

The meeting of the Bend City Council Community Building Subcommittee was called to order 2:01 p.m. on Thursday, June 13, 2024, in City Council Chambers, 710 NW Wall Street, and online.

1. Roll Call: City Councilors Anthony Broadman, Ariel Méndez, and Megan Norris.

2. Public Comment

None.

3. Approval of the May 20, 2024, Meeting Minutes

Councilor Broadman moved to approve the May 20, 2024, Community Building Subcommittee Meeting Minutes. Councilor Norris seconded the motion.

Voice Vote – Councilors Broadman, Méndez, Norris Yes 3 No 0.

4. Speed Limit Discussion (45 minutes)

Item #4 was taken out of order (after item #5)

Assistant City Engineer Janet Hruby and Engineering & Infrastructure Planning Director Ryan Oster gave the presentation.

Slides included:

- Setting Speed Limits
- What influences driving speed?
- Why Speeds Matter
- How Speeds are Set in Oregon
- Summary of Designated Speeds
- Designated Speed Limits are Context Based
- City of Bend Speed limits
- How Can the City lower Speed Limits?
 - Oregon Law Change is needed for citywide 20 or 25 mph unless otherwise posted or global 30/35 mph maximum
 - City Manager can order temporary speed reduction for construction or road damage.
 - City Council can reduce statutory speed by 5 MPH by Resolution and post signs for:

- A street in a residential district with more than 2,000 vehicles per day and 85 percent traveling 30 mph or less (i.e. greenways), or
 - A street in a residential district that is not an arterial street
 - Staff can post 20 mph in business districts
- Example of Possible Business District
 - 50% or more of the frontage is buildings used for business for 600 ft (on one side) or 300ft (if on both sides); uses the average of the zone.
- Example of Changing Context for Lower Speed Limits
- Council Direction – Speed Limits
 - Short Term
 - Expand use of 20 MPH business district and greenways?
 - Evaluate temporary speed reduction when “bikes on road” used during construction detours?
 - Does Council want to reprioritize staff to prepare a Speed Management Plan in 2025/26 to help inform the land use, TSP, and standards updates? For example...
 - Is there interest in targeting 25-30 MPH vs 30-35 MPH speeds on arterial and collector streets?
 - Is there interest in exploring 20 vs 25 MPH on local streets?
 - Capital Funding to implement speed reducing improvements
- Tools to Influence Driving Speeds
- Designing for Slower Speeds
- Summary of Different Safety Tools
- Short Term Opportunities

Hruby explained that there are limitations to how much Council or the City can lower speeds, but that Council, by order, can reduce speeds by 5mph on a street-by-street basis.

Transportation & Mobility Director David Abbas added that if the City changed speed limits from the statutory speeds, signage would need to be posted at each end of the street, which would be very costly.

Councilor Broadman stated that the community feedback he regularly hears is that people feel unsafe, especially when crossing streets or when driving the speed limit. Streets that are frequently identified by the community as unsafe include Empire Avenue, Butler Market Road, Galveston Avenue, and Century Drive. Councilor Broadman noted that the infrastructure or regulatory landscape is inconsistent with how many streets are used.

Councilor Norris added that the community feedback she regularly receives is of bicyclists feeling safe. She has also heard from neighborhood districts that if a project can't be fully funded, they would support a “quick fix,” like bump-outs or bollards.

Councilor Méndez reported hearing that people do not feel safe even in their own neighborhoods and feels that a shift of priorities - from driving somewhere as quickly as possible to safe crossings and safe routes - is needed.

Councilor Broadman stated that Council Goals included a clear statement of prioritizing safe crossings on East/West and North/South routes, and that the full Council supported this goal. Broadman feels that the City and Council should focus on these safe routes as a solution to the problems heard from the community.

Hruby summarized that if Council had to prioritize one thing, it would be to focus on safe crossings

5. Standards and Specifications Update Next Steps (20 minutes)

Item #5 was taken out of order (before item #4)

Assistant City Engineer Janet Hruby and Engineering & Infrastructure Planning Director Ryan Oster gave the presentation.

Slides Included:

- Building Multimodal Streets
- The Vision – Comprehensive Plan
- Why Safety Focused? Transportation Goal
- Opportunities to Implement
- Engineering Standards
- Typical CIP Public Engagement Process
 - Public Involvement Pilot
- Project Initiation Outreach – Pilot Study

Councilor Broadman stated that the disproportionate impact of traffic accidents on communities of color and people experiencing houselessness has been discussed by Council but is not written into Council Goals. Councilor Broadman hopes that it is written into next biennium's Council goals.

Councilor Méndez expressed concern that the new public involvement pilot might result in more community dissatisfaction due to the inability to accommodate all feedback.

Oster responded that community dissatisfaction is a potential problem, but that staff will aim to find and address the root issue of the complaints. Staff will capture as much feedback as possible with outreach early on in the project timeline, including multiple options, and will communicate related costs to manage community expectations. Staff expects receiving and accommodating public feedback earlier in the process will reduce project delays.

Oster reported that staff will hold meetings with community stakeholders in summer and early fall for feedback on requests the City has received from the public. Community stakeholders

include Bend Bikes, interested Neighborhood Associations, local engineers, Bend Fire Department and EMS. Staff hopes to identify 4-5 priorities to adopt into the Standards & Specifications.

6. Adjourned at 3:26 p.m.

Respectfully submitted,

Ashley Bontje
Deputy City Recorder



Accommodation Information for People with Disabilities

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