

From: "AMITON David" <David.AMITON@odot.state.or.us>

Subject: Bend TSP CTAC Meeting Comments

Date: 05 December 2018 09:41

To: "WILLIAMS Rick * Reg4" <Richard.L.WILLIAMS@odot.state.or.us>, "DEKE Tyler" <tdeke@ci.bend.or.us>

Rick/Tyler,

Here are my comments/thoughts on yesterday's TSP CTAC meeting and materials. I won't be attending this morning's MPO TAC meeting, but I understand there will be an opportunity to discuss and comment on these materials:

- We need more information about proposed project A-11: 3rd Street Multi-Use Path. What are the extents?
- For all proposed projects that would widen existing single-lane roundabouts to multi-lane roundabouts, the associated impacts and necessary crossing improvements need to be made more explicit. In the case of the former, for example, what are the implications of widening Reed Market roundabouts (and roadway) for waterfront parks, trails, and existing drainage/treatment (i.e. the roadway currently drains north to the linear swales in the park). With respect to the latter, recognize that best practices for multi-lane roundabouts would suggest some combination of the following, particularly to create safe conditions for individuals with hearing and vision disabilities:
 - o Additional channelization so that no crossing requires more than a single lane crossing at any one time (refuge islands between each crossing lane)
 - o RRFB, PHB, or some other signalized crossing enhancement
 - o Raised/tailed crossings
 - o Grade-separated crossings
- Project B-2: Revere Avenue bicycle facilities (I'm assuming these would be protected or buffered bike lanes), and associated road diet, are proposed to be deferred from Foundational to Neighborhood Level. The Revere connection, at least between NW Harriman and NE 6th Street, is a critical link in the parallel routes and crossings network that ODOT and COB have developed as part of the Parkway Plan and US20: Empire-Greenwood efforts. This project should remain as a Foundational project in support of those efforts. Dave Hirsch recently developed and provided the City with Concept lane layouts (attached) as just one option for achieving the desired road diet in a way that would have Traffic, mobility, and ped/bike benefits.
- Project B-5: Franklin Avenue protected bicycle undercrossing of US97, is proposed to be deferred from Foundational to Neighborhood Level. The Franklin Ave undercrossing was identified as one of the High Priority Investment Locations for existing crossings in the Middle Corridor Section as part of the Parkway Plan's ped/bike crossing analysis and prioritization. This project should remain as Foundational in support of the Parkway Plan effort.
- Project B-31: Portland Ave-Olney Ave Protected Bicycle Facilities: the notes indicate that this is already LTS2, but this is a clear example of the LTS model failing to sync/calibrate with real-world conditions. While Portland/Olney might score as low-stress, they are clearly not high-comfort. There should be a red flag on model segments that score LTS ½ that have also experienced ped/bike fatalities.
- Project C-1: Greenwood Avenue road diet from Bond to 3rd Street: the notes indicate that it would only result in an LTS3 facility, which is simply untrue. In May 2018, Kittelson visited Bend to give a 3D visualization presentation at ODOT. As a mere example of the technology, they

spent a couple hours on Greenwood and developed 3D concepts for protected bike facilities on that segment (<http://kai.maps.arcgis.com/apps/CEWebViewer/viewer.html?3dWebScene=167bad977c8d40b293157e518dbf1bcf>). Additionally, that 5-block section is the only bike lane gap on the entire stretch of Newport/Greenwood. It should remain as Foundational so that gap can be eliminated.

Thanks,

David Amiton
Interim Region 4 Planning & Program Manager
Active Transportation Liaison
ODOT Region 4 Project Delivery Building
63055 N. Highway 97, Building M
Bend, OR 97703

David.Amiton@odot.state.or.us

Desk: (541) 388-6111