <b>Added project based on Staff Recommendation</b>	Construct complete street upgrades and reconstruct roadway	Complete Street (All Modes)	\$1,000,000	\$1,000,000	Long	Improves bike/ped safety, improves access for all modes, encourages alternate modes.
X-20	Powers Road urban upgrades from Brookwood Boulevard to 3rd Street <b>Added project based on Staff Recommendation</b>	Construct complete street upgrades and reconstruct roadway	Complete Street (All Modes)	\$4,200,000	\$4,200,000	Long	Improves bike/ped safety, improves access for all modes, encourages alternate modes.
X-17	Knott Canal Crossing <b>Added project based on Staff Recommendation</b>	Widen the Knott Road Canal to accommodate multimodal facilities	Pedestrian/Bicycle	\$700,000	\$700,000	Long	Improves safety, multimodal accommodations.
R14	SE 27th Street rural Road upgrade from Stevens Road to Ferguson Road <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curb, sidewalk, and bike lane on east side of 27 <sup>th</sup> Street.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R15	SE 27th Street rural Road upgrade from Ferguson Road to Diamondback Lane <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curb and sidewalk on east side, bike lanes for both directions on 27 <sup>th</sup> Street.	Pedestrian/Bicycle	\$600,000	\$600,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R16	SE 27th Street rural Road upgrade from Diamondback Lane to access road <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curb and sidewalk on east side of 27 <sup>th</sup> Street.	Pedestrian/Bicycle	\$100,000	\$100,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R17	SE 27th Street rural Road upgrade from access road to Knott Road <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curbs and sidewalks on both sides of 27 <sup>th</sup> Street.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
R18	Knott Road rural Road upgrade from 15 <sup>th</sup> Street to Raintree Court <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curbs, sidewalks and bike lanes for both directions on Knott Road.	Pedestrian/Bicycle	\$500,000	\$500,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R19	Knott Road rural Road upgrade from Raintree Court to SE 27 <sup>th</sup> Street <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curbs, sidewalks and bike lanes for both directions on Knott Road.	Pedestrian/Bicycle	\$5,500,000	\$5,500,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R21	Knott Road rural Road upgrade south of China Hat Road <b>Revised priority bucket. Expansion Area to Long-term</b>	Includes curb and sidewalk on north side of Knott Road.	Pedestrian/Bicycle	\$300,000	\$300,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
A-3	Ponderosa Street / China Hat Road overcrossing	Vehicle, pedestrian and bicycle access over US 97 at Ponderosa Street/China Hat Road. Includes intersection improvement at Parrell Road/China Hat Road.	Intersection	\$15,000,000	\$15,000,000	Long	Reduces congestion at China Hat/US 97, adds connectivity for ped/bikes and vehicles, key east-west connection, improves pedestrian safety, supports livability and equity for multimodal users (on LSN), encourages multimodal use.
CAP_T47	Olney Avenue/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 3, improves safety, serves opportunity area, improves functionality.
CAP_T49	Greenwood/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN, improves safety, serves opportunity area, improves functionality.
CAP_T51	Hawthorne Avenue/3rd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 6, improves safety, serves opportunity area, improves functionality.
CAP_T52	Franklin Avenue/2nd Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 2, improves safety, serves opportunity area, improves functionality.
CAP_T53	Franklin Avenue/4th Street Intersection improvement	Improve intersection capacity.	Intersection	\$210,000	\$210,000	Long	On LSN and Key Route 2, improves safety, serves opportunity area, improves functionality.
N-9	Century Drive/Skyline Ranch Road roundabout	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity in 2040, improves safety, improves roadway functionality. Provides critical crossing of high-speed Century Drive to access Key Route 4.
N-10	Mt. Washington Drive/Metolius Drive roundabout	Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity in 2040, improves safety, improves roadway functionality.
N-30	US 20/27 <sup>th</sup> Street Intersection Improvement	Improve intersection capacity.	Intersection	\$2,100,000	\$210,000	Long	Over capacity in 2040, on LSN and Key Route 8, improves functionality, supports regional connectivity.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
X-5	China Hat Road/Knott Road Intersection Improvement <b>Added project based on Staff Recommendation</b>	Improve intersection capacity and safety	Intersection	\$3,700,000	\$3,700,000	Long	Improves safety, improves roadway functionality, reduces emissions.
X-15	Empire Avenue/Jamison Street Turning Restrictions <b>Added project based on Staff Recommendation</b>	Restrict turning movements on the Jamison approach to right in, right out	Intersection	\$107,000	\$107,000	Long	Improves safety and functionality.
N-29	US 97 Frontage Road <b>Added project based on Staff Recommendation</b>	Construct frontage road from Ponderosa Street to Baker Road.	Parkway	\$6,550,000	\$3,275,000	Long	On LSN, improves connectivity, supports regional connectivity.
X-23	Existing Roadway Reconstruction Projects	Project to quantify the estimated cost to reconstruct roads in a state of disrepair. This project includes the reconstruction of several streets which may be addressed individually or as part of a future program.	Reconstruction of Roads in a State of Disrepair	\$56,000,000	\$56,000,000	N/A	Addresses reconstruction needs and local road connectivity.
		<b>Long-Term Total</b>		<b>\$204,407,000</b>	<b>\$199,242,000</b>		

- TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue
- Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.
- Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.
- TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.



**Table 8: Recommended Expansion Area Driven Projects**

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
10	Stevens Road realignment	Includes connection to Reed Market Road and bridge to cross canal	Complete Street (All Modes)	\$4,700,000	\$4,700,000	Near	27 <sup>th</sup> Street over capacity in 2028, improves ped/bike connectivity; existing Stevens configuration on LSN, roadway alignment improves safety, supports DSL expansion area, reduces cut through, supports regional connectivity to county.
205	Hunnell Road extension	Construct a two lane collector roadway in the Triangle UGB expansion area.	Complete Street (All Modes)	\$2,400,000	\$2,400,000	Long	Improves connectivity for all users, supports expansion area, improves access, reduces VMT, connection to regional facility.
211	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$9,500,000	\$9,500,000	Long	On LSN, improves connectivity for all users, supports expansion area, improves access.
212	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$1,100,000	\$1,100,000	Long	On LSN, improves connectivity for all users, supports expansion area, improves access.
213	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$4,000,000	\$4,000,000	Near	On LSN and Key Route 8, supports expansion area, improves connectivity and access.
224	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$10,200,000	\$10,200,000	Long	Supports expansion area, improves connectivity and access.
226	New Road in the Elbow UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$7,100,000	\$7,100,000	Near	Supports expansion area, improves connectivity and access.
228	New Road in the Thumb UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$4,300,000	\$4,300,000	Near	Supports expansion area, improves connectivity and access.
229	New Road in the Thumb UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$2,500,000	\$2,500,000	Near	Supports expansion area, improves connectivity and access.
248	Loco Road extension	Construct a two lane collector.	Complete Street (All Modes)	\$5,300,000	\$5,300,000	Long	Supports expansion area, improves connectivity and access.
206a	New Road in Triangle UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$2,500,000	\$2,500,000	Long	Supports expansion area, improves connectivity and access.
207a	Yeoman Road extension from Deschutes Market Road to Hamehook Road	Construct a two lane collector.	Complete Street (All Modes)	\$10,900,000	\$10,900,000	Near	On LSN and Key Route 5, supports expansion area, improves connectivity and access, reduces VMT. Includes a segment of Key Route 5 (Yeoman (east of Deschutes to Hamehook)).
215a	New Road in DSL UGB expansion area	Construct a two lane collector.	Complete Street (All Modes)	\$3,900,000	\$3,900,000	Long	On LSN and supports expansion area, improves connectivity and access.
N-23	Collector between US20 and Hunell Rd	Construct new collector between US 20 and Hunnell Road. Road would be south of Cooley road and north of Robal Road.	Complete Street (All Modes)	\$4,000,000	\$4,000,000	Long	Reduces congestion at US 20/Cooley Road, serves opportunity area, improves network connectivity, connects two regional facilities (US97 & OR20).

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
N-18	Projects of Regional Significance from Subarea Planning Efforts	Subarea planning efforts will identify infrastructure needs to serve Opportunity and Expansion Areas, which are key development areas for the City. Projects that result should be added to the 2040 project list as necessary.	Safety	TBD	TBD	Long	Improves local and regional connectivity.
R1	O.B. Riley Road rural Road upgrade from Hardy Rd to Cooley Rd	Includes curb and sidewalk on east side, bike lanes both directions.	Pedestrian/Bicycle	\$2,400,000	\$2,400,000	Near	On LSN and Key Route 10, improves pedestrian safety, supports expansion area, improves functionality, regional connection to county. Includes a segment of Key Route 10 (OB Riley North UGB Limit to Robal extension).
R2	Cooley Road rural Road upgrade from O.B. Riley Road to US 20	Includes curbs, sidewalks and bike lanes both directions.	Pedestrian/Bicycle	\$1,300,000	\$1,300,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity
R3	Cooley Road rural Road upgrade from US 20 to Hunnell Road	Includes curb and sidewalk on north side, bike lanes both directions, and an intersection improvement at Cooley Road/Hunnell Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Long	Under capacity in 2040, on LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity
R4	Hunnell Road rural Road upgrade from Cooley Road to Loco Road	Includes sidewalk on west side of Hunnell Road.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R5	Yeoman Road rural Road upgrade from western terminus to Deschutes Market Road	Includes curbs, sidewalks and bike lanes both directions.	Pedestrian/Bicycle	\$2,500,000	\$2,500,000	Near	On LSN and key route, improves pedestrian safety, supports expansion area, improves functionality.
R6	Deschutes Market Road rural Road upgrade from Yeoman Road to canal	Includes curb and sidewalk on east side, bike lanes both directions.	Pedestrian/Bicycle	\$500,000	\$500,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R7	Deschutes Market Road rural Road upgrade from canal to Butler Market Road	Includes curb and sidewalk on east side of Deschutes Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R8	Butler Market Road rural Road upgrade from Deschutes Market Road to Eagle Road	Includes curb and sidewalk on north side of Butler Market Road.	Pedestrian/Bicycle	\$300,000	\$300,000	Near	Improves pedestrian safety, supports expansion area, improves functionality.
R9	Butler Market Road rural Road upgrade from Eagle Road to Clyde Lane	Includes curbs, sidewalks and bike lanes for both directions on Butler Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R10	Butler Market Road rural Road upgrade from Clyde Lane to Hamby Road	Includes curb and sidewalk on north side, bike lanes for both directions on Butler Market Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Near	On LSN, improves pedestrian safety, supports expansion area, improves functionality.
R11	Butler Market Road rural Road upgrade from Hamby Road to Hamhook Road	Includes curbs and sidewalks on both sides of Butler Market Road.	Pedestrian/Bicycle	\$1,100,000	\$1,100,000	Long	On LSN, Improves pedestrian safety, supports expansion area, improves functionality.
R13	Stevens Road rural Road upgrade from Stevens realignment to Bend UGB boundary	Includes curbs, sidewalks and bike lanes for both directions of Stevens Road.	Pedestrian/Bicycle	\$1,900,000	\$1,900,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.

Project ID	Project	Description/ Location	Project Type	Total Cost	City Proportionate Cost	Addresses Near or Long Term Capacity Need	Notes
R23	Clausen Drive rural Road upgrade from Loco Road to northern terminus	Includes sidewalk on west side of Clausen Drive.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	Improves pedestrian safety, supports expansion area, improves functionality.
R24	China Hat Road rural Road upgrade north of Knott Road	Includes sidewalks on both sides of China Hat Road.	Pedestrian/Bicycle	\$200,000	\$200,000	Long	On LSN, improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity.
R25	China Hat Road canal bridge widening	Widen bridge to include sidewalk on both sides of China Hat Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves pedestrian safety, supports expansion area, improves functionality, supports regional connectivity.
R26	Deschutes Market Road canal bridge widening	Widen bridge to include sidewalk on west side of Deschutes Market Road.	Pedestrian/Bicycle	\$400,000	\$400,000	Long	Improves multimodal facilities.
N-22	Cooley Road/Hunnell Road Intersection Improvement	Add intersection improvement at Cooley/Hunnell to Cooley Road.	Intersection	\$3,700,000	\$3,700,000	Long	Under capacity 2040, improves ped/bike crossing conditions, on LSN, improves functionality.
		<b>Expansion Area Driven Total</b>		<b>\$90,500,000</b>	<b>\$90,500,000</b>		

TSDC – Project is on current Transportation System Development Charge Project List (TSDC) and eligible for existing TSDC revenue.

Core Area Urban Renewal Area – Project is within possible Core Area Urban Renewal Area and may be eligible for future funding from that area.

Murphy Crossing or Juniper Ridge Urban Renewal Area – Project is within existing urban renewal area and may be eligible for funding from that area.

TSDC and Urban Renewal Area – Project is on the current Transportation System Development Charge Project List and in one existing or proposed Urban Renewal Area.