

OBNA Board Meeting. July 7, 2022. 6:30-8pm Hybrid meeting

Present: John Fischer, Richard Ross, Kathy Nagel-Hood, Conor Carlson, Chris Friess, Travis Abele, Karen Harding

Guests: David Funcheon - neighbor, Tobias Marx - Parking manager, Judy Clinton and Elizabeth Rhodes - savebendgreenspace.org

Absent: Nunzie Gould, Mark Weers, Melanie Kebler

I. Deschutes South River Canyon/SaveBendGreenSpace - Judy Clinton and Elizabeth Rhodes.

Grass-roots organization consisting of the 3 NAs started SaveBendGreenSpace - South West Bend, Southern Crossing, Century West. Interested in buying the property through collaborative funding, but the current contract with Pahlisch precludes any solid commitment from other resources.

A. History: The Central Oregon Irrigation District (COID) owns approximately 150 acres of land where they operate a piped canal and power station on the property.

- There is a scenic view easement in place with Mt Bachelor Village in place until 2034 that may prevent development on some parts. If COID quits generating electricity the view easement is discontinued.
- In 2016 the UGB was changed and area within Deschutes So Canyon was identified as an opportunity area. At that time there was no inventory of housing and no public input.
- Portion of the property, 100 acres is currently under contract to be sold to Pahlisch Homes for approximately 10.5 M. for development of approx. 725 homes.
- Problems with developing the area include; poor access - through Woodriver Village and Brookwood, traffic concerns, multiple cliffs with 25% grade and wildfire concerns.

B. Need for community support because:

- Area currently utilized by the public as an extension of the river trail, as a bicycle hub and defacto park. Has approximately 8.5 miles of trails
- Hiking, dog walking
- Cycling - connectivity to east
- Birdwatching
- Acts as east-west connector to Historic Canal Trail and North West connection to River Trail
- Woodlands site with many old growth trees that sequester carbon and greenhouse gases. With increased density mandated by Exec Order 20-04 need to mitigate heat island effect and carbon sequestration.

C. Public input solicited: Sent out a survey with 2,039 responses in 2 month, overwhelming support to keep it as open space with accessibility.

D. How OBNA can help:

- Email City Councilors to support keeping it as open space
- Lawn signs
- Tell friends about SaveBendGreenSpace
- Spread the QR code for information link
- Spread brochures in neighborhood
- Talk about its importance as biking hub with connectivity and natural space close to town.

E. Action: Affirmative Vote by OBNA Board to publicly support SaveBendGreenSpace.

II. Bird Bikes discussion: Tobias Marx - Parking Management

A. History of Bike Share Program: 2016-2020 partnership with OSU and City of Bend to provide 55 bikes through Bike Sharing.

- Since then City of Bend created a mobility working group with the intention of finding a program that could reduce VMT (vehicle miles traveled).
- Bend had conversations with multiple private entities but code prohibited them unless a pilot program could be instituted to work out the problems.
- Thus the partnership with Bird Bikes started in 2022 on a “Right of Way” regulatory program authorized by the City Manager.

B. Goal is to offer mobility options that support the Climate Action Plan, reduce parking demand, and connect to other mobility hubs and services.

- Current data reflects that the bikes are being used to reduce VMT. In the first 5 wks 6,000 rides. Bikes are being used in all parts of the City. City will continue to analyze data.

C. Evolution of program - currently there are fewer restrictions on docking in order to see where to put the biking mobility points/bike racks/preferred parking.

- Eventually there will be dockless bikes with preferred parking. The technology will incentivize returning the bikes to preferred areas. By July the City anticipates preferred parking enforcement.
- City is currently in conversations with Bird to implement alerts if bikes are dropped inappropriately in places like ADA ramps.
- More info to come

III. Parking District Update - Travis

Revision of program - in Dec CC voted to revise the parking district through the lens of equitability.

Progress: most of the streets will have some paid parking on one side, unless the street is too narrow.

- Residents will continue to have paid parking passes and may be charged for visitor passes.
- Stall due to the challenges with CC transition and busy work schedules.
- Need to solidify the changes before the new signs are made and paid parking program starts.
- Current visitor passes are valid until September 2023.

IV. Riverside/Tumalo Traffic accidents and safety concerns - Neighbor David Funcheon (also reps 2 adjacent neighbors)

A. History: intersection was rebuilt in 2015 at cost of 1 million+ with 3 crossings. Previous to this change the accidents happened at Tumalo and Broadway.

Residents feel the change is “disastrous” and there have been multiple accidents. Recent motorcycle fatality. Last year 3 accidents caused neighbors property damage.

B. Problem: how to slow down traffic on Riverside and reduce backup and congestion on Tumalo.

- Complication of cut through traffic, congestion and high pedestrian traffic on Riverside from summer floaters.

C. How to improve safety?

- NSSP - neighborhood street safety program; probably not a source of funding as NSSp doesn’t address major arterials.
- City hasn’t done traffic mitigation.
- Possibly work with Riverwest NA and Bend Parks and Rec to collaborate over how to deal with summer congestion ?

D. Action:

- Inform neighbors of importance of submitting a citizen service request with the City as they can eventually pull the data and see the safety concerns.
- Continue to work with the City on OBNA Transportation Vision and appeal to the City to implement a master plan.

V. NLA Update - Chris Friess

- Time of transition as several new reps are coming onboard.
- The Chair and Vice Chair have stepped down and currently there are no candidates to take their place.

VI. OBNA Traffic Team Update - Richard Ross and John Fischer

A. Problem: piece meal development and cut through traffic

- Killian Development - implications for OBNA with the extension of Sisemore.
- Kor Pine will further increase cut through traffic as it will further extend Sisemore.
- OBNA opposes a Sisemore extension which would create increased cut-through traffic without a broader look at Kor Pine transportation planning.
- We are very concerned about allowing piece-meal road extensions of such consequence without proper public input.
- Cut through traffic reduces livability and walkability.
- OBNA has been appealing to the City for 2 years to look at the long term picture of Sisemore cut through traffic.

B. Action Plan: Public comment

- OBNA to write letter to formally make a public comment
- Private citizen comments encouraged.
- Comments must be made before 7/19/22.
- Killian Pacific project reference # PLSR20220228 (Site Plan Review)
PLMISC20220462 (Waiver of Public Improvement Standards)

VII. Planning Application Updates

- McCann project - awaiting new info
- Delaware project - approved as a new duplex with smaller footprint.
- Corner of Kansas and Congress - application to expand the garage to the lot line.
Comment by David Function that we need to support these kinds of applications as they are intended to accommodate basic housing needs like garages that fit modern cars.