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**AGENDA**  
**Bend Metropolitan Planning Organization**  
***Technical Advisory Committee Meeting***

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**Date:** December 6, 2023  
**Time:** 10:00 am – 11:30 am  
**Location:** Hybrid meeting

**In-Person Location:** Bend City Hall, Middle Sister Building, Moraine Conference room, 740 NW Wall Street, Bend (NOTE NEW LOCATION)

**Virtual Option:** <https://bendoregon.gov.zoom.us/j/86570485423?pwd=Ty9mY0ZtOWV6VU1L0g5bi9INmh0UT09>  
Webinar ID: 865 7048 5423; Passcode: bendmpo

**YouTube:** <https://youtube.com/live/VUCBhGFtFVvk?feature=share>

**Phone Option:** 1-888-788-0099; Passcode: 865 7048 5423 ##

**Contact:** Tyler Deke, BMPO Manager (541) 693-2113 (office), (541) 633-9298 (mobile) or [tdeke@bendoregon.gov](mailto:tdeke@bendoregon.gov)

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1. Call Order & Introductions ..... Tyler Deke
2. Hybrid Meeting Guidelines ..... Tyler Deke
3. Public Comment ..... Tyler Deke

***Action Items***

4. Meeting Summary ..... Tyler Deke  
Review and approve the October 4, 2023, Technical Advisory Committee meeting summary (**Attachment A**).  
Recommended Language for Motion: I move approval of the October 4, 2023, meeting summary as presented.
5. Meeting Summary ..... Tyler Deke  
Review and approve the November 1, 2023, Technical Advisory Committee meeting summary (**Attachment B**).

Recommended Language for Motion: I move approval of the November 1, 2023, meeting summary as presented.

## ***Informational Items***

### **6. STBG Project Status Updates ..... Henry Stroud, Sharon Smith, Robin Lewis**

Background: In 2020 and 2022, the MPO conducted competitive project application processes awarding a portion of its annual Surface Transportation Block Grant (STBG) allocations to selected projects. Recipients will give updates on projects funded with FY 2021 thru FY 2024 dollars.

Attachments: None.

Action Requested: None. Information item.

### **7. Bend Pedestrian Network Implementation Plan overview ..... Brad Tower, City of Bend**

Background: The Pedestrian Network Implementation Plan was completed earlier this year. The Plan identified the areas of greatest need for pedestrian infrastructure, inventoried those areas to identify missing or incomplete infrastructure, and prioritized areas for infill and/or improvement projects needed to create a complete pedestrian networks. Staff will provide an overview of the plan.

Attachments: None. Information about the plan is available on the following site:  
<https://www.bendoregon.gov/government/departments/transportation-mobility/traffic-engineering/pedestrian-network-plan>

Action Requested: None. Information item.

### **8. 2024 TAC meeting schedule ..... Tyler Deke**

Background: Staff will review the meeting schedule for 2024.

Attachments: None

Action Requested: Confirm meeting schedule for 2024.

### **9. Member & Guest Roundtable ..... TAC members**

Time for TAC members to provide updates on current projects and planning efforts.

### **10. Public Comment ..... Tyler Deke**

### **11. Next TAC meeting**

The next meeting of the Bend MPO TAC is scheduled for January 9, 2023, at 10 a.m.

## 12. Adjournment



### **Accessible Meeting Information**

This meeting event and location are accessible. Sign language, interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request. Please contact Kelli Kennedy at (541) 693-2122 or [kkennedy@bendoregon.gov](mailto:kkennedy@bendoregon.gov). Providing at least 3 days' notice prior to the event will help ensure availability.



**BMPO** Bend Metropolitan  
Planning Organization

## Technical Advisory Committee

### *Draft Meeting Summary*

**October 4, 2023**

Bend City Hall, Awbrey Butte Room (2<sup>nd</sup> Floor)  
710 NW Wall Street, Bend, Oregon

**Link to meeting.**

<https://youtube.com/live/2vd7Yyzbcz0?feature=share>

#### 1. **Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:12 a.m., Wednesday, October 4, 2023, with a quorum of voting members present (8 of 11). Present during the meeting were:

##### TAC Voting Members

1. Bend Park and Recreation District (BPRD).....Henry Stroud
2. Cascades East Transit (CET) .....Eric Lint
3. Deschutes County Bike/Pedestrian Advisory Committee .....Dave Thomson
4. Oregon Department of Transportation (ODOT) Region 4..... David Amiton
5. Citizen (resident) .....Greg Bryant
6. Bend La Pine Schools (BLS).....Sharon Smith
7. City of Bend.....Robin Lewis
8. Central Oregon Community College (COCC).....Joshua Clawson

##### Ex Officio (nonvoting) Members

BMPO Manager.....Tyler Deke  
Oregon Department of Land Conservation & Development (DLCD).....Angie Brewer

##### BMPO Staff

Andrea Napoli, *Senior Planner*  
Kelli Kennedy, *Program Coordinator*

*(Agenda items appear in discussion order. The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)*

#### 2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

#### 3. **Public Comment**

None.

#### ACTION ITEMS

#### 4. **Review and Approve September 6, 2023, Technical Advisory Committee Draft Meeting Summary** (Attachment A)

**Motion 1** (8/0/0): Mr. Thomson moved approval of the September 6, 2023, meeting summary as presented. Mr. Lint seconded the motion which passed unanimously.

#### INFORMATIONAL ITEMS

#### 5. **Bend La Pine Schools 2022 Sites and Facilities Plan – Sharon Smith**

Background: Bend La Pine Schools maintains and regularly updates a Sites and Facilities Plan to guide maintenance of existing facilities and development of new facilities. The most recent plan, completed in 2022, identifies needs through 2042. Sharon Smith will provide an overview of the plan.

Attachments: None. The plan is posted on the following site:

[https://www.bend.k12.or.us/download\\_file/view/15998/4096](https://www.bend.k12.or.us/download_file/view/15998/4096)

Action Requested: None. Information item.

Sharon Smith, BLS, provided an overview of the 2022 Bend La Pine School Sites and Facilities Plan via PowerPoint, describing the process used to update the 20-year plan, which was typically done every five years to prepare the District to go out for a bond. From this year's summary of results, she highlighted the capacity needs study, and when and where new schools were expected to be needed in the future.

- Capacity needs were determined through an enrollment forecast using the Portland State University (PSU) Population Research Center (PRC) model, which found for the first time in over 30 years that no new school capacity was anticipated in the next five to seven- year term. If enrollment grows faster than expected, the Plan might need to be updated sooner than the next five-year cycle.
- The recently passed bond was the first to not have a new school or new school capacity, but primarily focused on security upgrades, emergency fire/life/safety, structural upgrades, and the Bend High renovation, which solely intended to modernize and update facility rather than to increase capacity.
- To satisfy the District's facility needs through 2041, the general areas projected for future schools include elementary schools in the southwest sector in 2031-32, northwest sector in 2035-36, and southeast sector in 2039-40. In 2036-37, a middle school is anticipated tentatively on the District's site north of Caldera. Lastly, a high school, which typically requires a 50-acre site, is projected in 2040-41, but the location will depend on how, when, and if the community grows.

Ms. Smith confirmed PSU's enrollment forecast has been accurate over the last 15 years and that the reduction in enrollment has been across all age groups, but anecdotally particularly early year and high school students due to the challenges with remote learning. This has a huge fiscal impact to the District because operational funding is based on enrollment. While temporarily softened by COVID relief money and such one-time funds, the impact could possibly increase going forward as budgetary challenges arise. The District hopes the legislature will continue to increase funding; other, smaller districts and declining enrollment districts are struggling and the lack of funding can results in cutting staff and closing schools.

Discussion noted Oregon is one of the first states where deaths exceeded births in the last 1-2 years, so residents' population is on the negative side. Growth in student enrollment going forward could continue to be based on population increases in Bend. Additionally, the high cost of housing results in families and District staff not being able to live in the Bend area. Ms. Smith's presentation link will be sent via email and it is available on the District website for deeper review.

## **6. US 97 at Reed Market Rd Safety & Operations Study- Tyler Deke**

**Background:** The Bend TSP and the US 97 Parkway Plan identified Reed Market Road as a critical bottleneck with several safety issues and include concept level improvements. This study refined those project concepts, updated cost estimates, and prioritizes the projects to align with existing funding. Staff will review the study outcomes and discuss next steps. The Bend TSP and the US 97 Parkway Plan identified Reed Market Road as a critical bottleneck with several safety issues and include concept level improvements. This study refined those project concepts, updated cost

estimates, and prioritizes the projects to align with existing funding. Staff will review the study outcomes and discuss next steps.

Attachments: Executive Summary (Attachment B) and public summary (Attachment C). Study information and materials are posted on the following site: <https://www.oregon.gov/odot/projects/pages/projectdetails.aspx?project=0005>

Action Requested: None. Information item.

Mr. Deke and Mr. Amiton presented the US 97 at Reed Market Road Safety and Operations Study via PowerPoint, which included review of the project and public involvement processes, as well as the resulting preferred alternatives, including the benefits and cost estimates for the specific projects recommended along the Reed Market Road corridor.

Responses to questions from the TAC was as follows:

- The timing and potential impacts of the Old Mill roundabout, at Bond St and Columbia St, on the function of the Reed Market/Brookwood Blvd/Bond St Roundabout were not discussed during the study.
- The \$250,000 estimated for the Chamberlain Project would come from the City. The project was currently in the design process and would start in 2024.
- External truck aprons would be part of the design considerations at the Reed Market Rd and US 97 Southbound Ramps to manage higher speeds. When making a right turn off the Reed Market/US 97 southbound offramp, vehicles are immediately in a narrow, urban cross-section.
  - Wider paths are also being considered on both sides of the overpass to accommodate bike-ped. However, the overpass is so wide, drivers are still exceeding the 25-mph speed limit. It is a challenging area as no other alternatives existed. Though no funding is available, the long-term vision for the Corridor was to create a completely separated bike-ped system.
- For the Reed Market Road and US 97 Northbound Ramps project, the barrier at Division Street could move on its own schedule to create the right in/right out because it is low-cost.
- The estimated cost for the Reed Market Road and 3<sup>rd</sup> Street Project did assume a right-of-way estimate. Some modifications could be made during design to avoid as much right-of-way impact as possible. The current design would impact the auto dealership building at the northwest corner of the intersection, as well as the bank on the southwest corner.
- 3<sup>rd</sup> St and Brosterhous Rd.
  - TAC members commented that the Old Farm District included this project in the first round of SSP.
  - The Central Oregon Historic Canal Trail crosses Brosterhous Rd on the eastern leg of the intersection; some improvements were made to move trail users to the striped, signalized crossing and not cross mid-block. One issue was the crossing width is only about 4 -ft wide, which was difficult for bicyclists or anyone with a trailer to navigate.
 

The project team noted that this issue had been discussed, and as the project moves into Phase 2, the trail connectivity and crossing would definitely be considered.
- Mr. Deke confirmed that the City's TSP identified a potential need for a new southern crossing of the river as a westerly extension of Powers Rd. No funding was identified for

construction of that bridge, so it was in the TSP's 2035-2040 timeframe. Today, such projects will be extremely challenging to move forward given the State's new climate rules, though stand-alone bike-ped projects are exempt from the climate rules.

- While work on the southern-most bike-ped bridge project was tabled for a few years, a nonprofit group, called Connect Bend, is very interested in getting that project moving again. The Envision Bend document released a week or so ago specifically called out that southern bike-ped crossing as a priority project for Bend, so there could be some movement on that project at some point in the next few years.

Sharon Smith left the meeting during the discussion, at approximately 11:00 a.m.

## 7. **CET Update- Eric Lint**

**Background:** Eric Lint will provide an overview of a new CET fixed-route that will serve SE Bend, a new mobility hub proposed in southern Bend, and a review of new summer service (Transit to Trails) launched earlier this year.

**Attachments:** Route 9 poster (Attachment D). Information about the Transit to Trails service is available on the following link:  
<https://cascadeseasttransit.com/transittotrails/>

**Action Requested:** None. Information item.

Mr. Lint updated on Cascades East Transit (CET) new services via PowerPoint, which included details on Route 9, CET's newest route launched last Monday, which served a large Spanish-speaking community and could be updated to respond to any future demands to access Walmart. With Route 9, CET was also experimenting with express service on 3<sup>rd</sup> St where the bus would only stop at Fred Meyer and Grocery Outlet, but bus riders could pull the cord and exit at any existing Route 1 stop. This would enable faster transit and for CET to try out the Intelligent Traffic Signals (ITS) in the TSP. CET already had Automatic Vehicle Locators (AVLs) which were already configured to work with ITS systems. He also presented information about Route 8, CET's next new expansion that would serve Northeast Bend and the Empire Area and updated that the Federal Lanes Access Program (FLAP) Grant had been extended so Transit to Trails would continue next year. Also presented was Bend South, a new mobility hub located on a parcel leased from ODOT next to new affordable housing and near Romain Village with access to DRW. Mobility hubs provide transit transfers to other transit systems, bike facilities, e-vehicle charging, and connections to trails in the area.

Responses to questions and comments from the TAC included:

- CET had funding for actual purchase, partnership with ODOT.
- The area south side of Ponderosa was in master plan development now and was being coordinated with CET's desire to have a mobility hub in the area; that general area was identified as a mobility hub location in both the City's TSP and the more recent Mobility Hub Feasibility Study.
- According to the Traffic Impact Statement on the Baney property, a substantial portion of affordable housing was being proposed as required, and a significant affordable housing development was already immediately near the parcel.
- CET wants to service Deschutes River Woods; however, Dial-A-Ride boundaries are the City of Bend so using the site creatively would enable CET to provide transfers or staging of some kind to make transit flow easier to that area.
- CET tried to speak with Cog Wild in advance about what was happening. Federal politicians were looking at Transit to Trails and wanted CET to open up service to federal lands.

**8. Member & Guest Roundtable- TAC Members**

Mr. Thomson mentioned that the Deschutes County Planning Commission will be deliberating on the TSP update on November 12<sup>th</sup>, adding he hoped to get an activity proposals for the bike-ped.

Mr. Amiton announced ODOT hired a new Principal Planner, Ken Shonkwiler from ODOT's office in Astoria to replace Rick Williams, and he would be attending most of the TAC meetings.

**9. Public Comment**

None.

**10. Next TAC Meeting**

November 1, 2023, at 10 a.m. (1<sup>st</sup> Wednesday); will be an important meeting with focus on first portion of long-range plan update.

**11. Adjournment**

There being no further business, Mr. Deke adjourned the meeting at 11:30 a.m.





**BMPO** Bend Metropolitan  
Planning Organization

## Technical Advisory Committee

### *Draft Meeting Summary*

**November 1, 2023**

ODOT Region 4, 63055 North Highway 97,  
Building M – Baney Conference Room, Bend, Oregon

**Link to meeting:** <https://youtube.com/live/I-SERT7vHM?feature=share>

#### 1. **Call to Order and Introductions**

Mr. Deke called the regular meeting of the Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC) to order at 10:04 a.m., Wednesday, November 1, 2023, with a quorum of voting members present (9 of 11). Present during the meeting were:

##### TAC Voting Members

1. Bend Park and Recreation District (BPRD)..... Henry Stroud
2. Cascades East Transit (CET) ..... Eric Lint
3. Deschutes County Bike/Pedestrian Advisory Committee ..... Dave Thomson
4. Citizen (resident) ..... Greg Bryant
5. City of Bend..... Robin Lewis
6. Commute Options..... Brian Potwin
7. OSU Cascades..... Casey Bergh
8. ODOT Region 4..... Ken Shonkwiler
9. Deschutes County..... Tarik Rawlings

##### Ex Officio (non-voting) Members

BMPO Manager..... Tyler Deke  
Oregon Department of Land Conservation & Development (DLCD)..... Angie Brewer

##### BMPO Staff and other attendees

Andrea Napoli, MPO Senior Planner  
Kelli Kennedy, MPO Program Coordinator  
Aaron Berger, DKS Associates  
Chris Maciejewski, DKS Associates  
Becky Hewitt, DKS Associates  
Karen Swirsky, Kittelson & Associates  
Susanna Julber, City of Bend

*(Agenda items appear in discussion order. The 3 digits after a motion title show the number of members voting in favor/opposed/abstaining.)*

#### 2. **Hybrid Meeting Guidelines**

Mr. Deke reviewed the meeting guidelines.

#### 3. **Public Comment**

None.

#### ACTION ITEMS

#### 4. **TAC Workshop on Metropolitan Transportation Plan (MTP) Update Item- MPO Staff & Consultants**

Background: Major MTP update items will be brought to the TAC for their review and input on development:

- Public Outreach Briefing
- Preliminary Financial Assessment Summary
- Preliminary Project List
- Evaluation Criteria

Note that the Initial Project List Memo (attached) will be critical for the TAC for review prior to the meeting.

Attachments: Agenda (Attachment A), Initial Project List Memo (Attachment B), Draft MTP Project List (Attachment C), Evaluation Framework Memo (Attachment D)

Action Requested: Inform and guide development of financial assessment, project list and evaluation criteria.

Andrea Napoli, MPO Staff, along with Becky Hewitt, DKS Associates, Aaron Berger, DKS Associates, Karen Swirsky, Kittelson & Associates, and Tyler Deke, BMPO Manager, gave a PowerPoint presentation on the Metropolitan Transportation Plan (MTP) updates. The presentation included background on the MTP, detailed revenue forecasting, the preliminary project list, and the project evaluation framework. The presentation also included a thorough demonstration of the project mapping tool functions. The team requested TAC's comments on the project list by November 10, 2023, noting what information the team was looking for Committee members to provide. Next steps and a progress report would be presented during the TAC's next update and an update on the funding assessment could possibly be provided in January.

TAC Concerns: how the numbers for the grants and earmarks were identified.

Staff and consultants provided details on how the calculations were done, noting that the information to look at was the bigger earmark projects and not just the STIP projects. Additionally, there were historical data of State and Federal earmarks from 2001-2002, when the City started to receive funds from ODOT's first big bonding programs. The Hawthorne Bridge Project had also been fed into the average. Funding from the National Infrastructure Bill referring to the current Infrastructure Investment and Jobs Act (IIJA) Federal Legislation would fall within grants and earmarks as well.

TAC Comments: how the North Corridor large grant money would affect the forecast, and the assumptions included in the presentation.

## INFORMATIONAL ITEMS

### **5. Metropolitan Transportation Improvement Program (MTIP) Amendments- Andrea Napoli**

Background: The MPO Policy Board will consider approval of amending seven (7) projects into the Bend MPO MTIP at their November 17th meeting. Staff will review each project.

Attachments: Amendment Announcement (Attachment E)

Action Requested: None. Information item.

Ms. Napoli presented the background of the Metropolitan Transportation Improvement Program (MTIP) amendments via PowerPoint. She provided a summary of the amendments done on different projects and answered clarifying questions regarding details and project timelines.

## **6. Member & Guest Roundtable- TAC Members**

- Mr. Rawlings announced there would be a public hearing before the Board of County Commissioners on November 29<sup>th</sup>. This would be the final public hearing phase of the Transportation System Plan (TSP). He highlighted County updates that are in process, recommendations, and next steps which include multi-use pathway characterization. There would be a public hearing on the categorization of what pathway would be within the County's forest zoning, within the Oregon Revised Statutes (ORS), and how those pathways are treated in terms of goal exceptions on December 6<sup>th</sup>.
- Mr. Thomson added on the TSP comments that while the Planning Commission did not recommend either of the trail restrictions that were brought up as potential amendments, the votes were extremely close.
- Mr. Shonkwiler added that the Planning Commission's declaratory ruling for the current alignment the Lava Butte Path was submitted with hopes for added context about the current alignment that was remaining on the East side of US97 and providing access to the High Desert Museum.
- Mr. Shonkwiler stated that a Project Manager is currently working on the roadway cross-section alignments and some of the alternatives, which is still in draft form and may be available to the public after a couple of weeks.
- Ms. Julber announced that there would be an Open House on Tuesday from 5:00 p.m. to 7:00 p.m. for the Climate-Friendly Areas (CFA) at the Environmental Center.
- Mr. Deke reported that the MPO submitted an application for the Federal Safe Roads and Streets for All to update the Transportation Safety Action Plan and received notice last week that funding has been awarded. The timeline is to be determined, but the update of the Transportation Safety Action Plan (TSAP) was included in the MTP update scope as a contingency item so the same team would be utilized for the TSAP update. He added that the goal of the Safety Planning work is to be proactive rather than reactive. This was followed by some comments and suggestions on the Safety Action Planning process and views about the safety issues identified in 2018.

## **7. Public Comment**

None.

## **8. Next TAC Meeting**

December 6, 2023, at 10 a.m. (1<sup>st</sup> Wednesday)

January 3, 2024, tentatively scheduled Consultant Team Check-in Meeting

## **9. Adjournment**

There being no further business, Mr. Deke adjourned the meeting at 11:45 a.m.