

Neighborhood Greenways project

Frequently Asked Questions and Answers

Q: What is the City planning to do and when?

A: The City of Bend is currently designing improvements to create a network of connected Neighborhood Greenways using existing streets, trails, bridges and parks. Neighborhood Greenway is a term used by many cities across the country to describe a route for walking and bicycling that is more comfortable than nearby busier streets.

A map showing the previously completed and planned routes can be viewed at www.bendoregon.gov/neighborhoodgreenways Proposed improvements include a small amount of signs, pavement markings, and limited traffic calming such as stop sign changes, speed humps and traffic circles.

Examples are shown below. Construction will occur in phases between 2020 and 2021.



Example of pavement markings



Example of speed hump



Example signs

Q: Why and how were these streets chosen and prioritized?

A: Between 2013 to 2015, the City engaged the community through open houses, an online interactive mapping tool, neighborhood associations, and advisory committees. Many routes across Bend 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.

Many of these streets were chosen as logical routes because of their ability to connect homes, businesses, schools and parks. One day demonstrations of potential treatments using cones were conducted by both City staff and the local advocacy group Bend Bikes along with residents in June 2016 during the Bend Livability Conference, and at the Bend Open Streets events in September 2016 and 2017. Due to citizen requests, the design and construction of an initial network of Neighborhood Greenway routes was approved by City Council in 2017.

Q: Does this already exist anywhere else in Bend?

A: Yes. In spring of 2019, the first phase of the project created Neighborhood Greenways along NE 6th Street (north of Greenwood/US Hwy 20) and NW 15th Street (between Simpson and Galveston). However, not all future routes will have the same improvements that were part of the first phase. As the designs of future phases of the project are being developed, they will be posted to www.bendoregon.gov/neighborhoodgreenways where you can view individual segments and proposed improvements.

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Q: What is the cost of the project?

A: City Council has allocated \$900,000 between 2017 and 2021 for approximately eight miles of Neighborhood Greenways across Bend. \$300,000 has been spent to date on the construction of the NE 6th and NW 15th Street routes in spring 2019 and design of the next phase of the project. The remaining funds are being used to design and construct additional routes.

Q: Will my street be closed to cars?

A: No. All streets that are part of the project will remain open to auto traffic and access to homes and businesses will be unaffected. People walking, biking, and driving will continue to share the street as is the case today.

Q: Will we lose on-street parking?

A: The project is being designed to minimize loss of on-street parking. For safety reasons, there will be a small number of locations where parking may need to be restricted, such as at intersections. These locations only occur once every couple of blocks so the vast majority of on-street parking will remain unaffected.

Q: Are you installing designated bike lanes?

A: The vast majority of the project will utilize shared lane markings (also known as “sharrows”) to designate that the streets will remain shared by people driving and bicycling. However, in certain key segments, a few stretches of painted bike lanes are proposed. These include on Division Street adjacent to Crux, and on SE Centennial and Paiute. On-street parking will be preserved in the areas where bike lanes are proposed.

Q: How long will construction last?

A: The construction should take between 1 to 2 months per street, dependent on weather. Occasional flagging may occur. It will occur in phases between 2020 and 2021.

Q: What about speed limits on these streets?

A: Many of the streets that are part of the project currently have a speed limit of 25 miles per hour. Oregon state law allows cities such as Bend to reduce the speed limit of streets that meet certain criteria by 5 miles per hour, if recommended by City staff and approved by the City Council.

As part of a previous phase of the project, NE 6th and NW 15th Streets had their speed limits reduced to 20 miles per hour. City staff will evaluate each route of the remaining phases of the project, including obtaining traffic counts and measuring existing speeds, and may recommend speed limit reductions to Council for consideration.

Certain main streets included in the project such as Franklin Avenue, 2nd Street north of Wilson, and Centennial and Paiute in the industrial area, will most likely remain at their current speed limits as they don’t meet the criteria under state law for a speed reduction.

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

A: No. Only 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 that extends into the right of way. Note: public right of way generally extends several feet behind the curb and can vary from location to location.

Q: What about improving other busier and fast streets (e.g. 3rd Street)?

A: Many people, especially children, do not feel safe walking or biking along these other main streets due to missing sidewalks, lack of a bike lane, high volumes of car traffic and speeds. Although the City will continue to also invest in these main streets, a smaller investment of funds can more quickly help make streets like those included in the Neighborhood Greenways project more comfortable and safe for those who live and travel along them and prefer less traffic and lower speeds.

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

A: Traffic counts conducted on several of the streets included in the project show typically less than 1,000 cars per day at different points throughout the routes. While the proposed improvements are designed to achieve safer, slower speeds on the Neighborhood Greenway routes, much diversion, if any, of drivers to other streets is not expected. However, the City will periodically monitor speeds and traffic volumes along these routes and others to see if additional future improvements are needed.

Q: Will sidewalks be built along these streets?

A: At this time additional sidewalk is not planned as part of the project. The City currently utilizes priorities from the accessibility community when funding the construction of new sidewalk connections. The City is also 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 includes South 3rd Street, NW 14th Street, NE Wells Acres Road, NE Kearney Avenue, various streets in the Mountain View Neighborhood, and Dean Swift Road. However, the improvements planned as part of the Neighborhood Greenways project are being designed to create more comfortable and safe streets for people who are currently walking along them.

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

A: After hearing from the community for many years, in 2019 the City Council allocated \$800,000 to create a new Neighborhood Street Safety Program. This program allows residents to submit applications for traffic calming and other desired neighborhood street improvements to the City for evaluation and consideration. More information about this process can be accessed here: www.bendoregon.gov/streetsafety

Neighborhood Greenways project

Frequently Asked Questions and Answers

Q: I live on a dirt street. Why is my street not getting paved?

A: 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 (\$7 million in 2019 alone).

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 period of years.

Q: How does this project fit in with other transportation investments by the City?

A: The City has heard a clear message from the community that transportation – such as traffic congestion and neighborhood street safety - are top concerns. The City is working to provide safe, reliable, transportation options. The Empire Corridor improvements are under way, and we're about to start Murphy Corridor improvements, both of which will provide new road extensions to improve east-west connections across Bend, help address traffic congestion, and provide safer walking and biking routes.

With the recent adoption of the 2019-2021 budget, the City Council also approved funding for several major transportation projects including the Neff Road/Purcell Boulevard intersection, Reed Market Road/Bond Street roundabout, Highway 20/Greenwood Avenue sidewalks, Newport Avenue from College Way to 9th Street improvements, Simpson Avenue/Columbia Street intersection, Butler Market Road/Wells Acres Road roundabout and more.

The City's current five-year capital improvement program allocates more than \$70 million to design and construct transportation projects including those listed above. The Neighborhood Greenways project budget is less than 1% of the City's total planned five year spending on transportation capital projects.

Q: What about emergency vehicle access?

A: Emergency vehicle access such as for larger fire engines and ambulances will not be affected by the project. Additionally, City Engineering staff works closely with our Fire Department to review plans for projects especially treatments such as speed humps and traffic circles 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.

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Q: Will these streets get repaved? If not, then when?

A: 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 (\$7 million in 2019 alone).

This has allowed the City to begin performing pavement preservation on local neighborhood streets after being unable to for many years. This means that many of the streets that are receiving Neighborhood Greenway improvements may be prioritized for future repaving. Information about how the City prioritizes streets for maintenance is available here: www.bendoregon.gov/streetpreservation

Q: What about other City priorities such as filling pot holes and paving?

A: The City is currently investing more in paving than ever before. This is approximately \$7 million in 2019 and includes 125 lane miles of streets. In addition to re-paving, in recent years City crews have filled thousands of potholes and annually sweep several thousand lane miles of Bend's streets. See the link under the question and answer above to learn more about how the City maintains streets cost effectively.

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

A: 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: www.bendoregon.gov/servicerequest

Q: Who can I speak with about the Neighborhood Greenways project?

A: The City's Project Manager for this work is Rory Rowan. He can be reached at 541-388-5575 or at rrowan@bendoregon.gov.

This FAQ and additional project information available at:
www.bendeoregon.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, 541-388-5575; Relay Users Dial 7-1-1.