

# NW 15<sup>th</sup> Street Neighborhood Greenway project

## Frequently Asked Questions and Answers

**Question:** What is the City planning to do on NW 15<sup>th</sup> Street and when?

**Answer:** The City of Bend is currently designing improvements to make NW 15<sup>th</sup> Street (between Simpson and Galveston) a neighborhood greenway. This is a term used by many cities across the country to describe a local street that serves as a more comfortable and safe route for walking and biking than nearby busier streets. Proposed improvements include a small amount of signs, pavement markings, and speed humps to slow and discourage cut through traffic. Examples are shown below. Construction will occur in spring 2019. The proposed design for NW 15<sup>th</sup> Street can be viewed at the project webpage: [www.bendoregon.gov/neighborhoodgreenways](http://www.bendoregon.gov/neighborhoodgreenways)



Example of pavement markings



Example of speed hump



Example signs

**Question:** What is the cost of the project?

**Answer:** The approximate cost of the work proposed on NW 15<sup>th</sup> Street is currently estimated at \$100,000. This is part of a total of \$900,000 approved by the City Council for an initial network of neighborhood greenways across Bend.

**Question:** Will NW 15<sup>th</sup> Street be closed to cars?

**Answer:** No. The street will continue to be open to all auto traffic and access to homes and businesses will be unaffected. The proposed speed humps are intended to slow and discourage cut through traffic. People walking, biking, and driving will continue to share the street as is the case today.

**Question:** Will we lose on-street parking?

**Answer:** In a few very limited locations around proposed speed humps one to two parking spaces will need to be restricted by yellow curb painting. These locations only occur once every couple of blocks so the vast majority of on-street parking will remain unaffected.

**Question:** How long will construction last?

**Answer:** The construction should take between 1 to 2 months, dependent on weather. Occasional flagging may occur.

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**Question: Will there be any impacts from this work to my property or landscaping?**

**Answer:** A few signs will be placed outside of the roadway but these will be located within the public right of way adjacent to the curb. Care will be taken to minimize affecting any homeowner landscaping or sprinklers that extend into the right of way. Note: public right of way generally extends several feet behind the curb and can vary from location to location.

**Question: Why and how was NW 15<sup>th</sup> Street chosen and prioritized?**

**Answer:** Between 2013-2015, the City engaged the community through open houses, an online interactive mapping tool, neighborhood associations, and advisory committees. Many routes across Bend including NW 15<sup>th</sup> Street were identified for better walking and biking connections. The City's recent Urban Growth Boundary (UGB) expansion process in 2016 also identified these routes for improvement to support community goals. NW 15<sup>th</sup> Street was chosen as a logical route because of its continuity through the neighborhood and ability to serve as an alternative to walking and biking along nearby 14<sup>th</sup> Street. A one-day demonstration of potential treatments using cones were conducted by both City staff and residents in June 2016 during the Bend Livability Conference. The local advocacy group Bend Bikes also worked with the neighborhood during 2017 to hold their own open houses and had several group bike rides along the route. Due to citizen requests, the design and construction of an initial network of neighborhood greenway routes including NW 15<sup>th</sup> Street was approved by Bend City Council as part of the 2017-2019 City budget.

**Question: What about nearby 14<sup>th</sup> Street?**

**Answer:** Many people, especially children, do not feel safe walking or biking along 14<sup>th</sup> Street due to high volumes of car traffic and speeds. Although the City recently made major investments in sidewalks and bike lanes on nearby 14<sup>th</sup> Street, a small investment of funds can also quickly help make NW 15<sup>th</sup> Street more comfortable and safe for those who live along it and prefer streets with less traffic and lower speeds.

**Question: Will other neighborhood streets see more traffic because of the project?**

**Answer:** Traffic counts conducted on NW 15<sup>th</sup> Street show approximately 800 to 1,000 cars per day at different points throughout the route. Although the road will remain open to auto traffic there is a possibility that the proposed speed humps will encourage some drivers that are using NW 15<sup>th</sup> Street as a cut through route to stop driving on it. However, the only other nearby parallel local routes are 14<sup>th</sup> and 16<sup>th</sup> Streets. 16<sup>th</sup> Street is not continuous through the neighborhood and connects to Baltimore and Knoll Avenues. Therefore, it is unlikely that many drivers would divert to this route. It is more likely that drivers that choose to avoid NW 15<sup>th</sup> Street after the construction of the project would instead utilize 14<sup>th</sup> Street for thru travel which is its intended purpose as an arterial road.

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### **Question: Will sidewalks be built along the street?**

**Answer:** At this time sidewalk is not planned along NW 15<sup>th</sup> Street. The City currently utilizes priorities from the accessibility community when funding the construction of new sidewalk connections. The City is also currently updating its Transportation System Plan (TSP) which allows citizens to get involved in prioritizing needed sidewalks. More information is available here: <https://www.bendoregon.gov/city-projects/transportation-system-plan>

Examples of recent sidewalk construction include South 3<sup>rd</sup> Street, nearby 14<sup>th</sup> Street, NE Wells Acres Road, NE Kearney Avenue, various streets in the Mountain View Neighborhood, and Dean Swift Road. However, the improvements planned to slow and discourage cut through traffic on NW 15<sup>th</sup> Street will make it a more comfortable and safe place for people who are currently walking along it.

### **Question: I live on another nearby street and have asked the City for traffic calming in the past. Why hasn't it been prioritized?**

**Answer:** The City's budget declined considerably with the 2008 economic downturn. Over the subsequent years some of the only transportation investments that could be made were due to voter approval of the G.O. Bond program in 2011 that funded work on several roundabout and road projects. More information is available here:

<https://www.bendoregon.gov/city-projects/city-infrastructure-projects/transportation-go-bond> Only in recent years has funding increased again for transportation. However, the City receives numerous requests every year for traffic calming on local neighborhood streets well beyond our ability to study, fund, and implement. While the City does respond to and evaluate, when warranted, citizen requests for stop signs and marked crosswalks, we do not have a comprehensive program at this time to address residential traffic calming. Because of continued citizen requests and advocacy to make NW 15<sup>th</sup> Street more comfortable and safer to walk and bike along, it was chosen for this initial project. As funding allows in the future additional streets may be prioritized.

### **Question: I live on a dirt street. Why is NW 15<sup>th</sup> Street receiving these improvements before my street is paved?**

**Answer:** The proposed improvements are funded by System Development Charges (SDCs) paid by new development and redevelopment. Under state law SDCs must be utilized for transportation capital investments, not for maintenance such as paving. However, the City is currently investing more than ever before in paving (\$3 to \$5 million per year). Funds for pavement preservation are spent in the most cost effective way to provide the greatest return for the taxpayers of Bend. This means streets that are already paved but only in need of routine maintenance such as crack sealing, slurry and chip seals, and overlays are prioritized in order to achieve the greatest return dollar for dollar. The City will continue to periodically regrade and perform dust control on dirt streets. Residents of dirt streets can request to form a Local Improvement District (LID) that assesses the cost of paving the dirt street on each property along it over a certain period of years.

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#### **Question: When will NW 15th Street be repaved?**

**Answer:** SW/NW 15<sup>th</sup> Street between SW Knoll and NW Baltimore Avenues and also between NW Fresno and NW Galveston Avenues will be repaved ahead of this project in spring 2019. In 2020 the entire stretch of NW 15<sup>th</sup> Street from Simpson to Galveston will receive a thin slurry seal overlay. For more information about how the City prioritizes streets for maintenance and descriptions of the different types of pavement preservation treatments, visit:

<https://www.bendoregon.gov/government/departments/streets/street-operations/street-preservation-program>

#### **Question: What about emergency vehicle access?**

**Answer:** Emergency vehicle access such as for larger fire engines and ambulances will remain. City Engineering staff works closely with our Fire Department to review plans for projects especially treatments such as speed humps to ensure they are designed properly to maintain emergency vehicle access. Further, traffic calming features greatly reduce the risk and likelihood of a crash between people walking, biking, or driving and consequently the need for emergency response.

#### **Question: How does this project fit in with other transportation investments by the City?**

**Answer:** The City's current budget and five-year capital improvement program allocates nearly \$30 million to design and construct other projects such as the Empire Corridor connection between Purcell and Butler Market/27<sup>th</sup> Street in northeast Bend, the Murphy Corridor extension from Brosterhous over the BNSF railroad to SE 15<sup>th</sup> Street in southeast Bend, and the intersection of Neff & Purcell near the medical center area on Bend's eastside.

#### **Question: What about other City priorities such as filling pot holes and paving?**

**Answer:** The City is currently investing more in paving than ever before. This is approximately \$3 to \$5 million per year. In addition to re-paving more than 94 lane miles of streets, the most in City history, in 2017, more than 1,500 pot holes were filled, and nearly 3,000 miles of lane miles of street were swept.

#### **Question: I have other concerns in my neighborhood that this project isn't addressing. How can I tell the City?**

**Answer:** Other questions and concerns such as potholes, storm drains, snow removal, traffic speed, including on other streets, can be submitted to the City using our Citizen Service Request system at:

<https://www.bendoregon.gov/services/online-services/service-request-form>

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**Question:** Who can I speak with about the planned work in my neighborhood?

**Answer:** The City's Project Manager for this work is Rory Rowan. He can be reached at 541-388-5575 or at [rrowan@bendoregon.gov](mailto:rrowan@bendoregon.gov).

**This FAQ and additional project information available at:**

[www.bendoregon.gov/neighborhoodgreenways](http://www.bendoregon.gov/neighborhoodgreenways)



**Accommodation Information for People with Disabilities**

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Rory Rowan at [rrowan@bendoregon.gov](mailto:rrowan@bendoregon.gov), 541-388-5575; Relay Users Dial 7-1-1.