

From: Gary Vodden

6-7-17

TO: JOINT COMMITTEE ON TRANSPORTATION PRESERVATION AND
MODERNIZATION

RE: Conversion of Bend, OR street inventory to urban standards

City of Bend desperately needs some flexibility when allocating funds from HB 2017 designated for the BMPO/CRD.

Bend is a rural area that has grown by annexing other rural districts complete with those districts' rural street infrastructure. Converting Bend's transportation infrastructure, its streets, to urban standards would require reconstruction of most of Bend's major streets, collectors and arterials to meet the urban infrastructure standards. Aside from the \$455,000-\$650,000 per lane mile cost of such a conversion, the disruption to business and residents lives would be considerable.

Sewer pipe installation at HWY 20 and 27th revealed that the 27th Street approach to the intersection had one ~2.5" layer of asphalt and about an 8" layer of aggregate beneath the asphalt, rural standards. Amazingly, the soil under aggregate did not appear to have been compacted! A SF Bay Area intersection with comparable traffic volume would have the soil below the aggregate compacted by steam rollers, ~5' diameter rollers, ~12" of aggregate compacted in ~4" layers and two layers of ~3" asphalt applied atop the aggregate, urban standards. Bend's director of streets maintenance and repair has **conceded that none of the 859 miles streets within the current UGB were built to urban transportation standards.**

As studies conducted by the State of Iowa have demonstrated, rural roads forced to endure urban traffic volumes (trucks, buses and autos) disintegration will begin that eventually requires reconstruction of those very same roads. Central Oregon weather only dramatically increases the rate of deterioration. Bend residents are unhappy observers of this process.

Members of the planning staff have emphasized that once the population density of the city is increased the transportation infrastructure will materialize to meet the needs of the residents. Really? Where are the four lane arterials that crisscross the city from West to East? The four lane bridges cross the Deschutes River and the four lane railroad crossings. Will Galveston, Newport, Simpson et al be upgraded to four lane arterials? Reed Market was reconstructed as a two lane concrete roadway not easily converted to four lanes. Where are the four lane arterials to support an aggressive bus system and the seamless interaction bus, auto transportation of the residents? Will 27th street south of Bear Creek Road be converted to a four lane arterial or be reconstructed as a two lane rural road?

27th street could be alternative N/S major arterial since ODOT announced at a recent BMPO meeting that the Bend Parkway (HWY 97 through Bend) will not be expanded to three lanes in each direction and there will not be any consideration given for construction of a bypass. Seventy percent of the areas designated by the new UGB boundary will be on the East Side of Bend.

Recently a city staff representative was heard on a local radio station insisting that there was sufficient capacity of city roads to handle any additional population growth. Even now that additional capacity is best observed between 10pm at night 6am in the morning. Think in terms of 30,000 more residents, by 2030, using the current street inventory. .

Even the US DOJ had to admit that Bend is different from the standard urbanization, development issues when it abandoned the department's effort to enforce full compliance with the ADA laws and its agreement with Bend regarding the installation of sidewalks and handicap sidewalk ramps. The representatives of the local ADA community have appeared before the Bend City Council, within the last several months, demanding that Bend initiate complete compliance with ADA laws with an initial \$100 million dollar bond issue to kick off a \$500 million drive to bring Bend up to full compliance with ADA laws required of any US urban center.

--

Gary R. Vodden
randal.rr@gmail.com