CITY OF BEND
2020 Transportation
GO Bond

MINUTES

Transportation Bond Oversight Committee (TBOC)

Tuesday, August 29, 2023
4:00 PM – 6:00 PM

City Hall, Council Chambers
710 NW Wall Street Bend, OR 97703

1. **Call to Order**
The August 29 Transportation Bond Oversight Committee was called to order at 4:02 PM.

2. **Roll Call**

TBOC	Ex Officio	Consultant	City Staff	Council Liaisons
Dave Howe	Henry Stroud (BPRD)	Kayla Fleskes-Lane (DKS)	Ryan Oster	
Denise LaBuda	Chris Cheng (ODOT)*		Garrett Sabourin	
Mason Lacy			Mary Packebush	
Will Green*			Elizabeth Oshel	
Scott Robinson (Vice-Chair)*			Robin Lewis	
Sharlene Wills*			Christian Williams	
Gina Franzosa				
Will Green*				
Travis Widdifield*				
Kim Ely*				
Sean Perkins (Chair)*				

**Note: Attendees marked with * were present virtually.*

3. **Review Previous (May 30, 2023) Meeting Minutes**
Denise LaBuda motioned to approve the May 30 meeting minutes, seconded by Dave Howe. By a show of hands, the motion passed unanimously.

4. **Public Comment**
No public comment.

5. **Committee Updates**

ODOT - Reed Market Study
An update was provided on the ODOT Reed Market Study, highlighting the final meeting in July and the availability of detailed information in Memo #5 on the project website.

City staff mentioned ongoing discussions with the MPO and potential updates at the next TBOC quarterly meeting. Additional details on the Reed Market Study and the Reed Market Interchange were provided, including funding allocations, scheduling, and future coordination with ODOT.

Hawthorne and Reed Market Federal Grants
City staff shared updates on grants associated with the Reed Market & Hawthorne Overcrossing Projects. FHWA's requirements for delivering federal funds was explained. Collaboration with ODOT is taking place to meet requirements. In response to a question, more information was shared regarding project delivery when ODOT is administering funds and coordinating with City staff to manage expectations and provide clear scoping direction to deliver the remainder of the project.

A high-level update was shared for Midtown Projects without interfering with or compromising the competitive bid process for the released RFP.

In response to a question, The City follows PROWAG for ADA accessibility requirements. There will be communication between the City and ODOT regarding state and city design criteria requirements.

In response to a question, more information was shared on the Greenwood Quick-Build concepts available on the Midtown Crossings website. There's going to be some public engagement early next year that will refine some of the initial options.

A request was made to keep TBOC informed about the 2nd Street project's design and development stages.

Recent Public Meeting Attendance Feedback
City staff commented on public feedback received regarding a presentation from two Dutch experts. City staff will take that data and lessons learned and explore options to implement some of that work into the north-south and east-west routes that Council has identified.

Dashboard Update Schedule/Metrics (Jan, Apr, Jul, Oct)
The dashboard is updated quarterly. The next dashboard update will be October 1.

Bond Video Update
City staff expects to release a Bond video update quarterly. Dave Howe volunteered and appeared in the last video. Denise LaBuda is volunteering to appear in the next video in September.

TUF Roundtable Takeaways
A follow-up discussion on the Transportation Utility Fee (TUF) included concerns about the vague language and confusion regarding the allocation of funds. The need for more information on specific projects/programs and clarity on spending priorities was emphasized.

The next roundtable meeting is scheduled on September 13.

Elizabeth Oshel (City Attorney's Office) clarified that fee amounts are based on data for user impacts on the transportation system. The Bond cannot fund maintenance and programs, so the TUF is one of the funding strategies laid out in the Transportation System Plan (TSP) to fund the overall transportation system need.

6. **Bond Program Highlights**
Program Highlights for the next three months were shared, announcing upcoming procurement and public meeting dates/milestones.

Crosstown Bikeways RFP closes this week and is scheduled to go to Council for approval in November. Midtown Crossings RFP closes in early October and is scheduled to go to Council for approval in December.

The Community Building Subcommittee meeting is scheduled for September 25. Gina Franzosa expressed interest in attending.

Concern was expressed about the potential de-prioritization of Boyd in the Butler/Boyd project, emphasizing the importance of an official discussion with TBOC as Butler/Boyd was a project prioritized by TBOC. City staff communicated that they've received strong direction from City Council, but they would be willing to come back to review with TBOC when more figures are available for Butler. If all funds were directed to Butler, Boyd would still be a TSP project and tabled, but not as a Bond project.

7. Neighborhood Street Safety Program (NSSP) Update

Robin Lewis (City Transportation & Mobility Engineer) was introduced and briefly discussed involvement in previous transportation concepts. A brief introduction to the NSSP program was given, emphasizing its history of collaboration with neighborhood associations to identify and fund local projects and enhance connectivity.

Background for NSSP was provided, including Round 1 Criteria. Pictures of examples from 2020 - 2025 NSSP projects were shared. Round 2 Criteria was shared. The 2025 - 2030 Budget was shared. The project schedule for 2025 – 2030 was shared. The goal is to compile a triaged list of projects that exceed available funding, allowing for flexibility and the ability to capitalize on opportunities or additional funding in the future. In response to a question, City Staff provided more information about the Discovery Trail and DRT on Mt. Washington projects. More information was provided regarding the Chamberlain project. In response to a question, more information was provided about crossing improvements.

Henry Stroud (BPRD) expressed concerns about coordination between the City and the Parks District on trail projects. The importance of early coordination, particularly in the scoping phase, was emphasized to ensure better integration of trail projects with the park district's plans.

Questions were raised about the design of Chamberlain Street. City staff confirmed that the barrier will be removed and the street will be paved, allowing public access to all modes of traffic to connect to Reed Market. A suggestion was made to advertise more detail about the proposed improvements. In response to a question, City staff confirmed and presented the improvements for the safe crossing at Reed Market. Concerns were expressed about potential cut-through traffic affecting the neighborhood greenway. Concern was expressed that NSSP funding is intended for bicycle and pedestrian safety and not vehicle traffic. The importance of innovative measures to enhance the greenway aspect of the project was emphasized. City Staff is willing to explore design alternatives to look at options to address feedback regarding improving the greenway. Neighborhood Associations are being reached out to for feedback opportunities.

A suggestion was made to communicate NSSP’s successes and accomplishments and advertise opportunities to provide public feedback and engagement.

8. Portland Avenue Alternatives Analysis Update

Kayla Fleskes-Lane (DKS Associates) was introduced. Since the initial presentation, the Bond team continued developing the project, incorporating community feedback. The presentation covered the objectives laid out in the previous meeting, sharing results obtained from public feedback during the open house. Synergy opportunities with other active projects were shown using a map.

Key Opportunities: Safe Crossings, Continuous Sidewalks, Intersection Safety, Vehicle Speed Reduction, Better Connectivity

Three Main Refinements: Sidewalk Improvements, Cross Section (College Way to Juniper), Bicycle Improvements (Bridge to Wall Street)

The team divided the Portland corridor into three segments: Segment 1 (College Way to Twelfth Street), Segment 2 (9th Street to the Bridge), and Segment 3 (Bridge to Wall Street)

A high-level recommendation summary was presented for each of the three segments, comparing the cost subtotal of $3.63 million to the overall project budget of $3.5 million.

In response to a question, parking in Segment 1 was evaluated in relation to the bike lane with a buffer. A discussion ensued regarding the consideration of a two-way cycle track. A discussion ensued about vertical delineation improvements. In response to a question, the raised crosswalk wasn't considered because there isn't a City policy for raised crosswalks. City staff reminded and encouraged TBOC to voice recommendations and feedback for design considerations during provided open houses and organized public input opportunities.

Concerns were raised about limited funds, proposing a focus on Segments 2 and 3 to address high-priority areas with deficient pedestrian infrastructure. A discussion ensued regarding reallocating funds from Segment 1 to Segments 2 and 3. Concerns were raised about the effectiveness of the design in addressing speeding issues on Portland and the impact on commuter cyclists. A discussion ensued regarding the committee's role in providing design feedback and recommendations, questioning whether it aligns with the TBOC's primary purpose of financial oversight.

City staff will review TBOC's feedback and return to provide legal and procedural guidance to avoid stepping out of the committee's assigned role, if TBOC decides to move forward with an official recommendation. Further discussion and clarification are required on whether the committee should provide design feedback or focus solely on financial oversight. A potential need for a special meeting to make decisions on the Portland project was expressed, depending on the guidance received from City staff and further committee discussions. TBOC members expressed willingness to collaborate on developing a recommendation for reallocating funds from Segment 1 to Segments 2 and 3 if it aligns with the committee's role.

On-call members for organizing an official recommendation are Mason Lacy and Sean Perkins. A reminder was made that deliberating for a committee decision is not allowed outside of a public meeting. A discussion ensued regarding process options, including forming a subcommittee or tasking staff to relay feedback to the Community Building Subcommittee to establish better sideboards. In response to a question, a subcommittee can be dissolved if it is no longer needed. A consensus was reached to not form a subcommittee and to task City staff to pass feedback from this meeting onto the Community Building Subcommittee on September 25 to establish sideboards; Gina Franzosa plans to attend that meeting. No formal vote or decision was made during this meeting regarding the reallocation of funds for the Portland project.

9. Public Comment

No public comment was received.

10. Adjourn

Gina Franzosa motioned to adjourn the meeting, seconded by Denise LaBuda. Meeting adjourned at 6:27 PM.

Respectfully Submitted,

Christopher Coleman
Senior Administrative Support Specialist