

Meeting Summary



BMPO Technical Advisory Committee

Location: Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon

Date: January 7, 2025

Time: 10:00 a.m.

Prepared by: ABC Transcription Services, LLC.

In Attendance

TAC Voting Members

- Paul Dean, Bend La Pine Schools (BLS)
- Quinn Keever, Bend Park and Recreation District (BPRD)
- Eric Lint, Cascades East Transit (CET)
- Greg Bryant, Citizen Representative
- James Dorofin, Citizen Representative
- Susanna Julber, City of Bend
- Brian Potwin, Commute Options
- Neil Baunsgard, Deschutes Bike and Pedestrian Advisory Committee (BPAC), joined at 10:16 a.m.
- Ken Shonkwiler, Oregon Department of Transportation (ODOT) Region 4, joined at 10:06 a.m.
- Casey Bergh, Oregon State University-Cascades (OSU Cascades), joined at 10:01 a.m.

BMPO Staff and Other Attendees

- Andrea Napoli, BMPO Senior Planner
- Kelli Kennedy, BMPO Program Coordinator
- David Green, Deschutes County BPAC
- Janet Hruby, City of Bend
- Erica N, member of public
- Robin Vora, member of public

Agenda Items

1. Call to Order and Introductions

Senior Planner Napoli called the regular meeting to order at 10:00 a.m., with a quorum established.

2. Hybrid Meeting Guidelines

Senior Planner Napoli reviewed the meeting guidelines.

3. Public Comment

Senior Planner Napoli called for public comment. There was none.

4. Meeting Summary

Materials referenced: December 4, 2024, TAC draft meeting summary (Attachment A in the agenda packet)

Motion 1: Eric Lint moved approval of the December 4, 2024, TAC draft meeting summary as presented. Greg Bryant seconded the motion which passed unanimously.

5. MPO Funded Projects (STBG/SHF) – Annual Status Updates

Materials referenced: Memo MPO Funded Projects (STBG/SHF) – Annual Status Updates (Attachment B in the agenda packet)

Senior Planner Napoli shared a table of projects that had been awarded Surface Transportation Block Grant (STBG) funds, now replaced by State Highway Funds (SHF), in application processes that had occurred in 2020 and 2022. A prior Policy Board had requested annual updates on the status of funded projects, many of which had been completed or were in progress.

Janet Hruby gave an update on seven City of Bend projects that had been awarded funding, four of which had been completed. She showed a map of project locations, an updated table of funding totals, and provided a detailed overview of the progress of each project. She emphasized efforts to add new bike lanes and improve bike lane buffering, and noted the Deschutes River Trail Crossing at Archie Briggs Rd project had cost less than was budgeted, and the City would coordinate with the MPO regarding the remaining funds.

Janet Hruby answered questions from TAC members regarding the Deschutes River Trail design progress and funding status, and the plan to replace the adjacent sidewalk; positive feedback received from business owners, pedestrians, bicyclists, and drivers about recently completed projects; the upcoming evaluation to determine whether to replace the traffic signals on Oregon Ave or take a different approach; extending the routes across town on Hawthorne Ave, Franklin Ave, and Norton Ave as part of the Phase 4 Greenways project; confirming full descriptions of the projects were available on the City webpage unless the project had not been started yet; and next steps working with the Bend Park and Recreation District on the 30 percent design for the Gilchrist Bridge project.

Senior Planner Napoli added that the Equity Map Viewer on the City website showed the locations of STBG projects.

Brian Potwin stated Commute Options had received funding for a Safe Routes to School program starting February 1, 2025 and running for the next three years as a collaboration of the

MPO and the City of Bend in tandem with Bend La Pine School's efforts. He clarified that the amount of area impacted by the Safe Routes to School program would be dependent on specific factors at each school, though they hoped to expand as much as possible and collaborate with high schools to create accessible resources to suggest safer routes.

Janet Hruby noted school maps were available on the School District website, and the City would receive continual feedback from the School District and Commute Options on potential improvements to school routes. She also outlined the bike lane and buffer width guidelines for new construction and retrofitting projects. She explained that some existing bike ramps on sidewalks or near roundabouts or crossings seemed narrow, but she believed they were between six and eight feet wide.

Paul Dean BLS showed maps of two path alternatives created by ODOT for the Juniper Elementary Safe Routes to School accessible path and described the pros and cons of each path alternative, noting the School District preferred the second path alternative but both were still being considered. The estimated total cost to complete the path would be around \$1 million and would require seeking grants or other funding. The City was gathering public input regarding improvements to be made along Neff Rd.

Paul Dean addressed a question regarding the input received at the City's open house about visibility and safety for students walking along Neff Rd or crossing nearby roads to access the path, and he noted the project would take movement of people through the area, adequate lines of sight, and safe crossings into consideration. He had attended a meeting this morning where it was mentioned that \$1 million to complete the path was excessive, and the cost could probably be reduced by 50 to 75 percent.

Janet Hruby noted the path would likely cost \$1 million if ODOT had to do the project, as ODOT funding was not designed to do little one-off projects.

Senior Planner Napoli stated previously federal STBG dollars could be exchanged with ODOT for State funds, but since this path was not on a public right-of-way the project was not eligible for funding exchange which increased project costs. Funding was now received directly as State funds, which were easier to spend. She stated the MPO Policy Board would decide how to distribute the future SHF allocations for the years 2028, 2029, and 2030 during the spring of 2025, and she noted the MPO was receiving around \$1.4 million yearly, a portion of which would be dedicated to the competitive project application process. During the summer of 2025, the application process would be reviewed for potential changes to the application or criteria for ranking projects, and in the fall the application period for project funding would begin, with funds expected to be awarded by the MPO Policy Board during the winter.

6. Draft FY26-FY27 Unified Planning Work Program (UPWP) Review

Senior Planner Napoli gave a high-level overview of the draft Fiscal Year 2026 – 2027 Unified Planning Work Program (UPWP), noting input from the TAC on work item priority would be

welcomed at future meetings when the draft document was ready. She detailed the Fiscal Year 2024 and 2025 key accomplishments, work underway, and priorities listed for Fiscal Year 2026 – 2027. She clarified the household travel survey had used an application downloaded on mobile devices to provide more accurate tracking information for household travel. She provided an overview of UPWP tasks regarding program management, short- and long-range planning, modeling, and data collection. She described the schedule for adopting the Fiscal Year 2026 – 2027 UPWP with adoption expected at a Policy Board public hearing in April 2025.

7. Member & Guest Roundtable

Cascades East Transit: Eric Lint reported COVID funding had provided \$300,000 to build bus shelters and a little over \$100,000 for other bus stop improvements. More bus stop improvement project information was available at www.cascadeseasttransit.com/busstops as well as a feedback form to request amenities such as signage, benches, or other improvements. Public outreach would be completed in the next month. He confirmed information on public outreach would be sent to neighborhood districts. He answered a question regarding flooded bus shelters, noting the exterior at Hawthorne Station was being remodeled to add a new bus lane and shelters. He acknowledged comments had been received about inferior weather protection at bus shelters, and noted shelter options with more robust weather protection were being explored. The new platform at Hawthorne Station had been opened last week, landscaping and other improvements would be completed this month, and hopefully an open house would be held in February to show off the new improvements.

Deschutes County BPAC: David Green reported the Deschutes County BPAC would sponsor the annual tri-county summit for Jefferson, Crook and Deschutes Counties on April 10, 2025 at the Bend Parks and Recreation District office, and TAC members were encouraged to attend.

Brian Potwin reported Commute Options had partnered with Cascades East Transit to do vanpools in the region, which were going well. Commute Options had just been awarded funds through ODOT Transportation Options to increase outreach and public engagement around the vanpools as part of a larger three-year contract, signed October 2024, focused on Transportation Options with a similar but broader scope than previous programs like Get There Oregon. This contract changed and expanded Commute Options' scope of function and was very collaborative with the contract with the City of Bend.

8. Public Comment

Senior Planner Napoli called for public comment. There was none.

9. Next TAC Meeting

The next meeting of the BMPO TAC is scheduled for February 4, 2025, at 10:00 a.m. with the meeting room still to be determined.

10. Adjournment

Senior Planner Napoli adjourned the meeting at 10:47 a.m.



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