Task 3 Deliverables: Community Engagement

Community Engagement Deliverables:

Community Engagement Plan, two Equity Focused Engagement Activities, agendas, sign in sheets, and presentation materials. Engagement materials are provided on pages 1-488 of this package, along with public comments, summaries of in-person and online open houses, and project Steering Committee materials and Steering Committee comments on project deliverables (Juniper to Drake Case Study and Final Implementation Memo).

Engagement events conducted as part of this study included the following:

2024

- Summer/ Fall: Presentations to various interest groups, Bend Core Area Advisory Board
- October 31: Bend Central District Business Association Stakeholder meeting
- November 1: Bend Downtown Business Association Stakeholder meeting (20 people)
- November 15: People Streets Open House, Crows Feet Commons (50-75 people in person)
- November 15 to December 6: Online Open House (20 respondents)
- December 9: Bend Downtown Business Association Stakeholder meeting (50 people)
- December 9, 2024 to January 17, 2025: Downtown Business Survey (90 respondents)

2025

- March and April: Outreach and People Streets class assignment to Bend Senior High School, Caldera High School and Mountain View High School through Avanza program
- April 10: Tri County Bike and Pedestrian Summit, Deschutes County Bike and Pedestrian Advisory Committee, presentation to attendees
- April 17: Avanza presentations
- April 23: Bend City Council Community Building Subcommittee presentation

People Streets Steering Committee meetings

- September 19, 2024: Develop guiding principles for People Streets, overview of equity framework and considerations for People Streets
- November 1, 2024: Review best practices for low car/ no car districts, People Streets design
- March 17, 2025: Review Juniper to Drake Case Study, receive update on GARE equity framework for project

Engagement Approach

The City's approach to gathering input on Low Car/ No Car districts and streets was multi-faceted and allowed for a combination of in person and online participation. As part of this project, the City used the Government Alliance for Racial Equity (GARE) framework to develop our public engagement plan and analyze the unintended consequences of implementing a low car district (or People Street), which can lead to displacement, property value increases or decreases and additional negative impacts on existing populations. The GARE framework is consistent with the requirements of an equity analysis provided in OAR 660-012-0135, and helped the City consider the impacts of not only low car districts, but also provided insights for implementation of engagement plans for future planning projects. A handout detailing the GARE framework is provided on page 10 of this packet.

Project Steering Committee

A project Steering Committee was established to provide input on People Streets (what the City is calling low car streets for now) guiding principles. Steering Committee members were selected from the Bend community who represent traditionally under-represented communities, from the following categories:

- City of Bend Accessibility Advisory Committee or a disability focused non-profit
- Human Rights and Equity Commission
- Small, woman and/or minority owned businesses and/or Small Business Development Center (SBDC) staff
- Social Service Provider that serves members of Bend's community experiencing houselessness
- Youth/Student
- Central Oregon Council on Aging
- Embrace Bend
- Father's Group/Central Oregon Black Leaders Assembly (COBLA)
- OUT Central Oregon/ Bend Pride Coalition
- Latino Community Organization
- Cascades East Transit
- Healthcare Provider (e.g. Mosaic Medical)
- Core Area Advisory Board

The Steering Committee met three times to develop guiding principles for People Streets, review best practices and People Streets design concepts, as well as the Juniper to Drake Case Study. Steering Committee attendees were provided stipends for their participation in project meetings. Members were also provided opportunities to review and provide feedback on the

Juniper to Drake Case Study and the final Implementation and Next Steps Recommendations memo. Feedback was incorporated into these two documents as appropriate, and all public feedback received during the life of this project is provided within this packet.

Outreach Events

The primary outreach events for the project included an Open House (both in person and online) in November and December 2024. Approximately 70-95 people combined participated in these events. These were complemented by smaller focused meetings with specific interest groups: the Core Area Advisory Board, Bend Central District Business Association, and Bend Downtown Business Association. Summaries of the events and surveys are provided with this package.

In Spring 2025, the project team worked with a Central Oregon Community College program, Avanza, which provides leadership training and opportunities to Latinx students within Bend's local high schools. City staff utilized the communications materials developed for the People Streets project to provide presentations to three high school classes, and in turn, the students developed presentations and proposals for People Streets at various locations in Bend. The interactions with the Avanza program students provided an opportunity for the City to conduct outreach with youth and people of color. The students also provided input on potential locations and the desired character of People Streets, which provides us valuable input as we begin our Transportation System Plan update in the next year.

How did community engagement shape project outcomes?

More support for a Juniper to Drake potential route using a People Street concept is evident on the east side of the Bend Parkway, than on the west side within downtown Bend. Stakeholders directly affected by potential changes (property owners, business owners) within downtown are concerned about changes to parking, access, and traffic circulation, while those on the east side are more supportive of the concept of Juniper to Drake, viewing it as a catalyst for redevelopment and greater multi modal connectivity to downtown.

Equitable outreach must include directly affected stakeholders as well as under-represented populations. During the initial formation of the project Steering Committee, representation from downtown Bend was absent. Later in the project it became evident that perspective from downtown was missing and warranted adding downtown representation to the Steering Committee. The Juniper to Drake case study showed us that if a low car district is desired to be implemented downtown as part of a Juniper to Drake connection, much more direct stakeholder engagement and analysis would need to be completed that is beyond the scope of this study. Key concerns include loss of parking and access.

Integration of low car district concepts citywide may warrant specific market analyses, particularly in already-thriving business districts. There was concern amongst the business community that the implementation of low car districts could hurt existing businesses. Street festivals and markets were cited as examples of situations that create a positive pedestrian experience at the expense of business vitality. A market analysis that takes local business patterns into consideration could provide insight on to mitigate a drop in business within a low car district.

The community outreach generally showed support for low car districts and/ or People Streets citywide. However, concerns from the public include accessibility, parking, and safety. The concept of a low car district was popular, but there were concerns about being able to reach it. Roughly 20% of Bend's population is over the age of 65, and the public did not feel that everyone should be expected to walk or bike to reach desirable pedestrian areas. Additionally, accessing these areas should be safe for children and families. There is a lot of concern about parking availability in Downtown Bend, and the Juniper to Drake case study prompted concerns both from the public and business owners about eliminating additional spaces in order to implement a low car street.

Downtown business owners would be more likely to support a low car district downtown if parking were to be replaced. Downtown business owners had a lot of concerns about reducing parking to implement the Juniper to Drake case study, but many said they would be open to it if they knew parking was to be replaced elsewhere. There were requests for an update to the 2017 Downtown Parking Study, attention to malfunctions in the downtown parking garage, and user-friendly parking signs downtown.

Specific feedback is also provided in the Juniper to Drake Case Study (Task 4), and the Implementation and Strategy Memo (Task 5).

Task 3: Community Engagement Materials

Table of Contents

Public Engagement Plan..... 2
Steering Committee Meeting #1 Materials..... 12
Steering Committee Meeting #2 Materials..... 51
Open House Materials, Summaries, and Feedback..... 110
Downtown Business Stakeholders November 9 Materials..... 175
Steering Committee Meeting #3 Materials..... 220
Draft Juniper to Drake Case Study Feedback..... 260
Avanza Program Presentations..... 340
Draft Implementation Strategy Memo Feedback..... 380
Bend City Council Community Building Subcommittee Presentation..... 465

Community Engagement Plan

Low-Car District Study Public Engagement Plan – July 2024

The Bend Climate Friendly Area (CFA) Mobility and Low-Car District Feasibility Study will help implement a community vision for a balanced multimodal system within the City of Bend, as envisioned in the Bend Transportation System Plan (2020) and the Bend Comprehensive Plan (2016). As this work continues, implementation of transformative improvements in redeveloping and built urban areas must balance complex economic, mobility, and placemaking factors while maintaining community support. Critical to this effort is the development of a multi-level communication engagement plan that provides input opportunities for a broad range of individuals who may live, work or visit Bend.

The City is committed to an equity-based approach to engagement to include historically under-engaged and underrepresented communities. Specifically, the City will be utilizing a toolkit developed by the Government Alliance on Race and Equity which uses a six-step process to use data and evaluate how this project will increase or decrease equitable outcomes (see summary in Appendix A). The toolkit will inform the Project's engagement approach and policy considerations for low-car district implementation.

Guiding Principles of Engagement

- Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
- Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision-makers.
- Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
- Public participation provides participants with the information they need to participate in a meaningful way.
- Public participation communicates to participants how their input affected the decision.

Project Goals

- To identify the desired amenities, design and accessibility for one or more low car districts in the City of Bend with the highest likelihood of success and to support thriving businesses, equitable access to employment and housing and beautification of the community.
- To ensure that residents, businesses, property owners and the local workforce are meaningfully engaged in this process, connecting their comments, concerns and ideas with project outcomes.

Key Messages

- This study will help the city plan for vibrant, people-centered streets in Bend.

- Why are we doing this study?
    - This study will inform the City's next update to the Transportation System Plan to meet state land use and transportation planning requirements.
    - Cities over 100,000 people in population in Oregon are now required to allow for "low-car districts"
    - This study will help the City define what people streets and low car districts are, but more importantly where and how people centered streets will be designed and constructed in Bend.

- What is the study?
    - The study will help the City to define what characteristics are provided in a "people street" and a "low-car district". The City will learn about best practices for "people streets" and "low-car districts" to understand street types, design considerations, as well as supportive policies and programs that enhance the experience of vibrant, people-centered streets.
    - As part of the study, the City will use a case study to evaluate implementation challenges of people street and low-car districts on a hypothetical connected route between Juniper Park and Drake Park, utilizing the planned Hawthorne Avenue Pedestrian and Bicycle Overcrossing.

- This study is being funded by a grant provided by the Department of Land Conservation and Development.

How are all users being considered?

- The City is committed to hearing from all users on how to ensure safe, reliable access for all residents, visitors, businesses, and workers to people streets and low-car districts in Bend.
- Work will include developing plans and strategies to allow for emergency service access, the delivery of goods and services within the district(s), and transportation alternatives for workers and/or those who rely predominately on automobiles to get around town.
- The City is required to allow for low-car districts in the next update to the Transportation System Plan, expected to take place in 2026-2027.

Key Community Partners and Groups in Project Area

Community partners in this context are those people and organizations who are most likely to be affected positively or negatively by the implementation of low-car districts. It is advisable to meet with these groups as early as possible in the process to establish an inclusive and

collaborative effort that values and documents input given as part of the engagement process. These groups include:

- Business Owners/Employers/Tenant Employers
- Business Associations (Downtown Bend Business Association, Bend Central District Business Association, Bend Chamber)
- Property Owners
- Employees/Service Providers
- Residents
- Emergency Service Providers
- Cascades East Transit
- City of Bend Accessibility Advisory Committee and Disability focused organizations (Central Oregon Disability Support Network and Abilitree, Oregon Adaptive Sports)
- Bend Bikes
- Central Oregon Landwatch
- Embrace Bend
- Central Oregon Council on Aging
- Youth/Students
- Father's Group/Central Oregon Black Leaders Assembly (COBLA)
- OUT Central Oregon/ Bend Pride Coalition
- Social Service Providers and/or Houseless Community Members

Public Engagement Plan

In this next section, we've identified three phases for our public engagement plan based on the type of engagement tools utilized and the community's role in the process, described in Figure 1.[1]

[1] International Association for Public Participation

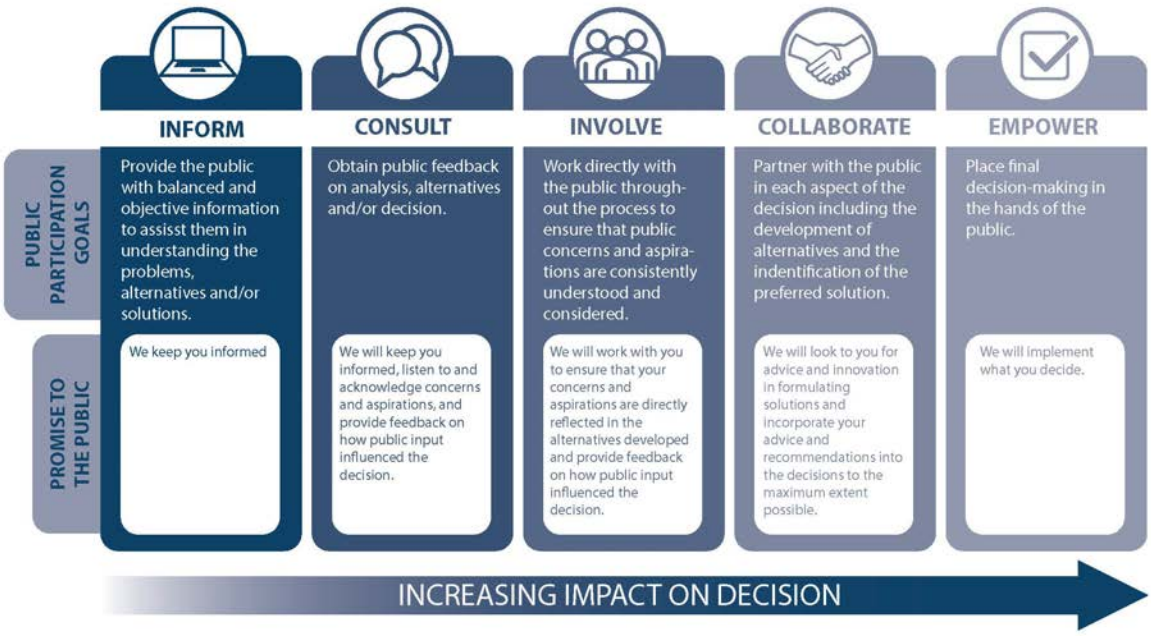

Figure 1. Pillars of Public Participation
Source: International Association for Public Participation

Phase One – August-October 2024

The first round of outreach will be focused on early socializing of the project among community groups and local businesses, helping to clearly articulate what the project is and why it is happening.

Bilingual Collateral Materials/Website Presence

These materials shall be written with as few acronyms and as little technical jargon or planning terms as possible to make concepts for low-car districts easy to understand for all audiences. Materials should include:

- Project webpage for easy access to all information regarding the project.
- Handouts (e.g. business cards, updated fact sheets) with project webpage links and contact information.
- Overview of the purpose and need for low-car districts written for the public as opposed to transportation or land use planners.
- Easily accessible/understandable maps for areas under consideration for low-car districts.
- Informational handout describing successful examples of low-car streets or areas in other communities or answering frequently asked questions.

Inform: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

External Project Steering Committee

Small group roundtable meetings with equity focused stakeholders will be used throughout the project to elevate equity policy considerations of low-car district implementation. These meetings will provide an important and necessary opportunity for stakeholders to identify challenges and opportunities for specific sites so that the project team and the City can develop appropriate mitigation measures or alternatives to address them. These meetings should last 60-90 minutes and will be scheduled to take place during 3-4 various project milestones throughout the three phases of public engagement. Stipends may be offered for some (or all) of the meetings. Stakeholders that would be invited to sit on this steering committee will help elevate the interests of the following Bend organizations or groups:

- City of Bend Accessibility Advisory Committee or a disability focused non-profit
- Human Rights and Equity Commission
- Small, woman and/or minority owned businesses and/or Small Business Development Center (SBDC) staff
- Social Service Provider that serves members of Bend's community experiencing houselessness
- Youth/Student
- Central Oregon Council on Aging
- Embrace Bend
- Father's Group/Central Oregon Black Leaders Assembly (COBLA)
- OUT Central Oregon/ Bend Pride Coalition
- Latino Community Organization
- Cascades East Transit
- Healthcare Provider (e.g. Mosaic Medical)
- Core Area Advisory Board
- Downtown Bend Business Association

Collaborate: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Internal Staff Work Session

While not necessarily external community engagement, the project team and consultants will hold an internal city staff workshop and relevant agencies to introduce the projects, street typologies

The goal for the work session will be to gain insight from involved city staff on two topics:

- *Goal #1: Supportive policies/long range planning considerations*
- *Goal #2: Emergency service, maintenance, utility access consideration*

Consult: To obtain public feedback on analysis, alternatives and/or decisions.

E-Newsletters and Updates

A notice about the People Streets project will be posted in the Bend Current, the City of Bend e-newsletter. Additionally, Bend's Business Advocate can provide regular project updates through additional channels.

Inform: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Phase Two – November 2024 – January 2025

The second round of outreach will be focused on proposed route and cross-section alternatives for the low-car case study connecting Juniper Park to Drake Park.

Open House

This could either be a short presentation to provide participants with summary of the project goals and objectives followed by a walking tour of the proposed district(s) OR a more traditional "open house style event". Spanish language interpretation and materials will be provided.

Components of the meeting could include:

- Small group discussions with table maps/renderings in which participants identify problems and possible solutions on large aerial maps.
- An interactive handout that asks attendants to draw their ideal people street.
- Promotion of the online open house.

The open house promotion methods will include:

- Pre-meeting promotion that clearly explains the intent, topics, and format of the event.
- Social media posts.
- Flyers.
- Postcards within the case study project area.

Online Open House

An online open house will also occur around the same time as the in-person open house, with similar content and survey questions. Meeting summaries including meeting materials, presentations and feedback received will be posted on the project website. The online open house will be posted in both English and Spanish.

Collaborate: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Phase Three – April 2025 – July 2025

Reporting Back

The third round of outreach, led by the City, will be focused on reporting back to those engaged. Staff will reach out to report final outcomes and recommendations from the low-car district study based on the community engagement program and technical analysis. This coincides with Step #6 in the GARE Equity Framework Analysis that was completed for this project. These individual conversations will focus on how public engagement was utilized to inform the recommendations.

Inform: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Engagement Summary Report

The project team will prepare a summary of outreach efforts and evaluate the success of the engagement effort by detailing:

- All materials prepared for the outreach program.
- All events/opportunities conducted/offered.
- Number of participants for each activity.
- Diversity of participants to ensure inclusion
- Summary of comments and concerns.

- Overall outcomes of the engagement efforts and how feedback impacted project outcomes and Council direction, if applicable

Overall Project Schedule

06/24-08/24 – Develop multimodal gap summary memo and best practices presentation.

08/24-10/24 – Phase One Community Engagement

08/24-09/24 – Develop preliminary case study alternatives

11/24-12/24 – Phase Two Community Engagement

1/24-2/24 – Refine and evaluate case study alternatives

2/24-4/24 – Develop implementation strategy recommendations

4/24-7/24 – Phase Three Community Engagement

EQUITY ANALYSIS

Planning for People Streets

CITY OF BEND

Overview: The City is required to allow for Low-Car districts in our next update to the Transportation System Plan (TSP), expected to begin in 2026. City has the opportunity now to help define how a Low-Car district could look and function in Bend.

Step 1: Outcomes

Proposal: The study will explain how the low-car district will operate, specifically focusing on reducing vehicle dependency, promoting active transportation (like walking and biking), and decreasing greenhouse gas emissions.

Equitable Outcomes: More transportation options for people, promoting health benefits through active transportation, and reducing car ownership burdens.

Step 2: Involvement

Demographic Analysis:

Conducted for the potential Low-Car districts in Bend: Downtown, Bend Central District, Central Westside, and the Eastside. Analysis includes: a racial demographics overview, income profiles, displacement risks, and access to services review.

Past Community Engagement

Included interviews with community leaders, participation at public events, surveys, and consultations with local organizations representing vulnerable populations.

Step 3: Benefits and Burdens

The low-car district will increase equity by improving social factors that impact health (such as healthcare access), fostering a sense of community among residents, reducing greenhouse gas emissions, and reduce household expenses related to vehicle ownership and travel.

The low-car district has potential to decrease equity by impacting the affordability of the area. Investing in an area with a higher risk for displacement may cause of the value of the area itself to increase and push people and businesses, particularly of protected classes and smaller, out.

Other equity impacts to examine include: Affordability and climate connection (ensuring people can get from and into the low-car district via transit) and infrastructure that will allow all people to move around the low-car district safely in all seasons and during all hours.

Average Americans spend 20% of their monthly income on auto loans, fuel, insurance, and maintenance.

-Market Watch Guides, 2024

Step 4: Advance Opportunity/Minimize Harm

Impacts on equity will be evaluated throughout the process, including incentivized affordability and accessibility in the Low-Car district zone, safety planning, small business support and impact mitigation, and a potential stipend for engaging in the low-car district study.

Step 5: Evaluation/Raising Awareness/Accountability

Accurate and robust data is needed to inform the Low-Car district decision making process, including from minority, woman-owned, and emerging small businesses, and local transit providers.

Funding for community engagement throughout the process, along with stipends for participation, will increase the reach and transparency of the study.

All information related to the study must be ADA accessible.

Step 6: Report Back

Next steps related to this equity analysis include stakeholder engagement with prioritized populations (and related stipend program), policy development to solve for equity impacts (see Step 3), and continuous evaluation throughout the process.

Accommodation Information for People with Disabilities
To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Andrés Portela at **aportela@bendoregon.gov** or **541-323-8563.** Relay Users Dial 7-1-1.

People Streets Steering Committee Meeting 1:

September 19, 2024

Agenda
People Streets Steering Committee
September 19, 2024
City Hall- Wall Street Annex, 709 NW Wall Street Bend, OR
1-2:30pm PST
This meeting will be held in person and via Microsoft Teams

To Join via Computer: https://nam11.safelinks.protection.outlook.com/ap/t-59584e83/?url=https%3A%2F%2Fteams.microsoft.com%2Fl%2Fmeetup-join%2F19%253ameeting_YzI3Y2M2MjItYTgyMS00Njc0LTg2YzctYWI4ZjYzZTRlZmMy%2540thread.v2%2F0%3Fcontext%3D%257b%2522Tid%2522%253a%25221c153348-15ef-4708-aebf-1e25e57dc400%2522%252c%2522Oid%2522%253a%2522117a8f23-51ef-4fc2-8861-b544516bf7fc%2522%257d&data=05%7C02%7Caplatt%40bendoregon.gov%7Ce1c29b5a9d73443bb5ac08dcd354991e%7C1c15334815ef4708aebf1e25e57dc400%7C0%7C0%7C638617607500836713%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C0%7C%7C%7C&sdata=He6lHoP3JoYs675CbgArd6gVZiOV7iNR2y4pPI42Ymw%3D&reserved=0

- Meeting ID: 271 915 863 196
- Passcode: VXQvSr

You may call into the meeting

- Dial +1 503-946-5336
- Phone conference ID: 843 795 493#

If you have **technical difficulties** connecting to the meeting, call 541-213-7387

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1. **Introductions/Ice Breaker (10 minutes)**

Please introduce yourself, identify your preferred pronouns and any organizations that you represent or are a part of, and tell us where you favorite place to eat in Bend is.

2. **Planning for People Streets Overview (15 minutes)**

Staff will give a brief presentation to explain what the People Streets study is, explain your role in the study, and identify our goals for today.

3. **People Street Envisioning Activity (20 minutes)**

Committee members will participate in an activity to help envision what a people street is to you, this activity will be used to draft some guiding principles for people streets in Bend.

4. **How is the City approaching People Streets (25 minutes)**

Staff will give a brief presentation to explain how the City is planning to approach people street planning. This presentation will be followed by an activity to get input from you on the approach.

5. **Introduce Case Study: Juniper to Drake Park Connections**

Staff will describe the Juniper to Drake Park case study route and the people streets options that are being considered on that route. We would like to get your input on the options under consideration and to better understand what additional information you would need or like to see in next steps to provide meaningful input on the options.

6. **Next Steps**

We will discuss the project schedule and coordinate our next meeting date.

Accessible Meeting/Alternate Format Notification

This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please contact the meeting organizer no later than 24 hours in advance of the meeting at aplatt@bendoregon.gov, or fax 385-6676. Providing at least 2 days notice prior to the event will help ensure availability.

CITY OF BEND

Planning for People Streets

People Streets Steering Committee

September 19, 2024

Introductions

Name

Preferred Pronouns

Favorite place to eat in Bend

MEETING OVERVIEW & GOALS

AGENDA

- Planning for People Streets- What, Why, How
  - Visualization Activity
- How is the City Approaching People Streets
  - Activity
- Juniper to Drake Park Case Study Introduction
- Next Steps

GOALS FOR TODAY

Use your input to develop some people street guiding principles

Get your input on City's approach to planning for people streets

Introduce the Case Study

Why are we doing this study?

- To create vibrant, people-first streets and spaces in Bend
  - To support people safely walking, biking, rolling, using transit, and driving.
  - To create public places that are inviting and activated.
  - To support climate goals by reducing vehicle miles travelled.

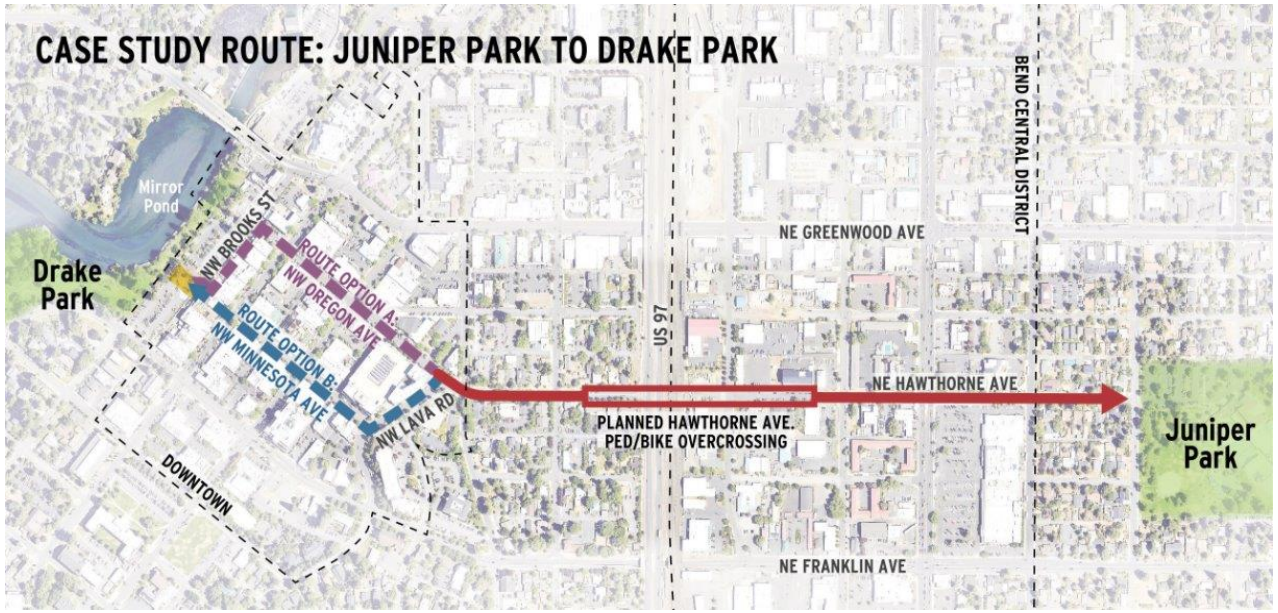
- To meet state land use and transportation planning requirements in upcoming planning efforts:
  - Climate Friendly Areas
  - Transportation System Plan update

People Street Study Purpose

- **Define** what, how, and when Low-Car Districts will be allowed in Bend including **next steps, polices, and actions** (e.g., development code or street standard changes)
- Evaluate a **Low-Car/People Street Case Study** to understand how to implement people streets
    - People street route **between Juniper Park and Drake Park**.
- Low-Car District Implementation Plan

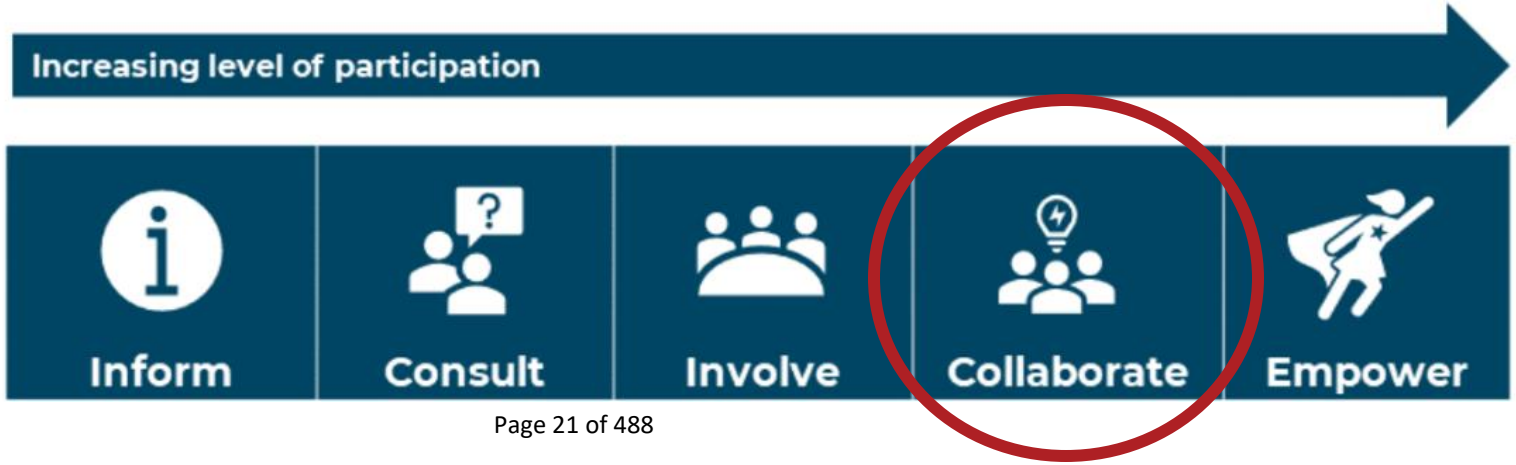
What does the study include?

- Best Practices
- Juniper to Drake Park Case Study
- Public Engagement
  - **People Streets Steering Committee (YOU!)**
  - In Person & Online Open House
  - Business engagement
- People Street Implementation Plan

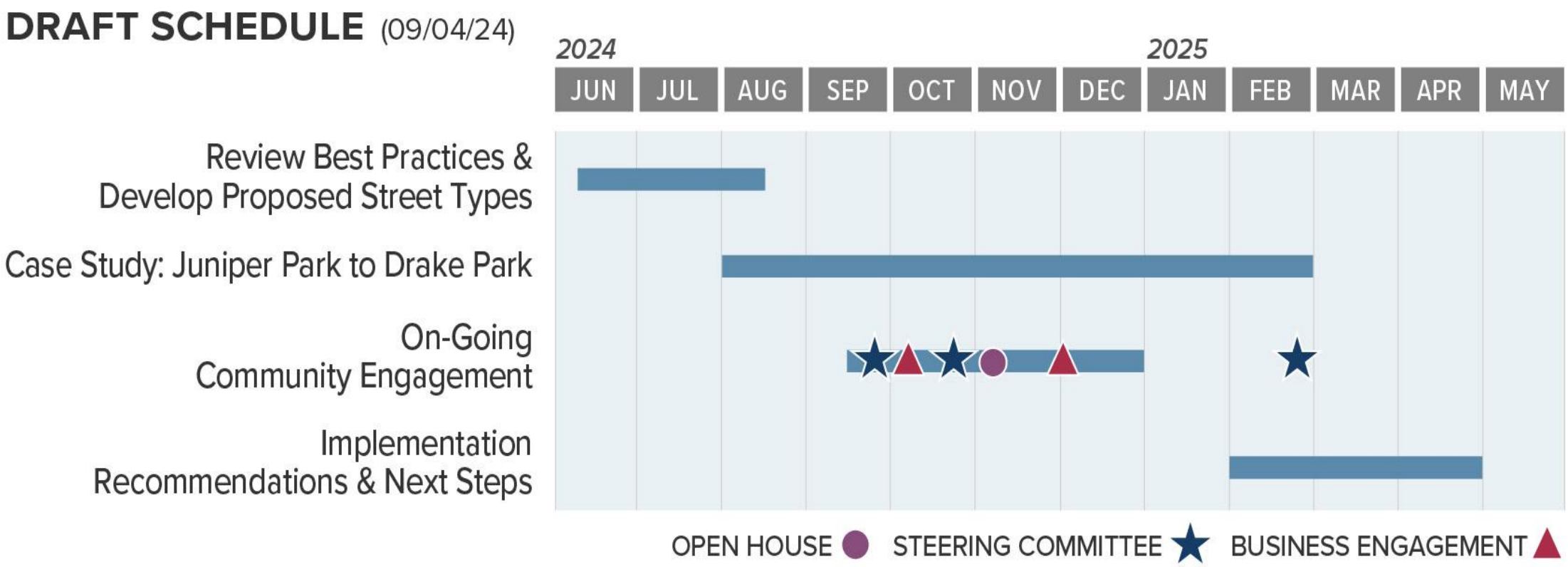


People Streets Steering Committee Role

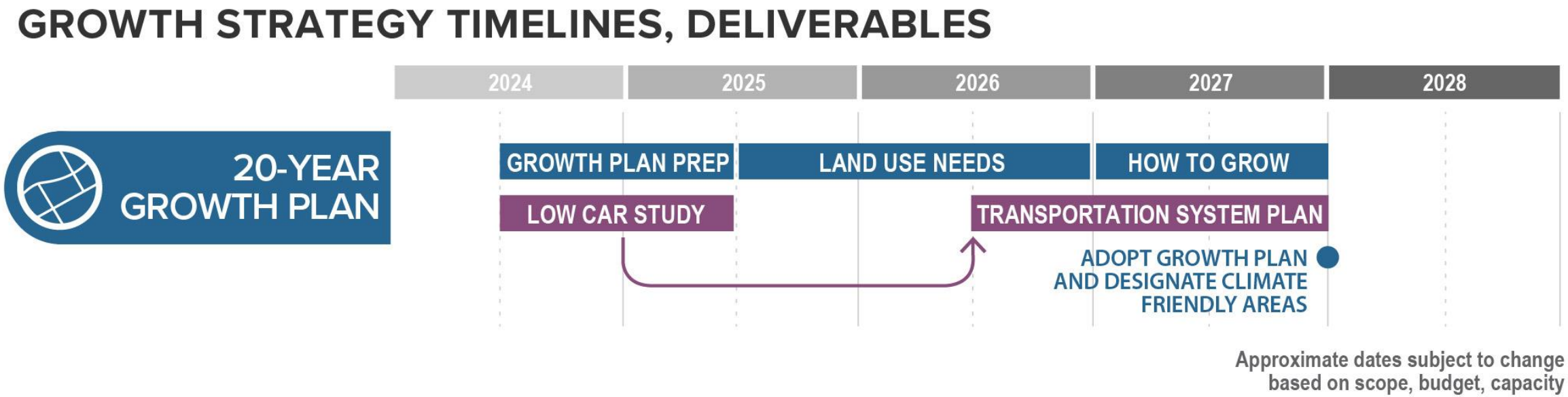
- Help ensure study considers the needs of ALL users
- Help the City with the following two questions:
  - How do we ensure people streets deliver the intended benefits and results to the community (i.e. safety, climate, health, transportation equity, fostering a sense of place/community, etc.)? How will people's streets increase or decrease equity?
  - What could be unintended consequences, and how do we mitigate those impacts (affordability, gentrification, accessibility, etc)?



Study Timeline



How does study fit into larger city growth planning?



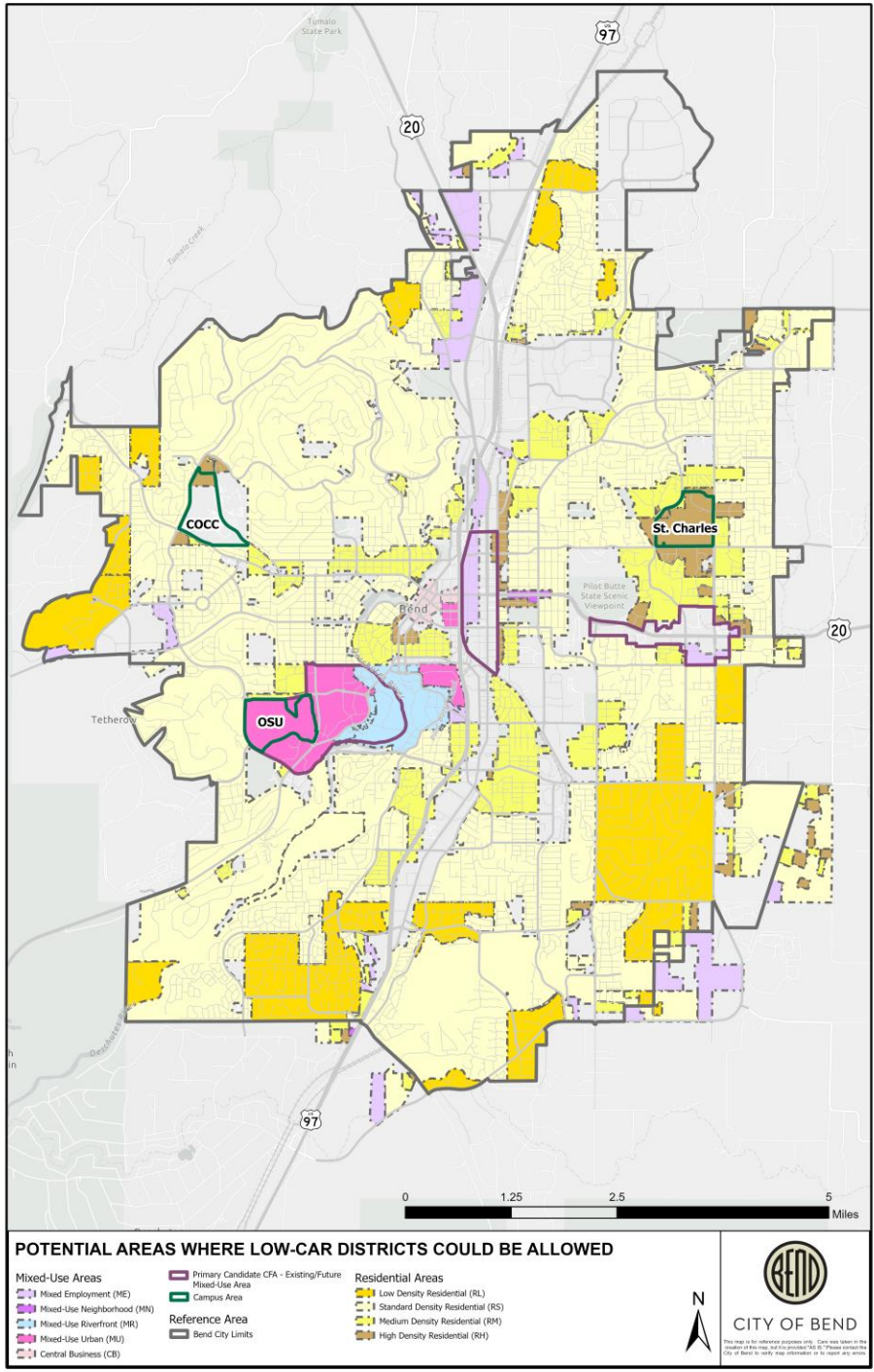
Activity: Take a moment to think about what a people street looks or feels like to you? What do you see/hear, where have you been that feels people-first?

Break out in groups of 2-3 people, share what came up for you.

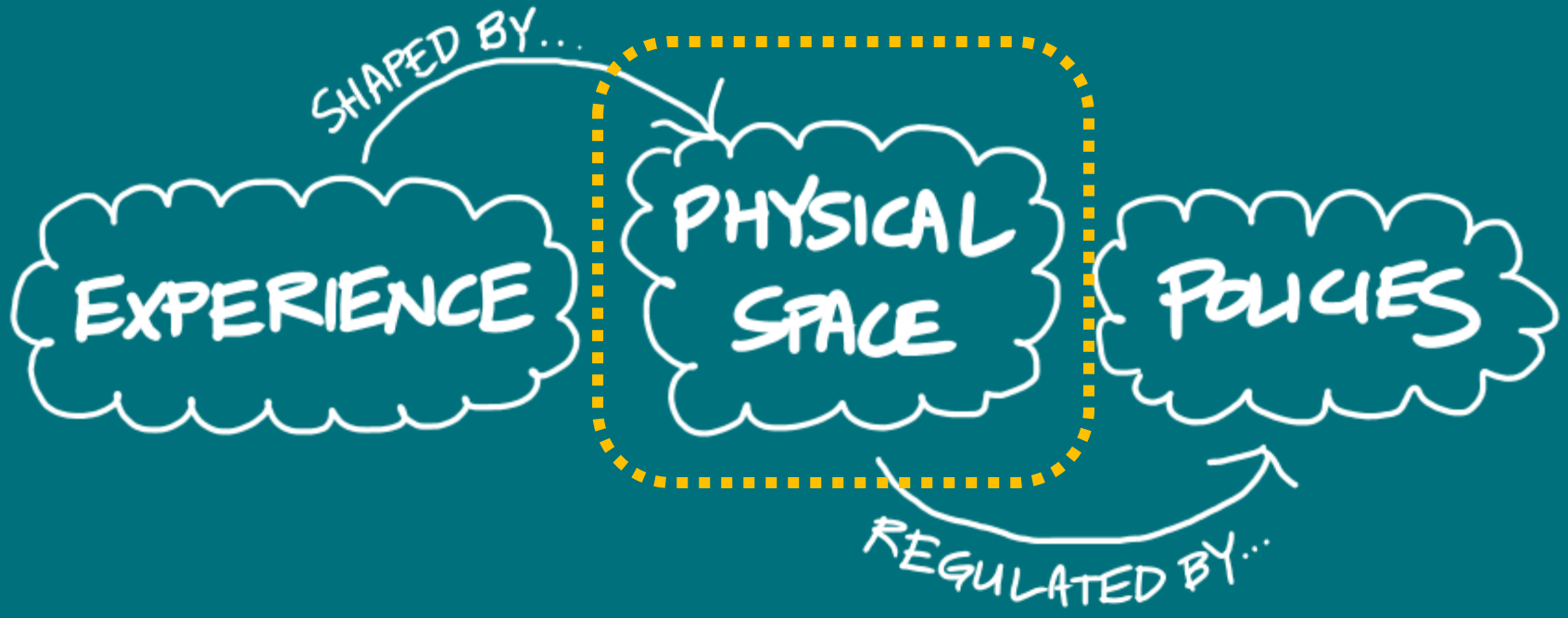
People Streets Approach

Where could people streets be located in Bend?

- Urban/Mixed-Use Areas
  - Downtown, Old Mill, Timber Yards (KorPine), Bend Central District, Central Westside
- Campus areas (medical, school/education, etc)
- River & park access routes/areas
- Safe routes to school
- Residential areas
  - Planned walking and biking routes
  - To limit cut through traffic



People Street Types



Draft Street Types

Plaza Street

Shared Street

Low-Car Street

Neighborhood Greenway

<u>Walking and Rolling are Primary Modes</u>
Vehicular Access is limited

<u>Land Use</u>
Higher density, commercial/mixed-use

<u>Multimodal</u>
Vehicular access remains but walking and rolling are prioritized

<u>Land Use</u>
Lower density, residential

Bend has and is planning for more people streets

Brooks Street
"Plaza Street"

Jackstraw
"Shared Street"

Concepts still in development:

1) One way street with shared use path
2) Two way "queuing street" with shared use path

Riverfront Street Design
"Low-Car Street"

6th Street
"Neighborhood Greenway"

Plaza Street

Pearl Street Pedestrian Mall, Boulder, CO

Plaza Street

Larimer Square, Denver, CO

Shared Street

- Travel way is shared by all users at very low speeds:
  - Relies on the interaction of users
  - Some modes could have designated spaces
- High level of urban design.
- Geometric features used to create obstruction.
- Can be a curb-less or flush street.
- Local Example: Platform Development, Jackstraw
- Aka: "Woonerf"

Retail Shared Street, Georgetown, DC

Jack Straw Proposed Shared Use Aisle, Bend, OR

Bannock Street - St. Luke's Medical Campus, Boise, ID

Residential Shared Street, Winnipeg, MB Canada

Bell Street, Seattle, WA

Bear Street, Banff, AB Canada

Low-Car Streets

- Uses turn restrictions or modal filters to reduce traffic volumes.
- Can be one-way or two-way traffic.
- Designated space for pedestrians and bicyclists (e.g., counterflow bike lane)
    - Sometimes this space is repurposed/reallocated space

Median Refuge Island Diverter, Vancouver, BC

Low-Car Street & Bikeway, Ann Arbor, MI

Low-Car Street Conversion, N Williams Avenue, Portland, OR

Low-Car Street Conversion, 3rd Avenue W, Seattle, WA

Neighborhood Greenway

- Uses traffic calming, street width, and physical obstructions, e.g., chicanes, parking, etc. to slow traffic.
- Aka: "yield street", "queueing street", "neighborhood greenway".

Neighborhood Greenway, La Crosse, WI

Additional Low-Car Design Tools

Traffic Calming
Modal Filters
Flush Streets
Traffic Signal Adjustments

Traffic Calming

- Traffic calming can reduce speeds and make streets comfortable for all.
- Speed humps are a low-cost traffic calming measure:
  - Often used on Neighborhood Greenways
- Raised crosswalks and intersections (higher-cost) slow vehicles at an intersection

Modal Filters

- Use physical barriers, pavement markings, and/or signage to restrict certain vehicle movements to create low-car streets and more comfortable conditions for people walking, biking, and rolling.

Median Diverter, Denver, CO

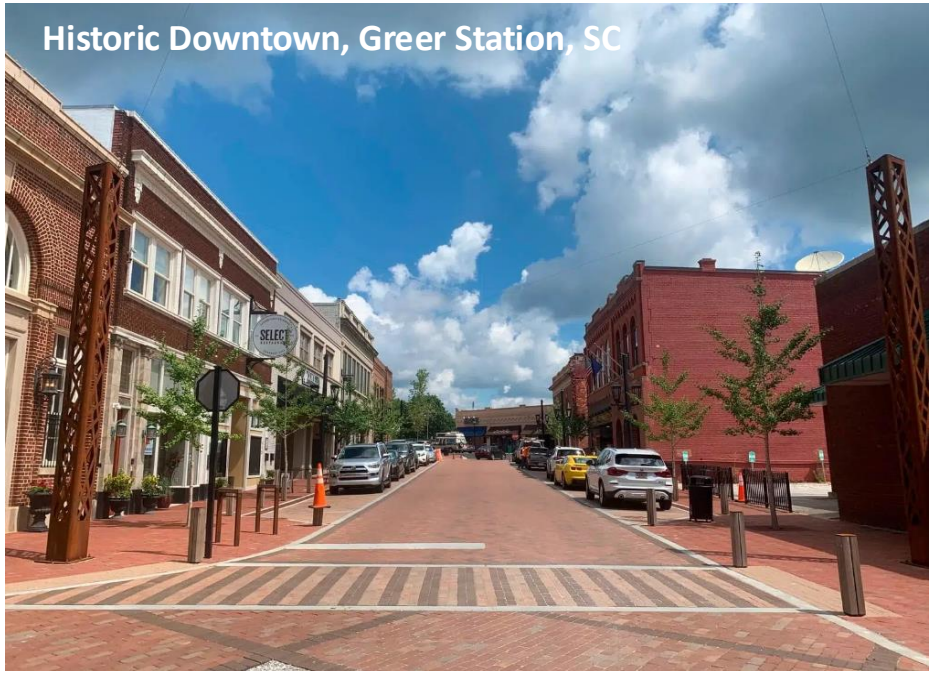
Landscaped Diagonal Diverter, Portland, OR

Diagonal Diverter, Minneapolis, MN

Access Control, Madison, WI

Flush Streets

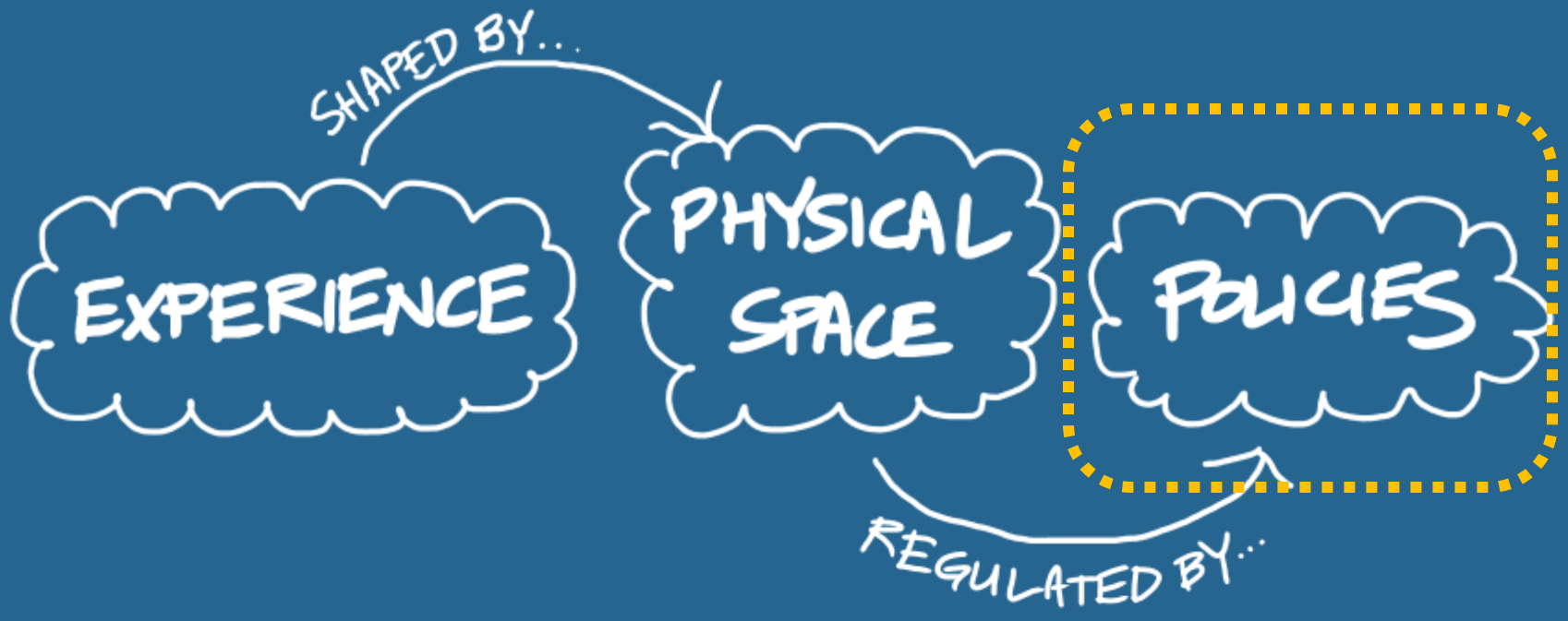
- Can be applied to any people street type
- Allow for free movement for non-motorized users and encourage vehicle yielding
- Can still provide dedicated space for different user types using urban design elements (i.e., different paving materials, light fixtures, street trees, street furniture, etc.)


Historic Downtown, Greer Station, SC

NE Alpine Ave, McMinnville, OR

Main Street, Denison, TX

Supporting Policies & Programs



Supporting Policy/Program Topic Areas

Bend is looking to build on these policies and program topic areas:

- Network Considerations
- Financial Feasibility (capital, maintenance, partnerships)
- Urban Design Policies
- Street Activation (e.g., parklets, special events, sidewalk cafes, etc.)
- Business Considerations (e.g., loading, servicing, etc.)
- Equity & Accessibility
- Affordability (Equity)
- Travel Demand Management
- Parking/Curb Management
- Transit
- Mobility Programs (Mobility Hubs/Points & Bike Parking)
- Maintenance

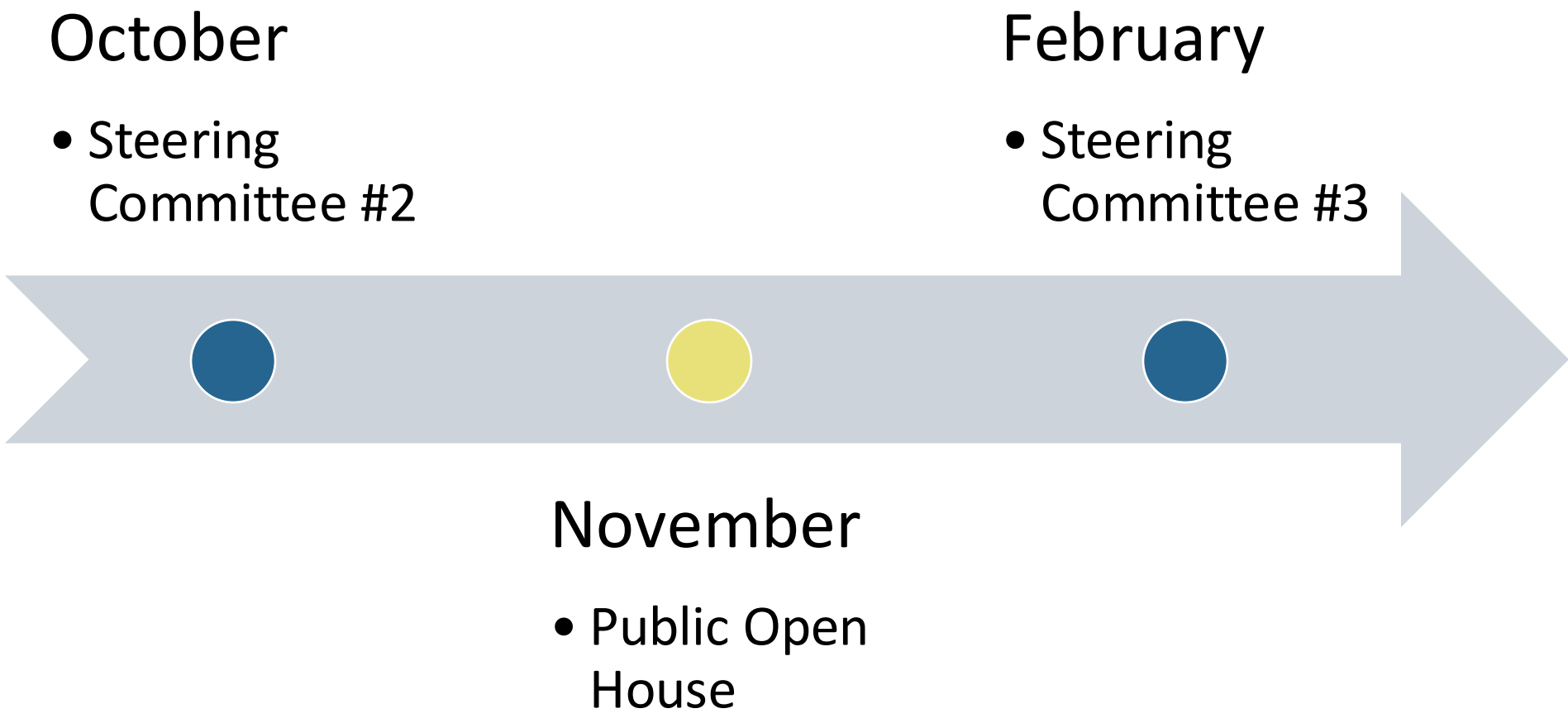
Talk to your Neighbor:

What did you like or not like about the City's current approach to people streets.

Report out to the group

Juniper to Drake Park Case Study

Engagement Next Steps



Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Allison Platt at aplatt@bendoregon.gov or 541-213-7387; Relay Users Dial 7-1-1.

People Streets Steering Committee Meeting 2:

November 1, 2024

Agenda
People Streets Steering Committee
November 1, 2024
City Hall- Board Room, 710 NW Wall Street Bend, OR
1-2:30pm PST
This meeting will be held in person and via Microsoft Teams

To Join via Computer:

- Login: https://bendoregon-gov.zoom.us/j/87035923409?pwd=2WWNxf6REIfHVdY0qXK2KegnWTIVvG.1
- Meeting ID: 870 3592 3409
- Passcode: 600231

You may call into the meeting

- Dial +1 503-946-5336
- Phone conference ID: 843 795 493#

If you have **technical difficulties** connecting to the meeting, call 541-213-7387

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1. **Introductions (5 minutes)**

Please introduce yourself, identify your preferred pronouns and any organizations that you represent or are a part of.

2. **Draft Guiding Principles (10 minutes) – Allison Platt**

Staff will introduce the draft Guiding Principles for Bend's People Streets based on the steering committee's input.

3. **Equity Framework (15 minutes) – Allison Platt & Kathi Barguil**

City staff will provide an overview of the Equity Framework that was used to approach this project. As part of this, staff have started to identify the intended benefits and unintended consequences of "people streets" and "low-car districts". We ask that committee members consider what benefits or consequences we have missed in this preliminary analysis.

4. **Case Study: Juniper to Drake Park Connections (55 minutes) – Kayla Fleskes-Lane, DKS Associates**

Staff will describe the Juniper to Drake Park case study route and the People Streets ideas and street cross-sections that are being considered on that route. We would like to get your input on the cross-section ideas.

5. **Next Steps (5 minutes) – Allison Platt**

We will discuss the project schedule and coordinate our next meeting date.

Accessible Meeting/Alternate Format Notification

This meeting/event location is accessible. Sign and other language interpreter service, assistive listening devices, materials in alternate format such as Braille, large print, electronic formats, language translations or any other accommodations are available upon advance request at no cost. Please contact the meeting organizer no later than 24 hours in advance of the meeting at aplatt@bendoregon.gov, or fax 385-6676. Providing at least 2 days notice prior to the event will help ensure availability.

Guiding Principles

Bend's People Streets will be…

Welcoming to All. These vibrant people-first spaces will be welcoming to all ages, abilities, cultures, identities, and income levels. The design, messaging, and materials in these spaces will be thoughtfully inviting to all.

Safe & Comfortable. The design of these spaces will prioritize safety and comfort for people walking, biking, and rolling with careful consideration of the interaction between modes.

Inclusive of Nature & Art. These spaces will be living, vibrant and attractive by integrating trees and native, pollinator-friendly, and edible landscaping as well as vibrant, multi-cultural art.

Activated & Liveable. These spaces will support social activity in all seasons and at all times of the day and provide attractive space for businesses and residents to utilize the street for both commerce and gathering.

Connected & Accessible. These spaces will be thoughtfully integrated into the community and existing street networks; they will be easily accessible including low-cost/free access nearby; and they will provide opportunities for both community gathering and through-movement while accommodating necessary emergency, service, and delivery access.

Resilient. These spaces will utilize durable, maintainable, and resilient streetscape materials to ensure the vibrancy of these spaces now and in the future.

DRAFT

Accommodation Information for People with Disabilities
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EQUITY ANALYSIS

Planning for People Streets

CITY OF BEND

Overview: The City is required to allow for Low-Car districts in our next update to the Transportation System Plan (TSP), expected to begin in 2026. City has the opportunity now to help define how a Low-Car district could look and function in Bend.

Step 1: Outcomes

Proposal: The study will explain how the low-car district will operate, specifically focusing on reducing vehicle dependency, promoting active transportation (like walking and biking), and decreasing greenhouse gas emissions.

Equitable Outcomes: More transportation options for people, promoting health benefits through active transportation, and reducing car ownership burdens.

Step 2: Involvement

Demographic Analysis:

Conducted for the potential Low-Car districts in Bend: Downtown, Bend Central District, Central Westside, and the Eastside. Analysis includes: a racial demographics overview, income profiles, displacement risks, and access to services review.

Past Community Engagement

Included interviews with community leaders, participation at public events, surveys, and consultations with local organizations representing vulnerable populations.

Step 3: Benefits and Burdens

The low-car district will increase equity by improving social factors that impact health (such as healthcare access), fostering a sense of community among residents, reducing greenhouse gas emissions, and reduce household expenses related to vehicle ownership and travel.

The low-car district has potential to decrease equity by impacting the affordability of the area. Investing in an area with a higher risk for displacement may cause of the value of the area itself to increase and push people and businesses, particularly of protected classes and smaller, out.

Other equity impacts to examine include: Affordability and climate connection (ensuring people can get from and into the low-car district via transit) and infrastructure that will allow all people to move around the low-car district safely in all seasons and during all hours.

Average Americans spend 20% of their monthly income on auto loans, fuel, insurance, and maintenance.

-Market Watch Guides, 2024

Step 4: Advance Opportunity/Minimize Harm

Impacts on equity will be evaluated throughout the process, including incentivized affordability and accessibility in the Low-Car district zone, safety planning, small business support and impact mitigation, and a potential stipend for engaging in the low-car district study.

Step 5: Evaluation/Raising Awareness/Accountability

Accurate and robust data is needed to inform the Low-Car district decision making process, including from minority, woman-owned, and emerging small businesses, and local transit providers.

Funding for community engagement throughout the process, along with stipends for participation, will increase the reach and transparency of the study.

All information related to the study must be ADA accessible.

Step 6: Report Back

Next steps related to this equity analysis include stakeholder engagement with prioritized populations (and related stipend program), policy development to solve for equity impacts (see Step 3), and continuous evaluation throughout the process.

Accommodation Information for People with Disabilities
To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact Andrés Portela at **aportela@bendoregon.gov** or **541-323-8563.** Relay Users Dial 7-1-1.

CITY OF BEND

People Streets Steering Committee #2

Allison Platt

November 1, 2024

Introductions

Name

Preferred Pronouns

Organizations/Affiliations

Guiding Principles (Draft)

Bend's People Streets will be….

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Resilient. These spaces will utilize durable, maintainable, and resilient streetscape materials to ensure the vibrancy of these spaces now and in the future.

Specific/Broader Policy Ideas

- Acknowledging history, first-people of the land (native names)
- Weapon-free zones
- Open-container areas

Tacoma Transformer Boxes Project
sbəqʼʷəʔ - Blue Heron

Equity Framework

Building the Equity Framework

Purpose of the Equity Framework

- The Equity Framework integrates diversity, equity, inclusion, and accessibility (DEIA) into the City of Bend's operations, policies, and decision-making processes.
- It addresses systemic barriers faced by community members, ensuring equitable access to resources, services, and opportunities.
  - The goal is to create a city where all residents, regardless of their background, can thrive.

Addressing Community Barriers

- The framework actively identifies, and addresses obstacles related to socioeconomic status, identity, language, and disabilities. Embedding equity into every stage of decision-making, the City ensures that underserved and marginalized groups are prioritized.

Steps of the Equity Framework

- Step 1: Outcomes
- Step 2: Involvement
- Step 3: Benefits and Burdens
- Step 4: Advance Opportunity/Minimize Harm
- Step 5: Evaluation/Raising Awareness/Accountability
- Step 6: Report Back

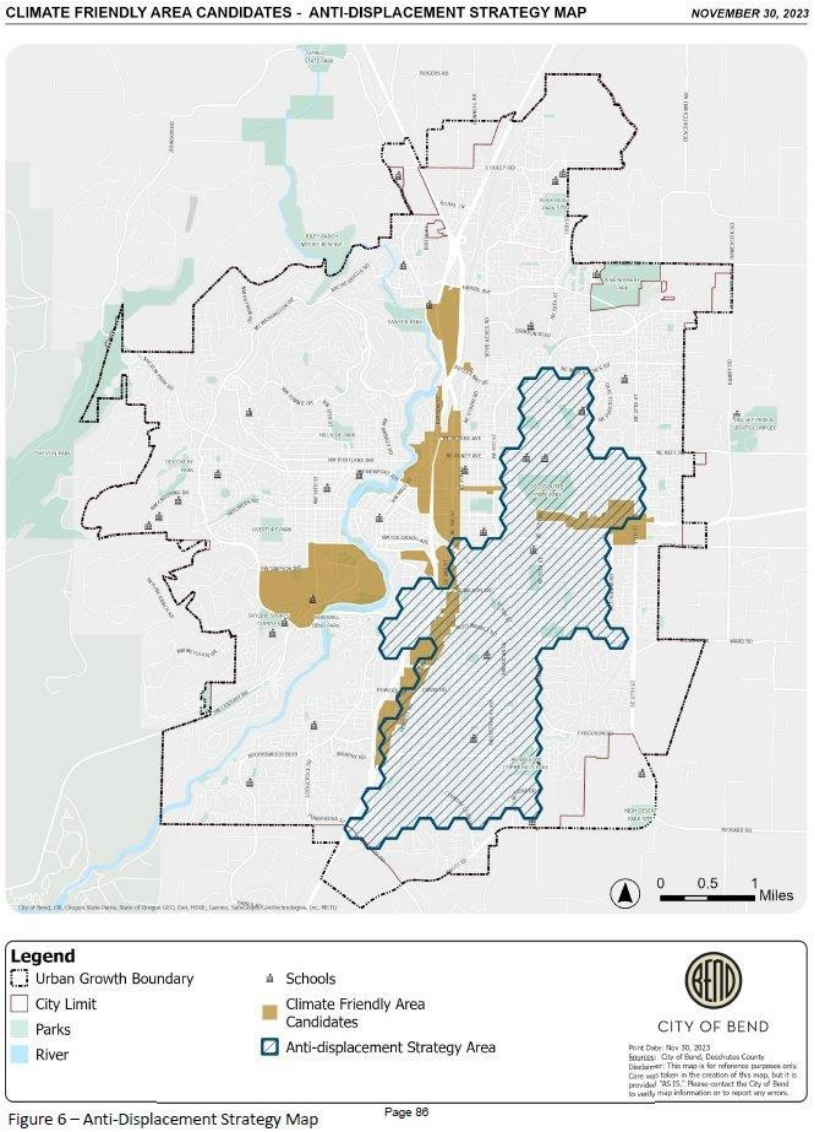


Figure 6 – Anti-Displacement Strategy Map

People Streets Outcomes

- More transportation options
- Promoting health benefits through active transportation
- Reducing car ownership burdens
- Greenhouse gas emission reductions
- Placemaking

People Streets Benefits and Burdens

Could increase equity by…

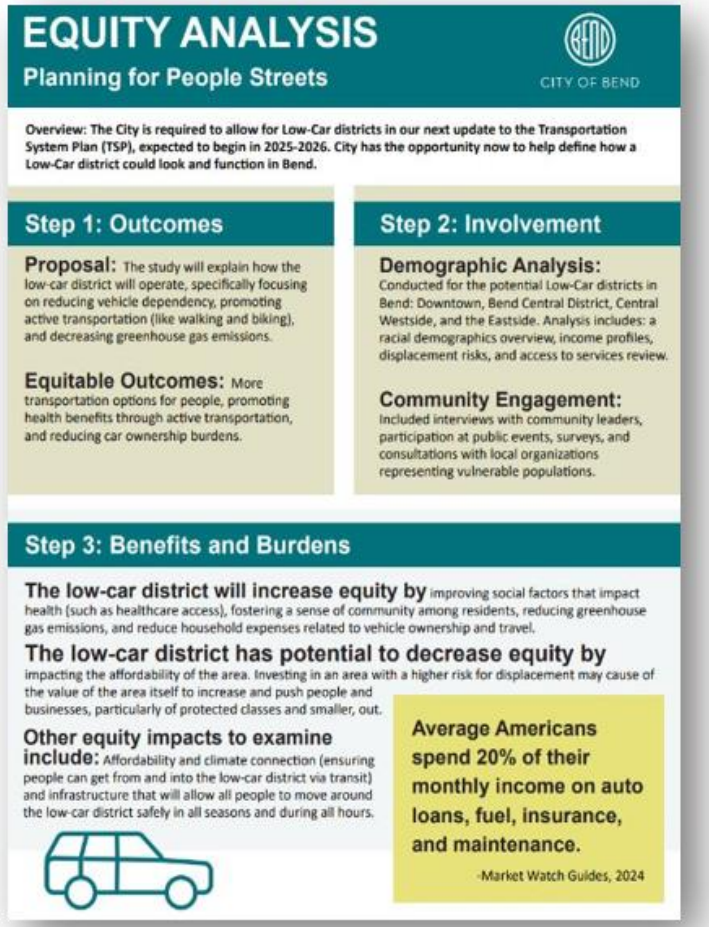
1. Improving health
2. Fostering a sense of community
3. Reducing greenhouse gas emissions
4. Reducing household expenses for vehicle ownership and travel

Potential to decrease equity by…

1. Impacts to area affordability, by investing in an area/street there is a risk of increasing prices and potential displacement
2. Affordability & Climate: **IF** people can't afford to live and work near low-car districts or access them via alternative modes and transit or they aren't safe at all times/season **THEN** they may not realize their climate benefits.

Questions & Feedback

- Do you have questions on the Equity Framework?
- What did we miss or not consider?



Equity framework Process explanation for the Low Car district feasibility study or Planning for People Streets.

Juniper to Drake Park Case Study

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DRAFT

PEOPLE STREETS CASE STUDY

Climate Friendly Area Mobility & Low-Car District Study

DRAFT

PEOPLE STREETS CASE STUDY

GOALS:

1. Identify a **safe and convenient route to connect key destinations** (Juniper Park, Downtown, Drake Park) using the planned Hawthorne Pedestrian & Bicycle Overcrossing
2. Use this route to help **explore and test new People street types** to help inform "Low-Car" district implementation here and in other parts of the city

DRAFT

NETWORK CONSIDERATIONS:

Bike Routes

Pedestrian Routes

Transit Stops & Routes

Vehicular Access, Including Service

NETWORK CONSIDERATION & PROJECT SYNERGIES

DRAFT

Legend:

- Concurrent Project / Agency Coordination
- Bend Bikeways Improvements
- Intersection/ Crossing Improvements
- Low Stress Network
- Transit Routes
- Collector Routes

Mirror Pond

Drake Park

NW BROOKS & MIRROR POND PLAZA IMPROVEMENTS

NW OREGON AVE

NE GREENWOOD AVE

PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

NE HAWTHORNE AVE

HAWTHORNE TRANSIT CENTER

Juniper Park

NE FRANKLIN AVE

BIKE ROUTE STUDIES

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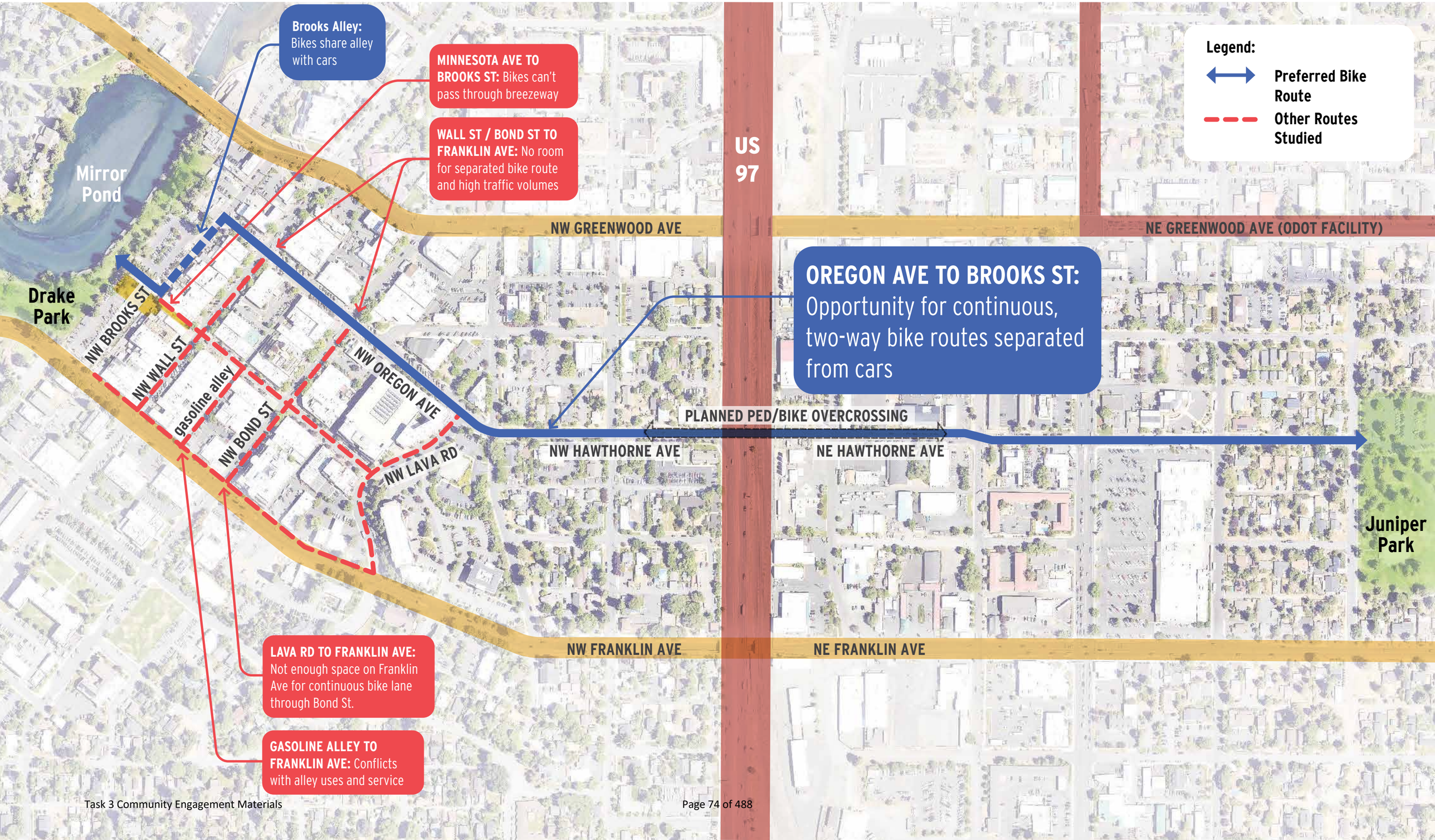


DRAFT STREET TYPES

DRAFT

Walking and Rolling are Primary Modes
Vehicular Access is limited

Commercial uses, larger buildings, continuous frontage

Multimodal
Vehicular access remains but walking and rolling are prioritized

More residential uses, smaller buildings, porous frontage

Plaza Street

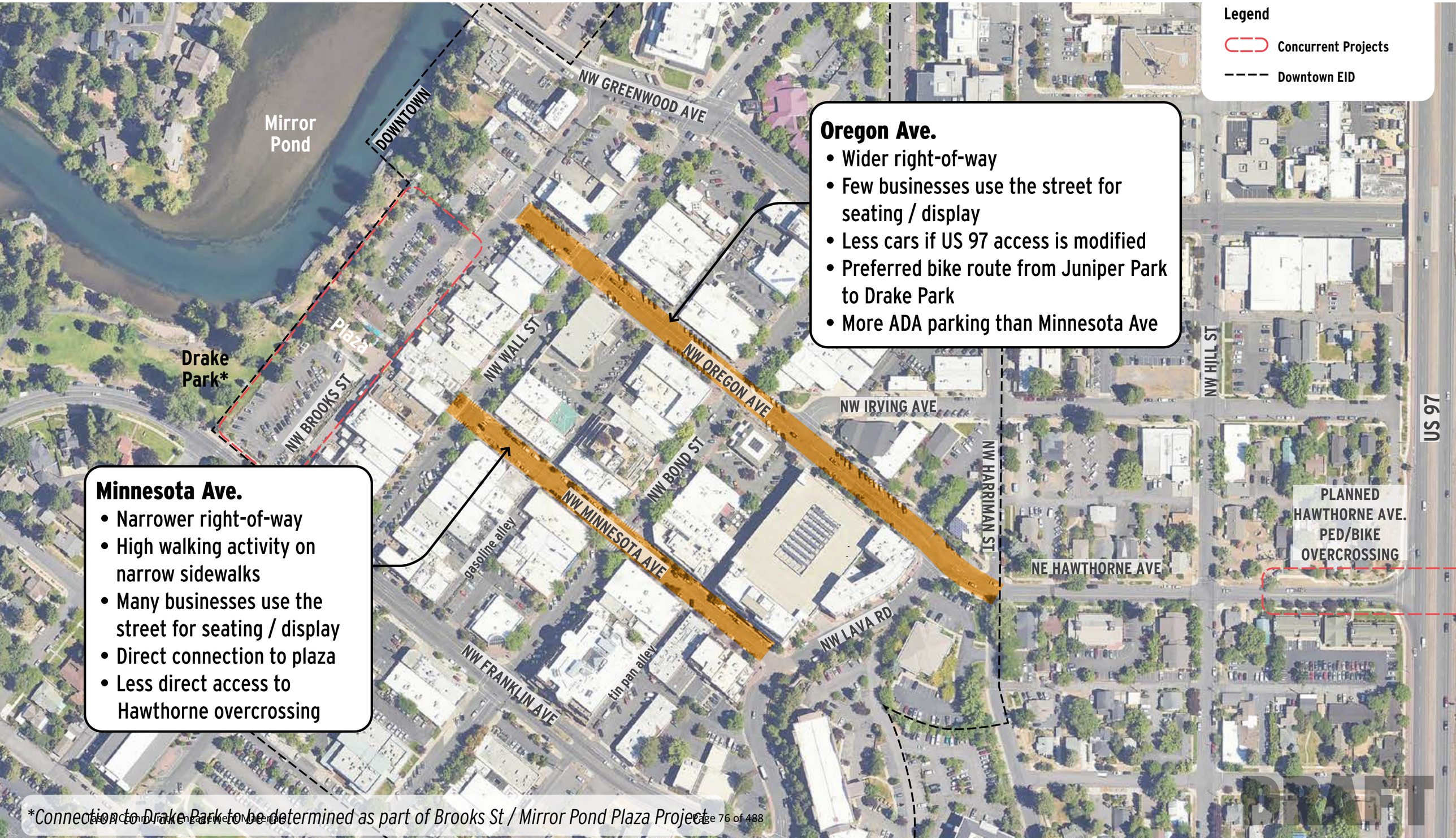
Shared Street

Low-Car Street

Greenway Street

WEST: OREGON AVE. AND MINNESOTA AVE.

DRAFT



*Connection to Drake Park to be determined as part of Brooks St / Mirror Pond Plaza Project

DRAFT

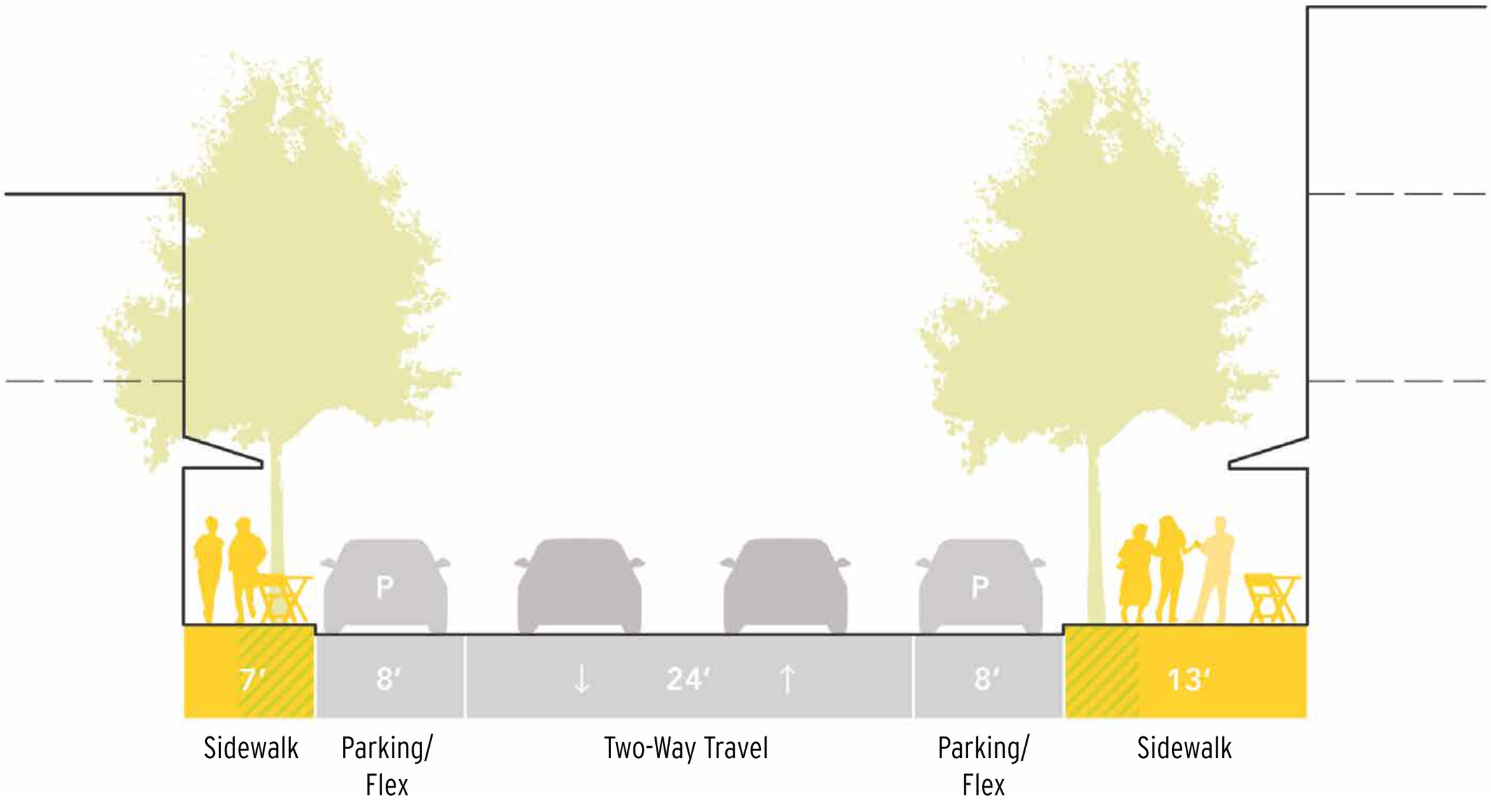
WEST: EXISTING MINNESOTA AVE.

DRAFT

- Narrower right-of-way
- High walking activity on narrow sidewalks
- Many businesses use the street for seating / display
- Direct connection to plaza
- Less direct access to Hawthorne overcrossing

WEST: EXISTING MINNESOTA AVE.

DRAFT



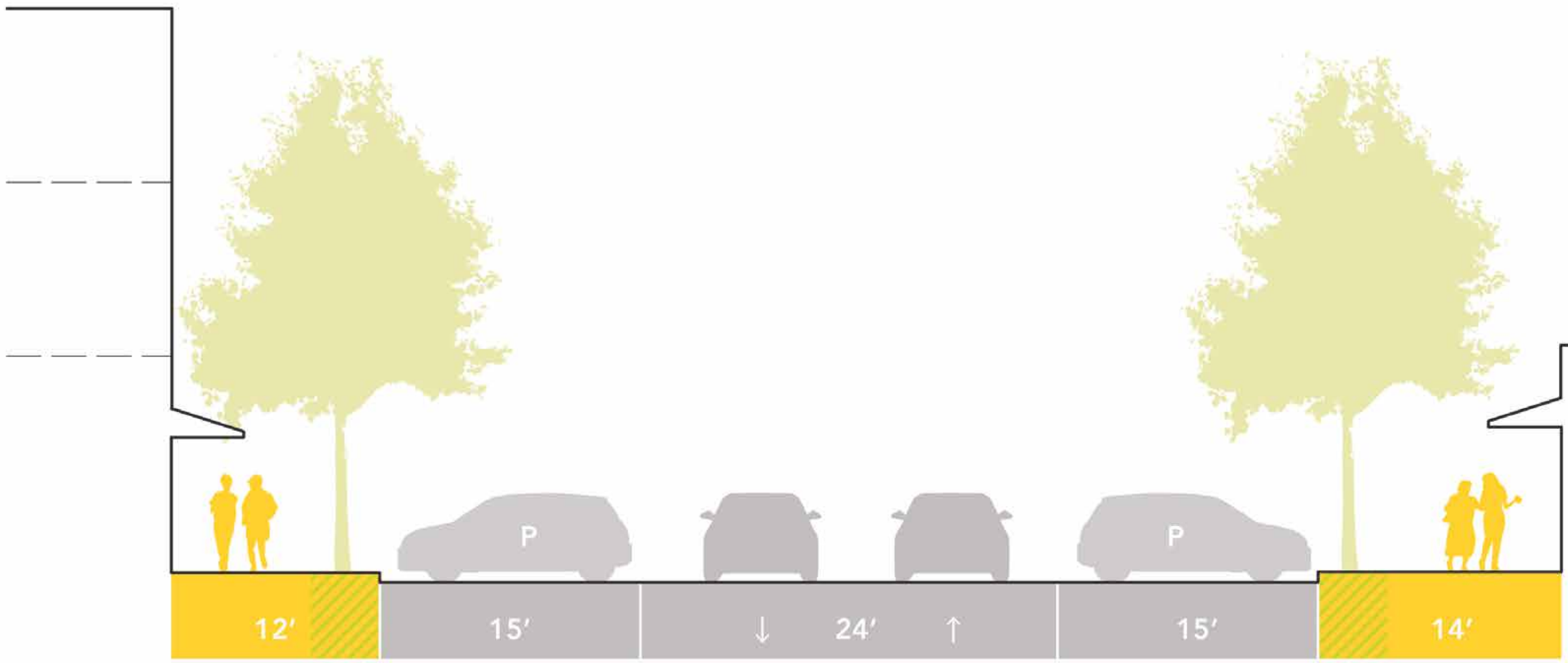
WEST: EXISTING OREGON AVE.

DRAFT

- Wider right-of-way
- Few businesses use the street for seating / display
- Less cars if US 97 access is modified
- Preferred bike route from Juniper Park to Drake Park
- More ADA parking than Minnesota Ave

WEST: EXISTING OREGON AVE.

DRAFT



80′
PUBLIC R.O.W.

WEST SCENARIO 1-A: OREGON AVE. LOW-CAR STREET

DRAFT

Mirror Pond

DOWNTOWN

Drake Park*

Plaza

NW BROOKS ST

NW WALL ST

NW OREGON AVE

NW BOND ST

NW MINNESOTA AVE

gasoline alley

NW FRANKLIN AVE

tin pan alley

NW LAVA RD

NW HILL ST

NW IRVING AVE

NW HARRIMAN ST

US 97

PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

NE HAWTHORNE AVE

LOW-CAR STREET EXAMPLE

GREENWAY STREET EXAMPLE

Legend:
Draft Street Types

- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Concurrent Projects
- Downtown EID

*Connection to Drake Park to be determined as part of Brooks St / Mirror Pond Plaza Project

OREGON AVE. LOW-CAR STREET

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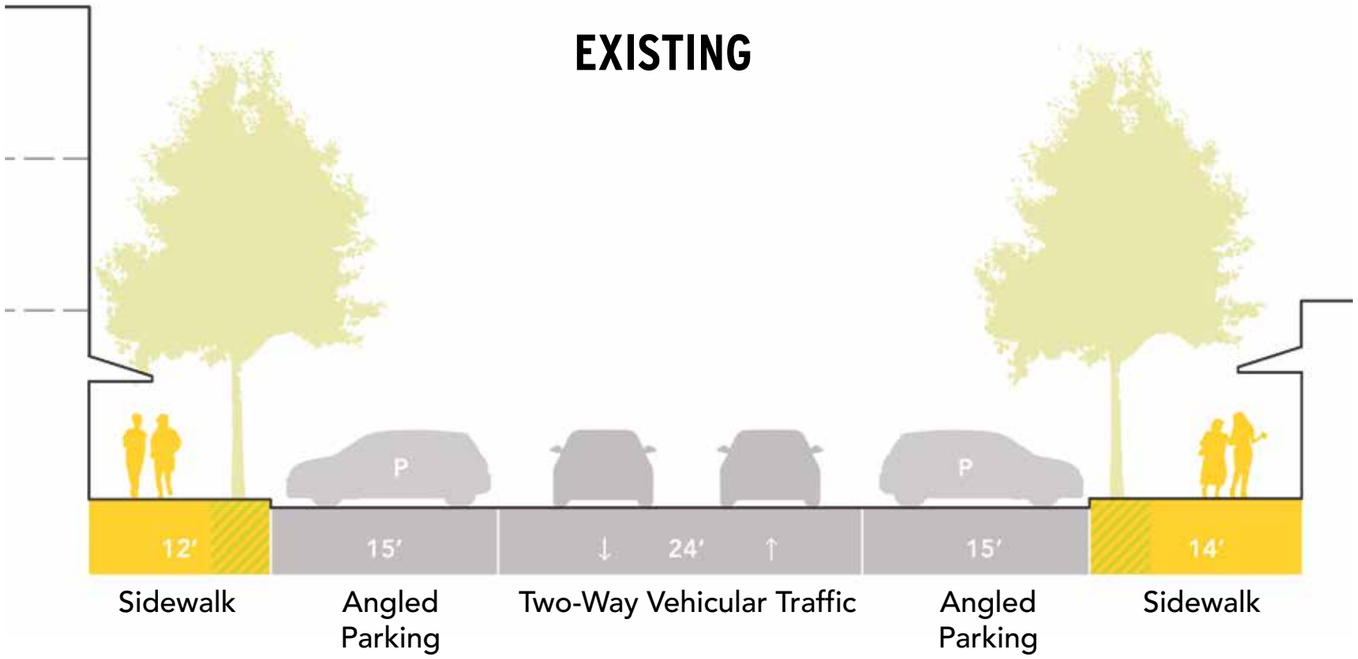
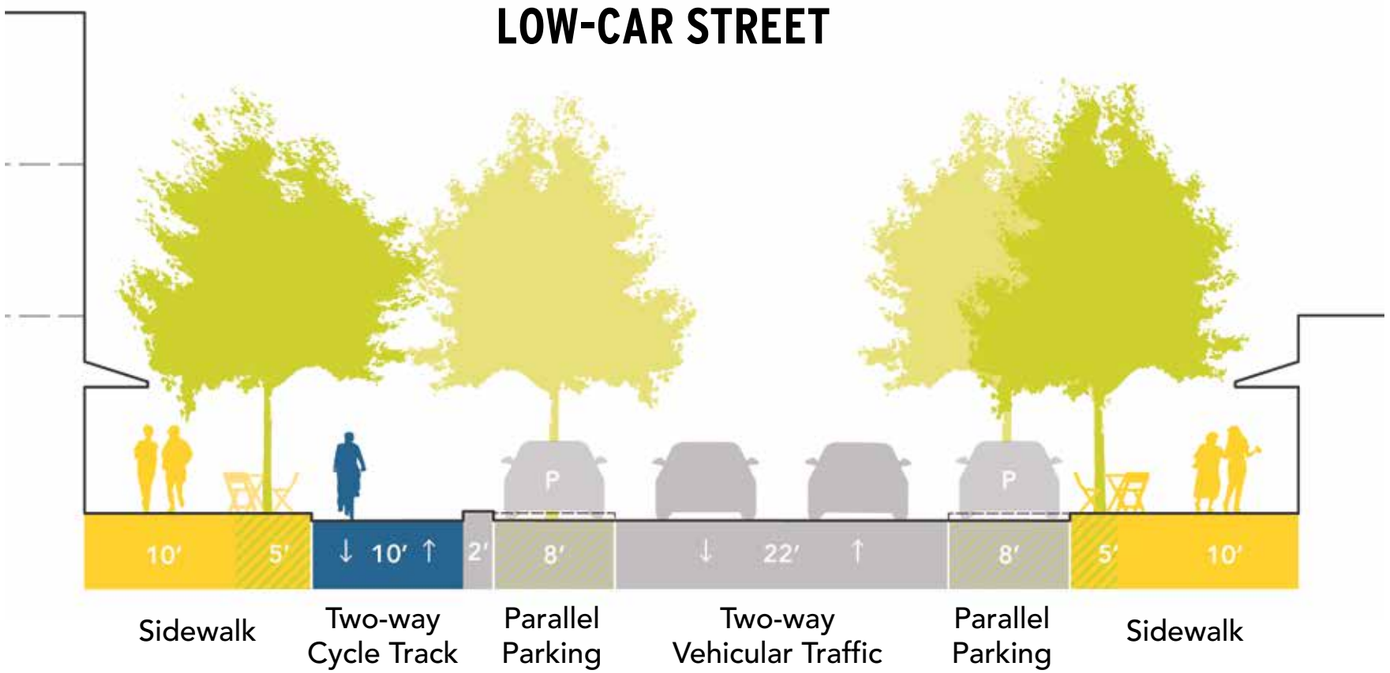
EXISTING



LOW-CAR STREET



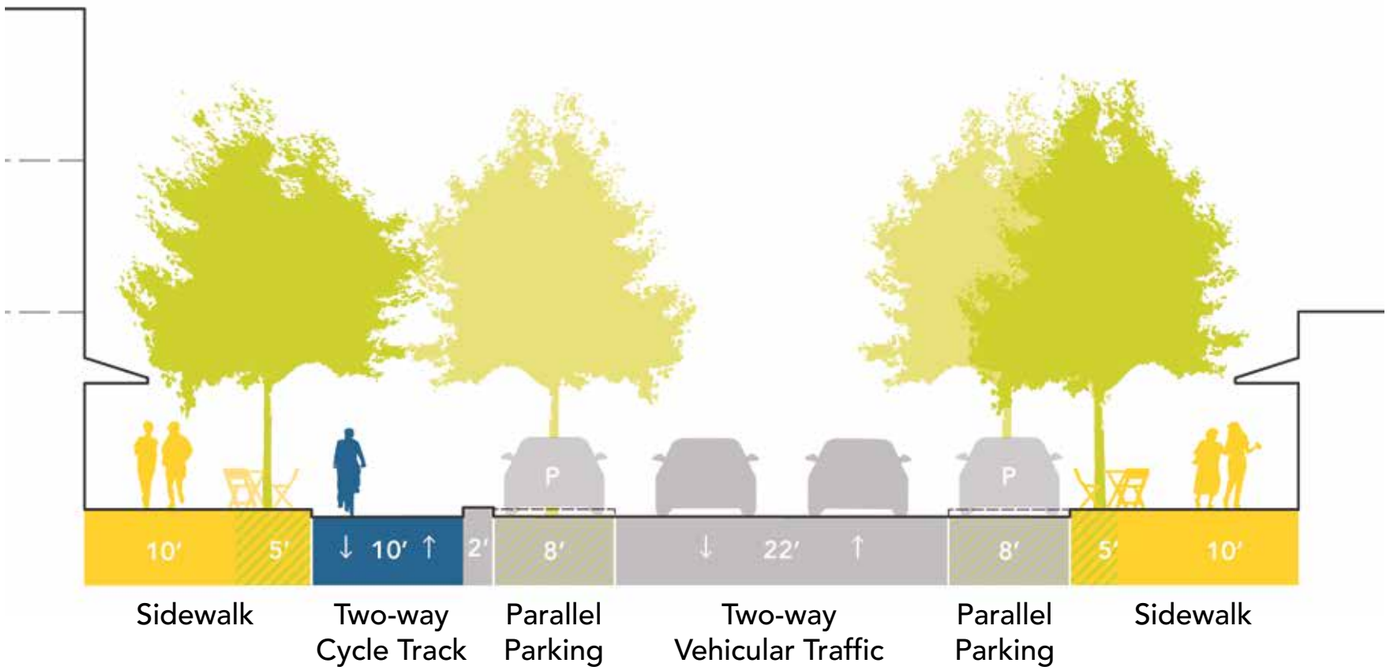
Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

OREGON AVE. LOW-CAR STREET

DRAFT



Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

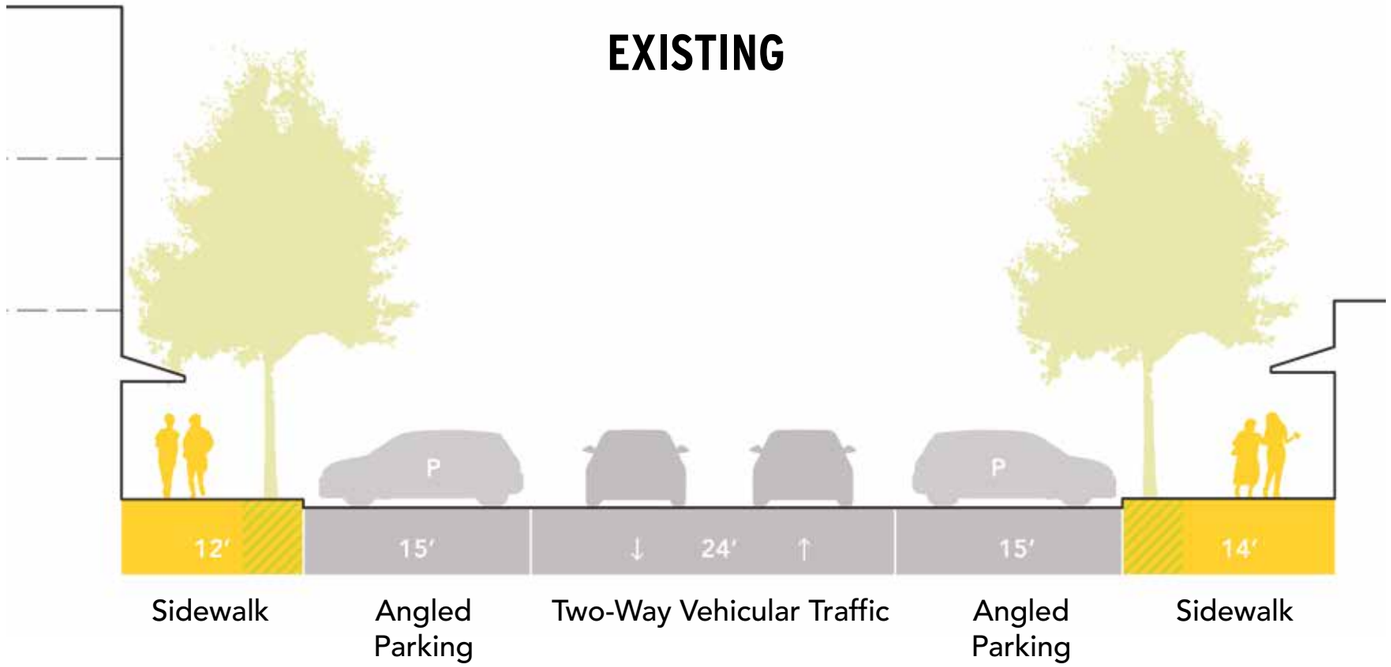
TWO-WAY CYCLE TRACK

BUFFERED TWO-WAY CYCLE TRACK

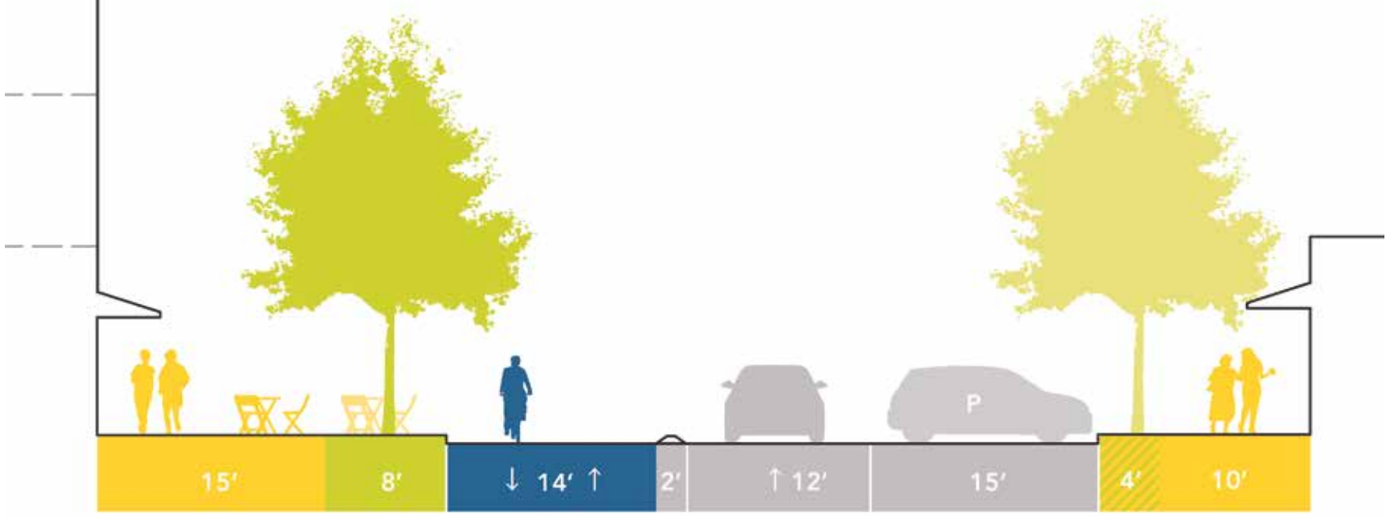
OREGON AVE. LOW CAR STREET "QUICK BUILD"

DRAFT

EXISTING



LOW-CAR STREET "QUICK BUILD"



Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

OREGON AVE. LOW CAR STREET "QUICK BUILD"

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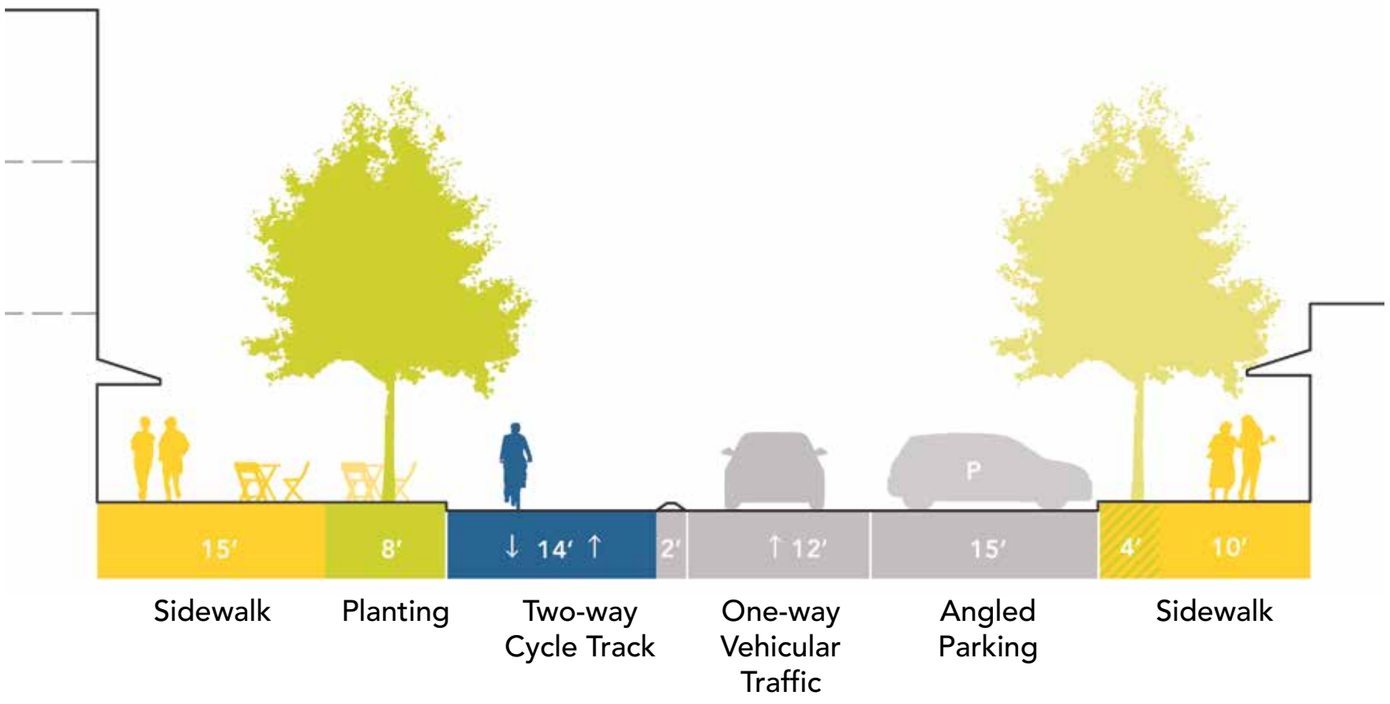


Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

WEST SCENARIO 1-B: MINNESOTA AVE. SHARED STREET

DRAFT

Mirror Pond

DOWNTOWN

NW GREENWOOD AVE

LOW-CAR STREET EXAMPLE

NW OREGON AVE

Drake Park*

Plaza

NW BROOKS ST

NW WALL ST

NW IRVING AVE

NW HARRIMAN ST

US 97

NW BOND ST

gasoline alley

NW MINNESOTA AVE

PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

NE HAWTHORNE AVE

NW FRANKLIN AVE

tin pan alley

NW LAVA RD

POTENTIAL SHARED STREET EXAMPLE

GREENWAY STREET EXAMPLE

Legend:
Draft Street Types

- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Improved Intersection / Crossing
- Concurrent Projects
- Downtown EID

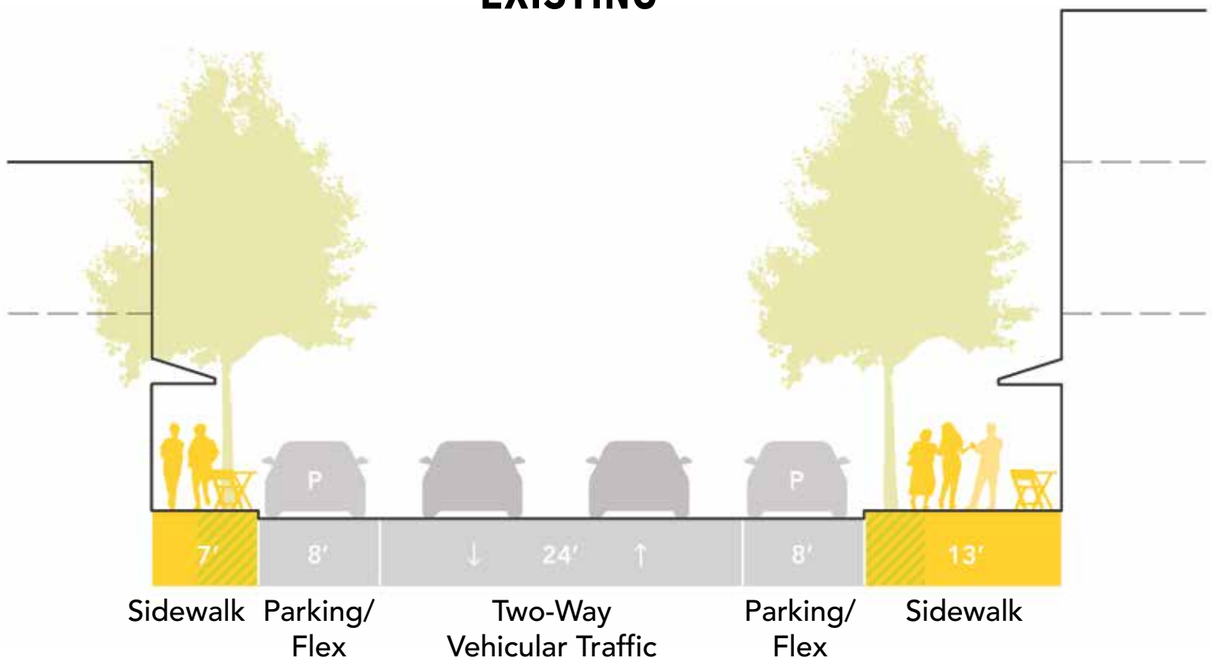
*Connection to Drake Park to be determined as part of Brooks St / Mirror Pond Plaza Project.

DRAFT

MINNESOTA AVE: SHARED STREET

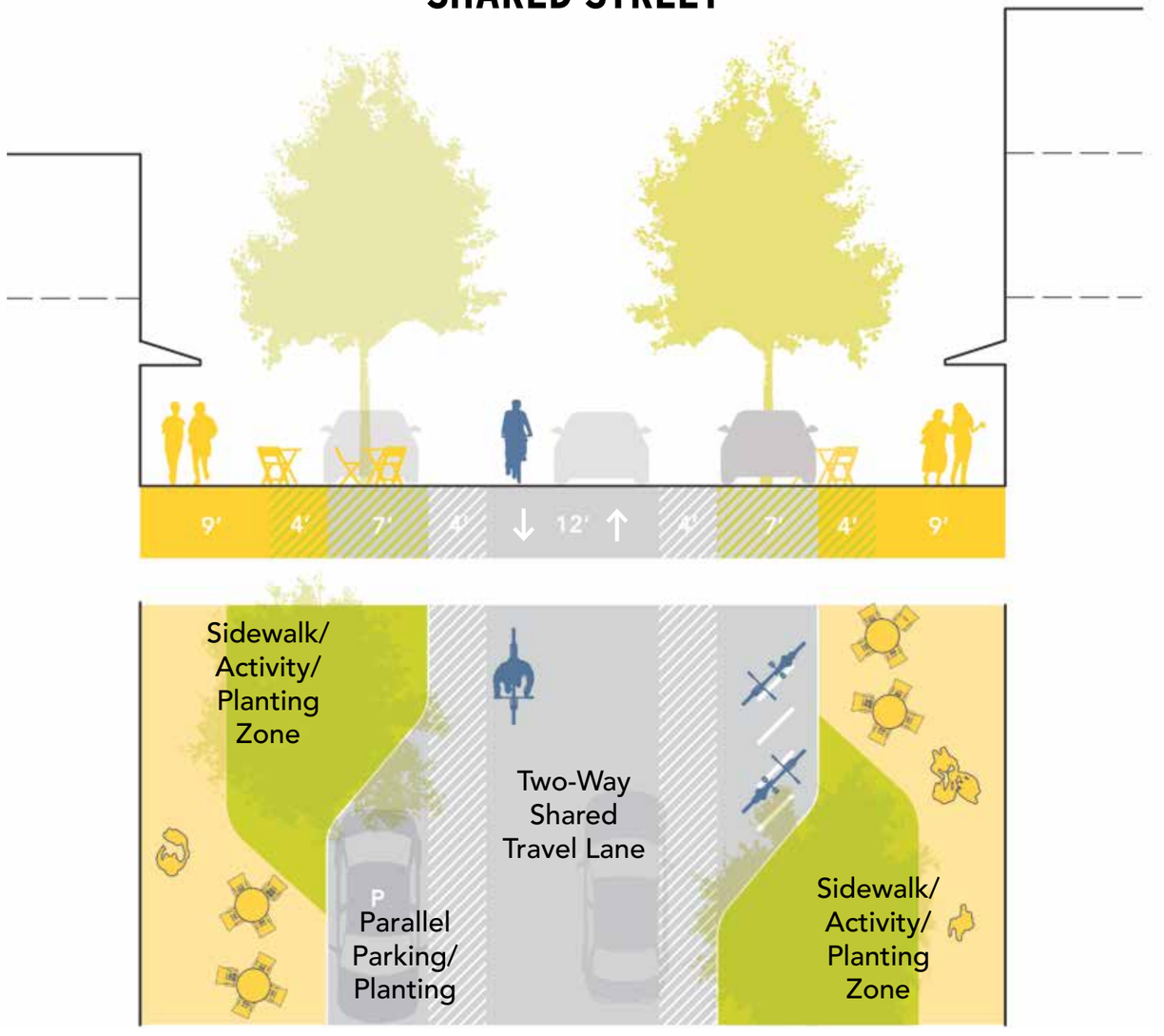
DRAFT

EXISTING



Key Map:

SHARED STREET

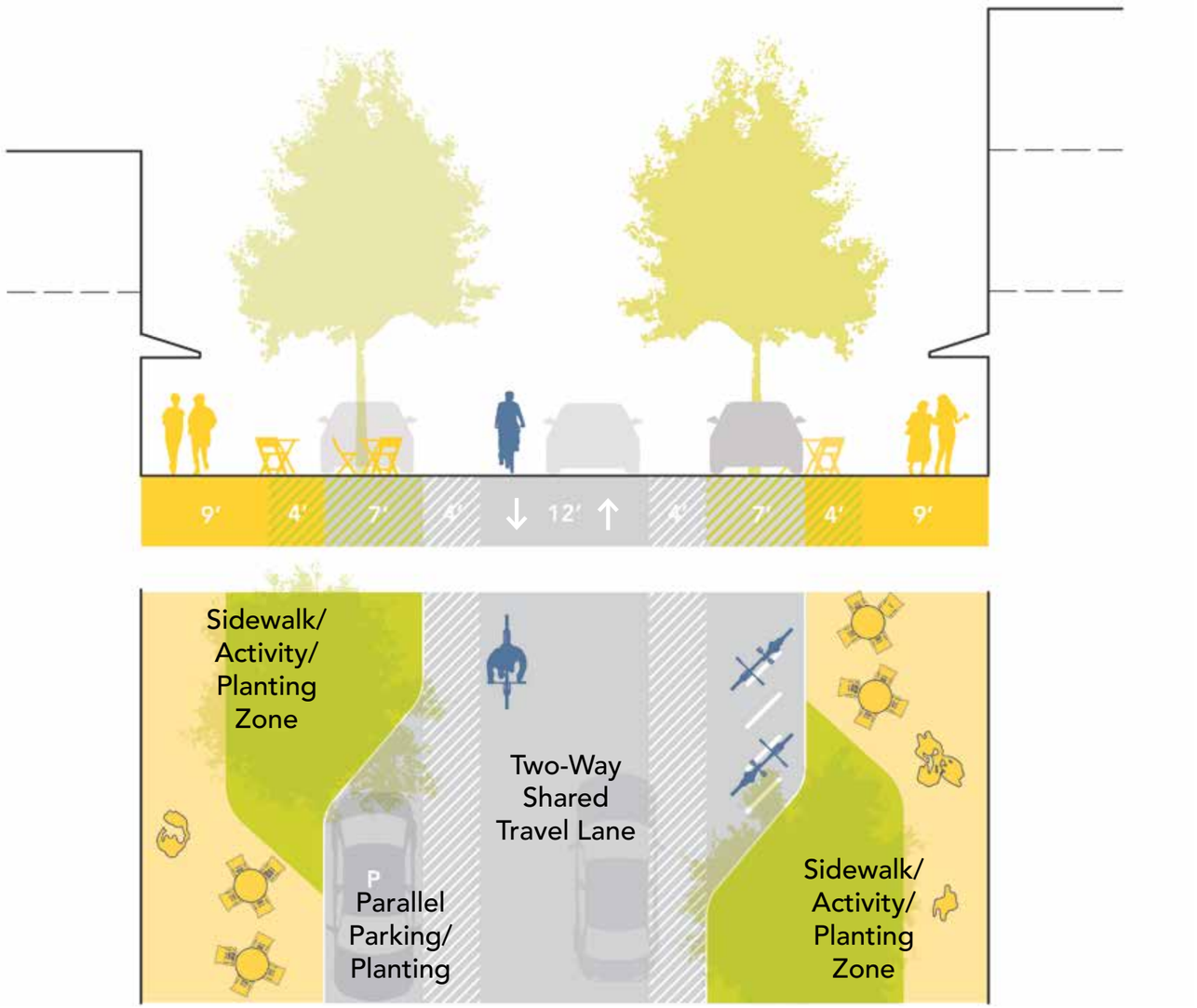


Legend:

- Plantings
- Pedestrian Areas
- Vehicular Areas

MINNESOTA AVE: SHARED STREET

DRAFT



Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Vehicular Areas

WEST SCENARIO 2-A: MINNESOTA AVE. PLAZA STREET

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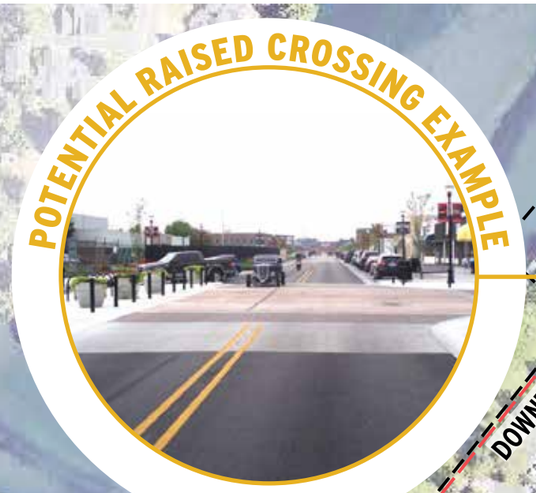

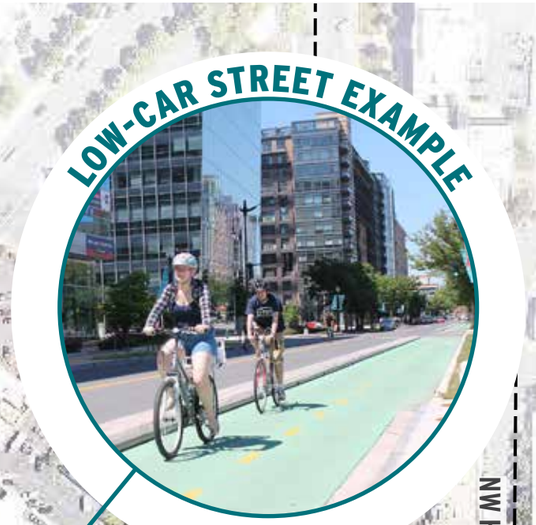

Legend:
Draft Street Types

- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Improved Intersection / Crossing
- Concurrent Projects
- Downtown EID

NW GREENWOOD AVE
DOWNTOWN
NW OREGON AVE
Drake Park*
Plaza
NW BROOKS ST
NW WALL ST
NW BOND ST
gasoline alley
NW MINNESOTA AVE
tin pan alley
NW FRANKLIN AVE
NW IRVING AVE
NW HARRIMAN ST
NW HILL ST
US 97
PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING
NE HAWTHORNE AVE
NW LAVA RD

*Connection to Drake Park to be determined as part of Brooks St / Mirror Pond Plaza Project

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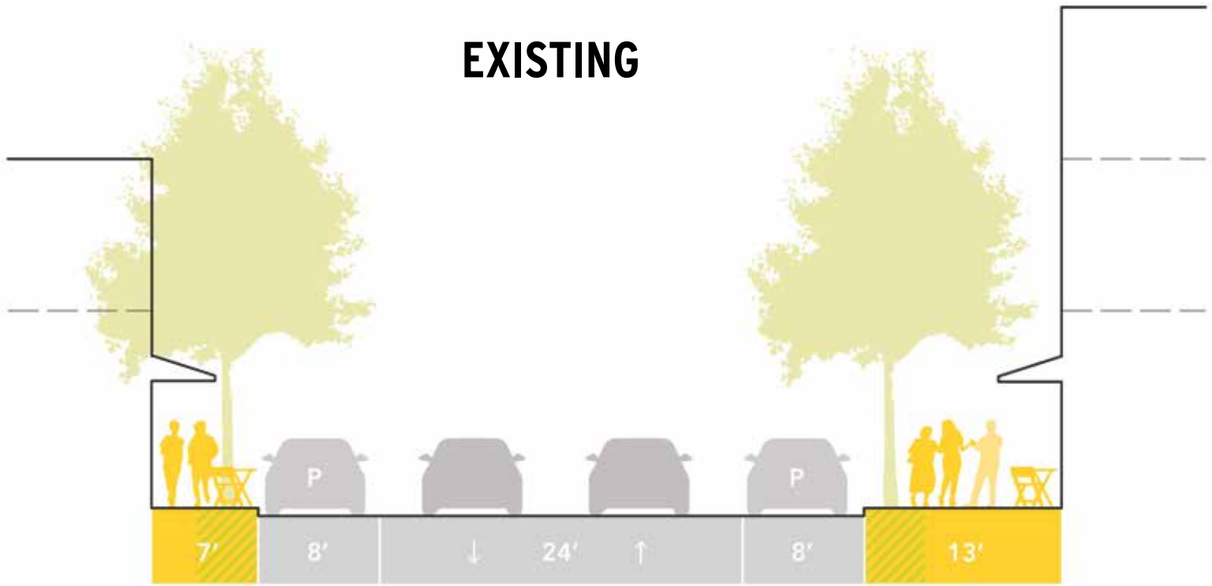
MINNESOTA AVE. PLAZA STREET

DRAFT

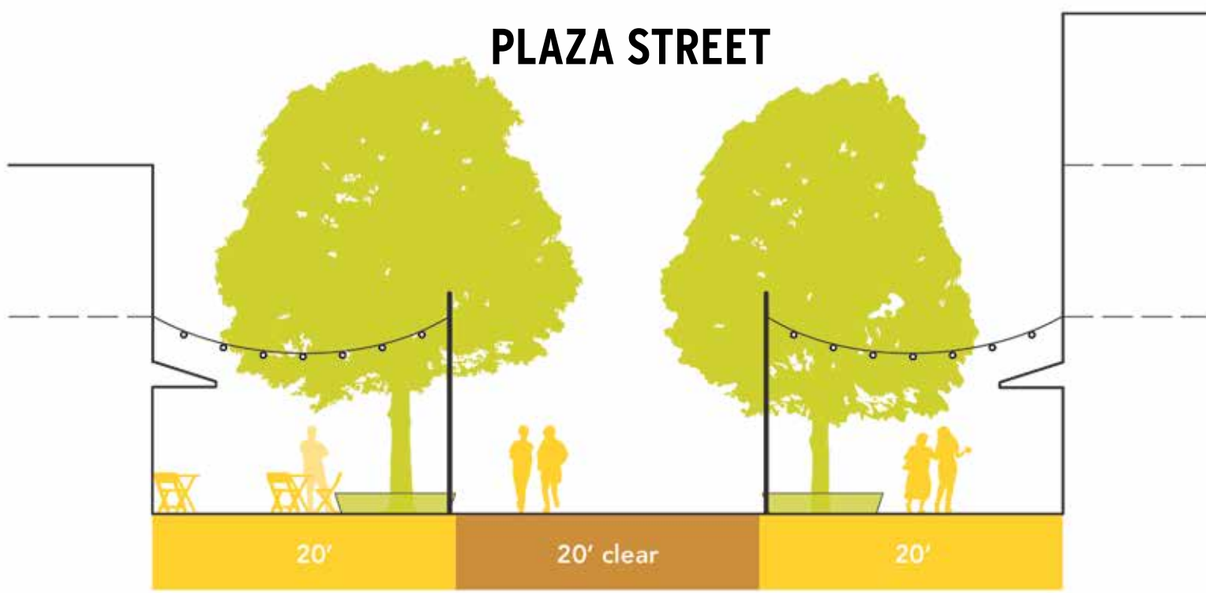
EXISTING

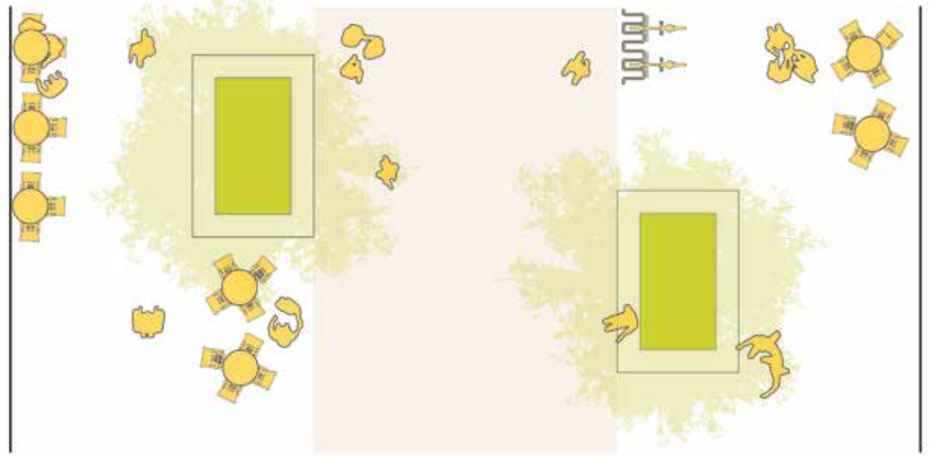


Sidewalk Flex | Parking/ | Two-Way Vehicular Traffic | Parking/ | Sidewalk Flex

Key Map:

PLAZA STREET





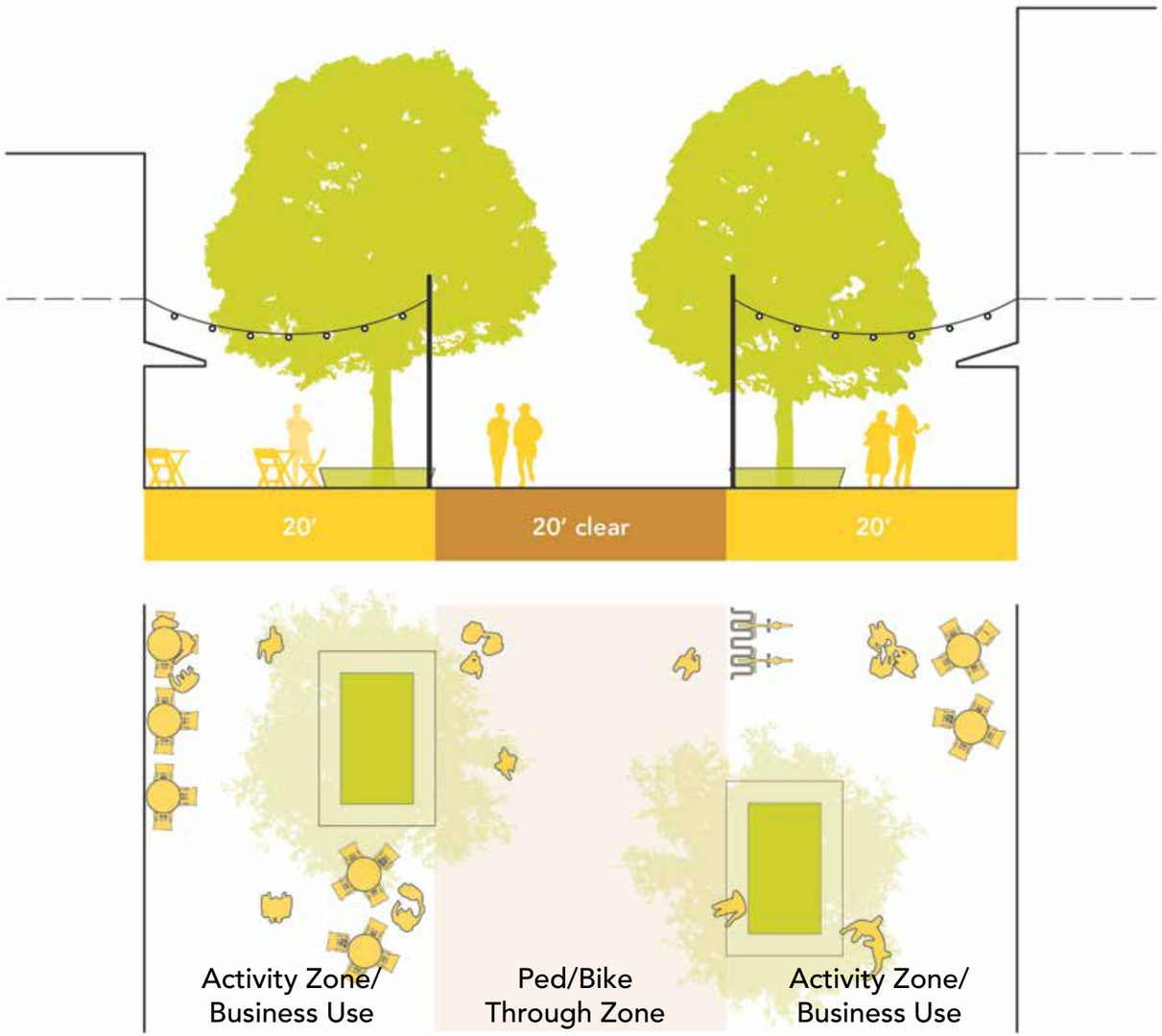
Activity Zone/ Business Use | Ped/Bike Through Zone | Activity Zone/ Business Use

Legend:

- Plantings
- Pedestrian Areas
- Plaza Street

MINNESOTA AVE. PLAZA STREET

DRAFT



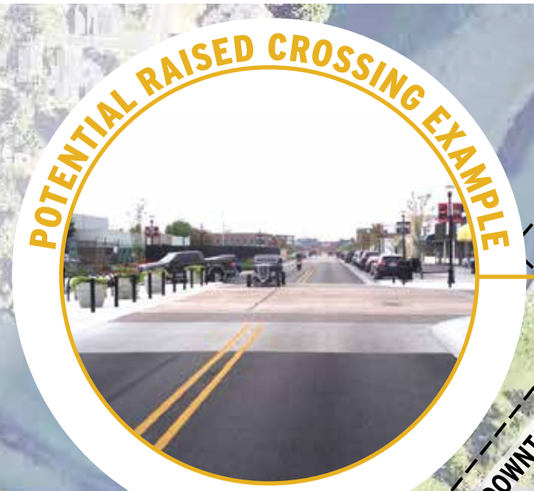
Key Map:

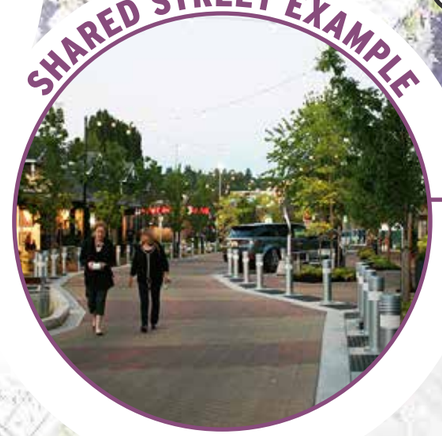
Legend:

- Plantings
- Pedestrian Areas
- Ped/Bike Through Zone

WEST SCENARIO 2-B: MINNESOTA AVE. PLAZA/SHARED STREET

DRAFT





Legend:
Draft Street Types

- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Improved Intersection / Crossing
- Concurrent Projects
- Downtown EID

NW GREENWOOD AVE
DOWNTOWN
NW BROOKS ST
NW WALL ST
NW OREGON AVE
NW IRVING AVE
NW HARRIMAN ST
NW HILL ST
US 97
Drake Park
Plaza
gasoline alley
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NW BOND ST
tin pan alley
NW LAVA RD
NW FRANKLIN AVE
NE HAWTHORNE AVE
PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

*Connection to Drake Park to be determined as part of Brooks St / Mirror Pond Plaza Project

DRAFT

OREGON AVE. IDEAS

DRAFT

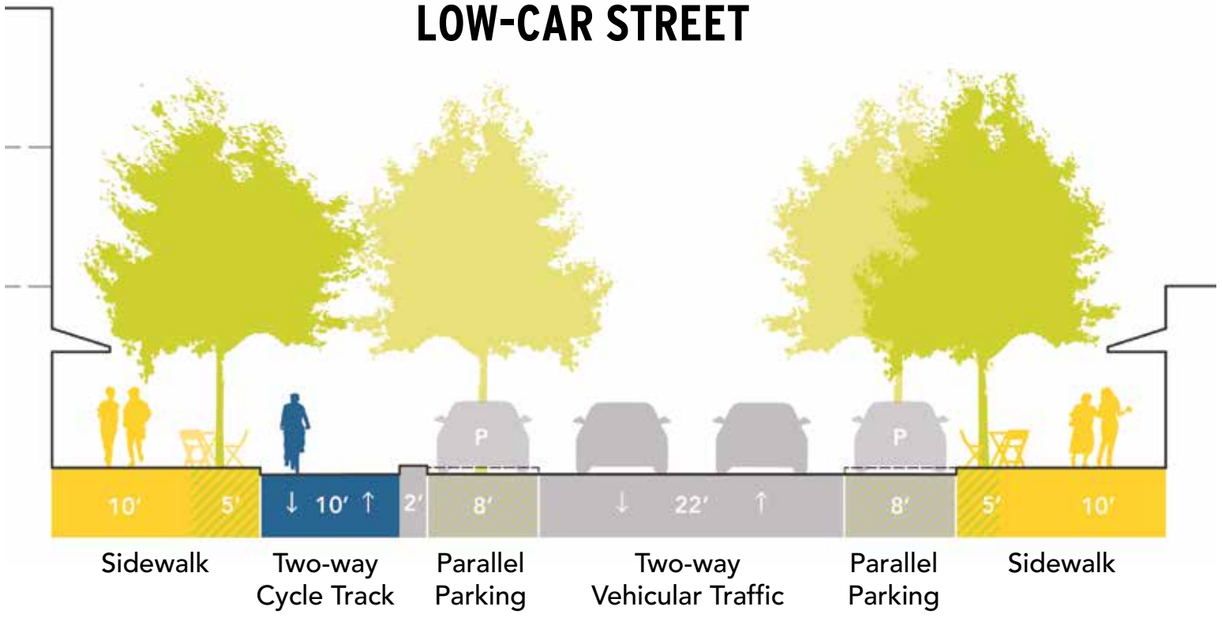
EXISTING

Legend:

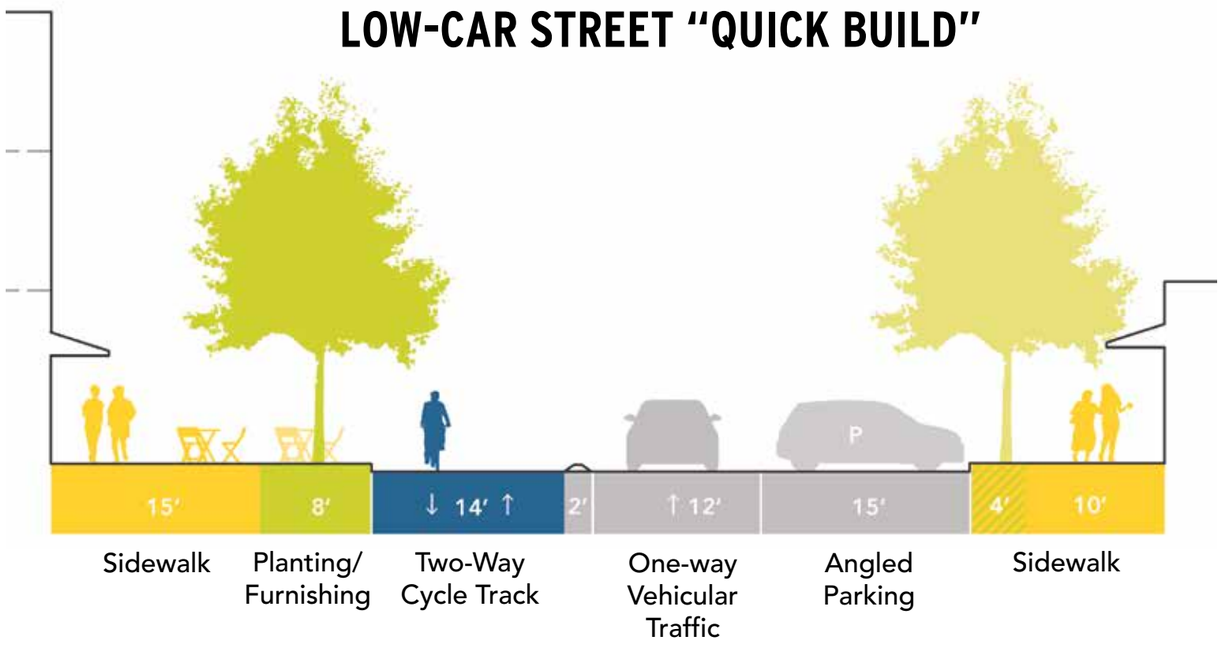
- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

Key Map:

LOW-CAR STREET



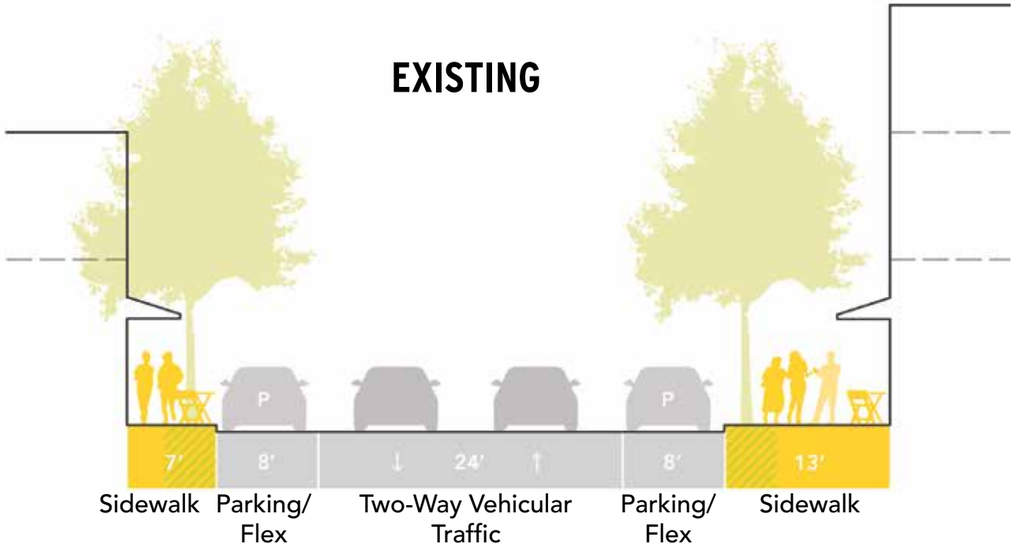
LOW-CAR STREET "QUICK BUILD"



MINNESOTA AVE. IDEAS

DRAFT

EXISTING

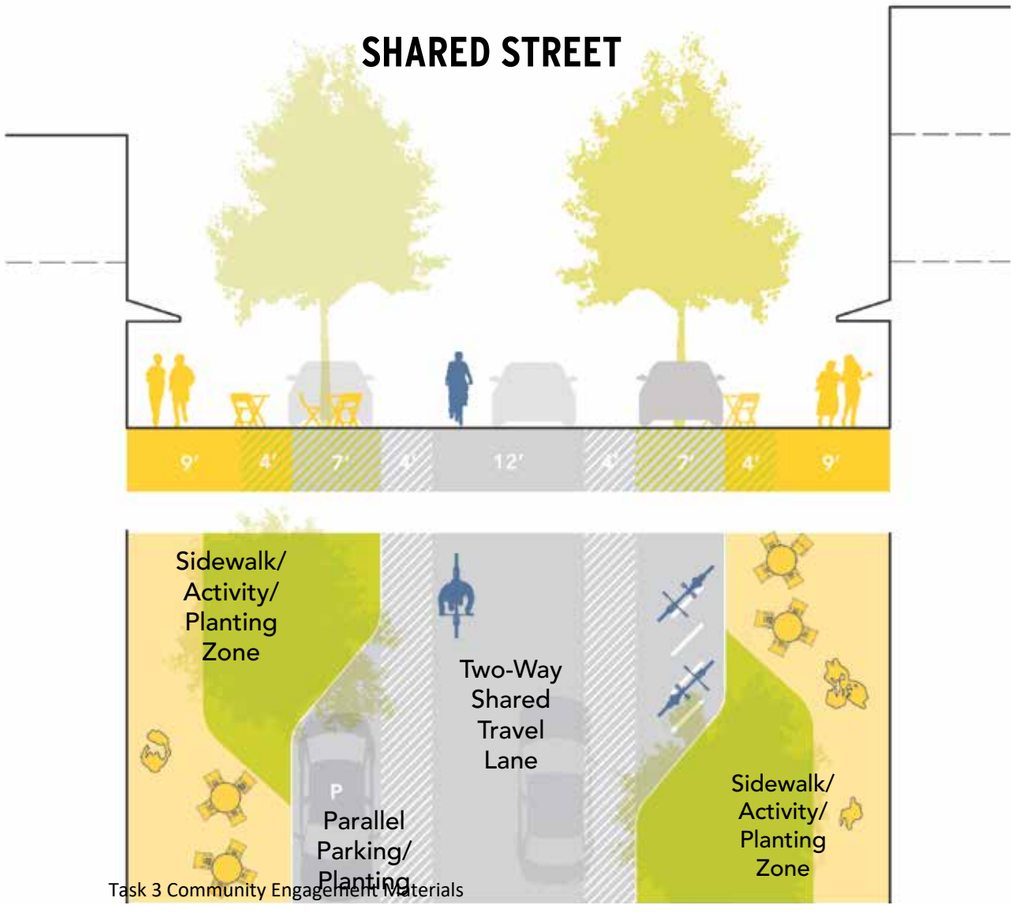


Legend:

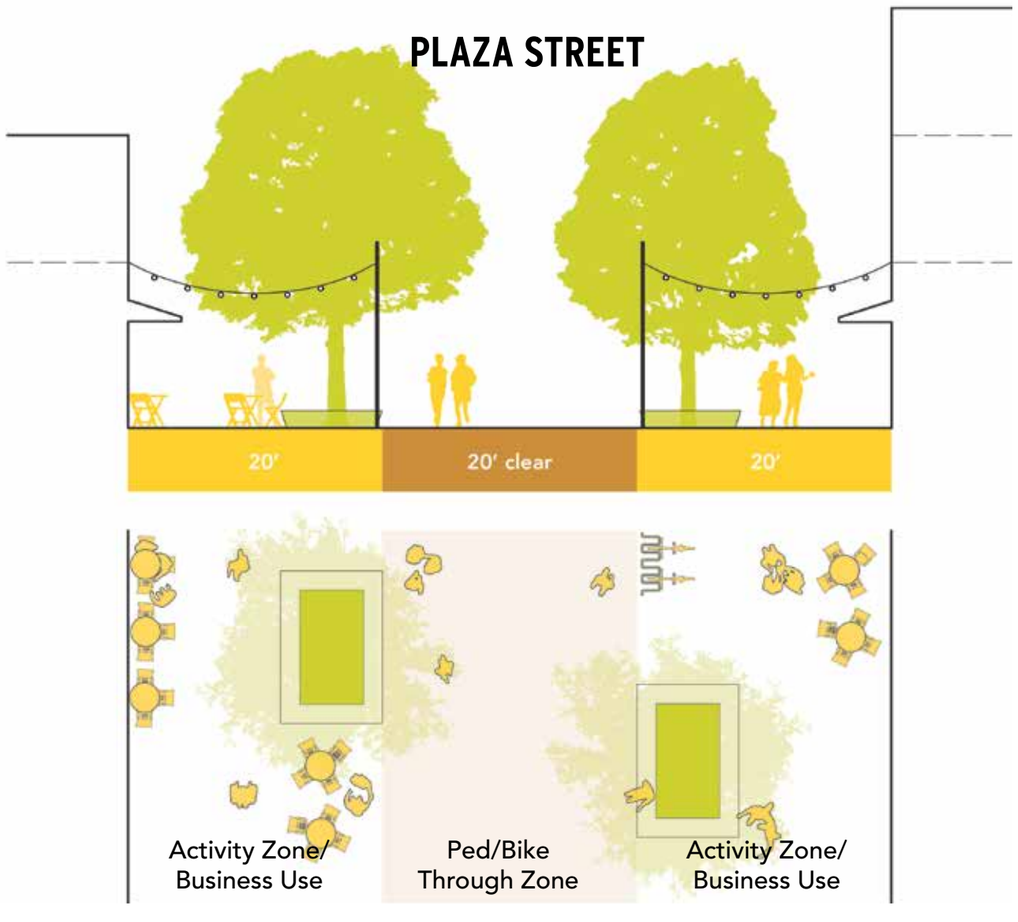
- Plantings
- Pedestrian Areas
- Vehicular Areas
- Ped/Bike Through Zone

Key Map:

SHARED STREET

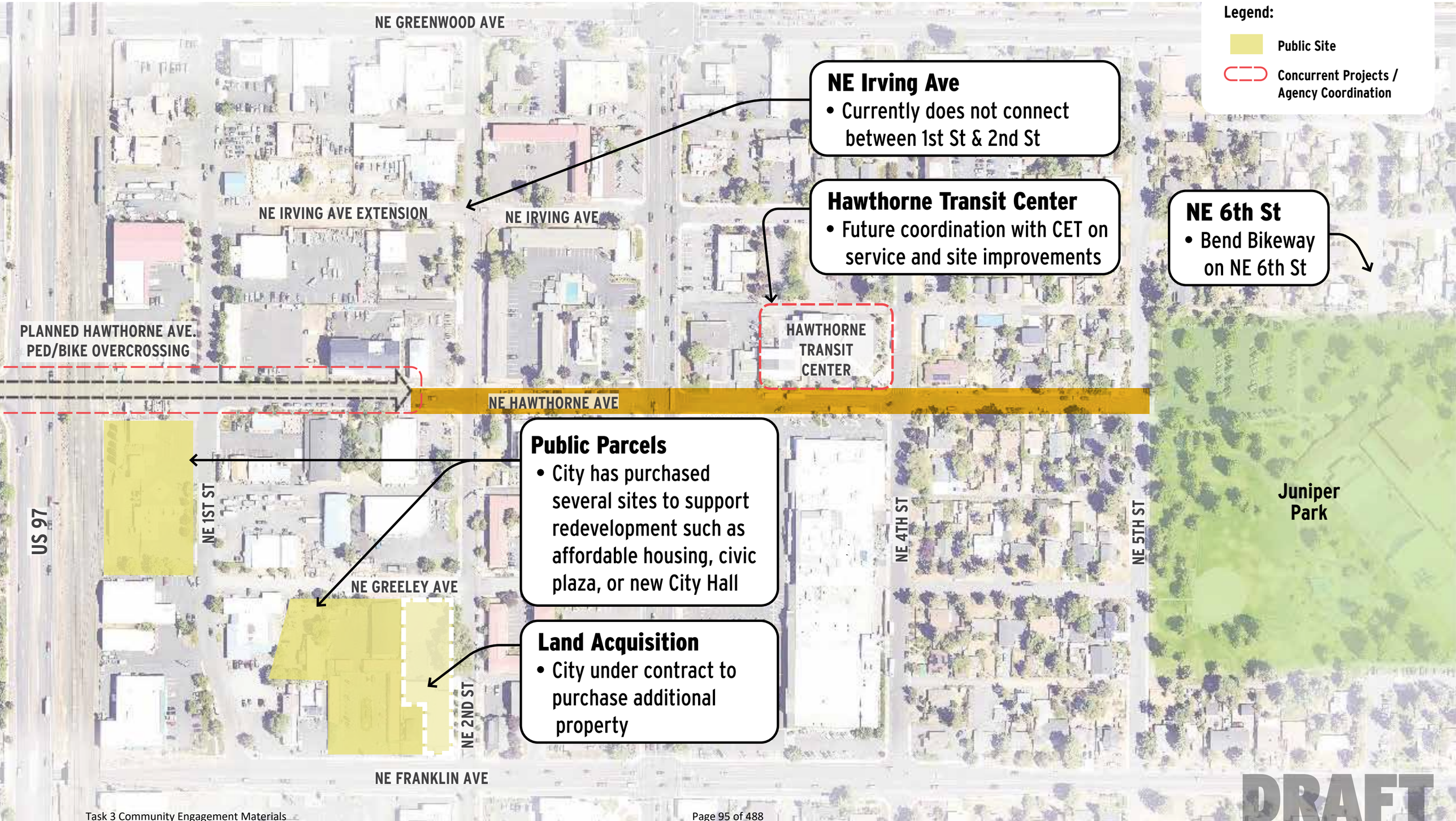


PLAZA STREET



EAST: HAWTHORNE AVE.

DRAFT



DRAFT

EAST: EXISTING HAWTHORNE AVE. WEST OF 3RD ST.

DRAFT

- Narrow or no sidewalks
- Driveways cross pedestrian path
- Vehicular access to buildings is available from parallel streets

EAST: EXISTING HAWTHORNE AVE. AT TRANSIT CENTER

DRAFT

- Bus staging occurs on both sides of the street, but may be reduced with CET service improvements
- Limited trees and greenery

EAST: EXISTING HAWTHORNE AVE. BETWEEN 4TH AND 5TH ST.

DRAFT

- Exclusively residential properties
- Sidewalk on one side only
- Wide, landscaped shoulder between properties and the street
- Connects directly to Juniper Park entry

EAST SCENARIO 1: HAWTHORNE AVE. LOW-CAR STREET

DRAFT

NE GREENWOOD AVE

NE IRVING AVE EXTENSION

NE IRVING AVE

PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

NE HAWTHORNE AVE

HAWTHORNE TRANSIT CENTER*

US 97

NE 1ST ST

NE 2ND ST

NE 4TH ST

NE 5TH ST

NE GREELEY AVE

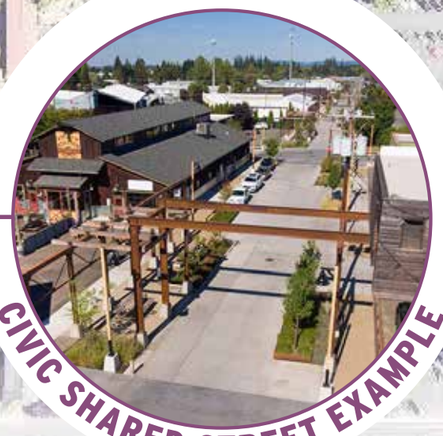
NE FRANKLIN AVE

Juniper Park

IMPROVED CROSSING EXAMPLE

LOW CAR STREET EXAMPLE

CIVIC SHARED STREET EXAMPLE



LOW-CAR TRANSIT STREET EXAMPLE

Legend:
Draft Street Types

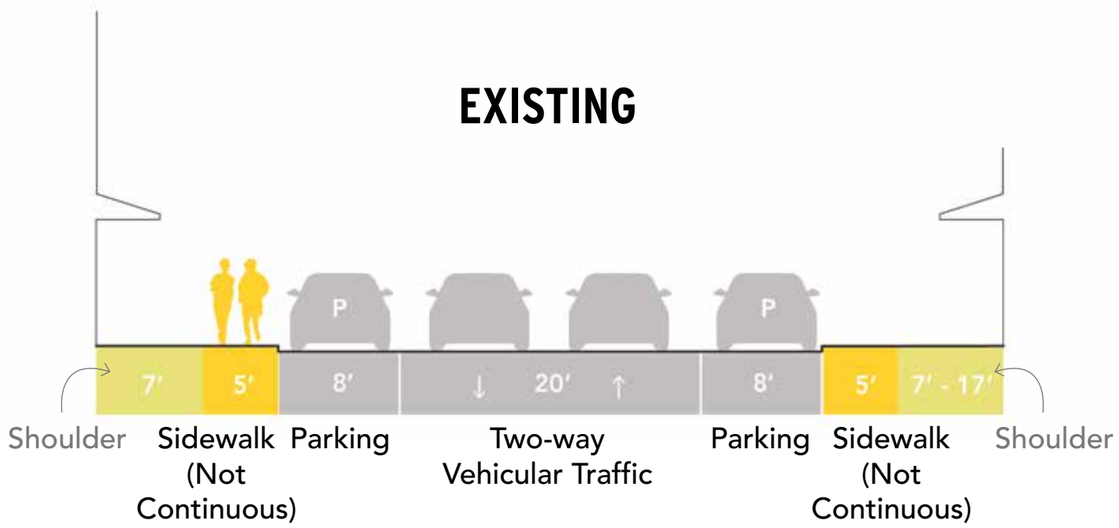
- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Improved Intersection / Crossing
- Public Site
- Concurrent Projects / Agency Coordination

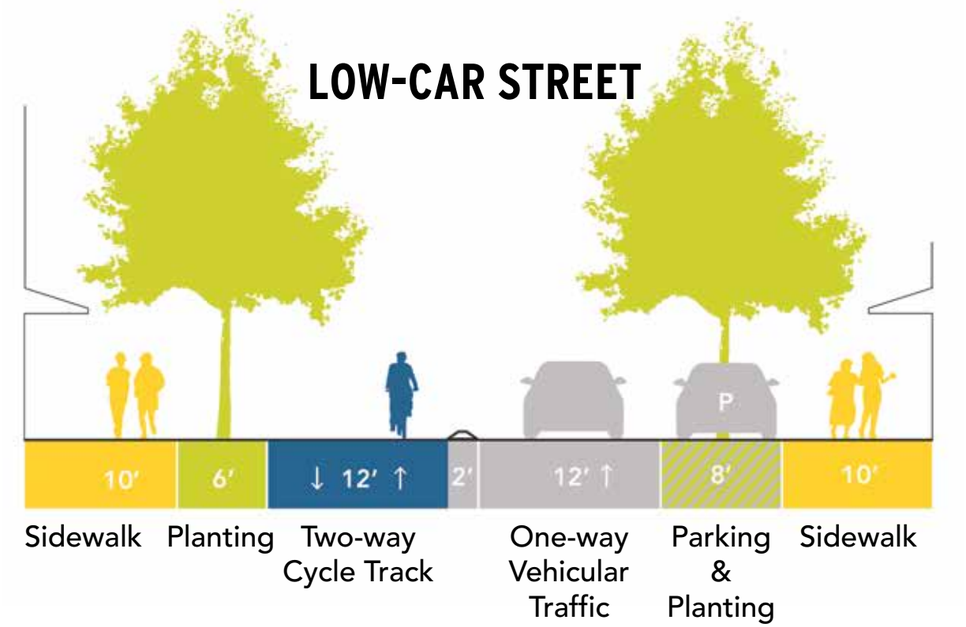
*Coordination needed with CET

DRAFT

HAWTHORNE AVE: LOW-CAR STREET WEST OF 3RD ST.

DRAFT





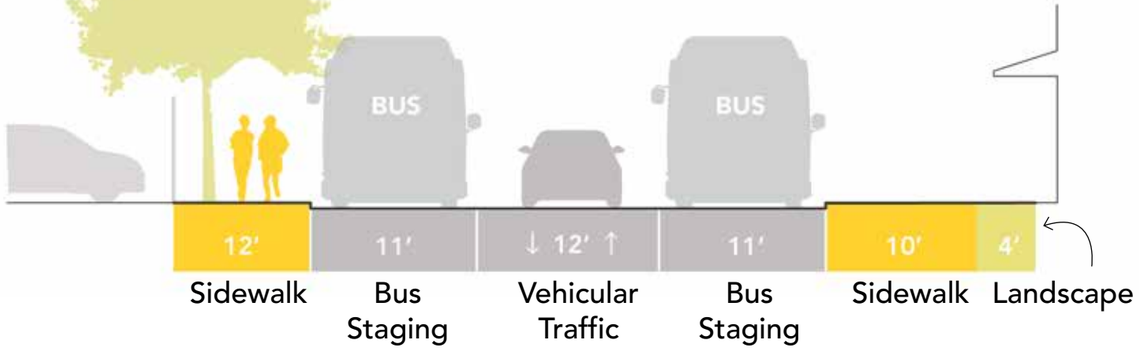
Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

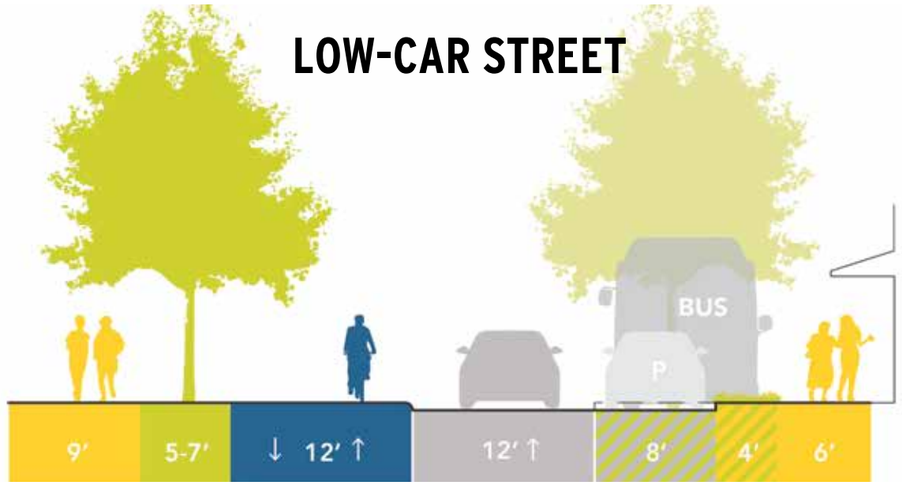
HAWTHORNE AVE: LOW-CAR STREET AT TRANSIT CENTER

DRAFT

EXISTING



LOW-CAR STREET



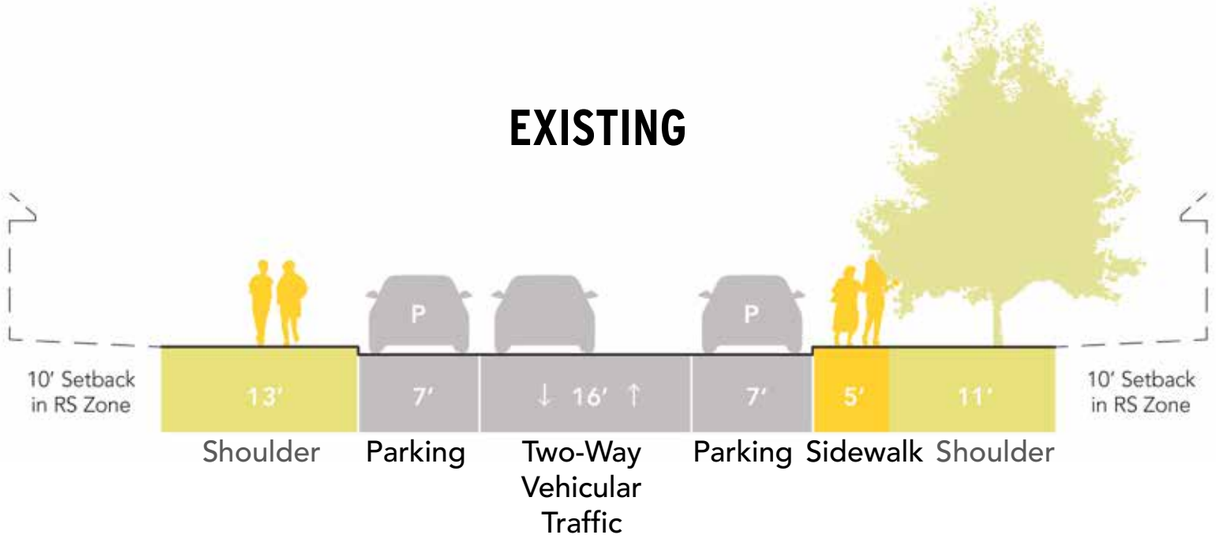
Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

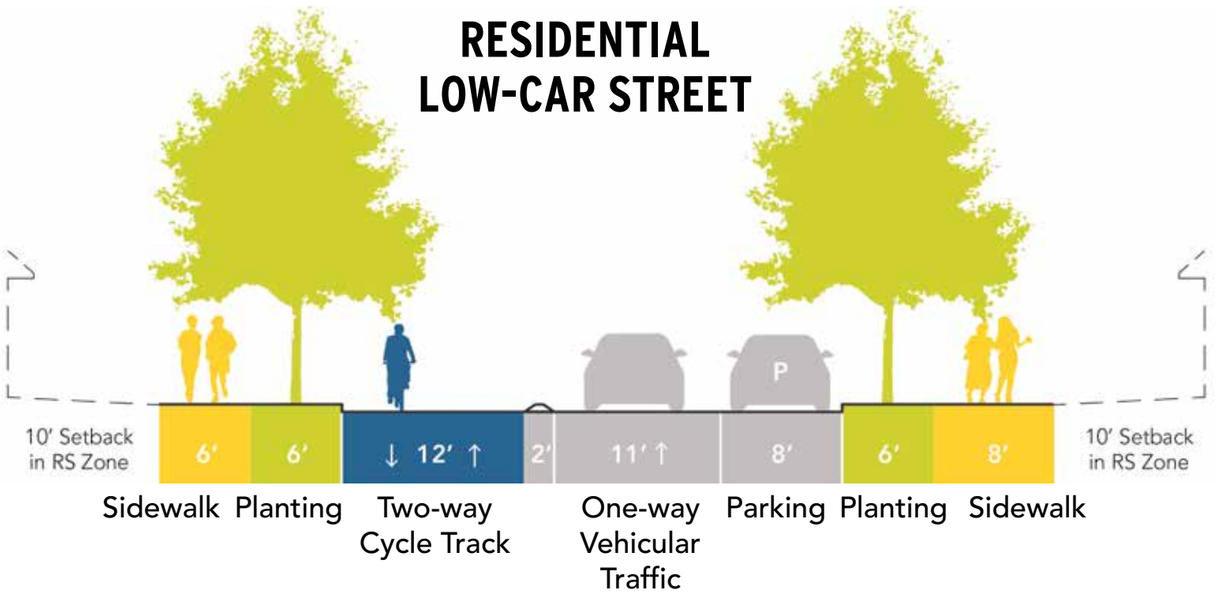
HAWTHORNE AVE: LOW-CAR STREET 4TH TO 5TH ST.

DRAFT

EXISTING



RESIDENTIAL LOW-CAR STREET



Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

SEPARATED CYCLE TRACK

RESIDENTIAL LOW-CAR STREET

EAST SCENARIO 2: HAWTHORNE AVE. PLAZA STREET / SHARED STREET

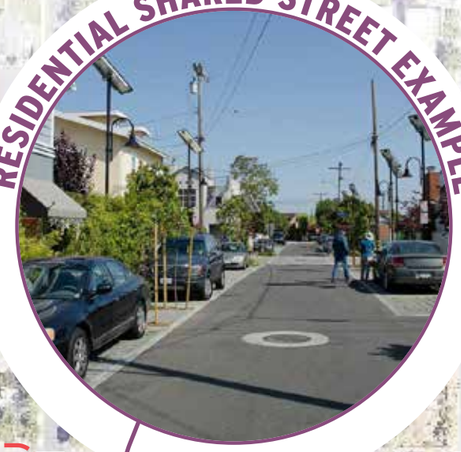
DRAFT

NE GREENWOOD AVE

NE IRVING AVE EXTENSION

PLAZA STREET EXAMPLE

RESIDENTIAL SHARED STREET EXAMPLE



NE IRVING AVE

PLANNED HAWTHORNE AVE. PED/BIKE OVERCROSSING

NE 2ND ST

NE 3RD

HAWTHORNE TRANSIT CENTER*

NE 4TH ST

NE 5TH ST

NE HAWTHORNE AVE

US 97

NE 1ST ST

NE GREELEY AVE

CIVIC SHARED STREET EXAMPLE

SHARED TRANSIT STREET EXAMPLE

Juniper Park

NE FRANKLIN AVE

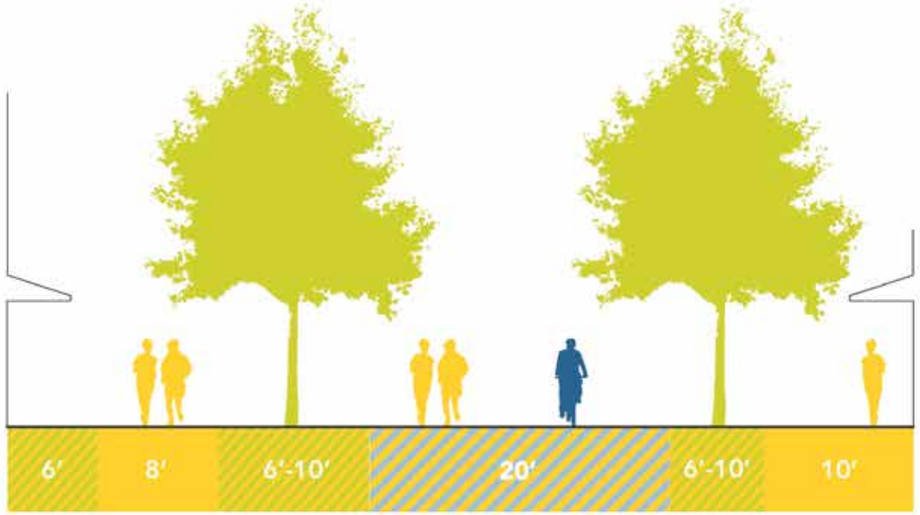
*Coordination needed with CET

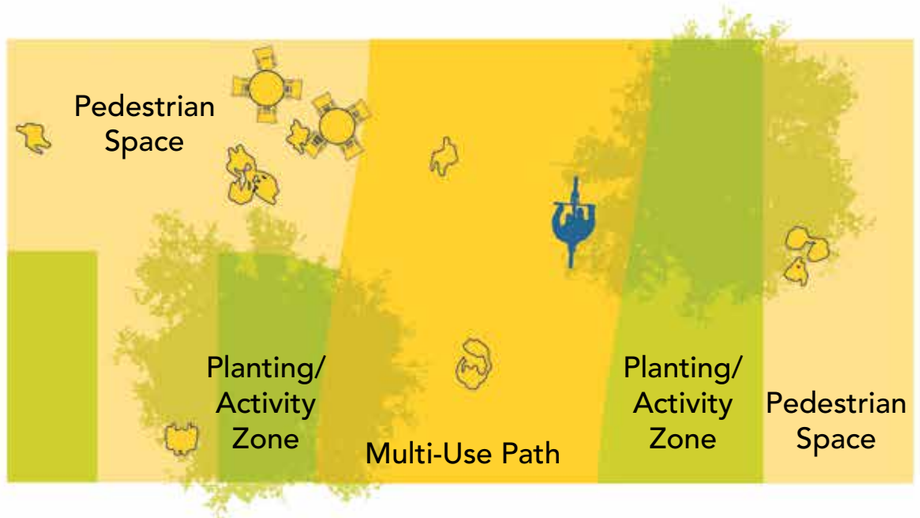
Legend:
Draft Street Types

- Greenway Street
- Low-Car Street
- Shared Street
- Plaza Street
- Improved Intersection / Crossing
- Public Site
- Concurrent Projects / Agency Coordination

HAWTHORNE AVE: PLAZA STREET WEST OF 3RD

DRAFT





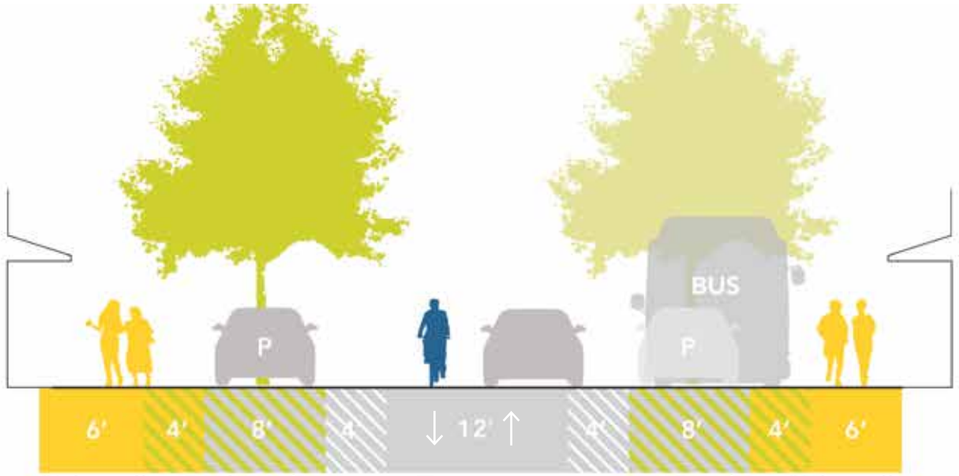
Key Map:

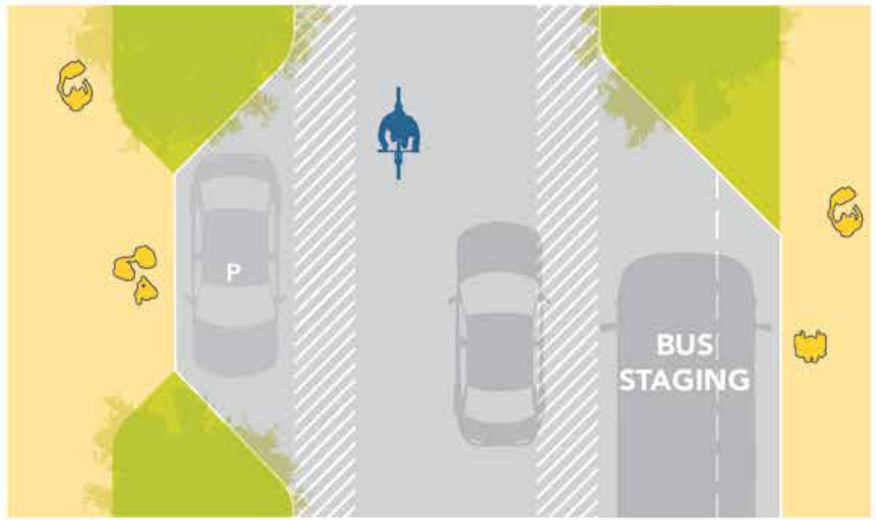
Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

HAWTHORNE AVE: SHARED TRANSIT STREET

DRAFT





Key Map:

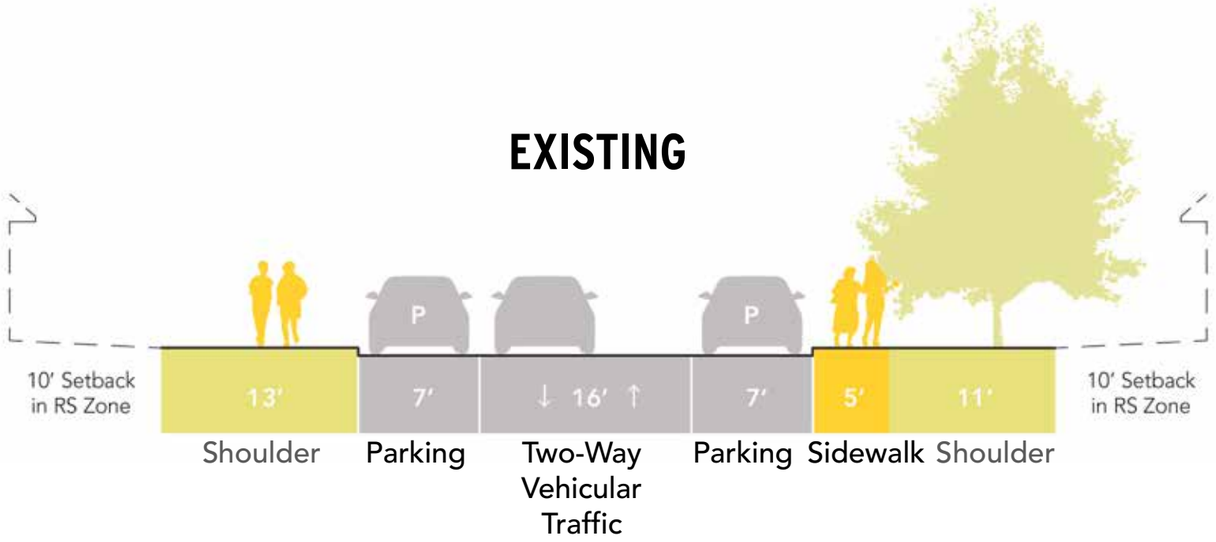
Legend:

- Plantings
- Pedestrian Areas
- Vehicular Areas

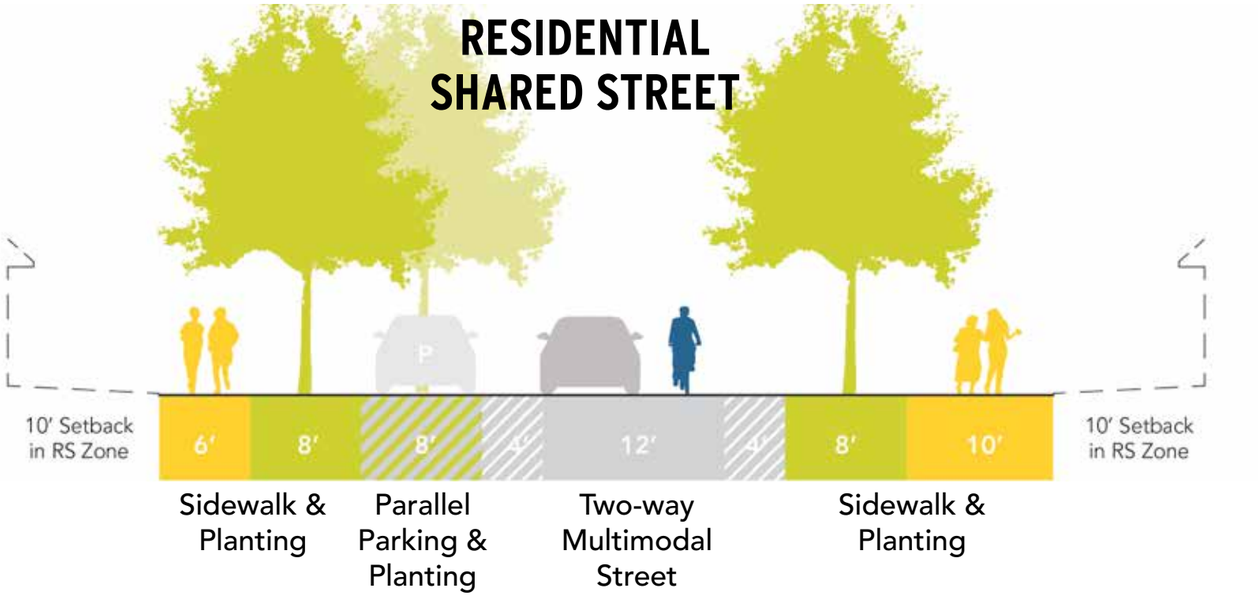
HAWTHORNE AVE: SHARED STREET 4TH TO 5TH ST.

DRAFT

EXISTING



RESIDENTIAL SHARED STREET



Key Map:

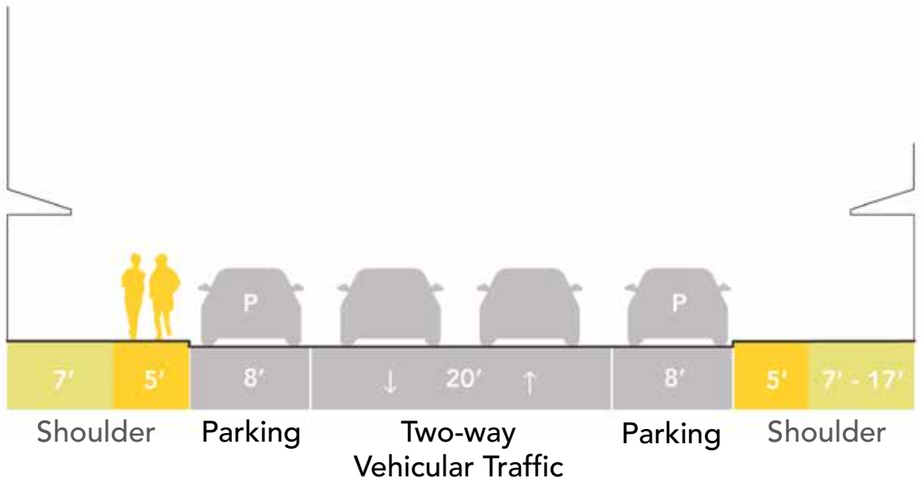
Legend:

- Plantings
- Pedestrian Areas
- Vehicular Areas

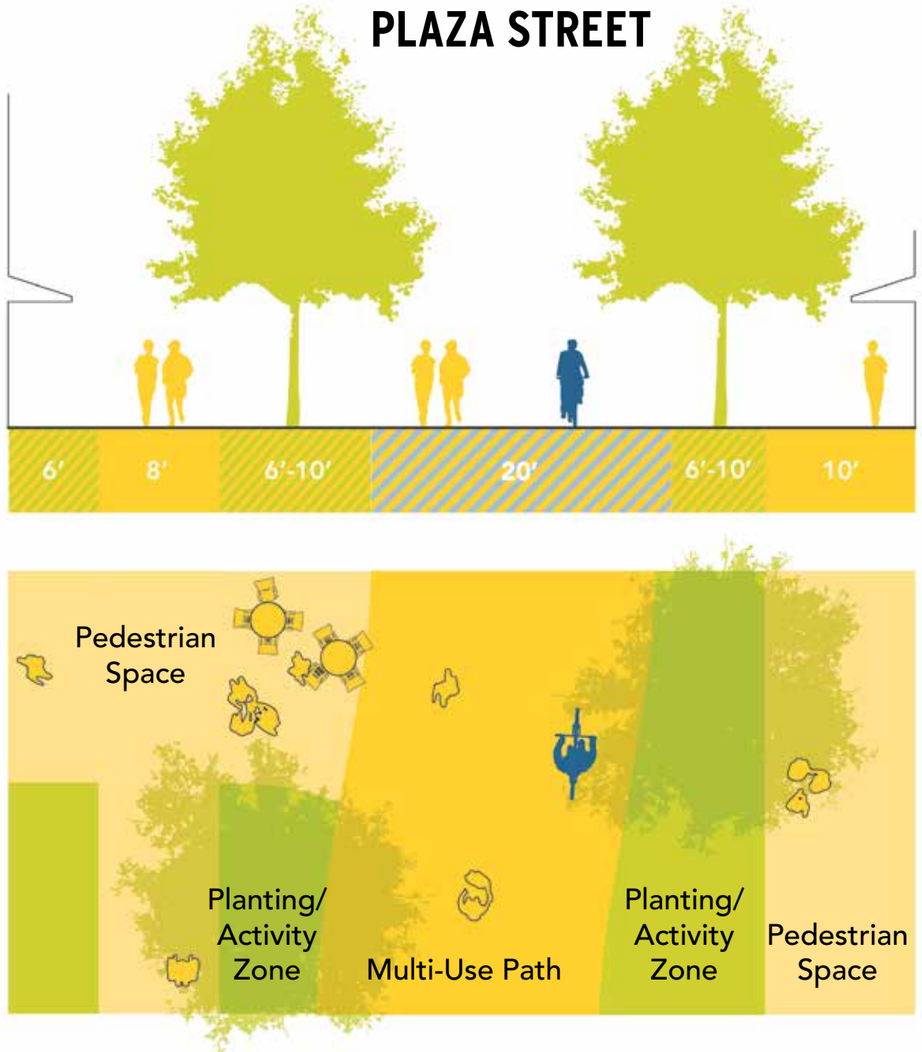
HAWTHORNE AVE. IDEAS: WEST OF 3RD ST.

DRAFT

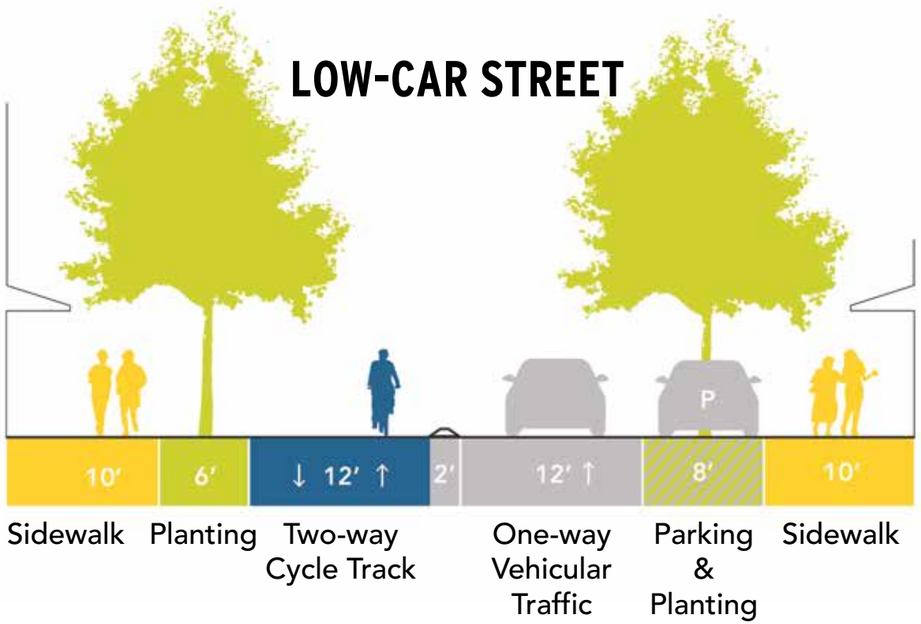
EXISTING



PLAZA STREET



LOW-CAR STREET



Key Map:

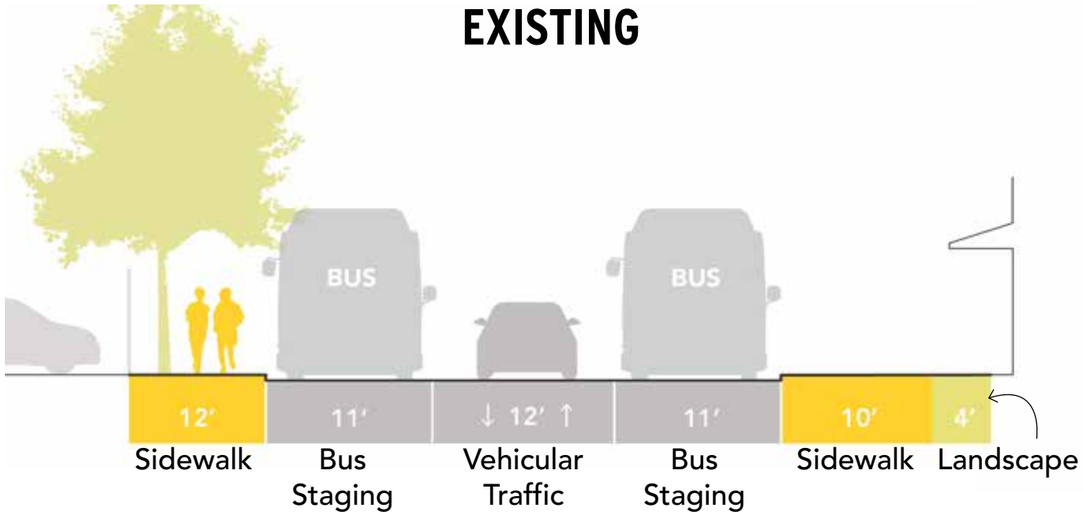
Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

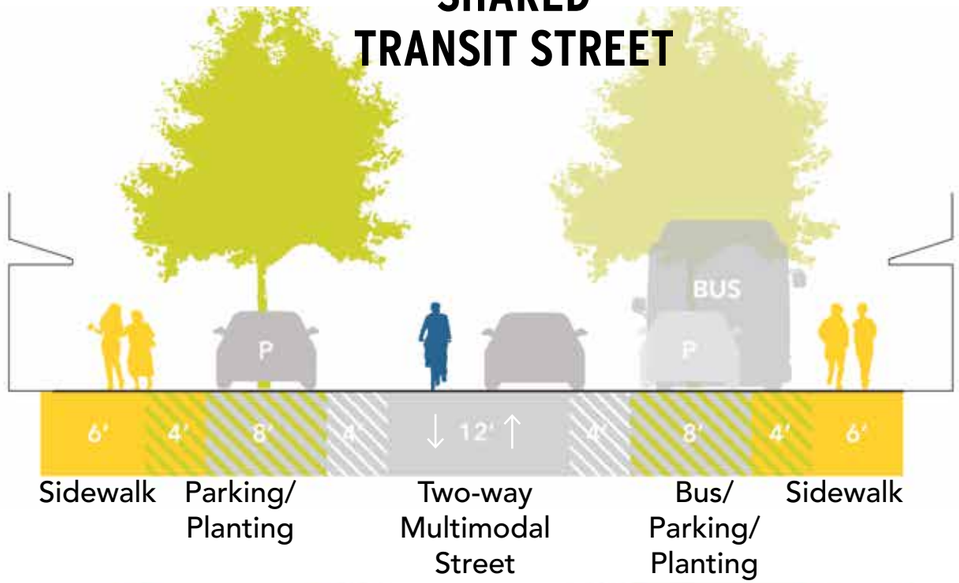
HAWTHORNE AVE. IDEAS: AT TRANSIT CENTER

DRAFT

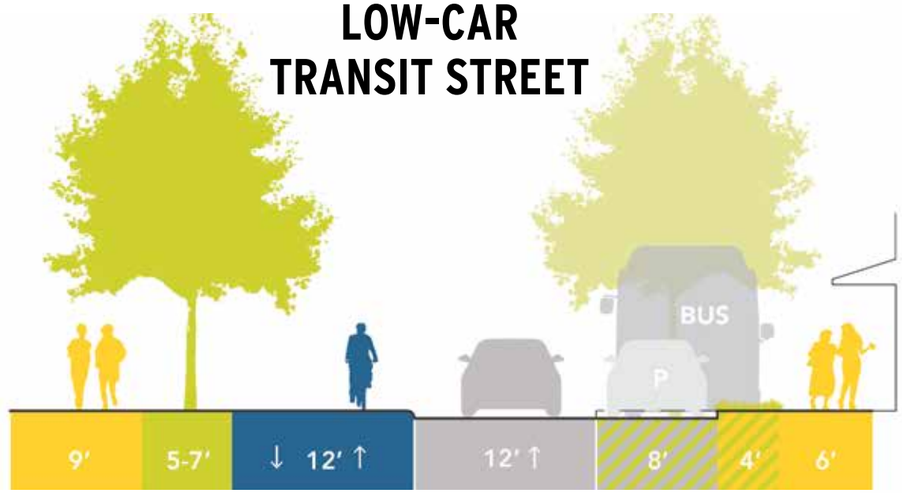
EXISTING

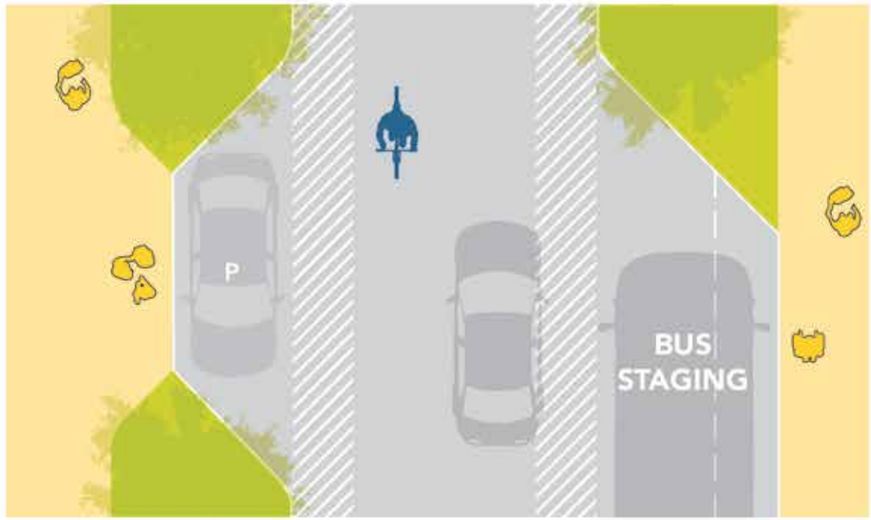


SHARED TRANSIT STREET



LOW-CAR TRANSIT STREET





Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

HAWTHORNE AVE. IDEAS: BETWEEN 4TH AND 5TH ST.

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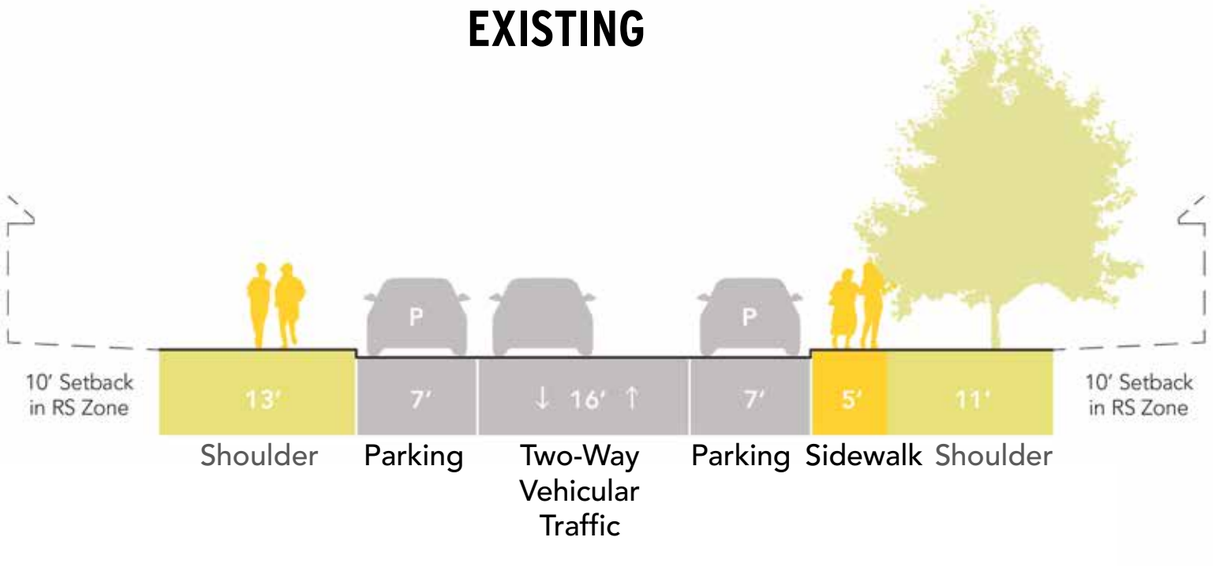
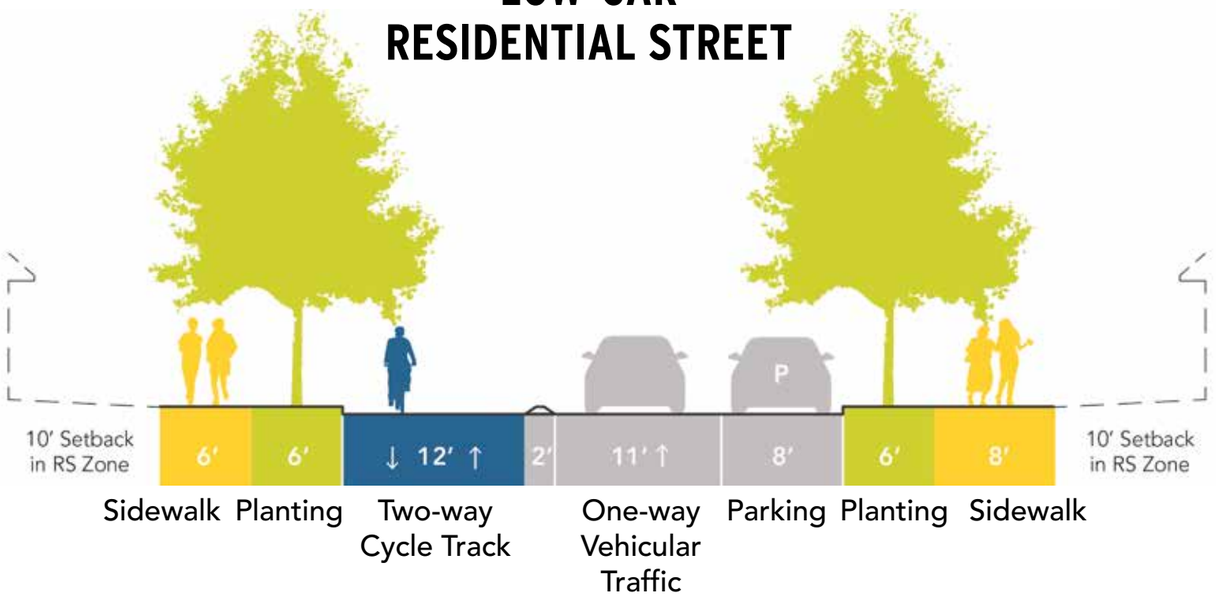
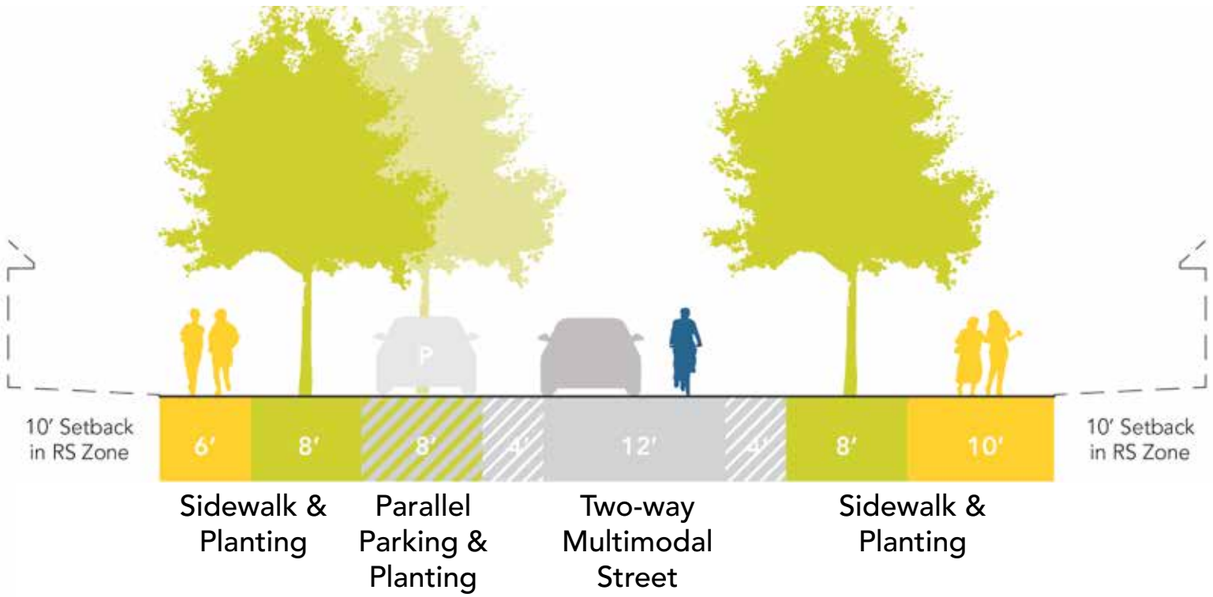
EXISTING



LOW-CAR RESIDENTIAL STREET



SHARED RESIDENTIAL STREET



Key Map:

Legend:

- Plantings
- Pedestrian Areas
- Cycle Track
- Vehicular Areas

November 15, 2024, Open House Materials, (Online and In Person) Summaries, Sign In Sheets, Public Comments

“PEOPLE STREETS” STUDY
ESTUDIO DE LAS CALLES PARA PERSONAS

In 2023, the State of Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes. As part of this, **Bend needs to develop policies that could allow areas with fewer cars in residential and mixed-use zones. This will be part of the next update to the Transportation System Plan (TSP), expected in 2026-2027.**

The City of Bend received a grant to study best practices for low-car and no-car streets. This study is expected to be finished by May 2025 and will result in a report that will identify potential street types, policies, codes, and street standard changes to be considered in the future. This study won’t immediately change any existing street designs, city policies, codes, or street standards, but will be used when the City later changes its land use requirements to comply with the state’s new rules.

The study will also look at using a case study route in both Downtown Bend and Bend’s Core Area between Juniper Park and Drake Park to explore “low-car/no-car street” ideas. This case study will help us understand if these ideas are possible as well as the potential benefits and trade-offs. The results of this study may inform future policy recommendations for citywide considerations. **There are no plans to change any streets as part of this study.**

En 2023, el Estado de Oregón introdujo nuevas reglas que requieren que las ciudades crean rutas peatonales y ciclistas más seguras. Como parte de esto, **Bend necesita desarrollar las políticas que podrían permitir la formación de áreas con menos vehículos en las zonas residenciales y de uso mixto. Esto será parte de la próxima actualización del Plan de Sistema del Transporte (TSP) que se espera en 2026-2027.**

La ciudad de Bend recibió una beca para estudiar las prácticas adecuadas para las calles con menos vehículos o sin vehículos. Este estudio se espera que termine por mayo de 2025 y dará como resultado un informe que identificará tipos de calles, políticas, códigos y cambios en los estándares de las calles que se considerarán en el futuro. Este estudio no cambiará los diseños de calles existentes, políticas municipales, códigos o estándares de calles de inmediato, pero se lo usará más tarde cuando el gobierno municipal cambia sus requisitos de los usos de la tierra para cumplir con las nuevas reglas del estado.

Este estudio analizará el centro de Bend y el área principal de Bend usando una ruta de caso práctico entre el parque Juniper y el parque Drake para explorar ideas de “pocos vehículos/sin vehículos”. Este caso práctico nos ayudará a evaluar la viabilidad de las ideas además de los beneficios posibles y los intercambios. Los resultados de este estudio pueden servir de base para futuras recomendaciones políticas para su consideración en toda la ciudad. **No está previsto cambiar ninguna calle como parte de este estudio.**

WE ARE HERE
ESTAMOS AQUÍ

2024-2025

PEOPLE STREETS STUDY
ESTUDIO DE LAS CALLES PARA PERSONAS

Outcome: Ideas & Recommendations

Resultado: Ideas y recomendaciones

2026-2027

TRANSPORTATION SYSTEM PLAN UPDATE
ACTUALIZACIÓN DEL PLAN DEL SISTEMA DE TRANSPORTE

Outcome: Capital projects and transportation system policies

Resultado: Proyectos de capital y políticas del sistema de transporte

BEYOND 2027 / DESPUÉS DE 2027

UPDATE CODE AND STANDARDS
ACTUALIZAR CÓDIGO Y ESTÁNDARES

Outcome: Regulations to guide new development and infrastructure projects

Resultado: Regulaciones para orientar nuevos proyectos de desarollo y de infraestructura

COMMUNITY OPEN HOUSE
JORNADA DE PUERTAS ABIERTAS

ONGOING COMMUNITY OUTREACH & ENGAGEMENT
DIFUSIÓN Y PARTICIPACIÓN COMUNITARIA CONTINUA

CITY OF BEND

WHAT ARE “PEOPLE STREETS”?
¿QUÉ SON LAS CALLES PARA PERSONAS?

“People Streets” are streets designed for people to walk, bike, and roll. To support this, car traffic may be slowed down, reduced, or restricted.

People Streets can help improve health and quality of life, foster a sense of community, and reduce carbon emissions. They can make it easier to use transportation options other than driving.

Your ideas and input will inform future planning and design of People Streets in Bend.

Las “calles para personas” se diseñan para que la gente pueda caminar o andar en bicicleta o sobre ruedas. Para facilitar esto, se puede ralentizar, reducir o restringir el tráfico vehicular.

Las calles para personas pueden ayudar a mejorar la salud y calidad de vida, fomentar un sentido de comunidad y reducir las emisiones de carbono. Las calles hacen que sea más fácil usar las opciones de transporte aparte de conducir un vehículo.

Tus ideas y aportes informarán la planificación y las políticas para las calles para personas en Bend.

Place stickers on what you think is most important!

¡Coloca pegatinas en lo que crees que es más importante!

GUIDING PRINCIPLES
PRINCIPIOS RECTORES

Bend’s People Streets will be...
Las calles para personas de Bend serán...

Safe & Comfortable / Seguras y cómodas.

The design of these spaces will prioritize safety and comfort for people walking, biking, and rolling. They may include vehicle limitations and restrictions where appropriate.

El diseño de estos espacios priorizará la seguridad y la comodidad de las personas que caminan o andan en bicicleta y sobre ruedas. Podrían incluir límites y restricciones para vehículos cuando sea apropiado.

Welcoming to All / Acogedoras para todos.

These vibrant people-first spaces will be welcoming to all ages, abilities, cultures, identities, and income levels. The design, messaging, and materials in these spaces will be thoughtfully inviting to all.

Estos espacios vibrantes y para la gente primero serán acogedores para todas las edades, habilidades, culturas, identidades y niveles de ingresos. El diseño, los mensajes y los materiales en estos espacios invitarán a todos a participar.

Inclusive of Nature & Art / Inclusivas de la naturaleza y el arte.

These spaces will be living, vibrant and attractive by integrating trees and native, pollinator-friendly, and fruiting landscaping as well as vibrant, multi-cultural art.

Los espacios serán vivos, vibrantes y atractivos al integrar árboles y paisajes nativos, amigables con los polinizadores y comestibles, así como arte vibrante y multicultural.

Activated & Liveable / Activadas y habitables.

These spaces will support social activity in all seasons and at all times of the day and provide attractive space for businesses and people to utilize the street for both commerce and gathering.

Estos espacios favorecerán la actividad social en todas las estaciones y a todas horas del día. Ofrecerán un espacio atractivo para que las empresas y los residentes utilicen la calle tanto para el comercio como para la reunión.

Connected & Accessible / Conectadas y accesibles.

These spaces will be thoughtfully integrated into the community and existing street networks; they will be easily accessible via low-cost transportation options nearby; and they will provide opportunities for both community gathering and through-movement while accommodating necessary emergency, service, and delivery access.

Estos espacios se integrarán a la comunidad y a las redes de calles existentes. Se podrá acceder a ellos fácilmente mediante opciones de transporte de bajo costo en las cercanías. Brindarán oportunidades tanto para reuniones comunitarias como para el paso, al tiempo que permitirán el acceso necesario para emergencias, servicios y entregas.

Resilient / Resilientes.

These spaces will be built with durable, maintainable, and resilient materials to ensure they are vibrant now and in the future.

Estos espacios incluirán materiales de paisajismo urbano duraderos, fáciles de mantener y resistentes para garantizar que sean vibrantes ahora y en el futuro.

CITY OF BEND

PEOPLE STREET TYPES
TIPOS DE CALLES PARA PERSONAS

Walking and Rolling are Primary Modes
Vehicular access is limited

Commercial or mixed-use areas, buildings closer to the street

Caminar o andar sobre ruedas son los modos principales
El acceso vehicular es limitado

Usos comerciales, edificios más grandes, fachada continua

Multimodal
Se mantiene el acceso vehicular, pero se priorizan a las personas que caminan o andan sobre ruedas

Más usos residenciales, edificios más pequeños, fachada porosa

Multimodal
Vehicular access remains but walking and rolling are prioritized

Residential areas, buildings spaced apart and farther from the street

PLAZA STREET
CALLE PEATONAL

SHARED STREET
CALLE COMPARTIDA

LOW-CAR STREET
CALLE CON POCOS VEHÍCULOS

GREENWAY STREET
CALLE VERDE DEL BARRIO

CITY OF BEND

WHERE TO CONSIDER PEOPLE STREETS?
DÓNDE CONSIDERAR LAS CALLES PARA PERSONAS?

Place stickers on what you think is most important!

¡Coloca pegatinas en lo que crees que es más importante!

ROUTES TO SCHOOLS OR PARKS

RUTAS A LAS ESCUELAS O A LOS PARQUES

RESIDENTIAL AREAS

ZONAS RESIDENCIALES

CONNECTIONS TO THE RIVER

CONEXIONES CON EL RÍO

MIXED USE AND COMMERCIAL AREAS

USO MIXTO Y ÁREAS COMERCIALES

CAMPUSES

LOS CAMPUS

WHERE ELSE?

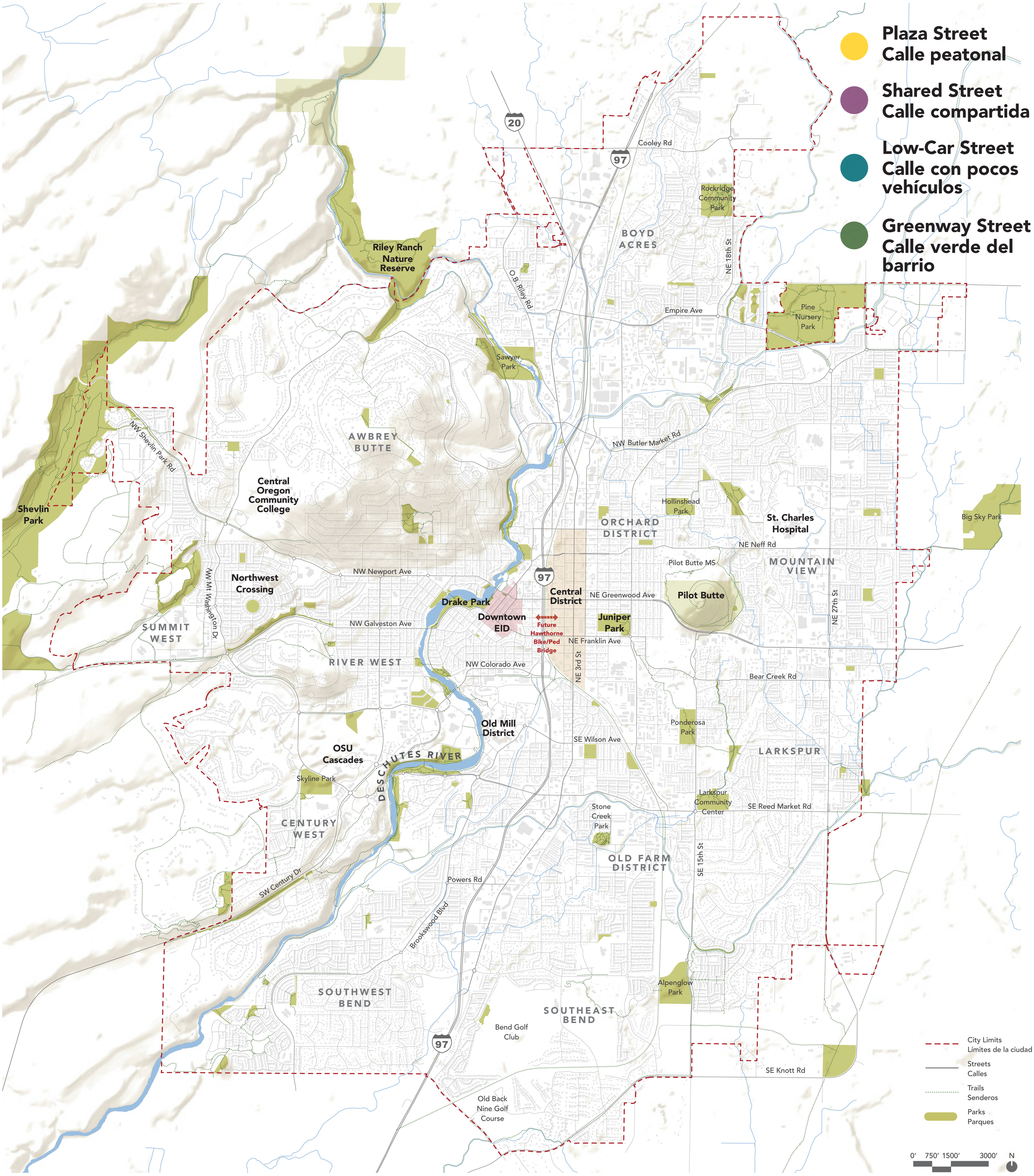
¿DONDE MÁS?

CITY OF BEND

WHERE DO YOU WANT TO SEE PEOPLE STREETS IN BEND?

¿DÓNDE QUIERES VER LAS CALLES PARA PERSONAS EN BEND?

Place stickers where you want to see more people-centered streets.
Coloca pegatinas donde quieras ver calles más centradas en la gente.



CITY OF BEND

SUPPORTING POLICIES AND PROGRAMS
POLÍTICAS Y PROGRAMAS DE APOYO

When planning for People Streets, here are some policies and topics to consider:

- Street Design (for example, seating, lighting, pavement)
- Street Activation and Use (for example, parklets, special events, or sidewalk cafes)
- Business Access, Loading, and Service
- Equity, Accessibility, and Affordability
- Micromobility Options (for example, bike share programs and bike parking)
- Parking
- Transit

Al planificar las calles para personas, hay algunas políticas y temas a considerar a continuación:

- Diseño de calles (por ejemplo, asientos, iluminación, pavimento)
- Activación y uso de calles (por ejemplo, parques, eventos especiales o cafés en las aceras)
- Acceso, carga y servicio empresarial
- Equidad, accesibilidad y asequibilidad
- Opciones de micromovilidad (por ejemplo, programas de bicicletas compartidas y estacionamiento para bicicletas)
- Estacionamiento
- Tránsito público

What else should we consider?
¿Qué más deberíamos considerar?

CITY OF BEND

Planning for People Streets

Open House Summary

December 18, 2024

CITY OF BEND

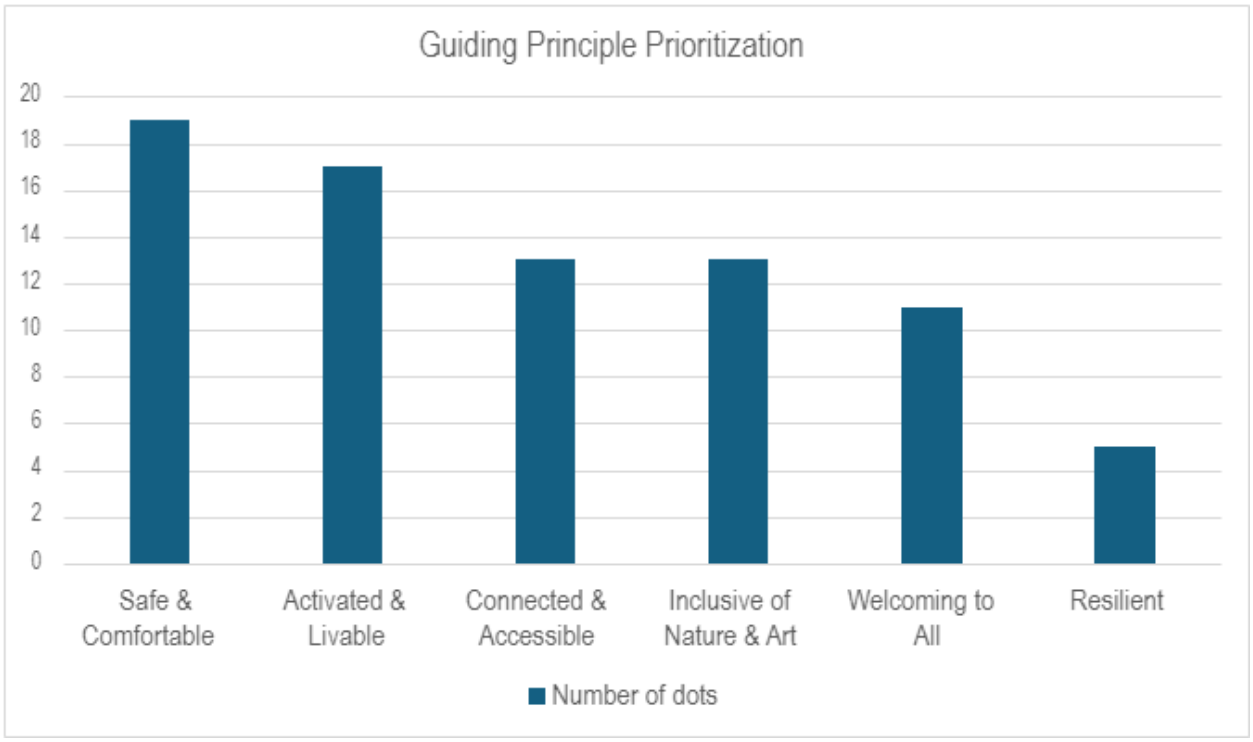
People Streets In-Person Open House Summary

An in person Open House was held in the afternoon of Friday, November 15, 2024, at a local coffee shop/ restaurant in downtown Bend. The purpose of the Open House was to share details of the People Streets project and provide an opportunity for public feedback on guiding principles, early concepts for People Streets characteristics, and citywide People Streets locations. Approximately 50 people "signed in" at Open House although about 50-100 people total were estimated to be in attendance.

People Street Guiding Principles

Attendees were asked to place dots next to the guiding principles that were most important to them. Here is how they ranked:

- **Safe & Comfortable: 19 dots**
- **Activated & Livable: 17 dots**
- **Connected & Accessible: 13 dots**
- **Inclusive of Nature & Art: 13 dots**
- **Welcoming to All: 11 dots**
- **Resilient: 5 dots**



Feedback on the Draft Street Types

The following comments were collected on the draft street types by attendees.

Plaza Street:

- Support for summer only vehicle limitations
- We are not a college town & younger people can't afford to live here, we have more retirees
- Mobile vendor allowances could impact brick & mortar business sucess
- Open to phased in approaches, test it first
- Only look good if there is landscaping/vegetation incorporated
- Focus on plants vs. Anti-cars
- Limit vehicles between 8am and midnight
- Desire to see more plaza streets especially in Downtown and Northwest Crossing, even if temporarily for events, etc.
- Need for key destinations & mix of stores, hide parking

Shared Street

- Concern for lack of ADA accessible parking on this street type
- Some hesitation for shared street type due to potential safety concerns (conflicts of users) and could be confusing for visitors
- Support for shared streets because they would increase safety
- Support for testing Riverfront Street as a shared street/people street

Low-Car Street & Greenway Street

- Desire to see pilot of these features on existing greenways, add modal filters and raised intersections

Where would you like to see People Streets in Bend?

Open house attendees were asked where they would like to see People Streets in Bend using two formats.

The first was an open map of the entire City and people could place dots for each street type where they would like to see them in the City.

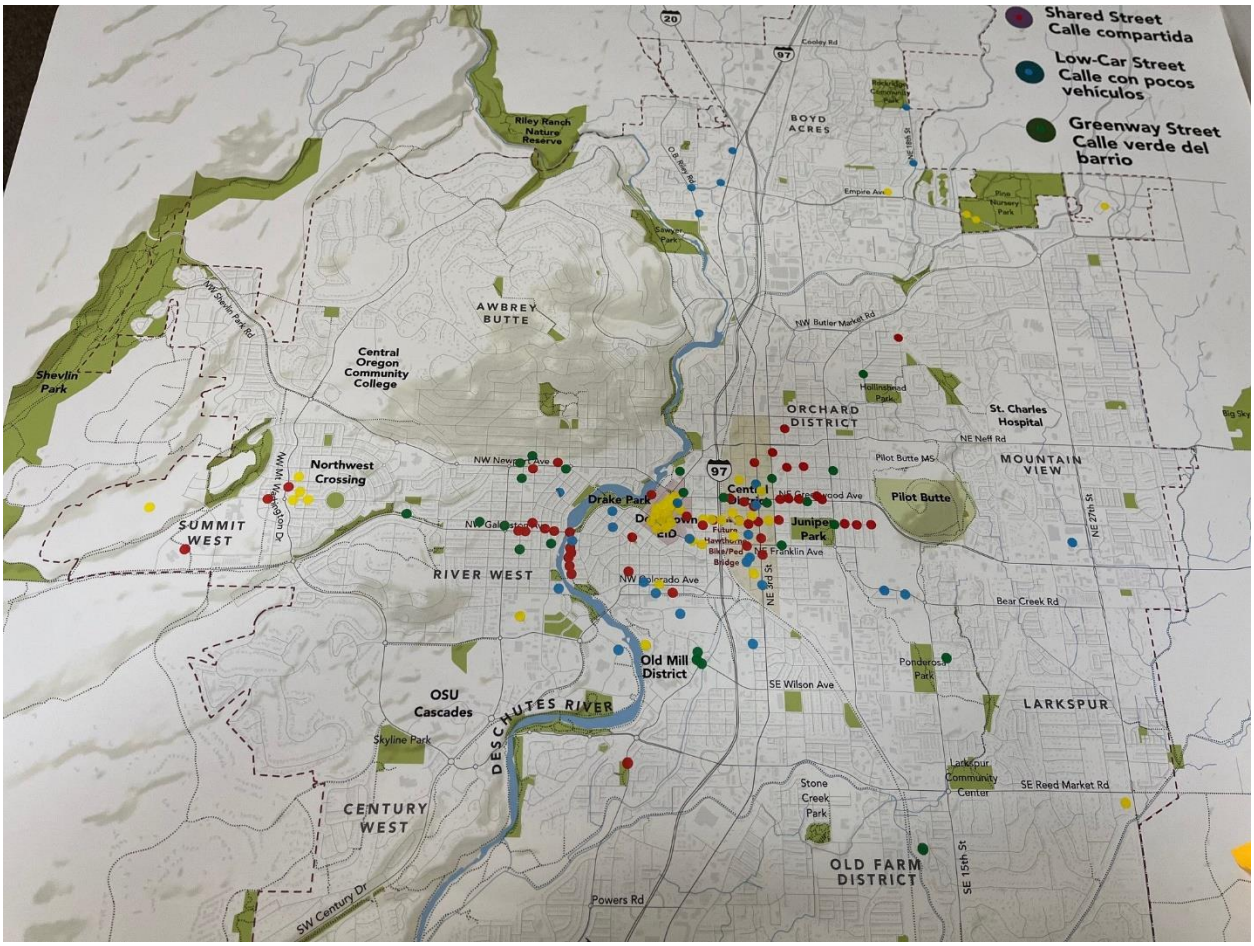
- Yellow: Plaza Street
- Red: Shared Street
- Blue: Low-Car Street

- Green: Greenway Street

Attendees indicated that the areas that they would like to see people streets in the following areas in the City:

- Downtown area
- Hawthorne Ave Overcrossing landing area
- Bend Central District
- Galveston Ave
- Greenwood Ave between the Railroad and 8th Street
- Newport Ave
- Northwest Crossing
- Colorado/Arizona Avenues
- Riverfront Street
- Pine Nursery Park vicinity
- Old Mill District
- Southeast Area

Citywide map that depicts where people would like to see People Streets



The highest concentration of dots, or locations where attendees would like to see people streets was the Downtown and Bend Central District areas.

In addition, attendees were shown some places the city has already began to consider where people streets could be incorporated, people were asked to place dots next to the areas they felt people streets should be using dots with the following results:

- Mixed Use & Commercial Areas: 3 dots
- Residential areas: 1 dot
- Routes to Schools: 0 dots
- Connections to the River: 0 dots
- Campuses: 0 dots

Attendees were also asked where else people streets should be included in Bend, and the following comments were received:

- North-South and East-West Bikeways

- Greenways
- Riverfront Street
- Anywhere but Downtown
- Pedestrian Tunnel and 3rd & Hawthorne
- Safe crossings at Big Streets (3rd at Hawthorne Ave & 6th at Greenwood Ave)

Other comments

Attendees were able to share comments freely throughout the open house, below is a summary of some of the comments received:

- Be proactive on parking
- Gate at Brooks Street is confusing (Deliver only signage?)
- How do we manage challenges Downtown (parking, financial impacts)?
- Design for the human dimension
- Sunday Streets- shut down city to cars on certain days
- Better maintenance in bike lanes
- Make Riverfront Street a people street
- Concerns on impacts to Downtown (parking, etc)
- Allocate funds towards other transportation system improvements

Planning for People Streets

Online Open House Summary

December 18, 2024

Table of Contents

ONLINE OPEN HOUSE SUMMARY 3

ONLINE SURVEY KEY THEMES 3

QUESTION 1: RANK THE GUIDING PRINCIPLES BASED ON WHAT IS MOST IMPORTANT TO YOU: 4

QUESTION 2: WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND? 5

QUESTION 3: WHAT ELSE SHOULD THE CITY CONSIDER WHEN PLANNING PEOPLE STREETS? 5

QUESTION 4: WHERE WOULD YOU LIKE TO SEE "PEOPLE STREETS" IN BEND? 5

QUESTION 5: PEOPLE STREET TYPE LOCATIONS 6

QUESTION 6: DEMOGRAPHICS QUESTIONS 7

APPENDIX i

Raw Survey Data i

ESRI Survey Data Analytics i

ONLINE OPEN HOUSE SUMMARY

An open house for the Planning for People Streets Project was held on November 15th, 2024. An Online open house was held concurrently from November 15th, 2024 to December 6th, 2024. Both events were held in English and Spanish. The online open House survey collected from approximately 20 respondents on nearly every question, although the first question (about Guiding Principles for the project) received 48 responses, offering insights into the community's transportation priorities and values.

Overall, respondents placed a strong emphasis on safety and comfort, followed closely by connectivity and accessibility. Activated, livable spaces and inclusivity of nature and art also featured prominently, reflecting a desire for vibrant and community-oriented environments. Many participants proposed minimizing car traffic and increasing pedestrian-friendly zones, particularly in downtown Bend, while emphasizing accessibility for individuals with disabilities. Demographics reveal most respondents were from the Northwest and Northeast quadrants of town, with a majority relying on cars for their regular commuting and transportation but expressing a desire for more sustainable options.

The following sections provide a summary of key themes from each survey question. Full responses are included in the Appendix.

ONLINE SURVEY KEY THEMES

The major themes from the survey responses are outlined by question below.

QUESTION 1: RANK THE GUIDING PRINCIPLES BASED ON WHAT IS MOST IMPORTANT TO YOU:

Survey participants were asked to rank the six principles listed below in order of importance. The chart above shows which guiding principles were ranked most favorably by the survey participants. Each principle was given a weighted score based on the priority and frequency with which it was selected by survey participants. As demonstrated in the chart, Safe & Comfortable was ranked highly and often by survey respondents.

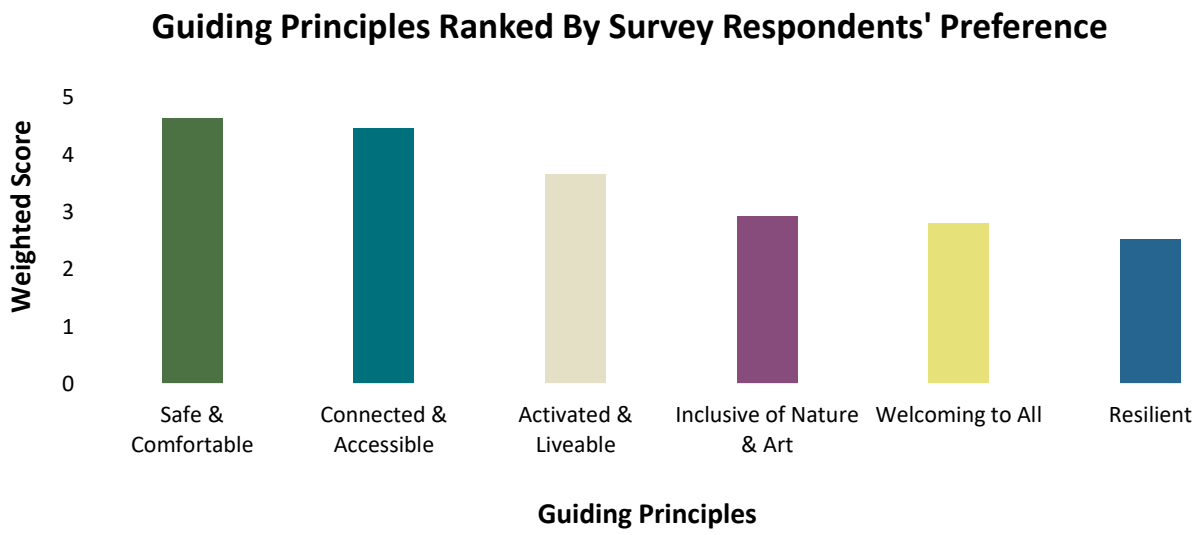


FIGURE 1. GUIDING PRINCIPLES RANKED BY SURVEY RESPONDENT'S PREFERENCE

Other key features of this data include:

- "**Safe & Comfortable**" is consistently listed as a top priority in most responses, indicating strong community emphasis on safety and accessibility. About 52% of respondents selected this as the #1 priority.
- "**Connected & Accessible**" is also frequently ranked near the top, highlighting the importance of ensuring seamless transportation and inclusivity in infrastructure.
- "**Activated & Liveable**" and "**Inclusive of Nature & Art"** are commonly mentioned in middle or higher ranks, reflecting interest in creating vibrant and aesthetically pleasing environments.
- "**Resilient**" and "**Welcoming to All**" appear lower in many rankings, suggesting these elements, while important, are secondary to safety and connectivity for most respondents.

QUESTION 2: WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND?

Key themes include:

- The design of the streets and plazas should be focused on sitting, eating, and meeting, with spaces for children.
- Infrastructure that supports pedestrians and cyclists, such as bike facilities, wide sidewalks, and narrowed car lanes, and green spaces with trees and flowers for shade and ambiance.
- Some concern for business needs expressed, such as access and delivery complications.

QUESTION 3: WHAT ELSE SHOULD THE CITY CONSIDER WHEN PLANNING PEOPLE STREETS?

Key themes include:

- Questions and concerns about maintenance were expressed by several respondents.
- Ensuring accessibility for individuals with disabilities and supporting all modes of transportation.
- The City should consider solutions that attract people regardless of the season/weather, such as covered streets and plazas.

QUESTION 4: WHERE WOULD YOU LIKE TO SEE "PEOPLE STREETS" IN BEND?

Key themes include:

- Strong preferences for downtown areas and existing high-traffic pedestrian zones.
- Desire for expanding walkable and bike-friendly spaces into neighborhoods and near schools or parks.
- Suggestions for locations where businesses and community gathering spots intersect.

QUESTION 5: PEOPLE STREET TYPE LOCATIONS

Where would you like to see Plaza Streets?

- Specific locations include Bond Wall, downtown streets like Lava Road and Brooks Street, and Galveston Ave.
- Some suggestions emphasize broader downtown areas and streets like Oregon and Minnesota.

Where would you like to see Shared Streets?

- Hawthorne and Irving downtown, Greenwood to Franklin, and NW Baltimore Ave were mentioned.
- Respondents also suggested incorporating shared streets into neighborhoods and on streets like Awbrey Road.

Where would you like to see Low-Car Streets?

- Many mentioned "most of downtown" and connecting key areas like downtown and Old Mill or Galveston east of 14th.
- Other suggestions included SE 2nd Street and streets like Skyline Ranch Road and Columbia.

Where would you like to see Greenway Streets?

- Greenwood to Franklin and NE 10th Street were highlighted.
- Feedback criticized the ineffectiveness of some current greenways and emphasized the need for safer and more connected options.

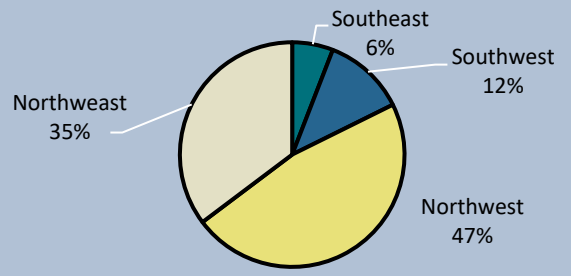
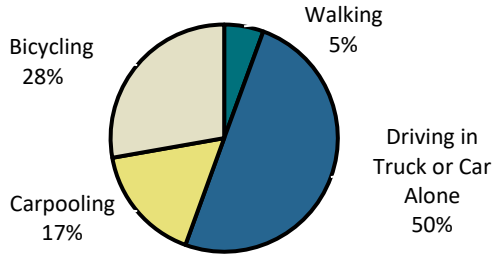
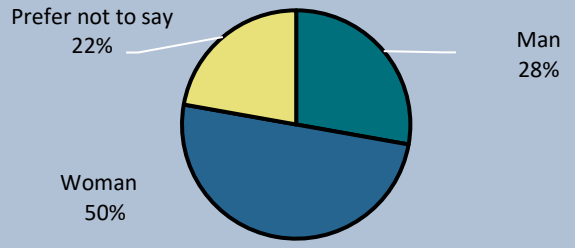
Do you have feedback on the four different street types?

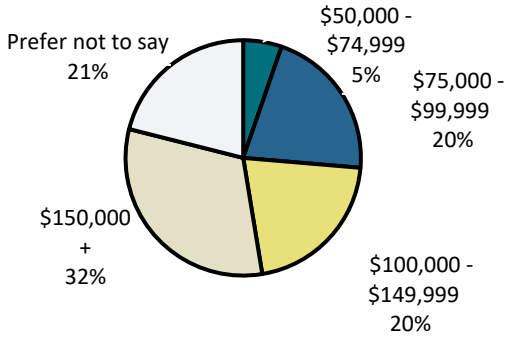
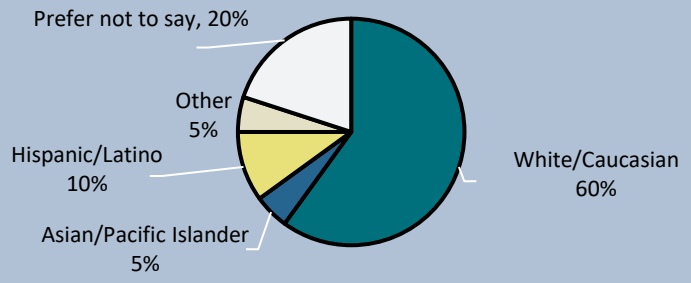
- Concerns about safety and traffic calming measures were common, with an emphasis on ensuring accessibility for all.
- Plaza streets were preferred for transforming areas into vibrant, pedestrian-friendly spaces.
- Shared and low-car streets received mixed feedback, with some respondents highlighting cultural resistance and the need for significant planning and separation of modes to ensure effectiveness.
- Greenways were suggested parallel to roads with faster-moving traffic to maintain safety and connectivity.

QUESTION 6: DEMOGRAPHICS QUESTIONS

The table on the following pages summarizes responses to the demographic questions.

TABLE 1. DEMOGRAPHIC QUESTION RESPONSES

Survey Question	Answer Trends and Takeaways	
Area of Residence:	• Most respondents live in the Northwest and Northeast areas of Bend, with fewer in the Southwest and Southeast.	
Main Mode of Transportation:	• Driving alone in a car or truck is the most common mode. • Bicycling and driving with others (carpooling) are notable secondary modes, with walking mentioned once. No one selected bus or public transportation.	
Gender:	• The majority of respondents identify as women or men, with no respondents selecting non-binary or another description. • Some respondents prefer not to specify their gender.	

Survey Question	Answer Trends and Takeaways	
Household Income:	• Many respondents have a household income of $150,000 or more. • Other significant income groups include $100,000–$150,000, and $75,000–$100,000. 1 respondent identified a household income of $50,000–$75,000. • Some respondents preferred not to disclose their income (4 mentions).	
Race/Ethnicity:	• Most respondents identified as White/Caucasian • Those selecting "Other" or "Prefer not to say" make up almost 25% of the respondents.	

CITY OF BEND

APPENDIX

RAW SURVEY DATA

ESRI SURVEY DATA ANALYTICS

Question 1: Please rank the guiding principles based on what is most important to you
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Question 2: What should a "People Street" look like in Bend?
I would love to see more plaza style streets in Bend where car traffic is very minimal. Utilizing the space as outdoor seating for restaurants/cafes, or for festivals and events would be great.
Plaza for sitting eating meeting. Micro playgrounds for children
I support the 4 examples above! I would love to see more plaza designed streets to really minimize vehicles and support / encourage more walking/biking/rolling. Would also be great to incorporate any of the 4 examples to create more "third spaces" around the city.
People Streets in Bend should be Plaza Streets, that prioritize walking and biking while allowing emergency vehicles and delivery vehicles. These streets should have green space (plant trees, flowers, etc.), seating that doesn't impede walking/ biking, and enough open space for events. Trees can also provide shade in the hot summer months.
Duoble wide sidewalks to allow local merchants to activate that place in front of their business and to allow people to enjoy plenty of space to move freely around the people street. It should have modal filters at points to minimize the cut thru car traffic. It shold include speed tables in advance of all mid block crossings. It should include curb extensions at intersections to narrow the car travel lanes. It should also narrow car travel lanes to under 11'
There are so many options for cars to move around the city and the downtown, I think people streets should be exactly that, just for people. No need to try and design for both. There are so many examples of streets turned to plazas in the U.S. and while businesses often fear losing the parking that old street becomes one of the busiest for retail and restaurants! Bend will never be able to provide parking for everyone that wants to drive right into the very center of town so we shouldn't let that stop us from making excellent people centered plazas, paths and gathering places.
Walking and biking should be highly favored and prioritized. There should also be allowances and provisions for people with mobility disabilities, which includes ways to avoid steps and curbs. This means not just wheelchairs and scooters, but also people using walking aids like crutches and walkers. Additionally, these people may not be able to travel far, so there should be relatively close handicap vehicle parking to support them.
Plaza! No cars
I think they should be concious of the existing businesses and how they will affect them. Deliveries and access need to be considered. If they are not serving the civilians and the businesses the civilians are there to visit, who are they serving? If the businesses go away due to a lack of assess ability, why would civilians visit these streets?
Plaza streets! The vibrancy of city plazas that I feel when traveling in other countries is astounding. Let's bring that people first feel to bend. Eliminating cars is the #1 most important ingredient. People's not cars!
All of these options are great, but in different locations. For example, Minnesota in downtown would be wonderful as a plaza. On the other hand, busy plazas are not good cycling spaces. Low-car streets could be used to enhance bicycle and pedestrian key routes on moderately busy streets. And greenways seem useful in residential neighborhoods where traffic is already low, but greenway features help keep speeds low, and create safe places for local walking and cycling.
Very wide sidewalks on both sides for plenty of space for people. Narrow street designed for low vehicle traffic at very low speeds (<10mph) as a shared space for bikes and cars. Very little or no car parking. Lots of vegetation including trees.
A variety--a mix of plaza streets, shared streets, low-car streets, and greenways.
A street that people feel comfortable walking or biking, and that provides amenities to encourage gathering, such as small clusters of benches and tables, ground-floor shops and restaurants, and that can occasionally and easily restrict cars seasonally or for weekly and/or special events.

Would like to see lots of greenery and places for people to walk, chat with friends and stop at a cafe or business. Ideally it would not be drowned by car noise, and would provide a venue for activities/events in Bend. I really like spaces that can also be used to connect areas of bend by bike, without the stress of navigating heavy traffic or where I am protected by some sort of barrier. I would like to be able to walk my dog there, and have the area be used throughout the day so that the presence of others provides a sense of safety.
To me, the biggest thing is that it is totally separated from cars. Paint lines on a road are not enough and do not make me feel safe to walk/bike.
Safe and inviting, include nature and art
Limited or no car access. This can mean seasonal restrictions, low traffic volume and speeds (like Brooks Alley). Parking and car movement should not be a priority on people streets in Bend.
This might not be a people street exactly, but I would love to see a central plaza in the style you would see in Mexico or elsewhere in Central America, with a central grassy area surrounded by But instead of bringing any colonial baggage, Bend's plaza could be designed as a community space from the start. About the Plaza of Oaxaca: https://historicalmx.org/items/show/2
Bend's people streets should be multilingual. Invite Sahaptin speakers to weave language lessons into the common spaces, so that more people can learn the Native names for Central Oregon's geographic places, plants and animals.
Embracing xeriscape and desert environment where people can gather and socialize with access to food options, businesses, small grocers, bus stops and bike paths, bike parking lots, seating space, water feature for summer days but mindful of water waste.
All people, no vehicles.
Similar to Boulder. Shut down one street. There are way too many cars downtown and too many over sized trucks. I hardly ever go there now and I've been here 20 years. It's for tourists. Make it friendly for all
I love the plaza streets. Comfortable, beautiful, useable! I think bike safe and public transportation needs to be available to cut down on car dependency.
Plaza streets. In downtown I also picture a smaller version of what Santa Barbara has implemented on State Street.

Question 3: What else should the City consider?
Given the weather in Central Oregon, the Japanese model of covered shopping streets called Shotengai may be worth considering as it provides cover and warmth during the winter but is not a completely enclosed/indoor facility. https://en.wikipedia.org/wiki/Sh%C5%8Dtengai
Doing this in other areas of the city. Nw crossing drive Galveston Murphy
Protected infrastructure for biking and walking that is safe, direct, connected, and comfortable. Most of the school areas do not have safe biking and walking infrastructure, making these dangerous areas for children.
Think beyond just Drake to Juniper…take it all the way to the Butte and separately connect to the Coyner trail near Franklin/8th roundabout.
Plan for all 4 seasons of weather and tourists.
Who will be responsible for the maintenance of the people street? If the businesses along a people street aren't taken into consideration, how is this serving the community as a whole? Have you considered the drop off in use of a street like this during winter months?
The city should consider raising the priority for transit on many streets.
How will all the planned amenities, maintenance and permitting costs be funded?
For a walkable and bikeable city, many locations on the east side are just poorly connected without having to navigate big connector roads. How to get to haven bagel and. Coffee from the canal trail without navigating 27th? How do you get from larkspur trailer pilot butte to the doctors offices on professional court without navigating Neff? Could we connect the Hawthorne project to the larkspur trail though the cemetery or around the public works building? Can cyclists and pedestrians get a way to access shopping centers from the back so that they do not have to compete with cars?
Limit car use using quickly buildable, inexpensive, and readily deployable options. Start testing traffic calming installations (chicanes, diverters, flex posts) on streets where high car volumes or speeds are repeatedly observed (ie, NW Sisemore). Implement these without a lot of public comment beforehand, gather the comments after they are installed, then consider a permanent change. The City tip toes around the main issue (too many people drive because it's too easy) and instead the advocates for safer streets and city employees
costs how each neighborhood feels impacts to circulation accurate data on how many bike riders there are in Bend
Stop allowing developments that do not included mixed use places and do not have planned protected bike paths to connect the neighborhood to schools and downtown. All these projects in NE and SE side of bend have made bend even more dependent on cars

Walkability on the Eastside. Let's consider wealth as a factor in this town and look at the walkability rating for the nw versus east or west. There are two houses and units dedicated to less developed and handicapped peoples. Two weeks ago my husband had to help a woman with down syndrome get two blocks home because she was so scared. She was trying to get to Safeway from Lafayette/4th. Granted we now have a crosswalk there but please keep focusing on other areas of the city. Consider not catering to developers and second home owners. There are policies in other towns to curb excessive growth and inequality. I would love to see something that supports taxation of second homes to support our town. They drain a sense of community.
Bends public transportation and safe bike routes needs to match the needs of people thinking they have to drive everywhere. Available, Reliable and consistent public transportation is needed. Something like the trollies they have in Portland would be perfect for a growing bend! Also bike connectivity so people feel safe biking around town. It's only as safe as it's most dangerous part. I love the people streets and focusing on that, but people who are complaining about parking have a point if there's no other way to get around town. I LOVE what you guys are doing. I think this is all on the exact right path of where bend should be headed. Thank you for paving the way!

Question 4: Where would you like to see "People Streets"?
Mixed use and commercial areas!
All of downtown
Something needs to be done to slow traffic in front of the post office on Oregon Street and to recognize the entire street is really a parking street for the businesses on the first floor of the parking structure at the church across the street. The closure of the Hawthorne Avenue exit and entrance to the parkway should reduce traffic some. But why not turn Oregon/Hawthorne and Irving avenues into a one-way couplet extending from where the streets meet just east of bond all the way to the parkway? And cut the speed limit to 10 to 15 miles an hour, especially in front of the post office.
I would like to see Brooks Alley become fully pedestrian! Also, prioritizing people street design with existing river paths, especially crossing from Drake Park onto NW Riverfront St (I believe that is already an area of study for Bend Park & Rec too).
Focus on improving people street connectedness between Old Town Bend and Galveston; Century Drive from Galveston to OSU Campus; the OSU to Old Mill Corridor along Simpson to Colorado; and the Box Factory up to Old Town Bend.
In all of downtown, routes to all schools and parks, on campuses, and mixed use commercial areas (i.e. Galveston, Newport, Division, NW 2nd St., NE 4th St., Bear Creek Rd, all Canal roads, etc.).
Streets adjacent to schools should be completely car free during school hours with People Streets connected to those. People streets should also be used in mixed use, campus, and river access and connect all of those points to neighborhood streets.
I think Oregon and Hawthorne are the top of my list. I think making Hawthorne from 3rd to juniper park as pedestrian as possible makes sense but understand there are residences there. Heck you could even carry the pedestrian corridor along Hawthorne to pilot Butte…possibly one of the next most iconic locations in Bend. Deschuttes to Butte trail!
It seems that these would be most useful in commercial and higher density areas, and on common routes to and from them.
Neighborhood and school/park routes.
In a community that has asked for them and will benefit from them. Not in an established and vital Downtown.
I want my child to be able to walk to school without fearing for their life from a car collision. This is how we liberate ourselves from having to drive our kids everywhere - make a world where they can be autonomous and move themselves!
Morningstar in NE Bend. It has a lot of bikers and pedestrians and vehicles go way too fast on there. Particularly in the Majestic Loop part. It needs speed bumps and bike lanes!!
Mostly in areas that already have "human scaled" infrastructure - smaller scale shops, restaurants etc, like Minnesota Ave. Areas around schools. Access points to important pedestrian/cycling connections, like the planned Hawthorne Bridge.
In all the sorts of places described above. An early focus should be Hawthorne, Lava, and Minnesota from Drake park to Juniper park. A second focus should be around schools to make walking and biking to schools much safer. There are too many cars moving too fast around most of our schools in the morning and afternoon.
Downtown. Connecting the new bike bridge to Drake park somehow would be awesome. Shops will whine, but I think it will actually increase shopping IF it's made to be attractive to loiter, have a cup of coffee (or wine/beer) and rest their feet. Then they go for round two of shopping, after a pleasant break. The little bike lane snow plow would work well around the new planters and trees. Riverfront street SOMEHOW.

OSU campus, COCC campus, Brooks St Alley, Tin Pan Alley, potentially Minnesota Ave, NW Crossing Dr, Riverfront, NE 1st or 2nd St
I would like to see people streets add to our network of low car transportation through the city. Connections from residential areas to businesses, schools and other destinations are thus important. Places like the hospital, schools, doctor offices, and shopping centers are often difficult to access if you are not in a vehicle. Overall, I'd like to see people streets be rezoned to allow for mixed uses, and for them to be distributed throughout Bend so that all our communities have access to this type of area.
Routes to schools, parks, rec centers especially to get people (and kids!) in the habit of walking/biking in lieu of
Downtown streets, around libraries and community centers
Downtown (Minnesota, Oregon, Hawthorne). Hawthorne on the east side. Riverfront St. Franklin next to Drake Park. NW Milwaukie behind Newport Market and that commercial strip. NW Staats or Lava connecting the box factory to downtown. NW 13th connecting Donovan to Safeway (access and connection from OSU Cascades to the shopping center). The street behind The Grove (connecting NW crossing neighborhood to Discovery Park). NE 6th connecting Juniper Park to Bend Senior HS.
It makes sense for a "people street" to be incorporated into the BCD area on 2nd street. Franklin and 2nd street already functions this way with people wandering in the roadway and loitering in front of the abandoned businesses and the Walgreens. It also makes more sense for people streets to be mandated into new residential-commercial expansion area rather than retrofitted into existing, functioning areas, such as downtown. The constant disincentivizing to visit and shop downtown (ie, eyesore plywood parklet shanties, high parking lots fees, cameras, tight time limits on ever-diminishing parking spaces) is eroding one of the most appealing parts
We don't need any more ridiculously bad planning (or absence of any actual planning) by the city. You all are making Bend unlivable!
In midtown residential streets with more through-traffic, there are not as many sidewalks or safe transit spaces, especially for students biking or walking to school.
Forum Mall, where old Costco was and soon to expire big lots. https://maps.app.goo.gl/zReQ5fNXcvucMQLw6?g_st=com.google.maps.preview.copy
Downtown. Bond preferably. BCD as it gets developed. East side gets hardly any attention. We now have working sidewalks
All over!!! I think everyone should be able to walk/bike/public transport to all their needs and cars should be secondary for getting far away. I would love to see people streets downtown and around residential streets

Question 5a: Where would you like to see Plaza Streets?	Question 5b: Where would you like to see Shared Streets?
Bond wall	Greenwood Franklin
	Hawthorne/Oregon and Irving downtown.
All of downtown, Galveston Ave., Division St, 2nd Street, NE 4th St.	All neighborhoods! NW Baltimore Ave
3rd street between Powers and Greenwood	Awbrey Road from Portland Ave over to Mt Washington
Oregon or Minnesota or Both! And Hawthorne as much as possible NE 1st or 2nd between Greenwood and Franklin	Hawthorne Both 1st and 2nd if neither can be plaza
Downtown: Lava Road and all of Brooks Street.	Old Mill: Powerhouse Drive, Industrial Way between Colorado and Jackstraw development. Downtown: Hawthorne west from future overpass, and Oregon or Minnesota. NW Crossing Drive between Discovery and Compass Parks.
Minnesota from Lava to Brooks Alley	Hawthorne from Juniper park to Lava Lava from Greenwood to Franklin 2nd from Franklin, across Greenwood to Oney (or even Revere
Downtown- Wall and or Bond between Franklin and Greenwood Northwest Crossing- NW crossing Drive	Arizona Ave in the Box factory Galveston from The bridge to the start of the bike path on skyliners
Midtown	

East Library Downtown along Minnesota	Franklin and Lava
NW Minnesota between Bond and Wall.	NW Minnesota between Lava and Bond NW Oregon in downtown NW Lava or Staats between the Box factory and downtown
Anywhere in the Bend Central District.	
none.	none.
NE Forum Mall Deschutes Mkt Road intersection with NE Buttler Market Road	Old Costco at NE Forum Mall The neighbor has minimal connections to downtown and none of the improvement projects for bike and pedestrian are in NE side of town. About time to invest money in the community that keeps getting dumped affordable housing, halfway homes, transitional homes. The people need access to belong to the community

Question 5c: Where would you like to see Low-Car Streets?	Question 5d: Where would you like to see Greenway Streets?
Most of downtown	Greenwood Franklin
All neighborhoods! NW Baltimore Ave	Most of the current Greenway Streets are ineffective (NW 15th, NW Cumberland, etc.). I use the NW 15th Greenway daily and it is rare for anyone to stop at the crosswalk on Galveston, with vehicles often swerving around me. Please use other People Street designs or improve the Greenways so that they are connected, direct, safe, and effective.
1 & 2) NE 1st and NE 2nd streets between Franklin and Greenwood 3) Skyline Ranch Road from Shevlin Park road to Century Drive 4) NW Crossing Drive from Mt Washington to Skyliners Road	Ogden Ave from NW 5th to its terminus
Hawthorne east of 3rd…at minimum make one way so more of the existing street can be used for pedestrian path until you get past 4th heading to	NE 10th street
Connecting downtown and Old Mill on Lava or maybe Staats. Galveston east of 14th, continuing east on Tumalo then northeast on Broadway to connect to Brooks. Hawthorne between future overpass and Juniper Park. SE 2nd Street.	Higher density residential.
	Morningstar in NE Bend. Particularly the area that crosses with Majestic Loop. There are a lot of pedestrians and a lot of bikers on there and that is a straight stretch on that street and people speed terribly on it. It's really unsafe the way it is. I would like to see bike lanes on it and speed bumps
Most of our low-stress bicycle network should be a mix of Greenway and Low-car streets. We need some analysis to choose. Low car streets should be developed around most of our schools. Every neighborhood has a list of streets with lots of cut-through traffic. These streets should be some of the first streets that should be designed as low-car	Most of our low-stress bicycle network should be a mix of Greenway and Low-car streets. We need some analysis to choose.
Bear creek ave between Franklin and 15th Connors ave between 27th and mtn view park Paula-Donegon-watt corridor between the hospital and the forum	NW Hartford ave in Galveston district Norton ave between 3rd and Juniper elementary school New connection from franklin though cemetery to larkspur trail

Wall and Bond	Louisiana and Wall
All Bend Bikeway greenways should be prioritized as low-car streets with traffic diverters every 5 blocks minimum. NW Columbia between Simpson and Galveston	Bend should prioritize low-car streets as the minimum treatment. All neighborhood streets should be a "greenway" at minimum.
Anywhere in the Bend Central District.	I'd love to see a Greenway Street in the Larkspur neighborhood tht was lined with larkspur and other wildflowers. Ideally leading to the Larkspur Community Center, perhaps connecting to Ponderosa Park. I'd also love to see a fruit-tree lined street in the Orchard District. (etc, you get the idea.)
none	Use for low stress network routes
Bear Creek Rd from 27th to Franklin. That is a major bike route for bike commuters and parents taking their kids to school. E-bikes are not allowed on the “sidewalks” and there are very poorly maintained bike lanes which cyclists are often yelled at for using it. Extremely unsafe corridor for pedestrians and cyclists yet a major artery for both.	Bear Creek Rd from 27th to Franklin. That is a major bike route for bike commuters and parents taking their kids to school. E-bikes are not allowed on the “sidewalks” and there are very poorly maintained bike lanes which cyclists are often yelled at for using it. Extremely unsafe corridor for pedestrians and cyclists yet a major artery for both.

Question 5e: Do you have feedback on the four different street types? What do you like or not like
My concern is using paint to create these streets without other safety and traffic calming measures. If you wouldn't walk with or teach a young child how to bike in these areas, they aren't safe or accessible to all. I am a daily bike commuter on the west side of Bend and the number of vehicle near misses has been increasing to 1-2x per week. I believe we have
Wherever possible push to create plaza streets. The other options are still helpful if plaza just doesn't work but a plaza really transforms the area for fun
Plaza ans Shared seem best in commercial and higher density areas. Low-car to provide connections between those. Greenways in higher density residential areas.
Our culture makes me very nervous about shared and low-car streets. It will not be effective to change any of our streets into shared or low-car streets without significant work to slow cars and discourage car use on these streets.
There is a lot of people first development that does not involve the traffic restrictions that are inherent in these people street concepts. Separated multiuse paths can help create a greenway alongside roads with faster moving traffic. The corridor from the old

I like plaza streets the best. But they are only appropriate in some places. I believe Bend should move toward the Low Car streets model over the Greenway model. Low car streets are not built to
Plaza streets should be left up to the
The e city needs to invest the money on projects for the people that live, work and commute in the city. Enough with elaborate projects in NW side of town that benefit a minority that don't NEED or DEPEND on bikes, sidewalks or public transportation. Time to invest in NE side of town that is falling apart and being has too many accidents because the city keeps prioritizing expensive projects for NW and Downtown

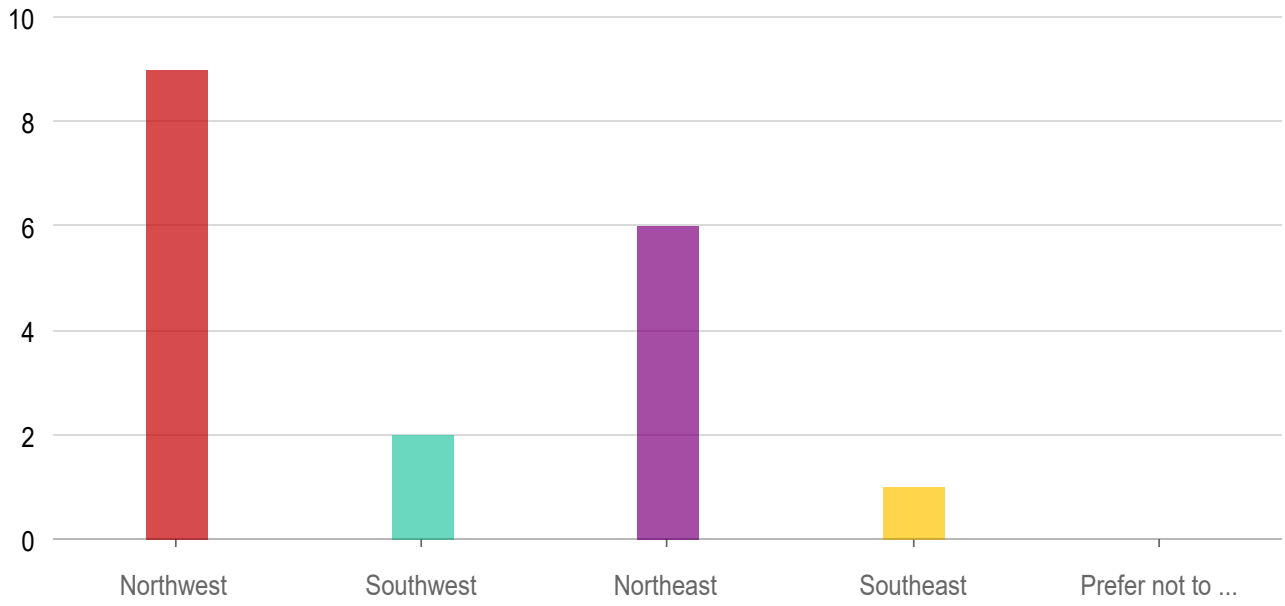
Demographics Questions:	
Question 6a: Do you live in the Northwest, Southwest, Northeasst, or Southeast area of Bend?	**Question 6b: For most days of the week, what is your main mode of transportation?**
Northeast	Driving in a car or truck with
	Bicycle
Northeast	Driving in a car or truck alone
Northwest	Walking
Southwest	Driving in a car or truck with
Northwest	Bicycle
Northwest	Bicycle
Southwest	Driving in a car or truck with
Northwest	Driving in a car or truck alone
Northeast	Driving in a car or truck alone
Northwest	Bicycle
Northwest	Driving in a car or truck alone
Northwest	Bicycle
Northeast	Driving in a car or truck alone
Northwest	Driving in a car or truck alone
Northeast	Driving in a car or truck alone
Northeast	Driving in a car or truck alone
Southeast	Driving in a car or truck alone

Question 6c: How do you describe your gender?	**Question 6d: Which category best describes your gross household income before taxes?**
Woman	$150,000 or mor
Woman	$150,000 or mor
Prefer not to say	Prefer not to say
Woman	$150,000 or mor
Man	$100,000 to less than $150,000_
Man	$75,000 to less than $100,000_
Man	$75,000 to less than $100,000_
Prefer not to say	$75,000 to less than $100,000_
Woman	$150,000 or mor
Woman	Prefer not to say
Man	$100,000 to less than $150,000_
Woman	$100,000 to less than $150,000_
	$100,000 to less than $150,000_
Man	$150,000 or mor
Woman	$75,000 to less than $100,000_
Prefer not to say	Prefer not to say
Woman	Prefer not to say
Prefer not to say	$50,000 to less than $75,000
Woman	$150,000 or mor

Question 6e: Which of the following best describes your race or ethnicity? Choose all that apply.
White/Caucasian
Asian/Pacific_Islander
Prefer_not_to_say
White/Caucasian
White/Caucasian
White/Caucasian
Hispanic/Latino
Prefer_not_to_say
White/Caucasian
White/Caucasian
White/Caucasian
White/Caucasian
White/Caucasian
White/Caucasian
White/Caucasian
Prefer_not_to_say
Hispanic/Latino,Other
Prefer_not_to_say
White/Caucasian

Bend Demographics

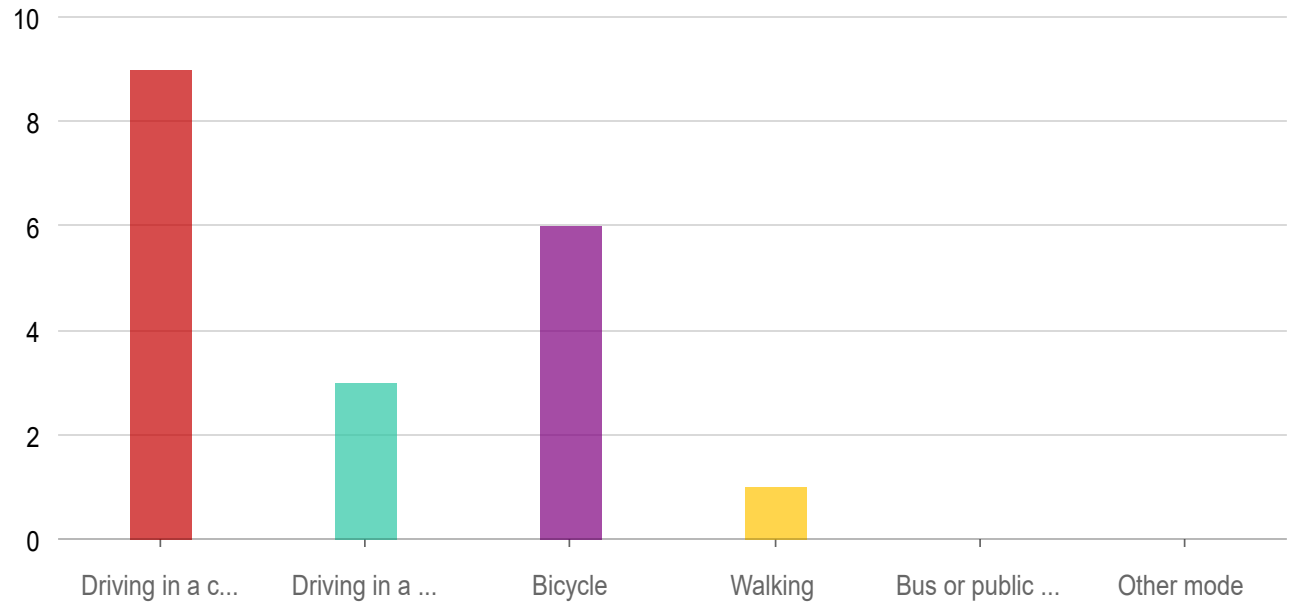
Do you live in the Northwest, Southwest, Northeasst, or Southeast area of…



Answers	Count	Percentage
Northwest	9	45%
Southwest	2	10%
Northeast	6	30%
Southeast	1	5%
Prefer not to say	0	0%

Answered: 18 Skipped: 2

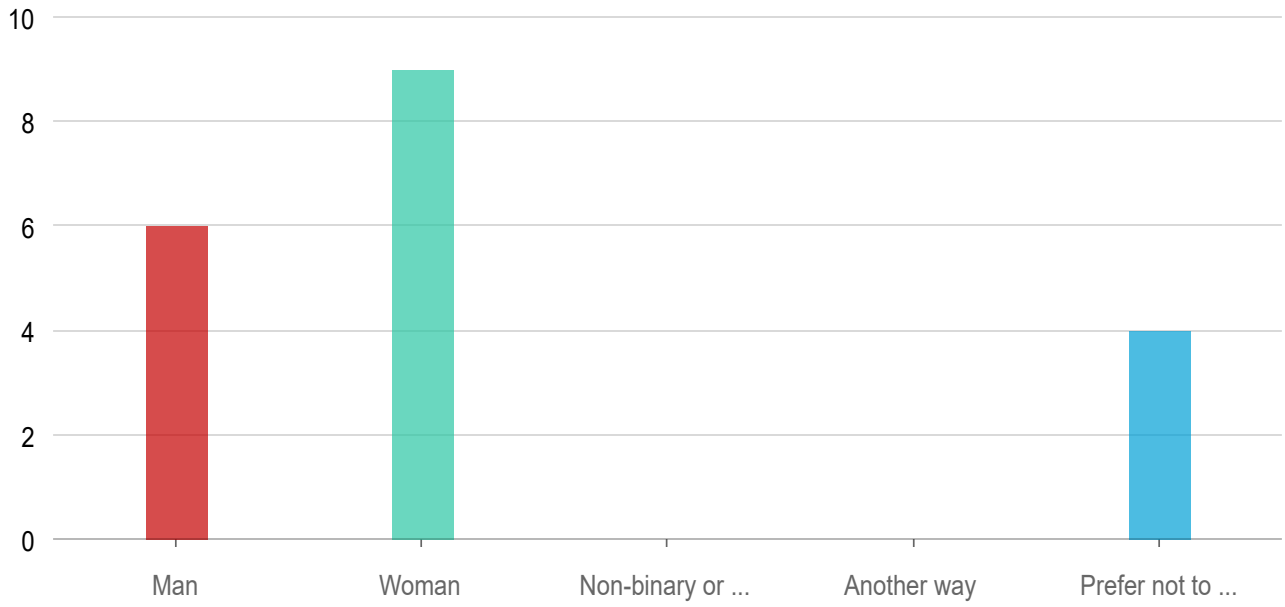
For most days of the week, what is your main mode of transportation?



Answers	Count	Percentage
Driving in a car or truck alone	9	45%
Driving in a car or truck with others	3	15%
Bicycle	6	30%
Walking	1	5%
Bus or public transportation	0	0%
Other mode	0	0%

Answered: 19 Skipped: 1

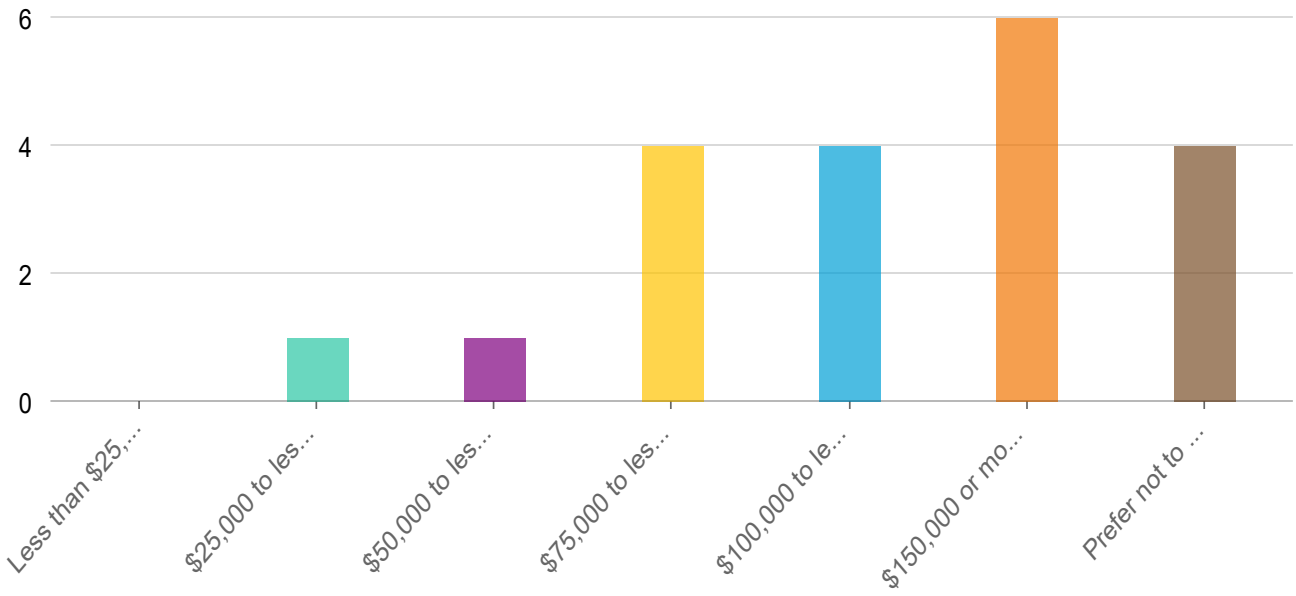
How do you describe your gender?



Answers	Count	Percentage
Man	6	30%
Woman	9	45%
Non-binary or gender-conforming	0	0%
Another way	0	0%
Prefer not to say	4	20%

Answered: 19 Skipped: 1

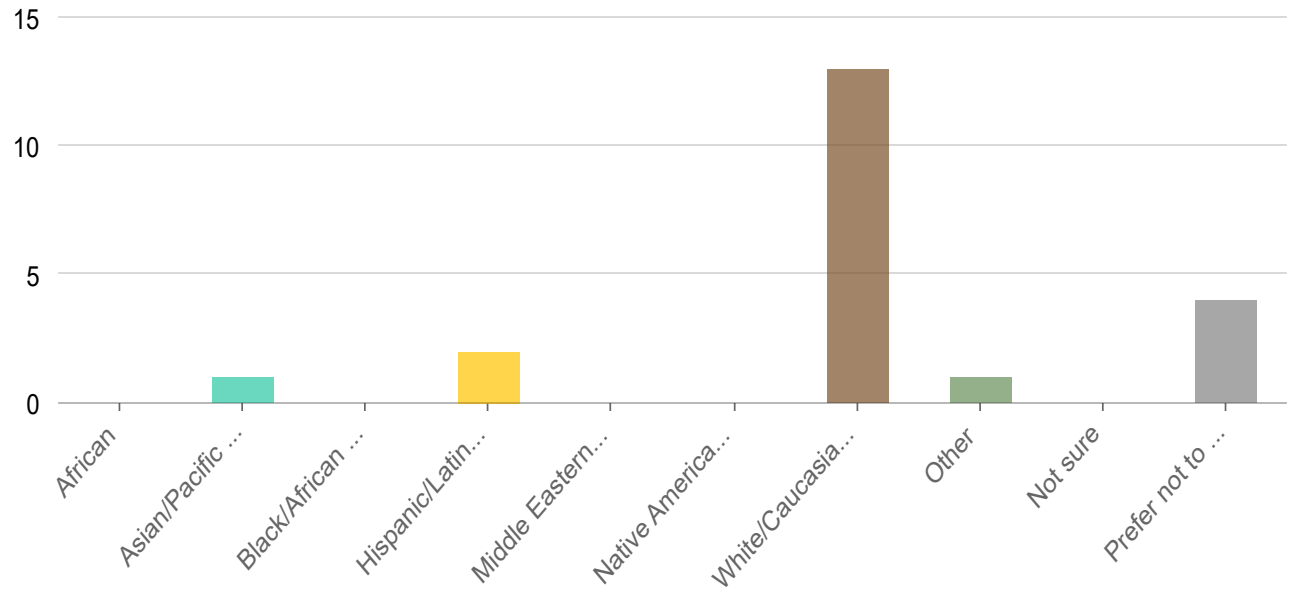
Which category best describes your gross household income before taxes?



Answers	Count	Percentage
Less than $25,000	0	0%
$25,000 to less than $50,000	1	5%
$50,000 to less than $75,000	1	5%
$75,000 to less than $100,000	4	20%
$100,000 to less than $150,000	4	20%
$150,000 or mor	6	30%
Prefer not to say	4	20%

Answered: 20 Skipped: 0

Which of the following best describes your race or ethnicity? Choose all that apply.

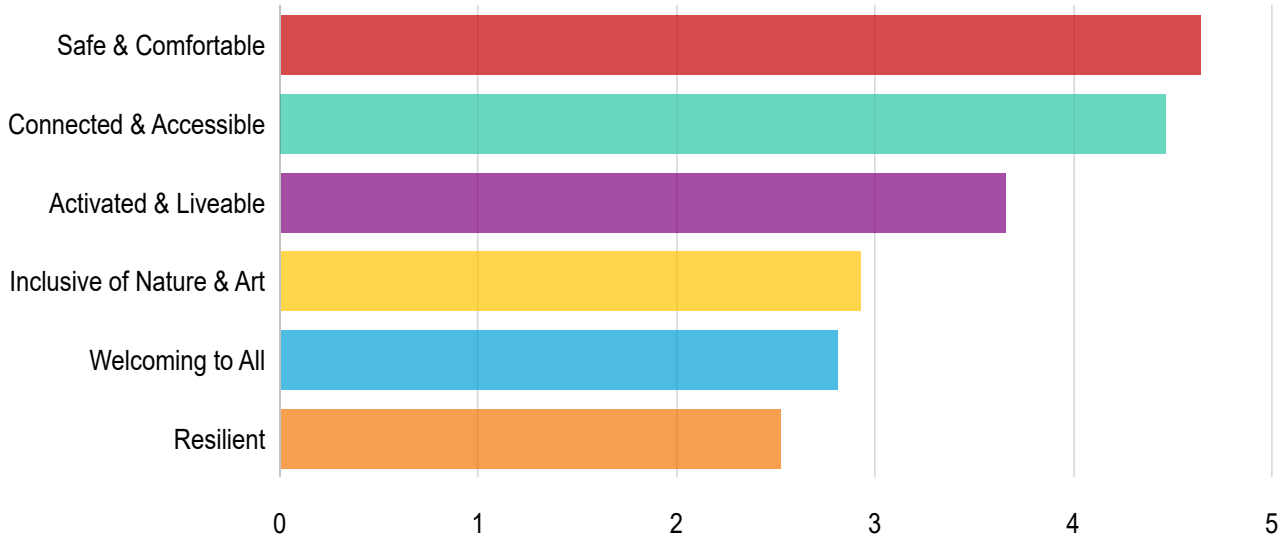


Answers	Count	Percentage
African	0	0%
Asian/Pacific Islander	1	5%
Black/African American	0	0%
Hispanic/Latino	2	10%
Middle Eastern/North African	0	0%
Native American/American Indian	0	0%
White/Caucasian	13	65%
Other	1	5%
Not sure	0	0%
Prefer not to say	4	20%

Answered: 20 Skipped: 0

Guiding Principles

Please rank the guiding principles based on what is most important to you



Rank	Answers	1	2	3	4		Average score
1	Safe & Comfortable	48.08% 25	15.38% 8	11.54% 6	7.69% 4	11.54% 6	4.63 5.77% 3
2	Connected & Accessible	19.23% 10	32.69% 17	30.77% 16	11.54% 6	3.85	4.46
3	Activated & Liveable	11.54% 6	21.15% 11	25% 13	17.31% 9	13.46% 7	3.65 11.54% 6
4	Inclusive of Nature & Art	9.62% 5	11.54% 6	17.31% 9	15.38% 8	15.38	2.92
5	Welcoming to All	9.62% 5	7.69% 4	9.62% 5	25% 13	23.08% 12	2.81 25% 13
6	Resilient	1.92% 1	11.54% 6	5.77% 3	23.08% 12	32.69	2.52

Answered: 52 Skipped: 0

CITY OF BEND

PLANNING FOR PEOPLE STREETS
OPEN HOUSE SIGN-IN SHEET

Name	Email	Do you want to receive communication from the City of Bend about this topic?
[illegible]	[illegible]	yes
JIM PETERSON	mbge@mockingbird-gallery.com	yes
TRISTIN VAUGHN	tav713@GMAIL.COM	YES
MATT MUCHNA	MATT@EXPANSIONBEND.ORG	YES
RISSA CONWAY	truffleandtaddrgco@gmail.com	yes
Ed Deenihan	ed.deenihan@gmail.com	yes
Kaitlin Greene	greenekaitlin90@gmail.com	yes
Sha Brown	shamariekbrown@gmail.com	yes
Jennie Hoffmann	jandthebays@gmail.com	yes
Steve Hoffmann	Steveholf@gmail.com	yes
John Kelly	BARK@BENDBROADBAND.COM	yes
Jeff Stephens	planetrelations@gmail.com	yes

CITY OF BEND

PLANNING FOR PEOPLE STREETS
OPEN HOUSE SIGN-IN SHEET

Name	Email	Do you want to receive communication from the City of Bend about this topic?
Bob Raskin	robertjraskin@gmail.com	Yes
Michael Lauck	MrLauck@hotmail.com	Yes
Emilie Bassett	emilybassett@gmail.com	yes
Jeff Conrad	jeffconrad@bendbroadband.com	YES
Brian Lovely	klovely@bendcable.com	yes
Lissa Bell	lissa.bell@gmail.com	yes
James Duff	jduff@gmail.com	yes
Sarah Schmitz	Sarah@cascadiapartnership.net	yes
Becca Johnston	artbyabjohnston@gmail.com	YES
Steve Wren	swren1@gmail.com	yes
Peter Curran	peter@huntwestbend.com	YES
[illegible]	[illegible]	yes
Nicole Baumann	nicole@tamarththeatre.org	yes
[illegible]	[illegible]	yes
Kimberly Strong	kstrongarchitect@outlook.com	yes
Sam Davis	sadavis_2@msn.com	YES
[illegible]	" "	"
Dominic DeMarco	DCNDEMARCO@GMAIL.COM	YES

CITY OF BEND

PLANNING FOR PEOPLE STREETS
OPEN HOUSE SIGN-IN SHEET

Name	Email	Do you want to receive communication from the City of Bend about this topic?
Peter Gruber	petergruber72@gmail.com	Yes

CITY OF BEND

PLANNING FOR PEOPLE STREETS
OPEN HOUSE SIGN-IN SHEET

Name	Email	Do you want to receive communication from the City of Bend about this topic?
J.L Heyla	jheyla@gmail.com	yes
Kirsten Heinz	info@theboxbetty.com	
Brian Garcia	brian@bta-ww.dgl.com	Yes
Jim Dobrinski Boeddeker	jimbobend@gmail.com	
Rachel O'Rancl	rachel@downtownbend.org	Yep
Ryan Lawrence	Ryan@downtownbend.org	
Jan Clifford	janqif43@gmail.com	yes
Neil Baunsgard	Neil@enviroenter.org	yes
Patrick Smith	Smithrockrecords@gmail.com	Yes.
CARL BURNETT	charolastra@gmail.com	yes
	Swren1@gmail.com	
Linda Kaiser	lindakaiser45@gmail.com	yes please
MIKE WALKER	mewoLLC@MSN.COM	YES
Rick Johns	rickjohns1961@GMAIL.COM	YES
NICK SACKOS	NICHOLAS.SACKOS@GMAIL.COM	YES
Bill Barber	barber97212@yahoo.com	yes
Ian Karasz	karasz.ian@gmail.com	yes
Katie Harvey	kharvey.mn@gmail.com	yes

People streets Open House

Sam Davis
Tower Theater Board

Questions

- Is the Oregon Administrative Rule OAR 660-012-0330(7) the only driving force for the People Streets program or is it this City Council's vision for Bend the driving force?
- The OAR states:

  "Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks."

  I do not see a **requirement** to modify existing, mature, areas like the downtown, that work well. Even if the downtown were to be rezoned, modifying the existing traffic plan to require Climate Friendly Areas, Low Car Zones, People Streets, etc. would not necessarily be a requirement. Correct?

  This OAR would seem to be more appropriate for developing areas where a modification of requirements could require Climate Friendly Areas, Low Car Zones, People Streets, etc.

- The Downtown is not really a mixed-use area. It is a business district with a few mature residences. Would it be better to be focusing on areas like the jack Straw, West side, Side, ... developments that are just starting and People Streets could be built into the initial plans and not have to be retrofitted?
- If the downtown is not the initial target for implementing the People Streets program, why was it shown in all of the studies?
- Is it a coincidence that the downtown People Streets plan presented in the study happens to fit perfectly between the City Plan for a pedestrian/rolling path from Juniper Park to Drake Park that utilizes the new Hawthrone Bridge.
- Many of the businesses downtown will die without parking that allows easy access to the businesses. The People Streets plan would greatly reduce downtown parking. To not impact business, the City would need parking areas to offset the loss. Large parking garages are very expensive and typically take years to plan, fund and implement. Why isn't new parking outside of the People Streets areas part of the study?
- The Low Car Zone contract for the study has a minor mention near the end of the contract to consider business impacts. This is critical, why is it not a major focus of the study.
- There are many reasons that People Streets have failed in other locations. This is a minor part of the study.

- Will the feedback from downtown owners and the public be considered or will it be ignored because the City Council wants People Streets to connect Juniper Park and Drake Park?
- There seems to be a naïve belief that many people will start walking, riding bikes or roller devices. I do not believe you are going to see a great deal of traffic on the Hawthorne bridge because most people use cars. We are addicted to car use, and this will not change significantly. I believe only a small percentage of the public will do this. This means that this major disruption of the downtown business will only impact a few and disadvantage many. Is the City Council and the review teams considering this?
- The funds spent on People Streets plans, etc. could be better spent on upgrading our transportation systems, which would have a much greater impact on CFAs.
- If parking is greatly reduced in the downtown areas, are shuttle systems part of the plans to allow people to get from remote parking areas to downtown?

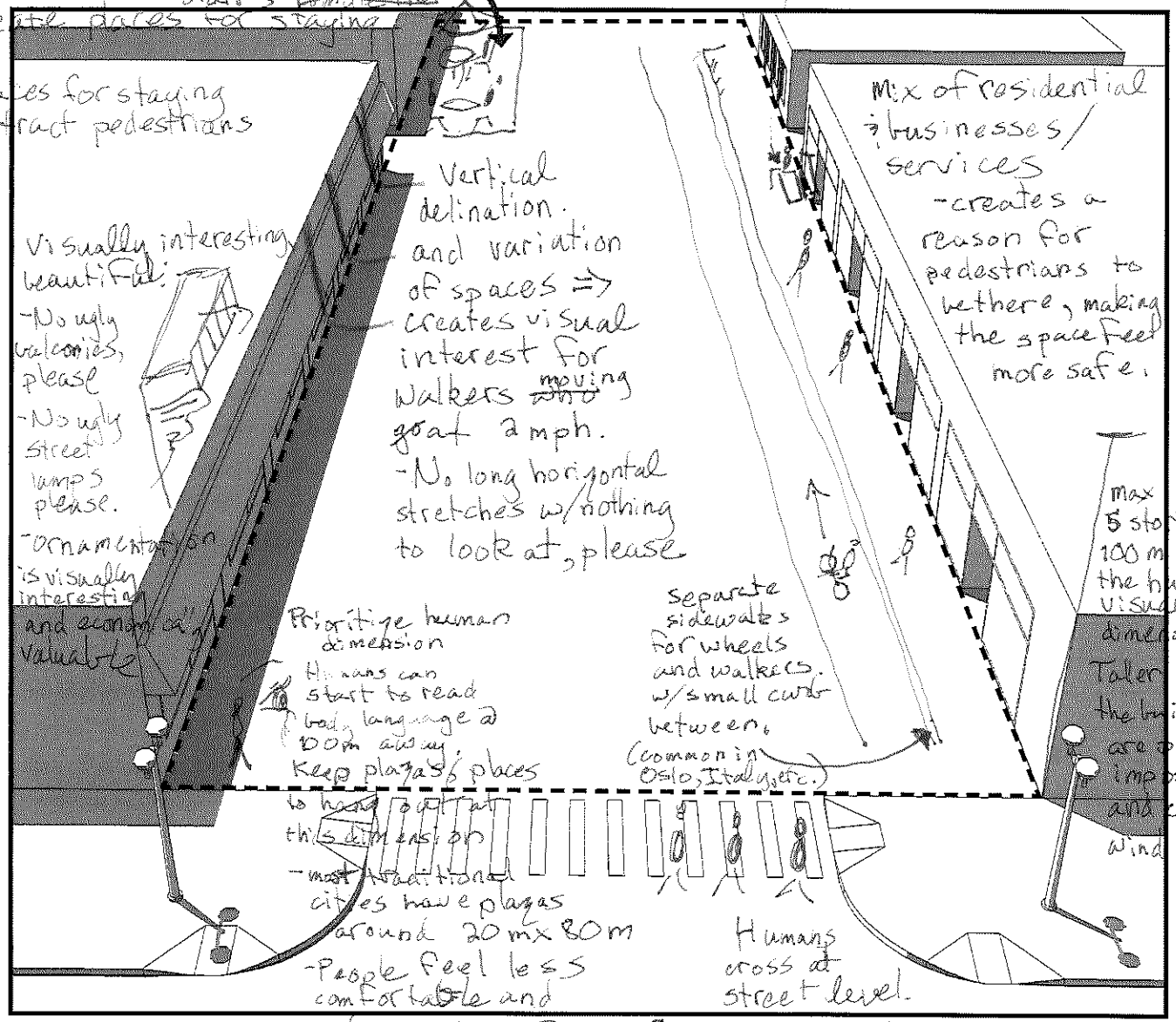
soft edges of public and private spaces:
- People like to stay on the edges of spaces.
- microclimate is better/warmer and they feel safe to sit and watch
- cafés, benches, stairs create places for staying

Comfortable benches for people of all ages to sit and stay. -No stone slabs, please!

Sarah Lasselle
slasselle@gmail.com
Environmental engineer / industrial ecologist

DRAW!

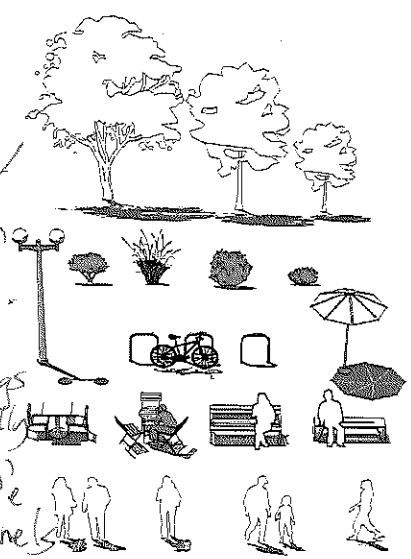
WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND?



"People Streets" are streets designed for people to walk, bike, and roll. To support this, car traffic may be slowed down, reduced, or limited. If you were designing a People Street in Bend, what would it look like? What would you include?

Use this picture of a street to draw your ideas for People Streets!

Feeling stuck? Here are a few examples of things you might see on a People Street:



You can drop your submission at City Hall, or take a photo and email it to Allison Platt at the City of Bend: aplatt@bendoregon.gov (Submissions will be part of the public record for this project.)

For more information or to stay involved with People Streets, please contact Allison by email.

WRITE! → WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND?

Design for the human dimension.
People can start to read body language/expression from 100 m. ~~Biggest~~ +
→ modern public spaces are often designed to be too large. These spaces aren't comfortable.

You want people to walk; you need something visually interesting that makes them feel safe ⇒ the most ~~visually~~ interesting thing to what makes an area) feel safe <
other people.
- Make places for people to comfortably sit and stay
- Benches, stairs, "features" soft edges

Soft edges of public and private spaces
- cafés
- benches
- semi-private gardens (residential areas)

"People Streets" are streets designed for people to walk, bike, and roll. To support this, car traffic may be slowed down, reduced, or limited. If you were designing a People Street in Bend, what would it look like? What would you include?
Write down your ideas for People Streets!

Feeling stuck? Think about this...

- What would make the street more comfortable to hang out in during the summer or winter?
- How should the shops, restaurants, and nearby residents be able to use the street?
- Where will people sit? Where will they park their bikes?
- Are there places for friends to meet up? Is there space for events or festivals?
- What would make the street completely safe for little kids?
- How much space do we need for people to walk together in groups, use wheelchairs or strollers, and pass by each other without feeling cramped?
- Is there art or poetry in the street? On the buildings? What does it look like?
- What would make a People Street in Bend feel welcoming to everyone?

CITY OF BEND

Planning for People Streets – Planificación de Calles Para Personas

Please submit any additional questions or comments here. *Puede contribuir sus preguntas o comentarios aquí*:

Good concept for an area other than downtown- which already suffers from lack of parking.

Build a plan to support parking before considering shutting down streets.

CITY OF BEND

Planning for People Streets – Planificación de Calles Para Personas

Please submit any additional questions or comments here. *Puede contribuir sus preguntas o comentarios aquí*:

Better maintenance in bike lanes.

CITY OF BEND

Planning for People Streets – Planificación de Calles Para Personas

Please submit any additional questions or comments here. *Puede contribuir sus preguntas o comentarios aquí*:

"Sunday Streets"
Shut down routes around the city to cars on certain days; weekly? Allow peds, bikes, etc.
swren1@gmail.com

CITY OF BEND

Planning for People Streets – Planificación de Calles Para Personas

Please submit any additional questions or comments here. *Puede contribuir sus preguntas o comentarios aquí*:

Make Riverfront an official People Street – Perfect starting point as it already functions that way & Redevelopment is already in the works of Parks & Rec as a connector trail. Cars still allowed but designated bike/ped zones ~~even~~ ~~more~~ ~~so~~ ~~than~~ ~~now~~ thru traffic & make bikes & peds ~~even more~~ traffic safer in the

CITY OF BEND

Planning for People Streets – Planificación de Calles Para Personas

Please submit any additional questions or comments here. *Puede contribuir sus preguntas o comentarios aquí*:

1. Neighborhood Centers throughout - with transit connecting.
2. Everyone able to walk/bike to grocery and restaurant
3. Lighting and shelter for bus stops & bikeways.
4. Ten years ago I biked everywhere now:
   - bikeways have potholes
   - poor lighting
   - unsafe roundabouts

Make all roads like Wilson 3rd to 15th

Thanks!
Dan Brenn

From: Ken Brinich <kbrinich@bendcable.com>
Sent: Thursday, June 6, 2024 3:38 PM
To: CouncilAll <councilall@bendoregon.gov>
Subject: Low car zone

Greetings,

I understand the council is looking for input on zones with reduced car density. The following boundaries make a lot of sense. The area I describe incorporates several existing parks and it provides good connectivity between public, commercial and residential spaces. The north boundary should roughly be NE Greenwood and NW Newport; the south boundary should roughly be SW Simpson, SW Colorado, NW Colorado and NE Franklin; the east boundary between Greenwood and Franklin should be NE 8th street, and then NW Hill street should be the boundary between Franklin and Colorado; the west boundary should be SW Columbia. Also, to the extent streets can accommodate different levels of vehicle and pedestrian traffic, consider designating some downtown streets as pedestrian only. Currently Brooks street downtown is the sole pedestrian only street. There are other pedestrian only areas, but they are trails through parks.

It would be great to get motorized bikes and other motorized vehicles off the park trails. With less auto traffic, the e-bikes, e scooters and hover boards could operate safely on streets with less car congestion. The motorized vehicles are incompatible with pedestrian use of sidewalks and trails.

Thanks for considering my input.

Ken Brinich

CITY OF BEND

PLANNING FOR PEOPLE STREETS

SIGN-IN SHEET

Name	Business/Address	Email
TODD DOW	61 NW Oregon Ave #10	Todd@hhsdesign.com
Kirsten Eilreath	903 NW Wall St Bend, OR	97703 Kirsten@w-lee-Lee.com
Cory Gefman	951 NW Brooks St	
John Butera	112 NW Minnesota Ave	
Jenny Ross	135 NW Minnesota Ave	
CHRIS MENNER	148 NW Greenwood	Chris@chrismennerthenatright.org
Harold Hoskey	" " "	Harold@hoskey@gmail.com
Tom Blaine	135 NW Minnesota Ave	
Cher Holt	2915 N.W Celilo Ln	

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PLANNING FOR PEOPLE STREETS

SIGN-IN SHEET

Name	Business/Address	Email
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Rachel O'Rourke	~~26~~ 916 NW Wall	rachel@downtownbend.org
Sara McQuillin	150 NW Minnesota Ave Lulu's Boutique	sara.lulusbend@gmail.com
Bob Dietz	821 NW Wall St.	bdietz59@gmail.com
Liz Boisineau	831 NW Wall St	randoandliz@msn.com
Rita Dunaway	103 NW Oregon Avenue	RITADUNCAVY@GMAIL.COM
Sarah Jordan	961 NW Brooks St	loneybearbend@gmail.com
Stan Friedstein	61580 Tam McArthur Loop	stanfriedstein@bel.net
Mary Nichol	883 Wall St	maryn@towertheatre.org
MATT PAINE	THE BEND STONE 815 NW WALL ST, BEND, OR	MATT@BENDSTONE.COM
Rick Johns	HAVEN ~~ON~~ HOME ~~STYLE~~ 856 NW BOND	rickjohns1961@GMAIL.COM

CITY OF BEND

PLANNING FOR PEOPLE STREETS

SIGN-IN SHEET

Name	Business/Address	Email
KARRIE TROWBRIDGE	831 NW WALL ST	KARRIELADY@GMAIL.COM
PATRICK "	"	PATRICKTROW@GMAIL.COM
Carolyn Dietz	903 & 821 Wall, 1002 NW Bond	Cjedietz@gmail.com
Charlene Balczynski	800 NW Wall St. #201 Bend	charlene@bellabridesbend.com
Trevor Kalberg	1020 NW Wall St #A	Kalbergspub@aol.com
ABRAHAM GILREATH	917 NW WALL ST BEND	abraham@jv-bee-lee.com
Ryan Currence	Downtown Bend B. A.	ryan@downtownbend.org
Ed Deenihan	Bend Brew Co	ed.deenihan@gmail.com
NICOLE WOOD	856 NW Bond St. #3	nicole2000@yahoo.com
MIKE WALKER	121 NW GREENWOOD AVE	
Sarah Swartz	1556 NW 1st St	sarah@wildflowersoforegon.net
McKenna Mikesell	920 NW Bond ste 202	mckenna@rsmiinc.com
DeWayne Judd	615 NW Franklin Ave	mirrorpondcleaners@icloud.com

Comment Form

CITY OF BEND
GROWTH MANAGEMENT

Instructions: Please return this comment form at tonight's meeting.
If you need more time, email it to sjulber@bendoregon.gov or mail it to Susanna Julber, City of Bend, 709 NW Wall St., Suite 102, Bend, OR 97703 by **Dec. 31, 2024**.

Name: Carolyn Aimes Email: sadaca-2@msn.com

☑ Please add me to the project **mailing list** Phone (optional): _____

1. **Let us know your thoughts on Planning for People Streets/Low-car district study.**

No one we have spoken to trusts you. This study has not been in an efficient and business manner. When I say 'no one', I mean no one! Why not spend time and money on mass transit.

Comment Form

CITY OF BEND
GROWTH MANAGEMENT

I READ BEND

Instructions: Please return this comment form at tonight's meeting.
If you need more time, email it to sjulber@bendoregon.gov or mail it to Susanna Julber, City of Bend, 709 NW Wall St., Suite 102, Bend, OR 97703 by **Dec. 31, 2024**.

Name: JUSTIN GREEN

Email: teanmeanjgreen@GM-AIL.COM

☐ Please add me to the project **mailing list**

Phone (optional): N/A

1. Let us know your thoughts on Planning for People Streets/Low-car district study.

Don't do it! Wake up and smell fecal matter. See needles. Make kids cry. Bad idea! Go to Eugene to see the homeless enjoy the PEOPLE STREETS / LOW-CAR areas. "People streets," are sidewalks. Bad, bad idea! Drug/crime magnents. I spelled.. that wrong! It's, "magnets." ☺

Comment Form

CITY OF BEND
GROWTH MANAGEMENT

2. **How did you hear about today's meeting?**

went to meetings

3. **How useful did you find the meeting?**

- ☐ Very Useful
- ☐ Useful
- ☑ Neutral / Not Sure
- ☐ Somewhat Useful
- ☐ Not Useful

4. **Were your questions answered?** ☐ Yes ☑ No

NO

5. **What could we do better next time?**

Winter ? snow + ice
loading unloading
bring up more horse barn
handicapped
Loss of customer

Comment Form

CITY OF BEND
GROWTH MANAGEMENT

Instructions: Please return this comment form at tonight's meeting.
If you need more time, email it to sjulber@bendoregon.gov or mail it to Susanna Julber, City of Bend, 709 NW Wall St., Suite 102, Bend, OR 97703 by **Dec. 31, 2024**.

Name: Debra L Bennett

Email: LouLou Bennett 5@gmail.com

☑ Please add me to the project **mailing list**

Phone (optional): 541-350-0348

1. Let us know your thoughts on Planning for People Streets/Low-car district study.

owner of 245 Parkes Shop -
if you close down Oregon
Street, I will lose more
than ½ of my customers.
I have already lost a lot
because of the Parking - You
have made it hard for people -
there is also major power that
drive Tractors & working on the

December 9, 2024, Downtown Stakeholders Meeting Presentation, Follow Up, Online Business Survey Summary

CITY OF BEND

Downtown: People Streets Study & More

Cyrus Mooney, Business Advocate, City Manager's Office
Brian Rankin, Senior Strategist, Growth Management Division
Ryan Oster, Engineering Director
Susanna Julber, Transportation Planner, Growth Management Division

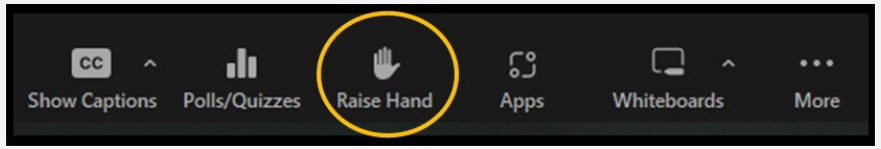
December 9, 2024

Agenda

- Introductions
- Shared objectives moving forward
- What's in Motion
  - General Projects
  - People Streets Study overview
- Feedback Opportunity
- Next steps
- Adjourn

Hybrid Meeting Guidelines

- Please click the **raise hand** icon to speak.



- You can input questions in the Q & A, we will try and answer all questions. Please be patient and respectful.
- If you join the webinar by phone, dial ***9** to raise or lower your hand.
- This meeting will be recorded.

Shared objectives moving forward

- Thriving downtown
- Effective collaboration and evolving processes to work together
- Representation by downtown in projects impacting downtown
- Timely communication about projects and opportunities for input
- Transparent processes
- City support

Downtown & People Streets Open House

What we heard:

- Hawthorne Bridge & closure
- Parking modifications
- Greenwood Ave/ Midtown Crossings
- Brooks Alley and North Mirror Pond Lot Redesign
- Access- freight, deliveries
- Parklets & Special Events
- Safety
- Business success

Why are we doing the People Streets study?

To meet state land use and transportation planning requirements in upcoming planning efforts

- Climate Friendly Areas Rules
- Transportation System Plan update
- Development Code/ Standards & Specifications updates

To enable vibrant, people-first streets and spaces in Bend

- Support people safely walking, biking, rolling, using transit, and driving
- Create public places that are inviting and activated
- Support climate goals by reducing vehicle miles travelled

Image: Broadway Street, Eugene

General Projects and Policies

Oregon and Bend's land use & transportation policies

OAR 660-012: focus on bike and pedestrian improvements, reducing vehicular travel, parking management, designating Climate Friendly Areas

Oregon Housing Needs Analysis: future work to plan for over 32,000 dwelling units in Bend

Bend 2020 TSP: safer bike and pedestrian systems, better east-west connections

Council Goals implement state policies through projects: Hawthorne bridge & Crosstown Bikeways, planning projects, Capital Improvement Program

Future work will focus on Urban Growth Boundary expansions, infill and redevelopment for housing and employment, increased biking, walking, transit options to meet state requirements

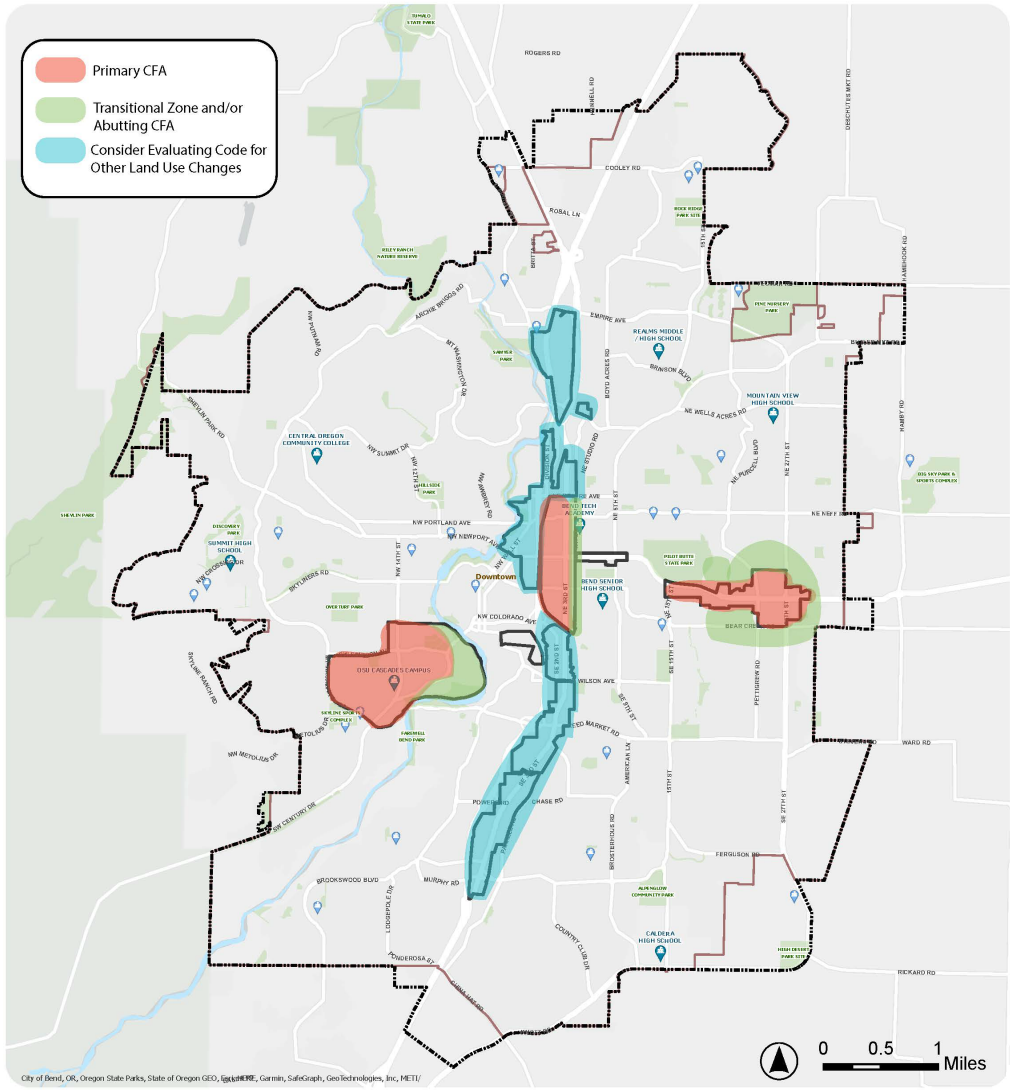
Climate Friendly Areas (CFAs, OAR 660-012)

- A CFA is an area where people can live, work, and meet most daily needs without the use of a vehicle
- CFAs should be in urban centers, with sidewalks, bike lanes, and transit
- CFAs must allow a mix of housing and businesses, including multi-family residential
- Sized for over 15,000 dwellings
- Downtown is not considered a CFA in City's study, but proposed CFAs connect to downtown

Climate Friendly Areas Study

- Identified 10 CFA Candidates - with Central Westside, the Bend Central District, and Eastside (shown in red) being most viable
- Downtown is not considered a CFA in City's initial review- but proposed CFAs connect to downtown

Link to CFA Study!



Legend

- Candidate Climate Friendly Areas
- Urban Growth Boundary
- City Limits
- Parks
- River

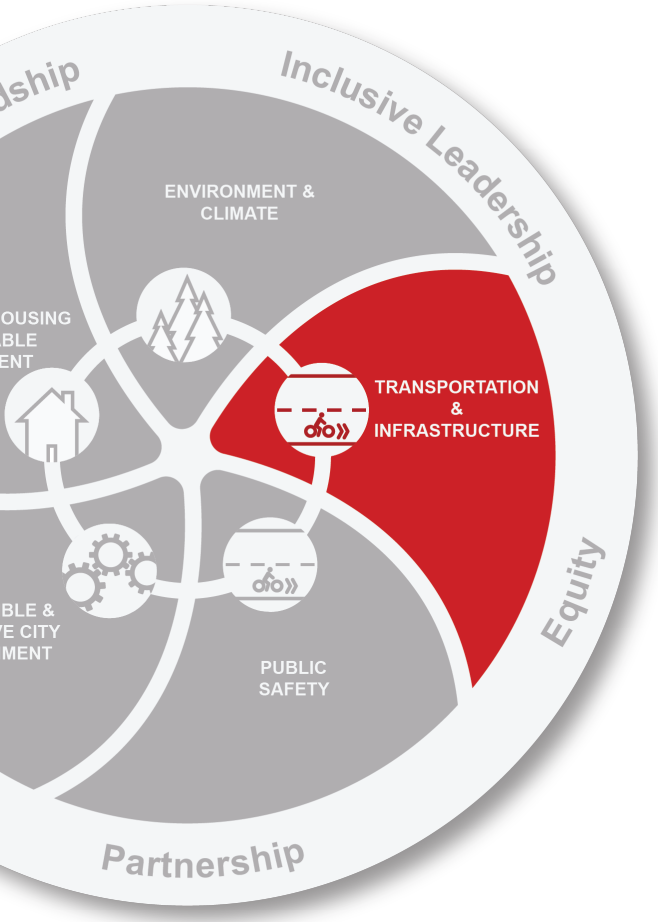
Schools

- Elementary/Middle School
- High School/College

CITY OF BEND

Print Date: Nov 07, 2023
Sources: City of Bend, Deschutes County
Disclaimer: This map is for reference purposes only. Care was taken in the creation of this map, but it is provided "AS IS." Please contact the City of Bend to verify map information or to report any errors.

City Council Goal: Transportation & Infrastructure

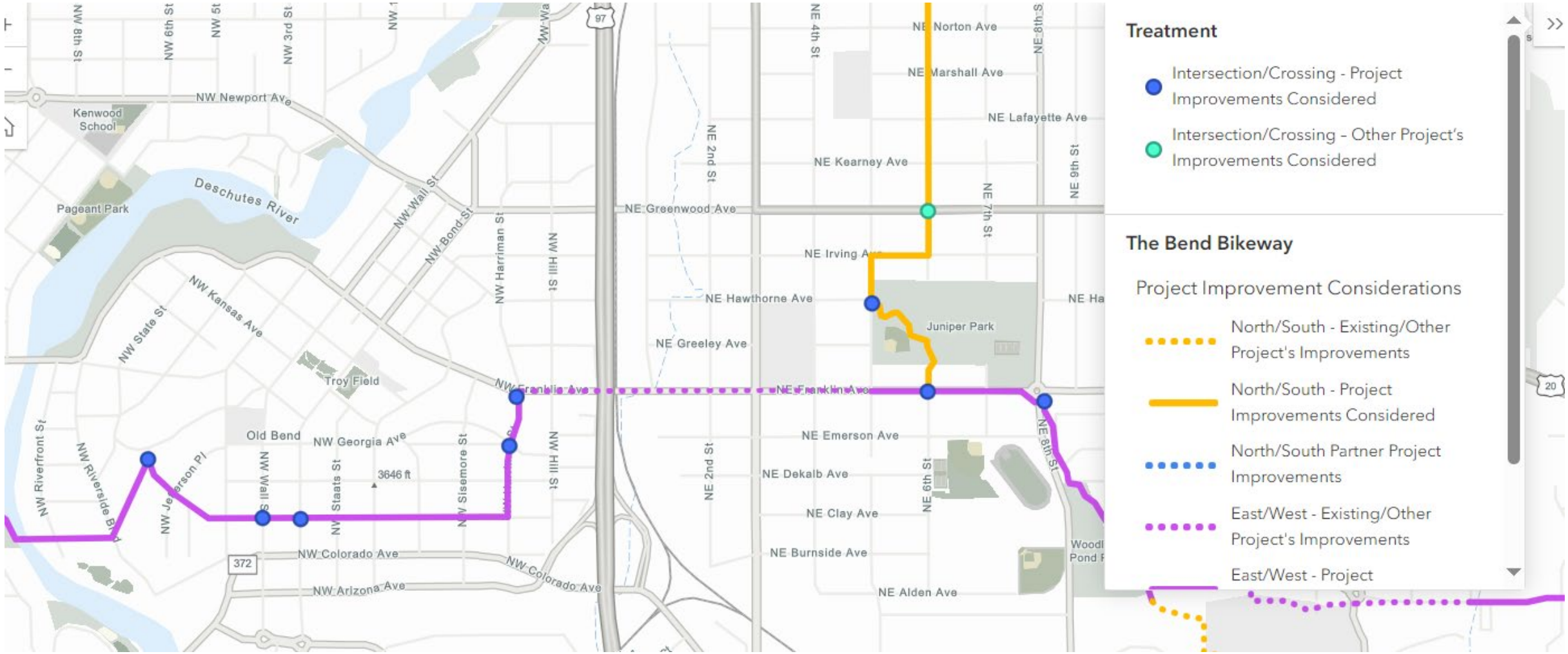


Strategy: Improve the transportation system by focusing on safety and securing sustainable funding aligned with Transportation System Plan.

Actions:

- Implement transportation programs and mobility initiatives in alignment with available funding
- **Implement near-term multimodal and safety projects to capitalize on existing system,** including building one connected and protected North-South and one **East-West key route, and wayfinding**
- **Continue to pursue funding and partnerships to build the Mid-Town Crossing**

Council Goal: Crosstown Bikeways



People Streets Study Overview

People Streets- $150K grant funded study

What this study will do:

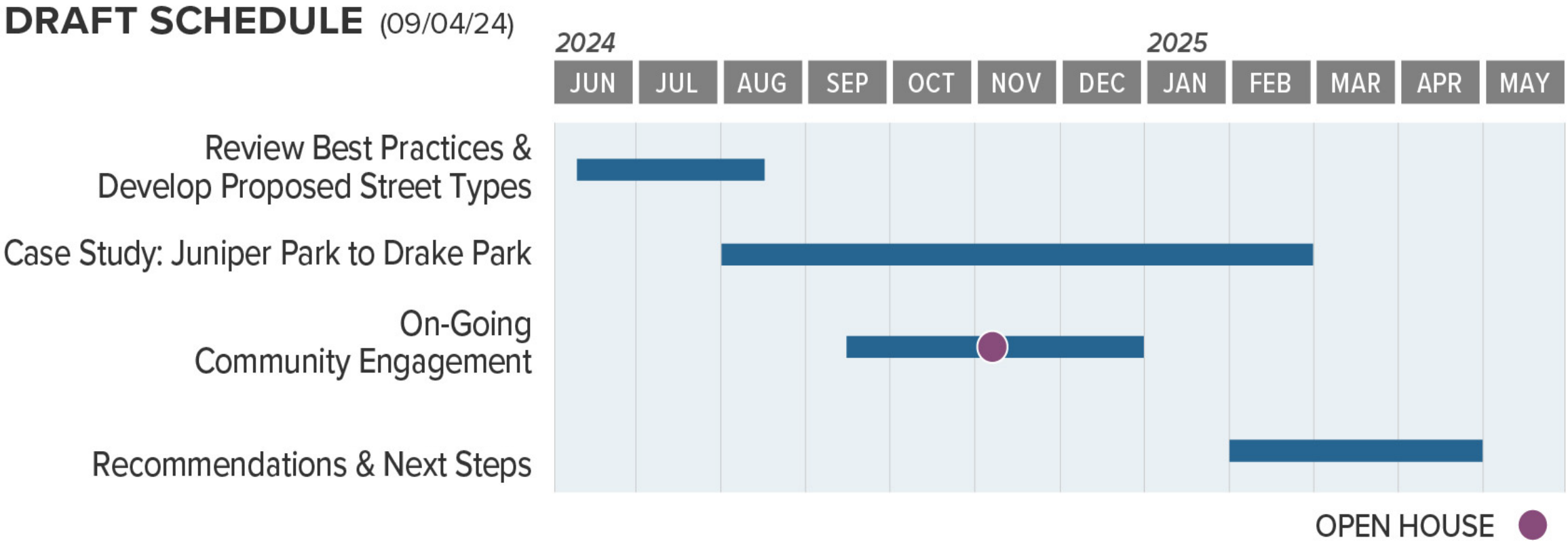
- Help City establish clear design guidelines for people streets
- Evaluate safe, people-centered design
- Part of the study “tests” a route between Juniper Park and Drake Park as a “case study”.
- Learning opportunity: case study is helping us understand if these ideas are possible, as well as potential benefits and trade-offs for the community, residents, and businesses.

- **What this study will not do:**
  - Change the circulation on any streets downtown or in core area at this time
  - Design a project that the City will construct in the near term

People Street Study Purpose

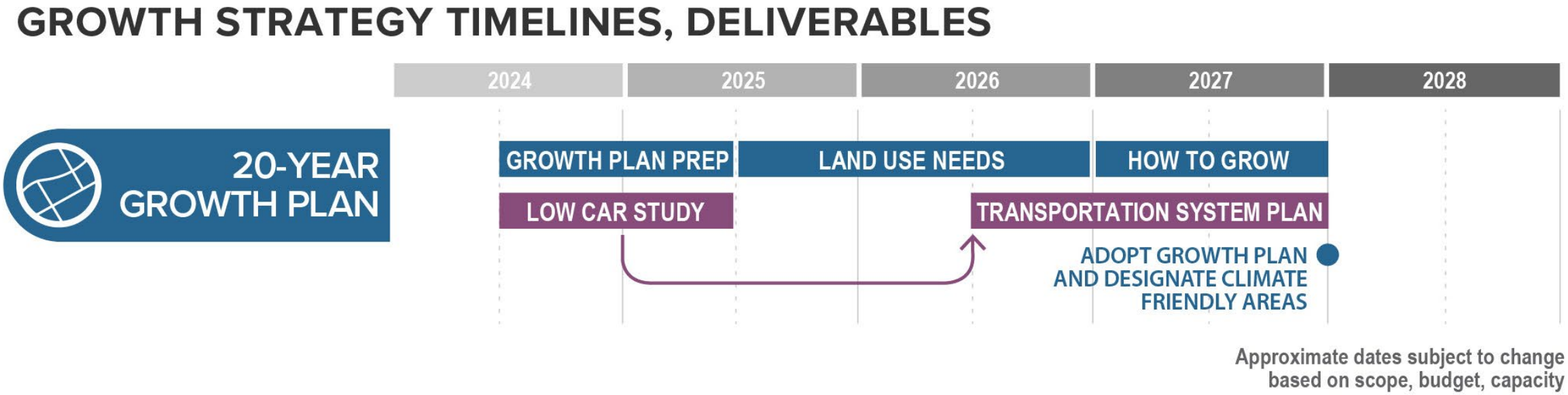
- Define what "Low-Car Districts" are in Bend and how they might function in our transportation system
- Evaluate a Low-Car/ People Street Case Study to understand how to implement people streets
  - Juniper Park to Drake Park Route
- Recommend next steps, polices, and actions (e.g., development code or street standard changes)

What does the study include?



How the People Streets study fits into growth planning?

This study will help inform the next update to the Transportation System Plan (2026-2027)

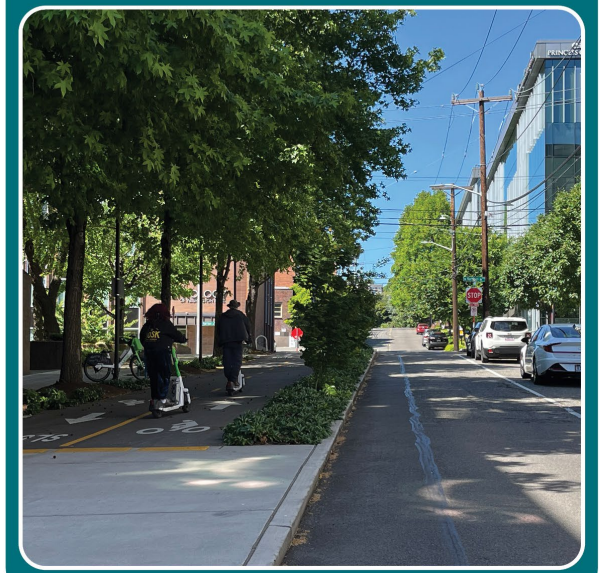


Draft People Street Types

Plaza Street

Shared Street

Low-Car Street

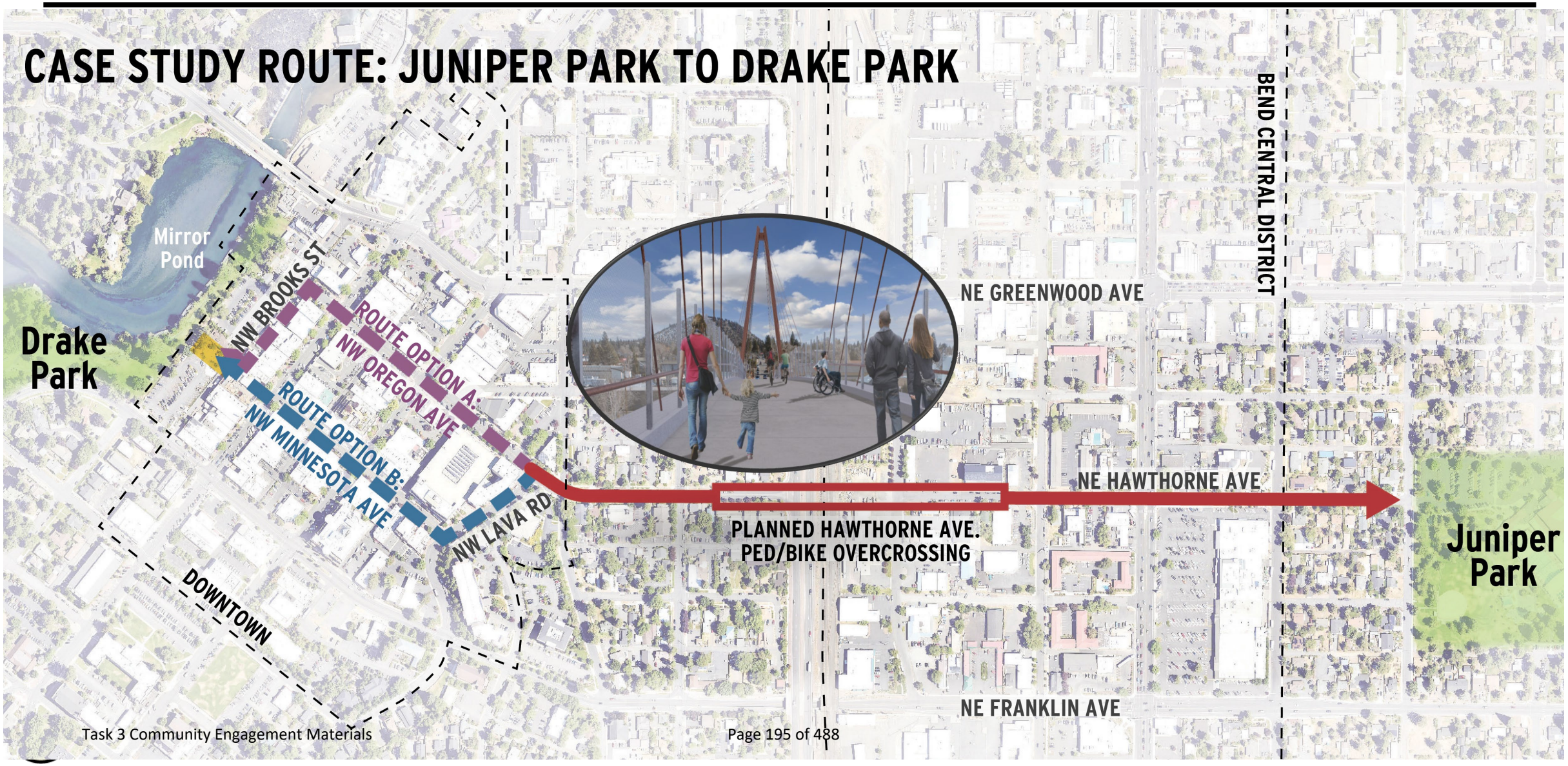


Greenway Street

Juniper to Drake concept

- Connects Hawthorne Bridge to other areas of the City
- Core Area Advisory Board & Envision Bend support
- Grant supporters
  - Bend Central District Business Association
  - Bend Chamber
  - Core Area Advisory Board (work plan)
  - Central Oregon Landwatch
  - Cascades East Transit/ Central Oregon Intergovernmental Council
  - Oregon Department of Transportation
  - Bend Park and Recreation District
  - The Environmental Center

Juniper to Drake concept: Learning Opportunity



Discussion/ Q & A

What are your concerns and ideas to improve collaboration?

Next steps and ways to get involved

- **Steering Committee** – Downtown representation (3 seats)- Feb/ March 2025
- **People Streets Business Survey** live now through December 30
- Stay engaged & informed with **Council goal setting**
- **City/ Downtown Conversation** – winter 2025

https://www.surveymonkey.com/r/K5NTKVB

Thank you!

Additional comments?

email: Susanna Julber, AICP, Transportation Planner
sjulber@bendoregon.gov

Project website: bendoregon.gov/peoplestreets

Language Assistance Services & Accommodation Information for People with Disabilities

You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Susanna Julber at sjulber@bendoregon.gov. Relay Users Dial 7-1-1.

Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad

Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Susanna Julber en sjulber@bendoregon.gov. Los usuarios del servicio de retransmisión deben marcar el 7-1-1

December 9, 2024 People Streets Meeting Follow Up

Downtown Bend Business Owner Association

On December 9, 2024, City of Bend staff met with downtown Bend business and property owners to discuss the People Streets project and provided an opportunity for questions about other City projects and concerns affecting downtown. The following are answers to several of the questions.

1. **What is the timeline for the Hawthorne Bridge project?**

The City of Bend was awarded roughly $25 million in state and federal dollars for the Hawthorne Avenue Pedestrian and Bicyclist Overcrossing project. Design work for the new pedestrian and bicycle bridge will continue through 2026, and construction is expected in 2026-2027. For more information, visit: Hawthorne Pedestrian & Bicycle Overcrossing | City of Bend

2. **What is the City's position on closing the Hawthorne exit off the parkway? What opportunity did Downtown have for input?**

The Parkway Plan amendment and Hawthorne Avenue closure were evaluated by the Oregon Transportation Commission as they are Oregon Department of Transportation (ODOT) projects. Public input was gathered by ODOT in partnership with the City.

The City of Bend held an open house and community survey for the Hawthorne Pedestrian and Bicycle Overcrossing both in person July 10, 2024 and online July 1-17, 2024. The open house summary is available at: Hawthorne Pedestrian & Bicycle Overcrossing | City of Bend

The Bend City Council discussed the Hawthorne Boulevard closure and amendment to the ODOT Parkway Plan at the October 2, 2024 City Council meeting under City Manager's Report: bend.granicus.com/GeneratedAgendaViewer.php?view_id=9&clip_id=817

The Oregon Transportation Commission voted on and approved the closure and parkway amendment on December 4, 2024: Oregon Department of Transportation : December OTC Support Materials : Get Involved : State of Oregon Parkway Plan Amendment Documents: Oregon Department of Transportation: Project-Details: Projects: State of Oregon

3. **How much citywide is being spent on vehicle-focused projects? Why are all the projects bike and pedestrian oriented?**

The Transportation System Plan, adopted in 2020, envisions an integrated multi-modal network. Currently, Bend has a small share of travelers routinely walking, biking, or taking the bus, and our community has voiced concerns about pedestrian and bicycle system gaps and feeling unsafe, and these types of projects have been historically underfunded. The voter-approved 2020 Transportation General Obligation Bond allocated approximately $19 million, roughly 10 percent of the $190 million total, to pedestrian and bicycle infrastructure projects, to be completed by 2030. Many of these projects are being completed now, along with roadway projects that incorporate safety features for all modes of travel. It will take a few years of building the system and closing the gaps to realistically make a significant change.

4. **Do we have enough information to make informed feedback about the concepts of low-car districts or "People Streets"? The general feeling is that we don't.**

The objective of the Low Car District/ People Streets Study is to learn at a conceptual level about the challenges and benefits of implementing these types of multi-purpose streets. If there was a proposal to change a street pattern or implement a corridor plan, a more detailed analysis would be conducted. This is just a study at this time.

5. **How will the locations for low-car streets be chosen?**

The City is not moving forward with locations for low-car streets at this time. If in the future, there is community support or a private development proposal for a low-car street, more detailed analysis of the route and design would be completed at that time. The state rules only require that the City develop standards to "allow for low-car districts", in all mixed use and residentially zoned areas, and this project will help establish design guidelines for these areas.

6. **Have traffic or economic studies been done to assess the impact of a "People Street"?**

No. Traffic studies would be completed at the time a road project is designed. Economic studies that were completed as part of this study, including general impacts and benefits of low car streets, will be published on the People Streets study webpage when available.

7. **What mitigation measures will the City implement for businesses? Examples: loading and drop-off zones, temporary parking.**

Mitigation measures for businesses will be assessed when there is a defined proposal for a corridor or street plan. At this time, the study is evaluating best practices at a conceptual level and a more detailed analysis will not be completed.

8. **Will there be an evolution of business types after low-car streets are implemented?**

In some jurisdictions where People Streets have been implemented, pedestrian oriented retail stores and restaurants have increased.

9. **Does the City's Transportation System Plan include low-car streets?**

Our current 2020 Transportation System Plan (TSP) does not include policies for low-car streets. When we update our TSP, we will need to include language to "allow for" low-car streets per state law OAR 660-012-330 (7).

10. **Is there data for the Greenwood pilot project?**

Traffic and summary analyses are available here: Greenwood Avenue (Wall Street to Second Street) | City of Bend. The City's Engineering Department will be presenting data on the Greenwood pilot project to the Bend City Council on March 19, 2025 (see City Council Meetings, Agendas, and Videos | City of Bend, as scheduling can change). Additional data will continue to be gathered until summer 2025.

11. How do we provide feedback on the Greenwood Quick-Build?

You can find project information at: Greenwood Avenue (Wall Street to Second Street) | City of Bend. You can provide feedback on the Greenwood Quick-Build here: Greenwood Quick-Build Feedback

12. Will there be a study on a correlation between bike lanes and increased bike trips citywide?

Yes. We are exploring evaluation of two types of counts:

1. Project-specific counts. Collecting project-specific counts will help evaluate different bicycle infrastructure design before and after a project, to understand what works best and improves safe ridership. As part of the Greenwood pilot project, before and after data will be presented.
2. System-wide counts. The City is starting to collect walk, bike, and vehicle counts at various locations citywide to evaluate changes in how people travel over time. Transit data is provided by Cascades East Transit, the nonprofit organization that operates Bend's bus system.

13. Are there plans for electric vehicle chargers downtown?

Currently, there are four public chargers in the lot near the intersection of Greenwood and Newport, just west of Wall Street, owned by Pacific Power. Additionally, the City has three public chargers on the roof of the parking garage.

We are continually evaluating the possibility of adding chargers to the Mirror Pond lot (both North and South) and do anticipate that we'll have some in those lots in the next few years.

14. Is there a consultant for change management downtown? Or an assessment of how to manage change over time?

The City has a weekly cross-departmental operations meeting to discuss citywide projects and align design and construction schedules to minimize impacts on the community. This is a constant, ongoing effort that is managed internally, and currently, the City does not plan to contract externally for this ongoing effort.

15. How much collateral damage is the City willing to take for projects?

To meet our comprehensive plan and transportation plan goals, there will be tradeoffs. We rely on community feedback and will continue to look for collaborative processes so that the tradeoff decisions are transparent, and City Council is informed of all benefits and impacts as they evaluate projects.

16. What is the plan for growth as it relates to cars?

Bend's Transportation System Plan: Transportation System Plan | City of Bend. In general, state regulations are supportive of increasing bicycle, pedestrian, and transit ridership to provide a broader range of transportation options for daily trips. Providing safe infrastructure for cyclists and pedestrians can also help mitigate traffic congestion by providing another travel option. City Council goals are consistent with this direction, in recognition that infrastructure projects that add additional auto capacity for travel lanes is expensive to build and maintain. Additionally, providing multiple travel options for community members is supportive of not only climate goals, but also provides options for people who do not own or have access to a car, which can be prohibitively expensive.

17. Are there plans for vehicles and an additional structured parking garage downtown?

Strategy 26 of the 2017 strategic parking plan includes looking at new parking opportunities including a new garage. While no project has yet been identified, the City has been working on other plan strategies.

Links to Parking Plans:

Downtown Parking Study

Bend Parking Study

People Streets Downtown Business Online Survey Summary

Background

The State of Oregon passed new planning rules in 2023 focused on reducing carbon emissions and improving quality of life, especially for vulnerable communities. As part of this, the State now requires cities with over 100,000 people, like Bend, to allow for "low-car districts" (People Streets) in all mixed-use and residential areas. The intent of these districts is to reduce environmental impacts from transportation and make it easier for people to get around safely without a car. Bend will be required to allow People Streets as part of its next Transportation System Plan update that will likely begin in late 2025, along with several of Bend's other long-range plans.

Bend is conducting a study, called Planning for People Streets to help prepare for this new rule, and has been evaluating best practices for implementation of People Streets citywide. During the period of December 9, 2024 and January 17, 2025, the City released an online survey for Downtown business owners, employees, and property owners to glean information on customer travel and parking habits as part of the City's People Streets study. Input from the community will help inform future policy considerations regarding People Streets, which will weigh impacts to businesses and evaluate community benefits.

The City of Bend's Business Advocate sent the survey link to 138 business email addresses, through the City's Business Registration program, and advertised the survey at meetings with Downtown stakeholders. This survey was not intended to be a statistically valid instrument, but rather to provide an opportunity for Downtown stakeholders to provide feedback online, in addition to in-person events and engagement opportunities. The following summary provides key survey takeaways and representative feedback regarding varying types of People Streets. A complete copy of the survey questionnaire is provided at the endof this summary.

While the City is not considering any people (or "low-car") streets in Downtown Bend at this time, we appreciate the time that urban area businesses in Bend took to provide feedback on this important concept.

Key Survey Takeaways

- Ninety people responded to the survey, with roughly 59% of them identifying as Downtown business owners, 24% identifying as Downtown employees, and roughly 7% identifying as a Downtown property owner.

- Roughly 71% responded that Downtown businesses are doing "okay" but have some challenges, with 11% answering that businesses are thriving, and 11% answering that businesses are struggling to survive.
- Roughly 56% of respondents have 1-10 employees, with 27% having 21 to over 30.
- 100% of the respondents said that most of their customers drive and park to get downtown.
- Roughly 97% of most employees drive and park to get to downtown businesses
- About 58% of employees commute from 15 minutes or more to their employer's business in downtown Bend, according to those who responded.
- When asked whether respondents were supportive of People Streets in Downtown, roughly 14% of respondents were supportive, an equal amount were supportive with some concerns, and 64% responded that they were not supportive. Additionally, roughly 70% of respondents did not think their customers would respond supportively to People Streets concepts in Downtown.
- While almost 68% of respondents were not supportive of any of the types of People Streets the City has been evaluating, a Shared Street concept was favored by 22% of those who responded.
- 70% of respondents were not supportive of People Streets seasonally (summer only), while 30% were either supportive or neutral.
- Respondents indicated more support for People Streets if parking or other transportation options were provided nearby.
- Most businesses reported deliveries occurring at all hours of the day, noting the importance of access and parking for large vehicles. There was no consensus or common window for deliveries, according to those who responded.

Representative Feedback

Survey respondents were asked to provide feedback on each of the four types of People Streets the City has been considering as part of the People Streets/ Low Car District Study. These include a Plaza Street, Shared Street, Low-Car Street, and Greenway Street.

Representative comments on each of the street types are provided below.

Q 13: Representative Plaza Street comments/ concerns:

- *All the research I've read shows that if the parking and restroom infrastructure isn't there, they kill downtown businesses. People have already stopped coming downtown due to parking issues.*
- *My customers come to my store with very large items for framing and pick up finished framing projects. If they cannot park and do this without difficulties, they will not service my store. This would hurt my business of 16 going on 17 years in my downtown location. A business that is vibrant. I have a number of older clients that would have extreme difficulties when trying to drop off items or pick them up. My business would fail.*
- *I would lose a lot of customers they'll stop coming down if you take away the parking that's all my customers complain about us not enough parking. I do not like this idea and I have 360 customers so far that does not like this idea*

- *Deliveries would be difficult. Customers would frequent the area less often.*
- *Great for increasing foot traffic by my storefront. I'd be concerned about how long construction would take impacting my business, loitering issues for homeless (Pioneer Square Seattle), overall maintenance/cleanliness of the plaza, and parking issues.*
- *I LOVE the idea of LOW or no-car areas and having a Plaza type of scene downtown, but this comes with MAJOR issues for Bend itself in its current incarnation.*
- *BENEFITS: cool/fun environment especially in summer, natural place for big events*
  CONCERNS: Replacement for lost parking, snow/ice management in the winters
- *I feel like we already do this when we have festivals and events downtown. It kills our business that day or weekend and we lose a lot of $$. Clients reschedule or just don't book that day.*
- *Benefit - people streets *could* improve visitor experience by activating the streetscape, and provide more opportunities for open-air, cafe dining*
- *Concern - any parking lost must be made up for somewhere within blocks, at a facility that is clean and easily accessible, even when many adjacent surface streets are closed for events.*
- *We need more parking spaces, not fewer. People come to our shows at night and want to dine and park nearby. Any reduction in parking is a threat to our business.*

Q14: Representative Shared Street comments/ concerns:

- *Already many customers complain about the difficulties of getting a parking spot in downtown Bend. Just the other day, I had someone say to me, "this is why I NEVER come downtown" I thought this comment was very impactful and it made me realize that the parking is already a huge deterrent.*
- *Honestly, I worry about the animosity among downtown business owners as it seems a heated debate currently. Parking is also an issue although I don't agree that parking garages are not successful in Bend. No one wants to see Bend grow up but we don't really have a choice and I'd personally support the most environmentally sustainable options even if I don't like them. I think we have an opportunity to be forward thinking in the development of our downtown area and I support all ideas being on the table.*
- *We cannot lose access to Brooks alley*
- *Firstly, the reduction of parking options will undoubtedly lead to a decline in foot traffic and transactions for local businesses. Many of our clients rely on convenient access to our store, and eliminating nearby parking will deter them from visiting. This is particularly critical for our long-standing customers who have developed a relationship with our establishment over the years.*
- *Additionally, the construction required for such a transformation will disrupt business operations for an extended period. The noise, dust, and accessibility issues during this time could alienate our customer base, resulting in further loss of revenue. It is crucial to consider the impact this disruption will have on our ability to maintain healthy relationships with clients who already face challenges in accessing downtown.*
- *Another major concern is the practical challenge of carrying shopping packages without nearby access to vehicles. Many of our customers rely on driving to our stores, and without convenient*

parking, they will face significant difficulties transporting their purchases. This could discourage shopping altogether, leading to a decline in business for local retailers.

- *Access to the theatre would be severely restricted by many of these scenarios. Without sufficient and convenient parking in proximity to the theatre, especially during our busy winter season, many patrons would elect not to come. Theatre attendance will decline.*
- *I think there would be huge benefits and almost no downsides*
- *How many businesses would lose tremendous amounts of revenue or close completely.*
- *Downtown Bend was NOT designed for this use. I think it will have a negative impact on the businesses. It will affect parking for our customers, deliveries and services to the businesses. Parking issues have already deterred locals from coming downtown. The implementation of this in other cities has had negative consequences on businesses and damaged thriving downtowns.*
- *Additionally, the harsh winter conditions in our area cannot be ignored. With snow and ice making sidewalks slippery, it becomes even more impractical for shoppers to navigate the streets while carrying bags. Our customers need the option to quickly load their purchases into their cars, especially during inclement weather. The proposed plan fails to address these logistical challenges, which could further deter potential shoppers.*
- *There is too much traffic downtown to have a shared street...it is an accident waiting to happen.*
- *Vagrants/trash juveniles*
- *Changing Minnesota and Oregon to one way streets with one lane and a bike lane would be suitable all year and would not create a huge change for returning tourist customers. Less confusing.*
- *They're cool. You all know the Benefits and concerns, this has literally been done in thousands of cities. I believe ours are similar and I can think of none that are unique to Bend*
- *Unclear how this differs from what we have. Am open to its inclusion, but need to better understand goal and effect of shared streets.*
- *How do people with disabilities get to the business'? Why would I, as a consumer, not go somewhere else where I could park conveniently, particularly in the winter? As a community so connected to the tourism trade, are we expecting our out of town guests to embrace walking in the rain/snow/sleet to access business'/services?*
- *Maintaining parking spots, I feel like this would be implemented more broadly and could have a much greater impact. However I'd be open to any and all increased pedestrian and bike traffic.*

Q 15: Representative Low-Car Street comments/ concerns:

- *Increasing biking keeps being referenced. Our roads our not even maintained well enough for cars to drive down, a winter bycicle is incredibly expensive and not many people can afford them.*
- *It would have no benefit. Leave it alone, and get rid of all those restaurant seats that are currently taking up parking space. that was great for COVID, but no longer necessary. To say nothing of what you are charging for that space, talk about fiscal irresponsibility, you'd get more money in parking tickets on the same space in three days.*
- *The loss of parking would negatively impact businesses across the board. Even if it doesn't directly impact a certain kind of business, the trickle-down effect will have a negative impact on ALL*

businesses. Downtown will lose its vibrancy with lack of people wanting to visit with less parking and annoying traffic issues. We are very concerned about an eventual downturn in customer visits which would cause businesses to close and customers will not see downtown as a thriving place to visit. This would open up space for more vagrancy and transient issues, further causing people to take their business elsewhere. Most tourists drive, which is a large part of downtown visits. Also, most people do not bike/walk commute in late fall, the entire winter, and early spring, which is a large chunk of the year. Even in summer, many people drive to downtown businesses for a variety of reasons and will not switch to biking/walking anyway, so eliminating driving/parking any time of year just does not make sense. Overall, the negative impact greatly outweighs any possible benefits that would minimally occur.

- *We already have this in certain areas around the edges of downtown already. It has cut back on a lot of parking (which people have complained about) it has made things safer by slowing traffic. We need to be really careful doing this through the center of downtown or we will have no vibrancy left.*
- *Downtown Bend was NOT designed for this use. I think it will have a negative impact on the businesses. It will affect parking for our customers, deliveries and services to the businesses. Parking issues have already deterred locals from coming downtown. The implementation of this in other cities has had negative consequences on businesses and damaged thriving downtowns.*

Q 16: Representative Greenway Street comments/ concerns:

- *I have seen Greenway Streets work in other city's and in Bend. These streets are usually in neighborhood areas. I do not believe a Greenway street is suitable for a downtown area.*
- *Concerned about losing parking and discouraging locals from coming downtown.*
- *Are you kidding? not only would it be additional space to maintain forever, it would mess up downtown. The amazing flower baskets are beautiful and adequate.*
- *The loss of parking would negatively impact businesses across the board. Even if it doesn't directly impact a certain kind of business, the trickle-down effect will have a negative impact on ALL businesses. Downtown will lose its vibrancy with lack of people wanting to visit with less parking and annoying traffic issues. We are very concerned about an eventual downturn in customer visits which would cause businesses to close and customers will not see downtown as a thriving place to visit. This would open up space for more vagrancy and transient issues, further causing people to take their business elsewhere. Most tourists drive, which is a large part of downtown visits. Also, most people do not bike/walk commute in late fall, the entire winter, and early spring, which is a large chunk of the year. Even in summer, many people drive to downtown businesses for a variety of reasons and will not switch to biking/walking anyway, so eliminating driving/parking any time of year just does not make sense. Overall, the negative impact greatly outweighs any possible benefits that would minimally occur.*
- *From a retail perspective, I don't think this model supports a flourishing "urban retail consumer" atmosphere in the way a plaza street does because if we want people to linger (and shop) we need to provide stores with goods and foods to help encourage them to stay there instead of "pass through"*

- *Whether we like it or not, cars are vital for our economy to thrive and our businesses to stay open. Bikes are not a practical solution and I pray we don't pursue the options being considered.*
- *I think it would be great going through the residential area around downtown but not in downtown. My daughter lives in Portland, works for the city (water Dept) and bikes from her home in Milwaukie everyday. They have a great bike path and greenways through residential areas. Not their downtown. Their bike and foot paths are utilized but the homeless are a big issue, iBIG issue, which was not touched on today. I think a residential Greenway makes more sense. Neighborhoods want to see less traffic from people just speeding through.*

Survey participants were asked for additional comments on People Streets concepts, to help with design characteristics and formation of citywide policies around People Streets. The following section provides representative input from respondents.

Q 20: Is there anything else you would like to share with the City about this study and/ or people streets?

- *It is extremely important to keep the accessibility to Downtown the same for all people. With the seasonality of Bend, the street needs to remain open in order to be equitable for everyone.*
- *If the city sides to do this and doesn't really care, what the people think then you better make sure you get handicap parking and loading and unloading near the Oregon Street because there is a lot of loading and unloading going on Oregon Street*
- *Due to changes in parking over the last several years, the disaster that has become the Centennial Garage, the unnecessary extension of the parklet program, poor signage, and free parking that is too short, I have lost a large portion of my local customer base.*
- *I am new to owning a downtown business but the consistent feedback I hear is the city moves forward with projects and doesn't care about what people say. This is also happening at Hollenshead's park where I live.*
- *Don't take away our use of Brooks Alley*
- *Change is always a challenge. It's a given. With this particular issue, however, there is a vast number of cities throughout the world that can serve as a model for how something like this works well and is exceptionally successful for businesses and pedestrians alike. The whole picture must be considered and addressed from the beginning, however, not just the look of the repurposed roadways. Until Bend has a viable and comprehensive public transportation infrastructure, it should be assumed that there will not be a reduction in vehicular use just because there are fewer places to park. Where will existing traffic be diverted? How will ample parking be provided that will not further clog neighborhoods adjacent to downtown?*
- *People streets are not needed downtown and would be disruptive to businesses. There is not logical reason to consider "people streets" for downtown. In the summer, when tourist traffic reaches its peak, the inappropriateness of people streets would be most evident and disruptive. Bad idea from start to finish.*

- *Thank you for providing this survey. Please listen to what you hear from the various downtown businesses and property owners.*
- *As a long time downtown business owner I hear a common theme from long time Bend residents. They don't come downtown very often because of the difficulty of parking or the need to pay for parking. I feel this plan will only heighten that sentiment by discouraging driving downtown which is how my customers get to my business. I feel that visitors/tourists will continue to come downtown either way so there is no need to further discourage locals from coming to support local businesses.*
- *Downtown already test as out People streets during the festivals and other events that close downtown streets. (Parades, The Ctit)*
  Stores in downtown lose business on those days. Testing will not prove anything different, in my opinion. Taking away parking is deters customers from downtown and the parking system we have now is confusing and does nothing to enhance the downtown shoppers experience.
- *the unused parklets already take up enough spots, they should go ASAP!*
  ped/bike paths taking over roads has been proven not to work in PDX and other areas. We should value our town's future more than throwing darts at a wall and hoping something sticks but not knowing if it sticks for 10-20years.
  Bend needs to hire an unbiased consulting firm!!!
- *Turn Brooks into one after noon every day. Main concern would be who would be responsible long term for them? If the City does this, then straddles the DBBA or business owners with trash clean up, security, and maintaining them this is a lose, lose, lose. If there is funding and staff from the city for the long term for these things great. I know the effort that goes into maintaining a public space for the benefit of the city. It is constant and daily. Also, are public restrooms figured into the plan, I will only support a plan that includes them and the are budgeted for as well.*
- *Look at the facts. Cities who have implemented are struggling. Law suits have been filed to get rid of them. Law suits will be filed to prevent them.*
- *Already have 6 foot sidewalks on both sides will only reduce customers*
- *Although I am in full support of adding more bike friendly streets to Bend's infrastructure, I feel strongly that adding these types of streets to Downtown will significantly impact Downtown businesses negatively. I don't believe the types of activities that our customers participate in will accomodate transportation via bike.*
- *The parking is too confusing. Too many apps and rules for differnet areas. I assist customers who are confused on a regular basis. Please let's straighten out all the confusion before proceeding with more planning.*
- *Why is the City of Bend focusing so heavily on implementing this downtown when it is not mandated by the state and there is a strong dissent from the downtown business and building owner community?*
- *Take a look a the damage that has been done to Santa Barbara, Ventura, Sacramento and Fresno vis "people streets". All cities with much more parking and a way better climate for pedestrians and bicycles and still failed. Stop this nonsense. I have a question. Do any of the city council members own a business, building or make their living from a small business in downtown Bend? Do any of them have a commercial mortgage on a building in downtown that has rent ratios for the loan to be*

in good standing? Do any of the council even know what that means? Do any of the council realize what happens to a building owner when a loan/rent ratio is off, due to a bad business climate? The bank Calls the loan and forces the building owner to either A) fire sale their property B)scramble to refi in a rush resulting in a bad loan situation possibly destroying a building owners financial stability. C) Be forced into foreclosure by the bank a result of the loan ratio being off. These experiments that you all are toying with are financial life or death for small business owners that rely on a customer friendly climate in downtown. The city is failing in this department and continuing to push us more and more. Our businesses are dropping revenue by 20% a year at the moment. Please stop this and lay off the pressure. We are being squeezed and no one seems to care. People are Not going to suddenly stop driving and start walking and riding bikes if you make it too difficult to drive. The locally owned businesses will fail and you will end up with a downtown full of corporate owned chain stores. This council will be responsible for driving hundreds of Mom and Pop locally owned business into bankruptcy or force them to abandon.

- *I think this would elevate downtown Bend to another level and be on the forefront of doing this kind of project in the USA*
- *Downtown bend does NOT have the infrastructure to support any people street project that would take away even one parking spot.*
- *Does the Oregon rule require people streets to be applied to the downtown area? If not, why not implement the requirements somewhere else in Bend?*
- *Pls have consideration on the weather , we have a lot of older people that can't ride bikes, we need police presence and more parking*
- *Transparency and input from the community, not just business owners is very important*
- *Parklets should be returned to the city as public parking so that everyone has access to a place to rest or sit outside with a coffee or snack. It has caused a lot of discourse and complaining, even by visitors (as an eyesore) by other vendors who see them hardly or never used during the day time. This was a good idea during Covid but they are a waste of parking now. 15 minute parking at the ends of each street would allow the loss of parking during low car streets to work. It can be used for daily quick store delivery and a customer could drive closer to pick up a purchase. Adding permanent seating on expanded corners on each street would provide additional "hanging out" space for visitors, bicyclist as well as artwork over time. The combination of corner spots and Low Car one way streets would look really good. The cost of having them seasonally is not necessary. Just combine the two in a flowing manner so they look like they were always part of a master plan.*
- *It's difficult to give specific feedback on the different types of "people streets" without seeing a proposed design. But, just knowing how the current design operates, and how negatively affected our businesses are just from the current parking restrictions, it is enough to raise concern for the success of downtown and our business. Also, I'd like to add that when the downtown streets are closed for festivals and events it hurts our sales.*
  Please consider the input from the mom and pop shops, salons, cafes, bars and restaurants downtown. We work hard to keep downtown special and unique!
  And, last but not least, please do not take away more parking!!!
- *separate bike lanes*

- *Until the city commits to not reduce overall parking in downtown, I believe that most downtown businesses, property owners, and I will oppose people streets.*
- *Check the City of Eugene for how this effected the downtown area.*
- *I am not opposed to testing something out but also being honest with ourselves if it doesn't meet the needs of the downtown businesses or takes away business as a result.*
- *I think people street should not be considered for an area like downtown bend when parking has already been a huge headache for businesses, customers and employees*
- *The idea is absurd. Look at the parking that was lost because businesses "expanded" outside due to COVID and it hasn't gone back and therefore customers were lost and frustrations have run high.*
- *America is a car culture, stop trying to change what we are, this isn't the Netherlands where two hundred years a biking is the norm. Embrace vehicles and work on plans to integrate them into the future and not omit them.*
- *If considering a "test" or "pilot of this program, do not, DO NOT, go in with a preferred outcome in mind. DO NOT skew or cherry pick the data to support a conclusion that is "preferred". Make ALL the data, conclusions, testing methods, etc available to ALL. DO NOT hide the results.*
- *The mismanagement of parking in downtown Bend, Oregon, has had a notable impact on small businesses in several ways:*

  1. Reduced Foot Traffic: Limited or poorly managed parking options can deter potential customers from visiting downtown. If parking is scarce or difficult to navigate, shoppers may choose to go elsewhere, resulting in decreased foot traffic for local businesses.

  2. Customer Frustration: When customers struggle to find parking, their overall shopping experience can be negatively affected. Frustration over parking can lead to a quick decision to leave and shop in more accessible areas, which can harm the reputation of downtown businesses.

  3. Impact on Sales: With fewer customers able to access stores comfortably, sales can decline. Small businesses, which often operate on thin margins, may find it challenging to sustain themselves in a climate where foot traffic is consistently low.

  4. Long-Term Relationships: Many small businesses rely on repeat customers who appreciate convenience. If parking issues persist, these businesses risk losing long-term relationships with their clientele, as customers may seek alternatives that offer easier access.

  5. Operational Challenges: Small business owners often need to load and unload inventory or supplies. Difficulties in accessing parking can complicate these tasks, leading to inefficiencies and added stress for owners and employees.

  6. Shift in Business Dynamics: As foot traffic decreases due to parking issues, businesses may need to adjust their operations, such as reducing staff or changing hours. This can lead to a less vibrant downtown atmosphere, impacting the community as a whole.

  In summary, the mismanagement of parking in downtown Bend has far-reaching implications for small businesses, affecting customer access, sales, and overall business viability. Addressing these parking challenges is essential for fostering a thriving downtown environment that supports local commerce.

  Creating "People Streets" is not the answer to a thriving downtown community.

- *I think people would be unlikey to park outside downtown and then shuttle in. It works for one day events/festivals because there is a benefit (seeing a band, going to a wine show/craft fair) realized. Would people use this to go to Smith Rock Records? The Tower Theatre? Footzone?*
- *Terrible idea for this location. Try it somewhere else, CBD, Discovery Park, Jackstraw, Caraway, Petrosa, Etc... where the developer would like to add people streets.*
  People streets downtown will further limit parking, impede traffic flow and directly negatively impact the businesses on the street. Eventually, the negative impacts will spread throughout town.
- *From what I have heard, even cities with year round good weather have struggled with people streets. Downtown businesses already struggle with the seasonality of Bend. Lack of close parking for patrons would close these businesses.*
- *I am optimistic that the city is going to listen to downtown and do their homework on the success rate of people streets. These streets are currently failing in the more temperate climates of Ventura and Santa Barbara.*
- *I would like to see the City develop solutions to traffic and congestion that people will use like improved transportation systems, shuttles, improved roads and parking. People Streets, low-car streets and bridges for less than 0.5% of the public will use is not the solution, they waste money that could be used for real solutions.*
- *Parking lots basically "suck". Forget those silly signs that cannot be read and also look tacky. No one can figure them out and no one actually knows the names of those lots. And, I don't make enough as an hourly employee to afford to be able to park in a lot even if it is just a $1/hour. Infact, most of the service people and/or part time employees do NOT make enough to afford parking. I'm physically not able to bike into work.*
  People streets seem like a good idea to attract the tourist traffic, but what about those of us who work here.
- *Run this experiment in some other part of town. Not downtown. Why downtown? Foolish. Tone deaf.*
- *I'm all for it, IF there are ways for cars/trucks to access or be near by*
- *There MUST be additional parking added. It CANNOT be "or other transportation options."*
- *Question 11: most customers would be supportive of the concept until they realized how difficult it would to access our business. After a number of visits they would likely go to another service provider. They would be supportive of restaurants, bars, gift store that typically don't have heavy items or large items to carry to and from their car. If a plaza, shared or low car street was implemented for Oregon Avenue we would likely move our business out of downtown. This would be a huge expenditure of money and very likely a loss of business for several years after the move. Offering a delivery service to our customers would cost 80-100k per year for salary, insurance, vehicle and other related expenditures.*
- *People come downtown to shop, dine and be entertained. Most of the entertainment and dining is at night. We need more parking as folks don't ride their bikes at night. If there was frequent and reliable shuttling from various parts of the city (like even 15 minutes), it may be a possible solution.*
- *If For whatever reason you consider pivoting off this battle. It is my belief that an actual in-forced 16mph would be the most cost effective bang for your buck.*
  Simmer down

Save gas
Cleaner air and water
Revenue streams

- *One thing that no one touched on today was the homeless issue that Eugene had when they did this. They closed up their downtown to cars and it killed their downtown. The homeless moved in and they had to completely change their whole plan and redo everything. I think we need to be very mindful moving forward. Just because we have to talk about doing something like this doesn't mean that running this through the middle of downtown is the best place for it.*
  Also I don't think sacrificing Mirror Pond North Lot for some public bathrooms is a fair trade off. Dealing with farmers market one day a week in the summer is bad enough. Please ask stakeholders about their sales on those days and how the market makes or breaks them. We take a huge loss that day but take one for the team so to speak. The thought of that everyday? Ugh.
  We have never denied use of our restroom to the public, we don't advertise it but I would never turn someone away, ever.
- *I support this initiative, and the larger context of low carbon neighborhoods. For reasons that are not clear to me, many of my fellow business and property owners presume bad faith on the part of the city. While I do not believe it is fair, it is nonetheless the environment in which this study is taking place.*
  Though I do not believe this is the city's fault, I believe that the city must radically improve its communication strategy to get ahead of this perception. Aggressive outreach that simplifies and clarifies the multiple initiatives under way, which will result in projects and which will only result in considerations for possible future projects, where the funding and mandate come from, etc.
- *City staff and Council need to prioritize planning to ADD parking spaces and structures to Downtown Bend.*
- *This is widely negative to our business and access to our businesses in downtown.*

Full Survey Questionnaire

The State of Oregon passed new planning rules in 2023 focused on reducing carbon emissions and improving quality of life, especially for vulnerable communities. As part of this, the State now requires cities with over 100,000 people, like Bend, to allow for "low-car districts" (people streets) in all mixed-use and residential areas. The intent of these districts is to reduce environmental impacts from transportation, and make it easier for people to get around safely without a car. Bend will be required to allow people streets as part of its next Transportation System Plan update that will likely begin in late 2025, along with several of Bend's other long-range plans.

Bend is completing a Planning for People Streets Study to help prepare for this new rule. We would like to discuss people street ideas with Downtown businesses – your input will help inform future policy considerations regarding people streets, which will weigh impacts to businesses and evaluate community benefits. While the City is not considering any people (or "low-car") streets in Downtown Bend at this time, we would value your thoughts and expertise as an urban area business in Bend to support people street considerations citywide. This survey is expected to take 15-20 minutes to complete. We appreciate your time!

This survey will be available through January 17, 2025

1. Are you a...? (check all that apply)
    - Downtown Business Owner
    - Downtown Property Owner
    - Downtown Employee
    - Other (please specify)

2. What is your overall sentiment on Downtown business vitality?
    - Downtown businesses are thriving
    - Downtown businesses are doing okay, but have some challenges
    - Downtown businesses are struggling to survive
    - Other (please specify)

3. What is the name of the business you own, where you work, and/or address of your property? (optional)

4. What is the type of business in which you work, you own, or that is located within your buildings (check all that apply)?
    - Retail
    - Restaurant/Bar
    - Coffee shop
    - Personal services
    - Entertainment

- Other (please specify)

5. How many employees work at the Downtown business or property?
    - 0-5
    - 6-10
    - 11-20
    - 21-30
    - 31+

6. How do most of your customers get to the Downtown business?
    - Drive & park
    - Bike
    - Walk
    - Transit
    - Other (please specify)

7. How do most employees get to the Downtown business or property?
    - Drive & park
    - Bike
    - Walk
    - Transit
    - Other (please specify)

8. Where do most employees commute from to get to the Downtown business or property?
    - Bend City Limits
    - Within 15 minutes of Bend (ie. Tumalo, Sunriver, Deschutes River Woods, etc)
    - More than 15 minutes from Bend (ie. La Pine, Redmond, Prineville, Madras, etc)

9. What types of deliveries does the business or property you own or work at typically receive and at what hours of the day?

People Streets are designed for people to walk, bike, and roll. To support this, car traffic can be slowed down, reduced, or restricted. People Streets can help improve health and quality of life, foster a sense of community, and reduce carbon emissions. They can make it easier to use transportation options other than driving. *People Streets reconsider the balance of the available space in the street, and how it is divided or shared between cars, bikes, pedestrians, and spaces for social activity.* They are intended to benefit businesses by creating a pleasant, safe and attractive environment that encourages shopping, dining, and spending time.

Potential benefits of people streets include increased pedestrian space, landscaping/trees, and improved space in the public right-of-way for business activities (e.g. street dining). Potential impacts of people streets could include a reduction of on-street parking spaces directly in front of business, and

changes to vehicle circulation. This study is intended to help us understand and document potential benefits and impacts.

The City is currently exploring four new “people street” types that we would like your input on.

- Plaza Streets
- Shared Streets
- Low-Car Streets
- Neighborhood Greenway

10. What are your thoughts on the potential inclusion of people streets in Downtown?
    - Generally supportive
    - Would only be supportive under certain conditions such as:
    - Interested but have some concerns such as:
    - Not supportive
    - Uncertain/need more information such as:

11. How do you think your customers would respond to people street designs in Downtown?
    - Very supportive
    - Supportive

- Neutral
- Unsupportive
- Very unsupportive

12. Based on the example images, which of the street types would you be supportive of in Downtown? (Check all that apply)
    - Plaza Street
    - Shared Street
    - Low-Car Street
    - Neighborhood Greenway
    - None of the above
    - Uncertain/Need more information

13. What benefits or concerns would you have if a plaza street was located Downtown?

14. What benefits or concerns would you have if a shared street was located Downtown?

15. What benefits or concerns would you have if a low-car street were located Downtown?

16. What benefits concerns would you have if a neighborhood greenway were located Downtown?

If a People Street was located in Downtown, what do you think about the following strategies?

17. People streets could be implemented seasonally (summers only?)
    - Agree
    - Neutral
    - Disagree

18. People Streets could be piloted, tested and adjusted before they were considered for long term improvements?
    - Agree
    - Neutral
    - Disagree

19. People Streets could be successful if additional parking or other transportation options were provided nearby?
    - Agree
    - Neutral
    - Disagree

20. Is there anything else you would like to share with the City about this study and/ or people streets?

21. What form of communication is the best way to keep you involved in the project?
    - Emails
    - Bend Business Advocate Newsletters
    - Social Media
    - DBBA meetings
    - Other (please specify)

The City will continue to evaluate People Streets ideas in Bend. If you would like to continue to participate in this conversation, please provide your email address:

People Streets Steering Committee #3:

March 17, 2025

Agenda

People Streets Steering Committee Meeting #3

Monday, March 17, 2025
Board Room, Bend City Hall
710 NW Wall, Bend, Oregon
3-5pm PST
This meeting will be held in person and via Microsoft Teams

To Join via Computer:

Login: https://teams.microsoft.com/l/meetup-join/19%3ameeting_NGY1M2UyZmMtZTVmNS00MTgxLTlmNGEtNDIyZWQxZTNkMTc1%40thread.v2/0?context=%7b%22Tid%22%3a%221c153348-15ef-4708-aebf-1e25e57dc400%22%2c%22Oid%22%3a%22fd84715c-af22-4c5d-9ffb-cc38d73f3a8d%22%7d

Meeting ID: 296 051 375 322 Passcode: jc6DL7ws
You may call into the meeting

- Dial +1 503-946-5336
- Phone conference ID: 441 017 299#

If you have **technical difficulties** connecting to the meeting, call 541-323-8573

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1. **Introductions (10 minutes)**

Please introduce yourself, identify your preferred pronouns and any organizations that you represent or are a part of. Staff will review the agenda.

2. **Project Updates (10 minutes) – Susanna Julber, City Staff**

City staff will provide an update on where we are in the project process, what has occurred since the last meeting and provide an update on the equity framework.

3. **Summary of Open House Feedback (15 minutes) – Susanna Julber**

City staff will provide an overview of the feedback received from the project open house.

4. **Case Study: Juniper to Drake Park (45 minutes) – Kayla Fleskes-Lane, DKS Associates**

Staff will describe changes to the Juniper to Drake Park case study route since last meeting and what we learned from the Case Study. We will then breakout into small groups to discuss what we learned from the Case Study and how these findings might apply to other areas of the City before discussing as a large group.

5. **Preview of Policy Concepts (10 minutes) – Kayla Fleskes-Lane, DKS Associates**

Staff will provide an overview of the policy and topic areas that have been identified for discussion in the final memo, which will act as a roadmap for policy implementation.

6. **Next Steps (5 minutes) – Susanna Julber**

We will talk through the final steps for the project.

Language Assistance Services & Accommodation Information for People with Disabilities
You can obtain this information in alternate formats such as Braille, electronic format, etc. Free language assistance services are also available. Please contact Susanna Julber at **sjulber@bendoregon.gov** . Relay Users Dial 7-1-1.

Servicios de asistencia lingüística e información sobre alojamiento para personas con discapacidad
Puede obtener esta información en formatos alternativos como Braille, formato electrónico, etc. También disponemos de servicios gratuitos de asistencia lingüística. Póngase en contacto con Susanna Julber en **sjulber@bendoregon.gov** . Los usuarios del servicio de retransmisión deben marcar el 7-1-1.

Planning for People Streets

People Streets Steering Committee Meeting #3

March 17, 2025

Introductions

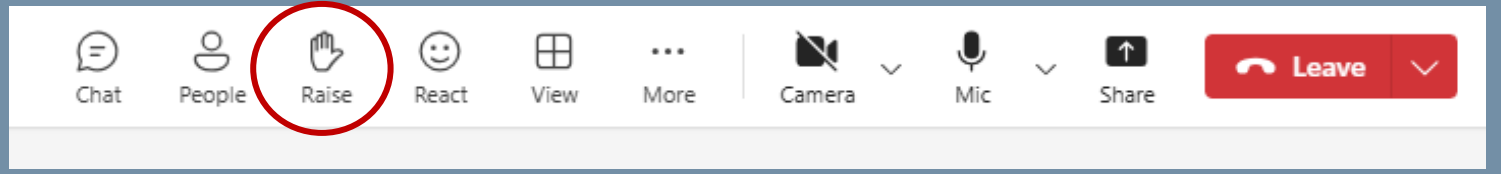
Name

Preferred Pronouns

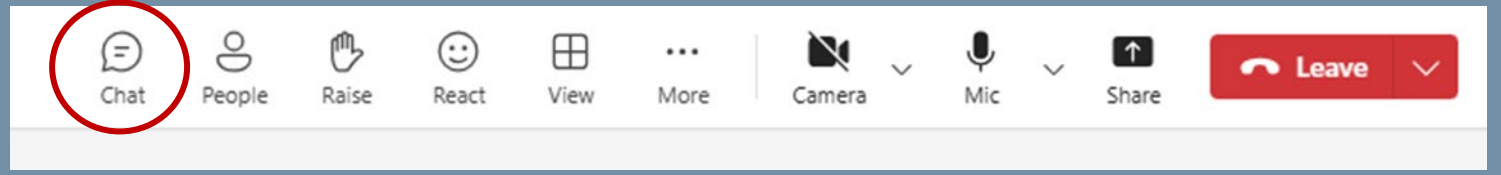
Organizations/Affiliations

Hybrid Meeting Guidelines

- Please click the **raise hand** icon to speak.



- You can input questions in the **chat**, we will try and answer all questions.

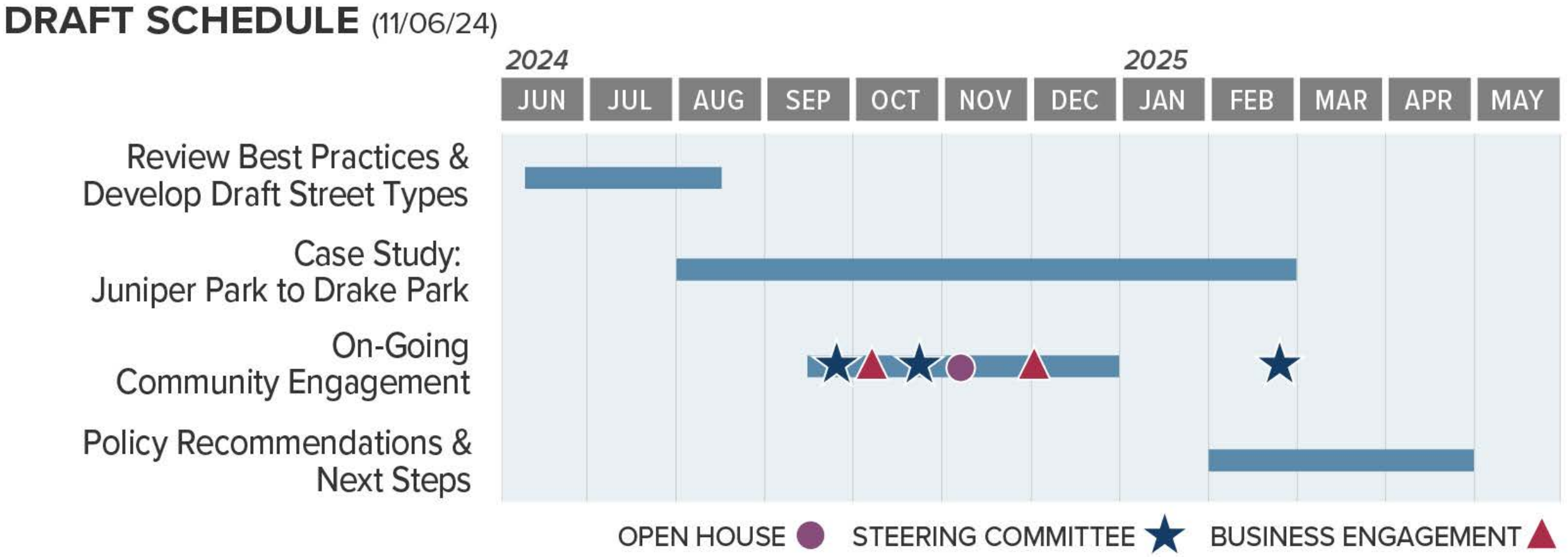


Agenda

1. Introductions (10 minutes)
2. Project Updates (5 minutes) – Susanna Julber, Transportation Planner
3. Summary of Open House Feedback (10 minutes) – Susanna Julber
4. Update on GARE framework for project – Andrés Portela, Equity & Inclusion Director (10 minutes)
5. Case Study: Juniper to Drake Park (45 minutes) – Kayla Fleskes-Lane, DKS Associates
6. Preview of Policy Concepts (10 minutes) – Kayla Fleskes-Lane
7. Next Steps (5 minutes) – Susanna Julber

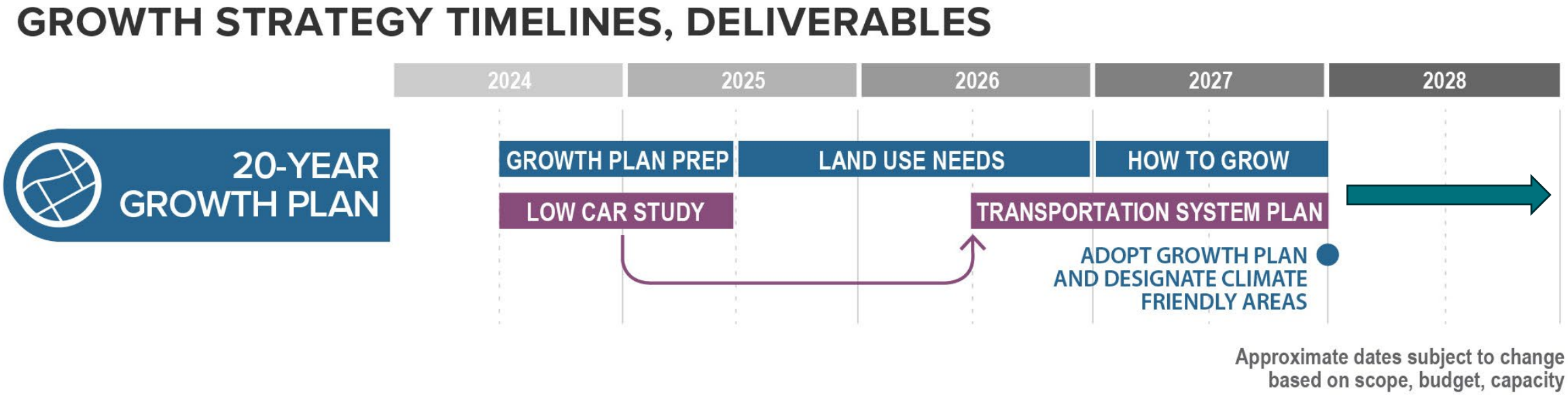
Project Updates

Project Schedule



How the People Streets study fits into growth planning?

This study will help inform the next update to the Transportation System Plan (2026-2028)



Since our November 1 Steering Committee Meeting #2

Drafted Case Study Evaluation Memo

- Incorporates edits to Case Study route, documents what we learned and how it should influence policy recommendations

Starting to work on Next Steps & Recommendation Memo

- Will serve as a roadmap for what policy documents the City will need to update to meet state requirements and allow for People Street concepts

Engagement: 2024

- November 15: People Streets Open House, Crows Feet Commons
- November 15 to December 6: Online Open House
- December 9: Bend Downtown Business Association Stakeholder meeting
- December 9 to January 17, 2025: Downtown Business Survey

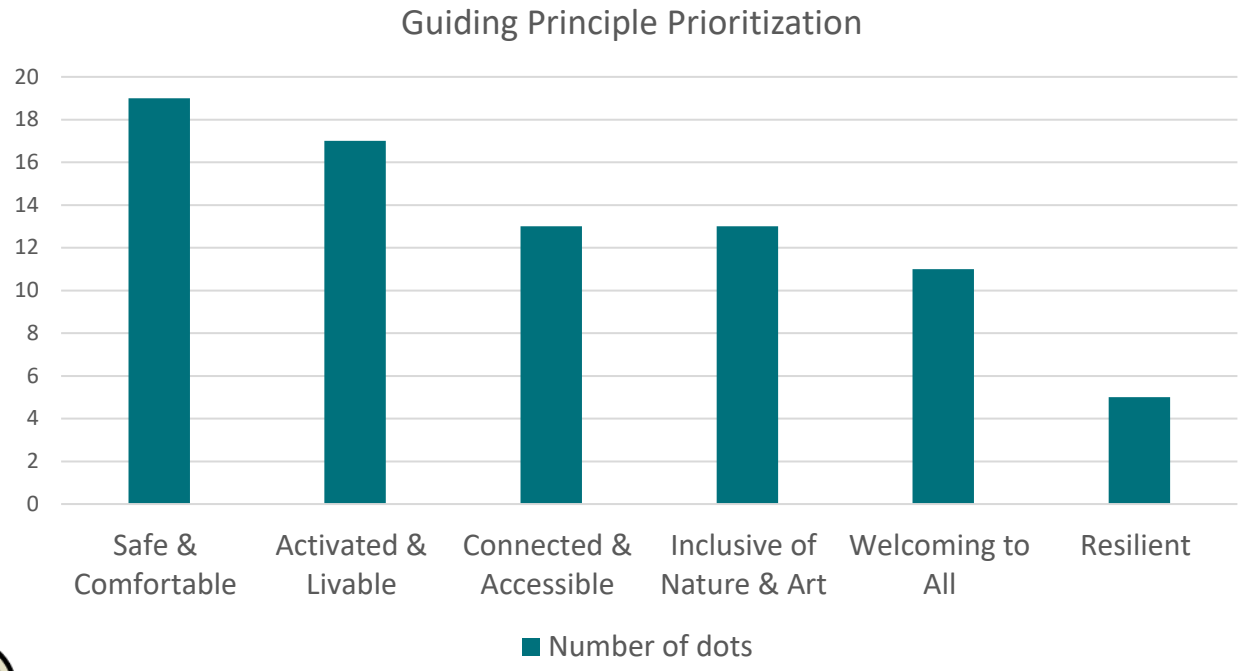
Engagement: 2025

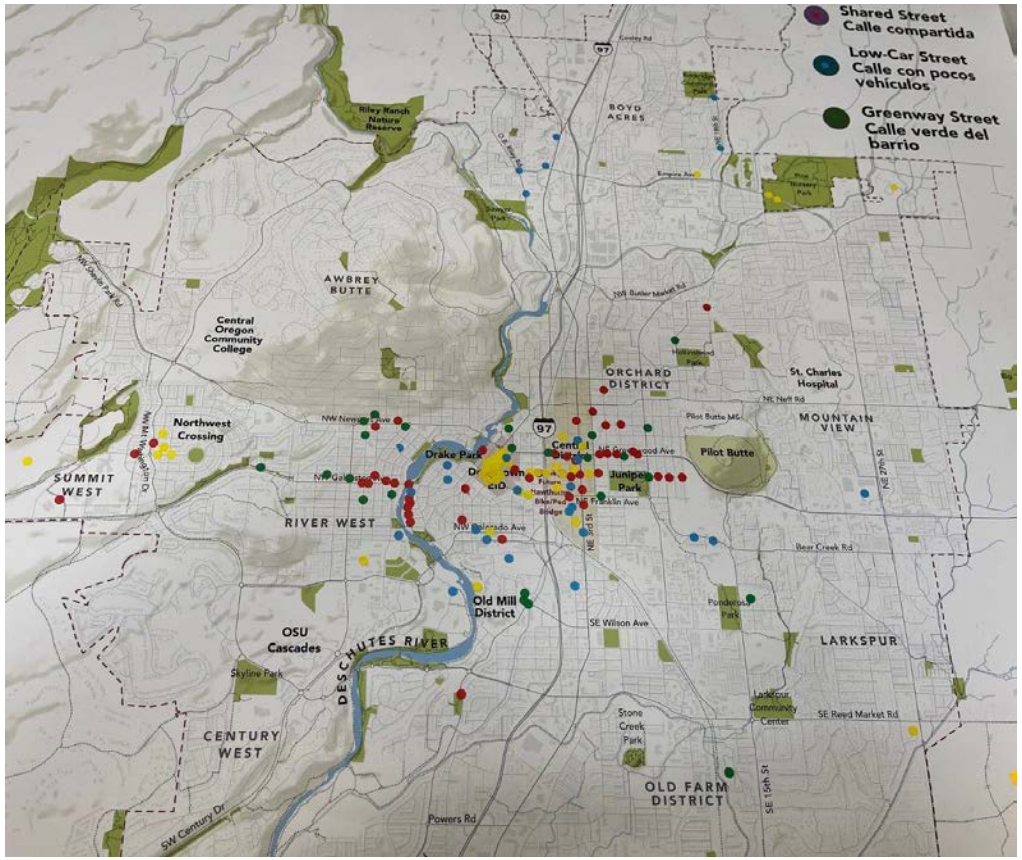
- March 17: Steering Committee meeting #3
- April 23/ TBD: City Council Community Building Subcommittee Mtg
- Additional: Avanza program, BPAC presentation April 17

Outreach Summary

People Streets Open House Feedback

- 50+ people attended in person open house
- Online open house closed December 6
- Open House summary available on project webpage





Map of desired people street locations from in person open house

Online Open House summary

Questions/ comments include:

- Ensuring accessibility to folks with disabilities
- Support all modes of transportation
- Long term maintenance
- Incorporating covered streets/ plazas for weather resilience

20 respondents

Key themes:

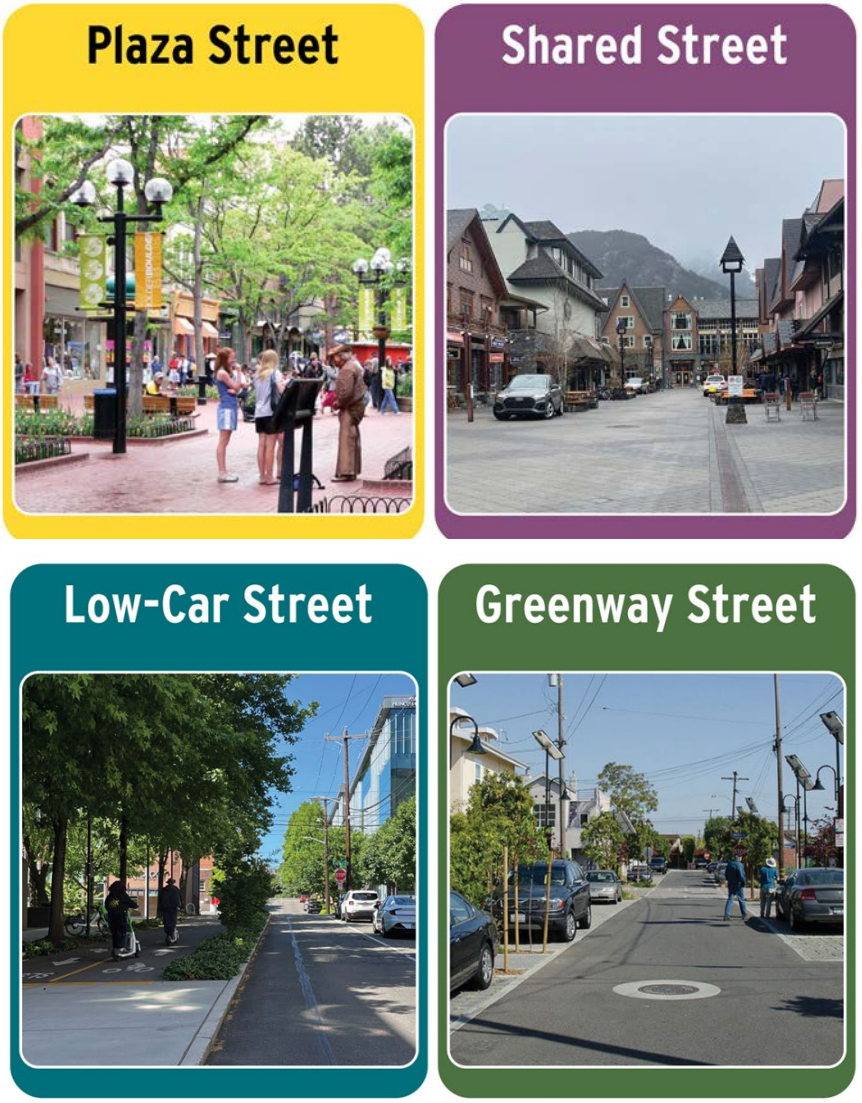
- Emphasize safety and comfort
- Connectivity and accessibility
- Increase pedestrian friendly zones

People Streets potential locations mentioned:

- Downtown, other existing gathering places
- Greenwood, Franklin, NW Baltimore, Awbrey Rd., Galveston, Columbia, SE 2nd St., NE 10th St.

Feedback: Four different street types

- Concerns about safety and traffic calming measures.
- Accessibility for all.
- Plaza streets were preferred for transforming areas into vibrant, pedestrian-friendly spaces.
- Shared and low-car streets received mixed feedback, with some respondents highlighting cultural resistance and the need for significant planning and separation of modes to ensure effectiveness.
- Greenways were suggested parallel to roads with faster-moving traffic to maintain safety and connectivity.



Downtown Meetings

What we heard:

- Hawthorne Bridge & closure
- Parking modifications
- Greenwood Ave/ Midtown Crossings
- Brooks Alley and North Mirror Pond Lot Redesign
- Access- freight, deliveries
- Parklets & Special Events
- Safety
- Business success

Downtown Business Survey summary

90 survey respondents

59% downtown business owners, 24% downtown employees, 7% as downtown property owner

14% respondents supportive of People Streets in Downtown, or supportive with some concerns; 64% not supportive of People Streets downtown.

While almost 68% of respondents were not supportive of any of the types of People Streets, a Shared Street concept was favored by 22% of those who responded.

70% of respondents were not supportive of People Streets seasonally (summer only), while 30% were either supportive or neutral.

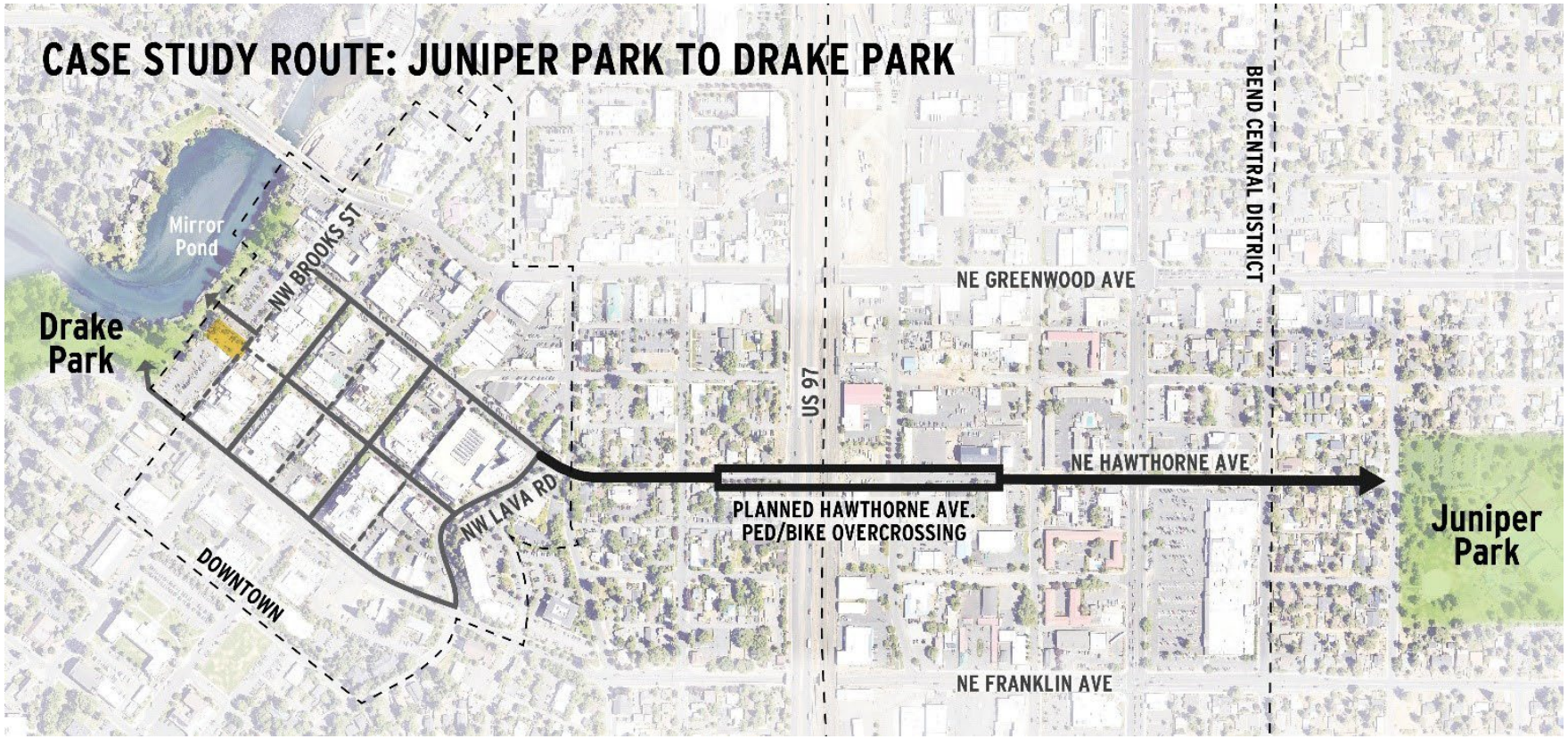
Respondents indicated more support for People Streets if **parking** or other **transportation options** were provided nearby.

Update on GARE/ Equity Framework

Juniper to Drake Park Case Study

Review PDF

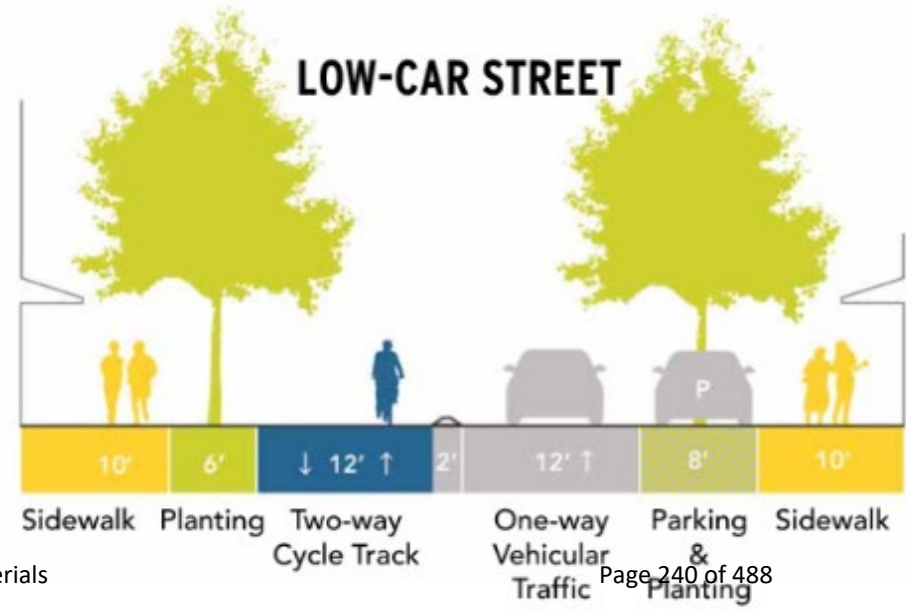
Purpose of Case Study



- Understand how different treatments or policies might work in a real-world example
- Understand potential benefits and tradeoffs that will need to be considered in the future when developing code and policy changes to support the implementation of the new state requirements citywide.

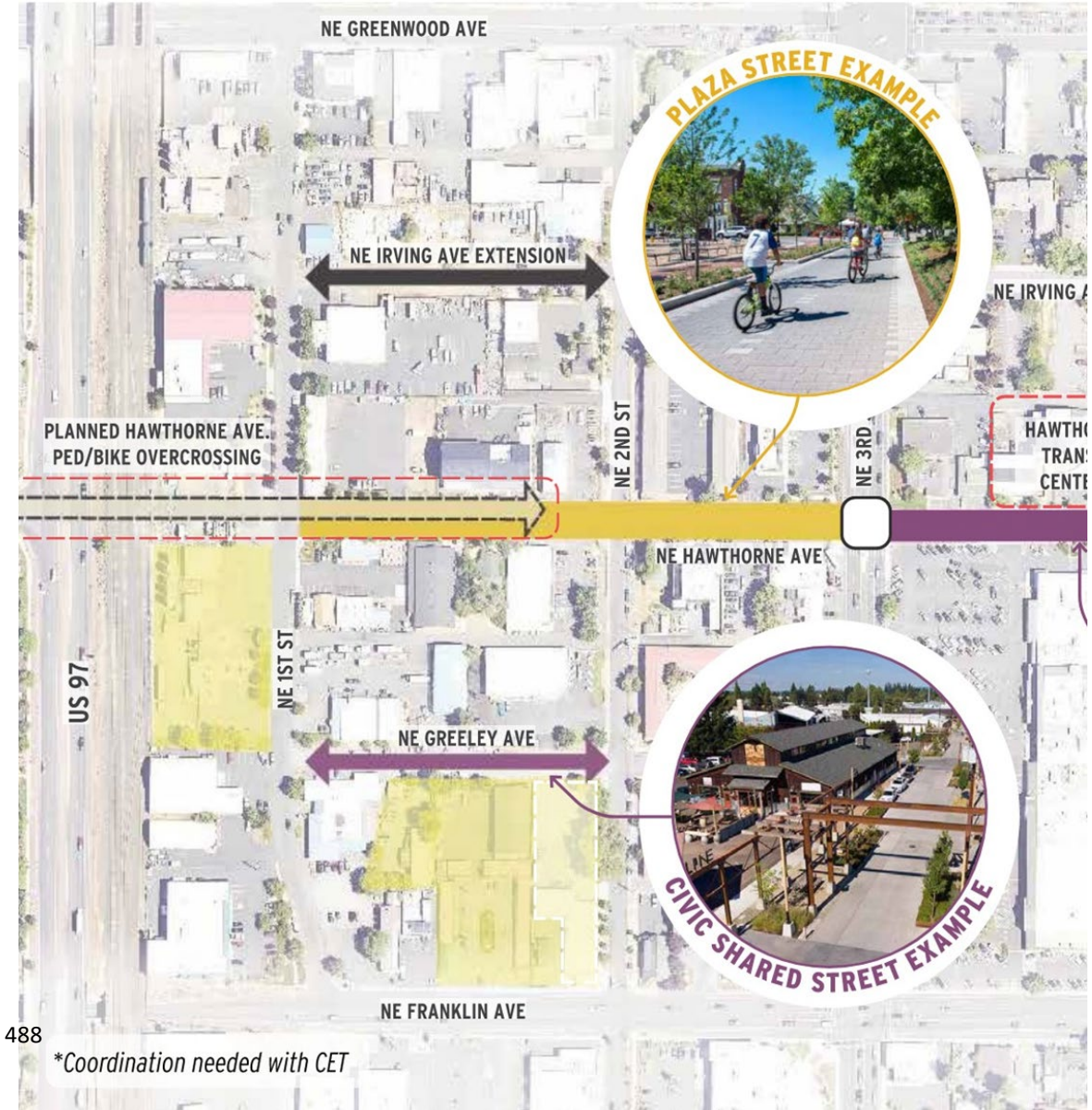
East Side - Scenarios

- East side scenarios generally unchanged from last meeting.
- Evaluated low-car street, shared street and plaza street options.



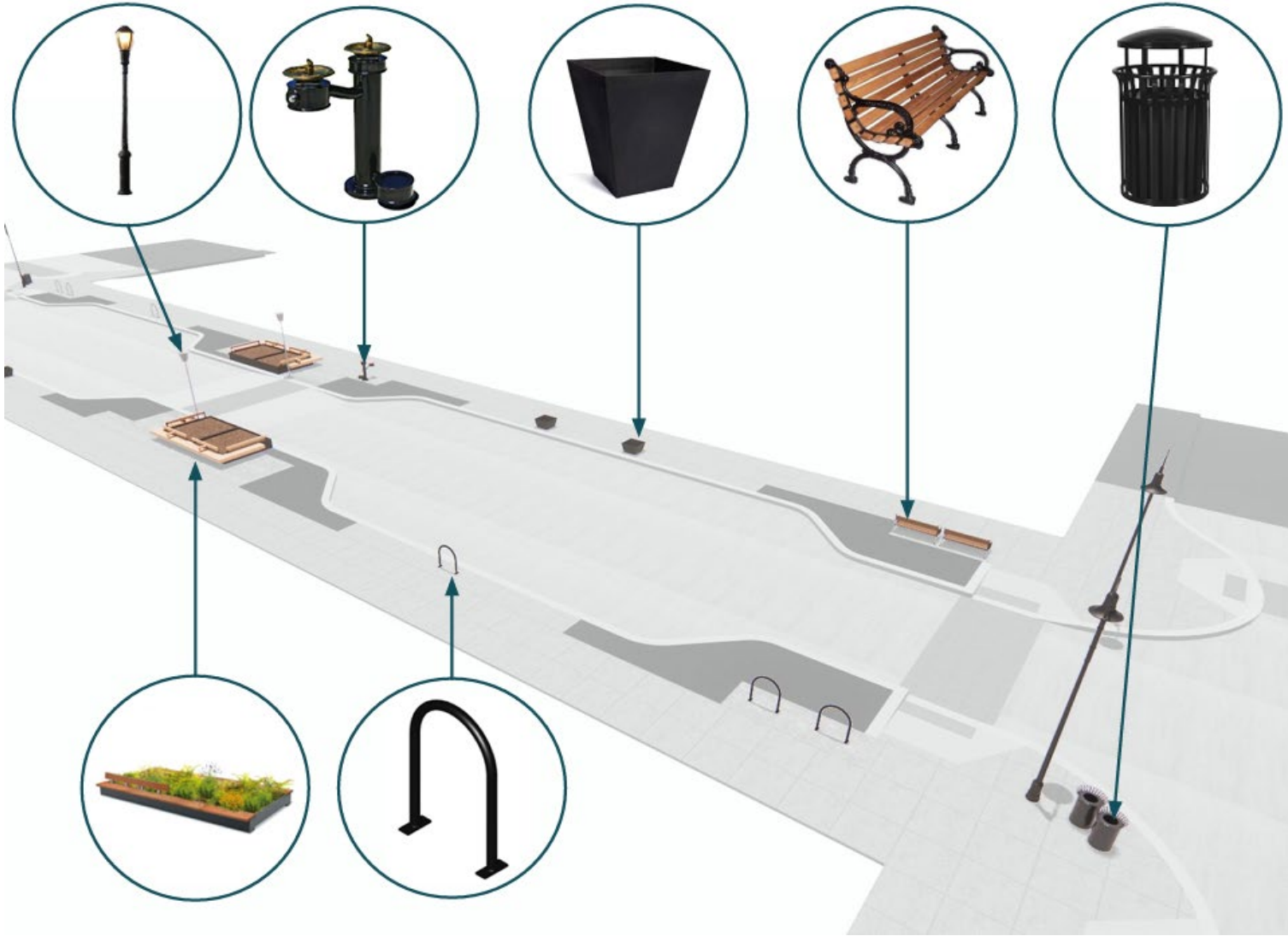
East Side – Key Themes

- Area traffic circulation
  - Highlights importance of local street connectivity as complementary to People Streets, particularly People Streets with higher levels of traffic pattern changes (e.g., Plaza Streets)
- Street design standards
  - City does not have standards today that would easily allow for plaza streets or shared streets.



East Side – Key Themes

- Urban design and placemaking standards
  - Particularly for plaza and shared streets, opportunity to include more placemaking features
- Street activation
  - Particularly for plaza and shared streets, fronting land uses should be compatible and encourage active use of the street



McMinnville 3rd Street Concept Design

East Side – Key Themes

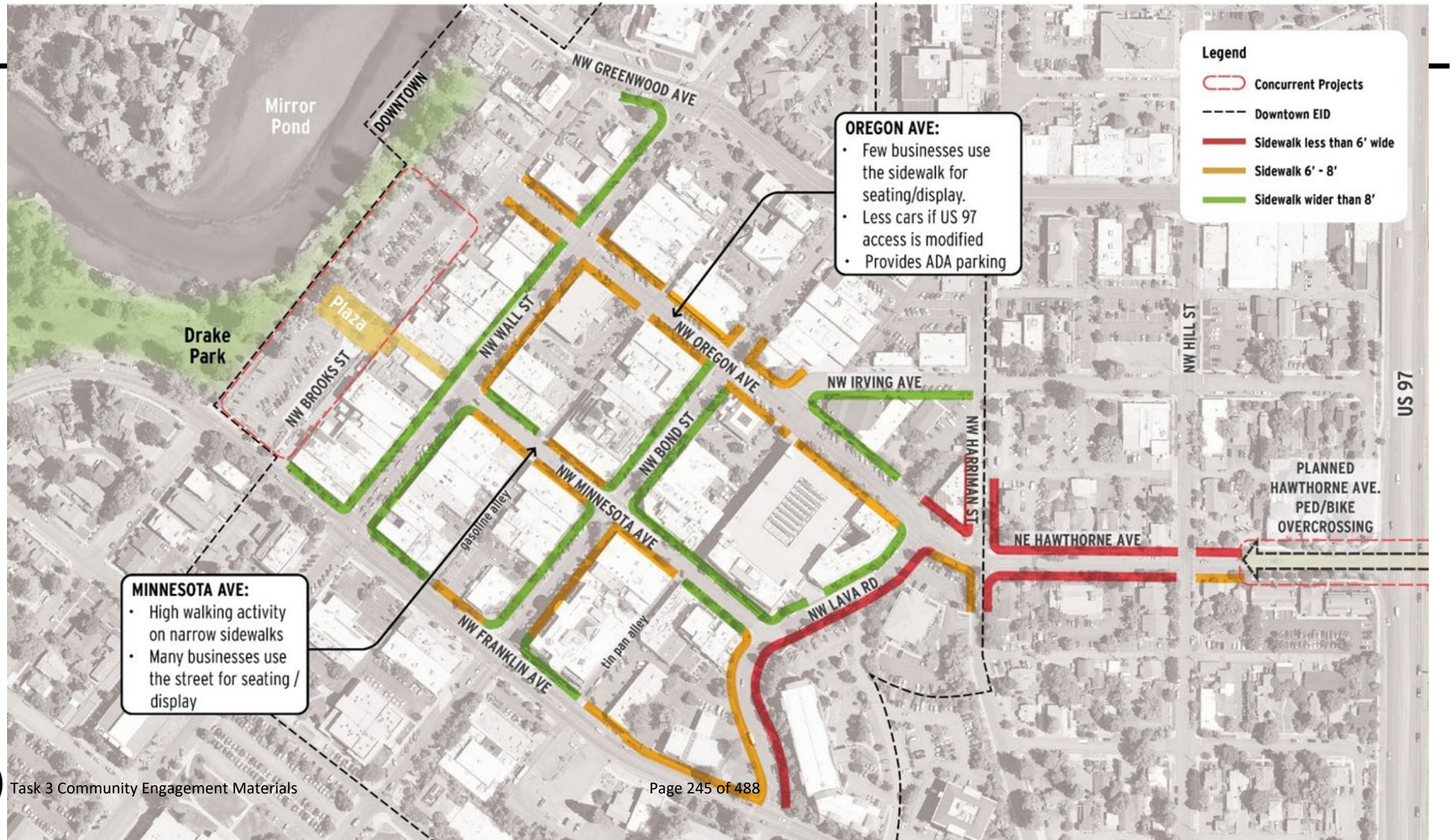
- Emergency service access
- Maintenance needs

West Side - Scenarios

- West side alternatives focus on broader route considerations:
  - East-West Routes
    - Greenwood Ave
    - Oregon Ave/Hawthorne Ave
    - Minnesota Ave
    - Franklin Ave
    - Neighborhood Greenway
  - North-South Routes
    - Harriman St
    - Lava Rd
    - Wall St/Bond St
    - Brooks St/Tin Pan Alley/Gasoline Alley

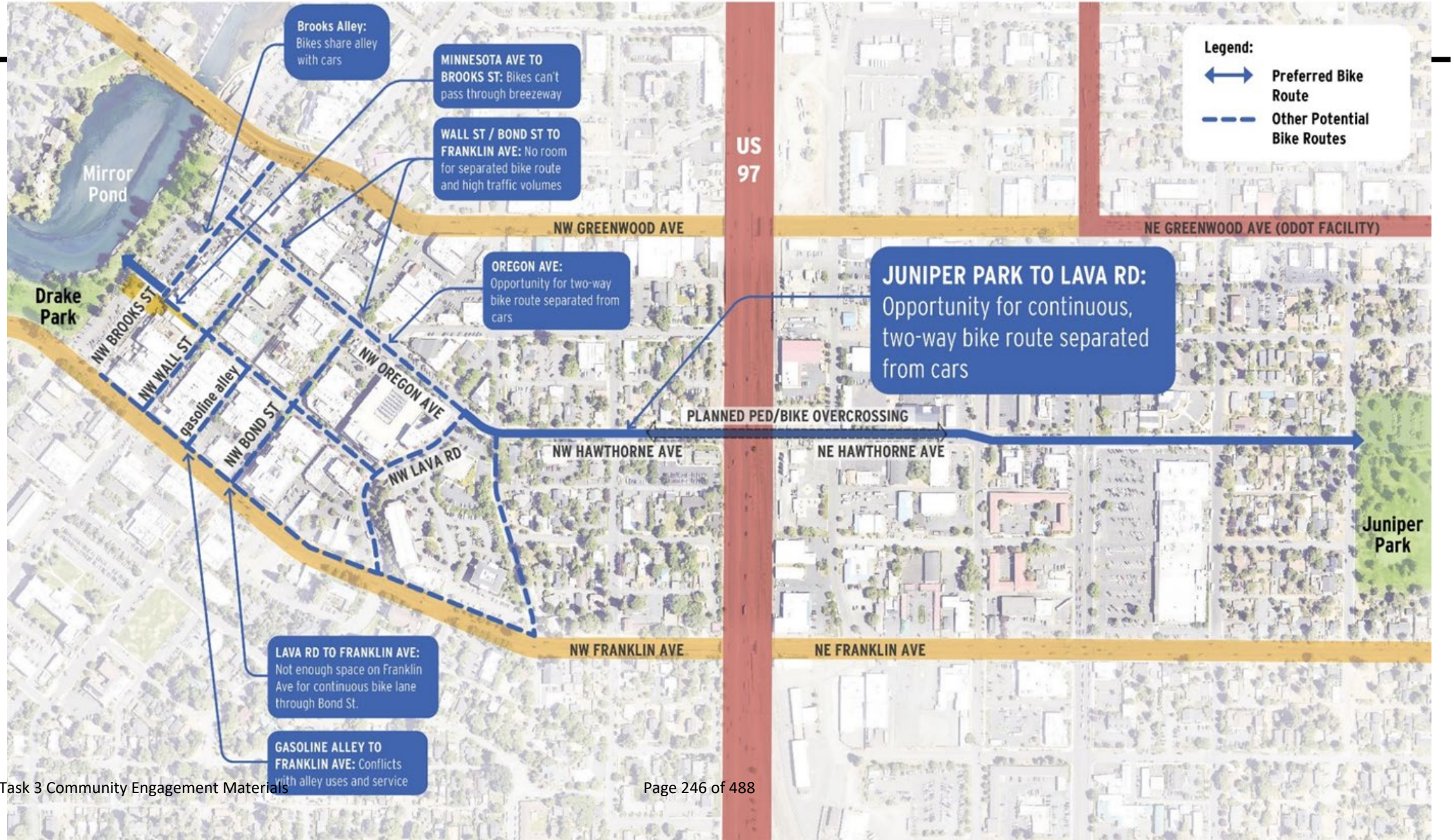
DOWNTOWN PEDESTRIAN ENVIRONMENT

DRAFT



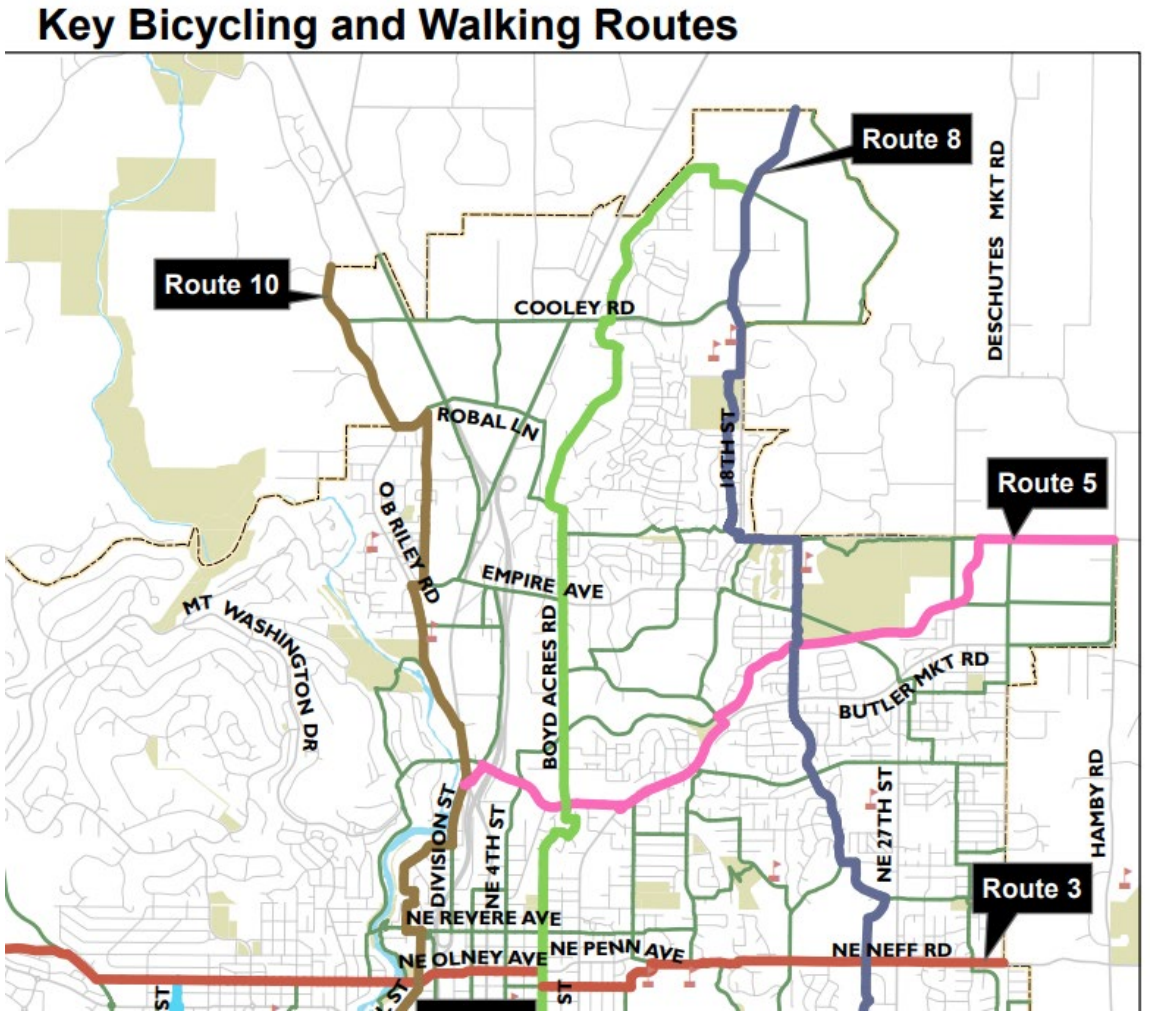
BIKE ROUTE STUDIES

DRAFT



West Side – Key Themes

- **Route selection:** In areas that are already developed and thriving, route selection will become critical to help achieve the intent of People Streets while balancing the tradeoffs that can come with a retrofit of an existing street (e.g., parking changes, emergency vehicle access needs, etc.)



Bend TSP

West Side – Key Themes

- **Balancing tradeoffs in the built environment**

DENVER COMPLETE STREETS DESIGN GUIDELINES

EXAMPLE

Right-Of-Way Allocation Priorities

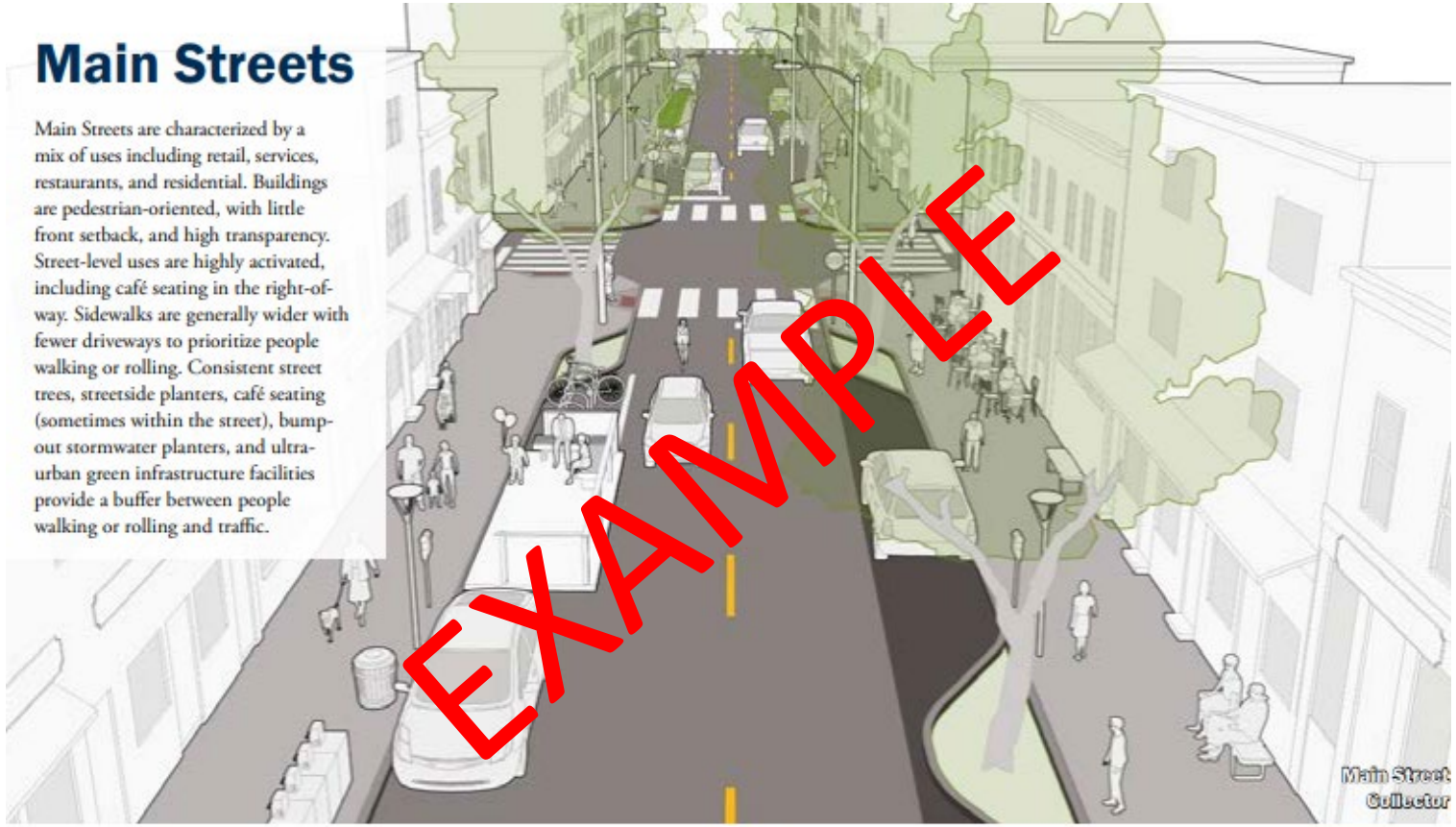
Street Elements	Low	High
Overlays		A C
Frontage Zone	A	C
Sidewalk		A C
Amenity Zone		A C
Curbspace	A C	
Drive Lanes	C	A
Medians	A	

A Arterial
C Collector

Denver's modal hierarchy prioritizes people walking, rolling, bicycling, and using transit. For this reason, relevant overlays should be the highest priority on any given street type. Consult the Overlays section for guidance on how to apply overlays.

Main Streets

Main Streets are characterized by a mix of uses including retail, services, restaurants, and residential. Buildings are pedestrian-oriented, with little front setback, and high transparency. Street-level uses are highly activated, including café seating in the right-of-way. Sidewalks are generally wider with fewer driveways to prioritize people walking or rolling. Consistent street trees, streetside planters, café seating (sometimes within the street), bump-out stormwater planters, and ultra-urban green infrastructure facilities provide a buffer between people walking or rolling and traffic.



Example Streets

» E Colfax Avenue

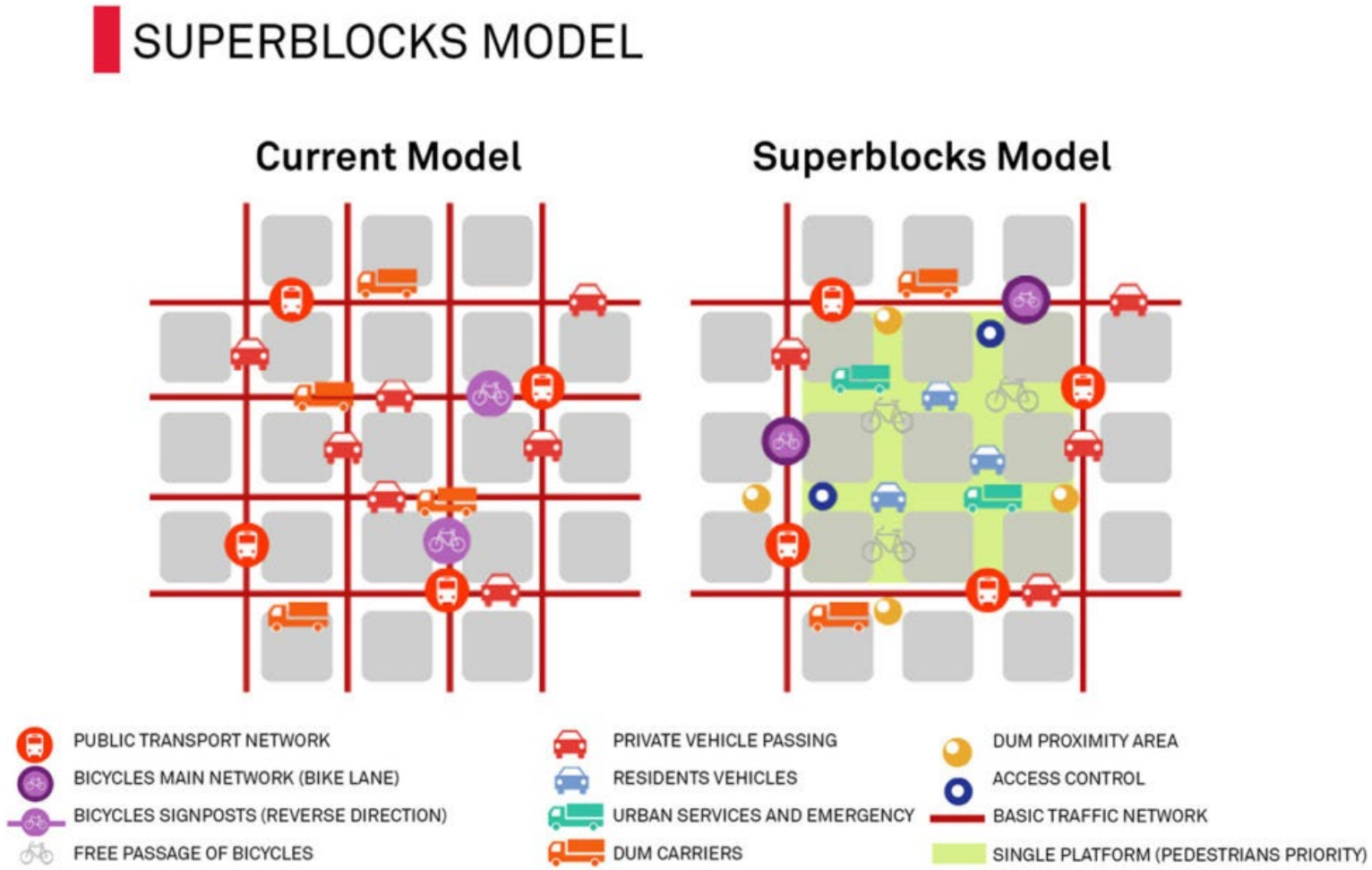
» Tennyson Street

	Frontage Zone	Sidewalk Zone	Amenity Zone	Curbspace	Outside Travel Lane	Inside Travel Lane
Preferred	-	12'	8'	8'	12'	10'
Minimum	0'	8'	5'	7'	11'	10'
Maximum	10'	-	12'	9'	12'	11'

DENVER COMPLETE STREETS DESIGN GUIDELINES

West Side – Key Themes

- **Area traffic circulation -** changes that limit vehicle circulation on one People Street could have implications for the other streets in the area



Source: https://barcelonarchitecturewalks.com/superblocks/

Small Groups

What opportunities/themes did we miss?

Should we highlight anything else that we learned from this Case Study?

Other feedback?

Preview of Policy Concepts

Why are we doing the People Streets study?

To meet state land use and transportation planning requirements in upcoming planning efforts

- Climate Friendly Areas Rules
- Transportation System Plan update
- Development Code/ Standards & Specifications updates

To enable vibrant, people-first streets and spaces in Bend

- Support people safely walking, biking, rolling, using transit, and driving
- Create public places that are inviting and activated
- Support climate goals by reducing vehicle miles travelled

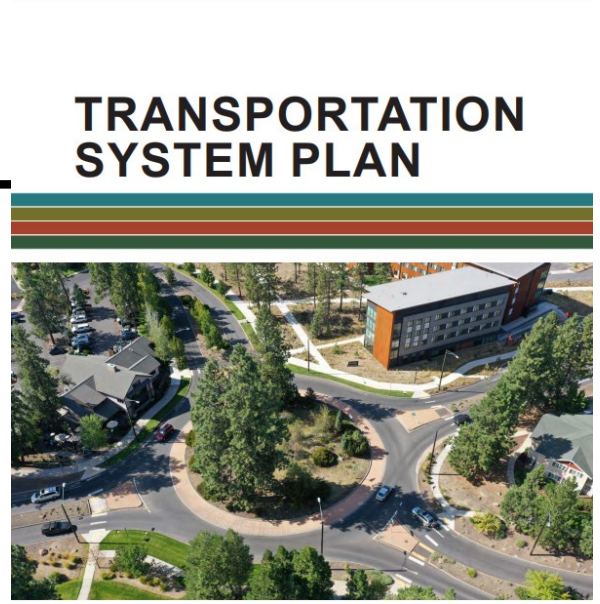
Image: Broadway Street, Eugene

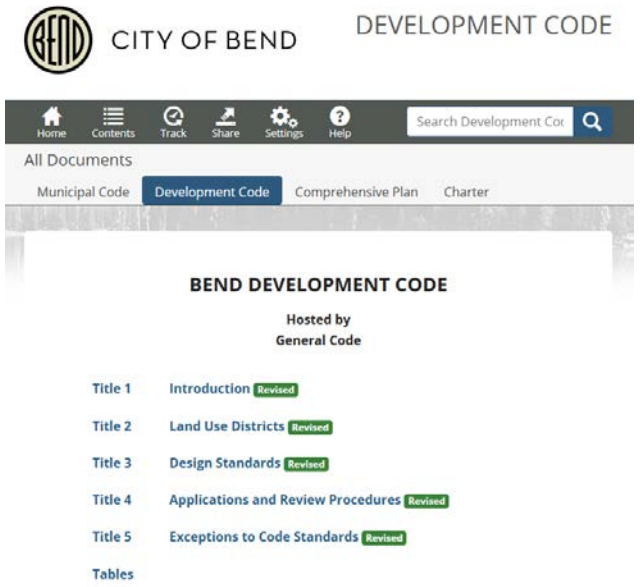
Why are we doing the People Streets study?

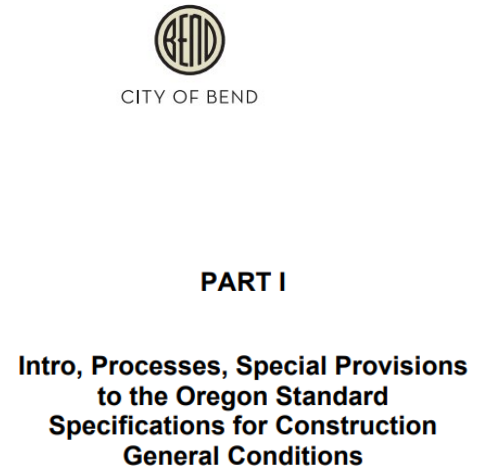
- State Climate Friendly & Equitable Communities rules require cities to allow for Low Car Districts. Per OAR 660-012-0330:
  - Cities and counties with an urban area over 100,000 in population must have **reasonable land use regulations that allow for development of low-car districts**.
  - These districts **must be developed with no-car or low-car streets**, where walking or using mobility devices are the primary methods of travel within the district.
  - Cities and counties must **make provisions for emergency vehicle access and local freight delivery**.
  - **Low-car districts must be allowed** in locations **where residential or mixed-use development is authorized**."

Policy Roadmap Work Underway

- Identify key policy documents
  - E.g., Transportation System Plan, Development Code, Standards & Specifications
- Identify existing processes
  - E.g., Development review

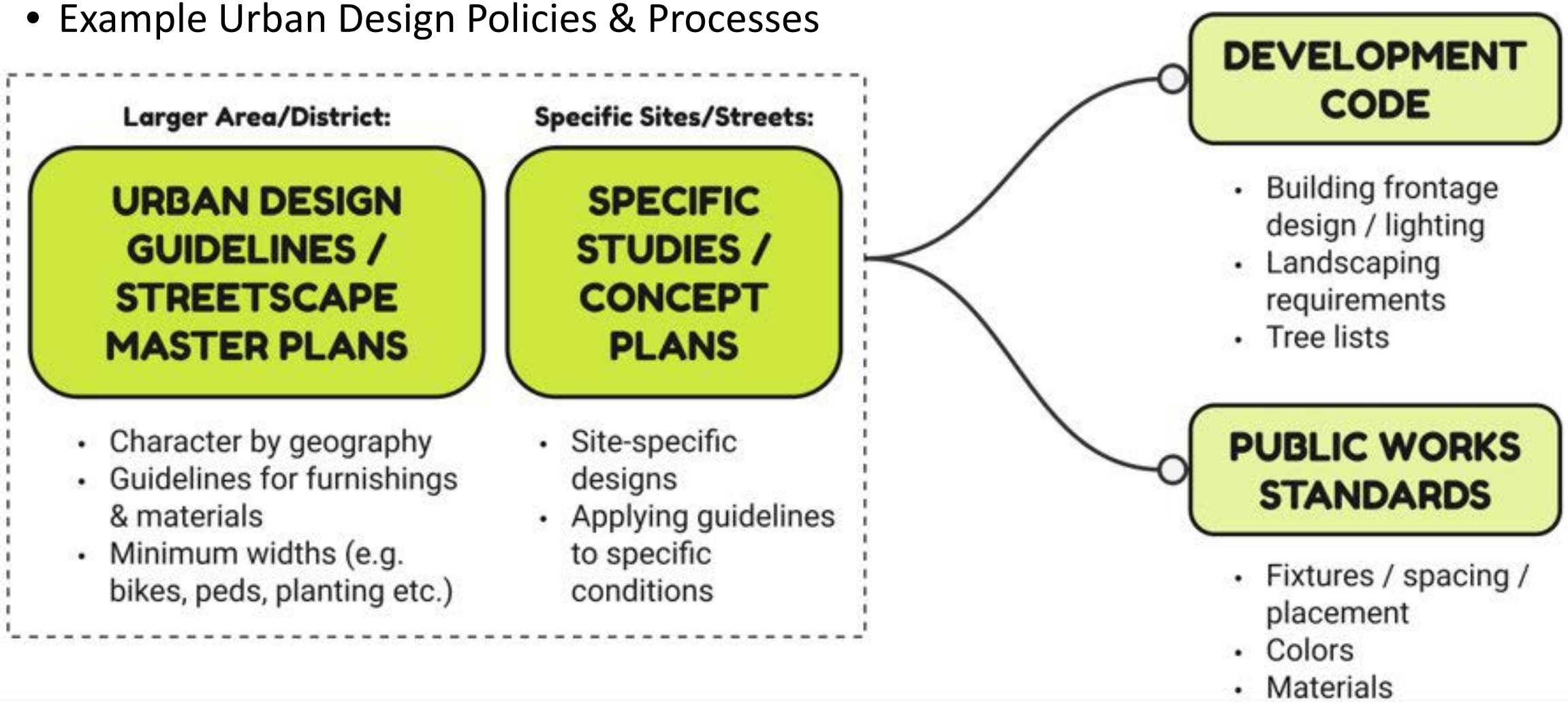






Policy Roadmap Work Underway

- Example Urban Design Policies & Processes



Policy Roadmap Work Underway

- Identify elements of Policy, Design and Project Delivery for the City to consider

- Network Considerations
- Financial Sustainability (Capital & maintenance, EIDs, etc.)
- Urban Design Policies
- Street Activation (e.g., parklets, special events, sidewalk cafes, etc.)
- Business Considerations (e.g., loading, servicing, etc.)
- Equity & Accessibility
- Affordability (Equity)
- Travel Demand Management
- Parking/Curb Management
- Transit
- Mobility Programs (Mobility Hubs/Points & Bike Parking)
- Maintenance
- Etc.

Next Steps

Next Steps

- Share comments on Case Study Evaluation memo: March 28th
- Community Building Subcommittee - TBD (April 23?) Susanna will send an update.
- Early April - Policy memo will be shared for review
- Project ends in May; but stay tuned for Growth Plan/ Transportation System Plan updates

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Susanna Julber at sjulber@bendoregon.gov or 541-693-2152; Relay Users Dial 7-1-1.

Draft Juniper to Drake Case Study

Steering Committee Comments/ Feedback

Research Paper

on the
Climate Friendly Area Mobility
and
Low-Car District Feasibility Study.

March 17, 2025

[This research paper is a draft because the city hasn't completed the final feasibility study yet. Time is running out. The city is anticipating completion by mid-May and submitting even a preliminary copy should be of value to feasibility study's team.]

Prepared by Michael C. Walker

Executive Summary

A. Purpose of this research paper-

Nearly 40 public documents have been reviewed as part of providing an exhaustive professional review of the city's feasibility study. This review makes recommendations to aid in creating an effective, data-driven, objective, and transparent feasibility study.

B. Primary scope of work for state grant-

- Generate a list of "best practices" to support low-car districts in high density "urban" mixed-use areas (CFAs).

- Identify at least 3 alternative routes between Drake Park and Juniper Park.

- Analyze the routes' impact on overall traffic circulation, access management and the economics of the downtown businesses.

C. See pages 49 and 50 for a list of 29 recommendations.

D. Key findings to date –

- ❖ The study's #1 failure is that it does not fulfill critical requirements of the state grant and therefore is a highly questionable "roadmap" for where and how to implement people streets / low-car district streets.

- ❖ The city's #1 hurdle to a successful Cllimate Friendly Area is highlighted.

- ❖ The city's #1 assumption is that if you build it, more people with bike. All available data suggests that this will not happen. The 2020 TSP, 2045 MTP, US Census Bureau, Portland Board of Transportation and Bike Portland.

- ❖ The community's #1 transportation concern is traffic congestion per all the city's statistically valid community surveys. However, the city's proposed road diets on 3 of the 5 east-west corridors will increase congestion. The wrong application of people streets will just make the community angry.

- ❖ The city's study has taken a step backwards since December 2024. Instead of responding to the downtown business concerns, the study avoids including an analysis of impacts from a route by not identifying a route. It kicks the can down the road.

- ❖ The city had a $50,000 budget for community engagement but has little to show for this expense other than a campaign to promote people streets with few facts.

- ❖ A brief analysis of the "people street" objectives is included in the appendix.

Table of Contents-

Chapter		Page
I.	Introduction	4
II.	Definitions and Scope of Work Clarification	5
III.	Task #1 – Multimodal Transportation Gap Summary Memo	7
IV.	Task #2 – Low-car District "Best Practices"	14
V.	Task #3 – Community Engagement	20
VI.	Task #4 – Juniper to Drake Case Study Alternative Analysis and Impact Analysis Memo	24
VII.	Task #5 – Implementation Strategy	46
VIII.	List of Recommendations	49
IX.	Appendix	
	• list of resources used	52
	• Comments on city's People Street program	53
	• Review of the "*Resources: Business Impact of People Streets*," dated December 4, 2024, by Leland Group.	57

IMPORTANT NOTE: Links have been embedded in the text for quick access to key public documents. These links are identifiable by the "underlined blue text." To open, hold down ctrl tab and left click.

I. Introduction to objective, transparent, data-driven research.

In the June 5, 2024 City Council meeting , City Council Issue Summary states –

- ✓ *"In January of 2024, City staff submitted a grant application to the Department of land Conservation Division's 2023-25 grant program to help cities implement the Climate Friendly Equitable Communities program...."*

- ✓ *"Cities in Oregon over 100,000 in population will be required to have reasonable land use regulations that allow for development of Low-car districts. These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district."*

In the City Council meeting on June 5, 2024, the city accepted the state $150,000 grant and authorized a $150,000 contract to DKS Associates. Here is the overview of the scope of work taken from the June 5th City Council Issue Summary –

- ✓ *"Multimodal gap summary for the Bend Central District, a candidate Climate Friendly Area."*

- ✓ *"Low-car district best practices and code concepts."*

- ✓ *"Use a case study to evaluate transportation alternatives for a Juniper Park to Drake Park connection utilizing low-car district best practices."*

- ✓ *"Implementation Strategy for low-car districts."*

I have prepared this research paper to aid individuals in understanding the city's feasibility study and fact-checking city statements with data from public records.

- ✓ I have served on the Downtown Parking Advisory Committee since the creation of the Downtown Parking Strategic Management Plan in about 2017.

- ✓ I just finished my fourth year on the Deschutes County Property Value Appeals Board.

- ✓ I have been the managing partner and property manager of two multi-tenant properties in Bend that we redeveloped in 2005.

- ✓ My prior 27 years was spent in planning, design, project management, construction management, and president of a commercial association of over 7 million sq. ft.

II. Definitions and Scope of Work Clarification -

A set of definitions is necessary to "set the table" to avoid any confusion between what the state grant says about low-car districts and what the city is saying about "people streets."

1. Multi-modal [Bend Development Code – Chapter 1.2] - *means a transportation system or right-of-way that plans for and provides for different transportation modes such as driving, walking, biking, and bus service.*

2. Low-Car District- There is no specific definition listed in Oregon Administrative Rules (OAR) 660-012-0005 "*Definitions*". The best definition seems to be the second sentence of OAR 660-012-0330(7).

- *"These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary method of travel within the district."*

3. **Climate Friendly Areas (CFAs)** [Bend Development Code – Chapter 1.2] – "*means a designated urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services.*"

4. Mixed-use area [Bend Development Code – Chapter 2.3.100(A)] – "*Mixed-Use Districts are intended to provide a balance mix of residential and employment opportunities to create focal points of activity."*

- **"Balance"** is the key word. Without a balance of CFAs employment with sufficient wages to afford the CFAs housing and with CFAs services, the creation of a CFAs that functions as a walkable community will be near impossible to achieve with or without low-car districts.

5. Best Practices – There is no specific definition in the OAR or Bend Development Code. Here is the best definition that I could find (state grant, page 8 of 15)

- *"…an overview of literature and **best practice** of concepts used by other cities to support walkable and active transportation focused mixed-use areas (including code concepts supporting parking management, land development, shared streets/woonerfs, superblocks, and urban design)."* [A short Woonerf was used in the "Jack Straw" project next to the Box Factory.]

6. What is the state's intended location for Low-Car Districts? - To comply with OAR 660-012-0330 (7), the city needs to apply all four sentences of this section

- *Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts.*
- *These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district.*

- *Cities and counties must make provisions for emergency vehicle access and local freight delivery.*
- *Low-car districts must be allowed in locations where residential or mixed-use development is authorized.*

After reviewing the above subsection (7),all the OAR sections for the CFAs (sections 300's), and the grant, It is my professional opinion that the state's intention is that low-car districts were intended to be a key part of a CFAs.

7. **People Streets** – In the fall of 2024, the city began a campaign for a different program which they titled "people streets" that has a much broader scope than the OAR's "low-car districts."

- The state intended "low-car districts" to be located in high density urban mixed used areas (CFAs) where walking, bicycling and rolling, including mobility devices, are the **primary means of travel**.

- The city has defined "people streets" as public right-of-way where walking, biking, and rolling are **prioritized** and motor vehicles volumes are limited, reduced, and/or vehicle speeds lowered. People Streets could be located anywhere.

The city can adopt land use regulations that go beyond the OAR requirements for "low-car districts", but the city should be objective, transparent and accurate in how they promote the city's vision of "people streets." The city's promoted "people street" is not a requirement of the OAR. However, the city has made several presentations that implies their "people street" program is a requirement of new OAR rules.

Recommendation #1 – Do not mislead the community by promoting the city leadership's version of a "people street" is a requirement of the OAR 660-012-0330(7).

Recommendation #2 - The city needs to fulfill the stipulated requirements of the state grant for low-car districts. Is the state aware that the city is using the state's $150,000 for services beyond the grant's scope of work?

III. Task 1: Multimodal Transportation Gap Summary Memo

1. Scope of work:

- ✓ *Budget: $15,000*
- ✓ *Estimated schedule: Complete by end of July 2024*
- ✓ *Meet the requirements of OAR 660-012-325(4) (a), (b), and (d).*

> *(4) A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:*
>
> *(a) A summary of the existing multimodal transportation network within the climate-friendly area;*
>
> *(b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the*
>
> *(d) A list of proposed projects to fill multimodal network gaps identified in subsection (b).*

Additional scope of work - The city and their consultants recognized 660-012-0315 (2)(b) also applies.

> *(2)(b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.*
>
> *(5) A highway impacts summary must identify how the transportation system may be affected by implementation of the climate-friendly area. The highway impacts summary must include:*
>
> *(a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations; and*
>
> *(b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected*

complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and

(c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.

And plus,

- ✓ *The Memo shall include an evaluation of opportunities and constraints for a low-car district in the Bend Central District candidate Climate Friendly Area (CFA) to be built on the existing Core Area Urban Design Framework, as well as a brief summary of recent work from other planning efforts."*
- ✓ *Work product: Memo*

2. Information provided to date:

- The memo titled, "Multimodal Gap Summary, Bend Central District," dated January 30, 2025" was made available late February.

3. Feedback on Task 1 summary:

- **9 recommendations for minor edits on the city's memo.**
- **2 recommendations to complete the stipulated scope of work.**

a. **Pedestrian Network** –

- The figures only show the sidewalks inside the BCD. Note that in the next section, Bicycle Network, the bike lanes are extended beyond the BCD boundary to illustrate the bike lanes connect to something beyond.

Recommendation #3 – For a short distance, show the existing sidewalks beyond the BCD Boundary to illustrate a connection to something outside the BCD.

Recommendation #4 – The legend on both Figure 3 and 4 has a symbol for existing pedestrian crossing, but no existing pedestrian crossings are shown in either figure. Consider adding the existing crossings.

Recommendation #5 – The 2019 Bend Area Transportation Safety Action Plan identified that lighting is a key missing feature at many intersections. Consider adding a reference about this adopted plan and the lighting as a missing infrastructure.

Bend has a relatively high proportion of collisions in darkness with no streetlights compared to peer cities evaluated. 20 percent of fatal/incapacitating crashes in Bend occurred in dark conditions without streetlights.

b. **Bicycle Network** –

Recommendation #6 – Revere Avenue should be considered as part of the BCD bike network and be added to table 2. The Revere Avenue sidewalks were included in the Pedestrian Network section. Bike lanes on Revere Avenue are part of the low stress network.

Recommendation #7 – Level of traffic stress is also a function of vehicular traffic volume per the Bend Design Standards.

c. **Transit Network** –

Recommendation #8 – Explain what is potential high frequency service corridors and the statement that "transit improvements will be prioritized."

Recommendation # 9 – Add a statement pointing out that the City of Bend does not control what and when Cascade East Transit will take action to make changes to the transit service. Point out that the 2020 GO Bond has allocated $8M for mobility hubs

d. **Memo structure and terminology adjustments**.

The current memo has some terminology inconsistencies and structure flow awkwardness that can be easily remedied to make the memo easier to follow.

- Table 1 states sidewalk infrastructure "missing." Table 2 states bicycle infrastructure "gaps." The term "gaps" should be used in both.

- On the next page is the existing memo contents and suggested amended contents which might be easier to follow by keeping all the "components" of each of the four modes of travel together rather than jumping around by "components."

Current memo contents	**Amended memo contents**
Introduction	Introduction
Inventory Methodology	Inventory Methodology
Pedestrian Network Existing facilities figure Gap in facilities figure Gap in facilities table	Pedestrian Network Existing facilities figure Gap in facilities figure Gap in facilities table Funded [programed] unfunded
Bicycle Network Existing facilities figure Gap in facilities figure Gap in facilities table	Bicycle Network Existing facilities figure Gap in facilities figure Gap in facilities table Funded [programed] unfunded
Existing Transit Network	Transit Network Existing facilities figure Proposed facilities figure Funding and unfunded table
Proposed Projects	
Proposed Transit Network	
Unfunded Projects	
Highway Impacts Summary	Highway Impacts Summary Existing facilities Proposed facilities Funding and unfunded table Development capacity change Vehicle traffic generation change Last five years of crashes

Recommendation #10 – Clean up the flow and wording of this draft of a memo.

e. Highway Impacts Summary – "current status and proposed projects"

This summary should comply with the grant's scope of work;

- *Subsection (4)(a) summary of the existing **multimoda**l transportation network within the climate-friendly area;*

- The definition of multimodal refers to **driving**, walking, riding and bus service.

- The current **status and proposed projects** of the "highways" will provide important context to "***evaluation and constraints***" of the multimodal networks.

The existing memo kicks the can down the road which will be probably in 2028 instead of using the completed study (2020 Transportation System Plan and/or the 2045 MTP). The findings will not be that much different by delaying the completion of the obligation.

The city knows the current and proposed facilities now.

- US 97 Parkway N-S) Interchange w/Revere Avenue Road Diet Project
- 3rd Street (N-S) Any?
- Revere Avenue (E-W) Road Diet shared project
- Olney Avenue (E-W) Pedestrian/bicycling improvements underway
- Greenwood Avenue (E-W) Road Diet Pilot project including bike lanes
- Franklin Avenue (E-W) Road Diet project including bike lanes

The city knows the funding and unfunded projects.

The city can make a simple calculation for the development capacity change. It is the product of buildable area and the selected density.

The city's consultant can easily determine the vehicle traffic generation change. It is the output of the existing computer model using two different sets of input.

- Don't overthink these two tasks. Modeling is a "best guess" based on professional judgment.

In July 2019, I had a frank conversation with Chris Maciejewski who was the DKS Associates project manager. His firm was working on both the TSP and MTP at the same time. Chris had just announced the computer model projections for the mode split changes after each plan's projects for 2040 with the proposed projects. The modeling is a function of "best judgement of one or more professionals with the best data possible. Assumptions are made. Computer modeling has its limitations.

In modeling water systems, “ground truthing” is a common practice to test the modeling results by running tests of the existing system.

In modeling traffic flow, “ground truthing” can be attempted but the test is not nearly as precise.

In modeling vehicle miles traveled, “ground truthing” is nearly impossible. It is not intended to be a precise performance measure and relies heavily on “judgments made in developing of the software” to provide hopefully reasonable projects to the impact to VMT when changing the input data. Running the existing scenario and the proposed scenario to through an existing model is not time consuming or expense.

- Kicking the can down the road for three years in hopes of more precision is not a reasonable decision. Instead, the decision to delay completing the highway impact summary could be interpreted as an attempt to not be transparent with the impacts of “road diets” the city plans on the few east-west corridors. Here is an opportunity for the city to walk their talk to make data-driven decisions that are objective and transparent. **The question becomes, does the city prefer to continue with a policy of prioritizing the replacement traffic lanes with bike lanes as opposed to majority of the community who has listed traffic congest as a priority in <u>every statistically valid survey</u>.**

The (available) five years of crash data can be obtained from ODOT who tracks crash data.

f. The three road diets will dramatically increase traffic “congestion”.

Example #1 – Revere Avenue road diet. Reducing the street section from four lanes to two lanes and a turn lane will not be able to handle the future projected number of turning movements in the short turn lane. (2019 MTP) Queuing will extend far down the approaches to this interchange. [Has the city/ODOT consider roundabouts instead of signalized intersections?]

Example #2 – Greenwood Avenue Road diet. The awful “pilot project” is the talk of the town.

- Some people are quick to point to the small, measured delays increases in September since the summer baseline data but failed to notice that the significance of the measured peak hour traffic volume decreasing by 20% from the summer baseline data.

- The congestion skyrocketed in February with the temporary closure of Olney Avenue, but the February measured peak hour traffic volume is the same as October's measured peak hour traffic volume. The bottle neck seems to be the intersections at 3rd St. , Bond St. and Wall St.

Example #3 – Franklin Avenue Road diet. Reducing the street section from five lanes to three lanes will increase traffic congestion and is a less safe design.

Recommendation #11 – Complete the Highway Impact Summary to fulfill the grant's scope of work.

g. This current memo fails to provide the "*evaluation of opportunities and constraints for a low-car district*"*.... , as well as a brief summary of recent work from other planning efforts.*"

- The city traffic flow has a limited number of east-west corridors due to the limited number of Deschutes River bridges and US 97 overpasses. Three of the five critical corridors pass through the BCD. This should be a highlighted constraint.

- The shape of the BCD, long and narrow, is a constraint.
    - The few north-south streets are bifurcated by 3rd street, the heaviest traveled north-south corridor behind only US 97.

    - East-west streets are bifurcated by four heavily traveled east-west corridors.

    - Low-car district streets will be very short and isolated.

- The BCD has a very long transition to make to a high density urban mixed-use area from its current low density of light industrial buildings, motels and decades old commercial.

Recommendation #12 – Provide a summary evaluation of the opportunities and constraints for a low-car district and a summary of recent work from other planning efforts.

IV. Task 2: Low-Car District

1. Scope of work:

- ✓ *Budget: $20,000*
- ✓ *Estimated Schedule: Complete by end of August 2024*
- ✓ *Meet the requirements of OAR 660-012-0330(7)*
- ✓ *Work product: Presentation*
- ✓ *".....provides an overview of literature and best practice of concepts used by other cities to support walkable and active transportation focused mixed use areas (including code concepts supporting parking management, land development, shared streets/woonerfs, superblocks, and urban design)."*

2. Information provided to date'

a. Late February, the city made available the 52-page PowerPoint presentation below. To the best of my knowledge, this document has not been used at any community engagement event.

> *"Planning for People Streets Tast 3: Low-Car District Best Practices Summary," dated August 7, 2024*.

b. **This presentation is relevant to both Low-car districts and the city's broader "People Street" concept.** I compared the grant's scope of work to this 52-page PowerPoint presentation and found it seemed to contain an overview of the grant's stipulated topics.

- code concepts supporting parking management -pages 45 – 48
- land development - pages 27-32
- Shared streets/woonerfs – pages 13 -36
- Superblocks – pages 35
- Urban design – pages 36-40

This presentation also includes one slide on "Street activation."

c. Early November, the city made available the 28-page PowerPoint presentation below. Pages 11-17 illustrate "ingredients to success." Pages 18-24 illustrate five city case studies. These 28 pages expand on the "street activation" mentioned in the August 7th presentation.

3. **Feedback on Task 2 summary –**

- **4 recommendations focused on how their analysis needs to be improved to have any chance that the low-car / people streets will be effective.**

a. It is my professional opinion that almost all Leland Consulting Group's examples are sites located in primarily "retail" business districts instead of keeping with the intent of the grant's tasks, i.e., high density urban mixed-use areas.

- This "street activation" presentation seems to be designed to convince the downtown business owners that the incorporating some of these "ingredients to success" as part of a "people street" would make Bend's downtown more vibrant.

- Bend's downtown is already a vibrant and lively retail area. Any city would be envious of our downtown. Below are the vacancy statistics compiled on a regular basis by Compass Commercial.

	2023	2024
US	?	5.4%
Bend	3.10%	6.20% (skewed by the Costco building)
Downtown	1.35%	2.26%

b. General comments on the Leland Consulting Group's presentation. The "ingredients" information is severely incomplete.

- Important ingredients have not been included in the consultant's list.

- The consultant provides no ranking of the effectiveness to each individual ingredient.

- The information the consultant provided is too limited to place much value on their claims. This is especially true in the four case studies (excluding Eugene).

- There was no attempt by the consultant to document how many of the "ingredients" applied to each of the cities, especially the four case studies.

- There was little or no documentation about whether the cities were financially successful and if any success could be attributed solely to one or more of the implemented ingredients.

c. Summary of ingredients to success –

The following table provides a summary of the consultants' list of ingredients and then a second table identifies additional ingredients that I believe are more essential. I have included a value ranking system on the likely effectiveness based on my professional development experience. In the 90's, I was on a team one of the most successful retail developers in Southern California and we built and managed over 1million square feet of retail space.

The ranking is meant to gauge the effectiveness to the brick-and-mortar businesses, not the outside vendors who make up the majority of the participants of the street events. The local B & M businesses typically register lower sales during these events.

> **Pine Tavern example** – About 23 Wednesdays a year have a farmer's market on Brooks Avenue. On those days, this establishment reduces staff to only a skeleton crew and the estimated sale loss is six-figures.

Ingredients to success			
Legend: A=High B=good C=fair D= low value to businesses			
F= little or no value NAP = no value			
		General	**Downtown**
No.	**Ingredient**	**Ranking**	**Ranking**
	Leland Consulting list		
	Activation		
1	programing regular events	C	D
2	Pop-ups in vacant spaces	F	NAP
3	Cross-promotion / collaboration	A	A
4	Targeted improvements	B	C
	Staged implementation		
5	Blocking off on weekends and for events	C	D
	Placemaking		
6	signage	C	F
7	Route where people are already walking	NAP	NAP
8	Maintaining lines of sight	F	F
9	Anchors at either end	F	F
10	Connection with other routes/modes	NAP	NAP
11	Infrastructure for non-car modes	C	D
	Design considerations		
12	deliveries	A	A
13	parking	A	AAA
14	lighting	C	C
15	places to linger	B	A
16	Tourist destination	A	AAA

	Key ingredients Leland didn't include		
17	Mix of business	A	AAA
18	Quality of businesses	A	AAA
19	Location	A	AAA
20	Accessibility	A	AAA
21	Locals destination	A	A
22	Depth of Market / Completion	A	AAA
23	Scale of business district	B	B
24	Timing (evolved over decades)	AAA	AAAAAAAA
25	Good bones (What the location starts with)	AAA	AAAAAAAA

- **Timing** – Vibrant downtowns were usually not built overnight but were the product of a long evolution over decades.

- **Good bones** – Bend's existing downtown is special. Many communities would love to have our downtown, but it is extremely hard to duplicate.

- **Competition** – Downtown has dealt with many challenges over the decades. One of the most challenging was when the Old Mill opened. The downtown area had to work to regain is position as a retail/tourist destination and it has.

- **Consultant's biggest omission** - It is their failure to study Bend's downtown to determine if any of their "ingredients" can make Bend's downtown more "vibrant."

d. **Understanding the challenges to meet the state's goal.**
Low-car district is one of the few "rules" the OAR is mandating to help cities create successful walkable, high-density, urban area but ask yourself how big of a role will low-car districts play in achieving the state's goal.

- The state has a goal of reducing levels of carbon emissions. (660-012-0000(1)(e))

- The State's performance measure is vehicle miles traveled (VMT).

- The State's vision is that "Climate Friendly Areas" will reduce vehicle travel because this high-density urban area will allow its residents to walk or bicycle to work and for services.

- During the drafting of the new OAR rules, the state planners hope the right balance of the mixture of land uses will eliminate or at least reduce the need for travel lanes and parking for underutilized vehicles, which have the added advantage of having development go up instead of out (more density/less driving).

- A "balance" in the mix of uses is the #1essential factor to achieving this goal, not a low-car district.

e. Failure of the state to conduct a holistic analysis before adopting these CFAs -

- In their initial meeting, the state Land Commission and Development Commission (LCDC) responsible for the adoption of the OAR, declared these new rules "needed to work on the ground." (I attended the meeting.)

- Unfortunately, when drafting the rules, the state Department of Land Development and Conservation, (DLDC), focused on the "vision" only and declared* *they didn't have the time or the budget to study the "economics" or the "market" components*. These three underlined components make up essential three-legged stool criteria for any successful CFA development implementation. (*Answer given in a community engagement meeting by Kevin, the lead on the CFA rules drafting.)

- At the LCDC meeting for the adoption of the new OAR, the commission was asked what analysis had been done to ensure the new rules would "*work on the ground"*. They made no response. (It was my question.)

f. Bend's challenging and complex path to achieving the right mix of uses.

- In 2016, land use regulations were adopted that allowed for high-density mixed-use areas, such as the Bend's Core Area.

- In 2018, the city adopted an "implementation plan" which identified three critical ingredients; a) publicly financed infrastructure, b) property tax relief, and c) the necessary benchmark land purchase values.

- Several important steps were taken since, including but not limited to,
  - An increment tax financing district was established.
  - Several minor development code modifications occurred.
  - Policy for waiving property taxes adopted.
  - Parcels of land have been acquired (City has purchased six parcels) primarily adjacent to Franklin Avenue.
  - Infrastructure work on 2nd Street is under way.

- The 2022 adopted OAR allowed higher maximum building heights, maximum densities, minimum employee density, changes to parking mandates and allowance of low-car districts, plus other minor measures.
  - The code amendment to "allow" low-car districts will require very little effort (Senior Planner Pauline Harding can do it in her sleep).

- **<u>The most difficult tasks remain unsolved</u>**. How do you ensure that a "balance" in the CFA's employment, housing and services (another three-legged stool problem) occurs in the same time period to enable transportation consisting of primarily walking or biking instead of driving. (Hint: this will take decades.) Bend cannot codify the market and economics.

- Here is a very simplistic picture of the market and economic challenges.
    - Bend's housing market is driven primarily by new residents who can afford expensive housing.
    - Meanwhile, Bend's employment figures show Bend has a higher percentage of low paying hospitality, medical and services jobs than any other city in Oregon.
    - Then the new 5- and 6-story apartment buildings being built in Bend are mostly small studios and 1-bedroom units at high rents, plus additional fees for parking and utilities. They also have little, if there is any space for employment and the t little employment occurs is have wages too low to live in these buildings.

- The conclusion is the market and economic hurdles to achieving a walkable or ride-able "village" dwarf the city's contribution of public financed infrastructure improvements and public subsidized financing incentives.
    - The city has not demonstrated the solution to these much bigger hurdles.
    - Building low-car districts won't solve the problem.
    - **A high-density urban area with the right balance of mixed-uses can reduce the VMT without a low-car district, but a low-car district cannot reduce the VMT without a balance of mixed-uses.**

<u>Recommendation #13</u> – The City of Bend needs take a close look at all the critical hurdles before they invest the public funds in a vision.

<u>Recommendation #14</u> – The city is making several critical assumptions that need to be fact check as part of making data-driven decisions made in an objective, transparent process.

5**<u>Recommendation #16</u>** – The city should proceed slowly using reasonable performance measures to verify the critical assumptions. [**If you build it, will they come.]** The city needs to analysis if the investment will be **effective** in providing a reasonable return.

<u>Recommendation #16</u> – The City of Bend needs to have a developer style marketing study performed by consultants that tells the city what they need to know instead of what they want to hear covering the full gamut of the two 3-legged stool analyses that neither the state nor the city have done.

V. Task 3: Community Engagement

1. Scope of work:

- ✓ *Budget: $50,000*
- ✓ *Estimated schedule: Complete by March 2025*
- ✓ *No OAR requirement mentioned. However, OAR 660-012-0130 Decision-making with Underserved Populations and/or OAR 660-012-0135 Equity Analysis have a role in this study if the grant scope is to be fulfilled.*
- ✓ *.....is to review project objectives and solicit feedback on the project with members of the community*

2. Presentations/information provided to date - Record of past engagement to the best of my knowledge. (No minutes have been made and posted for the meetings with the Steering committee and the DBBA.)

• Council adopted grant / authorized contract	June 5th
• Steering committee meetings	3 meetings
• CAAB	November 7th
• DBBA	
○ At monthly meeting	September 18
○ At city hall	November 1
○ At St. Clair Building w/Cyrus	November 12
○ At the municipal court room	December 9
• Community engagement	
○ Open House Commons Café & Tap room	November 15
○ Online Open House	Mid-November

3. Feedback on Task 3 summary:

- **2 recommendations address errors in the communication practices.**

- **4 recommendations providing substance to framing additional "guiding principles" to make the communications more objective, transparent and effective.**

a. General observations about feedback – On December 9th, Brian Rankin told the audience to hurry up with our feedback, but there are several concerns about providing feedback soon after his meeting.

- The "Gap Summary" and the "Best Practices" documents have not been made available to the community. The draft "Case Study" document was available to only the steering committee on March 11th and it is incomplete. There is no scheduled delivery date for the Implementation Strategy.

- There are no minutes posted from critical meetings.

- There is no posting of any written comments which might have been submitted.

- The last task, the implementation Strategy, states it's "roadmap" will be tasks; a) best practices, b) community engagement (mostly undocumented) and c) case study (incomplete). Will the community have sufficient time to provide feedback on the completed tasks and the roadmap before this feasibility study is deemed complete?

b. General observations about surveys -

- Surveys that were announced by press release notification are not a valid representation of the majority of the community.

- Surveys that require selecting one of the city's preferred solutions with no "none of the above or other" is wrong.

- Surveys that allow multiple submissions open the gate to ballot stuffing.

- Surveys are only valid when the community has been given transparent and accurate education on both sides of the issue.

c. General observations about a frequent city communication – The city has stated on at least four occasions, "*In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes.*"

- I found no specific OAR language that requires cities to create <u>safer</u> pedestrian and bicycling routes.

- The December 9th presentation incorrectly stated the "people streets" were necessary to.

  To meet state land use and transportation planning requirements.

- The city has not been objective and transparent about all the work the city has already done to meet state land use rules.

- Meanwhile, the city had already acted on most on the "2023" OAR rules with the adopted 2020 Transportation System Plan (TSP) and various "plans" in implementing the 2020 TSP. Actual work has been occurring for years.

d. Relevant Pedestrian OAR rules

- ✓ *OAR 660-012-0500 Pedestrian System Planning*
- ✓ *OAR 660-012-0505 Pedestrian System Inventory*
- ✓ *OAR 660-012-0510 Pedestrian System Requirements*
- ✓ *OAR 660-012-0520 Pedestrian System Projects*

e. Implementation by the city to compliance with these pedestrian rules

- ✓ Relevant pages of the 2020 Transportation System Plan's (36, 39, 40, 49, 59, 61, and 88.)
- ✓ Adoption of the City of Bend Pedestrian Implementation Plan in 2023.
- ✓ Ongoing funding of the transportation and mobility department.
- ✓ Project funding by the 2020 GO Bond.
- ✓ Addition funding of 7 programs (page 95 and 96 of the TSP) include sidewalk projects from the adopted Transportation Utility Fee.
- ✓ Neighborhood Street Safety Program which was started in 2019.
- ✓ Applicable existing Bend Development Code which are updated periodically as "plans" are adopted.
- ✓ Applicable existing Bend Standards and Specifications which are updated periodically as "plans" are adopted.

f. Relevant Bicycling OAR rules

- ✓ *OAR 660-012-0600 Bicycle System Planning*
- ✓ *OAR 660-012-0605 Bicycle System Inventory*
- ✓ *OAR 660-012-0610 Bicycle System Requirements*
- ✓ *OAR 660-012-0620 Bicycle System Projects*

g. The city is already in compliance with these bicycle rules

- ✓ Relevant pages of the 2020 Transportation System Plan's (36, 39, 40, 49, 59, 61, 62, 88, 90[Low Stress Bicycle Network] and 106.)
- ✓ TSP Key Bike Routes map
- ✓ Project funding by the 2020 GO Bond.
- ✓ Addition funding of 7 programs (page 95 and 96 of the TSP) include sidewalk projects from the adopted Transportation Utility Fee.
- ✓ Applicable existing Bend Development Code which are updated periodically.
- ✓ Applicable existing Bend Standards and Specifications which are updated periodically as "plans" are adopted.
- ✓ Key Bend "standards" 3.6.1.1 to 3.6.1.4 Low Stress Routes Design
- ✓ Key Bend "specifications" std drawings; R-1, R-1A, R1B, R1C, R1D, R1E, and R1F.

h. This chapter would not be complete with a summary of safety actions underway.

- ✓ The Transportation and Mobility Department has been working on safety projects for many years.

- ✓ Bend's Neighborhood Street Safety Program started in 2019. This is only one portion of their safety work. Another example is the safety improvements near schools which include, but are not limited to, crossings and flashing warning signs when children are arriving and leaving school.
- ✓ The Bend Metropolitan Organization created the Bend Area Transportation Safety Action Plan in 2019. This document is a good resource for safety actions. It relies primarily on studies by outside sources such as the Federal Highway Administration, plus crash data. Unfortunately, the actions in this report can be "cherry picked to justify someone's preferred design.
- ✓ The city periodically updates their standards and specifications for safety.

i. The OAR and the TSP have rules about streets which the city is ignoring.

- ✓ OAR 660-0102-0330(8)

  Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to…….

- ✓ OAR 660-012-0810(4)(a)(B), (6)(c) and TSP Goal #9 are discussed later in section IV.

j. Failure to include all relevant communication feedback-

- Failure to post the DBBA survey
- Failure to post the specific feedback from meetings

4. Recommendations-

Recommendation #17 - Stop implying that low-car streets / people streets are required to be built because of this statement. *"In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes."* (City handouts and webpage.)

Recommendation #18- Don't misrepresent the findings of the 2019 GO Bond surveys; May 2019, September 30, 2019, December 2019, January 8, 2020 presentation. Congestion was the community's #1 concern.

Recommendation #19 – Communications should provide objective descriptions of all the facts and perspectives instead of a "campaign styled" promotion.

Recommendation #20 – Consider combining communication with utility invoices.

Recommendation #21 – Meaningful surveys should be statistically valid surveys to prevent one advocacy group from dominating the results.

Recommendation #23 – A schedule that allows sufficient time for providing feedback.

VI. Task 4 - Juniper to Drake Case Study Alternatives Analysis

1. Scope of Work

- ✓ *Budget: $40,000*
- ✓ *Estimated Schedule: Complete by February 2025*.

1a. Scope of Work for task 4.1

- ✓ *Product of 4.1: Route and cross section graphics and cover memo*
- ✓ Task 4.1*: …. include scenarios of 3 route alternatives with cross sections utilizing low-car district best practices to connect Juniper Park to Drake Park. At least one scenario needs to assume consistency with existing land use and transportation plans (i.e. maintaining the Hawthorne Parkway Right in and implementation of low-stress network as adopted*.

2. Task 4.1 Information provided to date –

A 29-page memo titled "Planning for People Streets Case Study Evaluation – Draft," dated March 10th

3. Feedback on Task 4, the Case Study, summary –

4 Recommendations to make data-driven decisions.

a. The detailed feedback follows the flow of the 29-page memo to make it easier for the author to see where the concern or recommendation applies.

Page 1 - 1st paragraph, line 3 – The correct OAR reference is 660-012-0300's [There are 9 relevant subsections for CFA's].

Page 1 – 2nd paragraph, line 1 – "Low-car districts" are an OAR compliance requirement, not "people streets." This entire paragraph promotes people streets as capable of accomplishing many benefits. An objective, transparent and data-driven analysis is needed instead just assuming all the claimed benefits are reasonable.

Page 2 – 2nd paragraph, line 2 & 3 – The current incomplete case study doesn't present an analysis for potential benefits and tradeoffs (impacts).

Page 3 – 3rd paragraph, lines 3 and 4 – What are the many concerns regarding changing traffic patterns and the negative effects on downtown. These many concerns should be listed in community engagement.

Page 3 – 3rd paragraph, lines 10 & 11 – Excellent comment about the need for more intensive engagement with directly impacted residents, businesses and property owners.

When will this occur? Shouldn't it occur after making available all five work products and before this final report completed. It should also be added to the "guiding principles" to ensure this strong need is documented as a key ingredient to a successful people street.

Page 4 – 1st paragraph, last sentence – It is not clear if the author is suggesting the "intersecting streets" are the east-west streets or the north-south streets. If the author is suggesting the east-west streets "naturally having less vehicle traffic today," the author is making a huge assumption that traffic volume will decrease because of people streets in this area. All the data suggests it won't.

Page 4 – 3r paragraph (synergy) – It is wise to include the other projects, but unfortunately the projects listed fail to mention the significant congestion problem with east-west corridors identified in the analysis and final report for the 2020 Transportation System Plan. If only the Multimodal Gap Summary had included the status and projects of the highway system as required by the OAR.

Page 4 – 4th paragraph – I agree that this study should test different scenarios and understand the benefits and impacts, but the current incomplete study doesn't to that.

Page 7 – guiding principles – I agree with the existing six principles but there needs to be more principles for the reasons very briefly mentioned in the second paragraph.

- The principle of prioritizing the input from the neighborhood with a proposed people street.
- The principle of a site-specific analysis of the benefits and impacts based on data instead of relying on assumptions.
- The principle of monitoring effectiveness that ensures the proposed people street functions as hoped or is changed back.

Page 8 – Greenwood Avenue pilot program. The advantages and disadvantages of this street are discussed in detail in subsection 7(b).

Page 9 – Franklin Avenue ongoing design. The advantages and disadvantages of this street are discussed in detail in subsection 7(a).

Page 9 – Hawthorne Avenue opportunities and constraints. The analysis of the one route shown to the public in November for the west side is discussed in subsection 3(b).

Pages 20-27 – The Westside analysis is not a complete and therefore, is a failure to meet the grant and contract stipulations. There was no selection of any route, let alone the 3 route options required in the contract. There was no analysis of benefits and impacts. The entire legitimacy of the entire feasibility is threatened. Perhaps, the public needs to be patient to see the final draft of this memo, but then the city needs to adjust their schedule to allow the public to review and respond to complete products.

Page 28 – Key takeaways (several key themes)

- Why can't the benefits and impacts be discussed now by putting this "balancing" to bed once and for all instead of kicking this can down the road?

- If this was a test, this student (the city) has failed. The grant and contract were accepted ten months ago. There was plenty of time to have those "further evaluation and assessment." To have community engagement with the stakeholders to collaborate in a real complete test instead of kicking it down the road. (I can see it now. A room full of invited advocates including a city Councilor telling the landlord don't worry if you lose your tenants because five years from now there will be 5,000 customers from the BCD.)

Page 29 – 1st paragraph – Another huge assumption with no evidence to back it up. There may be no way to implement a route that gives priority to the needs of the stakeholders. The city can't simply assume that there is. That is the question that a true test, this feasibility study was to explore!

Page 29- 2nd paragraph – Identify general needs.

- This closing statement on page 29 should list what those general needs are.

- In my professional opinion, this current case study only identified that a lot of work remains to complete the feasibility study work as intended. This case study is a step back from what the city presented last year. It seems intent on ducking the tough questions.

- It makes unsubstantiated assumptions which are critical to the outcome.

    - #1 - "if you build it, they will come.

    - #2 - Does the leadership have the backing of the community to extract more funding to eliminate vehicle lanes and accept as a tradeoff the dramatic increase of more congestion as a consequence.

- A cynical observer might claim the city is trying to duck the questions that might threaten those in leadership whose main goal may to be considered for recognition as leader in policies advanced by urbanist advocacy groups who have no stake in our community.

b. Constraints of the November 1st route of Hawthorne Avenue – Oregon Avenue – Brooks Avenue.

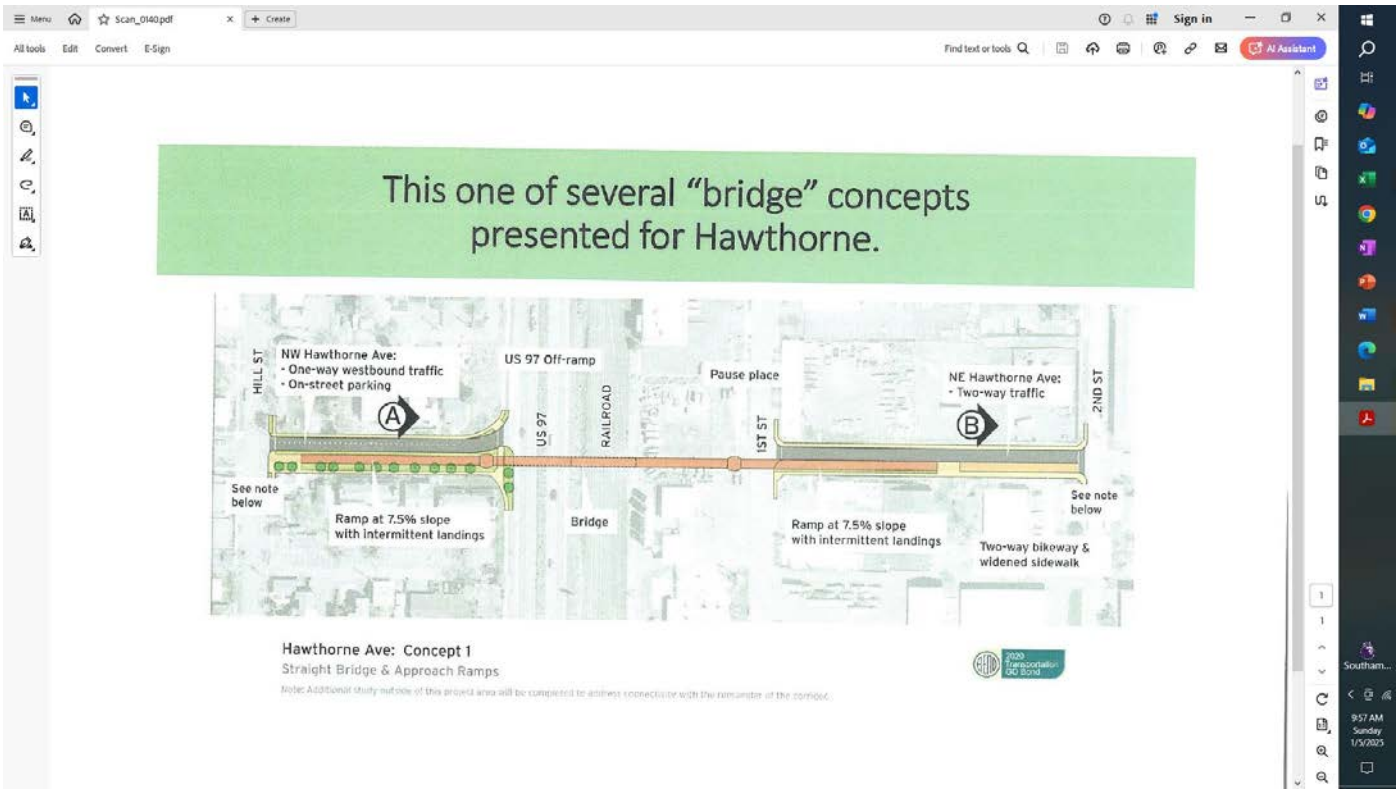
- How does the Hawthorne route address the two residents that take access from Hawthorne Avenue east of Hill Street?

- How are Leland Consulting Groups "ingredients to success utilized in each segment of the route?

- The city has provided an unrealistic artistic rendering of a graceful iconic bridge. However, this rendering doesn't disclose a rather embarrassing requirement in the actual design.

    - The bridge needs to rise at a 7.5% to clear the minimum 23.5 feet above the rails.

    - ADA standards require five-foot flat landings with every 30-inch rise which places these flat landings about 33 feet apart. The result is this iconic bridge will have 11 landings on each of the west and east ramp up to clear the rails. This might be a record as the longest ADA ramp.



- The Hawthorne Bridge had received notification of an $18M grant from the Federal Transportation "Raise" program. After the new president took office this year, many programs were frozen.

- Mayor Kebler and Councilor Mendez have both posted on social media that they are concerned that several federal grants have been impacted by this action including but not limited to the grant for the Hawthorne Bride and the Reed Market Roal Rail crossing bridge. Both claimed this is illegal, but the city should not assume this is the case. The city needs to do their homework and be transparent on whether the funding is at risk.

- Read section 17 of the general terms and conditions to the Raise program. Perhaps the city needs to follow this rule of thumb.

  Hope for the best but plan for the worst. What is the 2nd alternative?

- The Hawthorne Bridge Federal funding may be held up for years or eliminated totally.

4. Scope of work for task 4.2: Impact Analysis memo – <u>There is no memo.</u>

- ✓ Task 4.2: …. develop ….*Memo that summarizes the routes and cross-section/design scenarios that were considered, evaluation criteria and an evaluation results summary. Memo shall evaluate impacts of a low-car, no-car or one-way streets on overall traffic circulation, access management including emergency services, and economic impacts to businesses (focused on on-street parking) to help inform low-car district implementation considerations*.

5. The route proposed in November 2024. At the November 15th open house, I asked separately the DKS representative and the city project manager when the public might see the impact analysis memo. Both were hesitant in their reply and the words they used implied the impact analysis would likely underwhelm the community. I hoped this impression was wrong. Now we know the city is ducking the impact analysis.

The following picture was copied from slide 12 of the October 31st package. (There was one error in the copying process. Slide 12 shows "Oregon is "green" all the way to Brooks) Avenue.

legend: Green- Low-car Street (2-way cycle lane / 2 vehicle lanes)
Purple – Shared Street (2-way shared single lane)
Orange – Plaza – no lanes

6. Feedback on Task 4.2 – The one alternative route provided to date Hawthorne Avenue to Oregon Avenue to Brooks Alley through the Commons Plaza.
The following feedback on the one route included in Task #4.1 using the scope of work above: impact on traffic circulation, access management, parking, economic impacts and safety.

a. Downtown core traffic circulation – Lane reduction increases congestion.

- The closure of the right-in-right-out at Hawthorne Avenue and the Parkway would increase the traffic flow on Wall and Bond Streets but reduce the traffic flow on Hawthorne east of Harriman Street. Any increase in traffic flow will just add to the future congestion on these two north-south streets. Then population growth of 40% in the next 20-year transportation planning period makes it worse.

- What is the typical cross section for Hawthorne Avenue?

- Making Brooks Avenue a shared two-vehicle, two-way bike sharing one lane from the north parking lot entrance to Newport Avenue is a disaster. Note that there is a barrier on Brooks Avenue just south of the parking lot entrance to prevent southbound traffic on Brooks Avenue beyond this point.

- The Oregon segment from Harriman to Lava will be difficult. The westbound and southbound lanes will not line up well.

b. Downtown core access-

- The 11-foot lane widths are inadequate for large delivery trucks, garbage trucks, some large pickups and large SUV's.

- The single lane on Brooks Avenue will make some existing deliveries impossible.

- It is unclear how the access to the two homes on Hawthorne Avenue east of Hill will be handled. The typical cross section implies the 2-cycle lane is on the south side of Hawthorne Avenue which is a problem for maintaining access to these two homes.

c. Downtown core parking –

The loss of parking on Oregon Avenue from Hawthorne Avenue to Brooks Avenue is unacceptable. These are high turnover spaces and their utilization % is often near 100%. I provide data on the incremental loss of parking downtown on pages 30 and 31.

d. Downtown economics –

I have been managing multi-tenant centers for 20 years. Parking matters to tenants and customers. I believe that building owners will have a legitimate concern that the increased utilization of the remaining parking spaces may lead to a loss of sales, loss of tenants and difficulty replacing tenants.

e. Downtown safety –

Ten years ago, I became concerned about angled-in parking when I almost backed over two senior citizens jaywalking across Bond Street. On the other hand, I believe the narrow lanes (11 feet), the parallel parking, and the increasing congestion on Wall and Bond will decrease safety. I have frequently watched jaywalkers weave through vehicles mid-block when the vehicles are waiting for the traffic light.

f. Impacts of the "people streets" on Minnesota and/or alleys.

First, a people street in the alley doesn't address any "need." These locations would only produce negative impacts. The same statement is true to a lesser degree in comparison of positive impacts versus negative impacts for the community as a whole.

The bottom line is reducing options for motorists where few options exist, plus the potential for increased congestion will negatively impact motorists.

Listen to operating businesses. Planners and/or politicians may talk like they know business, but they don't. Don't tell businesses to embrace when change will have a net negative impact. And they are being reasonable when opposing self-inflicted change. This sounds like a great plan if you want to kill off downtown.

7. The cumulative impact of the proposed route and impact of the lane reductions on four east-west streets; Franklin Avenue, Hawthorne Avenue, Greenwood Avenue and Revere Avenue.

- These lane reductions will increase congestion which has important consequences.
    - If the 2045 MTP modeling is correct, People Streets will significantly increase emissions. It happening right now on Greenwood.

	HC (PPM)	CO (Vol %)	CO2 (Vol%)
Idle	750	5.2	9.5
Cruise	300	0.8	12.5
Acceleration	400	5.2	1.2
Deceleration	4000	4.2	9.5

    - Increased congestion **will decrease safety** for all modes of travel on these streets.

    - Increased congestion **will decrease the "vibrancy**" of the downtown because visitors and customers (especially the local customers) will likely choose one of several other destination options.

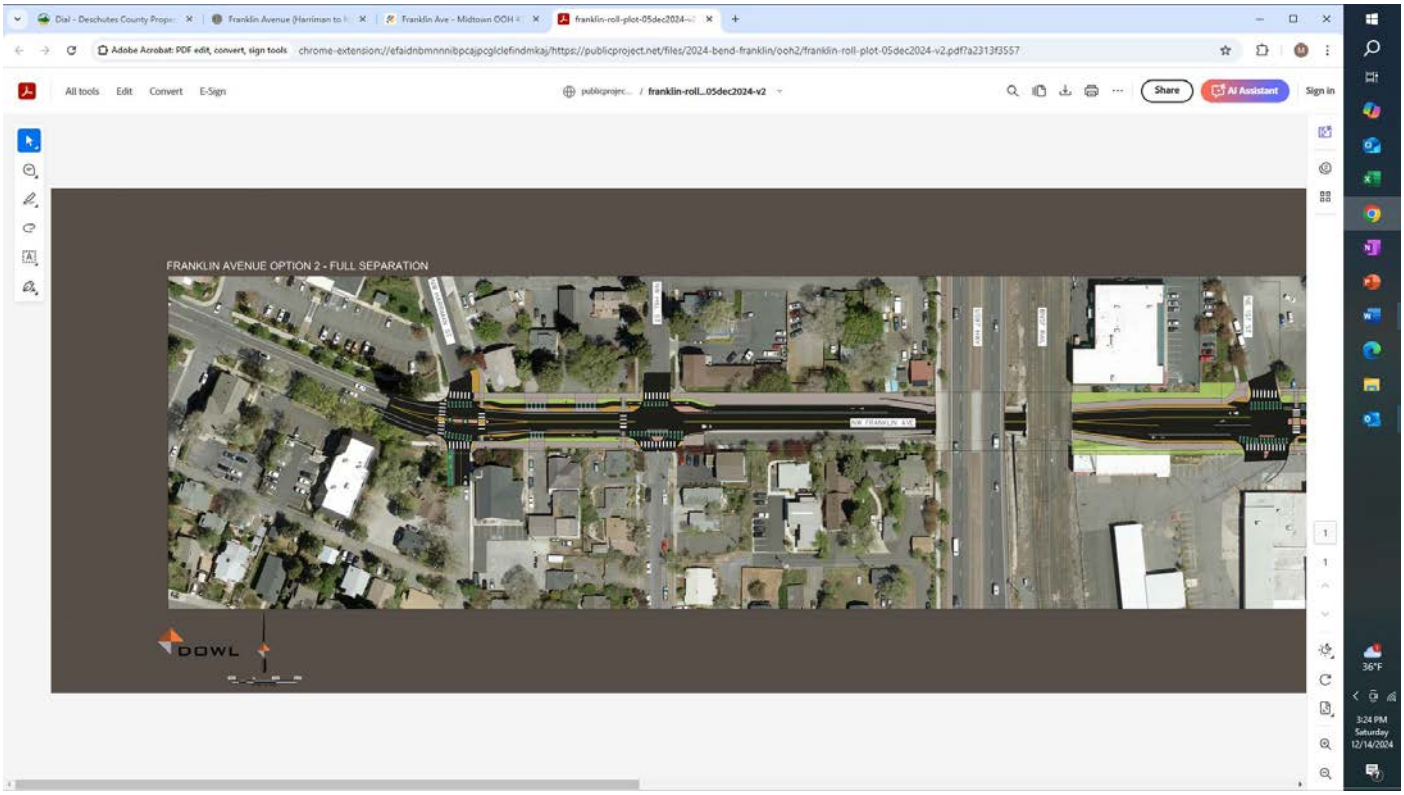
    - The 2019 statistically valid GO Bond surveys listed the community's biggest concern was congestion. The next concern was neighborhood safety. Relatively few voters specifically bring up public transit or other transportation issues such as bicycle infrastructure. The city campaigned that the GO Bond was for traffic flow, east-west connections and neighborhood safety improvements.

    - Has the city broken the 2020 GO Bond agreement with the community because the bonds were to fund priority traffic flow, but instead, GO Bond lane reduction projects will increase east-west congestion?

    - These lane reductions also increase the traffic flow on the north-south streets; Bond Street, Wall Street, and 3rd Street. The intersections of these north-south streets and east-west streets will become worse consequently. This wouldn't be an issue if these streets and intersections weren't already congested and/or become congested by 2040 with population growth.

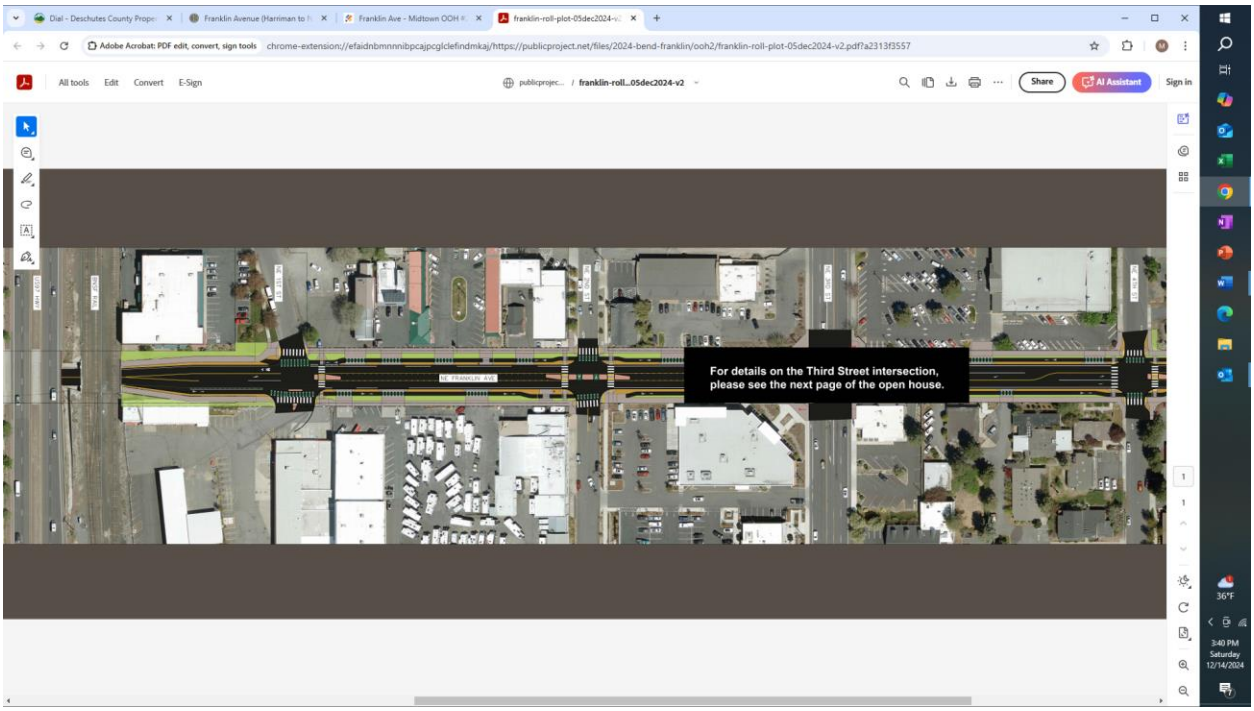
    - Who benefits from these lane reductions? Biking Community? According to the U.S. Census Bureau estimates, bicycling commuters represent about 4% of all commuters. However, according to actual counts by ODOT and City of Bend consultants (December 10,2024), less than 1% of all trips are made by bicyclists.

a. **<u>Safety concerns on the proposed Franklin Avenue designs, i.e., is the city breaking their GO Bond agreement with unsafe designs.</u>**



#1 – The intersection of southbound Hill and Franklin is unsafe due to the very short sight distance as southbound Hill Street motorist looks east. The existing intersection allows the motorist to use an acceleration lane on Franklin to make a safe merge into the westbound lane. The new design replaces the acceleration with a "protected" bike lane. You might as well close this intersection.

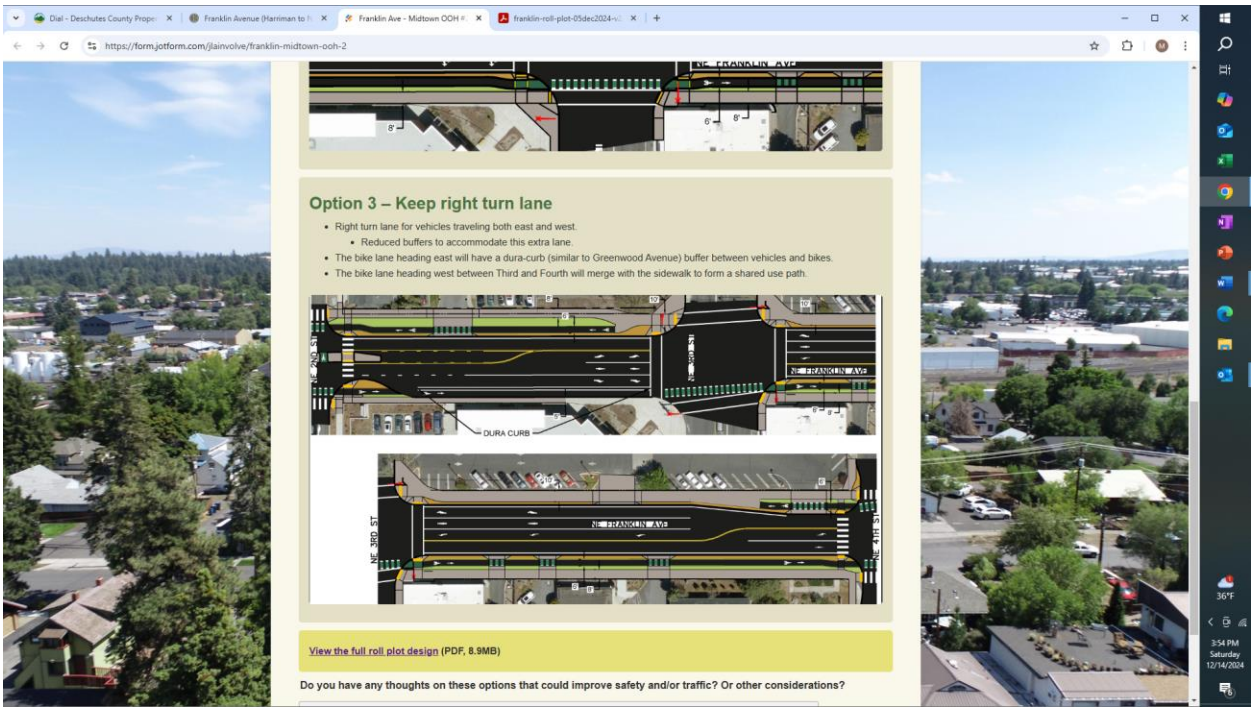
#2 – With the closure of Harriman / Franklin intersection to only right in and right out, motorist trying to go east will concentrate on the remaining intersections. Today's Lava Road motorists have a very hard time making a left turn on Franklin. As traffic increases over time, there will be fewer gaps between east-west bound vehicles. The impact of this can be seen on Greenwood Avenue with fewer gaps in its east-west traffic flow.



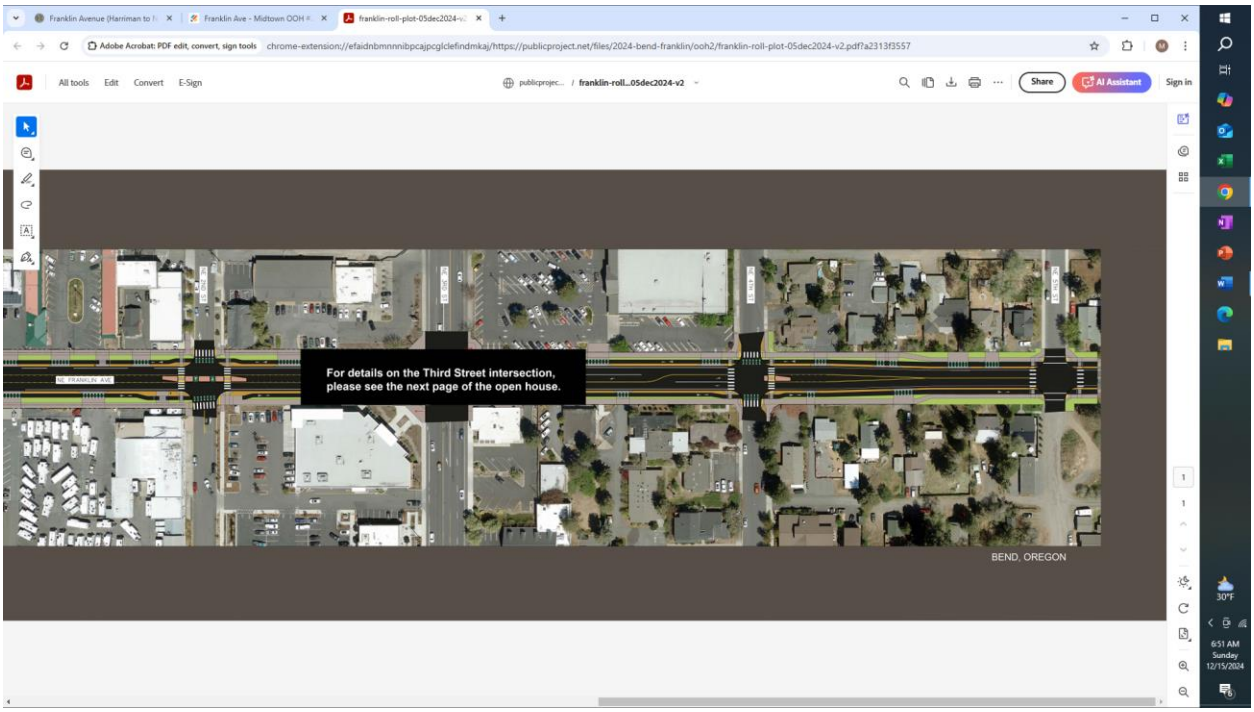
#3 – This street segment from the Parkway to 3rd Street has similar problems. The modification to only right-in and right-out onto Franklin at 2nd Street concentrates more traffic to 1st Street.

#4 – The 1st Street intersection has always been challenging to motorists coming from either southbound or northbound due to nearly as bad sight distance limitation looking westerly.

#5 – Count the number of driveways on the north side of Franklin. Look at the spacing of intersections on Franklin. Then look at the TSP goal #9 on page 27. "*The city will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collector to maintain public safety and future traffic carrying capacity.....")*



#6 – First, 3rd Street is a challenging intersection. All the options for the intersection with 3rd Street eliminate the second westbound through lane. This "lane reduction" reduces the traffic flow that can pass through this intersection. The options which eliminate the right turn would cause further congestion in the form of queuing and trip delay.



#7 – Once again, please count the number of driveways and the intersection spacing.

#8 - An increase in congestion has been documented as leading to more aggressive driving and screening issues which lead to more accidents. Note that the Bend Area Transportation Safety Action Plan identified that almost 90% of accidents happen within 250 feet of intersections.

b. Concerns on Greenwood Avenue "pilot program"-

#1 – The closure of Harriman Avenue to just right-in and right-out was a wise decision.

#2 – The lane widths are a little be tight at the intersections (especially at Hill Street). Trucks and CET buses run over the candlesticks/paddles.

#3 – Sight distance at 1st Street can be challenging when queuing builds up in the left turn lanes.

"*On the second week of the pilot test at about 5pm, there was long queuing at Hill Street intersection in both east-west directions in both the lanes and turn lanes. An E-bike zipped down the eastbound lane at least 30mph through the intersection. I thought the rider was going to die.....*"

#4 – Peak PM traffic has been monitored. The road diet has caused longer queueing and travel times even though the total vehicle count has dropped. Some motorists are losing patience and making illegal maneuvers and/or forcing their way in the east-west lanes.

#5 – When there is a gap, many of the motorists speed to make up time.

#6 – This pilot program test has issues.

- The Portland closure has increased the queues on Newport, but a lot of that traffic then turns north at Wall Street. However, the Olney project closure begins on February 3 and will last for most of 2025. A possible Franklin construction project may begin in 2025. All these detours may invalidate the monitoring results.

- The 2nd street construction discourages cut-through traffic but what happens when it is open again?

- Then there is the future removal of the remaining 2nd eastbound lane (2nd slide of open house #2) by ODOT at 3rd street. One of the most congested intersections will become worse because of another lane reduction.

- What happens when the population grows by 40% in 2040. We should be building a street what works for 2040, not 2024.

- The December monitoring report shows the time delay has increased while the traffic volume decreased. It shows daily bike counts increase but have included bicyclists that usually use the closed Portland Avenue.

c. **Hawthorne** – Here is what the 2019 MPO "Parkway Plans says when this RIRO is closed.

d. **Revere** – The 2019 MTP gave traffic volumes for all movements at this interchange with US 97. The number of left turns on eastbound traffic and the westbound traffic are more than the back-to-back turn lanes can handle. Traffic will back up on the northbound Wall Street lanes and the southbound Division lanes. This design change increases the congestion even without more traffic from growth.

The reason for this failure is the extremely narrow focus on bike lane priority by the City leadership, i.e., "tunnel vision."

Follow the data instead.

8. Recommendations –

Recommendation #23 - Follow a methodical analysis for a data-driven solution that is a win-win for all of Bend's stakeholders for all modes of travel.

a. Who are the stakeholders and their objectives?			
Who	**What**	**How**	**Desired results**
The state & City Council	Reduce emissions	Land use and transportation OARs.	Less driving in SOVs and lower VMT
	Safe travel	Transportation OARs.	safe and comfortable routes
	Meet the transportation system's capacity needs.	Land use and transportation OARs.	Shorter trips and fewer SOVs
Community via statistically valid surveys	Congestion was #1 issue in statistically valid surveys.	# of lanes and more effective intersections	No increase in travel time.
	Safety was the #2 issue in statistically valid surveys.	Design standards and addressing congestion.	Fewer crashes.
	Adequate parking is always an issue.	add parking / no reduced parking.	less driving to find parking
Bicyclists & City Council	Routes that are safe and comfortable	Design standards	more ridership
	A connected system.	implementation of low stress network	more ridership
Core Area & City Council	Incentivize development	Subsidize infrastructure, property tax relief, "iconic bridge"	Incentivize development
City Council	Vision driven / do not think the whole solution out.	Control the agenda, the self-serving surveys, and committees	A shift from vehicles to walking, biking, transit.
DBBA	Protect businesses models	colaboration	avoid any negative impact

There are other stakeholders (pedestrians, mobility disabled, transit, freight, emergency vehicles) who were not included in this analysis because their needs have fewer and lower obstacles. However, they are important and need to be at the table also.

b. Do mobility standards (4.7.500(B)(6)(d) matter?

- Mobility standards such as the 0.85 for V/C (actual traffic volume divided by intersection capacity) or 18,000 ADT for two lane streets (Average daily traffic [volume]) were established to address crashes from aggressive driving and cut through adjacent neighborhoods (another concern identified by TSP surveys). The city has raised it mobility standard to 1.0 for V/C.

- Added time driving increases emissions (it is not just about trip distances).

c. How do you evaluate safe designs?

The city states on their website but the city has misquoted their source and chosen to overlook other relevant findings in the source. Their source is the 2019 Bend Area

Transportation Safety Action Plan (TSAP) prepared by the Bend Metropolitan Planning Organization (MPO). This organization is a joint effort by the City of Bend, Deschutes County and Oregon Department of Transportation (ODOT).

- The website states -
  - "Buffered bile lane reduces crashes with bikes by 47%" but the TSAP states (page 112) the potential collision reduction is a range from 0 – 53%.

  - Reduction of travel lanes to one in each direction with a dedicated left turn lane reduces car crashes by 29% but the TSAP states (page 117) the potential collision reduction is 29%.

- But the TSAP also says about 89% of crashes happen within 250 feet of an intersection. There are two other relevant resources that recognized the importance of limiting intersections.
  - What the TSP says - TSP goal #9 on page 27, "*The city will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collector to maintain public safety and future traffic carrying capacity……")*

  - OAR 660-012-0810 (4)(a)(B) states – *"Cities and counties shall plan for through movement priority arterial segments to prioritize through movement of traffic when balancing needs on the facility. Through movement priority arterial segments will generally prioritize access limited to intersections with the street network, limited access to individual properties, and safe speeds."*

- Next, the TSAP also **considered site specific crash data** instead relying solely on data from nationwide sources**. THIS IS WHY THE TSAP USED THE WORD "POTENTIAL" INSTEAD OF MISQUOTING FINDINGS FROM NATIONAL SOURCES**.

- Safe and comfortable bicycle routes designs (and locations) should be based on more than protected lanes versus buffered lanes or more green paint.
  - Bike routes should be located to avoid busy intersections and a high frequency of driveways.
    - FYI. Newport Avenue/Greenwood Avenue was not chosen as a low stress bike route or a "key" bike route in the adopted Low Stress Bicycle Network.
  - Bike designs should be based on industry standards (LTS, low traffic stress). The City has updated their design standards and specifications to incorporate LTS criteria.

- In my 45 years of land development, I don't think I have seen a more poorly designed project than at the proposed Franklin Avenue design posted online last fall. It is less safe for all modes of travel. Plus, it ignores the future transportation needs if the community continues to grow as projected. It is nothing more than a band aid and a lost opportunity to make a" great street" for the community, not just the Core Area."

Recommendation #24 – Look at the crash data and make data-driven decisions.

d. What are the data that should matter to make sound decisions?

- Reducing lanes is not building a transportation system for the future. (ODOT site) (city v/c). Look closely at the V/C for 3rd at Greenwood. There is no mystery of what is happening on Greenwood when you see just how close the V/C found to be at 1.0 in 2020.

- The pilot program violates the basic principles of the "scientific method." In a test, the environment needs to be protected to ensure only one factor is tested, in order to credit that one factor for any measured changes.

- Here is the monitoring data from Kittleson's and me (last 3 months).

	May	September	Oct 18	Oct31	Feb 27	March 12
Peak hour vehicles	1,500	1,300	1327	1241	1239	1351
Peak hour bicycles	12	?*	11	4	16	11

*Kittleson didn't report peak hour volume and with Portland closed, the correct baseline comparison is to compare historical peak hour of Newport and Portland combined.

  - In early August, the pilot program started, but by late August, Portland was closed. Queuing on Newport was significant, but many vehicles turn left at Wall which kept the Greenwood queuing increases moderate.
  - On February 3rd, the city closed Olney/Portland intersection and the queuing on Greenwood dramatically increased because vehicles had to go to 3rd to turn north.
  - However, note the Greenwood volume didn't change much when Olney closed. The queuing seemed to be a result of the failure of the 3rd street intersection as expected.

Measured traffic volumes(2022 per ODOT webpage)			
	Near 3rd Street	**Near Wall Street**	**2040%**
Greenwood Avenue	22,847	18,375	+40% ?
Franklin Avenue	17,001	16,956	+40% ?
2-lane street capacity standard	18,000ADT	18,000ADT	
Intersection anaylsis v/c (per TSP appendixes)			
	2020	**2040**	
Wall at Greenwood	??	0.72	
wall at Franklin	0.58	??	
3rd at Greenwood	0.98	1.33	
3rd at Franklin	0.89	1.09	

e. Do the counts suggest that we need three midtown crossings in the short term?

Measured bicycle counts as percentage of total trips (2021).			
	Colorado Bridge	0.2%	
	Franklin Undercrossing	0.7%	
	Galveston Bridge	1.1%	
	Newport Avenue Bride	0.3%	
	Portland Bridge	0.2%	
Mode Split (MPO's Metropolitan Transportation Plan)			
		2019 survey estimate	**2045 Modeling**
	Pedestrians	10.2%	12.8%
	Bicyle	3.4%	4.4%
	SOVs (single occupied vehicle)	91%	88%

"measure counts from [ODOT bike counts]
"mode splits" from [MPO transportation plan 2045 tables 4-3 and 6-4]

- The ODOT counts at the bridges are a more realistic than the "estimates."
- The city's 2-day counts show the bike trip total daily count on Greenwood Avenue increased after the "road diet," but was still less than 1% of the vehicle trips. However, the city's 2-day count may have been skewed higher by the construction closure on Portland Avenue.
- My 3-day count on Greenwood Avenue showed a reduction in bike trips in the PM peak hour from pre-lane reduction to post-lane reduction.
- Bend Bikes hopes building infrastructure will bring out more bikes (Source 11/21/2024). Recent surveys by the U. S. Census Bureau, Portland Board of Transportation, PRI and Bike Portland shows commuting by bike has dropped by half, even as Portland spent millions on replacing vehicle lanes with bike lanes.

U.S. Census Bureau estimates			
city	**2014**	**2020**	**2023**
Bend	2.44%	3.68%	3.11%
Eugene	7.27%	6.31%	4.56%
Portland	7.75%	6.21%	5.04%
Oregon	2.74%	2.18%	1.60%
US	0.65%	0.55%	0.54%

- Maybe the city should stick to their goal of completing one east-west route and one north-south route and then measure the effectiveness of those routes.

(Franklin and Oliney routes are about 0.6 miles apart which meets the city's design standard of 3.6.1.1 of about ½ mile spacing.)

f. Is the crash data being considered.

The city is focusing on bike lanes protected with barriers when they should be minimizing conflict points (turning movements) at driveways and intersections on these arterial streets.

Crash data (per ODOT webpage for 2017-2022)			
	(not including 3rd Street intersection	Greenwood	Franklin
	Rearend	29	32
	Inattention	2	0
	turning movements	19	20
	fixed object	4	7
	entering at an angle	31	10
	Sideswipe parked vehicle	4	0
	sideswipe moving vehicle	6	7
		95	76

- Key observations from 3rd street to Brooks Avenue
  - Greenwood is primarily a four-lane street without a turn lane (except Bond to Brooks)
  - Franklin has a turn lane for most of this segment (except Parkway to Lava)
  - The TSAP lists rearend and turning movements as the primary crashes a road diet may solve. Note that the total rearend and turning movement crashes are about the same for both streets.
  - Note the main difference in crashes between the two streets is the "entering at an angle." These crashes are crashes at right angles with vehicles crossing the arterial from a side street.
  - #1 is 1st/Greenwood, #2 is Harriman/Greenwood, #3 is Hill/Greenwood.

- Closing Harriman with a median solves its angle crashes, but 1st and Hill angle crashes are not solved with the road diet. In fact, my observations are drivers waiting at these side streets are becoming more frustrated and more aggressive. With only one through lane, there are fewer gaps for vehicles from side streets to use.

g. How many parking spaces are impacted on Oregon?

There are about 85 parking spaces today on this street. Per the proposed low-car district street, about 45 parking spaces will be removed. Also, the parking spaces between Lava Street and Bond Street have the highest turnover rate by a far margin.

In the November 1st presentation, the city attorney tried to assure the attendees that any removed space would be replaced. The next table lists the number of parking spaces removed with no replacement since the 2017 parking study. **(**2017 study and my count for today).

In a February 2025 email of ingredients to success, a new slide was added about parking perception. The short answer is customers at Walmart don't complain about the long walk on a busy day, so why to downtown parkers complain? The slide assumes downtown customers shouldn't complain when they may have walks of similar distance. The slide pushing a false argument. The answer is the word "expectation." At Walmart, customers expect to find a parking space. Downtown, the customer cannot always expect to find a parking space with a reasonable effort. Plus, Walmart customers don't usually leave for a second option if frustrated. Downtown, there is competition destinations where a frustrated customer may choose to use. Perhaps the best explanation is found in the Downtown Parking Strategic Management Plan. Rick Williams, the highly regarded parking consultant in Oregon, encourages the use of the 85% rule in determining when you have a parking supply problem.

Look at the history of parking below. The city has gradually reduced the parking supply. The less aggressive people street will reduce 45 of the 85 spaces on Oregon. This is a big problem if the city believes their own consultant.

Recommendation #24 – Collect the parking data and remember the 85% rule for utilization.

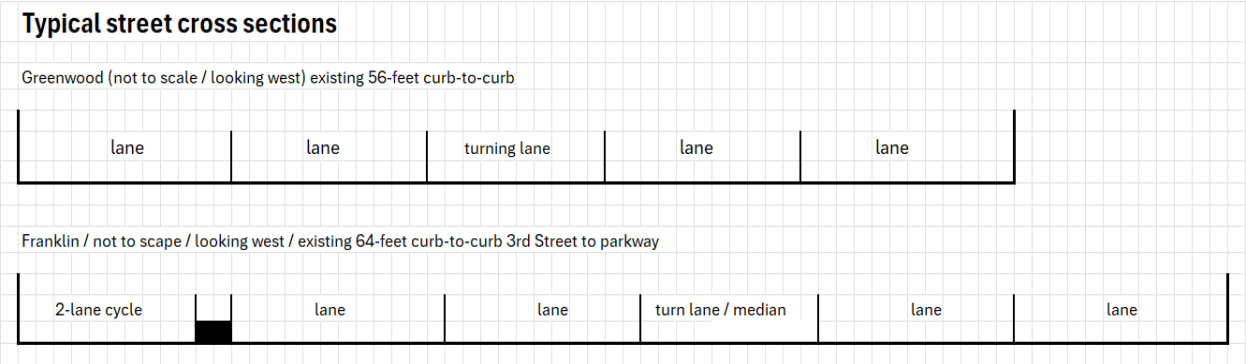
Parking Utilization	**2017 study peak**	**today average**	
on-street	73%	>85%	
on-street core	>85%	>95%	
off-street	80%	>75%	
2017 Parking study area was larger than "parking district"			
Parking space loses (no replacement)	**2017 study**	**today**	**removed**
School District lot	68	0	-68
South Mirror Pond lot	97	71	-26
parklets	0	-26	-26
Greenwood road diet (north side)	15	0	-15
Future Troy Field mobililty hub Pilot	41	est.30	-20
North Mirror Pond lot est.	79	est. 59	-26
			-181

The 1500 customer survey conducted by DBBA this winter identified convenient parking is the #1 concern of the customers. Did you ever hear the expression that the customer is never wrong.

h. Recommended #26 – Make Franklin a "great street" now instead of waiting for funding on Hawthorne which may not happen.

- Greenwood Avenue is the business route
    - Two lanes in each direction
    - One turning lane/median
    - No bike lanes / Greenwood is not shown as part of the low stress network.
    - Consider allowing parking in outside lanes in PM after rush hour?
    - Expand the downtown parking district northward to free up more visitor and/or customer parking north of Greenwood.

- The "great street" Franklin Avenue is the Gateway to Core Area and Downtown
    - 2-lane cycle "bike boulevard on south side where there are no driveway crossings.
    - Close off median at 1st street to left turns and cross traffic except for bicyclists.
    - Add one full intersection halfway from 3rd Street and the parkway.
    - Four lanes transition to two lanes west of the new intersection.
    - Close 2nd Street completely. The sight distance is too short for even a right turn only.
    - Close off Hill Street west of Parkway. The sight distance is too short.
    - Use a raise median all the way to Lava Street
    - Use a raised median all the way to Bond Street
    - Phase II
        - Put a roundabouts at Lava / Franklin and at Riverside/Congress/Louisianna. Make Franklin and Louisianna one way streets just like Wall and Bond, Arizona and Colorado. It eliminations a huge number of "turning conflicts."



Findings of how the streets deliver on each stakeholders desired results			
	Greenwood	**Hawthorne**	**Franklin**
Summary	Greenwood is the main east-west business route for motorists. Keeping the four through lanes is critical to meeting the needs of safe travel, minimizing emissions from longer delays. Keep the turn lane, but drop the bike lanes.	Hawthorne is put on hold. This expensive bridge may end up being an expensive, world's longest ADA ramp especially if the number of bicyclists remain less than 1%. Focus on what matter more. Creating a balance between jobs, housing and services.	Making Franklin a great street is the logic first phase source. Build a street which is based on a holistic design. A gateway to the first phase of the Core Area.
	Addresses congestion by not reducing lanes will actually be safer and generate less emissions.	There is solid evidence that spendings Millions on biking infrastructure doesn't increase cycling. Ridership in Portland and every other major city has dropped.	The 2005 Bend Central Area Plan envisioned a redevelopment of the downtown south of Franklin. Phase II would get back to making this happen especially if the city hall moves to the core area. The city currently occupies six buildings.

Are the needs for each stateholder met?			
State	safer travel	Move to a laterf phase if future data demonstrates the need exists.	Safer travel
	meet the transportation system's capacity needs		provides for alternative modes /lowering SOVs trips
	reducing delay reduces emissions		allowing for alternative modes decreases emisions
Community			
	eliminates the delays caused by lane reductions	later phase if future needs are not met.	eliminates the delays caused by lane reductions
	safer travel		safer travel
	Consider opening outside lanes for parking after evening rush		Plan for phase II which could bring added investment & urban density
Bicylists			
	Avoid a unsafe and uncomfortable route. It is not part of the low stress network. It has no connections	later phase if needs are not met.	Use a bike boulevard to show how to maximize safe route and connections
			Focus on the best route instead of many poorly conceived routes which just angers the community.
Core Area	avoiding traffic congestion will be an incentive to anyone investing millions.	later phase if needs are not met. The ramp lands too far to the east of the core activity to be practical.	Put the initial investment where the incentive will benefit the initial development.

VII. Task 5: Implementation Strategy

1. Scope of Work

- ✓ *Budget: $25,000*
- ✓ *Estimated schedule: Complete by April 2025*
- ✓ *No OAR requirements to the best of my knowledge*
- ✓ *Work Product: Implementation Strategy Memo*
- ✓ *….develop a roadmap for low-car district implementation using best practices and lessons leaned from this project and the Juniper to Drake Park case study identifying…. the process and requirements including any potential amendments to the transportation system plan, development code, and street standards amendments to support implementation of low-car districts in Bend.*

2. Information provided to date –

- The open house webpage proposes the next steps are as follows.
  - Step 1 - Complete feasibility studies
  - Step 2 - Update TSP
  - Step 3 – Update the Comprehensive Plan
  - Step 4 - Update Development code and Standards and Specifications.

- The draft "Case Study" refers to a document yet to be completed, "Next Step and Recommendations Report" which would "*provide a roadmap for when and how a people street could be used in Bend*." This document has not been completed yet.

3. Preliminary feedback on Task 5 summary:

- **These recommendations are based on the three incomplete or missing study components supplemented by 47 years of experience.**

  Best Practices +
  Community engagement +
  Case Study
  = Next Steps and Recommendation Report

- **3 recommendations to encourage a more effective plan.**

a. Roadmap for Low-car districts.

To comply with the four sentences of OAR 660-012-0330(7), very little work is needed. As demonstrated in the Jack Straw case, the low-car district roadmap would include three steps (There is no need for waiting for a TSP update).

- Senior Planner Pauline Harding could complete this extremely small task in her sleep.

- The Engineer Department would add a few new cross sections and details. They don't have to think of every possible low-car district cross section. The Bend Development Code has existing codes for exceptions.

3.4.150 Waiver and Modification of Public Improvement Standards.

- The engineering department would make a presentation to inform the Council of the necessary design and specifications needed to avoid and/or simply the process instead of relying on the Development Code 3.4.150 again.

- Note that existing "Greenway street program" has been around since 2018 and should not require new code or design and specifications.

- Note that the Development Code and the Design & Specifications are intended to provide a developer clear and objective path, but in the case of low-car district, it is the city who is driving the design and most importantly, the implementation.

b. Roadmap for "people streets."

The city's feasibility study is not complete. If the city would only complete the scope of work stipulated by the grant, a roadmap could be created to fulfill the intent of the feasibility study. Ideally, the roadmap would provide a clear and objective path with a focus on doing the homework to inform the community that their funding would have a reasonable chance to effective in creating more benefit than negative impacts [tradeoffs].

See Appendix B, Draft People Street Feedback.

4. Recommendations –

Recommendation #27 _ The roadmap should provide **where, how and why** a *people street could be used in a neighborhood instead* ***of when and how.***

Recommendation #28 - There is no need for TSP / Comp Plan steps in the process to comply with OAR 660-012-0330(7).

- Adding design standards and specifications for low-car and no-car streets should be left up to the professionals. Each location should require some traffic circulation analysis to validate the specific design and still provide reasonable

access for emergency vehicles, service vehicles, maintenance vehicles, and residents/tenants/customers.

Recommendation #29 - Input from neighborhoods impacted by a proposed people street should be prioritized in community engagement.

- TSP / Comp Plan advisory groups comprised primarily of bicycling and/or environmental advocates and the City Council should not be able to decide where and how streets have walking and rolling as the primary mode. Existing neighborhoods that are significantly impacted by lane reductions that reduce their traffic circulation should have the final say.

VIII. List of Recommendations

Recommendation #1 (page 6) – Do not mislead the community by promoting the city leadership's version of a "people street" is a requirement of the OAR 660-012-0330(7).

Recommendation #2 (page 6) - The city needs to fulfill the stipulated requirements of the state grant for low-car districts. Is the state aware that the city is using the state's $150,000 for services beyond the grant's scope of work?

Recommendation #3 (page 8) – For a short distance, show the existing sidewalks beyond the BCD Boundary to illustrate a connection to something outside the BCD.

Recommendation #4 (page 8) – The legend on both Figure 3 and 4 has a symbol for existing pedestrian crossing, but no existing pedestrian crossings are shown in either figure. Consider adding the existing crossings.

Recommendation #5 (page 8) – The 2019 Bend Area Transportation Safety Action Plan identified that lighting is a key missing feature at many intersections. Consider adding a reference about this adopted plan and the lighting as a missing infrastructure.

Recommendation #6 (page 9) – Revere Avenue should be considered as part of the BCD bike network and be added to table 2. The Revere Avenue sidewalks were included in the Pedestrian Network section. Bike lanes on Revere Avenue are part of the low stress network.

Recommendation #7 (page 9) – Level of traffic stress is also a function of vehicular traffic volume per the Bend Design Standards.

Recommendation #8 (page 9) – Explain what is potential high frequency service corridors and the statement that "transit improvements will be prioritized."

Recommendation #9 (page 9) – Add a statement pointing out that the City of Bend does not control what and when Cascade East Transit will take action to make changes to the transit service. Point out that the 2020 GO Bond has allocated $8M for mobility hubs

Recommendation #10 (page10)– Clean up the flow and wording of this draft of a memo [Multimodal Gap Summary].

Recommendation #11 (page 12)– Complete the Highway Impact Summary to fulfill the grant's scope of work.

Recommendation #12 (page 13) – Provide a summary evaluation of the opportunities and constraints for a low-car district and a summary of recent work from other planning efforts.

Recommendation #13 (page 19)– The City of Bend needs take a close look at all the critical hurdles before they invest the public funds in a vision.

Recommendation #14 (page 19) – The city is making several critical assumptions that need to be fact check as part of making data-driven decisions made in an objective, transparent process.

Recommendation #15 (page 19) – The city should proceed slowly using reasonable performance measures to verify the critical assumptions. [**If you build it, will they come.]** The city needs to analysis if the investment will be **effective** in providing a reasonable return.

Recommendation #16 (page 19) – The City of Bend needs to have a developer style marketing study performed by consultants that tells the city what they need to know instead of what they want to hear covering the full gamut of the two 3-legged stool analyses that neither the state nor the city have done.

Recommendation #17 (page 23) - Stop implying that low-car streets / people streets are required to be built because of this statement. *"In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes."* (City handouts and webpage.)

Recommendation #18 (page 23)- Don't misrepresent the findings of the 2019 GO Bond surveys; May 2019, September 30, 2019, December 2019, January 8, 2020 presentation. Congestion was the community's #1 concern.

Recommendation #19 (page 23) – Communications should provide objective descriptions of all the facts and perspectives instead of a "campaign styled" promotion.

Recommendation #20 (Page 23)– Consider combining communication with utility invoices.

Recommendation #21 (page 23) – Meaningful surveys should be statistically valid surveys to prevent one advocacy group from dominating the results.

Recommendation #22 (page 23)– A schedule that allows sufficient time for providing feedback.

Recommendation #23 (page 36) - Follow a methodical analysis for a data-driven solution that is a win-win for all of Bend's stakeholders for all modes of travel.

Recommendation #24 (page 39) – Look at the crash data and make data-driven decisions.

Recommendation #25 (page 42) – Collect the parking data and remember the 85% rule for utilization.

Recommended #26 (page 43) – Make Franklin a "great street" now instead of waiting for funding on Hawthorne which may not happen

Recommendation #27 (page 47) The roadmap should provide where, how and why a *people street could be used in a neighborhood instead of when and how.*

Recommendation #28 (page 47)- There is no need for TSP / Comp Plan steps in the process to comply with OAR 660-012-0330(7).

Recommendation #29 (page 48) - Input from neighborhoods impacted by a proposed people street should be prioritized in community engagement.

IX. Appendix A - List of resources

1. City Council Issue Summary (June 5, 2024)
2. State Grant
3. DKS Contract
4. Bend Central District webpage
5. Climate Friendly Area Study
6. Downtown Parking Strategic Management Plan
7. Oregon Administrative Rules
8. Bend Development Code
9. City of Bend People Street Open House webpage
10. October 31, 2024, slide presentation pdf (need linkable copy)
11. November 1, 2024, slide presentation pdf (need linkable copy)
12. December 9th Question and Answer Session slide presentation. https://www.bendoregon.gov/government/departments/growth-management/planning-for-people-streets There is a link in the 1st paragraph to this "slide presentation".
13. Core Area webpage
14. Core Area performance metrics for 2023
15. Urban Growth Boundary Implementation plan, 2018
16. Bend Pedestrian Implementation Plan
17. 2020 GO Bond webpage and Resolution
18. 2020 Transportation System Plan and appendixes
19. Neighborhood Street Safety Action Program
20. Bend Standards and Specifications
21. Bend Area Transportation Safety Action Plan
22. Two GO Bond statistically valid surveys of the community in 2019 and multiple biennial community surveys
23. Bend Metropolitan Organization Transportation Plan 2045
24. U.S. Census Bureau commute estimates
25. ODOT traffic counts including bicycle trips
26. ODOT crash data for Bend
27. Kittleson's Greenwood quick built reports (June 13, 2024, and December 2, 2024)
28. Source, November 21, 2024, article
29. Bend's Neighborhood Greenway Program
30. Core Area Midtown Crossing Sounding Board presentation
31. Transportation Utility Fee webpage
32. ADA requirements
33. Greenwood Avenue Survey webpage
34. My field trips to all sites and attendance at open houses.
35. Multimodal Gap Summary, Bend Central District, January 30, 2025
36. August 7, 2024, Planning for People Streets, Tast 3: "Low-car District" Best Practices Summary (need a linkable copy)
37. RAISE grant general terms and conditions
38. 2024 Cascade East Transit Master Plan
39. Resources: Business Impacts of People Streets, December 4, 2024.

X. Appendix B- People Streets Claims Feedback

1. Key document – August *7, 2024, Planning for People Streets, Tast 3: "Low-car District" Best Practices Summary (for all sections except "4")*

2. The city claims they are studying people streets because.....

a. *OAR 660-012-0330(4) Low-car Districts* -

Amending the code and design standards for the four sentences of this OAR subsection for low-car districts would be extremely easy. "People Streets" as defined by the city, are not required by the OAR.

b. *Inform City's next update to the Transportation System-*

- Neighborhood Greenways streets implementation in Bend began in 2018 without involving a TSP update.

- The design concepts for the other types of streets are simple. It basic questions of where, how and why was to be spelled out by this feasibility study via a "roadmap" combining the "Best Practices, Community Engagement and Case Study. If the feasibility study had completed all the stipulated work of the grant and the contract, a transportation system plan update would not need to do much other than reference this study for new public streets options.

- The current draft of the feasibility study falls well short of completing the stipulated tasks of the grant/contract.

c. *To create vibrant, people-first streets and spaces-*

- "Vibrant" is the term used in illustrations of primarily retail neighborhoods and the best performance measure is vacancy rate. Bend is already vibrant.

- "People-First" street is a misleading phrase meant to "resonate" with the community instead of giving a clear description. It is a popular phrase by urbanist advocacy groups as they promote higher density with less driving. These groups assume all people should live in dense urban settings renting small studios or one-bedroom apartments.

- The reality is it assumes that people will prefer their streets to walk or ride bikes instead of a place for their vehicle to be parked or travel by. Ask the people which they prefer (the city does every two years in a statistically valid survey.) Instead, the choice is left up to social media advocates and planners who act like they know what is best for the public.

- "Spaces" is for what? This is a redundant term with "public spaces."

d. <u>To support people safely walking, biking rolling, using transit and driving</u>-

- Safety travel is addressed by a multitude of existing programs such as Bend Area Transportation safety Action Plan, Neighborhood Street Safety Plan, Pedestrian Implementation Plan, Low Stress Bicycle Network, and the adopted Design and Standards.

- The city needs to explain how the 3 street types that impact parking space availability and efficiency vehicle travel will lead to safer travel or will it be a big expensive and inconvenience that angers most of the community. The biggest assumption is if you build it, people will use it. Where is the proof?

e. *<u>To create public places that are inviting and activated. -</u>*
All the illustrations in the PowerPoint imply these "public places" are part of a retail neighborhood. The city needs to provide some examples of how specific local "public right-of way" streets in Bend can be transformed into active public spaces. Advocates don't understand the market forces including competition which is a main reason by cities make terrible developers. The failed Eugene pedestrian mall was the brainchild of planners and city leadership. When Valley River Center opened by the private sector, it blew the pedestrian mall out of the water.

f. *<u>To support climate goals (less emissions)-</u>*
One very big assumption is made with no effort to prove. Will these people streets reduce the vehicle travel mode split enough to offset the added congestion with its added emissions or will the people street just make the over +95% of drivers angry.

3. Are people streets different from low-car districts? - Yes
*a. Low-car districts are in Climate Friendly Areas where walking, biking or rolling are the **primary** methods of travel.*

*b. People streets are public right-of-way where walking, biking and rolling are **prioritized**, plus motor vehicle volumes are limited, reduced and/or vehicle speeds lowered.*

4. Four Street Types - *October 31, 2024, PowerPoint presentation*
a. Neighborhood Greenway Street – *Bikes share the vehicle lane.*

b. Low-car Street – *1-lane each direction for vehicle, plus a 2-way cycle track, leading to less parking.*

c. Shared Street – *Only 1 lane shared by vehicle and bicycle which can travel in either direction.*

d. Plaza Street – *Pedestrian and bikes but no vehicles.*

5. Where would they likely happen?

Recently I was told "many people fail to read beyond the first paragraph. Instead of spending all the community engagement budget of $50,000 on who knows what, try a creating a few demonstration illustrations of examples in each area.

a. ***Downtown*** – But the downtown is already vibrant, safe and with public spaces.

b. ***Old Mill*** *– But the Old Mill is a*lready vibrant, safe, with spaces and its roads are private.

c. ***Timber Yards –*** Provide us an example a people at this site. Aren't the only public rights-of-way in this project important corridors for the surrounding neighborhood also. Minimizing traffic flow could create significant problems for the whole neighborhood.

d. ***Bend Central District*** -Best option and the likely only option.

e. ***Central Westside*** *– Provide us with a demonstration on several* streets.

f. ***Campus areas (medical, schools/education, etc.) –***

-Campus areas are not public right-of-way.
-Give us examples of where and how.

g. ***River & Park access routes/ area*** –

- Again, these are not public rights-of-way typically and trying to make their streets "people streets" makes no sense. Parks and Recreation can and/or have provided for pedestrians and bicycling without cluttering up streets.

h. ***Safe routes to school-***

-Redundant with existing focus from 2020 TSP and the many existing programs as mentioned before.

i. Residential areas

-Low stress biking and walking routes

Local streets are all LTS 1 and you need to ask the community instead of a hand-picked committee. Too bad the NLA was shut down.

-To limit cut through Traffic

Cut through traffic was a top concern in the neighborhood meetings held as part of the 2020 TSP preparation process. Now the 2024 MTP has a new term for this ("diversion") and the modeling provides forecasts for it. Deal with the root cause instead of the symptom.

6. Questions –

a. Would any of these people streets be on arterials, collectors or just local streets?

b. Who installs the people streets?

c. Where does the funding come from?

d. Does the neighborhood have the final say or will it be left up to hand-picked supporters of urbanism with no stake in the neighborhood?

e. How can the public be sure that People Streets outcome will be effective, or will it just enable the Council to build their resume as a "progressive" city?

f. Will the city conduct a statistically valid survey of the community after providing an objective and transparent presentation of the pros and cons?

g. Read Leland Group's literature. A critical factor is does Bend have or will ever have large urban areas?

XI. Appendix C – Review of the "Resources: Business Impacts of People Streets", dated December 4, 2024 by Leland Consulting Group (LCG)

1. Understanding the objective of the consultant's research –

a. LCG memo states, "*it is important to consider research from other cities that have implemented similar low- and no-car* [district] *streets and impacts to business success in particular.*"

Observation #1 – Yes, but unfortunately none of the 17 studies are applicable to Bend and streets that are transportation is primarily or prioritized to non-venhicles.

b. LCG memo states their table, *"includes research from the last 15 years that analyzes the impacts of pedestrian- and bicycle-friendly streets on local businesses."*

Observation #2 – Yes, but unfortunately, most all of the studies do not have the same characteristics as Bend.

c. LCG memo states their research will help the city understand what street types, where to place and with what policies. All of this to support local businesses.

Observation #3 – No. I spent over 20 hours in a deep dive into the 17 studies. Based on my professional experience, these 17 studies have little to no value in helping the city understand what street types, where to place and with what policies which actually supports Bend businesses and residential areas.

2. Basis for the three observations made above.

a. Understanding the importance of the scientific method when reviewing studies.

The scientific method is a process for gaining knowledge through observation, experimentation, and analysis. It's a systematic way to conduct experiments that minimizes bias and improves the quality of results. (online definition)

A "study" has value only if the test has;

a) documented the original conditions study's environment
b) documented the single change made to the study's environment
c) then document the results that can be attributed to that single change
d) the author of the study has no bias.
e) the "test" site has the same characteristics and the local site(s).

f) The test is in a closed environment where possible results are not influenced by input from the surroundings.

In layman terms, did the benefit result solely from the change without any loss or gain from the "outside" surroundings.

b. Performance measures of business impact –

- Vacancy rate – This data may be obtained from either the local real estate broker or landlords if you are luck.

- Turnover rate – Same answer as above and if you are lucky.

- Sales – Typically, the only option is to ask the businesses or in a rare case, the landlord might require their tenants to report this monthly, but then the landlord is not likely to share this information.

  [Its worth noting that the PSU study (the study that tries to be scientific and unbiased) talks about the difficulty of obtaining accurate sales data.]

c. Property value- (FYI. I just finished my fourth year on the Deschutes County Property Tax appeal board.)

- The studies that try to make a case for higher values are comparing high density urban areas to lower density suburban areas. Yes, so what. Urban areas are typically higher.

- And the higher values would make any city happy due to revenue from property tax.

- However, the landowner has to focus on "equity." The simple answer is a higher density projects are significantly more expensive to building and requires tenants willing to pay higher rent. Equity is the different between market value and liabilities.

- Talk the developers who "redeveloped" in downtown Bend twenty years ago during the "year of cranes." Look at the small vacant parcel at the corner of Hawthorne and Hill. **Higher values don't always increase equity. It always increases risk.**

d. On the next page is a table that gives a simple view of the six test factors of 2(a) of the 17 studies

The Scientific Method Test Factors-							
Study	Only 1 change	Possible Bias	City size	Density compared to Bend	Biking/walking prioritized or primary	Topic	
U of O 2021	Not applicable - pedestrian mall failed.						
Strong Towns 2018	no	yes	larger	Higher	no	walking	
ARUP 2016	no	yes	Very large	Much higher	no	walking	
Active Living Research, 2013	no	yes	larger	Higher	no	walking	
Go For Green, 2004	no	yes	larger	Higher	no	walking	
Toronto Centre for active transportation, 2019	no	yes	very large	Much higher	no	biking	
Salt Lake City DOT, 2015	no	no	very large	Much higher	no	biking	
People for Bikes, 2014	no	Absolutely	larger	Much higher	no	biking	
Political Econoy Research Institue, 2011	Not applicable at all - deals with construction cost to build vehicle lanes verses bike lanes and "complete streets."						
Emory Economics Review 2023	Not applicable at all - No bike lanes / built in 2011 and then included 10 years of what growth occurred.						
Univerisity of Las Vegas, 2021	Not applicable at all - gathers work from outside sources / promotes "complete streets" which Bend already has.						
Portland State University, 2020 - Best scientific study / tried to address how to gather sales data / findings inconsistent. No bias.							
Smart Growth America, 2020	Not applicable at all - two page "complete street" promo.						
Smart Growth America,2015 - LCG states "complete streets may not be directly applicable to no-car or low-car without detail.							
New York City DOT 2012	no	??	Huge	Much higher	no	complete streets	
Brookings, 2021	not applicable - placemaking						
UC Berkeley, 2019	not applicable - bike sharing						

4. Reviewing LCG's Common Themes. See the table on the next page

	LCG Themes	Response
1	*Increasing the number of bikes and pedestrians typically has a positive impact on retail sales even if there is a decrease in car traffic.*	In Toronto Canada, a very large high density urban city were vehicles alread are a small share of travel. Transit is the largest share.
2	*Infrastructure that prioritizes bikes and pedestrians typically has a neutral to positive effect on existing businesses in established retail centers. Food and beverage businesses typically see the biggest positive impact.*	This study was in three very large urban cities.
3	*Replacing some parking with bike infrastructure does not typically have a negative impact on retail sales, but the impacts can differ for different types of businesses.*	Study lacks critical data such as parking utilization before and after. Maybe there was a surplus of parking before. Use the 85% rule. Sounds like Salt Lake City were the streets are very wide. Another example where adding a bike lane shifts existing bicyclist from nearby streets. City is essentially picking loosers and winners similar to the impacts to the north side of Greenwood Avenue.
4	*Retail properties in walkable areas typically have higher values and lower vacancy rates than those in less walkable areas.*	No surprise. Study compared high density urban area to a suburban area. It is a function of density.
5	*People who walk, bike, and take transit to retail areas typically spend less per trip but make more frequent trips, leading to higher spending over time.*	Another example from a high density urban study area.
6	*Demographic shifts in urban areas are creating higher demand for walkable streets and active transportation networks.*	Bend has no urban areas and Bends measured mode splits for bikes and pedestrians has been very flat.
7	*Housing within walking distance is an important component for the success of people streets.*	Absolutely.
8	*Pedestrian and bike infrastructure generates more jobs per dollar spent than auto infrastructure both during construction and afterward, as they are more financially productive per acre.*	The "during construction" finding is meaningless in Bend. Bend is considering building another vehicle lane verses a bike lane. Plus, the study makes no effort prove if the pedestrian and bike infrastructure was the sole reason for an increased financial productivity after the construction.

5. Read beyond the first paragraph –

- The fact that LCG failed to try to understand the local businesses is a huge mistake.
- The entire team seems to not be interested in the status of the local economy.
- Bend is walkable or will be walkable by following through on existing programs. This is about biking.
- Recommendation – Take you best shot at one route (Franklin has the fewest constraints and highest upside). Monitor the results to provide data to either prove or disprove that a protected bike lane increases biking.
- Lastly, the Council needs to demonstrate their position on two key policies
    - Make data-driven, objective, transparent and effective decisions.
    - Demonstrate that the Council cares more about what the majority of the community wants instead of what the Council wants (less congestion instead of more verse recognition as a smart growth city).

From:	Elisa Cheng
To:	Susanna Julber
Cc:	jackie@curriecounseling.com; mindfulhealingdata@gmail.com; corie@colw.org; dad@suspnw.com; jason.villanueva@mosaicch.org; reachoutcentraloregon@gmail.com; john@somewheregreen.com; singingskierxc@gmail.com; rsalinas@cocc.edu; hello@tomimartbend.com; Kayla Fleskes; Ruth Vernotico; angela@outsideinbend.com; Teague Hatfield; Michael Walker; Denise LaBuda; elint@coic.org; Henry Stroud; Elyse Vukelich; Cyrus Mooney; Katherina Barguil; Jennifer Knapp; Jenny Umbarger; Andrés Portela
Subject:	Re: People Streets Steering Committee Mtg #3 Follow Up
Date:	Wednesday, March 26, 2025 11:38:57 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

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Hi Susanna,
Here are my final notes/thoughts!

I want to start by thanking everyone involved in the People Streets study for their time and dedication to this project. I think it's an important process for the City of Bend and was honored to be part of the discussion. However, I'd like to share my concerns about the outcome, as it feels like we lost sight of the original purpose of the committee: to discuss the creation of People Streets—areas that are truly car-free or car-light. After nearly a year of discussion, we still lack a finalized case study route or clear street standards that would allow for plaza streets, which is a missed opportunity to create meaningful change in how people move through Bend.

Additionally, the late-stage inclusion of Downtown Business Association members shifted the direction of the conversation in a way that felt misaligned with the committee's original intent of centering underrepresented voices. While business perspectives are important, numerous studies have shown that increasing the number of people walking and biking in an area leads to greater economic vitality. It would have been beneficial to include business owners in the process from the start so they could hear the full background on the purpose of the study and contribute to the decisions. Creating a more inviting, pedestrian- and bike-friendly downtown would not only improve safety and accessibility but also benefit businesses by attracting more visitors and fostering a lively, people-centered environment.

A dedicated People Streets route would provide more equitable transportation options and improve access to downtown for people who bike, walk, or use other mobility options. Currently, downtown is not particularly bike-friendly, and prioritizing more people-centered spaces leading up to and through downtown would make it safer, more accessible, and ultimately more welcoming to all.

I encourage the committee to refocus on the core vision of People Streets and take the next steps toward implementing real-world solutions that prioritize safety, accessibility, and multimodal transportation with the City Council. I appreciate your continued efforts and hope to see tangible progress toward a more inclusive and connected Bend in the future.

I truly appreciate the time and effort that both the committee members and business representatives have put into this process. It's clear that everyone involved cares deeply about

the future of Bend, and I'm excited about the potential to create vibrant, welcoming, and economically thriving People Streets in the future. Bend has a unique opportunity to lead the way in reimagining how people experience our city, and I look forward to continuing these conversations and working together toward that vision.

Thank you,
--
Elisa Cheng
President
Pronouns: she/her/hers
BEND BIKES
Advocating for the safety of people who ride bikes

On Tue, Mar 18, 2025 at 12:01 PM Susanna Julber <sjulber@bendoregon.gov> wrote:

> Hello Everyone,
>
> Thanks again for your time and input yesterday- it was great to meet everyone and talk through the issues related to the People Streets project. I'm meeting with a few people next week who couldn't make the meeting yesterday, and if others would like to meet just contact me and we'll figure out a day/ time. I'm attaching several documents to this email:
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> - Planning for People Streets DEI flyer (describes the GARE framework that Andrés discussed with us);
> - **Draft People Streets Case Study Evaluation V2: Please send comments back to me by March 28;**
> - Case Study Appendix: Graphics to supplement the Case Study memo;
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Community Building Subcommittee: Community Building Subcommittee | City of Bend for Zoom registration link- this date may change, I'll let you know as soon as I find out! Updates will be posted on the webpage.

I think that is it for now- please let me know if you have any questions and looking forward to your comments on the Case Study Evaluation memo.

Best, Susanna

Susanna Julber, AICP

Transportation Planner | Growth Management Division

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Office: 541-693-2152

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CENTRAL OREGON LANDWATCH

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March 28, 2025

Susanna Julber (*via email to sjulber@bendoregon.gov*)
Bend City Hall | 710 NW Wall St. | Bend, Oregon 97701

RE: Planning for People Streets Case Study | Input for 'Next Steps & Recommendations' report + Additional actions

Thank you for the opportunity to contribute to the City of Bend's visioning and planning process for future People Streets. We understand and appreciate that this study:

- **Was undertaken to help inform the City's 2026 Transportation System Plan** (TSP) update to meet state land use and transportation planning requirements related to Climate-Friendly and Equitable Communities (CFEC),
- **Included a community- and equity-centered process** to help inform this effort and provided valuable learning opportunities on how to improve future community stakeholder engagement,
- **Used the Drake to Juniper Corridor (D2J) via the Hawthorne Pedestrian and Bicycle Bridge as a *conceptual* case study** to help imagine and explore what various People Street typologies could look like, how they might function, and what some likely policy, planning, code, and design challenges, opportunities and considerations might be. In other words, selection of a preferred route and design for the D2J route wasn't in the scope of this effort.

In light of this, we've provided two succinct sets of input here. The first set is 'in scope' and centered on key considerations and issues for successful integration of People Street and 'low car district' concepts in the City's forthcoming, longer term growth, land use, and transportation planning efforts (2026-2029).

The second set includes recommendations focused on shorter term actions for consideration by Bend City Council. While technically outside of the scope of this exploratory People Street study, there were consistent themes related to the D2J route and Hawthorne Bridge — and beyond — that emerged in this process and continue to arise throughout our community. We elevate them here as they are in need of more immediate attention. We request that both sets of recommendations be included in the "Next Steps & Recommendations" report staff is preparing.

1. People Streets: Longer term opportunities for integration and implementation

The project team did an excellent job working through a variety of People Street typologies and examples. This also included a deep dive and review of relevant City policy and codes that will need to be created, augmented, or removed in order to move these concepts forward in our community. We'll provide additional, detailed input on the "Next Steps & Recommendations Report" that the project team

will be providing as a key outcome of this study. **The most important thing we've learned from this project is that for People Streets to succeed, a systems level approach is absolutely critical.** "Zooming out" to consider coordination with adjacent street networks, Bend Bikeways, and transit routes, as well as neighborhoods, businesses, and land uses will need to be a key part of the future planning and implementation of any People Street.

Additionally, vehicles have first priority in street designs throughout Bend, so **we recommend leaning into the opportunity provided by the CFEC rules that require allowing for 'low car districts' to truly prioritize bicycle- and pedestrian-oriented design.** Therefore, while we think there may be appropriate applications for all of the People Street typologies considered, we see the most potential in and most strongly support the use of "plaza streets" and "shared streets". These street types provide the most Complete Community benefits, as they most clearly prioritize non-car modes of travel and there is also more space available in the right of way to prioritize tree canopy and public green space. These street types could be particularly important to consider in places with low tree canopy, like the Bend Central District. This focus on people-centered design will also be more effective in incentivizing biking and walking, improving street-level engagement with adjacent businesses, as well as private investment and redevelopment.

2. Shorter term actions to meet economic goals & community needs

The following recommendations directly align with the Economic Prosperity goal in the recently-approved 2025-2027 City Council Goal Framework, which states:

> *"Lead an effort to strengthen economic prosperity by enhancing strategic partnerships."* Under this effort it states, ***"Leverage public-private partnerships that catalyze investment in the Bend Central District, including the development of a new City Hall and investments in the Drake to Juniper Park connection."***[1]

Drake to Juniper via the Hawthorne Bridge

Using the D2J via Hawthorne as a conceptual case study for the People Streets project was illustrative. It helped the project team and steering committee conceptualize what various approaches might look like in a real place in our city.

However, the Hawthorne Bridge is not conceptual. Even with federal uncertainty, it is a project that is funded sufficiently to advance to ODOT's engineering design phase, with a construction timeline still slated for 2027. **To ensure this isn't 'a bridge to nowhere', we recommend the City Council explicitly**

[1] March 19, 2025 City Council Meeting | 3:12:23

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elevate and prioritize the entire Drake to Juniper corridor project so that its design and build out syncs up with the construction of the Hawthorne Bridge. That means this project is included in staff work plans, the City's CIP, and has an established process and timeline for a complete D2J route selection and design that successfully addresses the very challenging crossing at 3rd Street and the east and west side bridge landings. It could include phased, interim improvements (such as quick builds) to keep the projects moving forward and in sync.

An integrated economic and (re)development approach for Downtown, Bend Central District and the Drake to Juniper route via the Hawthorne Bridge

Over the course of the People Street Study, it has become even more clear that the future of Downtown Bend and the ongoing redevelopment of Bend Central District (BCD) are directly, inextricably connected. The D2J route via the Hawthorne Bridge is one of the most important, formative and near-term opportunities that will shape both places and will be critical to the success of future Climate Friendly Areas, as well as meeting our housing goals under the Oregon Housing Needs Analysis (OHNA).

Collectively, there are timely and abundant opportunities to address myriad community needs and concerns, as well as the City's ambitions and vital goals. These include, but are not limited to:

- The upcoming relocation of City Hall to the BCD
- Once that relocation occurs, the availability of more City-owned property downtown to help meet the parking needs of the downtown business community, and
- A safe, complete, functional D2J route via the Hawthorne Bridge that can more safely move all users through the heart of our city, while spurring more housing and mixed use development

These opportunities are interrelated — and our community wants to see them considered holistically with a vision, plan and related resources that connect these pieces of the puzzle together. **We recommend the City Council provide leadership and direction to put an integrated, 'big picture' approach together that better aligns, connects, and leverages the opportunities provided by active and near term projects in Downtown Bend and the Bend Central District. This is an incredible opportunity to be responsive to community needs, achieve more shared prosperity, and advance successful redevelopment that supports Complete Communities.**

We appreciate all of the efforts that have gone into this process and look forward to continuing to work collaboratively with the City, the community, and local businesses to take meaningful steps that move People Streets and other critical projects and efforts forward in our community.

Sincerely,

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Phone (541) 647-2930
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Corie Harlan
Cities & Towns Program Director

Kristin Reidelberger
Cities & Towns Associate Program Manager

From: Teague Hatfield
To: Susanna Julber
Cc: Kayla Fleskes
Subject: Re: People Streets Steering Committee Mtg #3 Follow Up
Date: Friday, March 28, 2025 2:53:58 PM
Attachments: image001.png
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Hi Susanna-

Thanks for the energy around People Streets. While it was awkward being plopped in at the final meeting, I still enjoyed the opportunity to engage with everyone.

I'm a fan of the People Streets concepts and as Corie stated at the meeting, I believe in the urgency to plan for connectivity between Juniper and Drake, with the Hawthorne pedestrian/bike bridge hopefully coming sooner than later. As these plans take shape, it's important for our community that the continued vitality of downtown is at the forefront and that parking spots are valued as an essential part of the equation.

Downtown is the envy of many cities and while far from perfect, it's relatively pedestrian/bike friendly between Lava and Drake Park east/west and Greenwood and Franklin north/south.

I hope the City of Bend will develop guidelines for People Streets throughout Bend and pursue the several great options that connect Juniper and Drake without impacting parking downtown.

Thank You!
Teague

On Tue, Mar 25, 2025 at 12:00 PM Susanna Julber <sjulber@bendoregon.gov> wrote:

> Hello everyone,
>
> Just resending this email- if you have comments on the Case Study memo, please send them my way by end of day on Friday, March 28. Also, a few of you have not picked up your stipends for past meetings- just send me a note if you'd like them and I'll figure out a way to get them to you.
>
> Best, Susanna

From: Susanna Julber
Sent: Tuesday, March 18, 2025 12:01 PM
To: jackie@curriecounseling.com; mindfulhealingdata@gmail.com; corie@colw.org; elisac@bendbikes.org; dad@suspnw.com; jason.villanueva@mosaicch.org; reachoutcentraloregon@gmail.com; john@somewheregreen.com; singingskierxc@gmail.com; rsalinas@cocc.edu; hello@tomimartbend.com; Kayla Fleskes <kayla.fleskes@dksassociates.com>; Ruth Vernotico <ruth@susworld.org>; angela@outsideinbend.com; Teague Hatfield <teague@bendshoeco.com>; Michael Walker <mcwcllc@msn.com>; dmlabuda@gmail.com
Cc: elint@coic.org; Henry Stroud <HenryS@bendparksandrec.org>; Elyse Vukelich <evukelich@bendoregon.gov>; Cyrus Mooney <cmooney@bendoregon.gov>; Katherina Barguil <kbarguil@bendoregon.gov>; Jennifer Knapp <jknapp@bendoregon.gov>; Jenny Umbarger <jeumbarger@bendoregon.gov>; Andrés Portela <aportela@bendoregon.gov>
Subject: People Streets Steering Committee Mtg #3 Follow Up

Hello Everyone,

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Eventbrite

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I think that is it for now- please let me know if you have any questions and looking forward to your comments on the Case Study Evaluation memo.

Best, Susanna

Susanna Julber, AICP

Transportation Planner | Growth Management Division

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From: Angela Salido
To: Susanna Julber
Cc: Kayla Fleskes
Subject: Re: People Streets Steering Committee Mtg #3 Follow Up
Date: Friday, March 28, 2025 2:25:12 AM
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I want to thank everyone for their hard work and dedication to this project. The passion we all feel for our community is inspiring and exciting to see. I have a few additional comments listed below.

To echo the sentiments of many, it is unfortunate that voices of the business community were not included in the discussion from the beginning. I can imagine how disjointed this must have made the conversation. It is also unfortunate that residents who live in the Juniper area were not represented in this conversation. I imagine they'd be interested in hearing a conversation is taking place to potentially limit or remove their access to their driveways, garages and on street parking. This would greatly impact these residents' lives on a daily basis.

I volunteered to join the sub committee because I am an avid cyclist and would like to see more sensible bike and walking access throughout Bend. Like many, I see the benefit that this access and People Street spaces provide. Many case studies have shown these spaces fail when not done correctly, such as in Eugene and Satna Barbara, just to name ones we're likely all familiar with. Success in these spaces was overwhelmingly supported by additional parking to adequately make up for parking that was removed. Often, successful walking plazas are flanked by two or more parking garages. While bike access is important, so is access for all. People who don't live in Bend center can not easily bike into these spaces. Many families don't have access to bicycles or have the leisure of free time to bike commute rather than drive. As a single mother who has battled serious health issues, I for one would have been excluded from these spaces for years of my life when driving was all I was capable of. While safe bikesways are important for all demographics, it's also important to remember that not all people can bike or walk easily due to time, weather, economic restraints and physical restraints.

I understand that many businesses come across as anti People Streets, which I do not believe is the case at heart. We all want to see Bend evolve and thrive. The business community is echoing the sentiments of its customers who are constantly complaining about parking. Many businesses are responding to recent declines in sales as more locals refuse to battle parking and choose to shop online rather than come Downtown. I

encourage you all to read the comment on any City or news post related to Downtown parking to get a pulse on how the community feels. It's very grim and disheartening.

We do not see bike commuting throughout the community the majority of the year due to weather. Making bike commuting more accessible, creating shared public spaces and accessible parking would strike a healthy balance to ensure Downtown continues to thrive as Bend changes rapidly. It doesn't take much to look around and see that the overwhelming majority of Bendites and visitors are still choosing to travel via personal vehicle. Let's help them get to their destination safely and easily while continuing to create a safe, vibrant and active bike community.

People Streets have many values and I'd love to see actual plans put into place for how these spaces will be maintained and managed when they enter into an area like Downtown that are not managed by City funds. I heard a lot of amazing ideas that in actuality didn't have the due diligence of planning put in place to assure these ideas could be successfully implemented. The question of how these streets/plaza will be maintained throughout the year was never answered. Downtown can barely afford its current maintenance and fundraises to stay afloat and cover maintenance costs. Additional financial and maintenance strains on Downtown businesses could have a devastating impact on our magical and historic Downtown.

Finally, I champion the idea of a shuttle connecting Downtown and Juniper. More public transit would be a benefit to our community. I would have appreciated hearing how People Streets would tie into the Hawthorn bridge so we're talking in facts and not theoretics.

In the future, I hope these committees represent the full picture of our community (which includes business owners and local residents of the streets in question) and that they do the hard work of figuring out how to successfully bring these ideas to fruition without the potential to upset the livelihood of community members. In looking at case studies, it's crucial to also look at what did not work and why. We can't just look to the success of overwhelmingly affluent communities like Bolder that do not represent the growth of Bend. I do not think Downtown can successfully shoulder a walking/biking plaza concept without massive additional parking and funding from the City of Bend for maintenance. I'd love to see Bend progress in an inclusive, safe and welcoming environment for all.

Thank you for including me in this discussion. It was an honor to share space and hear from you all.

Sincerely,

Angela Salido

On Tue, Mar 25, 2025 at 12:00 PM Susanna Julber <sjulber@bendoregon.gov> wrote:

> Hello everyone,
>
> Just resending this email- if you have comments on the Case Study memo, please send them my way by end of day on Friday, March 28. Also, a few of you have not picked up your stipends for past meetings- just send me a note if you'd like them and I'll figure out a way to get them to you.
>
> Best, Susanna
>
> ---
>
> **From:** Susanna Julber
> **Sent:** Tuesday, March 18, 2025 12:01 PM
> **To:** jackie@curriecounseling.com; mindfulhealingdata@gmail.com; corie@colw.org; elisac@bendbikes.org; dad@suspnw.com; jason.villanueva@mosaicch.org; reachoutcentraloregon@gmail.com; john@somewheregreen.com; singingskierxc@gmail.com; rsalinas@cocc.edu; hello@tomimartbend.com; Kayla Fleskes <kayla.fleskes@dksassociates.com>; Ruth Vernotico <ruth@susworld.org>; angela@outsideinbend.com; Teague Hatfield <teague@bendshoeco.com>; Michael Walker <mcwcllc@msn.com>; dmlabuda@gmail.com
> **Cc:** elint@coic.org; Henry Stroud <HenryS@bendparksandrec.org>; Elyse Vukelich <evukelich@bendoregon.gov>; Cyrus Mooney <cmooney@bendoregon.gov>; Katherina Barguil <kbarguil@bendoregon.gov>; Jennifer Knapp <jknapp@bendoregon.gov>; Jenny Umbarger <jeumbarger@bendoregon.gov>; Andrés Portela <aportela@bendoregon.gov>
> **Subject:** People Streets Steering Committee Mtg #3 Follow Up
>
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>
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I think that is it for now- please let me know if you have any questions and looking forward to your comments on the Case Study Evaluation memo.

Best, Susanna

Susanna Julber, AICP

Transportation Planner | Growth Management Division

My Pronouns: She, Her, Hers *Why Pronouns?*

Office: 541-693-2152

City of Bend Growth Management Division | *Working collaboratively to plan for the future of Bend*

Click here to learn about what we're currently working on!

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--

Angela Salido
www.outsideinbend.com
541-317-3569
Downtown Bend, OR

From:	Corie Harlan
To:	Susanna Julber
Cc:	Kayla Fleskes; Kristin Reidelberger
Subject:	Re: People Streets Steering Committee Mtg #3 Follow Up
Date:	Friday, March 28, 2025 11:21:20 AM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png PeopleStreets_COLW_InputMemo_3.28.25.pdf

CAUTION: External Email. Use caution when opening attachments, clicking links, or responding to this email.

Hi Susanna and Kayla,

Attached you'll find Central Oregon LandWatch's input for your consideration as you put together the final People Streets 'recommendations and next steps' report.

I want to offer our heartfelt thanks to the project team and all the Steering Committee members for their time and efforts on this project. I echo comments others have shared in appreciating a very intentional and equity-centered approach to this work and urge the City to keep using, refining and improving this approach to community engagement based on some of the lessons learned in this process.

LandWatch thinks this study - and related community issues and opportunities that have arisen through it - have excellent potential to help create more Complete Communities, increase shared prosperity, and improve the livability of this place we all care about, both in the short and longer term. Our memo outlines more details on this and I welcome any thoughts or questions staff or others have on what we've shared.

Thanks again for leaning into this important work and the opportunity to participate.

All my best,
Corie

Corie Harlan *(she/her)*
Cities & Towns Program Director
Central Oregon LandWatch
2843 NW Lolo Dr. Ste. 200
Bend, OR 97703
503-913-2371 (cell)
541-647-2930 x.801 (office)

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Cc: elint@coic.org; Henry Stroud <HenryS@bendparksandrec.org>; Elyse Vukelich <evukelich@bendoregon.gov>; Cyrus Mooney <cmooney@bendoregon.gov>; Katherina Barguil <kbarguil@bendoregon.gov>; Jennifer Knapp <jknapp@bendoregon.gov>; Jenny Umbarger <jeumbarger@bendoregon.gov>; Andrés Portela <aportela@bendoregon.gov>
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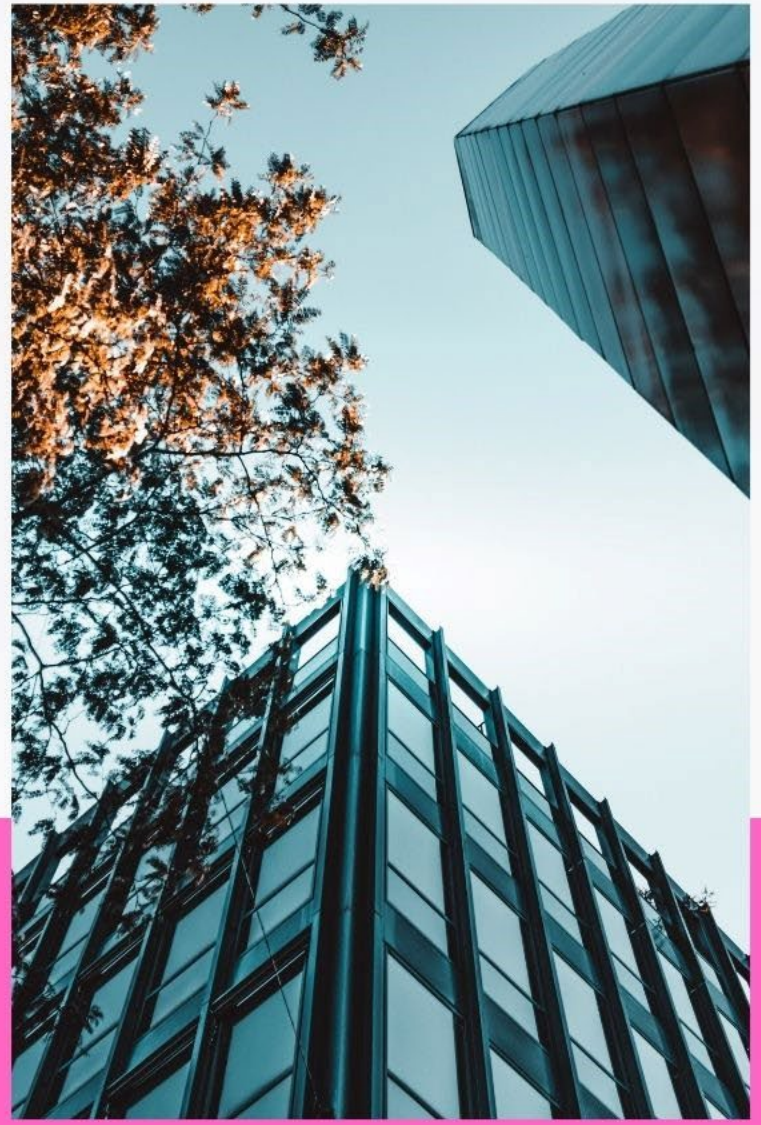
Avanza Program Student Presentations



People Street Ideas Presentation

Bend High Avanza

How we get around Bend.

Drive

Most teens our age still need a parent to drive or be in the car while we drive.

Walk

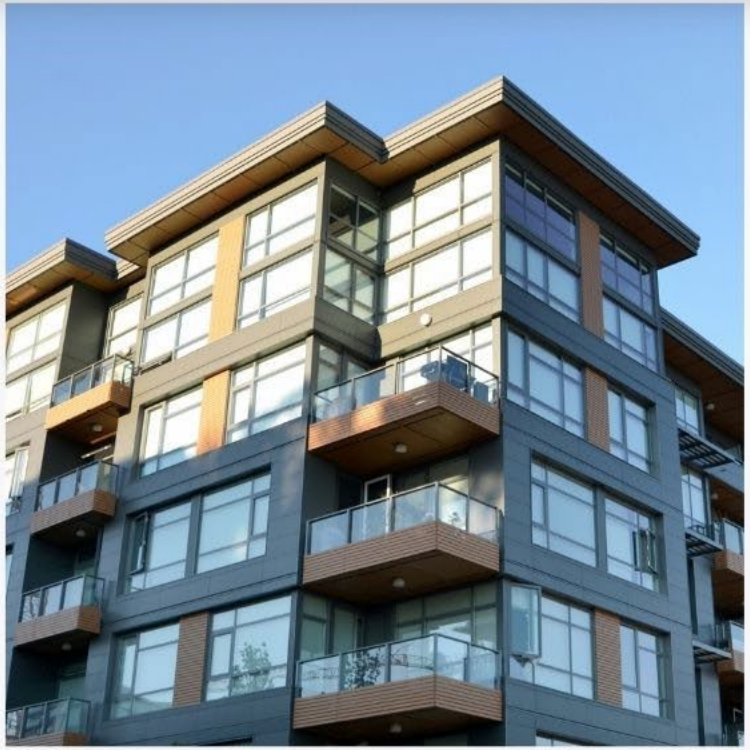
Some teens don't have someone to take them which leads to walking

Bus

When neither of those options are available there's always the public bus

Outside of home and school, where are you most frequently traveling to? What is you mode of transportation to get there?

Outside of home and school, I usually walk to the park or the old mill. In my experience, getting there doesn't feel safe or welcoming. Cars speed through without much care for people walking, this is why we need a street on Wall Street designed for pedestrians only. The street would be made for us for walking, biking, hanging out, and just feeling connected. A People Street would make it safer for everyone, easier for people without cars, and more inviting for everyone.



Is the mode of transport out of necessary?

For many students, their mode of transportation is definitely out of necessity. Some students drive because they live far from school or work, and driving is the only way they can get there on time. It's not always a choice they drive because they have to. Others rely on family members for rides, especially if they don't have their own car or can't drive yet. A lot of students also take the bus, either because it's free or because there's no other way to get around. Walking or biking is an option for some students, but usually only if they live really close. Even then, it's not always about preference, it's just what works best or what's available. So overall, most students choose their transportation based on what they have to do, not always what they want to do.

what are the pos and cons of walking / biking / taking public transportation and driving?

Walking

Pros:

- Free and healthy
- Environmentally friendly
- No need to worry about parking or traffic

Cons:

- Slower over long distances
- Weather-dependent
- Not ideal in areas without good sidewalks or safety measures

Biking

Pros:

- Fast for short to medium distances
- Eco-friendly and great exercise
- Cheaper than driving or transit

Cons:

- Can be unsafe without bike lanes
- Weather and terrain can be a challenge
- Limited cargo capacity

Public Transportation

Pros:

- Reduces traffic and pollution
- Often cheaper than owning a car
- No need to worry about parking

Cons:

- Can be slow or unreliable depending on the system
- Fixed routes and schedules limit flexibility
- Crowded during peak hours

Driving

Pros:

- Most flexible and convenient, especially for long distances
- Comfortable and private
- Good for carrying passengers or heavy items

Cons:

- Expensive (gas, insurance, maintenance)
- Contributes to traffic and pollution
- Parking can be a hassle in busy areas

What is a street or neighborhood that you find very easy to walk on?

Village westoria neighborhood is an easy neighborhood for me to walk through because it's overall nice, and its easy to tell when a car is coming. The roads are wide,and the sidewalks are smooth. This neighborhood is off of NE Revere Avenue, which we think is the easiest road to walk on because again The road is wide. The only downside is that there's no sidewalk.

What is it about people streets that make it easy to walk on?

01 **Accessible for people.**
in all forms of transportation but especially on foot.

02 **Things to do**
Places for people to pass time on, such as markets and food places.

03 **Welcoming and safe**
Strategically placed parallel parking that shields pedestrians from street traffic.

04 **Trafic calming features**
Like speed bumps and narrowed lanes, make streets safer by slowing down cars.

05 **Interconnected parks, trails, sidewalks and pathways.**
create accessible, walkable communities that encourage outdoor activity, social interaction, and a healthier lifestyle.

06 **Clear signage**
Helps people find there way and connect easily to nearby parks, trails and destinations

what is it about that street that makes it easy to walk on?

People streets are easy to walk on because they are designed with pedestrians in mind. Wide, smooth sidewalks provide plenty of space for walking . Features like clearly marked crosswalks, pedestrian signals, and traffic calming things such as speed bumps create a safer environment by slowing down vehicles. Shaded areas, benches, and landscaping to add comfort and make walking more enjoyable, encouraging people to spend time outside. Together, these elements create a walkable space that feels safe, inviting, and connected to the surrounding community.

Safety ideas

What should we incorporate to make Wall Street safer?

To make a street safer, several elements can be Incorporated to protect pedestrians, cyclists, and drivers. For Wall Street we were thinking a mainly pedestrian friendly street. For example Clearly marked crosswalks and pedestrian signals help people cross roads safely, Adding bike lanes separated from traffic provides a safe space for cyclists. Good street lighting improves visibility at night, reducing accidents and crime. Sidewalks should be wide and well-maintained to keep pedestrians away from moving vehicles. For example, cities like Amsterdam use raised intersections and curb extensions to slow down traffic and enhance pedestrian safety. These features together create a safer and more accessible environment for everyone. Overall for wall street keeping it a people street is the best option with places for bikes and many shop options like clothes and food truck but main priority is keeping it safe.

Afuera de la casa y escuela , otros lugares que acontrarmos fácil a caminar?

- Fuera de la escuela y casa, hemos viajado a otros lugares del estado, como California y México. En México, podemos visitar muchos lugares locales, caminando sin necesidad de transporte.
- Por ejemplo caminar por lugares amigables para los peatones es explorar y visitar cada lugar sin preocuparte por el tráfico, sin necesidad de ocupar algún vehículo. Esto relacionado con Downtown es implementar ideas de diseñar zonas y calles para ser exploradas a pie. Por ejemplo: tener gran variedad de locales cercanos, mercados al aire libre y más naturaleza.

Cascade Village

cascade village is hard to get to because it's off 2 highways that are very dangerous for bikers and walkers and are only accessible to people on cars

Old mill

The old mill is still very popular for teens and adults but is more downtown then in a very accessible place. Overall there is nothing super bad about where this is placed

What are some places in bend that you would walk or bike to if you were able ?

Pros and cons of having people streets in bend

Pros

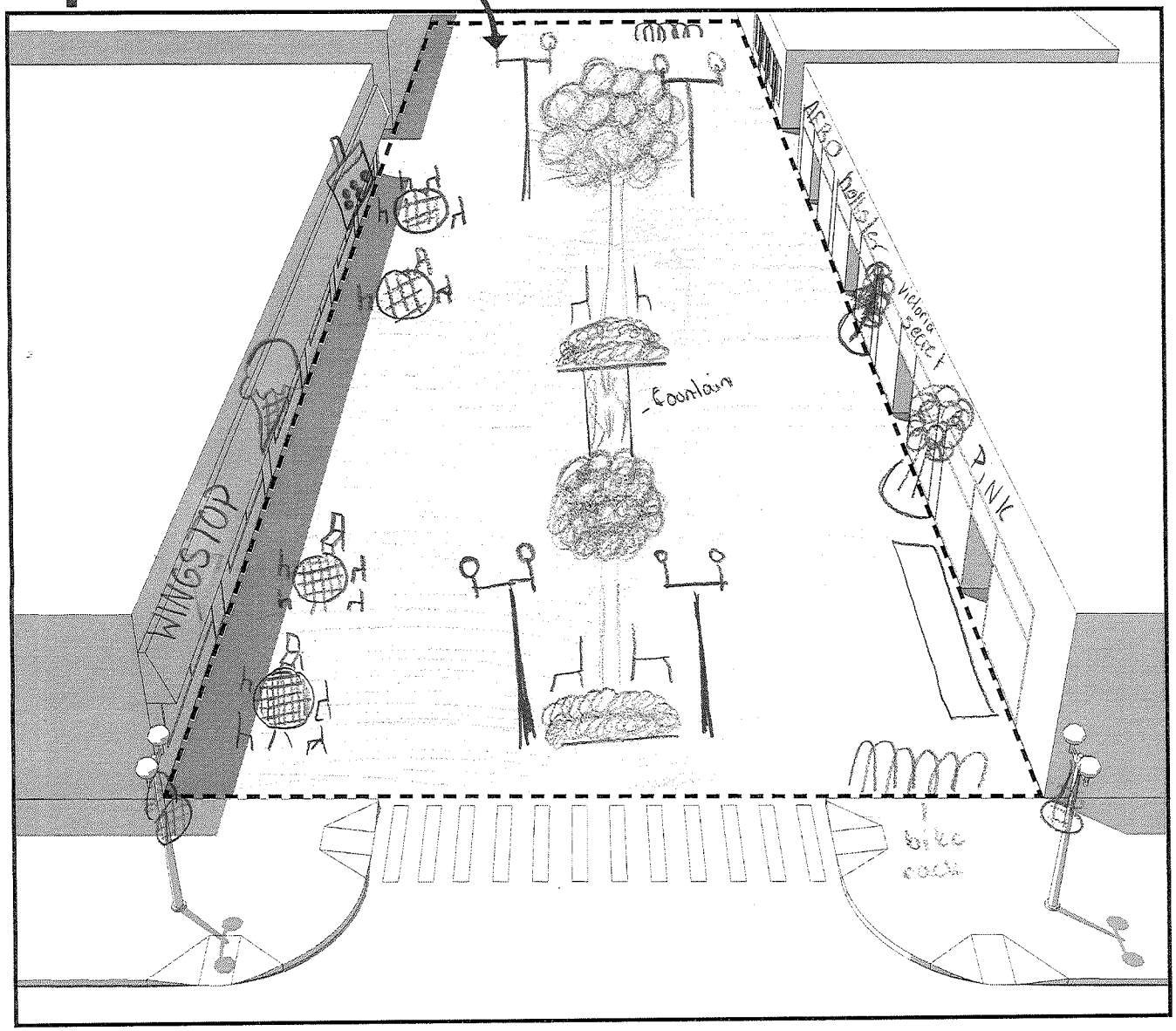
1. Improved Air Quality
2. Safer for Pedestrians
3. Boosts Local Business

Cons

1. Access Issues for Vehicles
2. Potential Traffic Nearby
3. Reduced Convenience

Diane

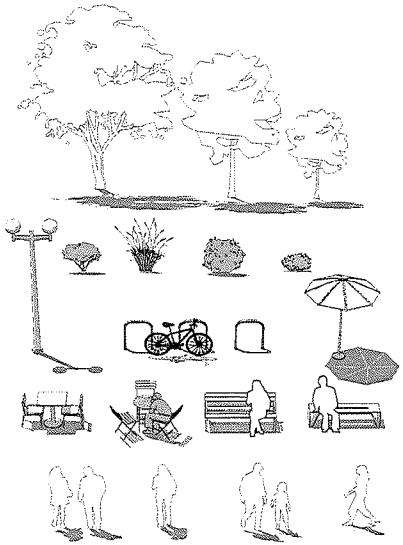
¡DIBUJA! ¿CÓMO DEBERÍA SER UNA CALLE PARA PERSONAS EN BEND?



Las "calles para personas" se diseñan para que las personas puedan caminar o andar en bicicleta o sobre ruedas. Para facilitar esto, se puede ralentizar, reducir o restringir el tráfico vehicular. Si estuvieras diseñando una calle para personas en Bend, ¿cómo debería ser? ¿Qué incluirás?

¡Utiliza esta imagen de una calle para dibujar tus ideas para las calles para personas!

¿Estás atascado? Aquí están algunos ejemplos de cosas que se pueden ver en una calle para personas:



Árboles

Plantas

Alumbrado público, estantes de bicicletas, paraguas

Asientos

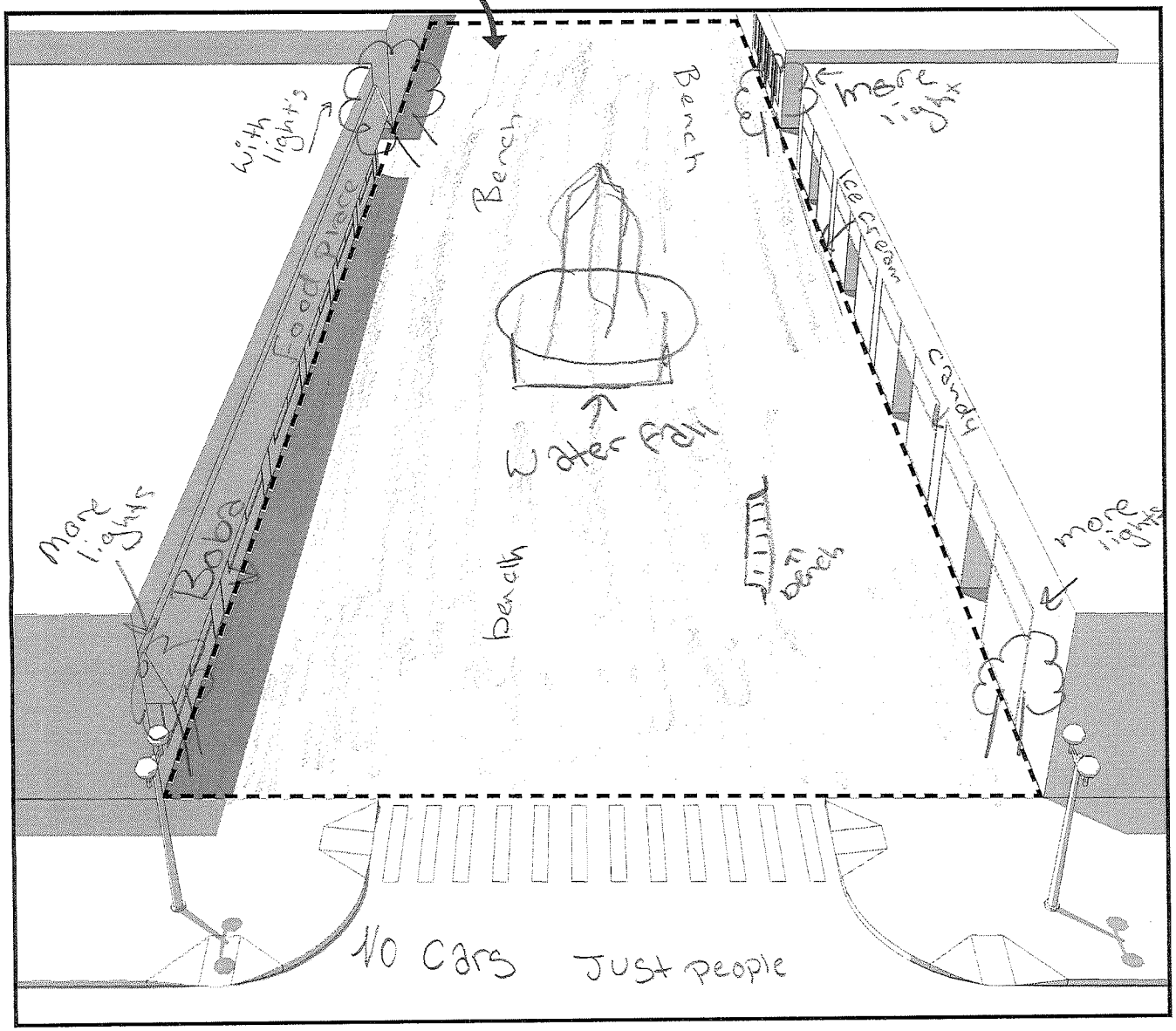
Personas

Puedes entregar tu dibujo al ayuntamiento o tomar una foto y mandarla por correo electrónico a Allison Platt al Ayuntamiento de Bend: aplatt@bendoregon.gov
(Presentaciones serán parte del archivo público para este proyecto.)

Para obtener más información o para seguir colaborando con Calles para Personas, por favor ponte en contacto con Allison por correo electrónico.

Hennessy

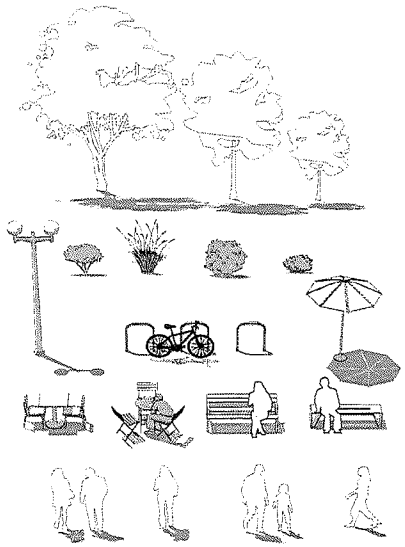
DRAW! WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND?



"People Streets" are streets designed for people to walk, bike, and roll. To support this, car traffic may be slowed down, reduced, or limited. If you were designing a People Street in Bend, what would it look like? What would you include?

Use this picture of a street to draw your ideas for People Streets!

Feeling stuck? Here are a few examples of things you might see on a People Street:



Trees

Plants

Street Lights, Bike Racks, Umbrellas

Seating

People

You can drop your submission at City Hall, or take a photo and email it to Allison Platt at the City of Bend: aplatt@bendoregon.gov (Submissions will be part of the public record for this project.)

For more information or to stay involved with People Streets, please contact Allison by email.

A lot of lights
Fairy lights

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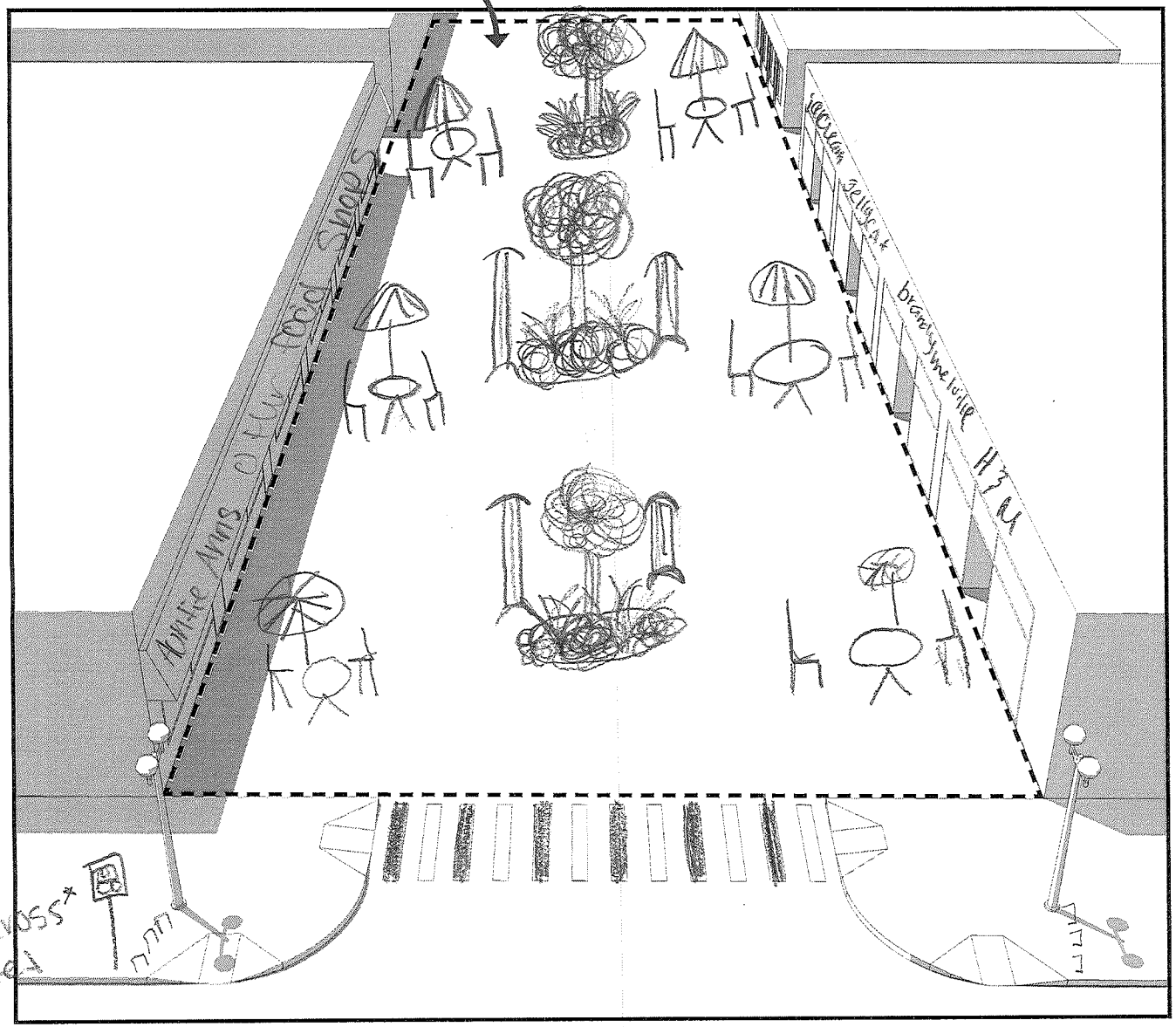

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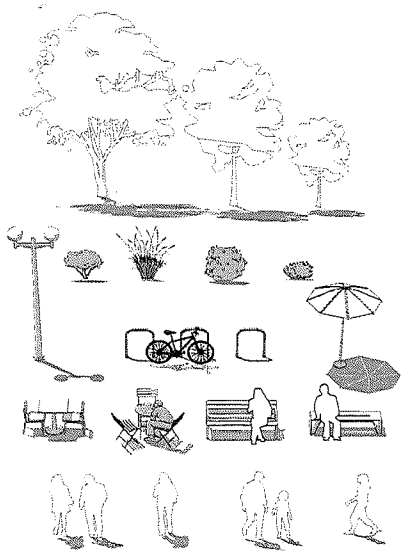

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Bend People Street Plan

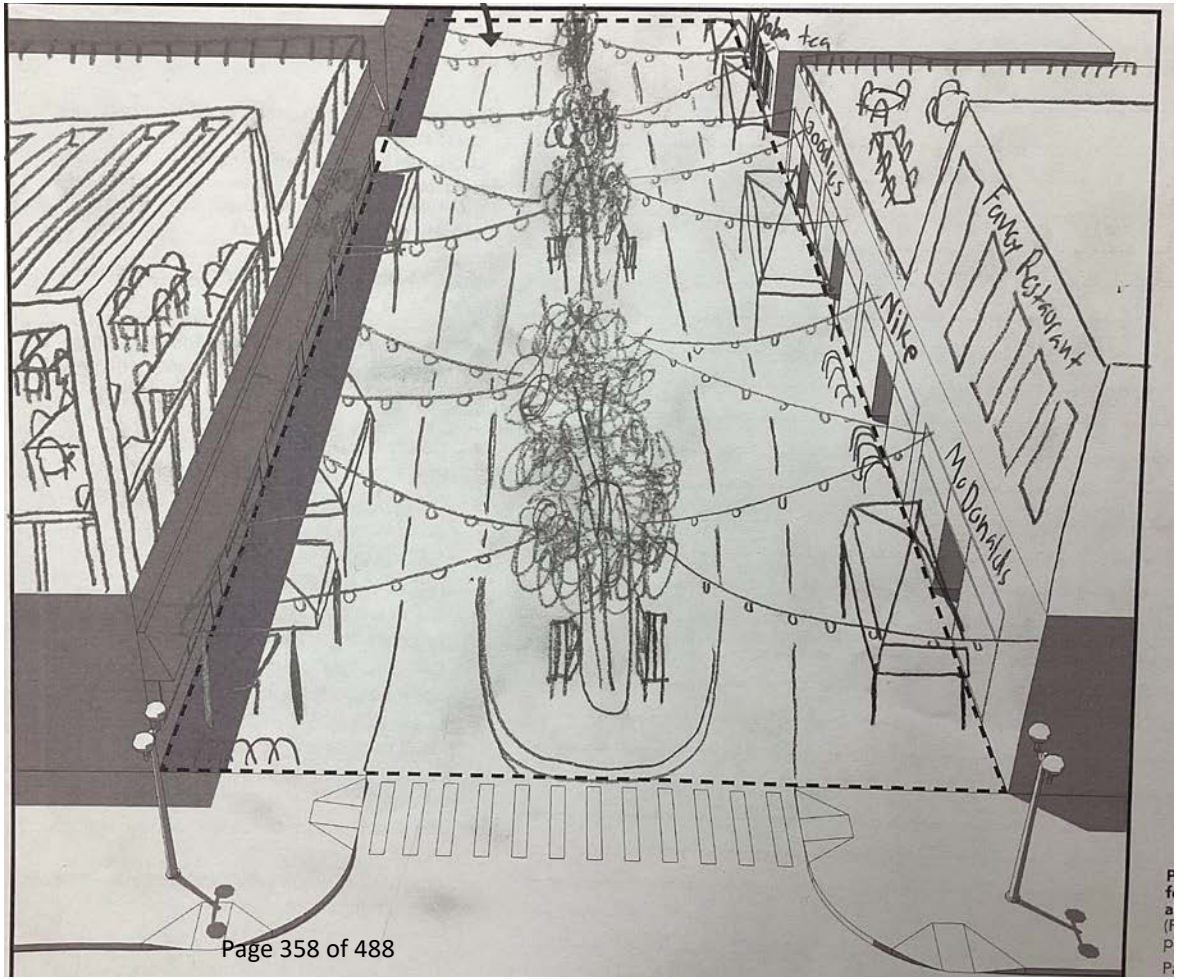
Caldera High School

Location: SE Reed Market and SE 27th intersection

What will the people street look like?

Elements within:

- Full trees
- Benches
- Bike lanes on either side
- Stands and a market
- Bike racks
- String lights
- Food options (McDonalds, Goodies, Boba Tea, a Fancy Restaurant)
- Rooftop bar
- Outlet stores (Nike)

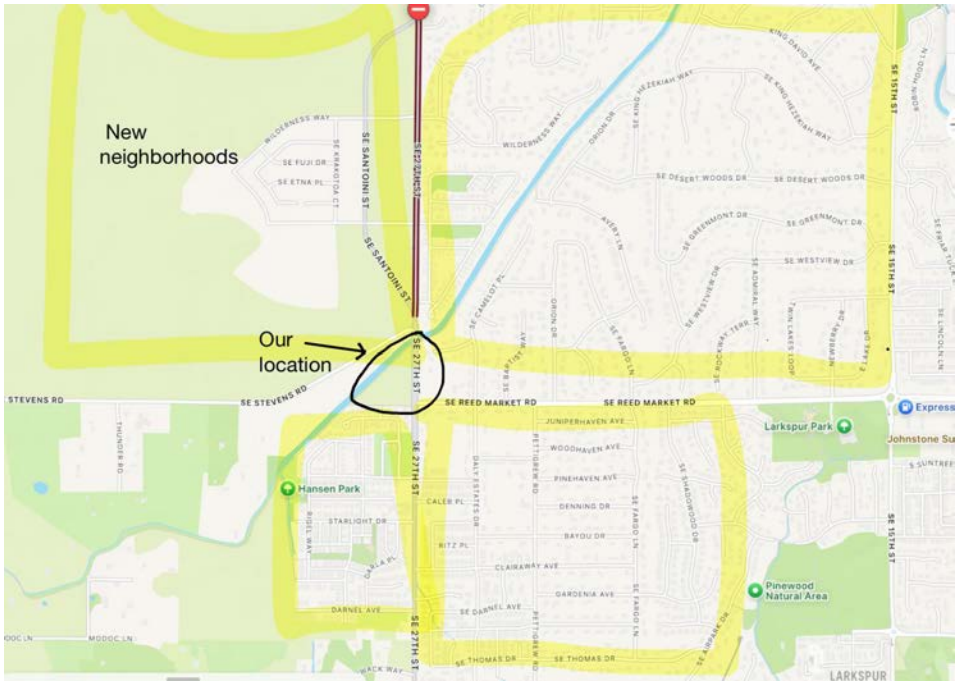


Methods of transportation

	Pros	Cons
Walking	Promotes healthy habits, exercise, social and mental health.	It can take a long time and can be unsafe.
Biking	Does not waste fossil fuels, easy to get around, and helps save money.	Can be dangerous within busy roads with limited shared space in certain areas.
Driving	Faster than walking, can car pool and bring multiple people.	Creates a lot of fossil fuels, creates more traffic, causes accidents.
Public transportation	Easily accessible to the community, cost effective ,and easy to manage while reducing traffic.	Uses fossil fuels, can get crowded, schedules and routes may be inconvenient, and can get scary.

Why we Chose this Location

- A developing area.
- Across the new reed crossing market.
- Down the street from our new Deschutes Public Library.
- Many developing and existing neighborhoods.
- Gives an opportunity for East bend residents to explore, instead of driving to the north/west side.
- Help reduce congestion throughout old mill and downtown.
- Keeps up with bends consumerism.



People Streets

Seasonal comfort: How to make the street pleasant in both summer and winter.

-Shade and Shelters: Install trees, awnings, and structures that provide shade in the summer and shelter from rain and wind in the winter.

-Urban Furniture: Place benches and resting areas that are comfortable and protected from the weather, such as benches with roofs or heating in the winter.

Seating and bicycle parking: Providing adequate facilities for people.

1. Seating:

Comfortable Benches: Install benches with backrests and armrests for comfort.

Shaded Areas: Place seating under trees or install canopies to provide shade.

2. Bicycle Parking:

Secure Racks: Install sturdy and secure bike racks that allow cyclists to lock both the frame and wheels.

Social interaction: Spaces for friends to meet and events to take place.

COMFORTABLE SEATING: PROVIDE A MIX OF SEATING OPTIONS LIKE BENCHES, CHAIRS, AND LOUNGE AREAS TO ACCOMMODATE DIFFERENT GROUP SIZES AND PREFERENCES.

GREENERY: ADD PLANTS, TREES, AND FLOWERS TO MAKE THE SPACE FEEL INVITING AND RELAXING.

Ensuring a safe environment for young children.

Traffic Calming Measures: Implement measures like speed bumps, raised crosswalks, and narrow lanes to slow down traffic.

Clear Signage: Use clear and visible signs to indicate pedestrian areas, speed limits, and crossing points.

Safe Crossings: Install pedestrian crossings with traffic lights or zebra crossings to ensure safe passage across streets.

Accessibility: Enough space for people to move around comfortably, including those using wheelchairs or strollers.

Wide Pathways: Design pathways that are wide enough to accommodate multiple users, ideally at least 5-6 feet wide to allow for easy passing.

Smooth Surfaces: Ensure that the surfaces are smooth and free of obstacles to make it easier for wheelchairs and strollers to navigate.

Ramps and Curb Cuts: Install ramps and curb cuts at intersections and entrances to make it accessible for everyone.

Creating a street that is inclusive and welcoming to everyone.

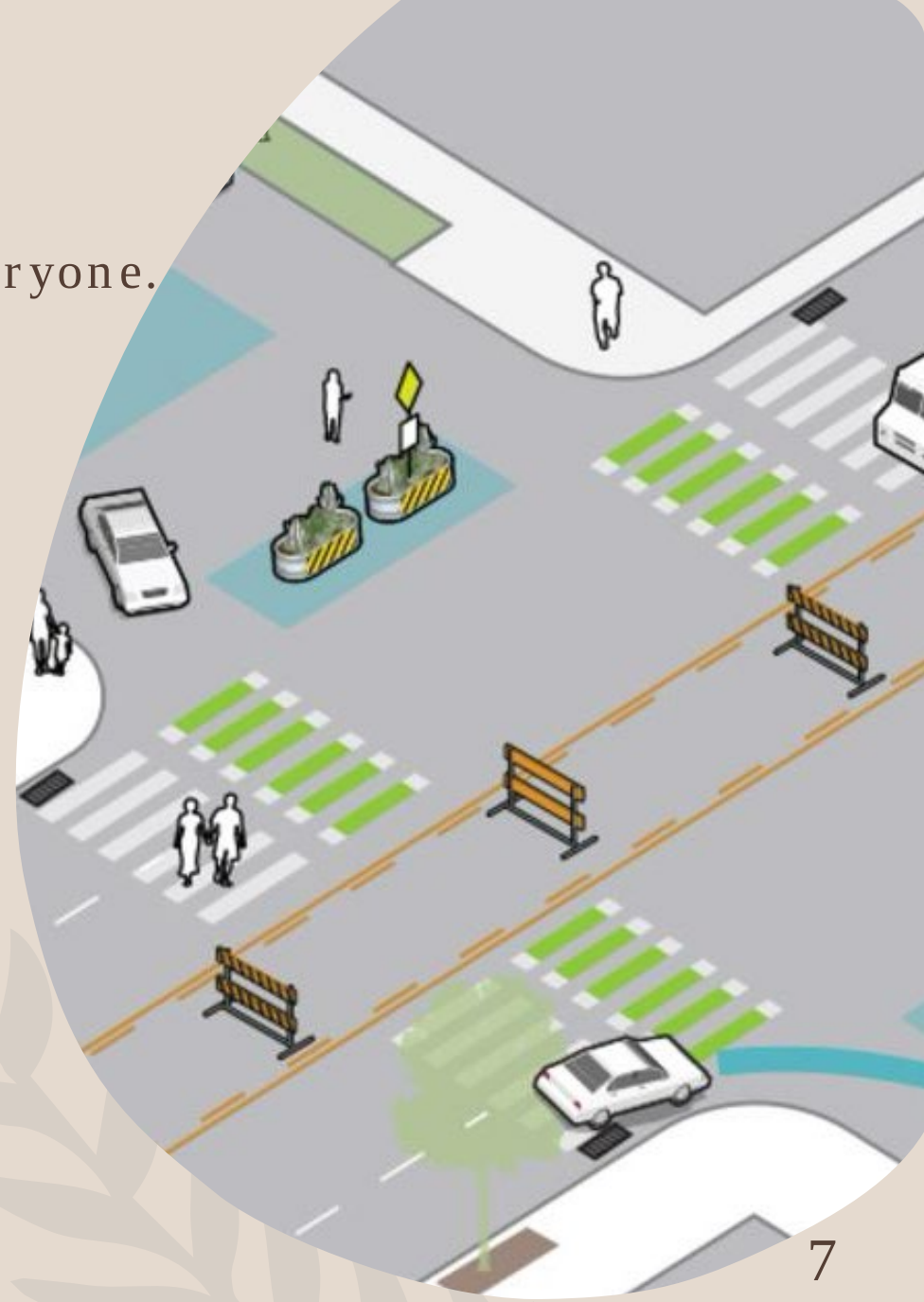
Universal Design: Implement universal design principles to ensure that the environment is accessible to people of all ages and abilities. This includes ramps, tactile paving, and wide pathways.

Diverse Amenities: Provide amenities that cater to a diverse range of needs, such as benches, water fountains, public restrooms, and shaded areas.

Safe and Clean Environment: Maintain a clean and safe environment with regular cleaning, waste disposal, and well-lit areas to enhance safety.

Green Spaces: Incorporate green spaces like parks, gardens, and trees to create a pleasant atmosphere and offer areas for relaxation and recreation.

Cultural Sensitivity: Reflect the cultural diversity of the community through art, signage, and events that celebrate different cultures and traditions.



People Streets

Charlotte R., Campbell M., Haylie T., Paloma G., Isaac F., Horbey G., Alex C., Steven H., Carlos A.,

Why we chose this area?

We chose this area because most people feel as if it is not safe due to the homeless population. If we make a people's street on 2nd street it makes it more of a populated area that more of the general population would like to go to.

How should the shops, restaurants and nearby residents be able to use the street?

The shops, restaurants, and businesses are able to use the streets by adding seating to accommodate for customers as we see downtown on NW Minnesota Ave. They can extra benches for pedestrians passing by to rest as needed. To adjust for the bikers in our town we can add bike stands for customers and shoppers who choose to bike.

What would make a People Street in Bend feel welcoming to everyone?

Making a People Street in Bend, Oregon Welcoming for Everyone

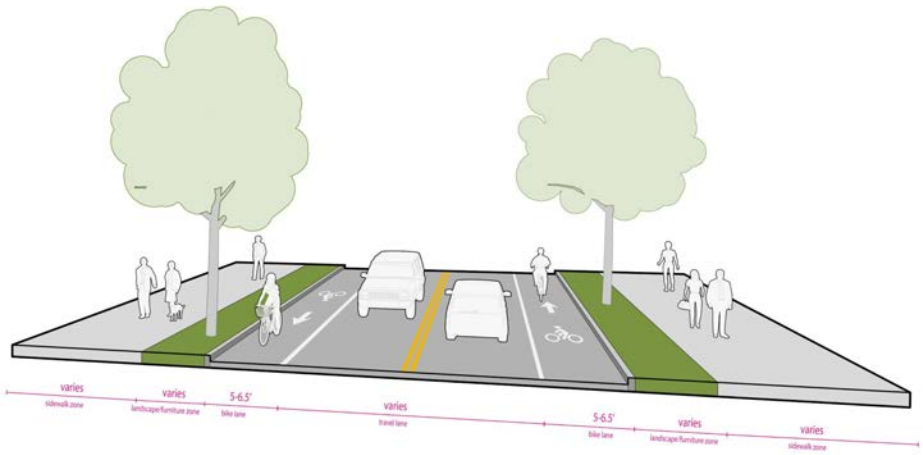
- Comfortable Spaces: Shaded seating, public art, warm lighting
- Community Engagement: Interactive features, local events, community boards
- Safe & Active: Pedestrian-first design, bike-friendly, visible security
- Green & Sustainable: Native plants, eco-friendly waste options, rain gardens

By: Carlos A

What would make the streets completely safe for children

- Making the crosswalks wider
-
- Add some form of security
-
- Better and more visible crosswalk
-
- Making it cleaner (no glass or sharp objects on the pavement)

How much space do we need for people to walk together in groups, use wheelchairs or strollers, and pass by each other without feeling cramped?



Side walks

We propose to have sidewalks on each side each reaching about 4 feet

Bike lane

We also will have a bike Lane on both sides for bikers to bike safely

Where will people sit? Where will they park their bikes?

- We could add benches
- People could park their bikes on a bike rack near the main store

Isaac f

Are there places for friends to meet up? Is there space for events or festivals?

Meet Up

- Benches or picnic style tables under trees or shade sails.
- Lightning for event hangouts.
- Public interactive art to draw people in

Events or Festivals

- Pop up markets or food trucks
- Live music or local art shows
- We can plan modular events that expand onto the sidewalk or parking areas temporarily

Art and poetry on the street

We propose to have a local artist paint a mural on the side of one of the buildings to bring more of a artistic feel to the street. We also want to have speakers places around the street to play music in the warmer months.

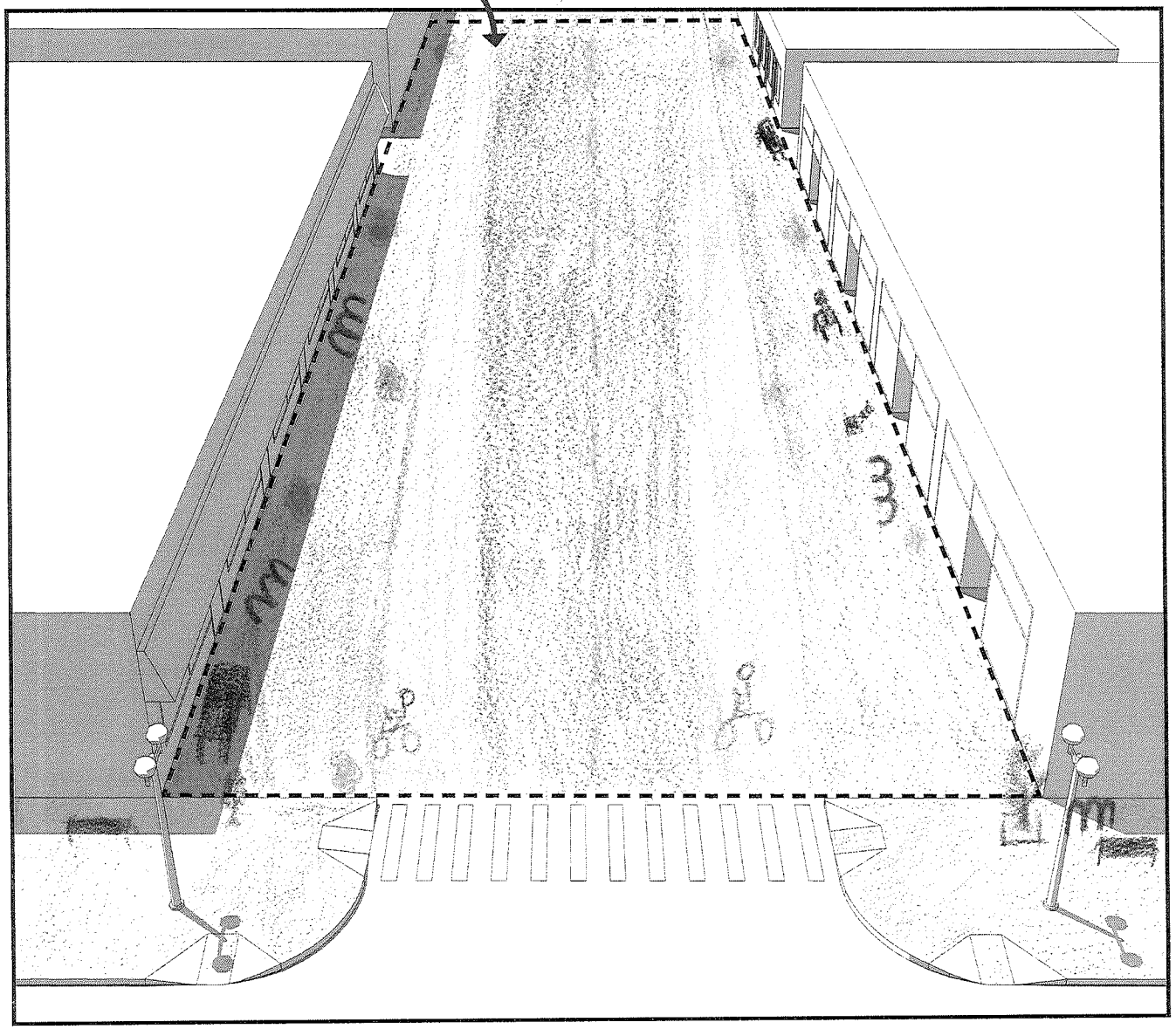
Also in the summer months if there is a festival or any activity's we can hire different local musicians to play music.

What would make the streets better in the summer or winter?

Things that would wake the streets better!

1. Tents for shade for when it gets really hot.
2. Water fountains to stay hydrated
3. In the winter we could have heated pavement
4. Have a fireplace area that could heat up the place

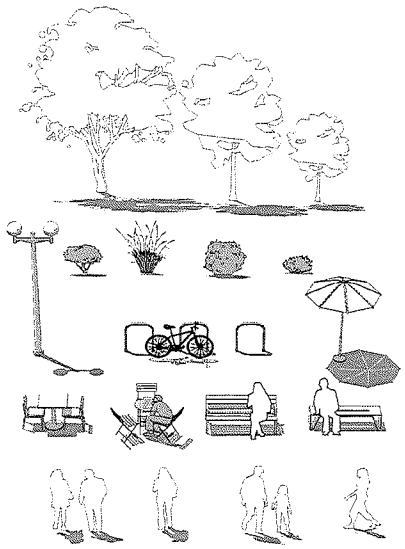
DRAW! WHAT SHOULD A "PEOPLE STREET" LOOK LIKE IN BEND?



"People Streets" are streets designed for people to walk, bike, and roll. To support this, car traffic may be slowed down, reduced, or limited. If you were designing a People Street in Bend, what would it look like? What would you include?

Use this picture of a street to draw your ideas for People Streets!

Feeling stuck? Here are a few examples of things you might see on a People Street:



Trees

Plants

Street Lights, Bike Racks, Umbrellas

Seating

People

You can drop your submission at City Hall, or take a photo and email it to Allison Platt at the City of Bend: aplatt@bendoregon.gov (Submissions will be part of the public record for this project.)

For more information or to stay involved with People Streets, please contact Allison by email.

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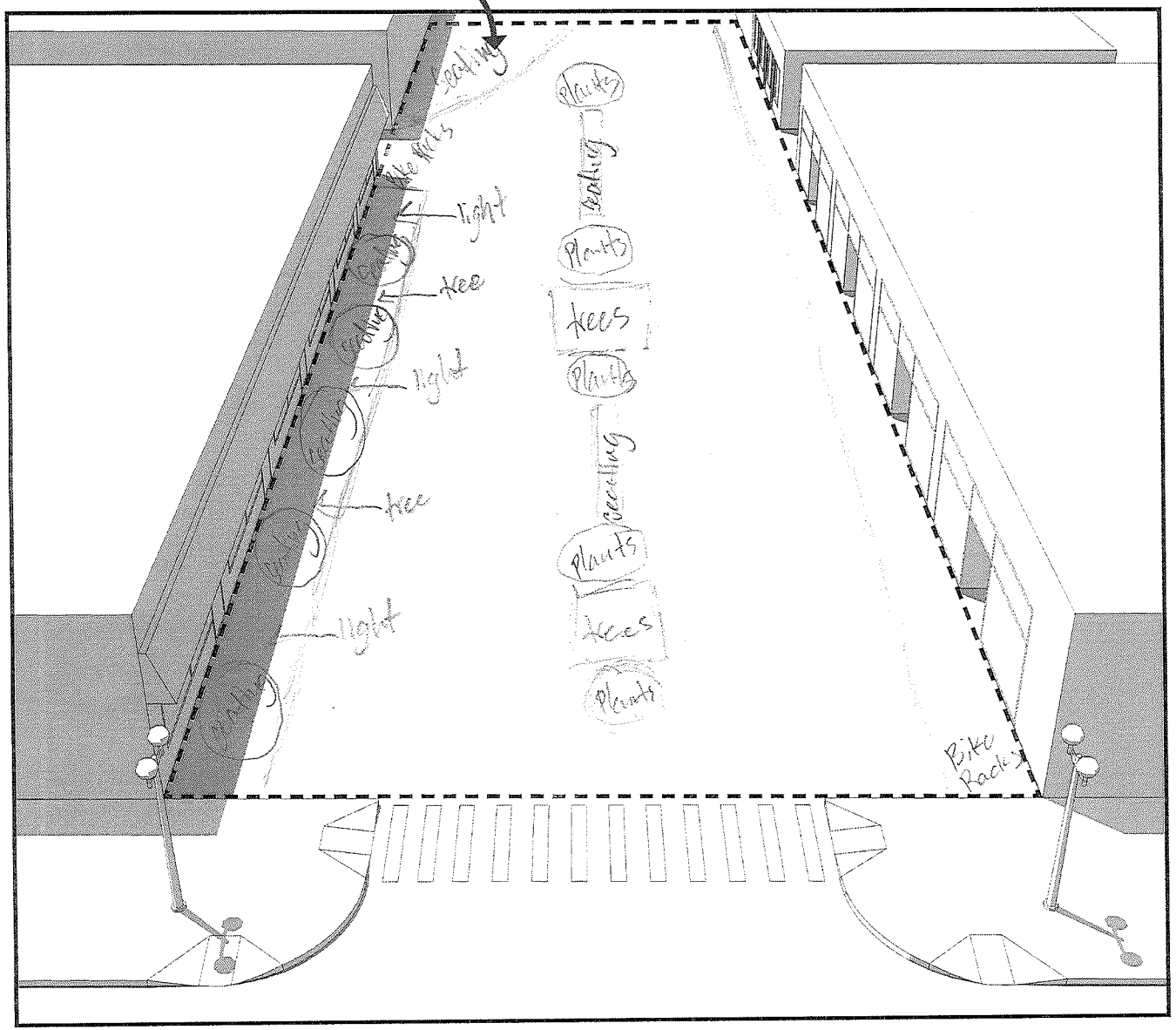

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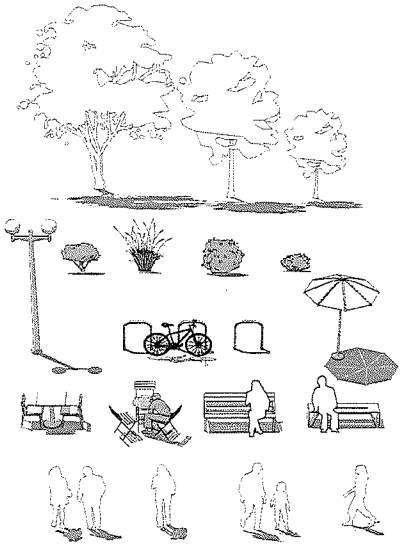

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Draft Implementation Strategy Memo- Steering Committee Comments/ Feedback

Research Paper

on the
Climate Friendly Area Mobility
and
Low-Car District Feasibility Study.

March 17, 2025

Revised April 18, 2025

[The March 17 draft was submitted after the first 3 tasks had been completed. There was fear the last task, the "implementation strategy, would not be completed until just before the Feasibility Study was finalized leaving little time for feedback from the public. The fear was justified because the last task was made available one week before presenting the feasibility study to the Council "Building Subcommittee. The additions to the March 17th are few and are in "red letters.]

Prepared by Michael C. Walker

Executive Summary

A. Purpose of this research paper-

Nearly 40 public documents have been reviewed as part of providing an exhaustive professional review of the city's feasibility study. This review makes recommendations to aid in creating an effective, data-driven, objective, and transparent feasibility study.

B. Primary scope of work for state grant-

- Generate a list of "best practices" to support low-car districts in high density "urban" mixed-use areas (CFAs).
- Identify at least 3 alternative routes between Drake Park and Juniper Park.
- Analyze the routes' impact on overall traffic circulation, access management and the economics of the downtown businesses.

C. See pages 49 and 50 for a list of 29 recommendations.

D. Key findings to date –

- **The study's #1 failure is that the case study of any route between Drake Park and Juniper Park was not completed. There is no road map to where and how to build low-car district streets through downtown.**
- The city's #1 hurdle to a successful Cllimate Friendly Area is highlighted.
- The city's #1 assumption is that if you build it, more people would bike. All available data suggests that this will not happen. The 2020 TSP, 2045 MTP, US Census Bureau, Portland Board of Transportation and Bike Portland.
- The community's #1 transportation concern is traffic congestion per all the city's statistically valid community surveys. However, the city's proposed road diets on 3 of the 5 east-west corridors will increase congestion. The wrong application of people streets **(Greenwood Avenue example) just makes the public angry**.
- The implementation strategy is nothing more than a time consuming and expensive series of planning steps that should not be done until the city has demonstrated the benefits will outweigh the cost/impacts. The next step should be finished the unfinished case study.
- The city had a $50,000 budget for community engagement but has little to show for this expense other than a campaign to promote people streets with few facts.
- A brief analysis of the "people street" objectives is included in the appendix.

Table of Contents-

Chapter		Page
I.	Introduction	4
II.	Definitions and Scope of Work Clarification	5
III.	Task #1 – Multimodal Transportation Gap Summary Memo	7
IV.	Task #2 – Low-car District "Best Practices"	14
V.	Task #3 – Community Engagement	20
VI.	Task #4 – Juniper to Drake Case Study Alternative Analysis and Impact Analysis Memo	24
VII.	Task #5 – Implementation Strategy	46
VIII.	List of Recommendations	49
IX.	Appendix	
	• list of resources used	52
	• Comments on city's People Street program	53
	• Review of the "*Resources: Business Impact of People Streets*," dated December 4, 2024, by Leland Group.	57

IMPORTANT NOTE: Links have been embedded in the text for quick access to key public documents. These links are identifiable by the "underlined blue text." To open, hold down ctrl tab and left click.

I. Introduction to objective, transparent, data-driven research.

In the June 5, 2024 City Council meeting , City Council Issue Summary states –

- ✓ *"In January of 2024, City staff submitted a grant application to the Department of land Conservation Division's 2023-25 grant program to help cities implement the Climate Friendly Equitable Communities program...."*

- ✓ *"Cities in Oregon over 100,000 in population will be required to have reasonable land use regulations that allow for development of Low-car districts. These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district."*

In the City Council meeting on June 5, 2024, the city accepted the state $150,000 grant and authorized a $150,000 contract to DKS Associates. Here is the overview of the scope of work taken from the June 5th City Council Issue Summary –

- ✓ *"Multimodal gap summary for the Bend Central District, a candidate Climate Friendly Area."*

- ✓ *"Low-car district best practices and code concepts."*

- ✓ *"Use a case study to evaluate transportation alternatives for a Juniper Park to Drake Park connection utilizing low-car district best practices."*

- ✓ *"Implementation Strategy for low-car districts."*

I have prepared this research paper to aid individuals in understanding the city's feasibility study and fact-checking city statements with data from public records.

- ✓ I have served on the Downtown Parking Advisory Committee since the creation of the Downtown Parking Strategic Management Plan in about 2017.

- ✓ I just finished my fourth year on the Deschutes County Property Value Appeals Board.

- ✓ I have been the managing partner and property manager of two multi-tenant properties in Bend that we redeveloped in 2005.

- ✓ My prior 27 years was spent in planning, design, project management, construction management, and president of a commercial association of over 7 million sq. ft.

II. Definitions and Scope of Work Clarification -

A set of definitions is necessary to "set the table" to avoid any confusion between what the state grant says about low-car districts and what the city is saying about "people streets."

1. Multi-modal [Bend Development Code – Chapter 1.2] - *means a transportation system or right-of-way that plans for and provides for different transportation modes such as driving, walking, biking, and bus service.*

2. Low-Car District- There is no specific definition listed in Oregon Administrative Rules (OAR) 660-012-0005 "*Definitions*". The best definition seems to be the second sentence of OAR 660-012-0330(7).

- *"These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary method of travel within the district."*

3. **Climate Friendly Areas (CFAs)** [Bend Development Code – Chapter 1.2] – "*means a designated urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services.*"

4. Mixed-use area [Bend Development Code – Chapter 2.3.100(A)] – "*Mixed-Use Districts are intended to provide a balance mix of residential and employment opportunities to create focal points of activity."*

- **"Balance"** is the key word. Without a balance of CFAs employment with sufficient wages to afford the CFAs housing and with CFAs services, the creation of a CFAs that functions as a walkable community will be near impossible to achieve with or without low-car districts.

5. Best Practices – There is no specific definition in the OAR or Bend Development Code. Here is the best definition that I could find (state grant, page 8 of 15)

- *"…an overview of literature and **best practice** of concepts used by other cities to support walkable and active transportation focused mixed-use areas (including code concepts supporting parking management, land development, shared streets/woonerfs, superblocks, and urban design)."* [A short Woonerf was used in the "Jack Straw" project next to the Box Factory.]

6. What is the state's intended location for Low-Car Districts? - To comply with OAR 660-012-0330 (7), the city needs to apply all four sentences of this section

- *Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts.*
- *These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district.*

- *Cities and counties must make provisions for emergency vehicle access and local freight delivery.*
- *Low-car districts must be allowed in locations where residential or mixed-use development is authorized.*

After reviewing the above subsection (7),all the OAR sections for the CFAs (sections 300's), and the grant, It is my professional opinion that the state's intention is that low-car districts were intended to be a key part of a CFAs.

7. **People Streets** – In the fall of 2024, the city began a campaign for a different program which they titled "people streets" that has a much broader scope than the OAR's "low-car districts."

- The state intended "low-car districts" to be located in high density urban mixed used areas (CFAs) where walking, bicycling and rolling, including mobility devices, are the **primary means of travel**.

- The city has defined "people streets" as public right-of-way where walking, biking, and rolling are **prioritized** and motor vehicles volumes are limited, reduced, and/or vehicle speeds lowered. People Streets could be located anywhere.

The city can adopt land use regulations that go beyond the OAR requirements for "low-car districts", but the city should be objective, transparent and accurate in how they promote the city's vision of "people streets." The city's promoted "people street" is not a requirement of the OAR. However, the city has made several presentations that implies their "people street" program is a requirement of new OAR rules.

Recommendation #1 – Do not mislead the community by promoting the city leadership's version of a "people street" is a requirement of the OAR 660-012-0330(7).

Recommendation #2 - The city needs to fulfill the stipulated requirements of the state grant for low-car districts. Is the state aware that the city is using the state's $150,000 for services beyond the grant's scope of work?

III. Task 1: Multimodal Transportation Gap Summary Memo

1. Scope of work:

- ✓ *Budget: $15,000*
- ✓ *Estimated schedule: Complete by end of July 2024*
- ✓ *Meet the requirements of OAR 660-012-325(4) (a), (b), and (d).*

> *(4) A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:*
>
> *(a) A summary of the existing multimodal transportation network within the climate-friendly area;*
>
> *(b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the*
>
> *(d) A list of proposed projects to fill multimodal network gaps identified in subsection (b).*

Additional scope of work - The city and their consultants recognized 660-012-0315 (2)(b) also applies.

> *(2)(b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.*
>
> *(5) A highway impacts summary must identify how the transportation system may be affected by implementation of the climate-friendly area. The highway impacts summary must include:*
>
> *(a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations; and*
>
> *(b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected*

complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and

(c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.

And plus,

- ✓ *The Memo shall include an evaluation of opportunities and constraints for a low-car district in the Bend Central District candidate Climate Friendly Area (CFA) to be built on the existing Core Area Urban Design Framework, as well as a brief summary of recent work from other planning efforts."*
- ✓ *Work product: Memo*

2. Information provided to date:

- The memo titled, "Multimodal Gap Summary, Bend Central District," dated January 30, 2025" was made available late February.

3. Feedback on Task 1 summary:

- **9 recommendations for minor edits on the city's memo.**
- **2 recommendations to complete the stipulated scope of work.**

a. **Pedestrian Network** –

- The figures only show the sidewalks inside the BCD. Note that in the next section, Bicycle Network, the bike lanes are extended beyond the BCD boundary to illustrate the bike lanes connect to something beyond.

Recommendation #3 – For a short distance, show the existing sidewalks beyond the BCD Boundary to illustrate a connection to something outside the BCD.

Recommendation #4 – The legend on both Figure 3 and 4 has a symbol for existing pedestrian crossing, but no existing pedestrian crossings are shown in either figure. Consider adding the existing crossings.

Recommendation #5 – The 2019 Bend Area Transportation Safety Action Plan identified that lighting is a key missing feature at many intersections. Consider adding a reference about this adopted plan and the lighting as a missing infrastructure.

Bend has a relatively high proportion of collisions in darkness with no streetlights compared to peer cities evaluated. 20 percent of fatal/incapacitating crashes in Bend occurred in dark conditions without streetlights.

b. **Bicycle Network** –

Recommendation #6 – Revere Avenue should be considered as part of the BCD bike network and be added to table 2. The Revere Avenue sidewalks were included in the Pedestrian Network section. Bike lanes on Revere Avenue are part of the low stress network.

Recommendation #7 – Level of traffic stress is also a function of vehicular traffic volume per the Bend Design Standards.

c. **Transit Network** –

Recommendation #8 – Explain what is potential high frequency service corridors and the statement that "transit improvements will be prioritized."

Recommendation # 9 – Add a statement pointing out that the City of Bend does not control what and when Cascade East Transit will take action to make changes to the transit service. Point out that the 2020 GO Bond has allocated $8M for mobility hubs

d. **Memo structure and terminology adjustments**.

The current memo has some terminology inconsistencies and structure flow awkwardness that can be easily remedied to make the memo easier to follow.

- Table 1 states sidewalk infrastructure "missing." Table 2 states bicycle infrastructure "gaps." The term "gaps" should be used in both.

- On the next page is the existing memo contents and suggested amended contents which might be easier to follow by keeping all the "components" of each of the four modes of travel together rather than jumping around by "components."

Current memo contents	**Amended memo contents**
Introduction	Introduction
Inventory Methodology	Inventory Methodology
Pedestrian Network Existing facilities figure Gap in facilities figure Gap in facilities table	Pedestrian Network Existing facilities figure Gap in facilities figure Gap in facilities table Funded [programed] unfunded
Bicycle Network Existing facilities figure Gap in facilities figure Gap in facilities table	Bicycle Network Existing facilities figure Gap in facilities figure Gap in facilities table Funded [programed] unfunded
Existing Transit Network	Transit Network Existing facilities figure Proposed facilities figure Funding and unfunded table
Proposed Projects	
Proposed Transit Network	
Unfunded Projects	
Highway Impacts Summary	Highway Impacts Summary Existing facilities Proposed facilities Funding and unfunded table Development capacity change Vehicle traffic generation change Last five years of crashes

Recommendation #10 – Clean up the flow and wording of this draft of a memo.

e. Highway Impacts Summary – "current status and proposed projects"

This summary should comply with the grant's scope of work;

- *Subsection (4)(a) summary of the existing **multimoda**l transportation network within the climate-friendly area;*

- The definition of multimodal refers to **driving**, walking, riding and bus service.

- The current **status and proposed projects** of the "highways" will provide important context to "***evaluation and constraints***" of the multimodal networks.

The existing memo kicks the can down the road which will be probably in 2028 instead of using the completed study (2020 Transportation System Plan and/or the 2045 MTP). The findings will not be that much different by delaying the completion of the obligation.

The city knows the current and proposed facilities now.

- US 97 Parkway N-S) Interchange w/Revere Avenue Road Diet Project
- 3rd Street (N-S) Any?
- Revere Avenue (E-W) Road Diet shared project
- Olney Avenue (E-W) Pedestrian/bicycling improvements underway
- Greenwood Avenue (E-W) Road Diet Pilot project including bike lanes
- Franklin Avenue (E-W) Road Diet project including bike lanes

The city knows the funding and unfunded projects.

The city can make a simple calculation for the development capacity change. It is the product of buildable area and the selected density.

The city's consultant can easily determine the vehicle traffic generation change. It is the output of the existing computer model using two different sets of input.

- Don't overthink these two tasks. Modeling is a "best guess" based on professional judgment.

In July 2019, I had a frank conversation with Chris Maciejewski who was the DKS Associates project manager. His firm was working on both the TSP and MTP at the same time. Chris had just announced the computer model projections for the mode split changes after each plan's projects for 2040 with the proposed projects. The modeling is a function of "best judgement of one or more professionals with the best data possible. Assumptions are made. Computer modeling has its limitations.

In modeling water systems, “ground truthing” is a common practice to test the modeling results by running tests of the existing system.

In modeling traffic flow, “ground truthing” can be attempted but the test is not nearly as precise.

In modeling vehicle miles traveled, “ground truthing” is nearly impossible. It is not intended to be a precise performance measure and relies heavily on “judgments made in developing of the software” to provide hopefully reasonable projects to the impact to VMT when changing the input data. Running the existing scenario and the proposed scenario to through an existing model is not time consuming or expense.

- Kicking the can down the road for three years in hopes of more precision is not a reasonable decision. Instead, the decision to delay completing the highway impact summary could be interpreted as an attempt to not be transparent with the impacts of “road diets” the city plans on the few east-west corridors. Here is an opportunity for the city to walk their talk to make data-driven decisions that are objective and transparent. **The question becomes, does the city prefer to continue with a policy of prioritizing the replacement traffic lanes with bike lanes as opposed to majority of the community who has listed traffic congest as a priority in <u>every statistically valid survey</u>.**

The (available) five years of crash data can be obtained from ODOT who tracks crash data.

f. The three road diets will dramatically increase traffic “congestion”.

Example #1 – Revere Avenue road diet. Reducing the street section from four lanes to two lanes and a turn lane will not be able to handle the future projected number of turning movements in the short turn lane. (2019 MTP) Queuing will extend far down the approaches to this interchange. [Has the city/ODOT consider roundabouts instead of signalized intersections?]

Example #2 – Greenwood Avenue Road diet. The awful “pilot project” is the talk of the town.

- Some people are quick to point to the small, measured delays increases in September since the summer baseline data but failed to notice that the significance of the measured peak hour traffic volume decreasing by 20% from the summer baseline data.

- The congestion skyrocketed in February with the temporary closure of Olney Avenue, but the February measured peak hour traffic volume is the same as October's measured peak hour traffic volume. The bottle neck seems to be the intersections at 3rd St. , Bond St. and Wall St.

Example #3 – Franklin Avenue Road diet. Reducing the street section from five lanes to three lanes will increase traffic congestion and is a less safe design.

Recommendation #11 – Complete the Highway Impact Summary to fulfill the grant's scope of work.

g. This current memo fails to provide the "*evaluation of opportunities and constraints for a low-car district*"*.... , as well as a brief summary of recent work from other planning efforts.*"

- The city traffic flow has a limited number of east-west corridors due to the limited number of Deschutes River bridges and US 97 overpasses. Three of the five critical corridors pass through the BCD. This should be a highlighted constraint.

- The shape of the BCD, long and narrow, is a constraint.
    - The few north-south streets are bifurcated by 3rd street, the heaviest traveled north-south corridor behind only US 97.

    - East-west streets are bifurcated by four heavily traveled east-west corridors.

    - Low-car district streets will be very short and isolated.

- The BCD has a very long transition to make to a high density urban mixed-use area from its current low density of light industrial buildings, motels and decades old commercial.

Recommendation #12 – Provide a summary evaluation of the opportunities and constraints for a low-car district and a summary of recent work from other planning efforts.

IV. Task 2: Low-Car District

1. Scope of work:

- ✓ *Budget: $20,000*
- ✓ *Estimated Schedule: Complete by end of August 2024*
- ✓ *Meet the requirements of OAR 660-012-0330(7)*
- ✓ *Work product: Presentation*
- ✓ *".....provides an overview of literature and best practice of concepts used by other cities to support walkable and active transportation focused mixed use areas (including code concepts supporting parking management, land development, shared streets/woonerfs, superblocks, and urban design)."*

2. Information provided to date'

a. Late February, the city made available the 52-page PowerPoint presentation below. To the best of my knowledge, this document has not been used at any community engagement event.

> *"Planning for People Streets Tast 3: Low-Car District Best Practices Summary," dated August 7, 2024*.

b. **This presentation is relevant to both Low-car districts and the city's broader "People Street" concept.** I compared the grant's scope of work to this 52-page PowerPoint presentation and found it seemed to contain an overview of the grant's stipulated topics.

- code concepts supporting parking management -pages 45 – 48
- land development - pages 27-32
- Shared streets/woonerfs – pages 13 -36
- Superblocks – pages 35
- Urban design – pages 36-40

This presentation also includes one slide on "Street activation."

c. Early November, the city made available the 28-page PowerPoint presentation below. Pages 11-17 illustrate "ingredients to success." Pages 18-24 illustrate five city case studies. These 28 pages expand on the "street activation" mentioned in the August 7th presentation.

3. **Feedback on Task 2 summary –**

- **4 recommendations focused on how their analysis needs to be improved to have any chance that the low-car / people streets will be effective.**

a. It is my professional opinion that almost all Leland Consulting Group's examples are sites located in primarily "retail" business districts instead of keeping with the intent of the grant's tasks, i.e., high density urban mixed-use areas.

- This "street activation" presentation seems to be designed to convince the downtown business owners that the incorporating some of these "ingredients to success" as part of a "people street" would make Bend's downtown more vibrant.

- Bend's downtown is already a vibrant and lively retail area. Any city would be envious of our downtown. Below are the vacancy statistics compiled on a regular basis by Compass Commercial.

	2023	2024
US	?	5.4%
Bend	3.10%	6.20% (skewed by the Costco building)
Downtown	1.35%	2.26%

b. General comments on the Leland Consulting Group's presentation. The "ingredients" information is severely incomplete.

- Important ingredients have not been included in the consultant's list.

- The consultant provides no ranking of the effectiveness to each individual ingredient.

- The information the consultant provided is too limited to place much value on their claims. This is especially true in the four case studies (excluding Eugene).

- There was no attempt by the consultant to document how many of the "ingredients" applied to each of the cities, especially the four case studies.

- There was little or no documentation about whether the cities were financially successful and if any success could be attributed solely to one or more of the implemented ingredients.

c. Summary of ingredients to success –

The following table provides a summary of the consultants' list of ingredients and then a second table identifies additional ingredients that I believe are more essential. I have included a value ranking system on the likely effectiveness based on my professional development experience. In the 90's, I was on a team one of the most successful retail developers in Southern California and we built and managed over 1million square feet of retail space.

The ranking is meant to gauge the effectiveness to the brick-and-mortar businesses, not the outside vendors who make up the majority of the participants of the street events. The local B & M businesses typically register lower sales during these events.

> **Pine Tavern example** – About 23 Wednesdays a year have a farmer's market on Brooks Avenue. On those days, this establishment reduces staff to only a skeleton crew and the estimated sale loss is six-figures.

Ingredients to success			
Legend: A=High B=good C=fair D= low value to businesses			
F= little or no value NAP = no value			
No.	**Ingredient**	**General Ranking**	**Downtown Ranking**
	Leland Consulting list		
	Activation		
1	programing regular events	C	D
2	Pop-ups in vacant spaces	F	NAP
3	Cross-promotion / collaboration	A	A
4	Targeted improvements	B	C
	Staged implementation		
5	Blocking off on weekends and for events	C	D
	Placemaking		
6	signage	C	F
7	Route where people are already walking	NAP	NAP
8	Maintaining lines of sight	F	F
9	Anchors at either end	F	F
10	Connection with other routes/modes	NAP	NAP
11	Infrastructure for non-car modes	C	D
	Design considerations		
12	deliveries	A	A
13	parking	A	AAA
14	lighting	C	C
15	places to linger	B	A
16	Tourist destination	A	AAA

	Key ingredients Leland didn't include		
17	Mix of business	A	AAA
18	Quality of businesses	A	AAA
19	Location	A	AAA
20	Accessibility	A	AAA
21	Locals destination	A	A
22	Depth of Market / Completion	A	AAA
23	Scale of business district	B	B
24	Timing (evolved over decades)	AAA	AAAAAAAA
25	Good bones (What the location starts with)	AAA	AAAAAAAA

- **Timing** – Vibrant downtowns were usually not built overnight but were the product of a long evolution over decades.

- **Good bones** – Bend's existing downtown is special. Many communities would love to have our downtown, but it is extremely hard to duplicate.

- **Competition** – Downtown has dealt with many challenges over the decades. One of the most challenging was when the Old Mill opened. The downtown area had to work to regain is position as a retail/tourist destination and it has.

- **Consultant's biggest omission** - It is their failure to study Bend's downtown to determine if any of their "ingredients" can make Bend's downtown more "vibrant."

d. **Understanding the challenges to meet the state's goal.**
Low-car district is one of the few "rules" the OAR is mandating to help cities create successful walkable, high-density, urban area but ask yourself how big of a role will low-car districts play in achieving the state's goal.

- The state has a goal of reducing levels of carbon emissions. (660-012-0000(1)(e))

- The State's performance measure is vehicle miles traveled (VMT).

- The State's vision is that "Climate Friendly Areas" will reduce vehicle travel because this high-density urban area will allow its residents to walk or bicycle to work and for services.

- During the drafting of the new OAR rules, the state planners hope the right balance of the mixture of land uses will eliminate or at least reduce the need for travel lanes and parking for underutilized vehicles, which have the added advantage of having development go up instead of out (more density/less driving).

- A "balance" in the mix of uses is the #1essential factor to achieving this goal, not a low-car district.

e. Failure of the state to conduct a holistic analysis before adopting these CFAs -

- In their initial meeting, the state Land Commission and Development Commission (LCDC) responsible for the adoption of the OAR, declared these new rules "needed to work on the ground." (I attended the meeting.)

- Unfortunately, when drafting the rules, the state Department of Land Development and Conservation, (DLDC), focused on the "vision" only and declared* *they didn't have the time or the budget to study the "economics" or the "market" components*. These three underlined components make up essential three-legged stool criteria for any successful CFA development implementation. (*Answer given in a community engagement meeting by Kevin, the lead on the CFA rules drafting.)

- At the LCDC meeting for the adoption of the new OAR, the commission was asked what analysis had been done to ensure the new rules would "*work on the ground"*. They made no response. (It was my question.)

f. Bend's challenging and complex path to achieving the right mix of uses.

- In 2016, land use regulations were adopted that allowed for high-density mixed-use areas, such as the Bend's Core Area.

- In 2018, the city adopted an "implementation plan" which identified three critical ingredients; a) publicly financed infrastructure, b) property tax relief, and c) the necessary benchmark land purchase values.

- Several important steps were taken since, including but not limited to,
  - An increment tax financing district was established.
  - Several minor development code modifications occurred.
  - Policy for waiving property taxes adopted.
  - Parcels of land have been acquired (City has purchased six parcels) primarily adjacent to Franklin Avenue.
  - Infrastructure work on 2nd Street is under way.

- The 2022 adopted OAR allowed higher maximum building heights, maximum densities, minimum employee density, changes to parking mandates and allowance of low-car districts, plus other minor measures.
  - The code amendment to "allow" low-car districts will require very little effort (Senior Planner Pauline Harding can do it in her sleep).

- **<u>The most difficult tasks remain unsolved</u>**. How do you ensure that a "balance" in the CFA's employment, housing and services (another three-legged stool problem) occurs in the same time period to enable transportation consisting of primarily walking or biking instead of driving. (Hint: this will take decades.) Bend cannot codify the market and economics.

- Here is a very simplistic picture of the market and economic challenges.
    - Bend's housing market is driven primarily by new residents who can afford expensive housing.
    - Meanwhile, Bend's employment figures show Bend has a higher percentage of low paying hospitality, medical and services jobs than any other city in Oregon.
    - Then the new 5- and 6-story apartment buildings being built in Bend are mostly small studios and 1-bedroom units at high rents, plus additional fees for parking and utilities. They also have little, if there is any space for employment and the t little employment occurs is have wages too low to live in these buildings.

- The conclusion is the market and economic hurdles to achieving a walkable or ride-able "village" dwarf the city's contribution of public financed infrastructure improvements and public subsidized financing incentives.
    - The city has not demonstrated the solution to these much bigger hurdles.
    - Building low-car districts won't solve the problem.
    - **A high-density urban area with the right balance of mixed-uses can reduce the VMT without a low-car district, but a low-car district cannot reduce the VMT without a balance of mixed-uses.**

<u>Recommendation #13</u> – The City of Bend needs take a close look at all the critical hurdles before they invest the public funds in a vision.

<u>Recommendation #14</u> – The city is making several critical assumptions that need to be fact check as part of making data-driven decisions made in an objective, transparent process.

5**<u>Recommendation #16</u>** – The city should proceed slowly using reasonable performance measures to verify the critical assumptions. [**If you build it, will they come.]** The city needs to analysis if the investment will be **effective** in providing a reasonable return.

<u>Recommendation #16</u> – The City of Bend needs to have a developer style marketing study performed by consultants that tells the city what they need to know instead of what they want to hear covering the full gamut of the two 3-legged stool analyses that neither the state nor the city have done.

V. Task 3: Community Engagement

1. Scope of work:

- ✓ *Budget: $50,000*
- ✓ *Estimated schedule: Complete by March 2025*
- ✓ *No OAR requirement mentioned. However, OAR 660-012-0130 Decision-making with Underserved Populations and/or OAR 660-012-0135 Equity Analysis have a role in this study if the grant scope is to be fulfilled.*
- ✓ *.....is to review project objectives and solicit feedback on the project with members of the community*

2. Presentations/information provided to date - Record of past engagement to the best of my knowledge. (No minutes have been made and posted for the meetings with the Steering committee and the DBBA.)

• Council adopted grant / authorized contract	June 5th
• Steering committee meetings	3 meetings
• CAAB	November 7th
• DBBA	
○ At monthly meeting	September 18
○ At city hall	November 1
○ At St. Clair Building w/Cyrus	November 12
○ At the municipal court room	December 9
• Community engagement	
○ Open House Commons Café & Tap room	November 15
○ Online Open House	Mid-November

3. Feedback on Task 3 summary:

- **2 recommendations address errors in the communication practices.**

- **4 recommendations providing substance to framing additional "guiding principles" to make the communications more objective, transparent and effective.**

a. General observations about feedback – On December 9th, Brian Rankin told the audience to hurry up with our feedback, but there are several concerns about providing feedback soon after his meeting.

- The "Gap Summary" and the "Best Practices" documents have not been made available to the community. The draft "Case Study" document was available to only the steering committee on March 11th and it is incomplete. There is no scheduled delivery date for the Implementation Strategy.

- There are no minutes posted from critical meetings.

- There is no posting of any written comments which might have been submitted.

- The last task, the implementation Strategy, states it's "roadmap" will be tasks; a) best practices, b) community engagement (mostly undocumented) and c) case study (incomplete). Will the community have sufficient time to provide feedback on the completed tasks and the roadmap before this feasibility study is deemed complete?

b. General observations about surveys -

- Surveys that were announced by press release notification are not a valid representation of the majority of the community.

- Surveys that require selecting one of the city's preferred solutions with no "none of the above or other" is wrong.

- Surveys that allow multiple submissions open the gate to ballot stuffing.

- Surveys are only valid when the community has been given transparent and accurate education on both sides of the issue.

c. General observations about a frequent city communication – The city has stated on at least four occasions, "*In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes.*"

- I found no specific OAR language that requires cities to create <u>safer</u> pedestrian and bicycling routes.

- The December 9th presentation incorrectly stated the "people streets" were necessary to.

  To meet state land use and transportation planning requirements.

- The city has not been objective and transparent about all the work the city has already done to meet state land use rules.

- Meanwhile, the city had already acted on most on the "2023" OAR rules with the adopted 2020 Transportation System Plan (TSP) and various "plans" in implementing the 2020 TSP. Actual work has been occurring for years.

d. Relevant Pedestrian OAR rules

- ✓ *OAR 660-012-0500 Pedestrian System Planning*
- ✓ *OAR 660-012-0505 Pedestrian System Inventory*
- ✓ *OAR 660-012-0510 Pedestrian System Requirements*
- ✓ *OAR 660-012-0520 Pedestrian System Projects*

e. Implementation by the city to compliance with these pedestrian rules

- ✓ Relevant pages of the 2020 Transportation System Plan's (36, 39, 40, 49, 59, 61, and 88.)
- ✓ Adoption of the City of Bend Pedestrian Implementation Plan in 2023.
- ✓ Ongoing funding of the transportation and mobility department.
- ✓ Project funding by the 2020 GO Bond.
- ✓ Addition funding of 7 programs (page 95 and 96 of the TSP) include sidewalk projects from the adopted Transportation Utility Fee.
- ✓ Neighborhood Street Safety Program which was started in 2019.
- ✓ Applicable existing Bend Development Code which are updated periodically as "plans" are adopted.
- ✓ Applicable existing Bend Standards and Specifications which are updated periodically as "plans" are adopted.

f. Relevant Bicycling OAR rules

- ✓ *OAR 660-012-0600 Bicycle System Planning*
- ✓ *OAR 660-012-0605 Bicycle System Inventory*
- ✓ *OAR 660-012-0610 Bicycle System Requirements*
- ✓ *OAR 660-012-0620 Bicycle System Projects*

g. The city is already in compliance with these bicycle rules

- ✓ Relevant pages of the 2020 Transportation System Plan's (36, 39, 40, 49, 59, 61, 62, 88, 90[Low Stress Bicycle Network] and 106.)
- ✓ TSP Key Bike Routes map
- ✓ Project funding by the 2020 GO Bond.
- ✓ Addition funding of 7 programs (page 95 and 96 of the TSP) include sidewalk projects from the adopted Transportation Utility Fee.
- ✓ Applicable existing Bend Development Code which are updated periodically.
- ✓ Applicable existing Bend Standards and Specifications which are updated periodically as "plans" are adopted.
- ✓ Key Bend "standards" 3.6.1.1 to 3.6.1.4 Low Stress Routes Design
- ✓ Key Bend "specifications" std drawings; R-1, R-1A, R1B, R1C, R1D, R1E, and R1F.

h. This chapter would not be complete with a summary of safety actions underway.

- ✓ The Transportation and Mobility Department has been working on safety projects for many years.

- ✓ Bend's Neighborhood Street Safety Program started in 2019. This is only one portion of their safety work. Another example is the safety improvements near schools which include, but are not limited to, crossings and flashing warning signs when children are arriving and leaving school.
- ✓ The Bend Metropolitan Organization created the Bend Area Transportation Safety Action Plan in 2019. This document is a good resource for safety actions. It relies primarily on studies by outside sources such as the Federal Highway Administration, plus crash data. Unfortunately, the actions in this report can be "cherry picked to justify someone's preferred design.
- ✓ The city periodically updates their standards and specifications for safety.

i. The OAR and the TSP have rules about streets which the city is ignoring.

- ✓ OAR 660-0102-0330(8)

  Cities and counties must implement land use regulations to protect transportation facilities, corridors, and sites for their identified functions. These regulations must include, but are not limited to…….

- ✓ OAR 660-012-0810(4)(a)(B), (6)(c) and TSP Goal #9 are discussed later in section IV.

j. Failure to include all relevant communication feedback-

- Failure to post the DBBA survey
- Failure to post the specific feedback from meetings

4. Recommendations-

Recommendation #17 - Stop implying that low-car streets / people streets are required to be built because of this statement. *"In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes."* (City handouts and webpage.)

Recommendation #18- Don't misrepresent the findings of the 2019 GO Bond surveys; May 2019, September 30, 2019, December 2019, January 8, 2020 presentation. Congestion was the community's #1 concern.

Recommendation #19 – Communications should provide objective descriptions of all the facts and perspectives instead of a "campaign styled" promotion.

Recommendation #20 – Consider combining communication with utility invoices.

Recommendation #21 – Meaningful surveys should be statistically valid surveys to prevent one advocacy group from dominating the results.

Recommendation #23 – A schedule that allows sufficient time for providing feedback.

VI. Task 4 - Juniper to Drake Case Study Alternatives Analysis

1. Scope of Work

- ✓ *Budget: $40,000*
- ✓ *Estimated Schedule: Complete by February 2025*.

1a. Scope of Work for task 4.1

- ✓ *Product of 4.1: Route and cross section graphics and cover memo*
- ✓ Task 4.1*: …. include scenarios of 3 route alternatives with cross sections utilizing low-car district best practices to connect Juniper Park to Drake Park. At least one scenario needs to assume consistency with existing land use and transportation plans (i.e. maintaining the Hawthorne Parkway Right in and implementation of low-stress network as adopted*.

2. Task 4.1 Information provided to date –

A 29-page memo titled "Planning for People Streets Case Study Evaluation – Draft," dated March 10th

3. Feedback on Task 4, the Case Study, summary –

4 Recommendations to make data-driven decisions.

a. The detailed feedback follows the flow of the 29-page memo to make it easier for the author to see where the concern or recommendation applies.

Page 1 - 1st paragraph, line 3 – The correct OAR reference is 660-012-0300's [There are 9 relevant subsections for CFA's].

Page 1 – 2nd paragraph, line 1 – "Low-car districts" are an OAR compliance requirement, not "people streets." This entire paragraph promotes people streets as capable of accomplishing many benefits. An objective, transparent and data-driven analysis is needed instead just assuming all the claimed benefits are reasonable.

Page 2 – 2nd paragraph, line 2 & 3 – The current incomplete case study doesn't present an analysis for potential benefits and tradeoffs (impacts).

Page 3 – 3rd paragraph, lines 3 and 4 – What are the many concerns regarding changing traffic patterns and the negative effects on downtown. These many concerns should be listed in community engagement.

Page 3 – 3rd paragraph, lines 10 & 11 – Excellent comment about the need for more intensive engagement with directly impacted residents, businesses and property owners.

When will this occur? Shouldn't it occur after making available all five work products and before this final report completed. It should also be added to the "guiding principles" to ensure this strong need is documented as a key ingredient to a successful people street.

Page 4 – 1st paragraph, last sentence – It is not clear if the author is suggesting the "intersecting streets" are the east-west streets or the north-south streets. If the author is suggesting the east-west streets "naturally having less vehicle traffic today," the author is making a huge assumption that traffic volume will decrease because of people streets in this area. All the data suggests it won't.

Page 4 – 3r paragraph (synergy) – It is wise to include the other projects, but unfortunately the projects listed fail to mention the significant congestion problem with east-west corridors identified in the analysis and final report for the 2020 Transportation System Plan. If only the Multimodal Gap Summary had included the status and projects of the highway system as required by the OAR.

Page 4 – 4th paragraph – I agree that this study should test different scenarios and understand the benefits and impacts, but the current incomplete study doesn't to that.

Page 7 – guiding principles – I agree with the existing six principles but there needs to be more principles for the reasons very briefly mentioned in the second paragraph.

- The principle of prioritizing the input from the neighborhood with a proposed people street.
- The principle of a site-specific analysis of the benefits and impacts based on data instead of relying on assumptions.
- The principle of monitoring effectiveness that ensures the proposed people street functions as hoped or is changed back.

Page 8 – Greenwood Avenue pilot program. The advantages and disadvantages of this street are discussed in detail in subsection 7(b).

Page 9 – Franklin Avenue ongoing design. The advantages and disadvantages of this street are discussed in detail in subsection 7(a).

Page 9 – Hawthorne Avenue opportunities and constraints. The analysis of the one route shown to the public in November for the west side is discussed in subsection 3(b).

Pages 20-27 – The Westside analysis is not a complete and therefore, is a failure to meet the grant and contract stipulations. There was no selection of any route, let alone the 3 route options required in the contract. There was no analysis of benefits and impacts. The entire legitimacy of the entire feasibility is threatened. Perhaps, the public needs to be patient to see the final draft of this memo, but then the city needs to adjust their schedule to allow the public to review and respond to complete products.

Page 28 – Key takeaways (several key themes)

- Why can't the benefits and impacts be discussed now by putting this "balancing" to bed once and for all instead of kicking this can down the road?

- If this was a test, this student (the city) has failed. The grant and contract were accepted ten months ago. There was plenty of time to have those "further evaluation and assessment." To have community engagement with the stakeholders to collaborate in a real complete test instead of kicking it down the road. (I can see it now. A room full of invited advocates including a city Councilor telling the landlord don't worry if you lose your tenants because five years from now there will be 5,000 customers from the BCD.)

Page 29 – 1st paragraph – Another huge assumption with no evidence to back it up. There may be no way to implement a route that gives priority to the needs of the stakeholders. The city can't simply assume that there is. That is the question that a true test, this feasibility study was to explore!

Page 29- 2nd paragraph – Identify general needs.

- This closing statement on page 29 should list what those general needs are.

- In my professional opinion, this current case study only identified that a lot of work remains to complete the feasibility study work as intended. This case study is a step back from what the city presented last year. It seems intent on ducking the tough questions.

- It makes unsubstantiated assumptions which are critical to the outcome.

    - #1 - "if you build it, they will come.

    - #2 - Does the leadership have the backing of the community to extract more funding to eliminate vehicle lanes and accept as a tradeoff the dramatic increase of more congestion as a consequence.

- A cynical observer might claim the city is trying to duck the questions that might threaten those in leadership whose main goal may to be considered for recognition as leader in policies advanced by urbanist advocacy groups who have no stake in our community.

b. Constraints of the November 1st route of Hawthorne Avenue – Oregon Avenue – Brooks Avenue.

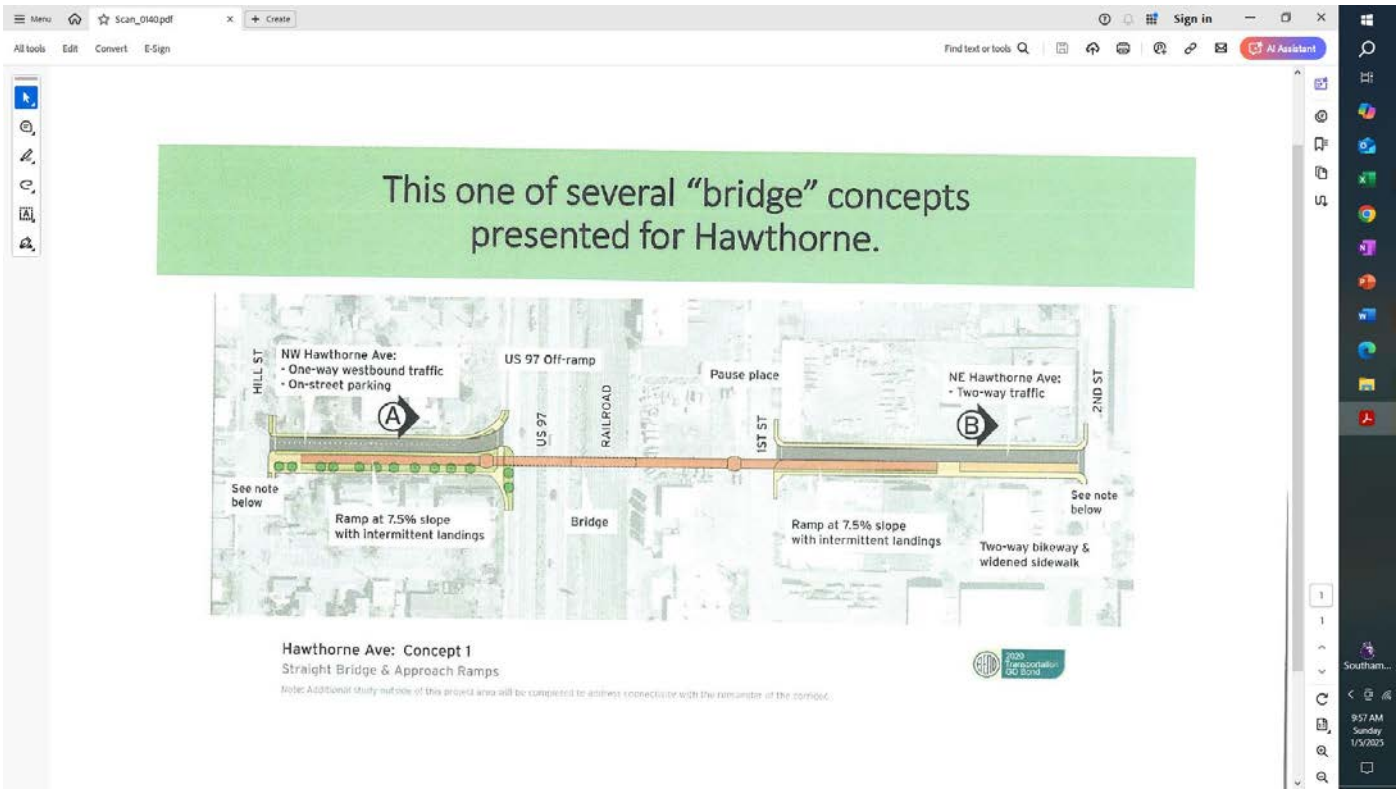
- How does the Hawthorne route address the two residents that take access from Hawthorne Avenue east of Hill Street?

- How are Leland Consulting Groups "ingredients to success utilized in each segment of the route?

- The city has provided an unrealistic artistic rendering of a graceful iconic bridge. However, this rendering doesn't disclose a rather embarrassing requirement in the actual design.

    - The bridge needs to rise at a 7.5% to clear the minimum 23.5 feet above the rails.

    - ADA standards require five-foot flat landings with every 30-inch rise which places these flat landings about 33 feet apart. The result is this iconic bridge will have 11 landings on each of the west and east ramp up to clear the rails. This might be a record as the longest ADA ramp.



- The Hawthorne Bridge had received notification of an $18M grant from the Federal Transportation "Raise" program. After the new president took office this year, many programs were frozen.

- Mayor Kebler and Councilor Mendez have both posted on social media that they are concerned that several federal grants have been impacted by this action including but not limited to the grant for the Hawthorne Bride and the Reed Market Roal Rail crossing bridge. Both claimed this is illegal, but the city should not assume this is the case. The city needs to do their homework and be transparent on whether the funding is at risk.

- Read section 17 of the general terms and conditions to the Raise program. Perhaps the city needs to follow this rule of thumb.

  Hope for the best but plan for the worst. What is the 2nd alternative?

- The Hawthorne Bridge Federal funding may be held up for years or eliminated totally.

4. Scope of work for task 4.2: Impact Analysis memo – <u>There is no memo.</u>

- ✓ Task 4.2: …. develop ….*Memo that summarizes the routes and cross-section/design scenarios that were considered, evaluation criteria and an evaluation results summary. Memo shall evaluate impacts of a low-car, no-car or one-way streets on overall traffic circulation, access management including emergency services, and economic impacts to businesses (focused on on-street parking) to help inform low-car district implementation considerations*.

5. The route proposed in November 2024. At the November 15th open house, I asked separately the DKS representative and the city project manager when the public might see the impact analysis memo. Both were hesitant in their reply and the words they used implied the impact analysis would likely underwhelm the community. I hoped this impression was wrong. Now we know the city is ducking the impact analysis.

The following picture was copied from slide 12 of the October 31st package. (There was one error in the copying process. Slide 12 shows "Oregon is "green" all the way to Brooks) Avenue.

legend: Green- Low-car Street (2-way cycle lane / 2 vehicle lanes)
Purple – Shared Street (2-way shared single lane)
Orange – Plaza – no lanes

6. Feedback on Task 4.2 – The one alternative route provided to date Hawthorne Avenue to Oregon Avenue to Brooks Alley through the Commons Plaza.
The following feedback on the one route included in Task #4.1 using the scope of work above: impact on traffic circulation, access management, parking, economic impacts and safety.

a. Downtown core traffic circulation – Lane reduction increases congestion.

- The closure of the right-in-right-out at Hawthorne Avenue and the Parkway would increase the traffic flow on Wall and Bond Streets but reduce the traffic flow on Hawthorne east of Harriman Street. Any increase in traffic flow will just add to the future congestion on these two north-south streets. Then population growth of 40% in the next 20-year transportation planning period makes it worse.

- What is the typical cross section for Hawthorne Avenue?

- Making Brooks Avenue a shared two-vehicle, two-way bike sharing one lane from the north parking lot entrance to Newport Avenue is a disaster. Note that there is a barrier on Brooks Avenue just south of the parking lot entrance to prevent southbound traffic on Brooks Avenue beyond this point.

- The Oregon segment from Harriman to Lava will be difficult. The westbound and southbound lanes will not line up well.

b. Downtown core access-

- The 11-foot lane widths are inadequate for large delivery trucks, garbage trucks, some large pickups and large SUV's.

- The single lane on Brooks Avenue will make some existing deliveries impossible.

- It is unclear how the access to the two homes on Hawthorne Avenue east of Hill will be handled. The typical cross section implies the 2-cycle lane is on the south side of Hawthorne Avenue which is a problem for maintaining access to these two homes.

c. Downtown core parking –

The loss of parking on Oregon Avenue from Hawthorne Avenue to Brooks Avenue is unacceptable. These are high turnover spaces and their utilization % is often near 100%. I provide data on the incremental loss of parking downtown on pages 30 and 31.

d. Downtown economics –

I have been managing multi-tenant centers for 20 years. Parking matters to tenants and customers. I believe that building owners will have a legitimate concern that the increased utilization of the remaining parking spaces may lead to a loss of sales, loss of tenants and difficulty replacing tenants.

e. Downtown safety –

Ten years ago, I became concerned about angled-in parking when I almost backed over two senior citizens jaywalking across Bond Street. On the other hand, I believe the narrow lanes (11 feet), the parallel parking, and the increasing congestion on Wall and Bond will decrease safety. I have frequently watched jaywalkers weave through vehicles mid-block when the vehicles are waiting for the traffic light.

f. Impacts of the "people streets" on Minnesota and/or alleys.

First, a people street in the alley doesn't address any "need." These locations would only produce negative impacts. The same statement is true to a lesser degree in comparison of positive impacts versus negative impacts for the community as a whole.

The bottom line is reducing options for motorists where few options exist, plus the potential for increased congestion will negatively impact motorists.

Listen to operating businesses. Planners and/or politicians may talk like they know business, but they don't. Don't tell businesses to embrace when change will have a net negative impact. And they are being reasonable when opposing self-inflicted change. This sounds like a great plan if you want to kill off downtown.

7. The cumulative impact of the proposed route and impact of the lane reductions on four east-west streets; Franklin Avenue, Hawthorne Avenue, Greenwood Avenue and Revere Avenue.

- These lane reductions will increase congestion which has important consequences.
    - If the 2045 MTP modeling is correct, People Streets will significantly increase emissions. It happening right now on Greenwood.

	HC (PPM)	CO (Vol %)	CO2 (Vol%)
Idle	750	5.2	9.5
Cruise	300	0.8	12.5
Acceleration	400	5.2	1.2
Deceleration	4000	4.2	9.5

    - Increased congestion **will decrease safety** for all modes of travel on these streets.

    - Increased congestion **will decrease the "vibrancy**" of the downtown because visitors and customers (especially the local customers) will likely choose one of several other destination options.

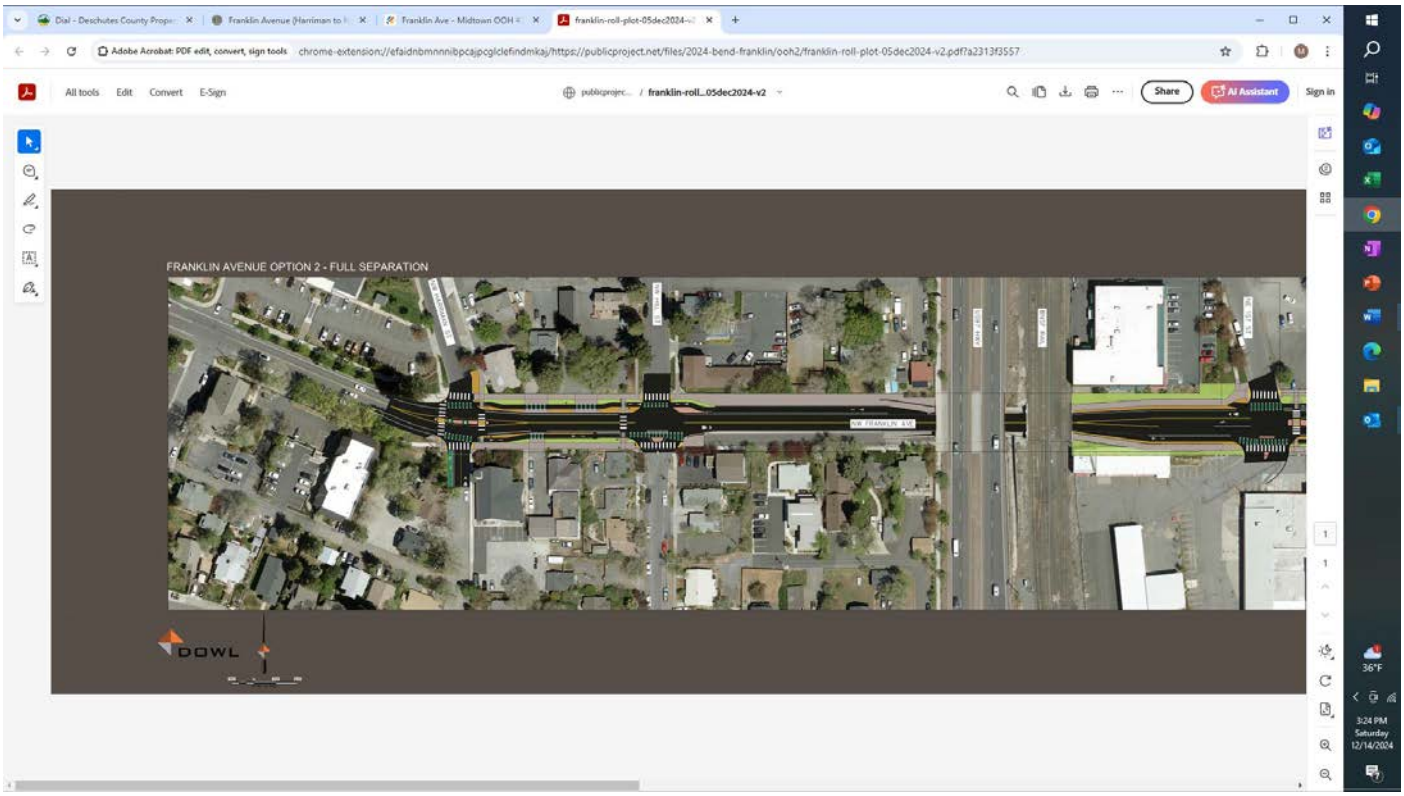
    - The 2019 statistically valid GO Bond surveys listed the community's biggest concern was congestion. The next concern was neighborhood safety. Relatively few voters specifically bring up public transit or other transportation issues such as bicycle infrastructure. The city campaigned that the GO Bond was for traffic flow, east-west connections and neighborhood safety improvements.

    - Has the city broken the 2020 GO Bond agreement with the community because the bonds were to fund priority traffic flow, but instead, GO Bond lane reduction projects will increase east-west congestion?

    - These lane reductions also increase the traffic flow on the north-south streets; Bond Street, Wall Street, and 3rd Street. The intersections of these north-south streets and east-west streets will become worse consequently. This wouldn't be an issue if these streets and intersections weren't already congested and/or become congested by 2040 with population growth.

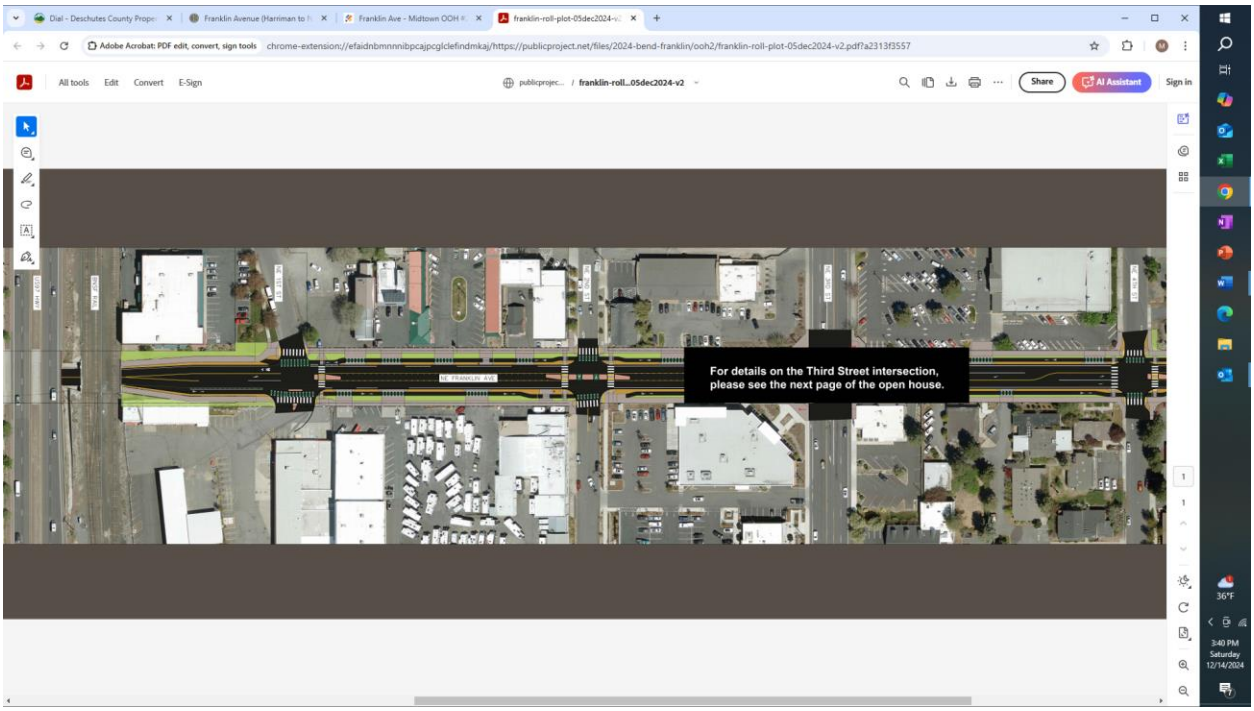
    - Who benefits from these lane reductions? Biking Community? According to the U.S. Census Bureau estimates, bicycling commuters represent about 4% of all commuters. However, according to actual counts by ODOT and City of Bend consultants (December 10,2024), less than 1% of all trips are made by bicyclists.

a. **<u>Safety concerns on the proposed Franklin Avenue designs, i.e., is the city breaking their GO Bond agreement with unsafe designs.</u>**



#1 – The intersection of southbound Hill and Franklin is unsafe due to the very short sight distance as southbound Hill Street motorist looks east. The existing intersection allows the motorist to use an acceleration lane on Franklin to make a safe merge into the westbound lane. The new design replaces the acceleration with a "protected" bike lane. You might as well close this intersection.

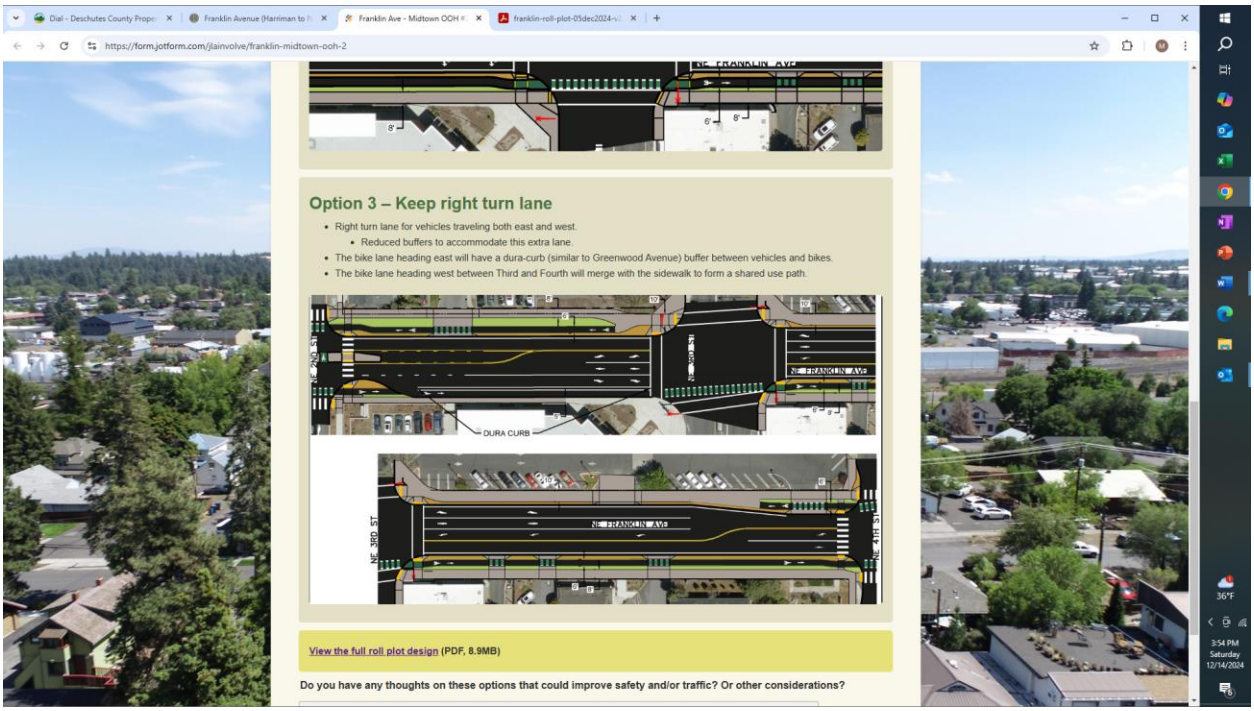
#2 – With the closure of Harriman / Franklin intersection to only right in and right out, motorist trying to go east will concentrate on the remaining intersections. Today's Lava Road motorists have a very hard time making a left turn on Franklin. As traffic increases over time, there will be fewer gaps between east-west bound vehicles. The impact of this can be seen on Greenwood Avenue with fewer gaps in its east-west traffic flow.



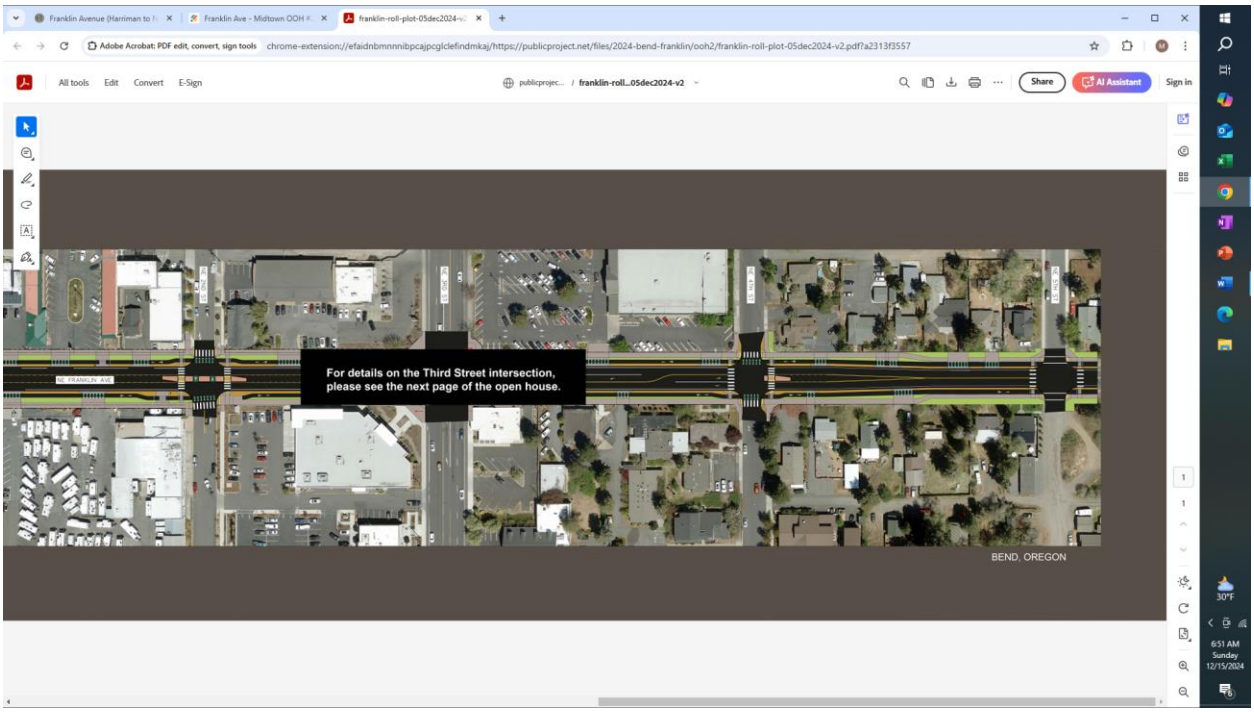
#3 – This street segment from the Parkway to 3rd Street has similar problems. The modification to only right-in and right-out onto Franklin at 2nd Street concentrates more traffic to 1st Street.

#4 – The 1st Street intersection has always been challenging to motorists coming from either southbound or northbound due to nearly as bad sight distance limitation looking westerly.

#5 – Count the number of driveways on the north side of Franklin. Look at the spacing of intersections on Franklin. Then look at the TSP goal #9 on page 27. "*The city will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collector to maintain public safety and future traffic carrying capacity……")*



#6 – First, 3rd Street is a challenging intersection. All the options for the intersection with 3rd Street eliminate the second westbound through lane. This "lane reduction" reduces the traffic flow that can pass through this intersection. The options which eliminate the right turn would cause further congestion in the form of queuing and trip delay.



#7 – Once again, please count the number of driveways and the intersection spacing.

#8 - An increase in congestion has been documented as leading to more aggressive driving and screening issues which lead to more accidents. Note that the Bend Area Transportation Safety Action Plan identified that almost 90% of accidents happen within 250 feet of intersections.

b. Concerns on Greenwood Avenue "pilot program"-

#1 – The closure of Harriman Avenue to just right-in and right-out was a wise decision.

#2 – The lane widths are a little be tight at the intersections (especially at Hill Street). Trucks and CET buses run over the candlesticks/paddles.

#3 – Sight distance at 1st Street can be challenging when queuing builds up in the left turn lanes.

"*On the second week of the pilot test at about 5pm, there was long queuing at Hill Street intersection in both east-west directions in both the lanes and turn lanes. An E-bike zipped down the eastbound lane at least 30mph through the intersection. I thought the rider was going to die.....*"

#4 – Peak PM traffic has been monitored. The road diet has caused longer queueing and travel times even though the total vehicle count has dropped. Some motorists are losing patience and making illegal maneuvers and/or forcing their way in the east-west lanes.

#5 – When there is a gap, many of the motorists speed to make up time.

#6 – This pilot program test has issues.

- The Portland closure has increased the queues on Newport, but a lot of that traffic then turns north at Wall Street. However, the Olney project closure begins on February 3 and will last for most of 2025. A possible Franklin construction project may begin in 2025. All these detours may invalidate the monitoring results.

- The 2nd street construction discourages cut-through traffic but what happens when it is open again?

- Then there is the future removal of the remaining 2nd eastbound lane (2nd slide of open house #2) by ODOT at 3rd street. One of the most congested intersections will become worse because of another lane reduction.

- What happens when the population grows by 40% in 2040. We should be building a street what works for 2040, not 2024.

- The December monitoring report shows the time delay has increased while the traffic volume decreased. It shows daily bike counts increase but have included bicyclists that usually use the closed Portland Avenue.

c. **Hawthorne** – Here is what the 2019 MPO "Parkway Plans says when this RIRO is closed.

d. **Revere** – The 2019 MTP gave traffic volumes for all movements at this interchange with US 97. The number of left turns on eastbound traffic and the westbound traffic are more than the back-to-back turn lanes can handle. Traffic will back up on the northbound Wall Street lanes and the southbound Division lanes. This design change increases the congestion even without more traffic from growth.

The reason for this failure is the extremely narrow focus on bike lane priority by the City leadership, i.e., "tunnel vision."

Follow the data instead.

8. Recommendations –

Recommendation #23 - Follow a methodical analysis for a data-driven solution that is a win-win for all of Bend's stakeholders for all modes of travel.

a. Who are the stakeholders and their objectives?			
Who	**What**	**How**	**Desired results**
The state & City Council	Reduce emissions	Land use and transportation OARs.	Less driving in SOVs and lower VMT
	Safe travel	Transportation OARs.	safe and comfortable routes
	Meet the transportation system's capacity needs.	Land use and transportation OARs.	Shorter trips and fewer SOVs
Community via statistically valid surveys	Congestion was #1 issue in statistically valid surveys.	# of lanes and more effective intersections	No increase in travel time.
	Safety was the #2 issue in statistically valid surveys.	Design standards and addressing congestion.	Fewer crashes.
	Adequate parking is always an issue.	add parking / no reduced parking.	less driving to find parking
Bicyclists & City Council	Routes that are safe and comfortable	Design standards	more ridership
	A connected system.	implementation of low stress network	more ridership
Core Area & City Council	Incentivize development	Subsidize infrastructure, property tax relief, "iconic bridge"	Incentivize development
City Council	Vision driven / do not think the whole solution out.	Control the agenda, the self-serving surveys, and committees	A shift from vehicles to walking, biking, transit.
DBBA	Protect businesses models	colaboration	avoid any negative impact

There are other stakeholders (pedestrians, mobility disabled, transit, freight, emergency vehicles) who were not included in this analysis because their needs have fewer and lower obstacles. However, they are important and need to be at the table also.

b. Do mobility standards (4.7.500(B)(6)(d) matter?

- Mobility standards such as the 0.85 for V/C (actual traffic volume divided by intersection capacity) or 18,000 ADT for two lane streets (Average daily traffic [volume]) were established to address crashes from aggressive driving and cut through adjacent neighborhoods (another concern identified by TSP surveys). The city has raised it mobility standard to 1.0 for V/C.

- Added time driving increases emissions (it is not just about trip distances).

c. How do you evaluate safe designs?

The city states on their website but the city has misquoted their source and chosen to overlook other relevant findings in the source. Their source is the 2019 Bend Area

Transportation Safety Action Plan (TSAP) prepared by the Bend Metropolitan Planning Organization (MPO). This organization is a joint effort by the City of Bend, Deschutes County and Oregon Department of Transportation (ODOT).

- The website states -
  - "Buffered bile lane reduces crashes with bikes by 47%" but the TSAP states (page 112) the potential collision reduction is a range from 0 – 53%.

  - Reduction of travel lanes to one in each direction with a dedicated left turn lane reduces car crashes by 29% but the TSAP states (page 117) the potential collision reduction is 29%.

- But the TSAP also says about 89% of crashes happen within 250 feet of an intersection. There are two other relevant resources that recognized the importance of limiting intersections.
  - What the TSP says - TSP goal #9 on page 27, "*The city will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collector to maintain public safety and future traffic carrying capacity……")*

  - OAR 660-012-0810 (4)(a)(B) states – *"Cities and counties shall plan for through movement priority arterial segments to prioritize through movement of traffic when balancing needs on the facility. Through movement priority arterial segments will generally prioritize access limited to intersections with the street network, limited access to individual properties, and safe speeds."*

- Next, the TSAP also **considered site specific crash data** instead relying solely on data from nationwide sources**. THIS IS WHY THE TSAP USED THE WORD "POTENTIAL" INSTEAD OF MISQUOTING FINDINGS FROM NATIONAL SOURCES**.

- Safe and comfortable bicycle routes designs (and locations) should be based on more than protected lanes versus buffered lanes or more green paint.
  - Bike routes should be located to avoid busy intersections and a high frequency of driveways.
    - FYI. Newport Avenue/Greenwood Avenue was not chosen as a low stress bike route or a "key" bike route in the adopted Low Stress Bicycle Network.
  - Bike designs should be based on industry standards (LTS, low traffic stress). The City has updated their design standards and specifications to incorporate LTS criteria.

- In my 45 years of land development, I don't think I have seen a more poorly designed project than at the proposed Franklin Avenue design posted online last fall. It is less safe for all modes of travel. Plus, it ignores the future transportation needs if the community continues to grow as projected. It is nothing more than a band aid and a lost opportunity to make a" great street" for the community, not just the Core Area."

Recommendation #24 – Look at the crash data and make data-driven decisions.

d. What are the data that should matter to make sound decisions?

- Reducing lanes is not building a transportation system for the future. (ODOT site) (city v/c). Look closely at the V/C for 3rd at Greenwood. There is no mystery of what is happening on Greenwood when you see just how close the V/C found to be at 1.0 in 2020.

- The pilot program violates the basic principles of the "scientific method." In a test, the environment needs to be protected to ensure only one factor is tested, in order to credit that one factor for any measured changes.

- Here is the monitoring data from Kittleson's and me (last 3 months).

	May	September	Oct 18	Oct31	Feb 27	March 12
Peak hour vehicles	1,500	1,300	1327	1241	1239	1351
Peak hour bicycles	12	?*	11	4	16	11

*Kittleson didn't report peak hour volume and with Portland closed, the correct baseline comparison is to compare historical peak hour of Newport and Portland combined.

  - In early August, the pilot program started, but by late August, Portland was closed. Queuing on Newport was significant, but many vehicles turn left at Wall which kept the Greenwood queuing increases moderate.
  - On February 3rd, the city closed Olney/Portland intersection and the queuing on Greenwood dramatically increased because vehicles had to go to 3rd to turn north.
  - However, note the Greenwood volume didn't change much when Olney closed. The queuing seemed to be a result of the failure of the 3rd street intersection as expected.

Measured traffic volumes(2022 per ODOT webpage)			
	Near 3rd Street	**Near Wall Street**	**2040%**
Greenwood Avenue	22,847	18,375	+40% ?
Franklin Avenue	17,001	16,956	+40% ?
2-lane street capacity standard	18,000ADT	18,000ADT	
Intersection anaylsis v/c (per TSP appendixes)			
	2020	**2040**	
Wall at Greenwood	??	0.72	
wall at Franklin	0.58	??	
3rd at Greenwood	0.98	1.33	
3rd at Franklin	0.89	1.09	

e. Do the counts suggest that we need three midtown crossings in the short term?

Measured bicycle counts as percentage of total trips (2021).			
	Colorado Bridge	0.2%	
	Franklin Undercrossing	0.7%	
	Galveston Bridge	1.1%	
	Newport Avenue Bride	0.3%	
	Portland Bridge	0.2%	
Mode Split (MPO's Metropolitan Transportation Plan)			
		2019 survey estimate	**2045 Modeling**
	Pedestrians	10.2%	12.8%
	Bicyle	3.4%	4.4%
	SOVs (single occupied vehicle)	91%	88%

"measure counts from [ODOT bike counts]
"mode splits" from [MPO transportation plan 2045 tables 4-3 and 6-4]

- The ODOT counts at the bridges are a more realistic than the "estimates."
- The city's 2-day counts show the bike trip total daily count on Greenwood Avenue increased after the "road diet," but was still less than 1% of the vehicle trips. However, the city's 2-day count may have been skewed higher by the construction closure on Portland Avenue.
- My 3-day count on Greenwood Avenue showed a reduction in bike trips in the PM peak hour from pre-lane reduction to post-lane reduction.
- Bend Bikes hopes building infrastructure will bring out more bikes (Source 11/21/2024). Recent surveys by the U. S. Census Bureau, Portland Board of Transportation, PRI and Bike Portland shows commuting by bike has dropped by half, even as Portland spent millions on replacing vehicle lanes with bike lanes.

U.S. Census Bureau estimates			
city	**2014**	**2020**	**2023**
Bend	2.44%	3.68%	3.11%
Eugene	7.27%	6.31%	4.56%
Portland	7.75%	6.21%	5.04%
Oregon	2.74%	2.18%	1.60%
US	0.65%	0.55%	0.54%

- Maybe the city should stick to their goal of completing one east-west route and one north-south route and then measure the effectiveness of those routes.

(Franklin and Oliney routes are about 0.6 miles apart which meets the city's design standard of 3.6.1.1 of about ½ mile spacing.)

f. Is the crash data being considered.

The city is focusing on bike lanes protected with barriers when they should be minimizing conflict points (turning movements) at driveways and intersections on these arterial streets.

Crash data (per ODOT webpage for 2017-2022)			
	(not including 3rd Street intersection	Greenwood	Franklin
	Rearend	29	32
	Inattention	2	0
	turning movements	19	20
	fixed object	4	7
	entering at an angle	31	10
	Sideswipe parked vehicle	4	0
	sideswipe moving vehicle	6	7
		95	76

- Key observations from 3rd street to Brooks Avenue
  - Greenwood is primarily a four-lane street without a turn lane (except Bond to Brooks)
  - Franklin has a turn lane for most of this segment (except Parkway to Lava)
  - The TSAP lists rearend and turning movements as the primary crashes a road diet may solve. Note that the total rearend and turning movement crashes are about the same for both streets.
  - Note the main difference in crashes between the two streets is the "entering at an angle." These crashes are crashes at right angles with vehicles crossing the arterial from a side street.
  - #1 is 1st/Greenwood, #2 is Harriman/Greenwood, #3 is Hill/Greenwood.

- Closing Harriman with a median solves its angle crashes, but 1st and Hill angle crashes are not solved with the road diet. In fact, my observations are drivers waiting at these side streets are becoming more frustrated and more aggressive. With only one through lane, there are fewer gaps for vehicles from side streets to use.

g. How many parking spaces are impacted on Oregon?

There are about 85 parking spaces today on this street. Per the proposed low-car district street, about 45 parking spaces will be removed. Also, the parking spaces between Lava Street and Bond Street have the highest turnover rate by a far margin.

In the November 1st presentation, the city attorney tried to assure the attendees that any removed space would be replaced. The next table lists the number of parking spaces removed with no replacement since the 2017 parking study. **(**2017 study and my count for today).

In a February 2025 email of ingredients to success, a new slide was added about parking perception. The short answer is customers at Walmart don't complain about the long walk on a busy day, so why to downtown parkers complain? The slide assumes downtown customers shouldn't complain when they may have walks of similar distance. The slide pushing a false argument. The answer is the word "expectation." At Walmart, customers expect to find a parking space. Downtown, the customer cannot always expect to find a parking space with a reasonable effort. Plus, Walmart customers don't usually leave for a second option if frustrated. Downtown, there is competition destinations where a frustrated customer may choose to use. Perhaps the best explanation is found in the Downtown Parking Strategic Management Plan. Rick Williams, the highly regarded parking consultant in Oregon, encourages the use of the 85% rule in determining when you have a parking supply problem.

Look at the history of parking below. The city has gradually reduced the parking supply. The less aggressive people street will reduce 45 of the 85 spaces on Oregon. This is a big problem if the city believes their own consultant.

Recommendation #24 – Collect the parking data and remember the 85% rule for utilization.

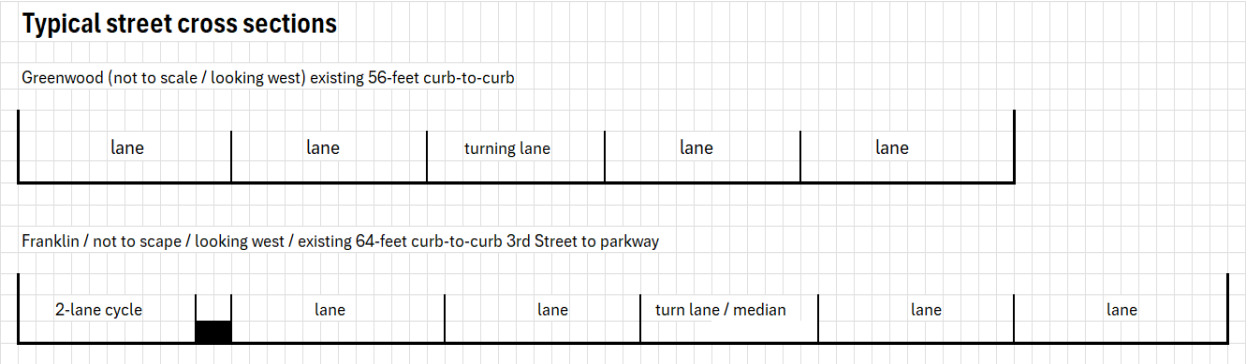
Parking Utilization	**2017 study peak**	**today average**	
on-street	73%	>85%	
on-street core	>85%	>95%	
off-street	80%	>75%	
2017 Parking study area was larger than "parking district"			
Parking space loses (no replacement)	**2017 study**	**today**	**removed**
School District lot	68	0	-68
South Mirror Pond lot	97	71	-26
parklets	0	-26	-26
Greenwood road diet (north side)	15	0	-15
Future Troy Field mobililty hub Pilot	41	est.30	-20
North Mirror Pond lot est.	79	est. 59	-26
			-181

The 1500 customer survey conducted by DBBA this winter identified convenient parking is the #1 concern of the customers. Did you ever hear the expression that the customer is never wrong.

h. Recommended #26 – Make Franklin a "great street" now instead of waiting for funding on Hawthorne which may not happen.

- Greenwood Avenue is the business route
    - Two lanes in each direction
    - One turning lane/median
    - No bike lanes / Greenwood is not shown as part of the low stress network.
    - Consider allowing parking in outside lanes in PM after rush hour?
    - Expand the downtown parking district northward to free up more visitor and/or customer parking north of Greenwood.

- The "great street" Franklin Avenue is the Gateway to Core Area and Downtown
    - 2-lane cycle "bike boulevard on south side where there are no driveway crossings.
    - Close off median at 1st street to left turns and cross traffic except for bicyclists.
    - Add one full intersection halfway from 3rd Street and the parkway.
    - Four lanes transition to two lanes west of the new intersection.
    - Close 2nd Street completely. The sight distance is too short for even a right turn only.
    - Close off Hill Street west of Parkway. The sight distance is too short.
    - Use a raise median all the way to Lava Street
    - Use a raised median all the way to Bond Street
    - Phase II
        - Put a roundabouts at Lava / Franklin and at Riverside/Congress/Louisianna. Make Franklin and Louisianna one way streets just like Wall and Bond, Arizona and Colorado. It eliminations a huge number of "turning conflicts."



Findings of how the streets deliver on each stakeholders desired results			
	Greenwood	**Hawthorne**	**Franklin**
Summary	Greenwood is the main east-west business route for motorists. Keeping the four through lanes is critical to meeting the needs of safe travel, minimizing emissions from longer delays. Keep the turn lane, but drop the bike lanes.	Hawthorne is put on hold. This expensive bridge may end up being an expensive, world's longest ADA ramp especially if the number of bicyclists remain less than 1%. Focus on what matter more. Creating a balance between jobs, housing and services.	Making Franklin a great street is the logic first phase source. Build a street which is based on a holistic design. A gateway to the first phase of the Core Area.
	Addresses congestion by not reducing lanes will actually be safer and generate less emissions.	There is solid evidence that spendings Millions on biking infrastructure doesn't increase cycling. Ridership in Portland and every other major city has dropped.	The 2005 Bend Central Area Plan envisioned a redevelopment of the downtown south of Franklin. Phase II would get back to making this happen especially if the city hall moves to the core area. The city currently occupies six buildings.

Are the needs for each stateholder met?			
State	safer travel	Move to a laterf phase if future data demonstrates the need exists.	Safer travel
	meet the transportation system's capacity needs		provides for alternative modes /lowering SOVs trips
	reducing delay reduces emissions		allowing for alternative modes decreases emisions
Community			
	eliminates the delays caused by lane reductions	later phase if future needs are not met.	eliminates the delays caused by lane reductions
	safer travel		safer travel
	Consider opening outside lanes for parking after evening rush		Plan for phase II which could bring added investment & urban density
Bicylists			
	Avoid a unsafe and uncomfortable route. It is not part of the low stress network. It has no connections	later phase if needs are not met.	Use a bike boulevard to show how to maximize safe route and connections
			Focus on the best route instead of many poorly conceived routes which just angers the community.
Core Area	avoiding traffic congestion will be an incentive to anyone investing millions.	later phase if needs are not met. The ramp lands too far to the east of the core activity to be practical.	Put the initial investment where the incentive will benefit the initial development.

VII. Task 5: Implementation Strategy

1. Scope of Work

- ✓ *Budget: $25,000*
- ✓ *Estimated schedule: Complete by April 2025*
- ✓ *No OAR requirements to the best of my knowledge*
- ✓ *Work Product: Implementation Strategy Memo*
- ✓ *….develop a roadmap for low-car district implementation using best practices and lessons leaned from this project and the Juniper to Drake Park case study identifying…. the process and requirements including any potential amendments to the transportation system plan, development code, and street standards amendments to support implementation of low-car districts in Bend.*

2. Information provided to date –

- The open house webpage proposes the next steps are as follows.
  - Step 1 - Complete feasibility study
  - Step 2 - Update TSP
  - Step 3 – Update the Comprehensive Plan
  - Step 4 - Update Development code, Standards and Specifications, and Complete Street Manual.

- The "*Policy Implementation Memo*", dated April 15, 2025 was made available to the public on March 16th. This document is to "*provide a roadmap for when and how a people street could be used in Bend.*

3. Product feedback:

a. General observations-

The implementation strategy "will use what was learned from best practices, this case study and community engagement…" (last paragraph of page 2 of case study).

	Documents failures
+ Best Practices	Generally assumes urban environment which doesn't exist in anywhere in Bend. "Ingredients to success" for businesses are generally superficial cosmetic concepts which fail to grasp the key ingredients to success "vibrant" downtowns" like Bend's.
+Community engagement	A nearly complete failure to engage with the public to gather meaningful feedback. Especially sad considering the allocated budget was 1/3rd of the grant ($50,000).

+Case Study	Incomplete. No route identified and impact analyzed west of Parkway. No "roadmap" created to identify where and how to implement. It kicks the can down the road.
+Gap Summary	Failed to identify status and constraints of existing streets.
= Implementation Strategy	A good description of the process to implement a "concept." This is the most complete "product" of this feasibility study but this is an expensive and time-consuming process that should not be undertaken until the effectiveness of the "concept" has been demonstrated.

b. Roadmap for Low-car districts.

To comply with the four sentences of OAR 660-012-0330(7), very little work is needed. As demonstrated in the Jack Straw case, the low-car district roadmap would include few steps (There is no need for waiting for a TSP update).

- Senior Planner Pauline Harding could complete this extremely small task in her sleep.

- The Engineer Department would add a few new cross sections and details. They don't have to think of every possible low-car district cross section. The Bend Development Code has existing codes for exceptions.

3.4.150 Waiver and Modification of Public Improvement Standards.

- The engineering department would make a presentation to inform the Council of the necessary design and specifications needed to avoid and/or simply the process instead of relying on the Development Code 3.4.150 again.

- Note that existing "Greenway street program" has been around since 2018 and should not require new code or design and specifications.

- Note that the Development Code and the Design & Specifications are intended to provide a developer clear and objective path, but in the case of low-car district, it is the city who is driving the design and most importantly, the implementation.

c. Roadmap for "people streets."

As previously stated, the city's feasibility study is not complete. If the city would only complete the scope of work stipulated by the grant, a roadmap could be

created to fulfill the intent of the feasibility study. Ideally, the roadmap would provide a clear and objective path with a focus on doing the homework to inform the community that their funding would have a reasonable chance to effective in creating more benefit than negative impacts [tradeoffs].

The next step should be complete a review of the feasibility of "people streets" in each of the eight areas suggested by slide 10 of the "best practices" dated August 7, 2024.

The feasibility study should include the stakeholders of each of the four specific areas mentioned and representatives from the other "types" of neighborhoods mentioned.

The participants should not be limited to DEI under-represented populations, but the majority should be the stakeholders working and/or residing in these neighborhoods.

The final validation for "residential areas" should be from a statistical valid survey.

See Appendix B, Draft People Street Feedback.

4. Recommendations –

Recommendation #27 _ The roadmap should provide **where, how and why** a *people street could be used in a neighborhood instead* ***of when and how.***

Recommendation #28 - There is no need for TSP / Comp Plan steps in the process to comply with OAR 660-012-0330(7).

- Adding design standards and specifications for low-car and no-car streets should be left up to the professionals. Each location should require some traffic circulation analysis to validate the specific design and still provide reasonable access for emergency vehicles, service vehicles, maintenance vehicles, and residents/tenants/customers.

Recommendation #29 - Input from neighborhoods impacted by a proposed people street should be prioritized in community engagement.

- TSP / Comp Plan advisory groups comprised primarily of bicycling and/or environmental advocates and the City Council should not be able to decide where and how streets have walking and rolling as the primary mode. Existing neighborhoods that are significantly impacted by lane reductions that reduce their traffic circulation should have the final say.

VIII. List of Recommendations

Recommendation #1 (page 6) – Do not mislead the community by promoting the city leadership's version of a "people street" is a requirement of the OAR 660-012-0330(7).

Recommendation #2 (page 6) - The city needs to fulfill the stipulated requirements of the state grant for low-car districts. Is the state aware that the city is using the state's $150,000 for services beyond the grant's scope of work?

Recommendation #3 (page 8) – For a short distance, show the existing sidewalks beyond the BCD Boundary to illustrate a connection to something outside the BCD.

Recommendation #4 (page 8) – The legend on both Figure 3 and 4 has a symbol for existing pedestrian crossing, but no existing pedestrian crossings are shown in either figure. Consider adding the existing crossings.

Recommendation #5 (page 8) – The 2019 Bend Area Transportation Safety Action Plan identified that lighting is a key missing feature at many intersections. Consider adding a reference about this adopted plan and the lighting as a missing infrastructure.

Recommendation #6 (page 9) – Revere Avenue should be considered as part of the BCD bike network and be added to table 2. The Revere Avenue sidewalks were included in the Pedestrian Network section. Bike lanes on Revere Avenue are part of the low stress network.

Recommendation #7 (page 9) – Level of traffic stress is also a function of vehicular traffic volume per the Bend Design Standards.

Recommendation #8 (page 9) – Explain what is potential high frequency service corridors and the statement that "transit improvements will be prioritized."

Recommendation #9 (page 9) – Add a statement pointing out that the City of Bend does not control what and when Cascade East Transit will take action to make changes to the transit service. Point out that the 2020 GO Bond has allocated $8M for mobility hubs

Recommendation #10 (page10)– Clean up the flow and wording of this draft of a memo [Multimodal Gap Summary].

Recommendation #11 (page 12)– Complete the Highway Impact Summary to fulfill the grant's scope of work.

Recommendation #12 (page 13) – Provide a summary evaluation of the opportunities and constraints for a low-car district and a summary of recent work from other planning efforts.

Recommendation #13 (page 19)– The City of Bend needs take a close look at all the critical hurdles before they invest the public funds in a vision.

Recommendation #14 (page 19) – The city is making several critical assumptions that need to be fact check as part of making data-driven decisions made in an objective, transparent process.

Recommendation #15 (page 19) – The city should proceed slowly using reasonable performance measures to verify the critical assumptions. [**If you build it, will they come.]** The city needs to analysis if the investment will be **effective** in providing a reasonable return.

Recommendation #16 (page 19) – The City of Bend needs to have a developer style marketing study performed by consultants that tells the city what they need to know instead of what they want to hear covering the full gamut of the two 3-legged stool analyses that neither the state nor the city have done.

Recommendation #17 (page 23) - Stop implying that low-car streets / people streets are required to be built because of this statement. *"In 2023, Oregon introduced new rules that require cities to create safer pedestrian and bicycling routes."* (City handouts and webpage.)

Recommendation #18 (page 23)- Don't misrepresent the findings of the 2019 GO Bond surveys; May 2019, September 30, 2019, December 2019, January 8, 2020 presentation. Congestion was the community's #1 concern.

Recommendation #19 (page 23) – Communications should provide objective descriptions of all the facts and perspectives instead of a "campaign styled" promotion.

Recommendation #20 (Page 23)– Consider combining communication with utility invoices.

Recommendation #21 (page 23) – Meaningful surveys should be statistically valid surveys to prevent one advocacy group from dominating the results.

Recommendation #22 (page 23)– A schedule that allows sufficient time for providing feedback.

Recommendation #23 (page 36) - Follow a methodical analysis for a data-driven solution that is a win-win for all of Bend's stakeholders for all modes of travel.

Recommendation #24 (page 39) – Look at the crash data and make data-driven decisions.

Recommendation #25 (page 42) – Collect the parking data and remember the 85% rule for utilization.

Recommended #26 (page 43) – Make Franklin a "great street" now instead of waiting for funding on Hawthorne which may not happen

Recommendation #27 (page 47)_ The roadmap should provide where, how and why a *people street could be used in a neighborhood instead of when and how.*

Recommendation #28 (page 47)- There is no need for TSP / Comp Plan steps in the process to comply with OAR 660-012-0330(7).

Recommendation #29 (page 48) **-** Input from neighborhoods impacted by a proposed people street should be prioritized in community engagement.

IX. Appendix A - List of resources

1. City Council Issue Summary (June 5, 2024)
2. State Grant
3. DKS Contract
4. Bend Central District webpage
5. Climate Friendly Area Study
6. Downtown Parking Strategic Management Plan
7. Oregon Administrative Rules
8. Bend Development Code
9. City of Bend People Street Open House webpage
10. October 31, 2024, slide presentation pdf (need linkable copy)
11. November 1, 2024, slide presentation pdf (need linkable copy)
12. December 9th Question and Answer Session slide presentation. https://www.bendoregon.gov/government/departments/growth-management/planning-for-people-streets There is a link in the 1st paragraph to this "slide presentation".
13. Core Area webpage
14. Core Area performance metrics for 2023
15. Urban Growth Boundary Implementation plan, 2018
16. Bend Pedestrian Implementation Plan
17. 2020 GO Bond webpage and Resolution
18. 2020 Transportation System Plan and appendixes
19. Neighborhood Street Safety Action Program
20. Bend Standards and Specifications
21. Bend Area Transportation Safety Action Plan
22. Two GO Bond statistically valid surveys of the community in 2019 and multiple biennial community surveys
23. Bend Metropolitan Organization Transportation Plan 2045
24. U.S. Census Bureau commute estimates
25. ODOT traffic counts including bicycle trips
26. ODOT crash data for Bend
27. Kittleson's Greenwood quick built reports (June 13, 2024, and December 2, 2024)
28. Source, November 21, 2024, article
29. Bend's Neighborhood Greenway Program
30. Core Area Midtown Crossing Sounding Board presentation
31. Transportation Utility Fee webpage
32. ADA requirements
33. Greenwood Avenue Survey webpage
34. My field trips to all sites and attendance at open houses.
35. Multimodal Gap Summary, Bend Central District, January 30, 2025
36. August 7, 2024, Planning for People Streets, Tast 3: "Low-car District" Best Practices
37. RAISE grant general terms and conditions

38. 2024 Cascade East Transit Master Plan
39. Resources: Business Impacts of People Streets, December 4, 2024.

X. Appendix B- People Streets Claims Feedback

1. Key document – August *7, 2024, Planning for People Streets, Tast 3: "Low-car District" Best Practices Summary (for all sections except "4")*

2. The city claims they are studying people streets because…..

a. *OAR 660-012-0330(4) Low-car Districts* -

Amending the code and design standards for the four sentences of this OAR subsection for low-car districts would be extremely easy. "People Streets" as defined by the city, are not required by the OAR.

b. *Inform City's next update to the Transportation System-*

- Neighborhood Greenways streets implementation in Bend began in 2018 without involving a TSP update.

- The design concepts for the other types of streets are simple. It basic questions of where, how and why was to be spelled out by this feasibility study via a "roadmap" combining the "Best Practices, Community Engagement and Case Study. If the feasibility study had completed all the stipulated work of the grant and the contract, a transportation system plan update would not need to do much other than reference this study for new public streets options.

- The current draft of the feasibility study falls well short of completing the stipulated tasks of the grant/contract.

c. *To create vibrant, people-first streets and spaces-*

- "Vibrant" is the term used in illustrations of primarily retail neighborhoods and the best performance measure is vacancy rate. Bend is already vibrant.

- "People-First" street is a misleading phrase meant to "resonate" with the community instead of giving a clear description. It is a popular phrase by urbanist advocacy groups as they promote higher density with less driving. These groups assume all people should live in dense urban settings renting small studios or one-bedroom apartments.

- The reality is it assumes that people will prefer their streets to walk or ride bikes instead of a place for their vehicle to be parked or travel by. Ask the people which they prefer (the city does every two years in a statistically valid survey.) Instead, the choice is left up to social media advocates and planners who act like they know what is best for the public.

- "Spaces" is for what? This is a redundant term with "public spaces."

d. <u>To support people safely walking, biking rolling, using transit and driving</u>-
- Safety travel is addressed by a multitude of existing programs such as Bend Area Transportation safety Action Plan, Neighborhood Street Safety Plan, Pedestrian Implementation Plan, Low Stress Bicycle Network, and the adopted Design and Standards.

- The city needs to explain how the 3 street types that impact parking space availability and efficiency vehicle travel will lead to safer travel or will it be a big expensive and inconvenience that angers most of the community. The biggest assumption is if you build it, people will use it. Where is the proof?

e. *<u>To create public places that are inviting and activated. -</u>*
All the illustrations in the PowerPoint imply these "public places" are part of a retail neighborhood. The city needs to provide some examples of how specific local "public right-of way" streets in Bend can be transformed into active public spaces. Advocates don't understand the market forces including competition which is a main reason by cities make terrible developers. The failed Eugene pedestrian mall was the brainchild of planners and city leadership. When Valley River Center opened by the private sector, it blew the pedestrian mall out of the water.

f. *<u>To support climate goals (less emissions)-</u>*
One very big assumption is made with no effort to prove. Will these people streets reduce the vehicle travel mode split enough to offset the added congestion with its added emissions or will the people street just make the over +95% of drivers angry.

3. Are people streets different from low-car districts? - Yes
*a. Low-car districts are in Climate Friendly Areas where walking, biking or rolling are the **primary** methods of travel.*

*b. People streets are public right-of-way where walking, biking and rolling are **prioritized**, plus motor vehicle volumes are limited, reduced and/or vehicle speeds lowered.*

4. Four Street Types - *October 31, 2024, PowerPoint presentation*
a. Neighborhood Greenway Street – *Bikes share the vehicle lane.*

b. Low-car Street – *1-lane each direction for vehicle, plus a 2-way cycle track, leading to less parking.*

c. Shared Street – *Only 1 lane shared by vehicle and bicycle which can travel in either direction.*

d. Plaza Street – *Pedestrian and bikes but no vehicles*.

5. Where would they likely happen?

Recently I was told "many people fail to read beyond the first paragraph. Instead of spending all the community engagement budget of $50,000 on who knows what, try a creating a few demonstration illustrations of examples in each area.

a. ***Downtown*** – But the downtown is already vibrant, safe and with public spaces.

b. ***Old Mill*** *– But the Old Mill is a*lready vibrant, safe, with spaces and its roads are private.

c. ***Timber Yards –*** Provide us an example a people at this site. Aren't the only public rights-of-way in this project important corridors for the surrounding neighborhood also. Minimizing traffic flow could create significant problems for the whole neighborhood.

d. ***Bend Central District*** -Best option and the likely only option.

e. ***Central Westside*** *– Provide us with a demonstration on several* streets.

f. ***Campus areas (medical, schools/education, etc.) –***

-Campus areas are not public right-of-way.
-Give us examples of where and how.

g. ***River & Park access routes/ area*** *–*

- Again, these are not public rights-of-way typically and trying to make their streets "people streets" makes no sense. Parks and Recreation can and/or have provided for pedestrians and bicycling without cluttering up streets.

h. ***Safe routes to school-***

-Redundant with existing focus from 2020 TSP and the many existing programs as mentioned before.

i. Residential areas

-Low stress biking and walking routes

Local streets are all LTS 1 and you need to ask the community instead of a hand-picked committee. Too bad the NLA was shut down.

-To limit cut through Traffic

Cut through traffic was a top concern in the neighborhood meetings held as part of the 2020 TSP preparation process. Now the 2024 MTP has a new term for this ("diversion") and the modeling provides forecasts for it. Deal with the root cause instead of the symptom.

6. Questions –

a. Would any of these people streets be on arterials, collectors or just local streets?

b. Who installs the people streets?

c. Where does the funding come from?

d. Does the neighborhood have the final say or will it be left up to hand-picked supporters of urbanism with no stake in the neighborhood?

e. How can the public be sure that People Streets outcome will be effective, or will it just enable the Council to build their resume as a "progressive" city?

f. Will the city conduct a statistically valid survey of the community after providing an objective and transparent presentation of the pros and cons?

g. Read Leland Group's literature. A critical factor is does Bend have or will ever have large urban areas?

XI. Appendix C – Review of the "Resources: Business Impacts of People Streets", dated December 4, 2024 by Leland Consulting Group (LCG)

1. Understanding the objective of the consultant's research –

a. LCG memo states, "*it is important to consider research from other cities that have implemented similar low- and no-car* [district] *streets and impacts to business success in particular.*"

Observation #1 – Yes, but unfortunately none of the 17 studies are applicable to Bend and streets that are transportation is primarily or prioritized to non-vehicles.

b. LCG memo states their table, *"includes research from the last 15 years that analyzes the impacts of pedestrian- and bicycle-friendly streets on local businesses."*

Observation #2 – Yes, but unfortunately, most all of the studies do not have the same characteristics as Bend.

c. LCG memo states their research will help the city understand what street types, where to place and with what policies. All of this to support local businesses.

Observation #3 – No. I spent over 20 hours in a deep dive into the 17 studies. Based on my professional experience, these 17 studies have little to no value in helping the city understand what street types, where to place and with what policies which actually supports Bend businesses and residential areas.

2. Basis for the three observations made above.

a. Understanding the importance of the scientific method when reviewing studies.

The scientific method is a process for gaining knowledge through observation, experimentation, and analysis. It's a systematic way to conduct experiments that minimizes bias and improves the quality of results. (online definition)

A "study" has value only if the test has;

a) documented the original conditions study's environment
b) documented the single change made to the study's environment
c) then document the results that can be attributed to that single change

d) the author of the study has no bias.
e) the "test" site has the same characteristics and the local site(s).
f) The test is in a closed environment where possible results are not influenced by input from the surroundings.

In layman terms, did the benefit result solely from the change without any loss or gain from the "outside" surroundings.

b. Performance measures of business impact –

- Vacancy rate – This data may be obtained from either the local real estate broker or landlords if you are luck.

- Turnover rate – Same answer as above and if you are lucky.

- Sales – Typically, the only option is to ask the businesses or in a rare case, the landlord might require their tenants to report this monthly, but then the landlord is not likely to share this information.

  [Its worth noting that the PSU study (the study that tries to be scientific and unbiased) talks about the difficulty of obtaining accurate sales data.]

c. Property value- (FYI. I just finished my fourth year on the Deschutes County Property Tax appeal board.)

- The studies that try to make a case for higher values are comparing high density urban areas to lower density suburban areas. Yes, so what. Urban areas are typically higher.

- And the higher values would make any city happy due to revenue from property tax.

- However, the landowner has to focus on "equity." The simple answer is a higher density projects are significantly more expensive to building and requires tenants willing to pay higher rent. Equity is the different between market value and liabilities.

- Talk the developers who "redeveloped" in downtown Bend twenty years ago during the "year of cranes." Look at the small vacant parcel at the corner of Hawthorne and Hill. **Higher values don't always increase equity. It always increases risk.**

d. On the next page is a table that gives a simple view of the six test factors of 2(a) of the 17 studies

The Scientific Method Test Factors-							
Study	Only 1 change	Possible Bias	City size	Density compared to Bend	Biking/walking prioritized or primary	Topic	
U of O 2021	Not applicable - pedestrian mall failed.						
Strong Towns 2018	no	yes	larger	Higher	no	walking	
ARUP 2016	no	yes	Very large	Much higher	no	walking	
Active Living Research, 2013	no	yes	larger	Higher	no	walking	
Go For Green, 2004	no	yes	larger	Higher	no	walking	
Toronto Centre for active transportation, 2019	no	yes	very large	Much higher	no	biking	
Salt Lake City DOT, 2015	no	no	very large	Much higher	no	biking	
People for Bikes, 2014	no	Absolutely	larger	Much higher	no	biking	
Political Econoy Research Institue, 2011	Not applicable at all - deals with construction cost to build vehicle lanes verses bike lanes and "complete streets."						
Emory Economics Review 2023	Not applicable at all - No bike lanes / built in 2011 and then included 10 years of what growth occurred.						
Univerisity of Las Vegas, 2021	Not applicable at all - gathers work from outside sources / promotes "complete streets" which Bend already has.						
Portland State University, 2020 - Best scientific study / tried to address how to gather sales data / findings inconsistent. No bias.							
Smart Growth America, 2020	Not applicable at all - two page "complete street" promo.						
Smart Growth America,2015 - LCG states "complete streets may not be directly applicable to no-car or low-car without detail.							
New York City DOT 2012	no	??	Huge	Much higher	no	complete streets	
Brookings, 2021	not applicable - placemaking						
UC Berkeley, 2019	not applicable - bike sharing						

4. Reviewing LCG's Common Themes. See the table on the next page

	LCG Themes	Response
1	*Increasing the number of bikes and pedestrians typically has a positive impact on retail sales even if there is a decrease in car traffic.*	In Toronto Canada, a very large high density urban city were vehicles alread are a small share of travel. Transit is the largest share.
2	*Infrastructure that prioritizes bikes and pedestrians typically has a neutral to positive effect on existing businesses in established retail centers. Food and beverage businesses typically see the biggest positive impact.*	This study was in three very large urban cities.
3	*Replacing some parking with bike infrastructure does not typically have a negative impact on retail sales, but the impacts can differ for different types of businesses.*	Study lacks critical data such as parking utilization before and after. Maybe there was a surplus of parking before. Use the 85% rule. Sounds like Salt Lake City were the streets are very wide. Another example where adding a bike lane shifts existing bicyclist from nearby streets. City is essentially picking loosers and winners similar to the impacts to the north side of Greenwood Avenue.
4	*Retail properties in walkable areas typically have higher values and lower vacancy rates than those in less walkable areas.*	No surprise. Study compared high density urban area to a suburban area. It is a function of density.
5	*People who walk, bike, and take transit to retail areas typically spend less per trip but make more frequent trips, leading to higher spending over time.*	Another example from a high density urban study area.
6	*Demographic shifts in urban areas are creating higher demand for walkable streets and active transportation networks.*	Bend has no urban areas and Bends measured mode splits for bikes and pedestrians has been very flat.
7	*Housing within walking distance is an important component for the success of people streets.*	Absolutely.
8	*Pedestrian and bike infrastructure generates more jobs per dollar spent than auto infrastructure both during construction and afterward, as they are more financially productive per acre.*	The "during construction" finding is meaningless in Bend. Bend is considering building another vehicle lane verses a bike lane. Plus, the study makes no effort prove if the pedestrian and bike infrastructure was the sole reason for an increased financial productivity after the construction.

5. Read beyond the first paragraph –

- The fact that LCG failed to try to understand the local businesses is a huge mistake.
- The entire team seems to not be interested in the status of the local economy.
- Bend is walkable or will be walkable by following through on existing programs. This is about biking.
- Recommendation – Take you best shot at one route (Franklin has the fewest constraints and highest upside). Monitor the results to provide data to either prove or disprove that a protected bike lane increases biking.
- Lastly, the Council needs to demonstrate their position on two key policies
    - Make data-driven, objective, transparent and effective decisions.
    - Demonstrate that the Council cares more about what the majority of the community wants instead of what the Council wants (less congestion instead of more verse recognition as a smart growth city).

From:	Corie Harlan
To:	Susanna Julber
Cc:	Kayla Fleskes; Talia Jacobson; Perrin Falkner; Kristin Reidelberger
Subject:	Re: Draft People Streets Policy Implementation Memo
Date:	Thursday, April 24, 2025 2:20:15 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

CAUTION: External Email. Use caution when opening attachments, clicking links, or responding to this email.

Hi Susanna,

Here are some quick comments on the policy implementation memo. It, along with the other products, are really well done. My appreciation and kudos to this team for all your excellent efforts here.

- **Incorporating feedback from the Steering Committee** - It seems appropriate to have an appendix or document that captures the feedback from Steering Committee members and that is included in these final products. Perhaps you're already planning on that with your report to DLCD and Council but wanted to flag it as a piece to incorporate. That way it is easy to reference, see and know that that input was heard and relayed.

- **Lessons learned on process and using equity framework** - This was a core element of 'how' this work was completed and it isn't really captured beyond the one page DEI flyer. I think a candid acknowledgement of what worked and what was challenging for using this framework is important to include. I'd think the state and Council would benefit from hearing what the experience was like - and resources/effort needed to pull it off. As the City continues to determine how and when to use this framework, keeping lessons learned at the fore is important for improving.

- **Including real near, middle, and long term options for implementation** - although some of this is interwoven into the content of this memo, I think a graphic or clear depiction of timeframes and upcoming opportunities the City Council could use to implement People Streets would be helpful. Staff and Council would benefit from knowing more specifically about where they can lean in on the path ahead.

  For example, updating the Complete Street manual is ID'd as near term, low hanging fruit and a relatively easy method of providing guidance to staff without updating other plans. Similarly, the Growth Plan currently in motion for the city will include an update of the TSP and Comp Plan (and then also related CIP, BDC and standards). While these docs are mentioned generally in this memo, calling out these specific, upcoming opportunities for implementation would be helpful (i.e. real projects that are moving now or soon). It creates more clarity around when policy decisions will be needed to inform efforts that are underway

now and will unfold over the next 1-3 years. Perhaps even include the Growth Plan timeline to illustrate where and when many of the guidance documents referenced in this memo will be updated. As mentioned in our comments, D2J via Hawthorne is another place to lean in on a real project that affords opportunities for different degrees of People Streets integration at a project level. Same with City owned properties in the BCD, or GO Bond and Bend Bikeway projects.

- **Exec summary/TLDR:** There were a lot of products generated from this effort that are excellent - and dense. It would be great for policy makers/electeds (and the public) to have a succinct distillation of the topline key takeaways and next steps. What policy and implementation questions need to be answered and by when? What are key upcoming projects that will provide for decisions about degrees of People Street integration and implementation?

Next steps - Thanks for sharing what unfolds from here re: timing on submittal to State and when this will be in front of the City Community Building subcommittee. Looking back at the dates in the slides from our last meeting it looks like it was scheduled for April 23/TBD.

Thanks again for all your efforts on this, I know it's been a bit of a wild ride.

~Corie

Corie Harlan *(she/her)*
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On Wed, Apr 16, 2025 at 11:15 AM Susanna Julber <sjulber@bendoregon.gov> wrote:

> Hello Everyone,
>
> Hope you're all enjoying what appears to be spring in Central Oregon! Attached is the Draft Policy Implementation Memo for the People Streets project, and related "cut sheets"- draft designs for each of the type of People Streets. This work builds on the prior Low Car District Best Practices evaluation, and the Juniper to Drake Case Study, to recommend different options for the City to use to implement People Streets concepts citywide.

If you would like to provide comments, please try and have them back to me by next Thursday, April 24.

Let me know if you have any questions and thank you again for your time on this project-
Best, Susanna

Susanna Julber, AICP

CITY OF BEND

Transportation Planner | Growth Management Division

My Pronouns: She, Her, Hers *Why Pronouns?*

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$150,000 State Grant for Low-Car District

4/18/2025

Grant Goal- Create a real-world road map to **"test"** how a low-car district could be used in Bend.

Definition – "Low-car district streets" are where walking, biking and rolling are the **primary travel mode** in high density mixed-use **urban** areas (CFAs).

Re-purposed – Mid-November, the City is used this funding to promote a broader concept, "people streets" where walking, biking and rolling are **prioritized in any area in Bend**.

Conclusion – Case study for routes not completed, so an analysis of impacts to parking, access and economics not completed. The City didn't complete their "**test.**"

Next step – Complete the study to find out if the community believes the benefits, if any, outweigh the impact to the suggested neighborhoods; Downtown, Bend Central District, Central Westside, Old Mill, Timber Yards, Campus areas, Park areas, Residential areas.

Task #1 -Multimodal Transportation Gap Summary ($15,000)

Completed work- Status + proposed work + opportunities + constraints for Pedestrians, bicyclists, and Transit.

Product – "*Multimodal Gap Summary, Bend Central District" dated January 30, 2025"*

Uncompleted grant work- Status + proposed work + opportunities + constraints for streets.

What matters to the community –

- 2019 Community Bond survey said, *"Over eight in ten voters feel that creating better east-west connections that reduced drivers' time behind the wheel and improve livability is a good reason to support the measure."*
- The last ten years of biennial community surveys found the top concern was traffic flow by a wide margin.
- **The 2020 GO Bond measure said**, "*the bonds would fund priority traffic flow, east-west connections, and neighborhood safety improvements city wide."*

But what matters to the Council and the Go Bond Oversight Committee-

- prioritize bicycle and pedestrian needs.

Task #2 – Best Practices ($20,000)

Completed work –

Gather literature and best practices from other cities that support "low-car districts."

Product –

"Planning for People Streets Tast 3: Low-Car District Best Practices Summary," dated August 7, 2024.

Uncompleted work ?– The document seems to meet the grant requirements, but .....

- **DBBA was shown only about 20% ("ingredients to success") of this Document.**
- **The document's "ingredients to success" were mostly superficial "cosmetic" measures that demonstrated a lack of appreciation for the most critical "ingredients" that make Bend's downtown an existing vibrant and unique downtown envied by other cities.**
- **Many of the components are better suited for a high density urban environment which Bend has none.**

Community Engagement ($50,000)

Completed Work -

- Sept CAAB brief presentation
- DBBA presentations (3)
- Mid-November Open House
- Mid-November Online Survey
- January Survey by Cyrus
- Steering Committee meetings (3)

Engagement failures –

- The DBBA engagement occurred before most of the study was completed.
- The 50 to 75 citizens at the open house didn't see the actual study.
- Most of the study was not posted online until mid-April. (Documents link)
- Don't spend enormous funds and staff time to implement "people streets" until you have **demonstrated their effectiveness**.
- **Complete the study** to find out if the community believes the benefits, if any, outweigh the impact to the suggested neighborhoods; Downtown, Bend Central District, Central Westside, Old Mill, Timber Yards, Campus areas, Park areas, Residential areas.

Task #4 – Case Study of 3 Routes with Impact Analysis ($40,000)

Work completed- only one route from Parkway to Juniper Park. No route from Parkway to Drake Park.

Work not completed – the majority of the work stipulated by both the grant and consultant contract.

- There has been no presentation of the case study to the stakeholders or community.
- The "product" **relies primarily on "promotion"** literature obtained from urbanist advocate sources and **fails to complete the objective of the grant**, a local "real-world case study" of 3 routes from Juniper Park to Drake Park with analysis of impacts.
- The **nearly worthless "Business Impacts of People Streets"** fail to follow the scientific method and focus on existing high density urban cities which Bend is not.

Task #5 – Implementation Strategy

Completed work – The Implementation Strategy Memo dated April 15, 2025

Multimodal Gap Summary + Best Practices + Community engagement + Case Study = **Implementation Strategy,** a fairly generic step by step plan to update existing planning documents.

But none of the four previous parts are complete, especially the “case study.”

- **Next step – Complete the study first** to find out if the community believes the benefits, if any, outweigh the impact to the suggested neighborhoods; Downtown, Bend Central District, Central Westside, Old Mill, Timber Yards, Campus areas, Park areas, Residential areas.

Stop making claims with no factual support

1. ***People streets are being studied because of new state rules?*** Low-car district streets are needed to new state rule compliance, but not people streets.

2. ***People streets will create vibrancy?*** Street closures for festivals such as the farmers market reduce brick and mortar businesses' sales. Greenwood Pilot project has cause sales reductions. Downtown is already vibrant.

3. ***If you build it, they will come?*** Data from multiple sources for multiple cities show bicycling peaked in 2014. 10-yrs of constructing bike lanes after removing vehicle lanes has not increase communities' bicycling.

4. **People streets will increase safe travel**? Removal of vehicle lanes creates significant new congestion which offsets any safety gains. Meanwhile, the city is mis-interpreting the Transportation Safety Action Plan and the crash data.

5. **Will support climate goals**? The added emissions from increased congestion with more acceleration and deceleration more than offsets emission reduction from less vehicle miles traveled.

Example of a "people street" – Greenwood Avenue Pilot Project -

Replace 4-lane street with 2-lane street, turn lane and bike lanes from Bond Street to 4th Street.

March 19th Council meeting

Feedback *– 63% negative*

Speed decreased *about 10% (during 6-7 am and 6-8 pm)*

Bike travel increased *about 80% over historical data.*

Time delay increased *only about 23% (only Sept. reported)*

Crashes decreased *28% according to "police" (from 32 to 25 over 5 months)*

The entire city monitoring program is flawed (violates the principles of the scientific method) and is nearly worthless.

The current **"Feedback"** is not a statistically valid survey. Bicyclists can stuff the ballot box to the lower the results to only 63% negative.

Speed is stop and go from 7am to 6 pm when most traffic occurs.

Bike travel on Greenwood should be compared to the combined Greenwood + Portland historical data because of the Portland construction closure. **Bike travel did not increase in September and is still less than 1% of all trips.**

Time delay measured by the city is only between Wall Street to 3rd Street. Actual time delay is much greater because queuing extends westward and eastward, far beyond the city monitoring limits.

City website crash data is about 1/5th of March #'s (about 1.3 crashes per month over a six-year period.) Plus, the crash data on the Greenwood webpage seems collected over the same inadequate limits of between Wall Street & 3rd St.

What happens when ODOT completes the road diet from 2rd Street easterly to 4th Street. (*future improvements* below)

The existing intersection was at 98% capacity in 2020. (page 28 of July 2018 TSP memo)

It was forecasted to be at 133% of capacity by 2040 with growth. (page 10 0f TSP memo)

What will be the capacity with the completed road diet with added growth? (Hint: over 200%)

Plus, the city wants road diets at Franklin, Revere and to close Hawthorne Parkway RIRO.

The current traffic congestion is the new norm.

The city has broken their bond agreement with the community.

A quick fact checks on the Greenwood Avenue Pilot Project findings presented to the Council on March 19, 2025 [3/31/2031]

What is the purpose of this fact check?

At the February 3rd City Council Retreat to work on biennial goals, staff presented their 1-page "SPOT" matrix. A new strength has been added for 2024, *"Data-driven organization – objective, transparent."* **Has the city walked their talk? NO!**

A pilot project is a test. Did it meet the standards for a valid test? NO!

> *The scientific method is a process for gaining knowledge through observation, experimentation, and analysis. It's a systematic way to conduct experiments that minimize bias and improve the quality of results.* (online definition)

In layman terms, did the street operations change solely from only one change without any additional "outside" changes? NO! The test is totally invalidated by numerous "outside" actions.

Actions that violated the standards for a valid test.

- The closure of Portland Avenue from 9th Street to the Portland Bridge within weeks of the start of the pilot project.
- The closure of the Wall/Portland/Olney intersection on Feb. 3rd.
- The anticipated re-opening of Portland Avenue from 9th Street to Wall Street is May, but Olney Avenue from Wall Street to 3rd Street will remain closed until December.
- Franklin Avenue is scheduled for a long closure later this year.
- The collection of travel time data for Greenwood Avenue was only from Wall Street to 3rd Street. This limit completely missed the impact of the queuing west of Wall Street intersection and of the 3rd Street intersection, plus further to the east.
- Previously, staff said the 3rd Street intersection signals were adjusted at the beginning of the test to accommodate the increased flow on Greenwood Avenue. [Not to be confused with a later suggestion by Council to tweak the signal again which staff opposed.]

Fact checking findings from March 19th presentation -

A. Quick-building Feedback – Not a statistically valid survey.

How well is the new design working for you?

63% - Negative

5% - Neutral

32% - Positive

- Individuals can take the survey multiple times. Early results may have been the result of a city promotion with Bend Bikes.

- Newport/Greenwood congestion has dramatically increased with the Feb. 3rd closure of the Portland/Wall/Olney intersection

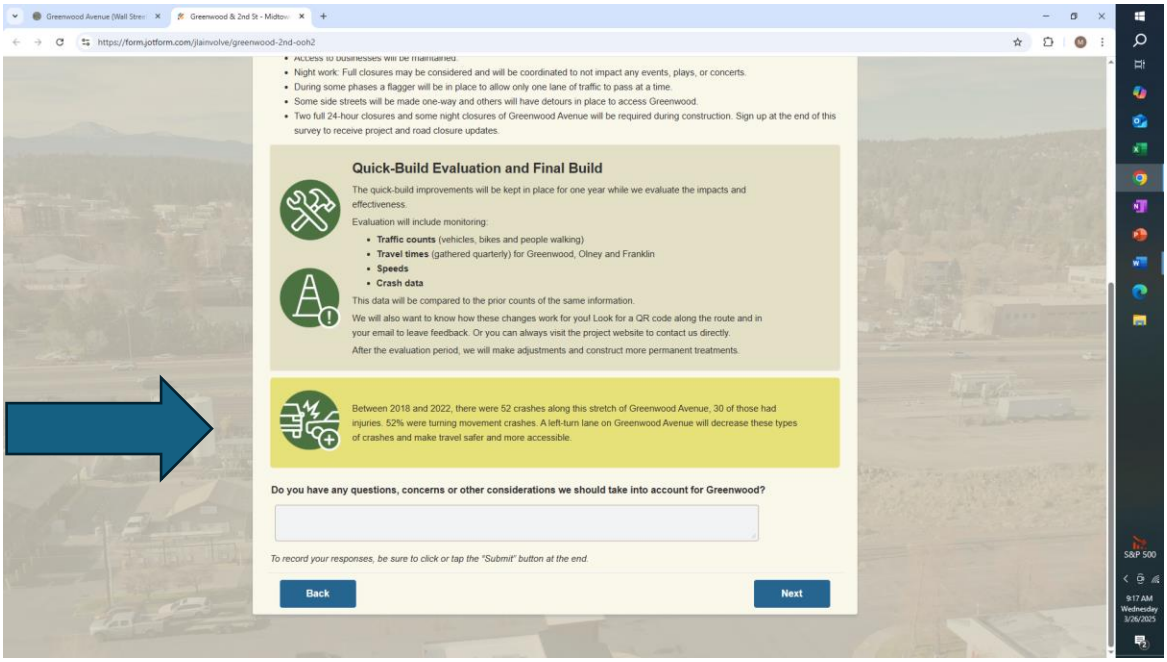
- A statistically valid survey conducted at the end of the test could be meaningful.

B. ***Police data shows crashes have decreased from 32 to 25 (August 19, 2024 – January 31, 2025).***

- What were the limits of the data gathering similar to the inadequate limits for travel time? The impact of the quick building extended farther the west and east. (For example, I witnessed a rear-end crash on the Newport bridge.)

- Were crashes in the 3r Street intersection also included?

- The presentation's number of crashes is many magnitudes off the data posted by the MPO from ODOT which is accessible via a link on the MPO webpage. [About 1.3 per month vs about 6 per month in the presentation.] Also, this city webpage for the quick build mentions only 52 accidents from 2018 and 2022.



C. ***Speeding offenses have also decreased.***

- No statistics provided and no evidence that a systematic way was made to make a reasonable comparison. Data collected at only 2 points (about 100 ft east & west of Hill Street.)

D. ***Travel Times increased-***

- The pilot project's travel time data has no value due to the failure to capture the impact west of Wall street and perhaps at 3rd street, plus further to the east.

E. ***Greenwood Avenue "Observed West of Hill St." Bicycle Traffic –***

	May	Sep.	Jan
Kittleson (black lettering) daily average	101	166	66
Newport Historical daily average*	~80	96/~90	35/~23
Portland historical daily average*	**~23**	**~50**	**~17**
Combined Portland & Newport =	**~103**	**~140**	**~40**

***Bend Traffic Volume Report (2018 data) via MPO webpage**

	May	Sep.	Oct18	Oct31	Jan	Feb27	Mar12
Kittleson peak hour (4:30-5:30)	10	-			-		
My peak hour count	**-**	**-**	**11**	**4**	**-**	**16**	**11**
Mode% of peak hour traffic	0.7%		**0.8%**	**0.3%**		**1.3%**	**0.8%**

(Weather matters. Oct 31st had a few sprinkles while Feb 27th was very warm & sunny)

- How many of the bicycle trips have shifted from Portland to Newport due to its closure? Newport Bridge is the next closes option.

- A meaningful test would have included monitoring on all three routes (Portland, Newport, and Franklin) without the impact of closures. New infrastructure can lead to a shift of trips, not new trips.

- The counts are for 2 days each time. Weather can play a big role in bicyclist trips. For example, February 27th was a warm, sunny day and Oct 31st had some sprinkles.

F. **Vehicle counts (west of Hill) are not included in the March presentation.**

Reports	May	Sep.	Jan
Average daily trips (Jun 13 and Nov 5)	17,874		
Peak hourly trips (Jun 13 and Nov 5))	1,505		
Average daily trips (Dec 2)	15,572	12,416	
Peak hourly trips (Dec 2)	1,297	925	
Average daily trips (Dec 10)	15,572	12,416	
March presentation	-	-	none

- Why is there a difference in the counts reported in the June 13th & Nov 5 reports and the two December documents?

	Oct18	Oct31	Feb27	Mar12
My peak hourly trips count (west of Hill)	**1,327**	**1,241**	**1,239**	**1,351**

G. Observations made during my personal trip counts. My location was very near the "west of Hill" location that the city used.

- When Portland Avenue was closed from 9th to the bridge. Many eastbound vehicles on Newport Avenue would make a left turn at Wall Street to go north. The short existing left-term lane contributed to the very significant queueing on Newport Avenue west Wall Street.

- The travel time claimed by the city for Sep to Jan was found to be minimal but note that the peak hour trips had dropped by about 20%. Anyone who tries to highlight this minimal increase in travel time without noting the 20% vehicle count decrease is misleading the public.

- On February 3rd with the closure of the Portland/Olney/Wall intersection, the traffic congestion on Greenwood Avenue increased significantly. At times westbound and eastbound queuing overlapped. This is called grid lock. Ironically, this event was the only time vehicles trying to enter Greenwood Avenue from First Street or Hill Street could finally "squeeze" their way in.

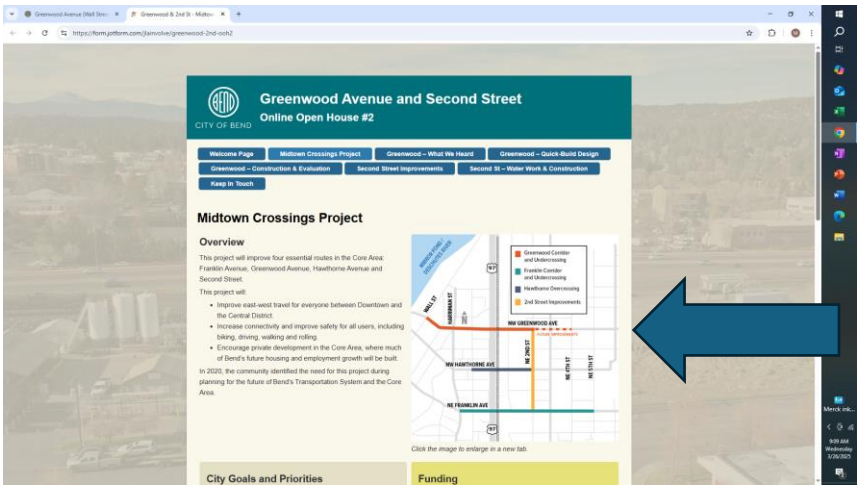
- Hill Street intersection became a nightmare for anyone trying to make a left turn or travel north-south across the intersection. I witnessed numerous near accidents including several e-bikes speeding through the intersection eastbound with little regard to possible vehicles trying to make use of the gridlock to make their move. turn.

H. Recommendations-

#1 Provide accurate travel time data.
The next monitoring should include the travel time from 14th to 5th or 6th Street to be sure to accurately record the impact on travel time.

#2 Be transparent about the entire proposed pilot project.
The pilot project construction is incomplete.

- According to the project manager and the city's webpage for this project, the road diet will remove the 3rd and 4th lane through the 3rd street intersection.
- This work is scheduled to be completed in the near future by ODOT. This intersection was already at 100% capacity prior to this road diet. The 2020 TSP found that by 2040, this intersection would be at about 133% volume/capacity..... without a road diet.
- Removal of the two outside lanes will create a choke point that will be worse than the current traffic congestion caused by the Portland/Olney/Wall intersection closure. This is the new norm for Greenwood Avenue.



Dashed orange lines

#3 Tell the community how the city has changed the priorities of the GO Bond.

- The GO Bond measure states "*the bonds would fund priority traffic flow, east-west connections, and Neighborhood safety improvements city wide.*"

- "East-west connections was a phrase that resonated with the public in the 2019 surveys. It was meant to highlight the few east-west corridors. The 2019 survey states, "*Over eight in ten voters feel that creating better east-west connections that reduced drivers' time behind the wheel and improve livability is a good reason to support the measure.*"

- The public was never told there would be road diets at Greenwood, Franklin and Revere or the closure of the Hawthorne access to the Parkway. Look at the descriptions of the mid-town crossings in the 2020 TSP , page 103.

  M-9 l Project Midtown Bicycle & Pedestrian Crossings • Greenwood Undercrossing Sidewalk Widening • Hawthorne Parkway Overcrossing • Franklin Avenue Underpass • Widen Parkway undercrossing to include improved multimodal facilities. • Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and Hwy 97.

- Have there been any GO Bond projects (constructed or in design) which will "priority traffic flow on the five key east-west corridors?

#4 Provide accurate findings about the pilot project's impact on safety

- In answer to the community anger with actions that increase congestion instead of reducing congestion, the city's messaging focuses on "safety." For the last five months, I have been preparing a research paper on OAR required "low-car districts" and the city's promotion of "people streets." My preliminary research paper uncovers the facts

about the city's safety claims. Read pages 37-41, to understand the correct application of the Bend Area Transportation Safety action plan and crash data.

- The primary subject of the research paper is "people streets" but it also considers the "cumulative impact" of the Greenwood and Franklin projects on the traffic circulation downtown.

- The report relies on data and findings from nearly 40 city and state documents.

#5 Be accurate about the other two "benefits" claimed by the city for this project are lowering emissions and meeting new OAR rules. Both alleged benefits are addressed in my research paper. The short answers are below.

- "People streets" are not a requirement of the OAR. (pages 21-23 of paper)

- Emissions will actually increase much more from this road diet because the spike in emissions from the dramatic increase of stop & go of the traffic flow

	HC (PPM)	*CO (Vol %)*	*CO2 (Vol%)*
Idle	*750*	*5.2*	*9.5*
Cruise	*300*	*0.8*	*12.5*
Acceleration	*400*	*5.2*	*1.2*
Deceleration	*4000*	*4.2*	*9.5*

and the significant increase in travel time verses little to no increase to the bicycling mode split. [MPO uses US Census Bureau estimates as the baseline.]

Measured bicycle counts as percentage of total trips (2021).			
	Colorado Bridge	0.2%	
	Franklin Undercrossing	0.7%	
	Galveston Bridge	1.1%	
	Newport Avenue Bride	0.3%	
	Portland Bridge	0.2%	
Mode Split (MPO's Metropolitan Transportation Plan)			
		2019 survey estimate	**2045 Modeling**
	Pedestrians	10.2%	12.8%
	Bicyle	3.4%	4.4%
	SOVs (single occupied vehicle)	91%	88%

"measure counts from [ODOT bike counts]
"mode splits" from [MPO transportation plan 2045 tables 4-3 and 6-4]

#6 Provide any evidence the city has to support their top assumptions; If you build it, they will come. The only evidence I found undermines that assumption.

- *Bend Bikes hopes building infrastructure will bring out more bikes (Source 11/21/2024). Recent surveys by the U. S. Census Bureau, Portland Board of Transportation, PRI and Bike Portland shows commuting by bike has dropped by half, even as Portland spent millions on replacing vehicle lanes with bike lanes.*

U.S. Census Bureau estimates			
city	2014	2020	2023
Bend	2.44%	3.68%	3.11%
Eugene	7.27%	6.31%	4.56%
Portland	7.75%	6.21%	5.04%
Oregon	2.74%	2.18%	1.60%
US	0.65%	0.55%	0.54%

From:	Sam and Carolyn Davis
To:	Susanna Julber
Cc:	Mike Walker; Rachel O"Rourke; Rick Johns
Subject:	The Tower Theatre Foundation's Comments on the City's Low-Car Districts and People Streets Study
Date:	Friday, April 25, 2025 11:21:00 AM
Attachments:	Tower Theatre Foundation Comments on Low-Car Districts and People Streets Study.docx

CAUTION: External Email. Use caution when opening attachments, clicking links, or responding to this email.

Susanna:

Please find the official Tower Theatre Foundation's Comments on the City's Low-Car Districts and People Streets Study that I ask that you put into the official public record. As you noted in your final presentation on April 23rd, there are still a lot of unanswered questions on how and where Low-Car Districts and People Streets could be implemented in Bend without causing negative economic and safety impacts in the Bend downtown and how to resolve the other challenges noted in the DBBA and in the Tower Theatre Foundation submittals. Since I am reasonably sure that the $150,000 study was done because of the City's interest in using Low-Car Districts and People Streets to complete the Juniper Park to Hawthrone Bridge to Drake Park plan and as part of the TSP, I am interested in understanding the next steps the City has in mind to complete the needed evaluations. Before including Low-Car Districts and People Streets in the upcoming TSP, these questions must be answered to the satisfaction of the impacted business owners and public.

Regards

Sam Davis
Tower Foundation Board of Directors

From: denise labuda
To: Susanna Julber
Subject: Re: Draft People Streets Policy Implementation Memo
Date: Wednesday, April 23, 2025 10:54:25 AM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

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Susanna

I have no comments, I like the final documents and think you did a great job grabbing this in the final stages to get it to the finish line
Let's hope CC and others use it to guide new development and infill areas where we can get people streets built

Cheers,

Denise

"Act as if what you do makes a difference. It does." —*William James*

On Wed, Apr 16, 2025 at 11:15 AM Susanna Julber <sjulber@bendoregon.gov> wrote:

> Hello Everyone,
>
> Hope you're all enjoying what appears to be spring in Central Oregon! Attached is the Draft Policy Implementation Memo for the People Streets project, and related "cut sheets"- draft designs for each of the type of People Streets. This work builds on the prior Low Car District Best Practices evaluation, and the Juniper to Drake Case Study, to recommend different options for the City to use to implement People Streets concepts citywide.
>
> If you would like to provide comments, please try and have them back to me by next Thursday, April 24.
>
> Let me know if you have any questions and thank you again for your time on this project- Best, Susanna
>
> **Susanna Julber, AICP**
>
> *Transportation Planner* | Growth Management Division
>
> My Pronouns: She, Her, Hers *Why Pronouns?*
>
> CITY OF BEND
>
> Office: 541-693-2152
>
> *City of Bend Growth Management Division* | *Working collaboratively to plan for the future of Bend*
>
> *Click here to learn about what we're currently working on!*
>
> PUBLIC RECORDS LAW DISCLOSURE: Emails are generally public records and therefore subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. Emails can be sent inadvertently to unintended recipients and contain confidential or privileged information. If you are not the intended recipient (or authorized to receive for the recipient), please advise by return email and delete immediately without reading or forwarding to others. Thank you.

From: Michael Walker
To: Susanna Julber
Cc: Ariel Méndez; Gina Franzosa; Megan Perkins
Subject: Final documents for the record on feasibility report
Date: Tuesday, April 22, 2025 4:02:14 PM
Attachments: Low-car district subcommittee presentation 03282025.pdf
low car district research paper 03182025.pdf
pilot project test 03262025.pdf

Some people who received this message don't often get email from mcwcllc@msn.com. Learn why this is important

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I have made a few minor revisions to the "presentation. [I would recommend reading this 9-page document as a minimum because it is a quick read]

No further reviews to research paper. [62-page]

Included a copy of a "fact check on the staff March 17th presentation of the pilot project monitoring. Greenwood Avenue pilot project meets the definition of a "people street." [7-page]

I will bring hard copies of all three tomorrow morning.

Thanks for your help on this project.

Mike Walker

Bend City Council Community Building Subcommittee Presentation, April 23, 2025

CITY OF BEND

Planning for People Streets

Susanna Julber, Transportation Planner
Growth Management Division

April 23, 2025
Community Building Subcommittee

Agenda

- People Streets Overview
- Juniper to Drake Case Study
- Next Steps
- Q and A/ Discussion

People Streets Overview

Why are we doing the People Streets study?

To meet state land use and transportation planning requirements in upcoming planning efforts

- Climate Friendly Areas Rules
- Transportation System Plan update
- Development Code/ Standards & Specifications updates

To enable vibrant, people-first streets and spaces in Bend

- Support people safely walking, biking, rolling, using transit, and driving
- Create public places that are inviting and activated
- Support climate goals by reducing vehicle miles travelled

OAR 660-012-0330: Land Use Requirements, Transportation Planning Rule

(7) Cities and counties with an urban area over 100,000 in population must have reasonable land use regulations that allow for development of low-car districts.

These districts must be developed with no-car or low-car streets, where walking or using mobility devices are the primary methods of travel within the district.

Cities and counties must make provisions for emergency vehicle access and local freight delivery.

Low-car districts must be allowed in locations where residential or mixed-use development is authorized.

People Streets- $150K grant funded study

What this study does:

- Helps City establish clear guidelines for people streets
- Evaluates safe, people-centered design
- Explores routes between Juniper Park and Drake Park as a case study
- Case study is helping us understand implementation issues, as well as potential benefits and trade-offs for the community, residents, and businesses.

- **What this study will not do:**
  - Change the circulation on any streets downtown or in core area at this time
  - Design a project that the City will construct in the near term

Oregon and Bend's land use & transportation policies

State Transportation Planning Rule, State Land Use Rules

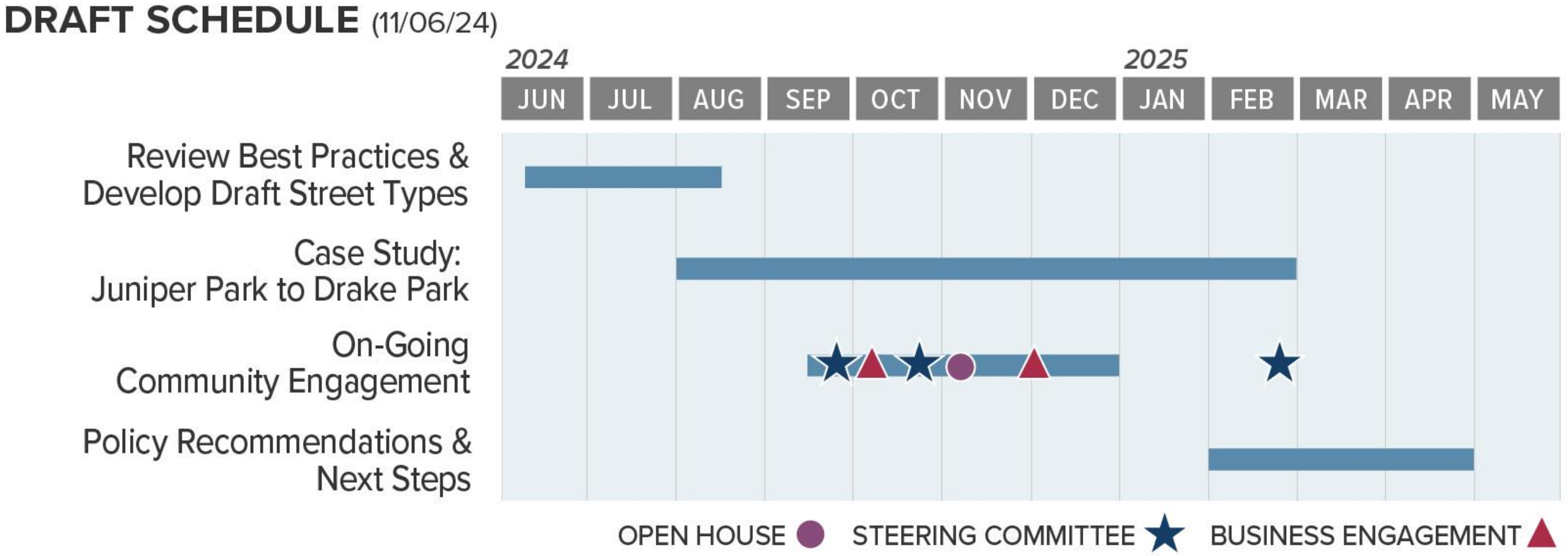
Planning for over 32,000 dwelling units in Bend by 2045

2020 Transportation System Plan

Council Goals

Future work focus:
Urban Growth Boundary expansions, infill and redevelopment for housing and employment, increased biking, walking, transit options to meet state requirements

Details and Schedule



Engagement Summary

Steering Committee Meetings

Sept 19, 2024: Guiding principles, overview of GARE equity framework

Nov 1, 2024: Review best practices- low car/ no car districts, People Streets design

March 17, 2025: Review Juniper to Drake Case Study, update on GARE framework

Outreach 2024

Summer: Presentations to various interest groups, Core Area Advisory Board

Oct 31 & Nov 1: Bend Central District Business Association, Bend Downtown Business Association

Nov 15: Open House (50-75 people in person) / Online (20 respondents)

Dec 9: Bend Downtown Business Association / Downtown Business Survey (90 respondents)

Outreach 2025

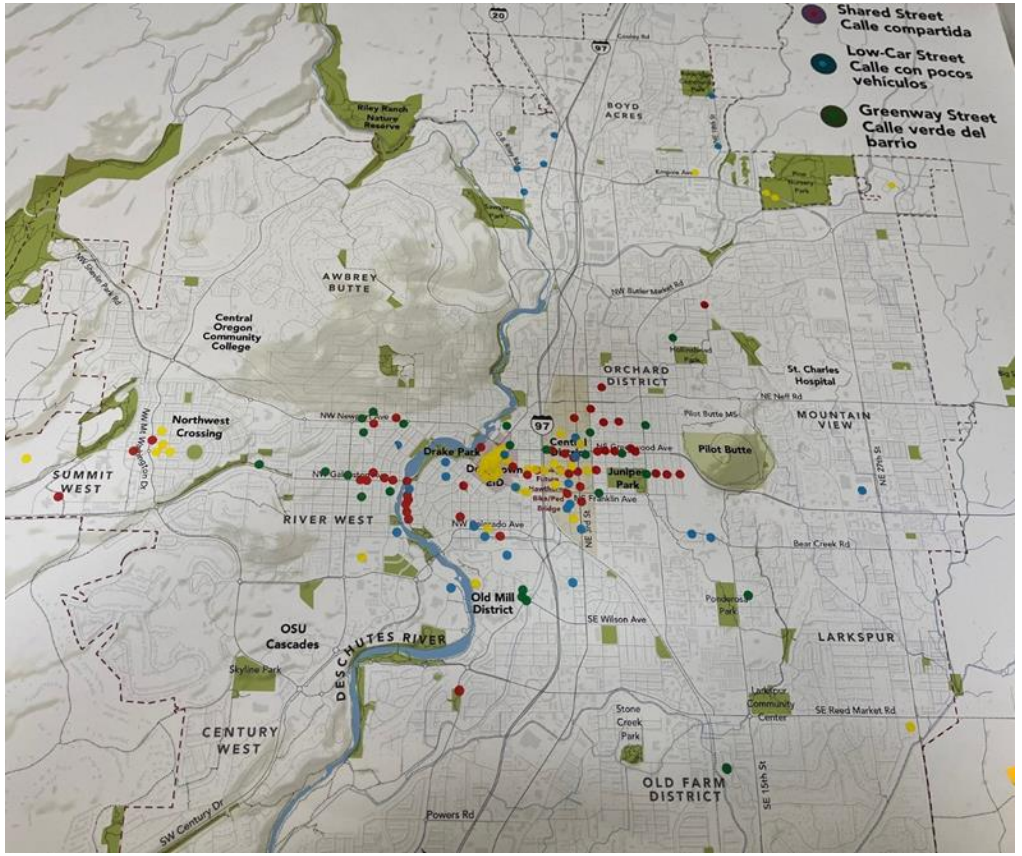
March & April: Avanza class assignment to Bend, Mountain View, and Caldera High Schools

April 10: Tri County Bike and Pedestrian Summit Presentation

April 17: Avanza presentations

Steering Committee Guiding Principles

- Safe & Comfortable
- Connected & Accessible
- Activated & Livable
- Inclusive of Nature & Art
- Welcoming to All
- Resilient
- Additional: Recognizing business & local impacts



Map of desired people street locations from in person open house

Lessons Learned & Placemaking- Design Considerations

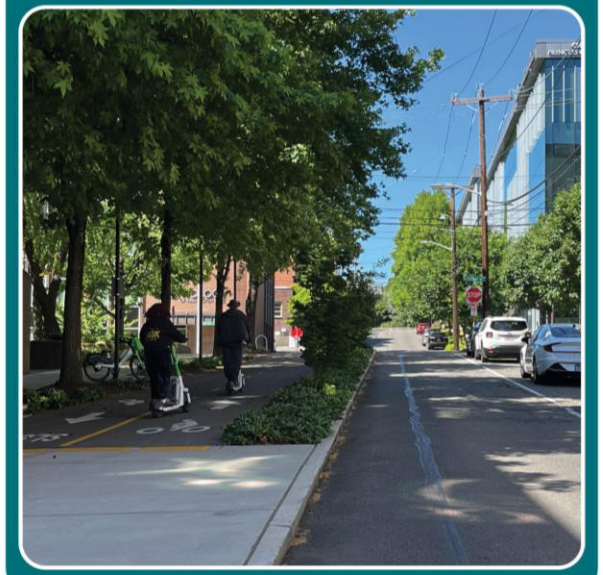
- Parking, access, deliveries
- Signage to key locations
- Route should be where people are already
- Connection with other routes
- Maintaining lines of sight
- Pedestrian scale- lighting, furniture, etc.
- "Anchors" at either end
- Infrastructure for all modes
- Maintenance? Who maintains?
- Customer & Emergency Access
- Parking turnover rates
- Safety and security

Draft People Street Types

Plaza Street

Shared Street

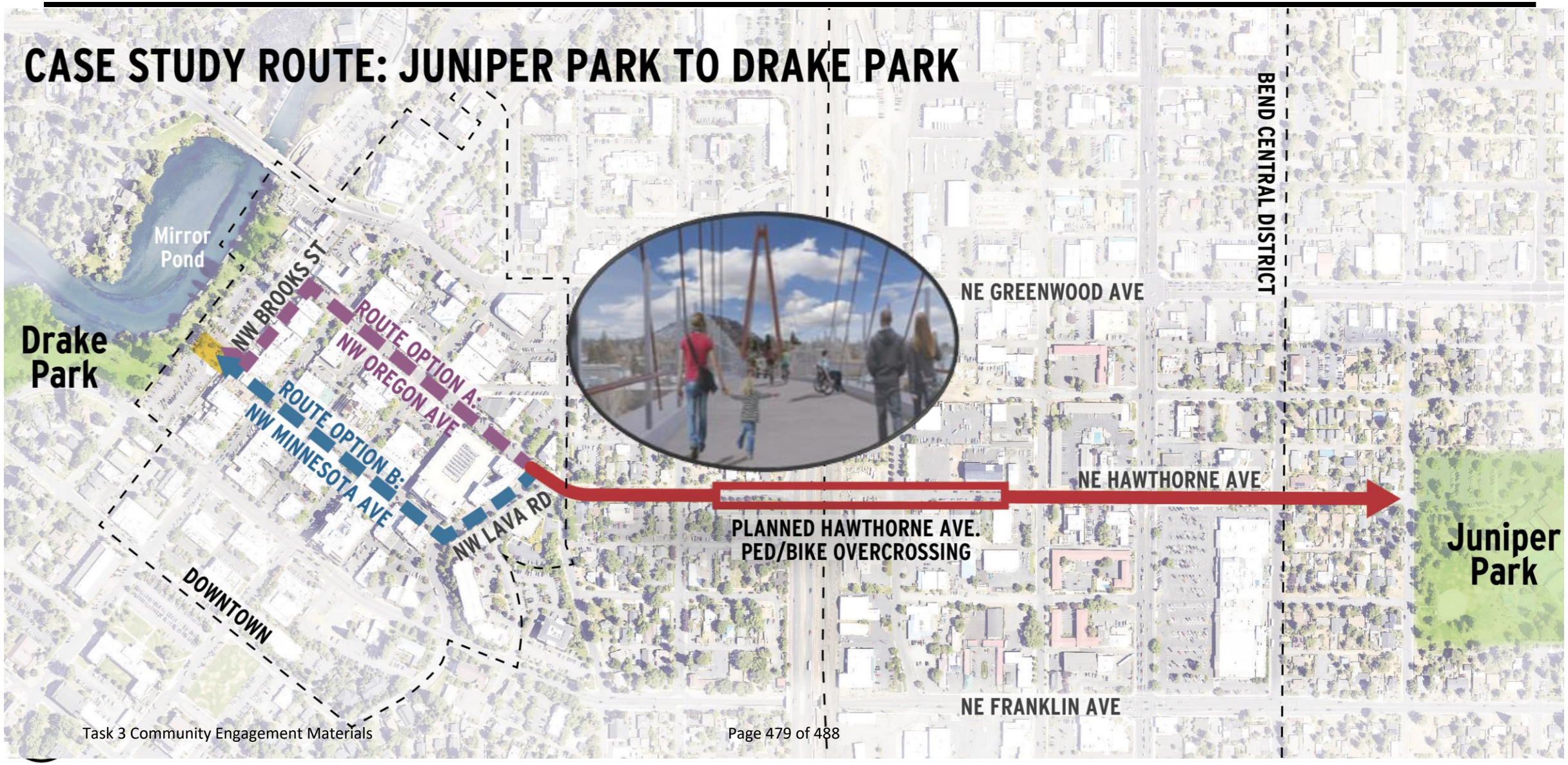
Low-Car Street



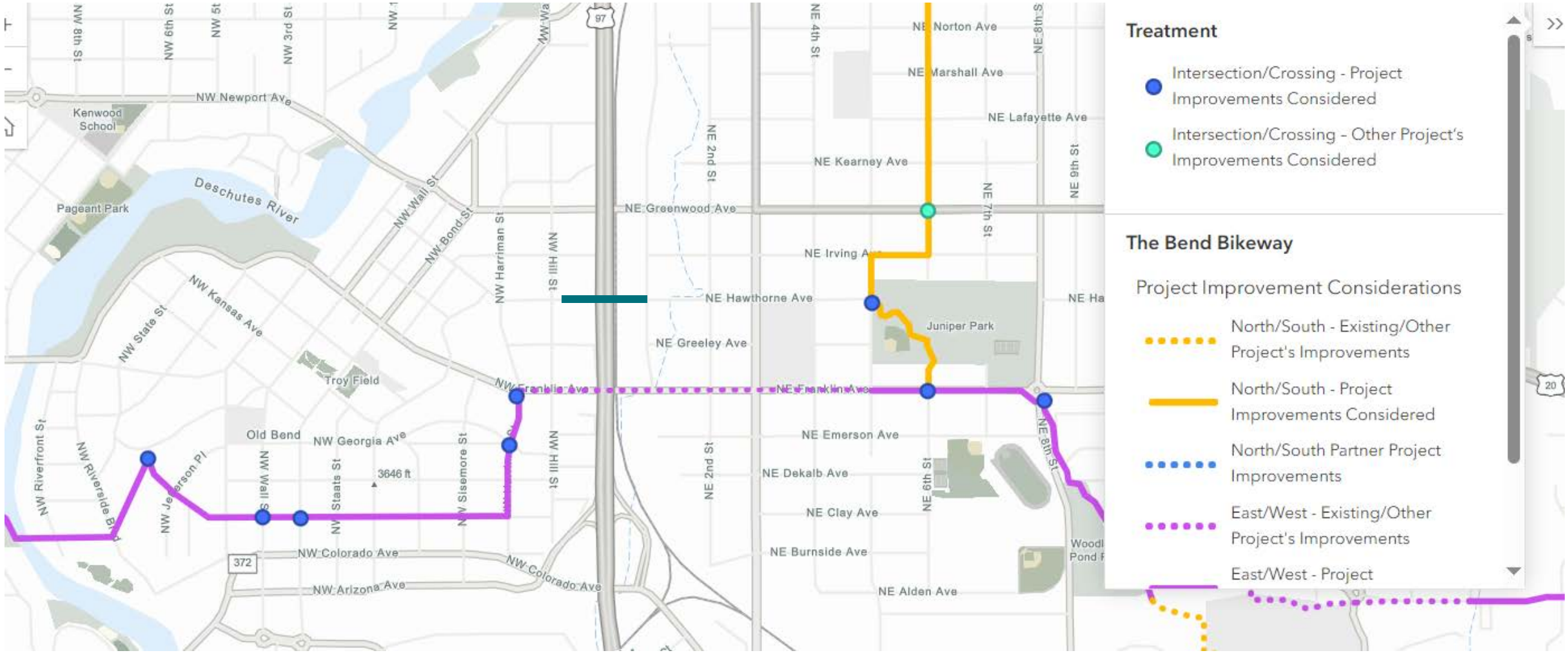
Greenway Street

Juniper to Drake Case Study

Juniper to Drake concept: Learning Opportunity

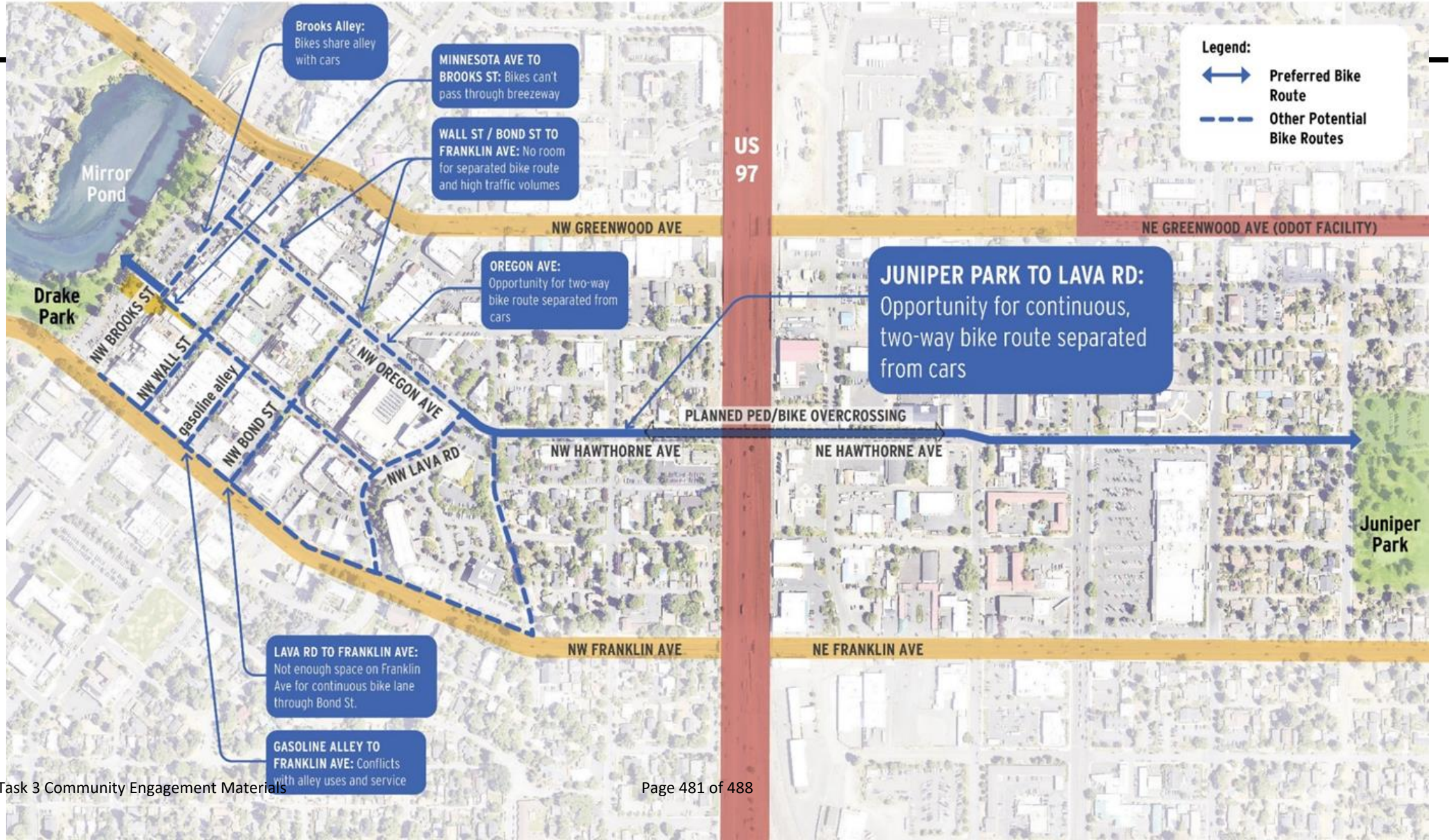


Council Goal: Crosstown Bend Bikeways



BIKE ROUTE STUDIES

DRAFT



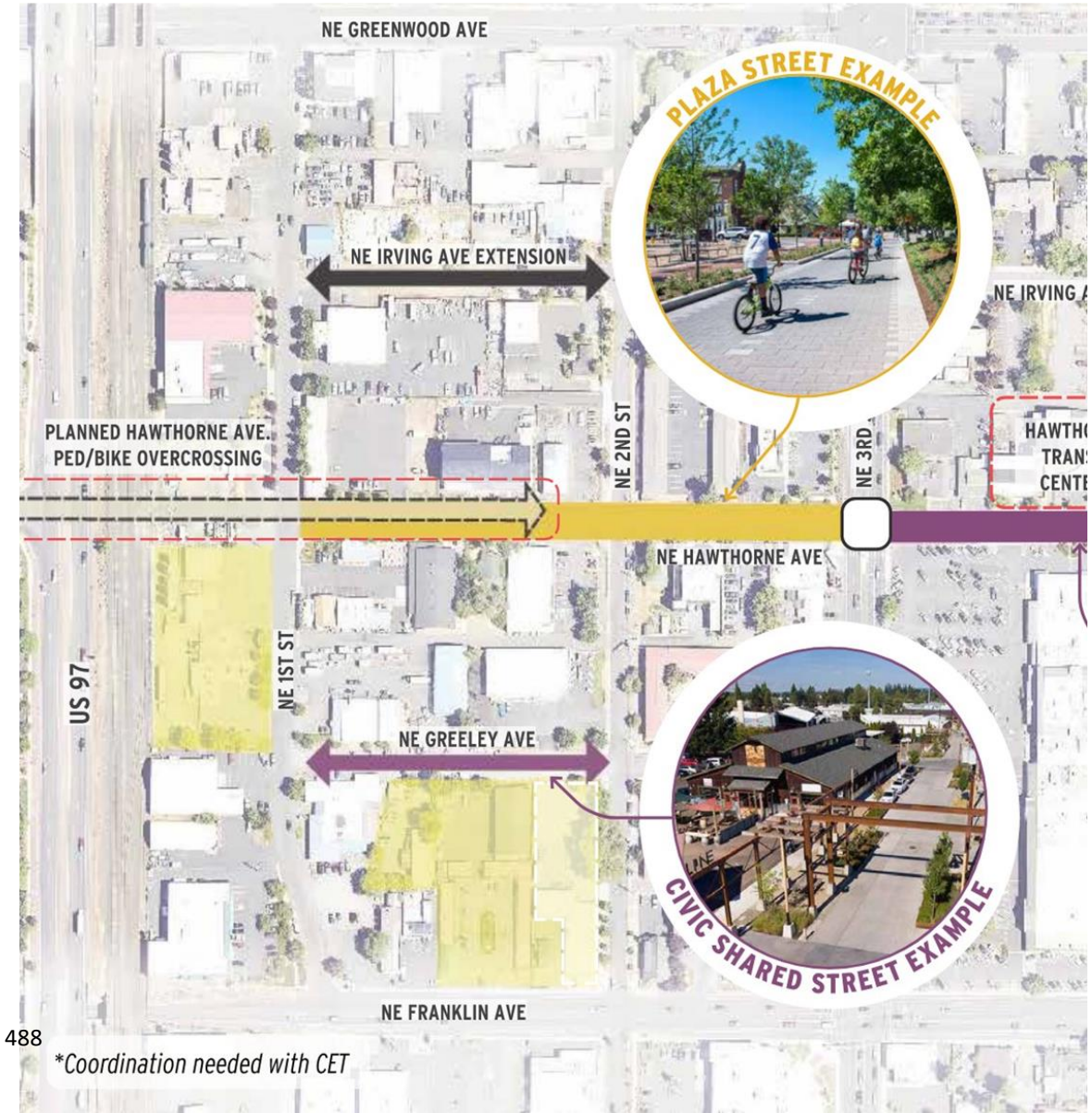
East Side – Key Themes

Area traffic circulation

- Highlights importance of local street connectivity as complementary to People Streets, particularly People Streets with higher levels of traffic pattern changes (e.g., Plaza Streets)
- Importance of safe intersection crossings

Street design standards

- City does not have standards today that would easily allow for plaza streets or shared streets

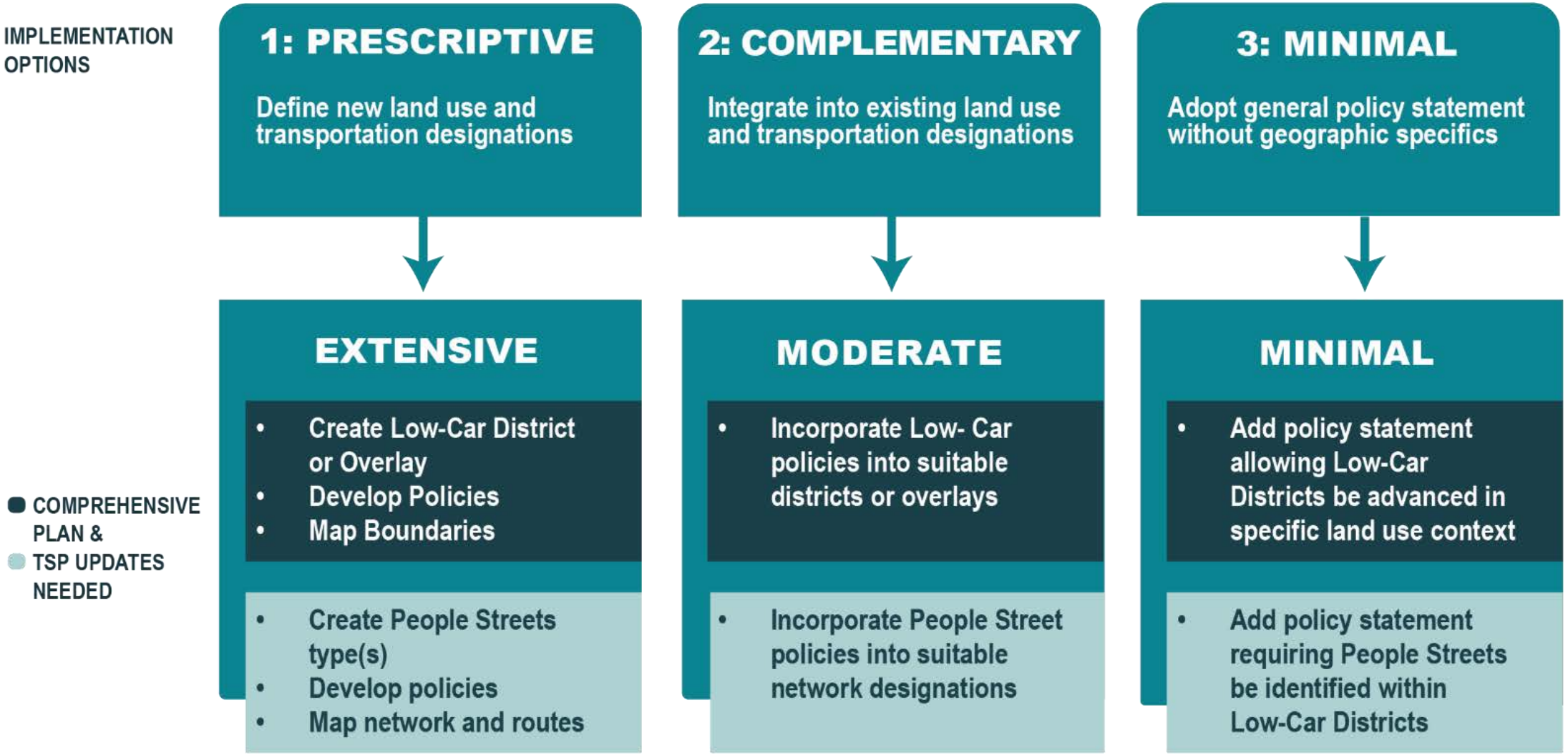


West Side – Key Themes

- **Route selection:** In areas that are already developed and thriving, balancing the tradeoffs that can come with a retrofit of an existing street (e.g., parking changes, emergency vehicle access needs, etc.) is critical in route selection for People Streets/ Shared Streets.
- **Area traffic circulation:** Changes that limit vehicle circulation on one People Street could have implications for the other streets in the area
- **Engaging directly affected stakeholders:** Critical

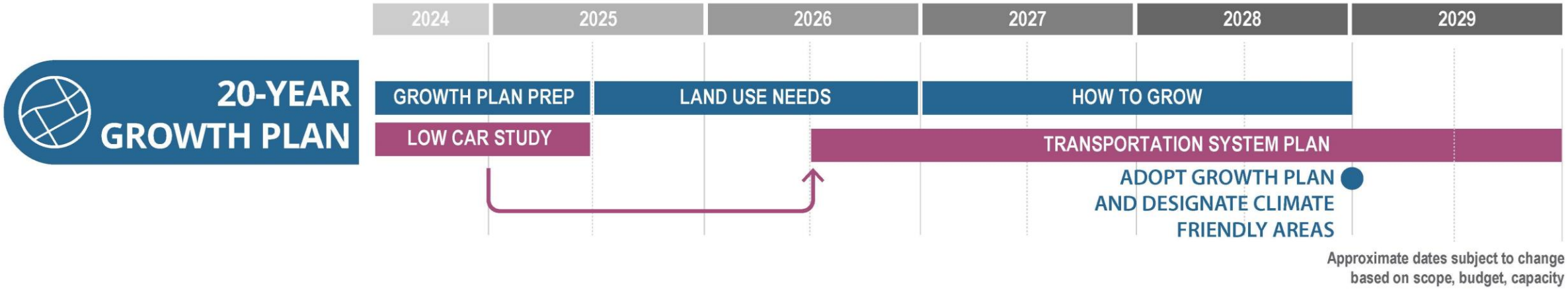
Next Steps

Potential Implementation Pathways



Next Steps: How People Streets study fits into Future Plans

This study will help inform the next update to the Transportation System Plan (2026-2029)



Discussion/ Q & A

Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Susanna Julber at sjulber@bendoregon.gov or (541) 693-2152; Relay Users Dial 7-1-1.