



CITY OF BEND

Meeting Minutes

Community Building Subcommittee

Location: Council Chambers

Date: June 23, 2025

The meeting of the Bend City Council Community Building Subcommittee was called to order at **12:03** p.m. on Monday, June 23, 2025, in City Council Chambers, 710 NW Wall Street, and online.

- 1. Roll Call:** Mayor Pro Tem Megan Perkins, Councilor Franzosa, Councilor Ariel Méndez
- 2. Approve 4/23/2025 Meeting Minutes**

Councilor Mendez moved to approve the 4/23/2025 Meeting Minutes. Councilor Franzosa seconded the motion.

The voice vote passed 3-0:

Yes: Franzosa, Méndez, Perkins
No: none

- 3. Stormwater Master Plan and Drainage and Density** – Environmental Resources Manager Lori Faha and Senior Project Engineer Austin Somhegyi

- a. Where Does Stormwater Go?

- i. Environmental Resources Manager Lori Faha begins with context noting that precipitation leads to infiltration in a lot of areas. Drywells dispose of stormwater by putting it into the ground. Most of the City served in this manner while some areas in the West and downtown have piped systems that go to the Deschutes. It is important to note that it does not go to the treatment plant. Bend has regulations through permits for stormwater discharge and management.

- b. Bend's Stormwater System

- i. Ms. Faha noted that Bend has thousands of drywells in the public system which are not connected. Fewer areas are piped. Regarding disposing into the river, one must consider the time of travel to municipal drinking water wells. City's focus on extra protective management. Need to consider pollutants from rooftops and pavement and "old" way of disposing water via drill holes as there is no pretreatment. This causes clogging.

- c. Stormwater & Protecting Water Quality

- i. Ms. Faha explained that stormwater management exists for two reasons, to prevent flooding and protect water quality. Noted that the DEQ issued two permits, one to discharge to the river and the other to discharge to groundwater. Permits guide for best management practices: erosion control, development of



stormwater control, maintenance practices, education, illicit discharge prevention. Seven monitoring locations across the City.

- d. Stormwater Master Plan Topics - Senior Project Engineer Austin Somhegyi
- e. Stormwater Master Plan Purpose and Overview
 - i. Two main efforts: identify projects to improve drainage issues and identify water quality improvements regarding discharge into rivers. Also looked at policy topics: climate change, drainage and density, and level of service
- f. Stormwater Master Plan Project Timeline – handouts given
- g. Project Outreach
 - i. Mr. Somhegyi outlined main outreach partners, including the Water Advisory Group, the main external sounding board from visioning to evaluation, they weighed in on policy topics as well; the Engineering Roundtable; COBA; Internal Departments; City of Redmond shared stormwater management updates; project web page updates with timelines and preliminary findings.
- h. Capital Improvements – Mr. Somhegyi
- i. Capital Project Prioritization
 - i. Mr. Somhegyi noted that analysis process identified drainage and water quality as the top priorities
- j. Project Cost Summary – Draft
 - i. Total of \$22M over next 5-10, possibly 20 years
- k. Programmatic Solutions
 - i. Two main categories: underground injection controls and major maintenance
- l. Underground Injection Control Priorities
 - i. Main finding: Drillhole and decommissioning/retrofit program focused on groundwater protection. Highest priority is 17 drillholes with two-year time of travel to municipal wells. City intends to have a sustainable maintenance program. Also identified 18 failing UICs causing flooding in need of rehab. City brought in modified drywells which is a good tool for difficult geologic areas.
- m. Major Maintenance Program
 - i. Nuisance areas identified through workshops could be included in capital projects.
- n. Policy recommendations
 - i. Climate Change
 - 1. Projected Climate Change in Bend
 - a. Atlas 2 is current NOAA forecasting – data last updated in 1973. The need to update data for today. Bend will have overall precipitation increase of 6% annually with intensity and frequency of storms increasing. Expect decline in snowpack; more intense winters and dryer summers.
 - 2. Climate Change – Takeaways and Recommendations
 - a. Bend will receive six additional monitoring weather stations to improve data, update design standards, collaborate with partners
 - 3. Drainage and Density
 - a. Relates to housing goals. Increasing density increases the need for storm facilities on small lots, options for developers, preventing

downstream impacts regarding local flooding and erosion. City wants to approach stormwater management more holistically.

- b. Recommendations with Master Plan includes immediate actions and continuation in the future.
- c. Immediate items include increasing regulatory compliance in stormwater management facilities, earlier evaluation, performance confirmation, and clarification to provide more development tools.
- d. Continued Work Items include a more centralized approach managed by the City, fee in lieu of smaller infills sites, area-specific planned districts, and internal coordination.

4. Level of Service

- a. Level of service relates to cost of service – a future input to a rate study. Aspects to owning and managing a system includes inspection, water quality, and vegetation management. City is responsive to related complaints but limited in ability to solve underlying issues. System growth influences service levels, which may decline without an increase in staffing levels.
- b. Next Steps
 - i. Completion of Master Plan draft, adoption by Council in October/November, budgeting in proposed FY 26/27 budget.

ii. Questions/Comments from Subcommittee

- 1. How sustainable is this in terms of pollutants? Do pretreatment basins require regular maintenance?
 - a. For new drywells City uses a sedimentation manhole which allows pollutants to settle, don't get into drywell itself. Yes, regular maintenance is required.
- 2. Are there relevant innovations we can draw from?
 - a. Yes, Bend Parks and Recreation District uses porous pathways, and City can look at that. Follow the concept of low impact development and can push that with developers.
- 3. Will the Master Plan include detail on catch basin level and location? How do people register complaints and verify that the City has documented?
 - a. City keeps detailed records of complaints, focuses on repeated and larger complaints. Detailed analysis led to prioritization.
- 4. Do we have street standards which allow for swales as opposed to curb gutter catch basins?
 - a. City has the opportunity to do that. Most are curbed. Part of the low impact standards work.
- 5. Are any federal government cuts impacting this project?
 - a. Bureau of Reclamation is dedicated to this. City proactive and getting own data.

4. **Transportation Standards Quick Update** – Chief Operations Officer Russ Grayson and Assistant City Engineer Janet Hruby

- a. Transportation Standards Workplan
 - i. Recent Discussions
 - 1. Chief Operations Officer Russ Grayson provided updates on recent discussions including around raised crossings, safe crossings of major roads, speed controls, residential modal filters, quick builds and development requirements.
 - ii. Need for Standards Update
 - 1. Mr. Grayson explained the need for the update stems from several concepts to slow traffic and separate travel modes being in recent projects, the need to adopt clear standards is informed by feedback, community and Council interest in additional safety and design tools, and cost and implementation challenges.
 - iii. Transportation Standards Update Objectives
 - 1. Mr. Grayson noted the update objectives include getting the right users on the right roads, implementing current 2020 transportation system plan policies, reviewing right of way standards, increasing safety, implementing quickly, reducing costs and timelines for infill and housing, and increasing public engagement.
 - iv. Example Elements of Update
 - 1. Mr. Grayson noted example elements of update such as transportation standards, development code changes, pilot projects and quick build concepts, and key stakeholder engagement.
 - v. Approach
 - 1. Phase 1: Summer 2025-Spring 2026
 - a. The city engineer will work to update administrative standards. City will develop a public engagement plan and contract consultants for Phase 2.
 - 2. Phase 2: Fall 2025-Summer 2027
 - a. Mr. Grayson noted the need for upcoming discussions with Council regarding re-prioritizing transportation project funding, (especially around the Geobond), standards and codes updates related to street sections, safety and speed, and the need to determine pilot/demonstration projects and funding sources.
 - 3. Long Term: Growth Plan and Transportation System Plan over next several years
 - vi. Funding and Resources – Phase 1: utilize in-house staff, Phase 2: Over the next biennium, City will get consultants to assist with public engagement, technical expertise, standards. Mr. Grayson noted that in the Fall, there will be a funding conversation with Council to determine Go Bond prioritization and further projects. Long-term objectives will be addressed in the next biennial budget, FY 25-27.
 - vii. Questions/Comments from Subcommittee
 - 1. Need to ensure Phase 1, near term includes a public engagement and public comment element, and that subcommittee can review those. Ensure standards update isn't narrowly focused.

- a. Bringing smaller pieces to the subcommittee can get things moving more quickly
- 2. Where is the policy component regarding the right speeds on the right roads?
 - a. There will be some element of it at every step
- 3. Holistic conversations involving speed will help the subcommittee avoid having the same conversations multiple times.
- 4. Regarding pilot and demonstration projects, can the City use CIP funds that it already has?
 - a. That conversation will take place with the Council in the Fall. City would use that information as inputs into the transportation system plan.

5. Galveston Project Update Presentation – Engineering Director Ryan Oster

- a. Mr. Grayson introduced Galveston Project and asked public commentors to sign up.
- b. Engineering Director Ryan Oster handed out documents for participants to follow along and tells the audience a map of the corridor available for viewing.
- c. Mr. Oster introduces the project as very unique in culture and identify; it has been in the works since 2014 and the goal was to transform it into a complete street concept, safe for all users. Mr. Oster goes through the timeline of the project up to the present:
 - i. 2015, Council adopted concept design with three lane configurations;
 - ii. 2017, completed 30% design. City set aside design funding;
 - iii. 2018-2020, project stayed on capital and funding pipeline and concept continued to be developed with placeholders in the budget;
 - iv. 2020, final design completed and Council adopted;
 - v. 2021-2023, other budgetary and fiscal discussions and this project was deprioritized during COVID.
 - vi. Final design envisioned a \$8m project with \$4m in transportation improvements and 4\$M in utilities improvements.
 - 1. Further budget discussions resulted in a Galveston budget of \$2.15m with a refocus on safety.
- d. Mr. Oster displays a scaled down version to be completed with \$2M. Items to be completed by internal city crews include missing sidewalk gaps and curb ramps upgraded to ADA compliance. Other items require contracts; building the center island medians, raised crossings, and others. In summer 2026, Galveston preservation envisions a new finished surface.
- e. Mr. Oster walked the audience through the corridor plan. This includes new grind and inlay from 13th to 14th, a raised pedestrian crossing at 12th, rebuilt sidewalks at 13th and 14th, corner ramps on 13th to be ADA compliant, east side of 13th street to get a pedestrian refuge island, at 12th and Federal, some sidewalks to be removed and replaced, 12th, non-compliant ramps to be replaced with a raised crossing.
 - i. Vehicles will experience a speed bump. Regarding emergency responses, the speed bump needs to be factored in. There are trade-offs.
- f. On Federal, ADA ramps and improvements, longer pedestrian islands will also slow speeds. Crossing Federal down to Columbia, more ADA ramps and crossings, additional sidewalks. Harmon intersection will include turning restrictions.

- g. South Galveston improvements include moving the retaining wall off the street so pedestrians can avoid the road. Columbia intersection ramps need to be rebuilt. Crossing Federal to 12th, improvements include a narrower crossing distance. Raised crossing and sidewalk work to be down as well.
- h. Contracted improvements are all curb-to-curb work; center island refuges, extended medians, raised pedestrian crossings.
- i. Mr. Oster explained changes in striping and bike lanes and notes that striping work to be done in conjunction with street preservation work. Lighting is another aspect of the design, to be incorporated into every crossing and will be contracted or an on-call engineering contract.
- j. Mr. Grayson notes that this project will not reconstruct the entire corridor nor will it be a complete multi-use pathway system through the corridor.

6. Galveston Project Update – Public Q&A – Mr. Grayson (Facilitator)

- i. David Greene: Bend resident, notes that traffic speed is largest issue with corridor and sees the new crossings as a start to slowing traffic. Concern it may not be enough for bikers' comfort but expresses appreciation for project.
- ii. Kevin Collins: Business owner in Galveston, pleased with project, notes project high on safety and allows business to continue to thrive.
- iii. James Teeter: Disappointed with miscommunication. Works with Plan Bikes, wants to see Bend bikeway corrected to include Franklin and Galveston and doesn't want to see this design to limit that in the future.
 - 1. Councilor Franzosa requests Mr. Teeter share his design with the city and asks his take on space for bikers.
- iv. Audience member requests clarification on timeline for project. Represents a business with 75% of seating outside, meaning most of revenue generation is in the warmer months. Concerned about construction during warmer months.
 - 1. Businesses will still be able to operate during work. Galveston will not be closed to vehicle traffic save for perhaps an evening or two during repaving. City can work with business owners to minimize impact.
- v. Councilor Franzosa requests that project manages refuge islands and takes into account delivery truck and on-street parking needs for delivery of goods for businesses.
 - 1. That will be looked at in coming years.
- vi. Jim Elliott with Bend Bikes, works with kids who want to travel independently to school. Lots of parents need to drive kids increasing cars on the road, but City improvement have allowed kids to ride bikes to school.
- vii. Councilor Franzosa questions feasibility of raised crossing Columbia west side.
 - 1. Not feasible due to on-street parking; require a large modification.
- viii. Business owner audience member asks about decision to put bulbs in certain locations to slow traffic or because of raised crossing? Can create blockage where the bulbs are.
 - 1. It is to narrow the crossing for pedestrians and to indicate 12th street is where to cross.

- ix. Michelle Rhodes, transportation coordinator for Bend-LaPine schools, thanks City for improvements. Aims to increase/improve students walk, roll to school and approves slowing traffic. Improvements can help improve flows to schools.
 - 1. Is it possible to increase police presence to slow traffic? It is possible
- x. Councilor Méndez asks about the possibility of designating the area a business district with a speed of 20 MPH. It is an option, speed bumps are an option.
- xi. Fred Nichol, lives in the area and asks about the maximum number of cars intended for streets? How is volume impacted by reduced speeds? Also, how many bikes is the design focused on?
 - 1. No target, traffic will increase over time. Volume not impacted by speed, unless cars use different route. No preset number of bikes on the road.
- xii. Rene Raymond with Mother's Juice Cafe asks about sidewalks being impacted, how long to improve sidewalks?
 - 1. City will take a systematic approach, and one intersection will take about 4 weeks. Crews will work as efficiently as possible.
- xiii. Mr. Oster identifies next steps. City can move to final design in the Fall, begin ADA curb ramps in the Fall and Winter. Additional engagement can continue at the 60 and 90% design or we can move forward if Council is comfortable.
 - 1. In lieu of additional engagement, Council requests that websites are updated/information shared. Work with businesses regarding deliveries.
- xiv. Councilor Mendez folks to email all@bendoregon.gov for additional comments.
- xv. Final takeaways: 1.) Staff deeper dive into bulb-outs at 12th for deliveries, 2.) Continue to look at enhanced protection options on buffered bike lanes without too much impact on turning movements, 3.) No need for additional large-scale public engagement, City will engage individually/keep websites updated.

7. Adjourned at 2:29pm

Respectfully Submitted,

Ashley Bontje
City Recorder



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