

Urban Renewal Advisory Committee Meeting
Regular Meeting
December 19, 2019

Present: Vice Chair Pat McAllister, Abby Capovilla, Jody Behr, Tina Lassen, Amanda Goeke

Staff: Director of Finance/ACM Will Norris, City Recorder Jennifer Gray

Absent: Chair Jack Trumbull, Joshua Chandler

I CALL TO ORDER – McAllister opened the meeting at 5:31 p.m.

II BUSINESS FROM THE AUDIENCE

III AGENDA ADDITIONS

Norris had one addition item under Urban Renewal Administrator; Repayment on a Waterfront Loan associated with the purchase of the Nichols Boat Basin Natural Area.

IV APPROVAL OF MINUTES

Motion: To approve the meeting minutes of August 15, 2019 and November 7, 2019 as corrected.

First: Lassen

Second: Capovilla

Discussion: Gray will make the edits to the August 15 minutes on page 4 of the packet, as suggested by Lassen.

Vote: Motion passed unanimously

V URBAN RENEWAL ADMINISTRATOR

1. Repayment on a Waterfront Loan Associated with the purchase of the Nichols Boat Basin Natural Area

Norris stated the Urban Renewal Agency borrowed \$395,000 to purchase the Nichols Boat Basin natural area from the developer, who built the hotel and the MCC building. The URA borrowed the money from the developer. The money that will be used to pay back the loan, is from the tax increment generated from the two developments. It is a zero percent loan. Only payable as money becomes available, from those two developments.

Norris came to an agreement in concept with the developer on certain principals of early repayment. The entire amount may be paid off this year, at a reasonable discount rate to a net present value; \$355,000 would be the fair number to pay off the full \$395,000 loan, if the developer agrees. Norris presented and reviewed the calculations.

Norris wanted to bring this to the Advisory Committee for comments and general agreement on the

concept. The group agreed it was a good plan.

2. Heights Project Update

Final Greenworks Billing - The Urban Renewal Agency has processed final billings and received work product to-date from Greenworks. Expenditures with Greenworks totaled \$48,362. Project files near 5GB and include work through the Scoring Criteria Meeting. Work product includes GIS shapefiles, district renderings, and traffic data as well as reports that have already been shared publicly

Traffic Study - The contract with Greenworks concluded as the base traffic study was undergoing review and comment by ODOT. Toole Design, the traffic analysis subcontractor for Greenworks, was asked to follow through with a final meeting with ODOT to receive and incorporate the department's comments. ODOT recommended downward revisions to the traffic forecasting assumptions that significantly alter the report. Toole has graciously offered to incorporate ODOT's input at no cost in order to provide a complete base traffic study. However, because this work is being done on non-billable time, it will need to be completed between other projects. Toole has estimated the final report will be ready in mid-January.

MIG Project Planning – All existing project files have been transferred to MIG. It is apparent that a full document review and coordination on a smooth resumption of the project will be very important next step. The agency intends to authorize \$6,630 for pre-contract work with MIG. This budget includes 36 hours total, including 24 hours for MIG, 6 hours for DKS, and 6 hours for Klein & Associates. The pre-contract assignment provides the MIG team time to review previously developed materials and coordinate with the Urban Renewal Agency to determine how the previously completed work can be incorporated into the project scope and process moving forward. Outcomes from this effort will be reflected in the scope developed by MIG and coordinated with the Urban Renewal Agency. This assignment also will allow the agency to begin developing a working relationship with this new consulting group prior to recommending a much larger engagement. A tentative schedule for scope development is:

2/20/2020 – URAC Meeting to Review MIG Project Scope / Budget

3/9/2020 – Contract consideration by Urban Renewal Agency Board

Staff Recommendation:

No action required, information only

Norris will send the group out ODOT's comments regarding the traffic study done by Greenworks in a more readable format.

VI ITEMS FROM MEMBERS

1. Safer Streets List – Member Jody Behr

Behr stated she listened to the recording of the May 2019 meeting, with ODOT. There was a lot of discussion about what can be done to create a safer street network in the Heights. Behr took notes from the meeting, on what can be done to create safer streets. See below.

Suggestions discussed at 5/16/19 URAC Meeting when ODOT presented crosswalk changes

Zachary (ODOT Traffic Engineer)

Maria Sippin (ODOT Planner)

Katelyn Jackson (ODOT Community Affairs Coordinator)

Note: Zachary, Maria & Tara are Region 1 multi-modal group

1. Educate community on crosswalks, pedestrians, bike & vehicles sharing the street
 - a. 2nd Part of 4-E's (Engineering, Education, Enforcement, Emergency)
 - b. ODOT has education materials for crosswalk enforcement/messaging that they would share with us
2. Enforcement in Heights for speed & crosswalk awareness
 - a. include non-marked (but not closed) crosswalks as part of education campaign
 - b. Will suggested we have discussions with the Chief of Police
3. Belmont/Union intersection had a lot of discussion
 - a. Zachary suggested a 4-way stop at 13th/Belmont as possibility
 - b. 4-way stop at 12th/Union also discussed for speed control, northbound lanes
 - c. Katelyn suggested this discussion could be started w/ District Manager for safety
4. 13th & Taylor – note for future, not intended as a do now
 - a. Bumpout on northwest corner could reopen north leg of crosswalk if provides adequate site distance for curve

Additional by Jody

5. Parking stall removal
 - a. at intersection approaches that limit site distance to entirely unsafe conditions
 - b. see if there are places we can add stalls on side streets to replace
example: stall on southwest corner of Taylor/12th

Behr stated these are just her notes from the meeting. She asked if there are items they would like to work on in the meantime, while they are waiting for the consultant design and process.

Norris asked the group if they would like Police Chief Holste to give a briefing on Heights enforcement. The group agreed.

Lassen stated she supports doing a lot of things to help with safety, but she questioned if that is really the prevue of this group. She looked at the statement regarding the purpose of Urban Renewal. She believes a lot of the ideas are great, but there is probably a forum for that. She questions what they would do as a group, versus if a coalition of citizens got together.

Behr stated the Advisory Committee could make a recommendation to the Agency to start a more active education program, which could be started by using ODOT materials that are already available. After the educations starts, have enforcement right behind it if the Police Chief has the availability. Possibly the new Heights Business Association could get involved.

McAllister stated he wants to get the project back on track and start working forward with MIG.

McAllister invited the members of the public to comment before adjourning the meeting.

Keith Howell, business owner in the Heights – stated traffic enforcement is not the issue on 12th and 13th Street. The issue is ODOT decided to remove crosswalks. Now there are more horns honking, breaks squealing and crashes at that intersection (13th and Belmont). The fact that ODOT did this is ludicrous. He noted more enforcement should be done in regard to large vans parking on 13th Street, blocking vision for drivers at intersections.

Linda Maddox, resident Hood River, OR – stated she used to bike a lot in the Heights. She discussed the safety issues at 13th and Belmont. It used to be the worst intersection in the City. There is a lot of things happening at that intersection; too much visually. She noted people are very courteous to her when she crosses the street. The problem with the area is trying to get cars in and out of the Heights area, in a safe manner. The problem is only going to get worse with the increase in population.

Howell stated the problem for the past 50 years, everyone (City and County) has put their heads in the sand about growth. If you don't plan for growth, you get what we currently have. There was supposed to be road from Windmaster to Rand Road. That was the County's original goal 50 years ago. It did not happen. When goals for growth are removed, these are the problems created. Everyone wants to be anti-growth, as they all move here.

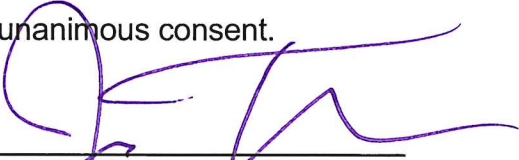
Maddox believes infrastructure needs to be improved in the City; sidewalks need to be address through the City, before more growth and pressure happens. The City needs to clean up what they currently have, so they can manage increases in population.

Dwight Moe, resident of Hood River, OR – he was in the Heights the other day. He is upset with what ODOT has done, with the removal of crosswalks. He is unsure if complaints should go to ODOT or if complaints should come from the City or the Urban Renewal Agency.

McAllister spoke about ODOT's current lawsuit on crosswalks. When crosswalks are not ADA proper, that is when the liability comes into existence for ODOT; sidewalk are removed. He feels when the plan is put together and they begin moving forward, removed crosswalks will be put back in the Heights. ODOT will not allow to put in a curb, unless it's ADA compliant.

Behr believes there will need to be a lot of public input stating they want crosswalks reinstated. The ODOT Traffic Engineer gave a presentation on their design criteria. Unsafe sight distance and crosswalk fatigue comes into consideration. The biggest thing is to get people walking in the area and using the current crosswalks. Public involvement in the process will be important.

VII ADJOURN – 6:30p.m. by unanimous consent.



Jack Trumbull, Chair



Jennifer Gray, City Recorder

Approved by the Agency on 2/20/20