

M E M O R A N D U M

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TO: **MAYOR AND CITY COUNCIL**
FROM: **ERIC KING**
SUBJECT: **WEEKLY REPORT**
DATE: **NOVEMBER 15, 2019**



CITY OF BEND

Upcoming City Council meetings and other events

- November 20, Transportation Bond Subgroup, 10:00 a.m. at City Hall in the Council Chambers
- November 20, work session at 6:00 p.m., regular meeting at 7:00 p.m. at City Hall in the Council Chambers
- November 26, Council Stewardship Subcommittee at 3:00 p.m. at City Hall in the Council Chambers
- December 4, work session at 5:00 p.m., regular meeting at 7:00 p.m. at City Hall in the Council Chambers
- December 16, Community Building Subcommittee at 3:00 p.m. at City Hall in the Council Chambers
- December 18, work session at 5:00 p.m., regular meeting at 7:00 p.m. at City Hall in the Council Chambers

Transportation Bond Subgroup

The first of three Transportation Bond Subgroup meetings will be taking place on Wednesday, November 20th from 10:00 a.m. until 12:00 p.m. in the Council Chambers. Attached you will find the materials for the meeting including the memo from the November 6th council meeting with the full potential bond list.

Winter Street Operations

The City's Streets and Operations Department is getting ready for winter by preparing equipment, completing contracts with outside sources, and getting the word out to the community on what they can do to help (clearing the snow from fire hydrants, moving any obstacles off the street to let the snowplows through, etc.). See the new winter streets video here: <https://youtu.be/g0B4ULfNWsM>

Juniper Ridge Construction Update from Shelly Smith

Preconstruction activity is scheduled to begin soon at Juniper Ridge. Staff have created an informational piece to assist in the dissemination of this information and over time, as we have updates to this process, we will be adding to this document. The purpose of this document is to provide an update on the planned construction scheduled within the city-owned portion of the area commonly known as Juniper Ridge. This information is intended for those in and around the construction zone and other interested parties.

Background: The City of Bend owns 1,500 acres of contiguous land within Juniper Ridge, a portion of which is within the city limits. There are multiple established campsites at Juniper Ridge, with varying characteristics, and perhaps several hundred people camping or otherwise residing at Juniper Ridge at any given time. In order to develop the land for employment uses, a required first step is to construct a sewer line (referred to as the North Interceptor). The North Interceptor has been in city sewer plans as early as 1996 and in 2019 the City Council approved funding for its design and construction. The general location of the North Interceptor is delineated by the red line in the map attached. Additional information is available: www.bendoregon.gov/juniperridge.

Service agencies supporting individuals and families camping in and around the Juniper Ridge area have requested that the City clearly communicate intentions at the site and provide regular updates on preconstruction and construction plans. Along with the attached map, all contractors on-site, City staff, and service agencies will be distributing the attached social Service Resources page to campers and interested parties.

Population Estimates

The Population Research Center at Portland State University has released their preliminary population estimates for the state, counties, and cities for 7/1/2019. You will find pdfs attached that include estimates for the state and counties and estimates for cities and towns. Click on this [link](#) to the press release from the PRC on PSU's website.

The 2019 preliminary estimate for Bend is 91,385. This represents an increase of 1,880 people or 2.1 percent year over year.

Acknowledgment

Glenn Voelz from Summit West Neighborhood Association sent an email stating that the Board has received several comments on what a great job Colin Stephens, Robin Lewis, and Joshua Romero did with the presentation and answering questions at their annual board meeting, *"It was great having them there, and I know that everyone who attended was very appreciative of their time. Please pass along our sincere thanks."*

BEDAB Update from Ben Hemson

Opportunity Zones at COAR

We've been talking excitedly about [Opportunity Zones](#), a federal program aimed at incentivizing redeployment of taxable capital gains into new development, for over a year now. As the rules have trickled out slowly throughout 2019, it's starting to look like there may be enough clarity for investors to start pulling the trigger on accessing the program.

The Central Oregon Association of Realtors hosted a conference earlier this week on Opportunity Zones, where they ran through some of the recent rule changes. Perhaps most important for potential investors, there's a new wrinkle in the timeline associated with improving a property after purchase. Opportunity Zone rules require a new property to see a 50% increase in any building's assessed value within 30 months of purchase in

order to access the tax incentive. Recent rulemaking included a waiver to allow permit review timelines not to count toward that 30-month deadline, making the development of multifamily or mixed-use projects much more palatable.

[Multifamily projects are dominating Opportunity Zone investments nationwide](#), showing the potential for similar activity here in Bend.

BEDAB Upcoming Meetings

A brief reminder on upcoming meetings; with the Climate Action Plan a likely topic of conversation at all three as the plan works toward a Council vote on December 4th and BEDAB finalizes its feedback on December 2nd:

- Advocacy Subcommittee: Monday, November 25th from noon-1:30 in the Council Boardroom
- Council Stewardship Subcommittee: Tuesday, November 26th from 3-5 pm in Council Chambers
- BEDAB Meeting: Monday, December 2nd from noon-2 in Council Chambers

Underinvestment in new Housing is a Macro Issue

I love sharing Josh Lehner's blogs here. This week, he rolled out an [interesting one on continued underinvestment in new housing across the Pacific Northwest](#). Across all three PNW states, housing development continues to lag population growth and builder credit availability is still far below the highs of 2007 and 2008. If you don't want to catch the full article, here's Josh's bottom line:

Housing supply is a macroeconomic issue. New construction remains subdued across the country and not just due to local policies, although they certainly matter too. It will take years before we know if new legislation bears fruit, but hopefully over the long run supply will increase relative to the previous status quo. In the big picture, higher levels of new construction would support stronger economic growth today, and better affordability for current residents. In places like the Pacific Northwest, higher levels of new construction would also ensure stronger growth in the future as well.

Attachments

- Council Schedule
- Transportation Bond Subgroup Materials
- Juniper Ridge Construction Zone PSA & FAQ
- Social Service Resources for Juniper Ridge
- Estimates for State and Counties
- Estimates for Cities and Towns



| Date | City Council / BURA Schedule | Agenda Material Due Dates (Legal/Finance) Final |
|---|---|---|
| November 20 (Councilors Abernethy and Piper excused) | Work Session, late start at 6 p.m. <ul style="list-style-type: none"> • Snow Removal Plan (30 min.) • Transportation /Reed Market Options (30 min.) Regular Meeting <ul style="list-style-type: none"> • Second reading of the Verizon franchise agreement for small cell wireless facilities • Second reading Landmarks • Murphy Corridor GMP Amendment – early work package • Water Reclamation Facility Dewatering Polymer | (November 6) November 12 |
| November 26 | Council Stewardship Subcommittee, 3-5 p.m. <ul style="list-style-type: none"> • Shared Governance • Bend 2030 Vision Refresh • CCAP Follow-up | |
| December 4 | Work Session <ul style="list-style-type: none"> • Scheduling requests: <ul style="list-style-type: none"> ○ Prioritization of Bike/Ped Resources (Councilor Moseley) ○ Trail connection from Juniper Elementary (Councilor Campbell) • Transportation Funding: project list and amount (2 hours) Regular Meeting <ul style="list-style-type: none"> • Readopt investment policy • Adoption of Community Climate Action Plan • Citywide Safety Improvements – 3rd & Canal Safety Crossing • Wreaths Across America Proclamation (Councilor Piper) • First reading, Building Code Updates • First reading, 2019 Oregon Fire Code • Code update for reimbursement district • GMA modifications • Annexation application PZ 19-0556 (NW Shevlin Park Road) • Major Master Plan PZ 19-0373 for Rio Lobo Investments • Resolution requesting FCC update studies on 5G | (November 20) November 26 |

| | | |
|-------------|---|-----------------------------|
| December 16 | Council Community Building Subcommittee | |
| December 18 | <p>Work Session</p> <ul style="list-style-type: none"> • Transportation Funding - Share summary phone survey results, discussion of next steps, project list and amount based on survey (30 min.) • Petrosa master plan and annexation - NE Expansion (1 hour) <p>Regular Meeting</p> <ul style="list-style-type: none"> • Newport Corridor Improvements – Owners Rep • First reading, Sewer Code Updates • First reading, 4.7 Changes • Second reading, Building Code Updates • First reading, 2019 Oregon Fire Code • Sewer revenue bonds • Full faith and credit bonds • Second reading, annexation application PZ 19-0556 • Second reading , major Master Plan PZ 19-0373 for Rio Lobo Investments • Neighborhood Extension Projects Design Contract • North Interceptor Resolution to approve the acquisition of right of way and temporary easement by condemnation if necessary | (December 4) December 10 |
| January 8 | <p>Work Session</p> <ul style="list-style-type: none"> • Transportation Funding: phone survey results, direction on election date (1 ½ hours) <p>Regular Meeting</p> <ul style="list-style-type: none"> • Mid-year budget adjustments • Second reading, Sewer Code Updates • Second reading, 4.7 Changes | |
| January 15 | <p>Work Session, 3 p.m.</p> <ul style="list-style-type: none"> • Quarterly goal update • Transportation Funding (1 ½ hours) <p>Regular Meeting</p> <ul style="list-style-type: none"> • Creative Laureate Report | |

| |
|---|
| <p>Work Session future topics to be scheduled</p> <ul style="list-style-type: none"> • Quarterly Council- Board/Commission check-ins (2nd meeting January, April, July, October) • Town Gown Committee Discussion (Jon) • Opportunity Zones |
|---|

- Airport Master Plan kick off (2019)
- Phase 2 Ameresco contract
- TID and Tumalo Creek Update
- ODOT IGA for 3rd Street (Empire to Greenwood)
- Restaurant parking requirements (as part of Code update)
- Lines for Life (Chief Porter)
- Update/check-in presentation on the Southeast Area Plan
- Bend Parkway Plan and Right –in Right Out entrances (August or Sept. Nick Arnis)
- Council direction on City-owned property at East Lake Drive (Nov./Dec.)
- Even-Year Statistical Surveys
- Wildlife feeding ban
- Transportation Funding (February 5 and 20)
- Juniper Ridge Policies

Regular Agenda future topics to be scheduled

- Public hearing on vacation of Glenwood & Alden
- Pump Station Decommissioning
- Citywide Safety Improvements – Approval of construction contract for 3rd & Hawthorne and Franklin
- Sale of the Roanoke property (Nov.)
- Franchise Code Update
- Vacation of a right-of-way for an alley west of 4th Street to the Parkway
- Loan for the Newport Drainage Improvements project

Council Stewardship Subcommittee, 3-5 p.m. last Tuesday of every other month

- Stabilization Center
- DEI

Council Community Building Subcommittee, 3-5 p.m. third Monday of every other month

- Tiny homes
- Code Updates

Agenda
Transportation Funding Council Subgroup
November 20, 2019, 10 a.m. to Noon
City Council Chambers, Bend City Hall
710 NW Wall, Bend, Oregon



CITY OF BEND

10 a.m. Transportation Funding Council Subgroup Meeting

- 1. Roll Call: City Councilor Gena Goodman-Campbell, Councilor Bill Moseley, CTAC Co-Chair Mike Riley, CTAC Co-Chair Karna Gustafson**
- 2. Introduction/ Overview**
- 3. Guiding Principles**
- 4. Specific Project Discussion**
- 5. Project Phasing Alternatives**
- 6. Potential Package Amounts**
- 7. Determine Follow Up Items**
- 8. Adjourn- Noon**



Accessible Meeting Information

This meeting/event location is accessible. Sign language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats and CD Formats, or any other accommodations are available upon advance request. Please contact Susanna Julber, no later than Monday, November 18, at sjulber@bendoregon.gov or [telephone number 541.693.2132]; Relay Users Dial 7-1-1, and [fax number]. Providing, at least, 3 days' notice prior to the event will help ensure availability.



MEMORANDUM

CITY OF BEND

TO: TRANSPORTATION FUNDING COUNCIL SUBGROUP

FROM: SUSANNA JULBER, ERIC KING

DATE: NOVEMBER 15, 2019

RE: MEETING #1 MATERIALS AND MEETING TOPICS

On November 15, we'll hold our first of three Transportation Funding Subgroup meetings. The purpose of these meetings are to provide a recommendation to the full Council on December 4 on the following topics:

- Two dollar amounts for a potential GO Bond package
- The potential project list that matches these two dollar amounts

At the November 7 City Council meeting, Council provided direction to narrow the potential bond project lists to two packages ranging from \$150M-\$175M, and \$225M-\$250M, and directed a Council Subgroup with two Councilors and two CTAC Co-Chairs to develop a recommendation to the full Council. On December 4, following full Council direction on the bond amounts and project lists, our project consultants will be undertaking further public opinion research to identify the level of community support for a May 2020 ballot measure. This memorandum outlines the Subgroup meeting topics, addresses phasing some of the larger projects, and provides a staff recommendation to reduce the \$292M project list to \$250M. This recommendation is intended as an example, to be used as a guide.

Overview of Meeting Topics

Meeting #1: Discussion of guiding principles, project list sorting to determine which projects the Subgroup has agreement on, which projects need more discussion, and discussion of potential project phasing to reduce costs for some of the larger projects. Matt Kittelson from Kittelson Associates, and Josh Robertson, Principal Engineer from EIPD will be attending to answer your questions on projects, phasing, and project delivery. If we do have time, direction on the Bond amounts.



Meeting #2: Any follow up from Meeting #1, focus on outlying projects, information on financing, timing, and finalizing bond amounts. Sharon Wojda, CFO, will be attending to answer questions related to financing and financial impacts to residents.

Meeting #3: Remaining follow up, recommendation.

Phasing Scenarios

Some of the more expensive projects on the project list could potentially be phased, with an initial portion of the project remaining on the Bond list, and the remainder being funded with another future funding source, either towards the end of the 10-year near term period, or in the mid term (11-15 year) period. We'll have a more detailed discussion of these potential phasing ideas at Meeting #1, but the following are some of those projects:

Portland Avenue Corridor Improvements:

Potentially, the project could be focused on either two intersection improvements OR the corridor improvement. The total cost estimate (\$17.6M) could be reduced to either \$4.2M, or \$13.5M depending on the actual project scope, as follows:

- Two intersection improvements = \$4.2 million -- modification of Portland/Wall and/or the installation of 1 or more mini-roundabouts.
- The rest, \$13.5 million, is for expanding a 2-lane road to a 3-lane road, which is essentially an urban upgrade along the 1.4 mile length of the road from College to the bridge.

Colorado Avenue Project:

An alternative for the Colorado Avenue Project would involve a focus on intersection improvements at either end of the corridor, and not the corridor itself until the mid-term, potentially saving \$13-\$14 million in the near term.

3rd Street/ Miller Project:

There is likely an overlap or synergy with this project and the Aune Extension project, and 3rd and Miller could likely be combined with Aune to save approximately \$3.2M in the near term.

Parrell Road from China Hat to Brosterhaus:

Parrell Road full corridor reconstruction is estimated to cost a \$29M. Originally, this project was in CTAC's Mid-Term project list, but as the committee review continued, CTAC supported moving the project to the near term, partially because of the desire to



construct Parrell to function as a Key Bike/ Ped Route. Staff has looked at a phasing scenario for Parrell that could accommodate an off-street path (approx. \$8M) and 2 roundabouts at Powers/ Chase and Brosterhaus, the two busiest intersections, to improve safety along Parrell (approx. \$8M), and save approximately \$13M from the current \$29M amount for a full corridor project.

An additional consideration for phasing Parrell involves ODOT’s long term Phase 2 Parkway Study, which considers a new ramp at China Hat that flows onto Parrell. To accommodate this plan, Parrell will need to be reconstructed, but not necessarily in the near term.

Reducing the dollar amounts for “citywide” projects such as:

- \$25M Citywide Road Reconstruction to \$20M ¹
- \$10M Citywide Sidewalk Infill Construction to \$7M
- \$10M Citywide Safety Improvements to Schools and Parks to \$7M

Reducing these Citywide projects would save approximately \$11M. However, as the Focus Groups and Telephone Survey results showed, there is broad community support for projects that increase safety and access to schools, so reducing this project may have an impact on support for a Bond measure.

Summary of Potential Savings through Phasing

Table 1 provides a summary of the potential savings from staff’s recommended phasing scenarios. Implementing either of these alternatives could potentially bring the Bond amount to roughly \$245.6M, or \$236.8M. We will be discussing other scenarios for phasing and resulting savings in detail at Meeting #1.

| Project | Savings from Phasing | |
|---|----------------------|---------------------|
| | Alt. 1 | Alt. 2 |
| Portland Avenue Corridor Project | \$4,200,000 | \$13,000,000 |
| Colorado Corridor Project | \$13,500,000 | \$13,500,000 |
| 3rd Street/ Miller combined with Aune Extension | \$3,200,000 | \$3,200,000 |
| Parrell Road Reconstruction | \$13,000,000 | \$13,000,000 |
| Reducing “Citywide” safety and construction projects | \$11,000,000 | \$11,000,000 |
| Total Potential Savings | \$44,900,000 | \$53,700,000 |

¹ This project was not tested with the community in the phone survey (May, 2019), or Focus Groups (September, 2019).





COUNCIL MEMORANDUM

TO: CITY COUNCIL

FROM: SUSANNA JULBER, SENIOR PROJECT & POLICY ANALYST

DATE: NOVEMBER 6, 2019

**RE: SUPPLEMENTAL INFORMATION ON NEAR TERM PRIORITY
PROJECT LIST**

This memorandum is intended to provide summary information on the purpose and effectiveness of projects included within the Draft Bend Transportation Plan (BTP) Near Term Priority Project List, and projects being considered as part of a potential bond project list. City Council may use this information as they deliberate a possible transportation improvement package for consideration by Bend voters.

Information Included in this Document

This document shares consumer report style ratings for project types¹ and high-level cost estimates for projects contained within the Draft BTP Near-term Priority Project List, and additional projects that the City is interested in potentially including on a Bond measure. The intent of these ratings is to show the general effectiveness of each project at addressing safety, connectivity/intersection/capacity, pedestrian and/or bicycle needs, complete streets/corridors, identified high crash/fatality intersections, and parkway/ interchange projects. The projects evaluated are those that represent capital investments and do not include some elements of the Near-term Priority List being considered by the Citywide Transportation Advisory Committee (CTAC), including programs or studies.

A summary of the primary categories of projects and high level costs is illustrated in Table 1. Additionally, to provide a picture of the potential impact of the Near Term

¹ "Project type" is a general categorization of projects based their overall intent or purpose. Each project is assigned one project type, meaning the sum shown in Table 2 does not double count project costs. Even so, many if not all projects likely influence one or more of the project categories. This is generally reflected in the project ratings included in Table 2.

Project List, additional Bond projects, and the City’s already-programed Capital Improvement Plan (CIP) projects, Table 1 illustrates the 2020-2024 CIP projects broken into the same categories. With the existing commitment to accomplish the \$74M CIP project list, and the full Near Term Project List with additional Bond projects being considered, these projects total nearly \$366M over the 1-10 year planning period.

Table 1. Summary of Transportation Project Category Investments *

| Project Types | TSP/ Near Term Priority List | CIP Projects | Total Year 1-10 Expenditure** | Percent of Total |
|-----------------------------------|------------------------------|--------------|-------------------------------|------------------|
| Complete Corridor | \$ 64,700,000 | \$ 6,626,100 | \$ 71,326,100 | 20% |
| Connectivity/ Capacity | \$ 89,188,000 | \$27,035,000 | \$ 116,223,000 | 32% |
| Parkway/ Interchange Match | \$ 29,720,000 | NA | \$ 29,720,000 | 8% |
| Intersection Improvements | \$ 21,450,000 | \$37,707,300 | \$ 59,157,300 | 16% |
| Multi Modal | \$ 63,434,000 | \$ 2,204,300 | \$ 65,638,300 | 18% |
| Citywide Safety | \$ 22,000,000 | \$ 1,000,000 | \$ 23,000,000 | 6% |
| | \$290,492,000 | \$74,572,700 | \$ 365,064,700 | 100% |

*Assume 11-13% additional to totals above, for bond staffing, financing charges

**Additionally, ODOT has programmed \$150M in INFRA grant projects for connectivity/capacity, and \$15M for Greenwood and 3rd, and Empire and 3rd, which are complete corridor projects.

Table 2 describes the project ratings. These were adapted from existing analysis as part of the BTP, and further staff analysis. Table 3, beginning on page 3, illustrates information regarding the specific projects. Public opinion research completed this year shows that community members identify with projects that improve traffic flow, and enhance safety in neighborhoods, and provide safe access to schools and parks, which is reflected in Table 3 as well.

Table 2. Project Rating Descriptions



| Rating | Description |
|---|--|
|  | The project clearly addresses an identified or report need and/or makes substantial improvements towards that need |
|  | The project partially addresses an identified or report need and/or makes moderate improvements towards that need |
| N/A | The project concept has no effect on or does not apply to the identified or reported need |

Table 3. Near Term Priority Project Descriptions



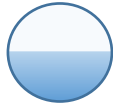
| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits |
|------------------------------|--|--|-----------------------------------|--------|--|---------------------------|---------------------------|--|---------------------------------------|-------------------------------------|---|
| Improves Traffic Flow | Aune Road extension from Bond Street to 3 rd Street | Two lane extension of Aune Road to connect 3rd Street and Bond Street, intersection improvement at 3rd Street and a RAB at the intersection of Bond St and Industrial Way. | \$13,500,000 | N/A | | | | N/A | N/A | Opportunity area developers | Adds new connectivity from congested Old Mill area and 3 rd Street. Addresses Wilson/3 rd Street congestion |
| | Colorado Avenue corridor capacity improvements from Simpson Avenue to Arizona Avenue | Incremental approach for Colorado Avenue widening: ROW acquisition monitoring for if/when widening is appropriate. Implement alternate mobility targets and identify smaller projects to incrementally improve mobility, reliability and safety. Includes intersection capacity improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way and complete streets upgrade. | \$21,000,000 | N/A | | | | N/A | N/A | N/A | Adds to river crossing capacity and improves an east/west corridor. Improves mobility, reliability, and safety at 2 key intersections that experience travel time delay. |
| | Portland Avenue Corridor Project from College Way to Deschutes River. Assumes two intersection improvements. | Multi-modal transportation facility and safety improvements | \$17,600,000 | | | | | N/A | N/A | N/A | Key east/west route across the river. Improves access to Parkway. Improves pedestrian, bicycle, and vehicular connectivity and safety. |
| | Reed Market Road Railroad overpass or funds toward relocating BNSF Switchyard | Overpass for connectivity and safety, or relocation of switchyard. | \$25,000,000 | | | N/A | N/A | N/A | N/A | N/A | Provides corridor capacity improvements to east-west route. RR relocation would move RR out of urban area, create better flowing traffic conditions for all modes, and better- flowing intersections. |
| | US 20 southbound Roadway widening from Cooley Road to Empire Avenue | US 20 southbound widening to two lanes. | \$4,800,000 | N/A | | N/A | N/A | N/A | N/A | ODOT/ INFRA Grant | Improves roadway capacity and is an identified requirement of the recent UGB process. Supports INFRA project. |
| | Purcell Boulevard extension From Full Moon Drive to Jackson Avenue | Includes two lane extension connecting north of Hospital. | \$2,288,000 | | | N/A | | N/A | N/A | N/A | Key North- South connection. Addresses neighborhood cut-through traffic. |

| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits |
|-----------------------|---|--|-----------------------------------|--------|--|---------------------------|---------------------------|--|---------------------------------------|-------------------------------------|---|
| Improves Traffic Flow | Yeoman Road extension from 18th Street to western terminus | Includes two lane extension and bridge to cross canal. | \$5,000,000 | N/A | | N/A | | N/A | N/A | Expansion area developers | Key roadway connection. Identified as a key need by UGB work and Empire Corridor analysis. Facilitates needed housing. |
| | Funding for capital projects that enhance access to transit. | May include enhancements for transit service to connect east/west and north/south efficiencies, improved transit connections from neighborhoods to transit stops, or Mobility Hubs (owned by CET). | \$7,000,000 | N/A | | | N/A | N/A | N/A | Cascades East Transit | City infrastructure improvements to support an HCT route. May include improved pedestrian and bicycle facilities near transit stops. Modeling shows HCT routes and Mobility Hubs may reduce congestion. Includes potential investments in existing or future transit routes |
| | Colorado Avenue / US 97 Northbound ramp intersection safety and capacity improvements | Includes traffic signal or roundabout. | \$430,000 (ODOT Match) | | | N/A | N/A | N/A | | ODOT | Parkway coordination project. Key capacity improvement in Core Area. Identified as a high crash/ fatality intersection. |
| | Revere Avenue/ US 97 Interchange Improvements | Parkway coordination project to construct roadway upgrades and an improvement at Wall/Portland intersection | \$8,500,000 | | | | N/A | | | ODOT | Parkway coordination project. Improved Parkway access. Identified as a high crash/ fatality intersection. |
| | Empire Avenue widening to five lanes near US 97 interchange and install traffic signal at SB ramp | Widen Empire to 5 lanes from US 20 to US 97 northbound ramp. | \$1,450,000 (ODOT Match) | N/A | | | N/A | N/A | | ODOT | Project is supportive of North Corridor FEIS. Identified as a high crash/ fatality intersection. |
| | Powers Road / US 97 preliminary engineering and ROW acquisition for Interchange | May include interchange or overcrossing, pending outcome of the Parkway Study. Also includes enhanced ped crossings & exit ramp widening as a phase 1 project. | \$750,000 (ODOT Match) | | | | N/A | | | ODOT | Key Parkway project. Would build towards removing last traffic signal on US 97 in south Bend. Phase 1 includes \$100k towards safety improvements on parkway. Identified as a high crash/ fatality intersection. |

| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits |
|-----------------------|--|---|-----------------------------------|--------|--|---------------------------|---------------------------|--|---------------------------------------|-------------------------------------|--|
| Improves Traffic Flow | US 97 northbound on ramp and southbound off ramp at Murphy Road | Construct northbound on ramp and southbound off ramp at Murphy Road. | \$10,000,000 | N/A | | N/A | N/A | N/A | | ODOT | Key Parkway project. Provides full interchange with US 97/Murphy Road. |
| | Study and Construct Reed Market Road/US 97 Interchange improvement | Study and Construct improvement. | \$5,500,000 (ODOT Match) | | | | N/A | N/A | | ODOT | Key Parkway project. Scope and scale of project is TBD. |
| | Butler Market Interchange Frontage Road at US 20/US97 | Construct frontage road from US 97 southbound off-ramp to Division Street. | \$3,090,000 | | | | | N/A | | ODOT | Identified in TSAP and Parkway study |
| | Reed Market Road/15th Street intersection safety and capacity improvements | Includes expanding the partial multi-lane roundabout to a full multi-lane roundabout. | \$1,100,000 | | | N/A | N/A | N/A | N/A | N/A | Addresses key intersection capacity constraint and Reed Market Corridor. |
| | Olney Avenue/8th Street Intersection improvement | Improve intersection capacity. | \$3,700,000 | | | N/A | N/A | N/A | N/A | N/A | Improves east/west connectivity and addresses existing capacity need. |
| | Revere Avenue/8th Street Intersection improvement | Improve intersection capacity. | \$3,700,000 | | | N/A | N/A | N/A | N/A | N/A | Improves east/west connectivity and addresses existing capacity need. |
| | Pettigrew Road & Bear Creek Road long term safety improvement | Construct single lane roundabout. | \$3,700,000 | | | | N/A | | N/A | N/A | TSAP project. Identified safety and capacity need. On a key walking and biking route. Identified as a high crash/ fatality intersection. |
| | 3 rd Street & Wilson intersection improvements | Increase safety and capacity of intersection in conjunction with existing city project. | \$5,000,000 | | | | N/A | | N/A | N/A | Improves safety and capacity conditions at critical east/west intersection. Identified as a high crash/ fatality intersection. |
| | 3rd Street & Miller Avenue intersection improvements and 3rd Street modifications study and implementation | Study and implementation of intersection improvements and 3rd Street modifications. | \$3,200,000 | | | | N/A | | N/A | N/A | TSAP project. Safety improvement. Key connection from 3 rd to Old Mill. Identified as a high crash/ fatality intersection. |

| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits |
|---|---|---|-----------------------------------|--------|--|---------------------------|---------------------------|--|---------------------------------------|--|---|
| Improves Traffic Flow | Parrell Road Urban Upgrade from China Hat Road to Brosterhous Road | Construct complete street upgrades and reconstruct roadway from China Hat Road to Brosterhous Road including a roundabout at Chase Road and Powers Road (upon completion of Chase Road extension). | \$29,100,000 | | | | | N/A | N/A | N/A | Improves key north/south connectivity and serves expansion area. On a key walking and biking route. |
| | O.B. Riley Road Arterial Corridor upgrade from Hardy Road south to Archie Briggs Road | Includes upgrade to three lane arterial with curb, sidewalk and bike lane improvements. | \$6,700,000 | | | | | N/A | N/A | N/A | Important complete street north/south roadway upgrade. |
| | Citywide Road Reconstruction for Roadways beyond repair | Allocates \$25M for the near term for roads identified as needing reconstruction. | \$25,000,000 | | | N/A | N/A | N/A | N/A | N/A | Partial funding towards long term need of \$56M over 20 yr planning horizon. |
| Improves Neighborhood Safety, Access to Schools & Parks | Galveston Corridor improvements | Multi-modal transportation facility improvements from 14 th Street to Riverside Boulevard. | \$3,900,000 | | | | | N/A | N/A | N/A | Improves pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City currently completing design of this project, and funding will allow completion. |
| | 12 Key Routes- Citywide | Implementation of key route pedestrian and/or bicycle improvements throughout City as identified on the LSN | \$24,139,000 | | N/A | | | N/A | N/A | N/A | Improves access, safety, and viability for bicycles and pedestrians. |
| | Butler Market Sidewalk Improvements | Fill in sidewalk gaps on Butler Market Road between Brinson Blvd to Deschutes Market Rd. May be coordinated with private partnerships to complete infill. | \$3,100,000 | | N/A | | | N/A | N/A | N/A | Completes sidewalk gaps on key arterial in NE Bend, improves East/ West connectivity for bike/ peds. |
| | Midtown Pedestrian & Bicycle Crossings <ul style="list-style-type: none"> Greenwood Undercrossing Sidewalk Widening Hawthorne Parkway Overcrossing Franklin Ave. Underpass | Widen Parkway undercrossing to include improved multimodal facilities. Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97. Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety. | \$24,000,000 | | N/A | | | N/A | N/A | ODOT (potentially for design services) | Priority of CTAC and Core Area Plan. Scope and scale of crossings TBD. Identified project cost is intended to fund one complete near-term crossing improvement and partial improvements at other two crossings. |

| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits | |
|--|--|---|-----------------------------------|--------|--|---------------------------|---------------------------|--|---------------------------------------|-------------------------------------|---|---|
| Improves Neighborhood Safety & Access to Schools & Parks | Improve Drake Park pedestrian bridge across the Deschutes River | Evaluate and repair/replace bridge to accommodate pedestrian and bicycle traffic. | \$1,275,000 | N/A | N/A | | N/A | N/A | N/A | N/A | Bridge is on a key walking and biking route. | |
| | 3rd St at RR to Connect KorPine to 3rd St Key Route | Includes crossing improvements between RR & Wilson Avenue and RR & Franklin Avenue | \$620,000 | | N/A | | N/A | N/A | N/A | N/A | Provides a walking and biking route between 3 rd Street and identified Opportunity Area. (Linked to Aune Road Project, above) | |
| | Archie Briggs Road Trail Crossing Improvement Design | Design to improve pedestrian crossing at the Deschutes River Trail Crossing of Archie Briggs Road | \$500,000 | | | | N/A | N/A | N/A | N/A | Project will improve safety at key trail crossing. Longer term project will replace bridge. | |
| | Olney Protected Bicycle Lanes and Parkway Undercrossing | Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing. | \$1,820,000 | | N/A | | N/A | N/A | N/A | N/A | Improves Parkway crossing on a key walking and biking route. | |
| | Key Intersection Improvements: <ul style="list-style-type: none"> Onley Ave/2nd Street Greenwood Ave/ 2nd Street Franklin Ave/ 2nd Street Franklin Ave/ 4th Street Clay Ave/ 3rd Street | Intersection improvements at 5 key locations. | \$1,050,000 | | N/A | | N/A | | N/A | N/A | Enhances pedestrian safety at problematic locations on key walking and biking route. These intersections are identified as high crash/fatality rates. | |
| | 3rd Street Canal Crossing just south of 3rd Street/ Brosterhouse Road | Construct pedestrian facilities on 3rd Street across the canal bridge. | \$980,000 | | N/A | | N/A | N/A | N/A | N/A | N/A | Provides an accessibility connection. Last gap in pedestrian system in area. |
| | Neighborhood Street Safety Program | Expansion of current Neighborhood Street Safety Program | \$2,000,000 | | N/A | | N/A | | N/A | N/A | N/A | Expands on existing popular program. |
| | Citywide Sidewalk Construction Program for infill | Provides funding for Citywide program. | \$10,000,000 | | N/A | | | N/A | N/A | N/A | N/A | Provides funding for a capital program to address citywide needs for sidewalk network gaps. |

| | Project | Description/Location | Estimated City Proportionate Cost | Safety | Connectivity/ Capacity/ Intersection Improvement | Pedestrian and/or Bicycle | Complete Street/ Corridor | Identified High Crash/ Fatality Intersection | Parkway Ramp/ Interchange Improvement | Key Funding Partner (If applicable) | Project Benefits |
|--|----------------------------------|--|-----------------------------------|---|--|---|---|--|---------------------------------------|-------------------------------------|--|
| | Safe Access to Parks and Schools | Provides funding for Citywide program. | \$10,000,000 |  | N/A |  |  | N/A | N/A | N/A | May be used as a match for Safe Routes to School, or other grant programs. |
| | | Total Estimated Cost | \$290,492,000 | | | | | | | | |

Population Estimates for Oregon and Counties

| | Preliminary Population Estimate July 1, 2019 | Certified Population Estimate July 1, 2018 | Population Change 2018-19 | Percent Change 2018-19 |
|---------------|---|---|---------------------------------|------------------------------|
| Oregon | 4,236,400 | 4,195,300 | 41,100 | 1.0% |
| BAKER | 16,820 | 16,765 | 55 | 0.3% |
| BENTON | 94,360 | 93,590 | 770 | 0.8% |
| CLACKAMAS | 423,420 | 419,425 | 3,995 | 1.0% |
| CLATSOP | 39,330 | 39,200 | 130 | 0.3% |
| COLUMBIA | 52,750 | 51,900 | 850 | 1.6% |
| COOS | 63,290 | 63,275 | 15 | 0.0% |
| CROOK | 23,440 | 22,710 | 730 | 3.2% |
| CURRY | 23,000 | 22,915 | 85 | 0.4% |
| DESCHUTES | 193,000 | 188,980 | 4,020 | 2.1% |
| DOUGLAS | 112,250 | 111,735 | 515 | 0.5% |
| GILLIAM | 1,990 | 1,985 | 5 | 0.3% |
| GRANT | 7,360 | 7,400 | -40 | -0.5% |
| HARNEY | 7,360 | 7,380 | -20 | -0.3% |
| HOOD RIVER | 25,480 | 25,310 | 170 | 0.7% |
| JACKSON | 221,290 | 219,200 | 2,090 | 1.0% |
| JEFFERSON | 23,840 | 23,560 | 280 | 1.2% |
| JOSEPHINE | 86,750 | 86,395 | 355 | 0.4% |
| KLAMATH | 68,190 | 67,960 | 230 | 0.3% |
| LAKE | 8,080 | 8,115 | -35 | -0.4% |
| LANE | 378,880 | 375,120 | 3,760 | 1.0% |
| LINCOLN | 48,260 | 48,210 | 50 | 0.1% |
| LINN | 126,550 | 125,575 | 975 | 0.8% |
| MALHEUR | 32,030 | 31,925 | 105 | 0.3% |
| MARION | 347,760 | 344,035 | 3,725 | 1.1% |
| MORROW | 12,680 | 11,885 | 795 | 6.7% |
| MULTNOMAH | 821,730 | 813,300 | 8,430 | 1.0% |
| POLK | 82,940 | 82,100 | 840 | 1.0% |
| SHERMAN | 1,770 | 1,785 | -15 | -0.8% |
| TILLAMOOK | 26,500 | 26,395 | 105 | 0.4% |
| UMATILLA | 81,160 | 80,765 | 395 | 0.5% |
| UNION | 26,840 | 26,885 | -45 | -0.2% |
| WALLOWA | 7,150 | 7,175 | -25 | -0.3% |
| WASCO | 27,240 | 27,200 | 40 | 0.1% |
| WASHINGTON | 613,410 | 606,280 | 7,130 | 1.2% |
| WHEELER | 1,440 | 1,450 | -10 | -0.7% |
| YAMHILL | 108,060 | 107,415 | 645 | 0.6% |

Population Estimates for Cities and Towns

| Incorporated City/Town | Preliminary Estimate July 1, 2019 | Incorporated City/Town | Preliminary Estimate July 1, 2019 | Incorporated City/Town | Preliminary Estimate July 1, 2019 |
|-------------------------------|--|-------------------------------|--|-------------------------------|--|
| Adair Village | 900 | Depoe Bay | 1,445 | Independence | 9,530 |
| Adams | 375 | Detroit | 210 | lone | 330 |
| Adrian | 185 | Donald | 990 | Irrigon | 2,030 |
| Albany | 54,050 | Drain | 1,165 | Island City | 1,140 |
| Amity | 1,670 | Dufur | 625 | Jacksonville | 3,015 |
| Antelope | 50 | Dundee | 3,235 | Jefferson | 3,265 |
| Arlington | 615 | Dunes City | 1,345 | John Day | 1,735 |
| Ashland | 20,960 | Durham | 1,885 | Johnson City | 565 |
| Astoria | 9,690 | Eagle Point | 9,260 | Jordan Valley | 175 |
| Athena | 1,170 | Echo | 710 | Joseph | 1,120 |
| Aumsville | 4,130 | Elgin | 1,730 | Junction City | 6,160 |
| Aurora | 985 | Elkton | 215 | Keizer | 38,580 |
| Baker City | 10,305 | Enterprise | 1,985 | King City | 4,190 |
| Bandon | 3,220 | Estacada | 3,725 | Klamath Falls | 22,000 |
| Banks | 1,865 | Eugene | 171,210 | La Grande | 13,290 |
| Barlow | 135 | Fairview | 9,005 | La Pine | 1,900 |
| Bay City | 1,350 | Falls City | 980 | Lafayette | 4,125 |
| Beaverton | 98,255 | Florence | 8,850 | Lake Oswego | 39,115 |
| Bend | 91,385 | Forest Grove | 25,180 | Lakeside | 1,750 |
| Boardman | 4,490 | Fossil | 475 | Lakeview | 2,300 |
| Bonanza | 455 | Garibaldi | 830 | Lebanon | 17,135 |
| Brookings | 6,645 | Gaston | 655 | Lexington | 265 |
| Brownsville | 1,720 | Gates | 485 | Lincoln City | 8,795 |
| Burns | 2,835 | Gearhart | 1,525 | Lonerock | 20 |
| Butte Falls | 455 | Gervais | 2,615 | Long Creek | 195 |
| Canby | 16,950 | Gladstone | 11,905 | Lostine | 215 |
| Cannon Beach | 1,730 | Glendale | 860 | Lowell | 1,090 |
| Canyon City | 705 | Gold Beach | 2,290 | Lyons | 1,200 |
| Canyonville | 1,975 | Gold Hill | 1,220 | Madras | 6,380 |
| Carlton | 2,270 | Granite | 40 | Malin | 820 |
| Cascade Locks | 1,375 | Grants Pass | 37,485 | Manzanita | 645 |
| Cave Junction | 1,975 | Grass Valley | 165 | Maupin | 430 |
| Central Point | 18,365 | Greenhorn | 2 | Maywood Park | 750 |
| Chiloquin | 740 | Gresham | 111,810 | McMinnville | 33,930 |
| Clatskanie | 1,775 | Haines | 415 | Medford | 81,465 |
| Coburg | 1,295 | Halfway | 295 | Merrill | 845 |
| Columbia City | 1,985 | Halsey | 935 | Metolius | 825 |
| Condon | 690 | Happy Valley | 21,700 | Mill City | 1,880 |
| Coos Bay | 16,700 | Harrisburg | 3,680 | Millersburg | 2,315 |
| Coquille | 3,920 | Helix | 195 | Milton-Freewater | 7,145 |
| Cornelius | 12,225 | Heppner | 1,295 | Milwaukie | 20,535 |
| Corvallis | 58,885 | Hermiston | 18,370 | Mitchell | 140 |
| Cottage Grove | 10,140 | Hillsboro | 103,350 | Molalla | 9,815 |
| Cove | 550 | Hines | 1,560 | Monmouth | 9,920 |
| Creswell | 5,510 | Hood River | 8,305 | Monroe | 640 |
| Culver | 1,555 | Hubbard | 3,305 | Monument | 130 |
| Dallas | 16,260 | Huntington | 445 | Moro | 335 |
| Dayton | 2,740 | Idanha | 155 | Mosier | 470 |
| Dayville | 155 | Imbler | 305 | Mt. Angel | 3,465 |

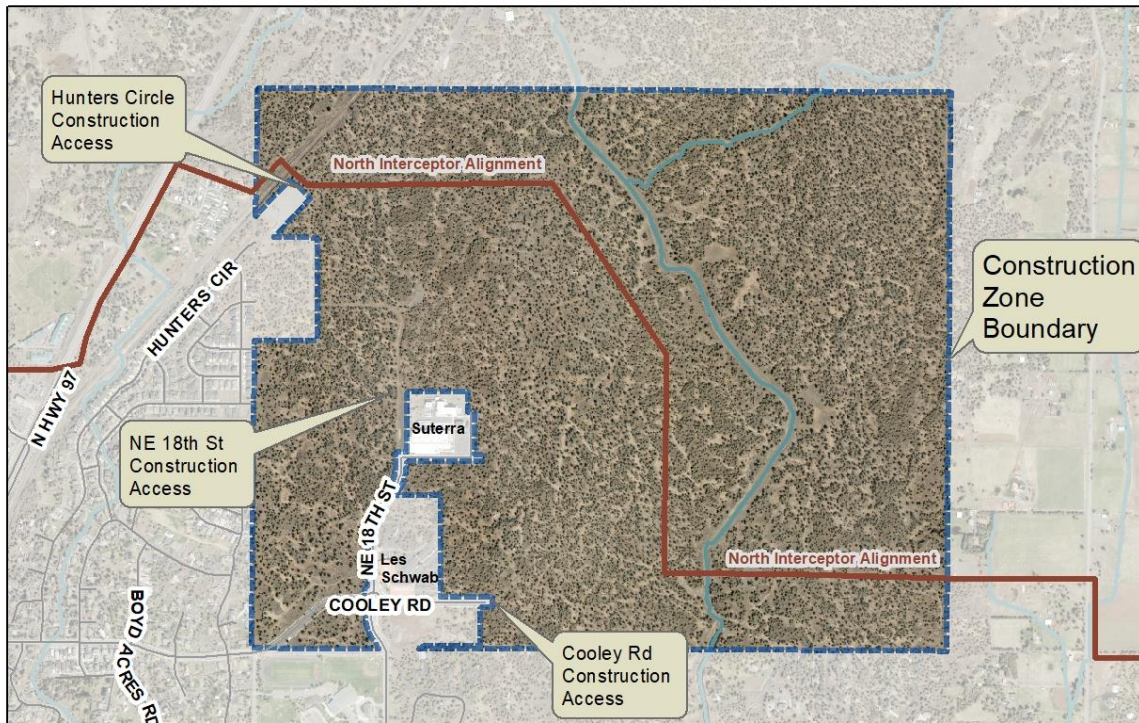
Population Estimates for Cities and Towns

| Incorporated City/Town | Preliminary Estimate July 1, 2019 | Incorporated City/Town | Preliminary Estimate July 1, 2019 |
|-----------------------------------|--|-----------------------------------|--|
| Mt. Vernon | 525 | Sodaville | 345 |
| Myrtle Creek | 3,490 | Spray | 160 |
| Myrtle Point | 2,535 | Springfield | 61,355 |
| Nehalem | 280 | St. Helens | 13,410 |
| Newberg | 24,045 | St. Paul | 435 |
| Newport | 10,210 | Stanfield | 2,245 |
| North Bend | 9,925 | Stayton | 7,870 |
| North Plains | 3,285 | Sublimity | 2,970 |
| North Powder | 445 | Summerville | 135 |
| Nyssa | 3,320 | Sumpter | 205 |
| Oakland | 965 | Sutherlin | 8,235 |
| Oakridge | 3,305 | Sweet Home | 9,340 |
| Ontario | 11,485 | Talent | 6,465 |
| Oregon City | 35,570 | Tangent | 1,260 |
| Paisley | 305 | The Dalles | 14,735 |
| Pendleton | 16,985 | Tigard | 53,450 |
| Philomath | 4,900 | Tillamook | 4,935 |
| Phoenix | 4,650 | Toledo | 3,490 |
| Pilot Rock | 1,505 | Troutdale | 16,185 |
| Port Orford | 1,150 | Tualatin | 27,135 |
| Portland | 657,100 | Turner | 2,215 |
| Powers | 695 | Ukiah | 235 |
| Prairie City | 915 | Umatilla | 7,470 |
| Prescott | 55 | Union | 2,170 |
| Prineville | 10,220 | Unity | 75 |
| Rainier | 1,940 | Vale | 1,875 |
| Redmond | 30,600 | Veneta | 4,800 |
| Reedsport | 4,215 | Vernonia | 2,095 |
| Richland | 175 | Waldport | 2,110 |
| Riddle | 1,190 | Wallowa | 840 |
| Rivergrove | 505 | Warrenton | 5,315 |
| Rockaway Beach | 1,365 | Wasco | 425 |
| Rogue River | 2,235 | Waterloo | 235 |
| Roseburg | 24,820 | West Linn | 25,905 |
| Rufus | 280 | Westfir | 260 |
| Salem | 167,220 | Weston | 690 |
| Sandy | 11,075 | Wheeler | 400 |
| Scappoose | 7,270 | Willamina | 2,250 |
| Scio | 930 | Wilsonville | 25,635 |
| Scotts Mills | 380 | Winston | 5,550 |
| Seaside | 6,585 | Wood Village | 4,060 |
| Seneca | 200 | Woodburn | 25,135 |
| Shady Cove | 3,145 | Yachats | 760 |
| Shaniko | 35 | Yamhill | 1,105 |
| Sheridan | 6,205 | Yoncalla | 1,070 |
| Sherwood | 19,595 | | |
| Siletz | 1,235 | | |
| Silverton | 10,380 | | |
| Sisters | 2,985 | | |



CITY OF BEND

JUNIPER RIDGE CONSTRUCTION PLAN UPDATE FOR NOVEMBER 2019



The purpose of this document is to provide an update on the planned construction scheduled within the city-owned portion of the area commonly known as Juniper Ridge. This information is intended for those in and around the construction zone and other interested parties.

Background: The City of Bend owns 1,500 acres of contiguous land within Juniper Ridge, a portion of which is within the city limits. There are multiple established campsites at Juniper Ridge, with varying characteristics, and perhaps several hundred people camping or otherwise residing at Juniper Ridge at any given time. In order to develop the land for employment uses, a required first step is to construct a sewer line (referred to as the North Interceptor). The North Interceptor has been in city sewer plans as early as 1996 and in 2019 the City Council approved funding for its design and construction. The general location of the North Interceptor is delineated by the red line in the map above. Additional information is available: www.bendoregon.gov/juniperridge.

The map above highlights a portion of city-owned property that will be impacted by the planned development. Preconstruction survey work will begin in the Fall of 2019 followed by construction efforts in early Spring 2020, with projected completion scheduled for 2022. Due to the planned development activity, the city intends to treat the area shown above as a “construction zone” in order to ensure the safety of those living and working in and around Juniper Ridge.

Frequently Asked Questions (FAQs) are located on the back of this notice in an attempt to clarify commonly requested information regarding this project.

For questions relating to the construction project, call 541-382-3264 or visit www.bendoregon.gov/north-interceptor.

For questions regarding city-owned property at Juniper Ridge, contact Jaime Gomez-Beltran at 541-323-5997 or jgomez-beltran@bendoregon.gov.

JUNIPER RIDGE “CONSTRUCTION ZONE” AREA– FAQs

- 1. Q: When will preconstruction and construction start and how long will it last?**
A: The City of Bend will start survey work (preconstruction) in the Fall of 2019. Construction efforts will begin in early Spring 2020 with completion in 2022.
- 2. Q: What specific areas of Juniper Ridge are going to be heavily impacted during the construction period?**
A: Generally, the area in the aerial photo on the map on the front of this document will be impacted by construction (the “construction zone”). Initial survey work will require mainly truck and personnel access beginning in the Fall of 2019. Construction activities, including those related to the sewer line, are anticipated to begin in the Spring of 2020. At that point, this area will be heavily impacted by construction equipment, vehicles creating noise, personnel, and material storage. Closures to access points from Hunters Circle, 18th Street, and Cooley Road are expected.
- 3. Q: How are the existing campsites going to be impacted?**
A: It is possible that some camps will be impacted by the initial survey work and digging of test pits. Once construction begins in Spring of 2020, camps within and in close proximity to the construction zone will be impacted by earthwork, noise, vibration, dust, traffic, deep trench excavations, and other disturbances and hazards. Access to the “construction zone” will be restricted once construction begins.
- 4. Q: Will people in existing campsites be asked to move from the “construction zone?”**
A: The city will follow state law in removing any homeless individuals from established campsites within the “construction zone.” This area will be used for construction traffic, needed staging areas, and similarly related activities – it won’t be safe for other uses.
- 5. Q: Is the Juniper Ridge area going to remain accessible?**
A: Areas within Juniper Ridge but outside of the “construction zone” will remain accessible. All areas within the “construction zone” will be closed to foot and vehicular traffic from Spring 2020 through the end of construction in 2022.
- Q: Will social service providers be authorized to deliver services and goods to people within the “construction zone?”**
A: Yes. However, delivery of services in the “construction zone” between Fall 2019 and Spring 2020 must be coordinated with the City of Bend. Provision of services is done at the sole risk and responsibility of each service provider. All unauthorized personnel and vehicles will be prohibited from entering the “construction zone” during the aforementioned “construction period.” Proper notices of “No Entry, Construction Zone” will be displayed around the parameter of the outlined area.
- 6. Q: Are people going to be cited for entering city-owned property in Juniper Ridge outside the construction zone?**
A: No. However, the City enforce applicable laws and regulations including but not limited to regulations concerning firearms, vehicular traffic, and campfires.
- 7. Q: What are some of the safety concerns with accessing the “construction zone” during the construction period?**
A: While the sewer line is under construction, the area will be hazardous to navigate by foot and/or vehicle, to reside in, and to use for recreational or non-recreational purposes. Only authorized construction personnel, adhering to strict safety protocols are permitted to enter the area.
- 8. Q: In addition to the preconstruction and construction efforts, will there be other activity?**
A: Yes. The City will be coordinating other efforts with Deschutes County Sheriff Office and Bend Police Department for the removal of abandoned vehicles, hazardous materials, and large concentrations of debris through the end of 2019 and early 2020.
- 9. Q: Are there social service resources available?**
A: Yes. See the attached list of potential service providers.

SOCIAL SERVICE AGENCIES



Emergency Shelter

Bethlehem Inn 541.322.8768
Shelter for adults 18+ and families
bethleheminn.org

Shepherd's House 541.388.2096
Temporary Overnight Shelter for
men 18+/Day Shelter for men,
women and children
Mon-Sat 6am-8pm
shepherdshouseministries.org

Nancy's House 541.385.0301
Families with Children

Saving Grace 541.389.7021 or
866.504.8992
Shelter and crisis counseling for
sexual assault & domestic violence
victims

House of Hope: 541-390-1594

YOUTH

Cascade Youth & Family Center:
541.382.0934/800.660.0934
Emergency and short-term shelter
for homeless and runaway youth,
ages 11-17

The LOFT : 541.318.3436
Transitional Living, Ages 16-20

Grandma's House: 541.383.3515
Shelter to homeless and/or
abused pregnant teens, ages 12-
19

Beulah's Place: 541.526.0445
Work with homeless youth

Veteran Services

Deschutes 541.385.3214
Crook 541.447.5304
Jefferson 541.475.5228

Central Oregon Veterans Outreach
61510 S. Highway 97, Ste. 100
Bend - 541.383.2793
covo-us.org

Bend Veterans Center

1645 NE Forbes Road, Bend
541.749.2112

Central Oregon Veterans Ranch
65920 61st, Bend - 541.706.9062

Deschutes County Veteran
Services
1130 NW Harriman Street, Bend
541.388.6570
vets@deschutes.org
deschutes.org/administration/page/veterans-services-what-we-do

Older Adults and Families

Council On Aging of Central
Oregon - 541.678.5493
councilonaging.org

Legal Services, benefits, health insurance, debt collection

Legal Aid Services of Oregon
42 NW Greeley Avenue, Bend
541.385.6950 - lasooregon.org

Medical services, legal resources

Latino Community Association
2245 NE Division, Suite 200, Bend
541.382.4366
latinocommunityassociation.org

Advocate Group

Homeless Leadership Coalition
Colleen Thomas, Co-Chair
Colleen.thomas@deschutes.org
James Cook, Co-Chair
cochair@cohomeless.org
cohomeless.org

MEDICAL

Mosaic Mobile Van:
Shepherd's House:
Monday 8:30 AM - Noon
1854 NE Division St, Bend, Or
97701

Teen Challenge:
Monday 1:30PM – 5PM
435 NE Burnside Ave., Bend,

Mission Church - OHP
Enrollment Assistance Only:
Tuesday 10AM - Noon
61303 S. Highway 97, Bend

The Loft (Cascade Youth &
Family Center)
Tuesday 130PM – 430PM
19 SW Century Drive, Bend Or,
97702

United Methodist Church:
Wednesday 830AM – Noon
680 NW Bond St, Bend, Or
97701

The Drop: Wednesday
1300 Wall Street, Bend,
Or 97701

J Bar J Youth Services: Thursday
9AM – 1PM

Church of God Seventh Day:
Thursday 3PM – 6PM
205 Southwest 4th Street,
Redmond, Or 97756

Deschutes County Syringe Exchange –

Bend:

Mondays: 11 AM – 1 PM at
Deschutes County Health Services
Building, 2577 NE Courtney Dr.,
Room 175 (immediate left after
entering the building)

Wednesdays, 8:30 am – 1 pm
Downtown near the Mosaic
Medical Van (corner of NW Kansas
Av. and NW Bond St.) or inside the
church during the Back Door Café.

Redmond:

Thursdays, 3-5pm at 406 W. Antler
Ave, parking lot of the Deschutes
County Redmond Behavioral
Health building.

SOCIAL SERVICE AGENCIES

LAW ENFORCEMENT AND EMERGENCY 911

State Police/Bend-La Pine

Dispatch: (541) 388-6303

Bend Police Non-Emergency and Sheriff's Office Non-Emergency:

(541) 693-6911

Juvenile Community Justice: (541)

388-6671

Adult Parole & Probation: (541)

385-3246

Deschutes County Resources

Public Safety

Deschutes County Sheriff

63333 Hwy 20, Bend

541.693.6911

sheriff.deschutes.org

Health/Community Services

2577 NE Courtney Drive, Bend

healthservices@deschutes.org

-Public Health

541.322.7400

-Behavioral Health

541.322.7500

deschutes.org/health/page/alcohol-and-drug-treatment-services

Health Services

541.322.7499

deschutes.org/health/page/downtown-health-center

24 Hour Crisis Health Line:

541-322-7500 ext. 9

800.875.7364

Crisis Walk-In Services:

2577 NE Courtney Dr. Bend

M-F 8am-4pm

deschutes.org/health/page/crisis-services

Immunizations

541.322.7499

deschutes.org/health/page/immunization-program

TB Testing Services

deschutes.org/health/page/tuberculosis-tb-control-program

Special Nutrition:

Women/Children/Infants

541.322.7400

deschutes.org/health/page/women-infants-and-children-wic

Mental/Health Services for Seniors

541.322.7400

deschutes.org/health/page/seniors-treatment-services

Adult Parole and Probation

Community Justice

63360 NW Britta Street, Bend

541.385.3246

parole@deschutes.org

deschutes.org/justice/page/adult-parole-and-probation

City of Bend Resources

Property Management

Jaime Gomez-Beltran

710 NW Wall Street, Bend

Jgomez-beltran@bendoregon.gov

541.323.5997

Public Safety

City Bend Police Department

555 NE 15th Street, Bend

541.322.2960

Bendoregon.gov/government/departments/police

City of Bend Fire Department

1212 SW Simpson Avenue, Bend

541.322.6300

Bendoregon.gov/government/departments/fire-ems

Affordable Housing

Lynne McConnell

710 NW Wall Street, Bend

lmcconnell@bendoregon.gov

541.388.5514