

2024-2025 ANNUAL REPORT

DESCHUTES COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

11 June 2025

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1. Overview

The mission of Deschutes County Bicycle and Pedestrian Committee (BPAC) is to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County. The committee serves to advise Deschutes County, the cities of Bend, La Pine, Redmond, and Sisters, as well as the Oregon Department of Transportation (ODOT). BPAC is comprised of 13 volunteer citizen members with regional representation from across Deschutes County. The committee holds monthly meetings to discuss current bicycle and pedestrian projects and programs, provide input, and advise local agencies concerning bicycling and walking interests and priorities. Each year, one meeting is held in La Pine, Sisters, and Redmond to make sure all parts of the county have a chance to participate. BPAC meetings are open to the public and include agency representatives as non-voting participants.

2. Safe Sidewalk Awards

BPAC created the Safe Sidewalks Awards in 2006 to recognize those businesses and property owners who go beyond the legal requirements to remove snow, ice and debris from sidewalks. This year we are honored to present Safe Sidewalks Awards to the following individuals and organizations:

Cliff Stevens	NW Bend
Dennis Crotwell	SE Bend
Bill Colton	NW Bend
Bob Snyder	NE Bend
Chris Hoffner	NE Bend
Bruce Hanlon	SE Bend
Brooke Snavelly	SE Bend
Bill Dierdorff	NW Bend
Doug Kaess	NE Bend
Charles W Spresser	NW Bend
Tim Shull	Sisters
Circle of Friends	Sisters
Lyle Speirs	NW Bend
Collier Ehlers	NE Bend
Leon Vannett	NE Bend
Perry Johnson	NE Bend
Ronnie Rasmussen	NE Bend
Sebastian	NE Bend
Tony Salida	SE Bend
Chuck Boyer	NW Bend
Guy Johnson	NW Bend
South Red Carpet Carwash	SE Bend

3. Central Oregon Bicycle and Pedestrian Summit

The 11th Central Oregon Bicycle & Pedestrian Summit was held in Bend on April 10th, 2025 and was attended by over 80 people. This unique event brings together Central Oregon residents, transportation planners, city and county officials and experts from around the state to review what has been accomplished and what still needs to be done to make walking, bicycling, and using transit safe, comfortable, and accessible for everyone in Central Oregon. Since the summit started in 2011 it has been held in communities all across Jefferson, Crook, and Deschutes counties.

Topics at this year's Summit included:

Welcome to Bend	Mayor Kebler
Keynote: Status of Regional Transportation	Phil Chang (OTC Commissioner)
Panel: Regional Transportation Efforts	Bob Townsend (CET) David Amiton (ODOT) Brennan Morrow (Madras) Tarik Rawlings (Deschutes County) Randy Winders (COTA-Prineville)
People Streets: Bend's Interface with the Hawthorne Overpass	Susanna Julber (City of Bend) and Kristin Reidelberger (Central Oregon Landwatch)
Bike and Pedestrian Infrastructure: Complete Streets	Talia Jacobson (Toole Design)
Infrastructure Tour <ul style="list-style-type: none">• Small Scale Street Maintenance Equipment• Deschutes River Trail through the Old Mill• Riverfront Street—Connecting the Deschutes River Trail	Chris Blake (City of Bend) Peter McCaffrey (Old Mill) Brad Tower (City of Bend)

Partners providing financial support or other help for the event were:

- Cascades East Transit
- Bend Metropolitan Planning Organization
- Commute Options
- Bend Park and Recreation District

4. Events

BPAC organized a **Permeable Pavement Workshop** for agencies to discuss how permeable pavement can help with storm drainage and how costs of installation and maintenance compare with standard pavement. Participants included:

- ODOT Region 4
- Bend Parks and Recreation District
- City of Bend

5. Community Connections

The idea of community connections as described in the county's new Transportation System Plan is gaining momentum.

Planning for the path from **Bend to Lava Butte** is complete. ODOT is expecting another appeal of the project to the State Land Use Board of Appeals (LUBA). ODOT plans to begin construction in Fall of 2026. ODOT led the project planning and will be managing the construction. Deschutes National Forest, and Deschutes County are partners. A BPAC representative was on the citizen's advisory committee.

The path from **Lava Butte to La Pine** is in the planning process. ODOT has selected a preferred alignment but no funding for construction has been awarded. ODOT is the lead agency and the Deschutes National Forest and Deschutes County are involved. BPAC has a representative actively engaged in the citizen's advisory committee.

ODOT has begun preliminary work on the **Sisters-Redmond-Bend** active transportation plan. The focus is on using the right-of-way for major roads between these cities. They plan to hire a consultant to help develop the plan. Other agencies will be involved in the planning effort. BPAC will be engaged in this effort.

6. BPAC Representation on Transportation Related Committees

BPAC provides representation to many committees to ensure that bicycle and pedestrian interests are considered as transportation issues are discussed or projects are planned. We have had active representation on the following committees in the past year:

- Deschutes County
 - Federal Lands Access Program (FLAP) project nomination committee
 - Transportation Safety Action Plan; Safety Working Group
- Oregon Department of Transportation (ODOT), Region 4
 - Bend to Lava Butte Trail Planning
 - Lava Butte to La Pine Trail Planning
 - US20/Greenwood Ave Facilities Planning
 - Revere Corridor Facilities Planning (in partnership with City of Bend)
- Central Oregon Area Commission on Transportation (COACT) and Central Oregon Intergovernmental Council (COIC)
 - Crash Prevention Committee
- Bend Metropolitan Planning Organization (BMPO)
 - Technical Advisory Committee (TAC)
- Bend-La Pine School District
 - Safe Routes to School Coalition
- Oregon Bicycle & Pedestrian Advisory Committee (OBPAAC)

7. Agencies and Organizations Involved With BPAC

One of the important functions BPAC provides is a forum for agencies and organizations involved in transportation planning in Deschutes County. These agencies and organizations can discuss projects, grants and funding, and design and construction techniques. This is one of the few opportunities for representatives of these agencies and organizations to discuss these topics in an informal but regularly scheduled setting. The following agencies and organizations regularly participate with BPAC:

- Deschutes County
- City of Bend
- City of Sisters
- City of Redmond
- City of La Pine
- Sunriver
- Oregon Department of Transportation (ODOT) Region 4
- Cascades East Transit (CET)
- Commute Options
- Bend Parks and Recreation District (BPRD)
- Bend Metropolitan Planning Agency (BMPO)

8. E-Bikes and Micro-mobility Situation Update

E-Bikes and other electric powered micro-mobility devices continue to be both areas of contention and valuable transportation options for many people. In the 2024 Legislative session, Oregon adopted the standard three class definition of e-bikes and restricted use of e-bikes to those 16 years of age and older. Other electric micro-mobility devices such as e-scooters, e-unicycles, and a host of other devices were not considered. Representative Emerson Levy of Bend sponsored this legislation.

The three classes of e-bikes are used both by the legislature and agencies developing specific use rules for e-bikes on their facilities. The three classes of e-bikes are:

- Class 1: Pedal assist only. Do not have a throttle. The maximum pedal-assist speed is 20 mph.
- Class 2: Have a throttle and must have operating pedals. The maximum speed is 20 mph.
- Class 3: Pedal assist only. Do not have a throttle. The maximum pedal-assist speed is 28 mph.

It is important to remember that e-bikes that have been modified to go faster or devices that may look like e-bikes but designed to go faster are not e-bikes. These devices are considered to be e-motorcycles and are regulated as such.

In the current session, two e-bike and micro-mobility bills are under consideration.

- HB 2963 would grant rebates of up to \$1,200 for the purchase of e-bikes by income qualified people.
- HB 3626, sponsored by Representative Levy, would
 - Define “powered micro-mobility device.”
 - Allow children aged 14 and 15 to use Class 1 e-bikes.
 - Require children under age 16 to wear protective headgear when using a bicycle, electric assisted bicycle, motor assisted scooter, powered micro-mobility device and certain non-motorized vehicles.
 - Provide education for users of e-bikes and other micro-mobility devices.

Locally, the rules regarding use of e-bikes are still unsettled. Class 1 e-bikes are generally allowed on Bend Parks and Recreation facilities where bicycles are allowed. The Deschutes National Forest is still considering a proposal to allow Class 1 e-bikes on selected national forest trails. E-bikes are allowed on BLM roads and motorized trails but not on non-motorized trails unless specifically allowed. Smith Rock State Park only allows e-bikes on roads or trails 8 ft or wider which essentially bans e-bikes from all trails in the park except the paved trail descending a short distance from the visitor center. E-bikes are allowed in bike lanes and travel lanes on city streets but, unlike pedal-only bikes, are not allowed on sidewalks.