

From: davekyle@bendbroadband.com
To: [Karen Swirsky](#)
Subject: Congratulations and Thanks
Date: Monday, June 1, 2020 10:36:36 AM

Hi Karen,

If you have public input at the last meeting (Tuesday), I have the following:

It's been a long road and I would like to thank everyone associated with the Transportation Advisory Committee for their effort.

I have one request for Committee members; as you reflect on the multi-year process could you each provide the public with at most a one page after action report including 1. What worked, 2. What didn't work and how you would change the process in the future.

Thanks again,

Dave Kyle
Chair -Nottingham Square Reserve Committee

From: [Peter Gilmore](#)
To: [Karen Swirsky](#)
Cc: [Louis Capozzi](#)
Subject: Friday
Date: Friday, May 29, 2020 1:29:29 PM

Hello

My name is Peter Gilmore, and my wife and I have lived here full time since 2004 and have been coming regularly to town since the mid 90's.

I know turning back the clock to those days is impossible. And in so many, many ways we are far better off today than we were in that era. But as I have spent a good deal of time on two wheels over that period, the biggest change I've seen is the hurry, the speed of motor vehicles, and the growing urgency and impatience of drivers. People move from somewhere and they bring driving habits with them. And the greater density also effects things I expect.

Two years ago I printed bumper stickers with the question "What's the Hurry?" to invite reflection on why the urgency getting from point A to point B. The Mt View HS kids produced a similar plea which I happily added to the back of my car.

Then the idea of Bend becoming the "Slow Down Town" occurred to me. Armed with data on how well the town would function, roundabouts, cross walks, movement through and across town, it seemed possible these ideas might get traction and buy in from those in the biggest hurry. Literally I expect we've all nearly been rear ended in letting walkers or strollers cross on busy streets - potential collisions of kindness I call them. And that gesture is very much old Bend.

Maybe one aspect of that earlier town worth preserving is our slower, more relaxed pace. I expect it's why many of people moved here in the first place. The irony to me is Bend is slowly but steadily becoming like the places many of those folks moved away from. Slow Down Town. It conveys not only sanity and reason - again backed up by the great data in the Porter's report - but it also conveys compassion for the cyclists, runners, strollers, older citizens, and wildlife who share our streets. Many thanks for the opportunity to be heard.

Peter Gilmore

Sent from my iPad

From: [Rory Isbell](#)
To: [Karen Swirsky](#)
Cc: [Mike Riley](#); [Ariel Mendez](#); [Sid Snyder](#); glennvancise@yahoo.com; [Gavin Leslie](#); [Louis Capozzi](#); suzanne.transportation@gmail.com
Subject: CTAC Meeting 15 comments
Date: Monday, June 1, 2020 1:37:16 PM

Karen and others,

Please see below for comments from Central Oregon LandWatch on the CTAC 15 packet for the June 2 CTAC meeting. Specifically, these comments are on the Chapter 7 Performance Monitoring Targets at CTAC #15 Packet pages 20-21.

- For the Bicycle, Pedestrian, and Complete Streets Goal, we are pleased to see a target to "Complete all 12 Key Routes by 2030." However, the Key Routes are only one part of a complete network of safe bicycle and pedestrian facilities. We recommend additional performance targets of 100% completion of the bicycle low stress network and 100% implementation of the Pedestrian Master Plan by 2040, with proportional interim targets at 5, 10, and 15 years.
- For the Environment Goal, we are pleased to see that a target is to "Double the number of commute trips made by bike, walking, and transit." This is an improvement from the draft target presented at the recent Performance Monitoring Targets virtual workshop.
- However, we are disheartened to see that another one of the performance targets for the Environment Goal is still a 5% increase in VMT per capita. This means the City's goal is to not only increase gross VMT, but to accelerate that increase, as a 5% increase in VMT per capita means that every individual of our growing population would be driving more every day. This is an unacceptable target for the Goal of Environmental Stewardship. It is also counterproductive to the TSP's other Goals, including Equity, Mobility, Safety, and Bicycle, Pedestrian, and Complete Streets. This target for a 5% increase in VMT per capita is inconsistent with the TPR Analysis Technical Memorandum which states at page 2 that "While the Baseline Scenario VMT/capita is near the 5% increase threshold, the 2040 TSP Project List is only a 0.3% increase, well below the threshold and consistent with the trend projected in the Bend ILUTP." The TSP's VMT performance target should also be to increase VMT per capita by no more than 0.3%, as that is what CTAC has recommended through the already-adopted list of 2040 TSP projects and programs. If we adopt the Baseline Scenario VMT per capita as our target, the progress towards reducing VMT per capita in our new TSP is lost, and much of the work of CTAC over the past two years becomes arbitrary.
- Another performance target for the Environment Goal is to "Measure and report transportation-related Green House Gas (GHG) emissions every three to five years." Rather than simply measure and report, this performance target should be for an actual reduction in transportation GHG emissions. The City's recently-adopted Community Climate Action Plan calls for a 44% reduction in transportation GHGs by 2050. Bend CCAP at 27. The TSP should align with this target and set a target of 2/3 of a 44% reduction - or a 29% reduction - of transportation-related GHGs by 2040. (The TSP is a 20 year plan while the CCAP is a 30 year plan).

Chapter 7 of the TSP is critical to the Plan's success. Only by measuring and evaluating progress toward meeting the Plan's Goals will the public be assured that we are getting what

From: arony@bendbikes.org
To: [Karen Swirsky](#)
Cc: "[LeeAnn O'Neill](#)"
Subject: Comments on TSP Performance Targets
Date: Monday, June 1, 2020 4:24:50 PM

Dear Karen and others:

Bend Bikes provides the following comments regarding the performance metrics.

- We urge adoption of a three-year completion deadline for the Speed Monitoring program, the Bike and Pedestrian Facility Maintenance program and the Pedestrian Master Plan. We believe the proposed five-year deadline is far too long and will result in unnecessary delay in implementing these critical programs.
- There must be targets for the low-stress bike and greenway networks in order to assess the effectiveness of these networks and consider ways to improve them.
- We continue to believe that the goals for the percentage of trips by bike, walk and transit are extremely low if Bend is to truly manage its increasing transportation difficulties. Supporting alternative transportation is a critical element of any transportation planning and not an accessory. The current proposal, while increased from the last draft, remains concerningly low. This is a far cry from forward-thinking transportation goals like the ones from the City of Victoria, Canada, a similarly sized community as Bend. The City of Victoria set goals that by 2041, 70% of all trips to work will be on bike, by walking or via transit and 60% of all trips in general will be by bike, walking or transit. [<https://www.victoria.ca/EN/main/residents/transportation/cycling/our-cycling-network/update-to-the-bicycle-master-plan/guiding-cycling-policy.html>]. To have a real, on-the-street improvement, Bend Bikes again urges CTAC to consider a far more ambitious, substantial and forward-thinking goal of at least 30% - 35%, which would be only half as ambitious as Victoria.
- In order to be consistent with the Climate Action plan, there must be no increase in VMT. This can only be done with increased investment in walking, biking and public transit programs.
- In order to be consistent with the Climate Action plan, there must be a 30% decrease in GHGs by 2040.

Thank you for the opportunity to comment.

Sincerely,

Aron Yarmo
Bend Bikes Board Member

we pay for in transportation investments. LandWatch hopes that CTAC will strengthen the Performance Monitoring Targets accordingly, as outlined above.

Regards,

Rory Isbell

Rory Isbell (*he/him*)

Staff Attorney

Central Oregon LandWatch

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