

Meeting Minutes

Community Building Subcommittee

Location: Council Chambers

Date: April 23, 2025

The meeting of the Bend City Council Community Building Subcommittee was called to order at 9:34 a.m. on Wednesday, April 23, 2025, in City Council Chambers, 710 NW Wall Street, and online.

1. Roll Call: Mayor Pro Tem Megan Perkins, Councilor Ariel Méndez

Councilor Gina Franzosa arrived late, at 9:43 a.m.

2. Approve 10/28/2024 Meeting Minutes

Councilor Méndez moved to approve the 10/28/2024 Meeting Minutes. Mayor Pro Tem Perkins seconded the motion.

The voice vote passed 2-0:

Yes: Méndez, Perkins

No: none

3. Public Comment

- Sam Davis spoke on the low car people streets study and encouraged Council to consider impacts on needed parking and accessibility.
- Mike Walker, Bend resident, spoke on the low car people streets study and encouraged Council to complete the feasibility study as originally scoped and seek community feedback on people streets.
- Rachel O'Rourke, on behalf of the Downtown Bend Business Association, spoke on the low car people streets study and encouraged Council to consider impacts on needed parking.

Councilor Franzosa arrived at 9:43 a.m.

4. Overview of the People Streets/ Low Car District Study

Chief Operations Officer Russ Grayson provided an overview of the project.

Presentation by Transportation Planner Susanna Julber.

Slides included:



- Planning for People Streets
- Agenda
- People Streets Overview
- Why are we doing the People Streets study?
 - To meet state land use and transportation planning requirements in upcoming planning efforts
 - Climate Friendly Areas Rules
 - Transportation System Plan update
 - Development Code/ Standards & Specifications updates
 - To enable vibrant, people-first streets and spaces in Bend
 - Support people safely walking, biking, rolling, using transit, and driving
 - Create public places that are inviting and activated
 - Support climate goals by reducing vehicle miles travelled
- OAR 660-012-0330: Land Use Requirements, Transportation Planning Rule
 - (7) Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts.
 - These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district.
 - Cities and counties must make provisions for emergency vehicle access and local freight delivery.
 - Low-car districts must be allowed in locations where residential or mixed-use development is authorized.
- People Streets- \$150K grant funded study
 - What this study does:
 - Helps City establish clear guidelines for people streets
 - Evaluates safe, people-centered design
 - Explores routes between Juniper Park and Drake Park as a case study
 - Case study is helping us understand implementation issues, as well as potential benefits and trade-offs for the community, residents, and businesses.
 - What this study will not do:
 - Change the circulation on any streets downtown or in core area at this time
 - Design a project that the City will construct in the near term
- Oregon and Bend's land use & transportation policies
- Details and Schedule [timeline]
- Engagement Summary
 - Steering Committee Meetings
 - Sept 19, 2024: Guiding principles, overview of GARE equity framework
 - Nov 1, 2024: Review best practices- low car/ no car districts, People Streets design
 - March 17, 2025: Review Juniper to Drake Case Study, update on GARE framework
 - Outreach 2024
 - Summer: Presentations to various interest groups, Core Area Advisory Board
 - Oct 31 & Nov 1: Bend Central District Business Association, Bend Downtown Business Association
 - Nov 15: Open House (50-75 people in person) / Online (20 respondents)

- Dec 9: Bend Downtown Business Association / Downtown Business Survey (90 respondents)
- Outreach 2025
 - March & April: Avanza class assignment to Bend, Mountain View, and Caldera High Schools
 - April 10: Tri County Bike and Pedestrian Summit Presentation
 - April 17: Avanza presentations
- Steering Committee Guiding Principles
 - Safe & Comfortable
 - Connected & Accessible
 - Activated & Livable
 - Inclusive of Nature & Art
 - Welcoming to All
 - Resilient
 - Additional: Recognizing business & local impacts
- Lessons Learned & Placemaking – Design Considerations
 - Parking, access, deliveries
 - Signage to key locations
 - Route should be where people are already
 - Connection with other routes
 - Maintaining lines of sight
 - Pedestrian scale- lighting, furniture, etc.
 - "Anchors" at either end
 - Infrastructure for all modes
 - Maintenance? Who maintains?
 - Customer & Emergency Access
 - Parking turnover rates
 - Safety and security
- Draft People Street Types
 - Plaza Street [photo]
 - Shared street [photo]
 - Low-car street [photo]
 - Greenway street [photo]
- Juniper to Drake Case Study
- Juniper to Drake concept: Learning Opportunity [map]
- Council Goal: Crosstown Bend Bikeways [map]
- Bike Route Studies [map]
- East Side – Key Themes
 - Area traffic circulation
 - Highlights importance of local street connectivity as complementary to People Streets, particularly People Streets with higher levels of traffic pattern changes (e.g., Plaza Streets)
 - Importance of safe intersection crossings
 - Street design standards
 - City does not have standards today that would easily allow for plaza streets or shared streets

- West Side – Key Themes
 - Route selection: In areas that are already developed and thriving, balancing the tradeoffs that can come with a retrofit of an existing street (e.g., parking changes, emergency vehicle access needs, etc.) is critical in route selection for People Streets/ Shared Streets.
 - Area traffic circulation: Changes that limit vehicle circulation on one People Street could have implications for the other streets in the area
 - Engaging directly affected stakeholders: Critical
- Next Steps
- Potential Implementation Pathways
 - Prescriptive
 - Complementary
 - Minimal
- Next Steps: How People Streets study fits into Future Plans [timeline]
 - This study will help inform the next update to the Transportation System Plan (2026-2029)

Councilor Méndez asked about the State’s requirements and guidelines regarding parking and transit.

Julber responded that State’s viewpoint regarding transit is for cities to provide easy access to transit stops via land use. Julber stated that the City will need to track and ensure that underserved neighborhoods are within 0.5 miles of transit stop. The State cannot require action regarding transit, but the City needs to show progress toward access to transit stops, such as building mobility hubs, park and rides, and shuttle concepts. Julber responded that the State’s viewpoint regarding parking moves cities away from replacing parking and toward parking maximums. There is no requirement to replace parking and the State does not view parking as a key function in an urban area.

Councilor Méndez the City can work with Cascades East Transit (CET) to support people streets.

Julber responded that conversations with CET will occur when looking at growth plan update and climate friendly areas.

Grayson added that CET will be involved in the City’s Transportation System Plan. The current priority for the City is to help CET find consistent funding.

Mayor Pro Tem Perkins asked about feedback received from the Central District.

Julber responded that the Central District is generally supportive and feel that the people streets will encourage development.

Mayor Pro Tem Perkins commented that while the State is moving the City toward mode-shift direction, this mode-shift takes time but has an immediate impact on businesses. Mayor Pro Tem Perkins asked staff and Council to consider short term impacts on businesses.

Councilor Méndez asked if the subcommittee supported pushing parking requirements, such as shared or bundles parking, forward. The Subcommittee did not support moving parking requirements forward at time but would like to discuss it at another time.

5. Neff Road GO Bond Project Open House

Grayson provided an overview of the projects and stated that the presentation's goal was to provide an update based on community input received at open houses and the subsequent engineering proposals.

Presentation by Engineering Director Ryan Oster and Senior Project Engineer Todd Johnson.

Slides included:

- Neff Corridor
- Purpose of Today's Discussion
 - Review Public Comments/Feedback from Open Houses
 - Review proposed elements for three segments in Transportation System Plan
 - NE Norton Ave - 6th St to 12thSt
 - Hillside Trail between Juniper Elementary and Pilot Butte Middle School
 - Neff Road from Pilot Butte Middle School to eastern City limits
 - Next steps/advance design
 - Currently scoped 30%. Advance/Amend contract to full 100% design
- Background and Design (Neff Corridor)
 - Scope of Design
 - Transportation, ADA, Stormwater (minor), Lighting, Signal Modifications, NSSP
 - Open Houses
 - #1 In person Oct 21, 2024 "Blank Canvas" 25 people attended, 81 responses online survey
 - 55% path connecting Norton to Neff through school property important enough to spend 30% of project budget
 - 70% Shepard Road and NE 12thSt should be most prioritized crossing improvements on Neff
 - #2 In person Apr 7, 2025 (online Closed Apr 21)
 - 19 people attended, 60 responses online survey
- Public Comments Received but not Advances
 - Norton
 - Protected bike lanes, raised crossings, more frequent speed bumps
 - Neff
 - Property tight bike path
 - Left and Right Turn lanes into Pilot Butte Middle School
 - Widened bike paths through Purcell intersection/rework
 - Crossing at Williamson
 - Pedestrian refuge island at Providence
 - Continuation of path past UGB to Big Sky Park
- Funding (Neff Corridor) [chart]
- Proposed Scope of Work (Norton) [maps]

- General Cross Section (6th to 12th)
- Proposed Scope of Work (Hillside Path) [maps]
 - Community preference is sweeping path (shown)
 - Bend La Pine Schools preference is switchback path (not shown).
 - Easement and Maintenance Agreement (working on it) with Bend La Pine Schools will be required
- Proposed Scope of Work (Neff Road) Hillside Trail to Purcell [maps]
 - Not touching Purcell Intersection Work
 - Path on South side from Hillside Path to Purcell
- Proposed Scope of Work (Neff Road) Purcell to 27th [maps]
 - Crossing North-South at Purcell (not shown)
- Proposed Scope of Work (Neff Road) 27th to Eagle [maps]
 - Path on North side to UGB
 - Sidewalk gap infill Tucson to Providence
 - Crossings at Providence and Eagle Neighborhood Street Safety Program (NSSP) Traffic Separator (R-46a)
- Budget and Construction Costs/Funding Source [chart]
- Request
 - Scope design to 100% with the following:
 - Norton striping, intersection at 11th
 - South side path between Larkspur and Purcell
 - North side path between Purcell and Providence
 - Includes sidewalk gap 27th to Tucson
 - ODOT will deliver Norton & 8th, Hillside trail (to Larkspur)
 - Does not include (requested by community)
 - Extending path beyond UGB to Big Sky Park
 - Property tight bike paths
 - Vehicle turning lanes at Pilot Butte Middle School
 - Crossing at Williamson
 - Pedestrian refuge island at Providence
 - May not construct between Providence and Eagle

Councilor Franzosa suggested adding striping on NE Neff Rd/NE Purcell Blvd for cyclists heading east and turning north. Staff agreed to consider striping options in this area.

Councilor Méndez suggested an additional crossing at NE Neff Rd between NE Purcell Blvd and NE Williamson Blvd in the medical district. Staff agreed to consider an additional crossing in this area, but did not think it was a high volume crossing area and noted challenges that refuge islands would pose to turning movements.

Councilor Franzosa asked staff to consider using asphalt rather than concrete to reduce project costs. Staff agreed to compare life-cycle costs of concrete verses asphalt for shared use paths but noted that concrete is more durable than asphalt.

Councilor Méndez pointed out that raised medians and pedestrian refuge islands often result in drivers moving into bike lanes to maintain speed and asked staff to consider adding a delineator or curb to the

bike lanes around Pilot Butte Middle School to prevent this and lower speeds. Staff supported this idea and agreed to consider options to delineate the bike path.

Councilor Franzosa suggested adding a crossing at NE Eastwood Dr on NE Neff Rd to create a Larkspur trail connection for cyclists continuing north, which would address community input received at the open house. Johnson responded that sight lines along this corridor are challenging and may not support a safe crossing.

The Subcommittee provided support to move forward with design as presented and discussed. Grayson stated that staff would bring a construction contract back to Council.

Councilor Méndez expressed support of the blank slate open house and would like to see that format used again.

Johson stated that staff will present a design amendment to Council in July 2025 and will bring Intergovernmental Agreements (IGAs) for NE Norton Ave and the Oregon Community Paths to Council in the coming months.

Grayson provided upcoming Community Building Subcommittee Meeting agenda topics.

- Topics for June 23, 2025, Meeting:
 - Update on the Stormwater Master Plan
 - Update on the Bend Traffic Safety Action Plan from the Bend Metropolitan Planning Organization (MPO).
- Topics for August 2025 or Future meetings:
 - Rescoping of Transportation Bond Oversight Committee
 - Engineering Reviews in Community Development

Councilors requested the following agenda topics:

- Engineering Standards
- Transit

6. Adjourned at 10:59 a.m.



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