

# NE 6<sup>th</sup> Street Neighborhood Greenway project

## Frequently Asked Questions and Answers

### **Q: What is the City planning to do on NE 6<sup>th</sup> Street and when?**

**A:** The City of Bend is currently designing improvements to make NE 6<sup>th</sup> Street (between Butler Market and Greenwood) a neighborhood greenway. This is a term used by many cities across the country to describe a local street that serves as a more comfortable and safe route for walking and biking than nearby busier streets. Proposed improvements include a small amount of signs, pavement markings, and speed humps to slow and discourage cut through traffic. Examples are shown below. Construction would occur in fall of 2018.



Example of pavement markings



Example of speed hump



Example signs

### **Q: What is the cost of the project?**

**A:** The approximate cost of the work proposed on NE 6<sup>th</sup> Street is currently estimated at \$100,000. This is part of a total of \$900,000 approved by the City Council for an initial network of neighborhood greenways across Bend.

### **Q: Will NE 6<sup>th</sup> Street be closed to cars?**

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

### **Q: Will we lose on-street parking?**

**A:** No. The project is being designed so that it would not limit parking in any way.

### **Q: How long will construction last?**

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

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

**A:** No. Only signs will be placed outside of the roadway but these will be located within the public right of way adjacent to the curb. Care will be taken to minimize affecting any homeowner landscaping that extends into the right of way. Note: public right of way generally extends several feet behind the curb and can vary from location to location.

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#### **Q: Why and how was NE 6<sup>th</sup> Street chosen and prioritized?**

**A:** Between 2013-2015, the City engaged the community through open houses, an online interactive mapping tool, neighborhood associations, and advisory committees. Many routes across Bend including NE 6<sup>th</sup> Street were identified for better walking and biking connections. The City's recent Urban Growth Boundary (UGB) expansion process in 2016 also identified these routes for improvement to support community goals. NE 6<sup>th</sup> Street was chosen as a logical route because of its ability to connect homes, business, schools and parks in the neighborhood. One day demonstrations of potential treatments using cones were conducted by both City staff and the local advocacy group Bend Bikes along with residents in June 2016 during the Bend Livability Conference, and at the Bend Open Streets events in September 2016 and 2017. Due to citizen requests, the design and construction of an initial network of neighborhood greenway routes including NE 6<sup>th</sup> Street was approved by Bend City Council as part of the 2017-2019 City budget.

#### **Q: What about nearby 3<sup>rd</sup> or 8<sup>th</sup> Streets?**

**A:** Many people, especially children, do not feel safe walking or biking along these main streets due to missing sidewalks, lack of a bike lane, high volumes of car traffic and speeds. Although the City will continue to invest in these main streets, a smaller investment of funds can more quickly help make NE 6<sup>th</sup> Street more comfortable and safe for those who live along it and prefer streets with less traffic and lower speeds.

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

**A:** Traffic counts conducted on NE 6<sup>th</sup> Street show approximately 800 to 1,100 cars per day at different points throughout the route. Although the road will remain open to auto traffic there is a possibility that the proposed speed humps will encourage some drivers that are using NE 6<sup>th</sup> Street as a cut through route to stop driving on it. However other nearby parallel local routes such as 5<sup>th</sup> and 7<sup>th</sup> Streets are not continuous through the neighborhood. Therefore, any drivers that choose to avoid NE 6<sup>th</sup> Street after the construction of the project would instead utilize 3<sup>rd</sup> and 8<sup>th</sup> Streets for thru travel which is their intended purpose as arterial roads.

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

**A:** At this time sidewalk is not planned along NE 6<sup>th</sup> Street. The City currently utilizes priorities from the accessibility community when funding the construction of new sidewalk connections. The City is also currently updating its Transportation System Plan (TSP) which allows citizens to get involved in prioritizing needed sidewalks. More information is available here: <https://www.bendoregon.gov/city-projects/transportation-system-plan> Examples of recent and upcoming sidewalk construction includes South 3<sup>rd</sup> Street, NW 14<sup>th</sup> Street, NE Wells Acres Road, NE Kearney Avenue, various streets in the Mountain View Neighborhood, and Dean Swift Road. However, the improvements planned to slow and discourage cut through traffic on NE 6<sup>th</sup> Street will make it a more comfortable and safe place for people who are currently walking along it.

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

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

<https://www.bendoregon.gov/city-projects/city-infrastructure-projects/transportation-go-bond>

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

**Q: I live on a dirt street. Why is NE 6<sup>th</sup> Street receiving these improvements before my street is paved?**

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

**Q: I have heard a safer crossing of Greenwood Avenue (US Hwy 20) is coming. Will this project be building that crossing?**

**A:** A safer crossing is being planned by the Oregon Department of Transportation (ODOT) at the intersection of NE 6<sup>th</sup> Street and Greenwood Avenue (US Hwy 20) however it is not being constructed by this current project. ODOT is in charge of this due to Greenwood Avenue being a state highway under their control. Construction of the crossing is planned within the next three (3) years.

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

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

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

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

#### **Q: When will NE 6th Street be repaved?**

**A:** The City is currently investing more in paving than ever before. This has allowed the City to begin performing pavement preservation on local neighborhood streets after being unable to for many years. NE 6<sup>th</sup> Street is not currently on the planned repaving list as the pavement condition index for the street is higher than many others that have been currently prioritized. Information about how the City prioritizes streets for maintenance is available here: <https://www.bendoregon.gov/government/departments/streets>

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

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

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

**A:** Other questions and concerns such as potholes, storm drains, snow removal, traffic speed, including on other streets can be submitted to the City using our Citizen Service Request system at:  
<https://www.bendoregon.gov/services/online-services/service-request-form>

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

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

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

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



#### **Accommodation Information for People with Disabilities**

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