MINUTES
Transportation Bond Oversight Committee (TBOC)

CITY OF BEND

Tuesday, October 4, 2022
4:00 PM – 6:00 PM

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

The Transportation Bond Oversight Committee (TBOC) meeting was called to order at 4:02 PM.

1. Roll Call

TBOC	Ex Officio	City Staff	Consultants	Council Liaisons
Kim Ely	Rachel Zakem (COIC)*	Ryan Oster	Jessie Rykels-Wilson (Parametrix)*	Councilor Barb Campbell*
Dave Howe	David Amiton (ODOT)*	Garrett Sabourin	Curt Vanderzanden (KPFF)*	
Mason Lacy		Allison Platt (CAAB)	Brian Nigg (KPFF)*	
LeeAnn O'Neill - **Chair**		Mary Packebush		
Sean Perkins		Elizabeth Oshel*		
Scott Robinson - **Vice Chair**				
Courtney Van Fossen*				
Travis Widdifield*				

**Virtual*

2. Review August 23 Minutes

Mason Lacy motioned to approve the August 23 minutes, seconded by Scott Robinson. The motion passed unanimously.

3. Public Comment

Neil Baunsgard (The Environmental Center) emphasized that the bond fund language was focused on bicyclists and pedestrians and requested to maintain focus on the bike & pedestrian connections through these corridors. Encouragement was expressed for evaluating options and CIP strategies to build out all these crossings quickly over the capital timeline.

4. ODOT - US97 @ Reed Market Operations & Safety Study

The Reed Market Operations & Safety Study was announced (kickoff was September 1).

A Stakeholder Advisory Committee (SAC) is being assembled, and ODOT is seeking one TBOC member to attend three meetings (**November 21**, **March 7**, and **May 9**). ODOT will likely reach out to other stakeholder groups throughout the community, which may overlap with some volunteer responsibilities.

Sinclair Burr was announced as City Staff Liaison on the SAC. Kim Ely volunteered to represent TBOC on the SAC.

5. Midtown Crossings Update

The Feasibility Study Report & Recommendations is being drafted and will be finalized **by October 15**. TBOC will have a Council work session **on October 19** to discuss the Feasibility Study, funding, and recommendations.

The alternative concepts for each of the three crossings were evaluated and presented at the public and online open houses in June & July. Statistics from the public survey responses were presented.

In response to a typo identified on the public survey data for the preferred concept for Greenwood, it was clarified that 54% preferred Concept 2, not Concept 1.

A request was made to provide a map that shows Midtown Crossings, Key Routes, and Greenways. The City's Transportation Data Viewer in GIS can show everything except Greenways. City Staff can point out the Greenways locations. The Core Area Advisory Board (CAAB) is in the process of developing their CIP and currently does not have a data source that maps locations for planned or proposed development activity. Allison Platt was identified as a resource if questions arise about planned or proposed development activity locations.

In response to a question regarding the two Greenwood concepts that received split public feedback, there was interest in discussing a possible hybrid option mentioned previously. Garrett Sabourin sent this feedback to the Consultant for further discussion.

In response to a question, clarification was provided for crossing costs vs. corridor costs calculated in the engineering estimates. A discussion ensued regarding safety improvements for bicyclists and pedestrians for the Franklin Avenue Undercrossing. Parametrix is working on a rendering that will provide perspective for the shared use path approach and line of sight looking through the tunnel.

In response to a question, Ryan Oster explained that future operation and maintenance (O&M) funding for the upgraded systems would most likely be presented to Council as a proposal for a Transportation Utility Fee (TUF). Engineering estimates do not include (O&M) costs.

Funding sources were identified and include Core Area Tax Increment Financing (TIF), the All Roads Transportation Safety (ARTS) State Grant, and possibly other grants not yet secured (e.g., Oregon Community Paths & Reconnecting Communities Pilot Program).

In response to a question, Curt Vanderzanden (KPFF) confirmed that impacts from future increases in pedal assist and all-rounder bike traffic were considered when determining the width of the shared-use paths.

Allison Platt will provide TBOC with the notes and feedback collected from CAAB to develop their recommendation to Council. One of CAAB's notes recommends Council to consider establishing a set term for when to stop leaning on unsuccessful grant requirements and when to start spending allocated bond funds towards other projects instead. Allison Platt explained Core Area funding vs. Bond/Transportation funding.

A discussion ensued regarding concerns with the 7.5% grade straight approach vs. a more gradual slope with switchbacks for Hawthorne Crossing (C1). In late August, City Staff consulted with its Accessibility Advisory Committee regarding feedback for both options and received split input. More survey data and public stakeholder input will be collected to evaluate the grades and identify industry standards. This item will be carried forward. In response to a comment, Ryan Oster confirmed that all scenarios presented are ADA-compliant.

6. Public Comment

Mike Riley (The Environmental Center) expressed support for scenario 4. Concern was expressed for delayed improvements for walking and biking in Bend if money isn't put into at least Hawthorne and or Franklin. More refinement was suggested to allocate more funds to the Franklin Corridor. Further clarification was requested to identify the specific work that would not happen if money is not allocated to Franklin from the TIF, Bond Midtown Crossings, and State Grant funding sources.

David Green (Bend Bikes Board Member) supports all three crossings to connect the east and west sides of Bend and the Central District to Downtown. Support was expressed for sequencing the projects starting with Greenwood, followed by Franklin, and then taking the long-term approach of seeking further funding for the Hawthorne Crossing last.

Kirk Schueler (Brooks Resources Corporation) endorsed funding the Greenwood and Franklin Crossings first and using any remaining funding available for the initial planning and design for the Hawthorne Crossing, setting it up for the next push for future funding.

Gina Franzosa (TBOC Alternate) expressed support for Scenario 4, addressing the Greenwood Crossing first, Franklin Corridor Improvements with light touches on the existing Franklin underpass second, and Hawthorne last. A suggestion was made that extra-large elevators for pedestrians and bicyclists with trailers at the railroad overcrossing may be more financially feasible than a giant ramp structure.

Will Green (TBOC Alternate) expressed support and enthusiasm for progressing Greenwood first, followed by Franklin, and then Hawthorne. A suggestion was made to design a bike & pedestrian crossing to make it easier and safer to get into neighborhoods on the south side of Franklin, into Downtown on the north side of Franklin, and vice versa on Greenwood.

Liz Diether-Martin lives at 10th & Franklin and prefers to bike but often doesn't because of the very scary tunnel and the very scary roads. With all the private development activity about to happen on Franklin, it seems like there's a great opportunity to coordinate and work together with private development projects to improve bike & pedestrian connectivity and safety on Franklin. Support was expressed for all three improvement projects as soon as possible.

7. Committee Discussion and Recommendation

TBOC and CAAB will each make recommendations to Council. CAAB recommends considering Franklin as the highest priority, followed by Hawthorne, then Greenwood.

A discussion ensued regarding prioritizing Greenwood and Franklin but possibly lowering prioritization of the tunnel and cosmetic improvements for Franklin to allocate funding to prepare and prevent slowing progress for Hawthorne.

A consensus was reached, recommending that Council prioritize Greenwood first, followed by Franklin second, and to use any remaining funds to initiate and proceed with Hawthorne as soon as possible.

City staff will confirm with City Management whether the recommendation will be a presentation or a written recommendation to Council. Due to time constraints, the initial plan will be a written recommendation, and City staff will see if there's an opportunity for anything different.

Clarification was established that TBOC is not endorsing one of the two scenarios for Greenwood in its recommendation.

Mason Lacy, LeeAnn O'Neill, and Scott Robinson volunteered as the working group to spearhead the written recommendation collaboration.

8. Adjourn at 6:08 PM

Respectfully submitted,

Christopher Coleman
Senior Administrative Support Specialist