

keeping it open, it is now back in the design without legitimate reasons that it is more beneficial than closing the access.

WORK SESSION

1. Mid-term Update to the 2018 Comprehensive Plan – *Sara Anselment*

Ms. Anselment briefly reviewed the 2018 Comprehensive Plan and discussed the goals for this mid-term update. She said the update will be a supplemental, standalone document; more technical in nature and focused on key areas of the 2018 Comp Plan with some new elements staff have deemed valuable for inclusion. The new elements will be the Core Area and the Equity Map. Ms. Anselment also expanded on the park search area review and why it will be done.

Ms. Anselment explained the statistically valid community needs survey will launch mid-September, followed by an additional open link survey. The results will be compared against the 2017 Community Needs Survey, which will help staff determine unmet needs and prioritize new and other projects that may need to be added to the capital improvement plan (CIP). Ms. Anselment shared key milestones for the update and when further board updates will be presented through Summer 2024.

Director Hovekamp asked how many surveys would be done and the timing of the statistically valid survey versus the open link. Ms. Anselment said about 5,000 households would be contacted and explained the reasons for the timings of the surveys. Director Schoen confirmed with Ms. Anselment that this update would be a supplement to, and not changing, the 2018 comprehensive plan, and then expressed her desire that staff keep the open link survey available longer than the planned two weeks. Ms. Anselment said that while the statistically valid results will be primarily used, she would ask the consultant about extending the time period. Director Owens asked if the updates would be added to the currently approved 23-24 CIP and Ms. Anselment said she did not believe so and that any project adjustments would be in future fiscal years.

2. City of Bend Multiple Unit Property Tax Exemption Program – *Michelle Healy and Rachel Colton*

Ms. Healy recapped the Multiple Unit Property Tax Exemption (MUPTE) program for the board and shared that the City of Bend would like to have a formalized program with a set process for all MUPTE projects instead of the current case-by-case procedure.

Ms. Colton presented an overview of the proposed MUPTE program. She explained that it is a 10-year property tax exemption program, focused on core and transit-supported areas, and required to provide a minimum of three public benefits. The exemption begins on July 1 after construction is complete. She added that there are no affordable housing requirements as a public benefit. Ms. Colton shared a map of eligible MUPTE areas and a table showing the qualifying items for public benefit, one of them being open space/park. This item would be most beneficial to the park district since the district would not normally have a voice in land use and park acquisition for the Core area.

Board members took time to ask Ms. Colton questions about details of the program and expressed thoughts about its benefits and drawbacks for the park district. Ms. Colton reminded board members that if open space was a benefit offered for the MUPTE development, the developer would be required to consult and work with the park district. Additionally, an external proforma was required by the city and is included in the ordinance. Ms. Colton said there are six other cities in Oregon who have MUPTE programs and she will forward the information in an email to all the board members for their review.

Ms. Healy shared the four ideas from staff of how the district can approach this program.

1. Review each MUPTE project case by case
2. Approve resolution not supporting the program
3. Approve blanket resolution that supports all MUPTE projects
4. Approve a resolution approving MUPTE applications with conditions (staff recommendation)

Ms. Healy then reviewed why staff recommend option four and the conditions the park district will be requesting.

- All applications would be approved within the Core TIF area
- Approves MUPTE applications outside of the Core TIF area up to a calendar year annual cap of \$34.5M in annual assessed property value.
- No yearly roll-over of unused assessed value.
- Sunset for Core TIF area projects of February 1, 2030, and December 21, 2025 for projects outside the Core TIF area.
- Coordination with other taxing districts
- Contingent on and Intergovernmental Agreement (IGA) - requires compliance with the Core Area Report/TIF Reports vision for open space, requires the city to ensure compliance with annual cap for projects outside the Core TIF area, and provides the district the opportunity to provide annual feedback on city tracking

Ms. Healy said staff want to ensure that parks are built with these projects to provide a level of service to residents in these areas since the community has been very vocal about the importance of open space. Lastly, Ms. Healy reviewed the financial implications to the park district. For projects within the core, she said the impacts are indirect. The funding for urban renewal projects is already forgone. For projects outside the core, the impacts are direct since the district would forgo revenue on the developments. As a note, there would be a proposed cap to have limitations on the financial loss.

Ms. Healy explained that the draft of the MUPTE resolution is in process and the district can suggest and review requirements based on the board's suggestions. She shared a chart Ms. Donald created to show the estimated amount of tax abatement by every two years. After the 10-year exemption and sunset dates, the district would see a dramatic reduction in financial loss with taxes being enforced again. Director Hovekamp noted that if something within the 10 years changed and the sunset goes away, then it the implication to the park district would keep going up.

Executive Director Horton shared how other taxing districts view how the program should work. The school district is very supportive of the proposed program with conditions on projects outside the Core TIF area, as does COCC, the ESD, and the library. The county differs at this time in how it sees the project review on the outside projects. The school district does not want to be in the position to decide for all the other taxing districts, and would like language that says all taxing districts must adopt similar resolutions regarding the proposed MUPTE program, or, if it is case by case, then each taxing district must approve the project for it to move forward.

Director Hovekamp expressed concern about the financial impacts to the district and the lack of a checks and balances process like there would be on federal or non-profit projects. Board members further discussed the program and agreed that option four is the best path forward with additional stipulations they would like considered. They thanked staff for their work and time towards this resolution, as well as meeting with the other taxing districts.

In addition to this topic, Director Schoen mentioned that she had reviewed the comprehensive plan and it states that the district will inform the public about how it can and cannot use money, and now that the district is being asked to do something outside of its mission, and asked if this should be included in the survey. Ms. Healy said the consultant has provided direction that these types of questions are not included as they are difficult to phrase without bias. Executive Director Horton noted that in a past survey, questions about system development charges (SDC) received a lot of responses of “I don’t know” or they were very split responses. He believes focus groups would provide better information.

CONSENT AGENDA

1. Minutes: 7/18/2023

*Director Barram noted that there was a typo on page 12, under the executive director’s report, 2nd bullet, word change of come to came.

Director Schoen made a motion to approve the consent agenda with the edit recommended by Director Barram on page 12. Director Borja seconded. The motion was approved unanimously, 5-0.

BUSINESS SESSION

1. Approve Preferred Concepts and Implementation Prioritization for MMC Project – *Ian Isaacson*

Mr. Isaacson reviewed the Miller’s, McKay and Columbia (MMC) parks project and indicated these projects came out of the 2021 River Plan. He then discussed each park and access point, specifying the changes from the initial concepts to the preferred concepts being presented, including the estimated cost for construction.

McKay Park – Design changes include stair location change, additional pathway connection at the abutments, handrails, and cement color. The estimated cost is \$490,000, but does not include put back costs because this project would be combined with the upcoming white water park maintenance project. Combining the two projects will allow for time and cost savings.

- Director Hovekamp asked about water exposure to the handrails. Mr. Isaacson said that level of design was not in process at this time, but said water exposure would be considered.
- Director Owens said she appreciates the extra shade added to this location.
- Director Hovekamp asked about the affects to the turf and Mr. Isaacson confirmed he has spoken to park service crews and they believe it will function like the turf at Riverbend Park.

Miller’s Landing- Access Point 1: Design changes include reducing the footprint size of the boulder terracing area into the river, keeping a small area of the sandbox, colored concrete, adding handrails, changing to a transfer station shade structure, and editing the boat launch to have three entry options. The exact roller system details will be decided in the final design.

- Director Barram asked about the hazards and/or liabilities facing the district with the roller entry system. Mr. Isaacson said the design team is looking at very low-profile roller systems in case there was foot entrapment and will continue to engage the board in the design process for the launch. He also shared that the design team has looked at other completed access designs to use those results for this project.
- Mr. Isaacson confirmed to the board that user groups such as Bend Paddle Trail Alliance (BPTA) and Oregon Adaptive Sports (OAS) have provided input through the initial designs and are very excited.

Miller’s Landing - Access Point 2: Design changes increased restoration and stabilization around the large ponderosa, color concrete, removing some understory plantings, and lighting.

- Director Owens asked if there will be fencing along the entirety of the riparian area between the access points and expressed concern that people may use it as a shortcut. Mr. Isaacson said that was not the current plan, but that he understands this concern and believes improving these access points will reduce most users from going into riparian areas as staff has seen at Riverbend South. There will be fencing on each end of the riparian area to protect part of it.
 - Director Hovekamp asked if the cedar fence at Miller's would have the same metal/mesh for river animal access like at Riverbend South and Mr. Isaacson confirmed it would.
 - Director Barram is not convinced the 2nd access point is necessary.
- The estimated cost is about 1 million for both access points work.

Columbia Park - Design changes include reducing the footprint size of the boulder terracing area, focusing on revegetation along the bank, paved pathway, a concrete landing and accessible entry, and cedar fencing.

- The estimated cost is \$520,000
 - Mr. Isaacson noted that while the access point is the focus, majority of this project is the bank stabilization. The cost would still be around \$400,000 if the access point was not included.

Mr. Isaacson then reviewed the funding and construction outlook adding that staff believes 90% of the work at Miller's, and 50% of the work at Columbia, could be covered by grants. He said grants will be necessary to bring these projects to fruition and will be part of the capital improvement plan (CIP) budget discussion. The Miller's Landing work could begin winter 2024 opening in summer 2025, and the Columbia Park work could begin Winter 2025 opening in Summer 2026.

Virtual public comment was offered by Mr. David Markey. Mr. Markey appreciates that the new design is trimmed down and less intrusive to the river, but he asked the board to consider if it is necessary to spend the additional money at Columbia with the other access points upriver. He stated that Columbia is very close to the channel and not as safe, and it may become a preferred take out point for floaters, increasing parking in the neighborhoods, and increasing noise for those living by the park. He added that district staff opposed putting access at Columbia, noting it was a neighborhood park, and that people opposing the access had legitimate concerns while those in favor did not.

Board members took time to each express thoughts and concerns regarding the project. Director Schoen inquired if staff utilized information from the Riverbend South project when developing the MMC concept plans and Mr. Isaacson replied that to date, Riverbend South is working better than anticipated and the success of the boulder terracing is the biggest takeaway from this design. She also asked if Mr. Isaacson knew how many complaints the district receives for after-hours problems, but Mr. Isaacson said he was unsure. Director Owens asked if the access points have closing times and Mr. Isaacson said they would be subject to the associated park closing time, but he believes the concern is people making noise at the access points after hours. Director Owens believes the current design is an improvement, but is concerned about the disruption to the neighborhood it would cause.

Director Barram recommended that the board vote separately on each access point instead of the whole. She appreciates the access at Columbia being significantly reduced and would like to note that there is a separate project happening for Riverfront Street that will help address some of those concerns. Director Borja agreed with the individual voting and believes this project will be a benefit for the community. He asked if Mr. Isaacson's recommendation on the Columbia access point changed after going through the design process. Mr. Isaacson said it has not in consideration to the objective factors that remain for that park. Lastly, Director Hovekamp acknowledged that staff and the board don't have statistically valid results from the community about Columbia's access point, but board members did

receive powerful comments about having river access at that park. He noted that any time the district improves or offers an amenity, there will be outcomes and impacts.

Director Horton suggested to board members that they visit the access point and that he is concerned about use spilling into the restoration area. He reminded board members that while many people in favor of the access point came forward, it is not a true representation of all the neighbors. This location is not easy to patrol and the district will likely receive complaints from neighbors and the police.

Director Barram made a motion to approve the preferred concept and implementation prioritization for the McKay access point. Director Schoen seconded. The motion was approved unanimously, 5-0.

Director Barram made a motion to approve the preferred concept and implementation prioritization for the Miller's access point 1. Director Owens seconded. The motion was approved unanimously, 5-0.*

Director Schoen made a motion to approve the preferred concept and implementation prioritization for the Miller's access point 2. Director Borja seconded. The motion was approved 4-1, Director Barram opposed.

Director Schoen made a motion to approve the preferred concept and implementation prioritization for the Columbia access point. Director Barram seconded. The motion was approved 3-2, Director Owens and Director Borja opposed.

EXECUTIVE DIRECTOR'S REPORT

- Ms. Albert needs two board members to help with policy review. Director Schoen and Director Owens volunteered to help.
- Director Horton asked if any board members would like to help review the budget audit proposals. There were no volunteers, but board members agreed they trusted staff for this matter and do not feel the need to participate.
- New board members must attend an Oregon ethics training. Ms. Reed will send out information to board members to complete the training.
- The City of Bend is having a transportation fee discussion. A handout was provided in each board member's packet for review. The fee will be for maintenance and will show up on utility bills. The park district would be affected by the non-residential rate that is still being decided. Another round table is scheduled for September 13th.
- Executive Director Horton shared that Ms. Donald's financial team received a CAPRA award and Ms. Donald explained the award and how her staff met the criteria.
- Executive Director recruitment – Director Horton shared the procedures for internal versus external recruitment process. Director Schoen has been working with Ms. Albert and her Human Resources (HR) staff, and due to timelines, the district needs to begin the process very soon. After board discussion, it was agreed that the internal recruitment process was the preferred course, with the option to do an external process if a suitable internal candidate was not found. Director Hovekamp directed HR to move forward with the internal process.

GOOD OF THE ORDER

- Director Borja expressed his appreciation on the ability to have open and candid conversation amongst board members, as well as staff and community members who were involved.
- Director Owens attended an SDOA training earlier this summer. It was very enjoyable and she learned a lot. She also participated in a ride along with the stewards on August 31st and had a

wonderful introduction to what they did each day. Director Owens was very impressed by this group of employees and she is proud to be on the board.

- Director Schoen offered congratulations to staff on a widely successful summer. Park maintenance staff have kept the parks looking as good as the beginning of the summer season. She also expressed how phenomenal the Drake Park project was, and that she has received the most positive comments about this project than anything else. She thanked Mr. Hudspeth for leading the project through. She also shared about the Oregon State Marine Board tent set up at Riverbend Park a few weeks back and thanked staff who arranged their visit. Finally, Director Schoen wanted to acknowledge the recent letters about e-bikes submitted to the board.
- Director Barram has loved reading about what the district is doing currently and what is coming in the future. Congratulations were expressed for the grants the recreation department received to offer scholarships and support to the underserved youth. Finally, Director Barram noted she will be leaving for another fire assignment and will participate virtually at the next board meeting.
- Director Hovekamp thanked the Planning and Development Department for their continued project updates in the board packet. He also expressed congratulations for the Drake Park project and praised staff's commitment to accessibility through the MMC project.

ADJOURN: 9:08 pm



Prepared by,

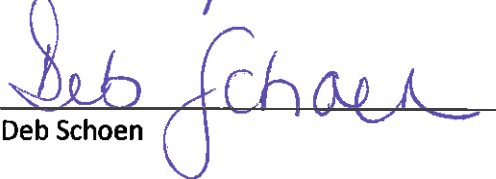
Kelsey Schwartz
Planning and Property Specialist


Nathan Hovekamp, Chair


Jodie Barram, Vice-Chair

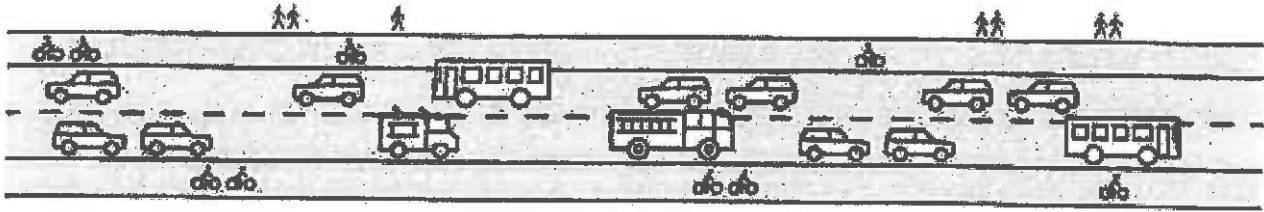

Donna Owens

Zavier Borja


Deb Schoen



Transportation Fee Roundtable Preparation



BACKGROUND:

The City of Bend is preparing to establish a Transportation Fee, a monthly fee to be collected from residents and businesses through their City utility bill, to create an ongoing source of funding to sustain Streets & Operations core duties, enhance level of service for all transportation users, increase safety, and transportation options. This includes funding elements of each near-term (next 10 years) programmatic goal from the City of Bend's 2020 Transportation System Plan (TSP). The TSP programs recommended for near-term implementation (by 2030), based on significant community engagement (see Table 5-2), were created to help upgrade the City's infrastructure and operations to serve people of all ages and abilities using a variety of travel modes. Currently there are no dedicated funding sources for these TSP programs, but the forthcoming Transportation Fee is a mechanism for funding these programmatic goals. The City needs to generate approximately \$15M annually to achieve all of these goals for the transportation system.

ROUNDTABLE GOALS:

This memo provides more information on each of these TSP programs recommended for near-term implementation. The programs are interrelated in their scope and all of them are needed to achieve the goals intended by the TSP. They can be broadly grouped into the following transportation values:

- Enhanced plowing and sweeping for all users
- Enhanced street quality
- Improved safety across the transportation system
- More and improved sidewalks and paths for people who walk and roll
- More and safer routes for people who cycle
- More micromobility options (e.g., bikeshare, rideshare, mobility hubs)
- Reduced traffic congestion

Participants in the Transportation Fee roundtables are being asked to review this memo to ground the August 9, 2023 roundtable discussion on uses of revenue. The discussion will inform Council decision-



making on the immediate uses of Transportation Fee funds, as the City will not be able to implement all of these programs at once.

City of Bend Transportation & Mobility Department staff provided status information on each of these programs, including more accurate cost estimates and progress-to-date. Thus, the information in this memo is more current than what is reflected within Table 5-2 of the TSP.

Note: The progress-to-date icon that appears throughout this memo indicates the extent to which progress has taken place on each program since 2020 using available resources – the City has maximized existing staff and resources to start work on many programs. This allows roundtable participants and City Council to consider the efficiencies of leveraging where momentum is already underway versus where the City may be starting from scratch.

NEAR-TERM PROGRAM RECOMMENDATIONS:

1) Program: Multi-Modal Facility Maintenance Program

Description: City program to fund multi-modal focused infrastructure maintenance beyond current level of service. Expanded services would prioritize increasing accessibility and year-round use of the transportation system. Program needs include items such as: additional pavement preservation funding for repaving greenways on neighborhood streets; adding missing accessibility infrastructure like

countdown pedestrian signals and push buttons; multi-modal signal enhancements to improve flow for all users; increasing the frequency of winter snow plowing and year-round debris clearing along key greenways, pedestrian, and bicycle facilities; repairing broken sidewalks.

Cost estimate: An additional \$300k-\$5M per year, depending on desired scope

Other considerations: The City maintains a growing transportation system that includes 882 lane miles (an 11% increase since 2008), which requires more maintenance for the growing striped, separated, and buffered bike lane network (111 miles and counting) in recent years. The City's current program provides year-round maintenance of arterial and collector streets, bridges, and roundabouts.

Additionally, the City provides limited winter maintenance on local streets during large storms. **Note:** For those following along with TSP Table 5-2, this program recommendation combines programs P-1

Progress To-Date



Not Started

Complete

(Address ongoing maintenance needs for new capital projects) and P-6 (Bicycle and Pedestrian Facility Maintenance) into one program that focuses on enhanced maintenance for all users.

2) Program: Transportation Demand Management program for major employers and institutions

Description: Transportation Demand Management refers to a set of strategies and policies aimed at reducing traffic congestion by encouraging more sustainable transportation options. Measures may include promoting public transportation, bicycling, carpooling, walking, and remote work to alleviate the demand for single-occupancy vehicle use. This program would likely address five key areas in the City (OSU-Cascades, COCC, Downtown, St. Charles, and Juniper Ridge) to reduce vehicle miles traveled and system congestion.

Progress To-Date



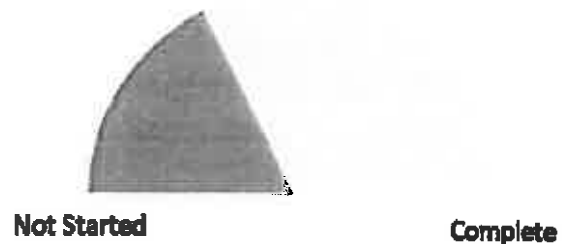
Cost estimate: \$200k for initial study and \$150k annually to fund staff position to maintain the program

Other considerations: There is currently no working group or coalition to support this work, although this may be considered as part of Climate-Friendly and Equitable Communities Implementation. Tracking and execution may be a challenge, and willing partners, code changes, and incentives to motivate behavior change should be considered as part of the program.

3) Program: Transportation Safety Action Plan Implementation

Description: The program would complete the safety projects and implement programs defined by the Bend Area Transportation Safety Action Plan, including items such as installing preventative safety measures (e.g., signing, striping, lane reconfiguration, mode separation, street lighting, signal timing, etc.) in higher-risk locations, safety education, and speed management. This program includes education and smaller projects to help reduce the number of people involved in crashes and the severity of crashes. Investments could range from completing a speed management plan, to quick-

Progress To-Date



build speed management projects, to targeted education campaigns, to additional treatments at the 15 high-crash intersections identified in the plan, to hiring a regional safety coordinator.

Cost estimate: \$150k-\$1M per year, depending on desired scope

Other considerations: Twelve of the 15 high-crash intersections have some type of project programmed and are incorporating safety improvements where applicable. Additionally, the Bend Metropolitan Planning Organization (MPO) has applied for a federal grant to fund an update to the Transportation Safety Action Plan to refresh crash data and create a more defined project list for multi-modal and Vision Zero (e.g., eliminating all traffic-related fatalities and serious injuries) projects.

4) Program: Bicycle Program

Description: A comprehensive program to facilitate bicycle travel within the City.

Program would include implementation and updates to the bicycle Low Stress Network and Neighborhood Greenways, including wayfinding signage, crossings, and traffic calming. Projects are geared toward separating people biking from people

walking and driving, so all modes travel efficiently and safely. Funding would be used to support quick-build medians, crossing enhancements, and greenways that extend the network from the key routes projects so more people can travel by bicycle.

Progress To-Date

Not Started

Complete

Cost estimate: \$200k-\$1.5M per year, depending on desired scope

Other considerations: New infrastructure including separated paths, bike lanes, greenways, and enhanced crossings primarily along key routes are being built with other funds, including the 2020 General Obligation (GO) Bond. Additional funding can help address missing sections of the bikeway Low Stress Network that are not covered by GO Bond funds. This program also overlaps with the existing Neighborhood Street Safety and Safe Routes to School programs.

5) Program: Pedestrian Program

Description: Carry out a Pedestrian Master Plan to identify and prioritize pedestrian routes and to build sidewalks, enhanced crossings, and other facilities to remove barriers for people walking. The program

Progress To-Date

targets completing missing links and repairing damaged sidewalks to connect people of all ages and abilities to community amenities like transit, schools, and parks.

Cost estimate: \$200k for initial study and \$2M per year

Not Started

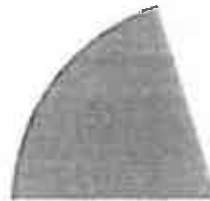
Complete

Other considerations: Funding is needed to conduct the next phase of the Pedestrian High Need Implementation Plan, including completing citywide pedestrian inventory (note: this overlaps with Climate-Friendly and Equitable Communities requirements) and developing a sidewalk repair and missing sidewalk link connection program. There is limited accessibility funding to build short sidewalk improvement projects and a minimal complaint-based repair compliance monitoring program. More funding would allow the City to expand its efforts to be more citywide connectivity-based rather than complaint-based, and would better connect pedestrian facilities to existing key route projects.

6) Program: Parking pricing and management in downtown Bend

Description: Implement the 2017 Downtown Parking Plan. Staff recommends expanding and renaming this to be a Parking, Mobility, and Curb Management program to include the interrelated curbside management and mobility goals.

Progress To-Date



Cost estimate: \$500k for initial technology investment and \$250k per year

Not Started

Complete

Other considerations: One-time funding may be needed to implement some elements of the parking management program, but ultimately this program is self-sustaining through parking revenues. Additionally, a percentage of paid parking revenue is intended to fund new mobility and transportation options, such as rideshare. Where additional funding could be valuable is to address curbside management in the City. Curbside management is the oversight of activities that occur at the curbside of streets and involves balancing the sometimes competing uses of curbside space, including parking, loading and unloading, public transit stops, bike lanes, and pedestrian access. It may involve implementing strategies like designated parking zones, time restrictions, loading zones, and clear signage to guide drivers and pedestrians.

7) Program: Implementation of the Deschutes County Intelligent Transportation System (ITS) Plan, including traffic signal coordination, improvements along signalized corridors, including freight and transit Signal Priority

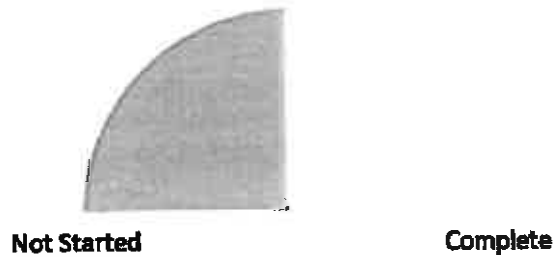
Description: Intelligent Transportation Systems (ITS) involve the application of advanced technologies and management techniques to manage congestion, enhance safety, provide information to travelers, and assist transportation system operators in implementing suitable traffic management strategies for all travel modes. ITS focuses on increasing the

efficiency of existing transportation infrastructure, which enhances the overall system performance and reduces the need to add capacity (e.g., travel lanes). The Deschutes County ITS Plan scope within the City includes US 97 (mainline and ramp terminals), 3rd Street, 27th Street, Colorado/Arizona couplet, and US 20 (3rd Street and Greenwood corridors).

Cost estimate: \$500k annually

Other considerations: Some technology improvements have been implemented, such as modernizing traffic controllers, connecting the signals to a central monitoring system, and installing a touchless pedestrian buttons pilot on 3rd Street. There is an additional \$5M GO Bond funding to support 27th Street and other prioritized programs of the over \$10M identified City projects. This program requires coordination with partner agencies, especially ODOT, which maintains traffic signals within the City.

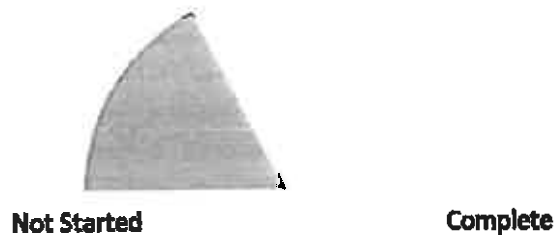
Progress To-Date



8) Program: Transportation Equity Program

Description: City program to assess equity in funding and implementation of transportation projects. The Equity Department has since been created and staffed, and staff is beginning to initiate outreach and engagement. Advancing equity work within transportation could involve additional staff, collecting data to better identify underserved populations and associated transportation

Progress To-Date



needs, creating a transportation "Bill of Rights" modeled after Los Angeles' Transportation Happiness Framework, or other related priorities.

Cost estimate: \$150k per year

Other considerations: Program needs to be to be further scoped, but as part of the City's commitment to equity, the City aims to use an equity framework to guide each of the transportation programs recommended for near-term implementation.



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Sarah Hutson at shutson@bendoregon.gov or 541-693-2132; Relay Users Dial 7-1-1.

