

Meeting Minutes



Council Meeting Minutes

CITY OF BEND

Location: Council Chambers, 710 NW Wall Street, and online

Date: March 19, 2025

Bend City Council Work Session

The Work Session of Bend City Council was called to order at 5:03 p.m. on Wednesday, March 19, 2025, in Council Chambers, 710 NW Wall Street, and online. Present were Mayor Melanie Kebler, Mayor Pro Tem Megan Perkins, Councilor Gina Franzosa, Councilor Ariel Méndez, Councilor Mike Riley, and Councilor Steve Platt (online). Councilor Megan Norris was excused.

1. Called to Order at 5:03 p.m.

2. Solid Waste Updates

Presentation by Chief Innovation Officer Stephanie Betteridge and Assistant City Attorney Michael Selkirk.

Slides included:

- Solid Waste Franchises
- Agenda
- Current Franchise Agreement
- Current Status: Franchises
 - Two solid waste service providers:
 - Cascade Disposal
 - Republic Services
 - Operate in exclusive service territories
 - Regulated under BMC Chapter 11.16
 - Services provided
 - Rate regulation
 - Franchise fee
 - Customer service standards
 - Disposal at DEQ-approved facility
 - Term and termination
- OTR and RMA

- Opportunity To Recycle Act (1998)
 - Established statewide recycling requirements
- Recycling Modernization Act (2021)
 - Producers of packaging, paper products, and food serviceware pay for improvements to Oregon's recycling system.
 - Funding will be used for:
 - Uniform statewide recycling capabilities
 - Outreach/education
 - Contamination reduction programs
 - Waste prevention grants
 - Collection space for multifamily units
- Local governments continue to oversee solid waste collection and education.
- Recap of City/County Joint Meeting
- City-County Management of Solid Waste Franchises
 - The County and City staff are developing a new franchise agreement to replace Bend Municipal Code Chapter 11.16 and County Order
 - New franchise agreements between City and Republic/Cascade
 - Provides more detailed regulation of solid waste service in Bend
 - Inter-governmental agreement (IGA) to allow County to administer the new franchise agreements on the City's behalf
 - Define City and County responsibilities for managing the new franchise agreement
 - Process for amending allocation of responsibilities
 - Address conflict resolution process and termination of IGA if needed in future
- Proposed Elements of New Franchises
 - Facility Designation. City would have authority to designate facility where waste, recyclables, and compostable organic materials could be disposed of.
 - Collection Requirements and Enforcement. Additional service requirements coupled with clear consequences for failing to meet them.
 - Education and Outreach. Compliance with state law education and compliance with OTR and RMA.
 - Reporting Requirements. Establish baseline financial and service reporting for rate-setting and enforcement of service requirements.
 - Rate Adjustments. Codifies acceptable operating margin between 9-12%. Creates consistent process for rate adjustments on an annual basis.
 - Guaranteed Term. Evergreen term, with continuing seven-year term; renewal decisions made by Council annually
- City-County IGA
 - City Responsibilities
 - Facility designation
 - Rate setting
 - Manage market entrants
 - Renewal, default, or termination of franchise
 - County Responsibilities
 - Manage general compliance with franchise agreement
 - Ensure service levels are maintained

- Field customer service complaints and service questions from public
 - Administer OTR and RMA
 - DEQ compliance
 - Submit grant requests under RMA
 - Lead education efforts
- Status Update
- Where are we now?
 - Engaged solid waste haulers regarding new franchise agreement
 - Code requires mutual agreement from franchisee to alter agreement
 - Shared draft franchise agreement with the haulers
 - Redmond and Deschutes County in conversations regarding new agreements
 - Discussions with County regarding regional waste management and allocation of solid waste responsibilities
 - IGA between City and County to administer portions of Bend's franchise agreements
 - Consistency in franchise agreements important
 - Gathering Council direction
- Priorities and Council Direction
- Priorities
 - Maintain positive partnerships with the franchisees and County
 - Centralize solid waste and recovery management (for uniformity and consistency)
 - Facility designation to meet sustainability goals (through diversion)
 - Detailed and consistent service standards and enforcement
 - Local customer support
 - Enhanced and transparent rate review and adjustment
 - State law compliance
 - Opportunity to Recycle Act
 - Recycling Modernization Act
 - Other?
- Next Steps
 - Continue to work towards mutual agreement from Cascade and Republic to repeal the existing franchise(s) and enter into new agreements
 - Continue to work with the County on an IGA
 - Provide update at the joint City/County meeting (4/28)
 - Rate adjustments discussions to begin in April, effective July 1

Staff summarized the benefits of a mutual agreement:

- This new agreement could include an escalation process to address customer concerns, which is not currently available.
- Deschutes County is well staffed for customer support and would work with customers on behalf of City to come to a resolution in instances of complaints.
- A mutual agreement provides more efficiency and consistency.

Tim Brownell, Director of Solid Waste at Deschutes County, addressed Council regarding commitments of other cities. The City of Redmond and the City of Bend have engaged and are looking to create a

consistent, universal agreement. The City of Sisters has expressed interest in a mutual agreement, and the City of La Pine has been invited to participate but has not committed.

Brownell clarified that Deschutes County uses an enterprise fund for their solid waste program, which provides very stable funding and can support the required staffing.

Councilor Franzosa expressed concerns over the challenges of construction waste recycling in Central Oregon and would like to see this addressed in ongoing work with Deschutes County.

Brownell responded that Deschutes County is interested in addressing that concern and plans to include designated facilities language in the mutual agreement to address construction waste recycling.

3. Traffic calming tools

Presentation by Assistant City Engineer Janet Hruby, Engineering Director Ryan Oster, and Transportation & Mobility Director David Abbas

Slides included:

- Traffic Calming – Raise Pedestrian Crossings
- Today's Agenda
 - The Three E's
 - Education, Engineering, Enforcement
- 2020 Transportation System Plan Goals
 - Increase System Capacity, Quality, and Connectivity for
 - All Users
 - Ensure Safety for All Users
 - Facilitate Housing Supply, Job Creation, and Economic
 - Development to Meet Demand/Growth
 - Protect Livability and Ensure Equity and Access
 - Steward the Environment
 - Having a Regional Outlook and Future Focus
 - Implement a Comprehensive Funding and
 - Implementation Plan
- Transportation Plan
 - Build a reliable and safe neighborhood oriented transportation system for all users.
- Build with the Three E's Approach
 - Three - pronged approach to traffic calming, safety, and influencing speeds:
 - Enforcement
 - Automated Enforcement
 - Education
 - Interagency Coordinated Campaigns
 - Bike/Ped Events
 - Speed Radar Signs and School Zone Beacons
 - TODAY's FOCUS Engineering
 - Bond/Capital Projects
 - NSSP Projects

- Design Standards Update
 - Safety Plan update
 - TSP Programs
 - Grant Opportunities
- Working Toward
 - Increasing safe and convenient travel options for people of all ages and abilities.
 - Transportation Systems Plan Update - Climate Friendly and Equitable Community Rule expands emphasis on walking, biking, transit
- What influences driving speed?
 - Speed limit
 - Street design
 - Land use
 - Separation of modes
 - Context
 - Behavior
- Why speeds matter
 - Safety: Faster speeds = less time to react, smaller field of vision = higher potential for more crashes and more significant injury
 - Community Concern: Speeding concerns = one of the more common calls to City
- Set Speed Limits that Support Goals
 - Oregon law dictates the two types of speed limits
 - Statutory – City can set if criteria met
 - Designated – Requires a speed study (speeds, crashes, context, volume, etc.)
- Design Streets for Slower Speeds [photographs]
 - Speed hump / raised crossing
 - Diverter chicanes
 - Curb extension / median
 - Street trees
 - Roundabout
 - On-street parking
- Different Tools for Different Results [chart]
- Different Tools for Different Streets? [graphics]
 - Same priorities on all streets may serve no one well
 - Different Priorities improves routes for different travel options
- Current Practice
- What We Are Currently Doing [chart]
- Current City of Bend Design Standards
 - Current City standard allows raised crosswalks at the primary entrance to schools and parks on local streets.
 - Current City standard allows speed humps on Neighborhood Greenways
 - Currently not allowed on arterial or collector streets
 - Future planned policy discussion with new TSP or with capital projects.
 - Current Standards:
 - City of Bend Signing and Marking Manual (page 52)
 - City of Bend Standard Drawing R-33
 - City of Bend Design Standards section 3.6.2.1

- Do we have any of these already?
 - NW Harmon Boulevard at NW Nashville Ave and Harmon Park
 - NE Providence Road at Providence Park
 - Egypt Drive at Lava Ridge Elementary School and Rockridge Park
 - College Way (local street) at OSU Health Careers Center (part of system with curb extensions)
 - Daggett Road (residential connector local street) at Ensworth Elementary School (part of system with curb extensions and traffic circles)
 - Stonecreek Lane (residential connector local street) at Silver Rail Elementary School
- Roxy Place [street view map]
- 2nd and Hawthorne [street view map]
- Raised Pedestrian Crossing
- Perpendicular Raised Crossing [image]
- Parallel Raised Crossing [image]
- Design Considerations
 - Context of the Built Environment
 - Low Stress Network / Key Routes / Bend Bikeway / Neighborhood Greenways
 - Right-of-Way
 - Truck Turning Movements
 - Street Classification
 - Land use nearby
 - Operations and Maintenance
 - Construction Costs
 - Future Opportunities with
 - Development
- More Considerations
 - Raised crosswalks are typically installed on 2-lane or 3-lane roads with speed limits of 30 mph or less and annual average daily traffic below about 9,000. Raised crossings should generally be avoided on truck routes, bus routes, emergency routes, and arterial streets.
 - Drainage can be an issue. Raised crosswalks may be installed with curb extensions where parking exists. For areas that experience regular snowfall, snowplowing can be a concern.
 - Since this countermeasure can cause discomfort and noise (especially with larger vehicles), it may be appropriate to get public buy-in. Raised crosswalks may not be appropriate for bus transit routes or primary emergency vehicle routes.
- Important Considerations: Fire/EMS/Police Response Time Impacts
- Raised Pedestrian Crossing Policy Discussion [chart]

Mayor Pro Tem Perkins expressed support for more traffic calming on routes to school, explaining that kids must cross multiple roads on their trip and safe crossings are needed throughout the route.

Councilor Méndez expressed support for using whatever tools the City can to make roads safer for bikers and pedestrians and would like to expand beyond the options presented.

Councilor Riley would like enforcement to be considered as a tool for reducing speed and was supportive of Councilor Mendez' view.

Councilor Méndez requested data points showing where pedestrians do not feel safe crossing and where they would like to cross.

Councilor Franzosa expressed concerns that raised crossings do not solve the root problem of speeding and would like to change the community's expectation that people can drive fast on arterials and collectors. Franzosa supported a discussion about reducing speed limits on streets.

Council expressed general support of the traffic calming options presented, would like additional options, and would like a discussion on reducing speeds.

City Manager Eric King discussed next steps:

- Staff are currently in the process of selecting a vendor for automated traffic enforcement
- King recommended developing a system approach for applying calming tools
- Council will hear a presentation on the transportation standards update at the April 2, 2025, work session
- The Community Building Subcommittee will be involved in detail work, and both the subcommittee and the full Council will continue to be involved while staff is working on the transportation standards update

Mayor Pro Tem Perkins requested a place to direct the community to take next steps, for example, a webpage that states what the City is able to do to address concerns and how the community can submit concerns and requests to the City related to traffic safety.

4. Greenwood Pilot Project Check-in

Presentation by Engineering Director Ryan Oster, Transportation & Mobility Director David Abbas and Matt Kittelson, Kittelson & Associates

Slides included:

- Greenwood Pilot Project Data and Feedback Update
- Greenwood quick-build feedback [graphs]
 - 1,591 responses between August 19, 2024 – January 31, 2025
 - Overall, how well is the new design working for you? – 63% negative, 5% neutral, 32% positive
 - [Feedback re: travel time]
 - It always takes longer – 720 (46%)
 - It takes about the same time – 379 (24%)
 - It takes longer at peak times – 366 (24%)
 - It takes less time – 97 (6%)
 - Feedback
 - Traffic Congestion Complaints – 650 comments
 - General Disapproval – 543 comments
 - Concerns about lack of parking and access to businesses – 248 comments
 - General support – 466 comments
 - Feels safer & less stressful with slower speeds and better visibility – 130 comments
 - Support three lane configuration with center turn lane: 98 comments

- Early responses in September were primarily positive.
- Responses have shifted to more negative opinions significantly tied to increased traffic delays.
- The detour from Portland Avenue has played a significant role in this increased traffic.
- Greenwood Avenue Bicycle Traffic [graphs]
 - Compared to historical bike volume trends, observed September and January bike volumes were higher than expected.
- Greenwood Avenue Travel Time [graph]
 - Travel times have increased from preconstruction levels. The longer eastbound travel times in January may be associated with the detour and closure on Portland Avenue.
- Greenwood Avenue Travel Speed [graph]
 - Vehicle speeds in “free flow” conditions (before and after morning/evening peak times) have decreased postconstruction.

Councilor Franzosa felt that the data supported the purpose of the quick build, and that the City should focus on communicating the positive impact of road diets to the public.

Councilor Riley pointed out that Council made a commitment to the community to provide data at regular check-ins and supported additional data sets.

Oster stated that the City is working to reopen north/south traffic on Wall St. at Olney Ave. as soon as possible, but that east/west traffic on Olney Ave. will continue to be closed until the fall of 2025. Oster added that there will be construction on Franklin Ave. starting in the fall of 2025 and that normal traffic flow will not return for a couple of years, which will impact the data on the Greenwood quick build.

Mayor Kebler requested waiting until north/south traffic is open on Wall St. before conducting the next survey and requested staff gather two to three more data sets before reporting back to Council.

Mayor Pro Tem Perkins acknowledged the legitimate frustration that the community is feeling over the street closures and impacts on traffic in this area.

Oster stated that the full, in-depth analysis of the quick build is posted on the City of Bend website (<https://www.bendoregon.gov/services/projects-initiatives/what-s-being-built/midtown-crossing-project/greenwood-avenue-pilot-project>)

5. Adjourned at 6:28 pm.

Respectfully submitted,

Morgen Fry, City Recorder/AB

Bend City Council Regular Session

The regular session of Bend City Council was called to order at 7:04 p.m. on Wednesday, March 19, 2025, in Council Chambers, 710 NW Wall Street, and online. Present were Mayor Melanie Kebler,

Mayor Pro Tem Megan Perkins, Councilor Gina Franzosa, Councilor Ariel Méndez, Councilor Mike Riley, Councilor Megan Norris, and Councilor Steve Platt (online).

1. Roll Call: Mayor Melanie Kebler, Mayor Pro Tem Megan Perkins, Councilor Gina Franzosa, Councilor Ariel Méndez, Councilor Mike Riley, Councilor Megan Norris, and Councilor Steve Platt

2. Good of the Order

A. Proclamation - Absolutely Incredible Kid Day (Mayor Kebler)

Mayor Pro Tem Perkins moved to accept the proclamation. Councilor Riley seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

Accepted by:

- Rui Cruz, Board of Directors, Secretary, Camp Fire Central Oregon
- Joey Hamilton, Marketing and Development Director, Camp Fire Central Oregon
- Campfire youth

B. Proclamation – Women’s History Month (Councilor Norris)

Mayor Pro Tem Perkins moved to accept the proclamation. Councilor Méndez seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

Accepted by:

- Catalina Sánchez Frank, Executive Director, Latino Community Association
- Joanna Dennis-Cook, Bend Health Center Manager, Planned Parenthood
- Taryn Amens Ramos, Program Services Director, Saving Grace

C. Council Action and Reports

a. Committee Updates

- i. Stewardship Subcommittee – meeting in April
- ii. Community Building Subcommittee – meeting in April

b. Letters

- i. Letter to Congressional Leadership on Tax Bill/Reconciliation Priorities
- ii. Letter of Support for BPRD Plan Amendment Zone Change
- iii. Letter to Deschutes County re Tourism Revenue reform options

Councilor Méndez expressed concern regarding Bend Park and Recreation District (BPRD) rezoning far outside city limits due to traffic impacts. Councilor Méndez encouraged BPRD to consider updating their trail plan as an alternative option to driving to their facilities in conjunction with the rezoning. Mayor Kebler stated that she would share that concern with BPRD.

Council supported moving forward with each letter.

c. Appointments

Human Rights and Equity Commission Appointments –

- Mario Anguiano (Commissioner)
- Cristina Morales Moyano (Commissioner)
- Jennifer Kovitz (Commissioner)
- Fenix Van Tassel (Alternate)
- Mary E (Bet) Hannon (Alternate)

Councilor Méndez moved to approve the appointments to the Human Rights and Equity Commission as recommended by Mayor Kebler. Councilor Riley seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

- Ex officio code change

Mayor Kebler sought Council direction for a code change to allow ex officio members on council appointed advisory bodies.

Mayor Kebler confirmed that the appointment process would align with the current appointment process for advisory body members. The mayor would nominate ex officio members, and nominations would be appointed by Council.

Council directed staff to bring these code changes back for their consideration at a future meeting.

d. Councilor Reports

- Councilor Franzosa
 - Attended the Core Area Advisory Body (CAAB) Development Subcommittee meeting; discussion about code changes to spur development in the Core Area
- Councilor Méndez
 - Welcomed Japanese Exchange students from Toyota, Japan, with Mayor Kebler
 - Met with Cassie Regimbal, Executive Director of the Central Oregon Council on Aging; Regimbal discussed federal funding cuts, and identified access to affordable housing, transportation and health care as top issues faced by seniors.
- Councilor Riley
 - Acknowledged the passing of Bob Woodward, former City Councilor and Mayor of Bend from 1997-1999, and thanked Woodward for his service to the community
 - Reported that a key decision will be made at the May 2025 Central Oregon Intergovernmental Council (COIC) board meeting regarding Cascade East Transit (CET) fares and expressed concerns regarding the absence of discounts for young people and barriers for immigrants. Councilor Riley requested Council discuss and develop a recommendation to COIC that addresses these concerns.

- Council supported a discussion and developing a recommendation. This topic was added to the April 4, 2025, Stewardship Subcommittee Meeting Agenda
- Mayor Pro Tem Perkins
 - Attended the Deschutes Collaborative Forest Project Meeting; discussed federal funding
 - Participated in Human Rights and Equity Commission (HREC) interviews
 - Attended a gun violence presentation at Pilot Butte Middle School with Mayor Kebler and Representative Jason Kropf
 - Attended meetings with Bend Economic Development Advisory Body (BEDAB), Economic Development for Central Oregon (EDCO), and the Bend Chamber of Commerce regarding the second phase of the Transportation Fee for non-residential accounts. Mayor Pro Tem Perkins expressed support and appreciation for the work done by BEDAB in developing their recommendation to Council, which focused on balancing the needs of businesses and residents and lessening the burden to medical offices and restaurants.
- Councilor Norris
 - Attended the Environment and Climate Committee meeting; heard a BURA presentation; reviewed the Community Climate Action Plan (CCAP) update; voted to adopt CCAP update, CCAP priorities and implementation recommendations; heard an update on the joint committee electrification meeting
- Councilor Platt
 - Met with the Dark Skies group, which uses a data-centered approach based on best practices from Oregon and other areas
- Mayor Kebler
 - Attended a Rural Fire Protection District meeting with City Manager King; discussed future funding plans and fire response
 - Attended a Deschutes County meeting regarding tourism revenue
 - Attended a Downtown Bend Business Association (DBBA) meeting; DBBA will present an annual report check-in to Council in June

3. Visitors Section

- Justin Gottlieb, Bend resident, shared a personal experience about his transition from houselessness to becoming an employer over the course of 10 years.
- Jordan Elliott, Bend resident, spoke in support of Bend's outdoor recreation economy and urged Council and the community to support House Bill 3140.
- Bill Kowalick, Bend resident, spoke in support of the Dark Skies initiative.
- Chris Hill, Bend resident, spoke in support of the Dark Skies initiative.

4. Consider a Motion to approve the Consent Agenda

A. OLCC Report

B. Approval of Minutes

- a. February 3-4, 2025, City Council Goal Setting Meeting
- b. February 19, 2025, City Council Meeting
- c. March 5, 2025, City Council Meeting

- C. Pulled from the consent agenda by Councilor Franzosa
- D. Authorize an agreement with the Oregon Department of Transportation (ODOT) for Traffic Signal Maintenance and Related Work in an amount not to exceed \$706,000 over three years.

Councilor Riley moved to approve the consent agenda with the exception of item C. Councilor Méndez seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

Item pulled from the Consent Agenda

- C. Authorize an agreement with DOWL, LLC for professional design services for the Aune Street Extension Project (1GAEE) in an amount not to exceed \$545,517 for the first phase of design services

Engineering Director Ryan Oster gave the presentation.

Slides included:

- Aune Street Extension Design Agreement
- Project Background - TSP
 - Transportation System Plan (TSP) & 2020 General Obligation (GO) Bond
 - C-5: Aune Street extension from Bond Street to 3rd Street (note: west of parkway planned to be built by private development)
 - S-6: 3rd Street/Miller Avenue intersection improvements and 3rd Street modifications implementation
 - R7-A: Crosswalk - Create a safe crossing of 3rd Street between BNSF RR and Wilson Avenue using RRFB and safety islands
 - R7-B: Crosswalk - Create a safe crossing of 3rd Street between BNSF RR and Franklin Avenue using RRFB and safety islands
 - R7-C: 3rd Street underpass - Near term enhancements to sidewalk
 - M-7: Clay Avenue/3rd Street intersection improvement – to include pedestrian and bicycle crossing improvements (per study adjusted to Burnside/3rd)
- Project Background – Core Area Project Report
 - Underpass examples [photographs]
 - [map]
- Project Background – Aune Street Study [maps]
- Project Scope
 - Design Services (This Contract):
 - Traffic Analysis
 - Concept Design
 - Refine alternatives from study

- Focus on 3rd/Miller and the multimodal connection
 - Public Outreach
 - Preliminary Design
- Design Services (Future Contract)
 - Final Design
 - Construction Support
- Project Schedule [timeline]
 - Council Meetings
 - March 2025 – Council meeting for preliminary design services
 - September 2025 – Council touchpoint on conceptual design and final design services
 - August 2026 – Council meeting for construction Services
 - Open Houses
 - August 2025 – In person to present alternatives
 - November 2025 – Online to show selected design
 - August 2026 – Preconstruction open house
- Budget
 - Project Estimate by Fund:
 - 2020 GO Bond, 1GAEE (Aune Street Extension) - \$13,850,000
 - Transportation Construction Fund, 13TML (3rd & Miller) - \$3,100,000
 - ARTS Funding - \$252,683
 - Total Budget - \$17,202,683
 - Contracts on Tonight's Agenda
 - DOWL Alternative Analysis & Preliminary Design Contract - \$545,517
 - Previously Approved Contracts (Actual Spent)
 - Kittelson Aune Street Study - \$143,715
 - Future Amendment (Class 5 Estimate)
 - Final Design and Construction Service - \$1,750,000

Councilor Franzosa expressed concerns over the cost and scope of the project.

Oster explained that money identified for Aune West improvements became available and had been moved to a single Aune project that explored additional improvements, including underpass improvements, under the recommendation of the Transportation Bond Oversight Committee (TBOC).

Councilor Franzosa expressed concern that underpass improvements could slow the rest of the project.

Oster stated that Council can make decisions regarding the project scope after the 30% design concept.

Mayor Kebler expressed support for exploring the additional improvement in the design phase.

Mayor Pro Tem Perkins moved to authorize an agreement with DOWL, LLC for professional design services for the Aune Street Extension Project (1GAEE) in an amount not to exceed \$545,517 for the first phase of design services. Councilor Norris seconded the motion.

Mayor Pro Tem Perkins rescinded this motion to include the full motion text.

Mayor Pro Tem Perkins moved to authorize an agreement with DOWL, LLC, in substantially the form presented to Council, for professional design services of the Aune Street Extension Project, in the amount not to exceed \$545,517. Councilor Norris seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

End of Consent Agenda

5. Public Hearing and first reading of an ordinance to vacate a partially improved portion of the Romaine Village Way right-of-way east of Ridge Drive and west of South Highway 97

Mayor Kebler opened the public hearing at 8:17 p.m.

Presentation by Associate Planner Michelle Patrick

Slides included:

- Romaine Village Way Right-of-Way Vacation
- Vicinity Maps
- Review Standards & Guidelines (BC 3.80.040)
 - Is the Proposed Vacation in the Public Interest?
 - Right-of-way will not be vacated unless the vacation involves a trade of property and the creation of an alternate right-of-way.
 - Right-of-way will not be vacated if there is a reasonable possibility it will be used for right-of-way purposes at any time in the future, unless the potential future use can be preserved by an easement or other means.
 - Right-of-way purposes include streets; bike paths; trails, paths, or sidewalks; and public utilities.
- Easement Plan [plan]
- Bend Code 3.80.040, continued.
 - Is the Proposed Vacation in the Public Interest?
 - The City may consider the current use of the right-of-way in determining whether it should be vacated.
 - The City may consider the history of the property proposed to be vacated, how it was acquired by the public, the cost of acquisition, current value, and the benefit to any adjacent property to which the vacated property will be attached.

Mayor Kebler called for public comment. Seeing no one wishing to speak, Mayor Kebler closed the public hearing at 8:21 p.m.

Councilor Riley moved for the first reading of an ordinance vacating a portion of Romaine Village Way east of Ridge Drive and west of South Highway 97. Councilor Norris seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt
No: none

6. Approve the 2025-2027 Council Goal Framework

Presentation by City Manager Eric King.

King screen-shared the revised **Guiding Principles** document and reviewed the edits made to the guiding principles based on Council feedback.

Council discussed the wording of the Safety + Belonging section. Issues raised included:

- The paragraph is overly wordy, which dilutes the message
- Whether or not to include the phrase “we will apply an equity lens”
- Clarifying whether “we will apply an equity lens” is it a commitment or an aspirational goal

Mayor Kebler suggested Council continue to think about the wording. No changes were made at the meeting.

King screen-shared the **2025-27 Council Goal Framework with additional edits** and reviewed the edits that were made based on feedback from Council since the March 5, 2025, work session.

Council discussed the length and specificity of *“Create and begin implementation of Pedestrian and Bike Master Plans that address system gaps, costs, and priorities and are aligned to the Transportation System and Climate Friendly and Equitable Communities plans and policies, addressing items such as sustainable funding for the Neighborhood Street Safety Program, expanding the Bend Bikeway and lower cost options safety options (i.e. modal filters).”* Council decided to remove some of the specific topics (Neighborhood Street Safety Program, Bend Bikeway, lower cost safety options) and include them in the work plan rather than the framework. Council agreed on the revision: *“Create and begin implementation of Pedestrian and Bike Master Plans that address system gaps, costs, and priorities and are aligned to the Transportation System and Climate Friendly and Equitable Communities plans and policies.”*

Councilor Méndez pointed out that funding goals in *“Work proactively with Cascades East Transit to secure sustainable transit funding and establish two mobility hubs,”* are tied to Legislative decisions. Councilor Méndez suggested including an action that the City could support regardless of the Legislative decisions, and suggested adding “to increase transit service.” Council agreed on the revision: *“Work proactively with Cascades East Transit to increase transit service, secure sustainable transit funding and establish two mobility hubs.”*

Councilor Franzosa suggested replacing “livable wages” with “cost of living” in the Economic Prosperity subheading, *“Develop and implement strategies that increase community prosperity through job growth, workforce development and livable wages,”* because “livable wages” are outside of the City’s control. Council provided general support for retaining “livable wages” as a majority of Councilors felt many aspects of the cost of living are outside of the City’s control and the City is planning on targeting higher wage industries, which would promote livable wages. No changes were made.

Councilor Riley requested clarification on the meaning of “alongside needed partner investments” in *“Identify and contract with specific community prosperity partners that provide specialized business and employment services aligned to the economic development plan alongside needed partner investments in workforce development, infrastructure, housing and childcare.”* King responded that the intent was to include childcare and a partnership approach to delivering economic development. Council agreed on the revision: *“Identify and contract with partners that provide specialized business and employment services, including childcare aligned to the economic development plan.”*

Councilor Platt requested the removal of the word “potentially” in *“Explore improvements to Bend’s outdoor lighting standards, potentially informed by principles from the ‘Dark Sky’ initiative.”* Council agreed to this change.

Mayor Pro Tem Perkins moved to approve the 2025-27 Council Goal Framework as amended.
Councilor Riley seconded the motion.

The voice vote passed 7-0:

Yes: Kebler, Franzosa, Méndez, Riley, Perkins, Norris, Platt

No: none

7. Receive City Manager’s Report

none

8. Adjourned at 8:46 p.m.

Respectfully submitted,

Morgen Fry, City Recorder/AB



Accommodation Information for People with Disabilities

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