

Public and Stakeholder Engagement: Neighborhood Workshop Summary and Outcomes

May 7, 2019

Executive Summary

The City of Bend held five neighborhood workshops in January 2019 to obtain community input for the update of Bend's Transportation System Plan (TSP). The purposes of the workshops were to:

- Share progress on Bend's Transportation Plan including goals and the recommended Citywide Transportation Framework (CTF).
- Gather input on neighborhood-level transportation needs and ideas.
- Discuss the vision for the transportation system in each of Bend's neighborhoods

More than 200 people attended the workshops and participated in the discussion groups; 86 participants provided additional written feedback.

A separate workshop was held on February 13 for nonprofit organizations and service providers that support members of the community who are often underrepresented. The representatives of Central Oregon Coalition for Access, Volunteers in Medicine, Council on Aging of Central Oregon, Housing Works, Latino Community Organization, and the Central Oregon Community College Let's Talk Diversity Program provided input similar to that requested for the geographical neighborhood workshops. The City also provided these organizations with the option to conduct a survey for their members. The Latino Community Organization and the Council on Aging of Central Oregon provided completed surveys (Appendix H).

The workshops helped to identify and highlight projects and programs that could help shape the transportation system in each quadrant of the city, as well as citywide and for underrepresented populations. Key themes, programs, and projects highlighted at the workshops are summarized below. Based on this feedback, the project team developed a set of programs and projects for consideration for inclusion in the CTF. The Citywide Transportation Advisory Committee (CTAC) reviewed these programs and projects and recommended additions to the CTF as outlined in Table 2 and Table 3, respectively. Specific programs and projects, as appropriate, will be further evaluated as part of Phase 3 activities for the TSP.

Detailed information about the format, outreach activities, attendance, and feedback received at each workshop is described in the following sections and in the appendices.

General Themes

Workshop participants were asked to share their top needs for the transportation system. Table 1 summarizes key themes shared.

Table 1. Neighborhood Workshop Feedback Themes

| Theme | Comment/Action |
|---|--|
| Desire for a connected, safe, and accessible transportation network | Theme confirms TSP goals and objectives. |
| Desire for a complete sidewalk network | Consider prioritizing sidewalk infill projects, especially between residential areas and schools, commercial centers, and downtown. |
| Desire to improve east/west connectivity to/from the Parkway | Considering prioritizing CTF projects that address east/west connectivity to the Parkway, especially for those areas south of US 20/Greenwood Avenue. |
| Desire to increase transit service | Consider increasing frequency of transit service, bus stop amenities, projects that improve sidewalk and bicycle facility connectivity between transit stops and neighborhoods, and number of areas served by transit. |
| Desire for roadways to be built as or improved to "complete streets" | Adopt policies and street design standards that support the development of complete streets. |
| Desire to limit neighborhood cut through traffic | City is currently considering a program independent of the TSP update aimed at improvements to address neighborhood traffic safety and speed. |
| Desire to implement 3rd Street safety improvements | Prioritize projects that improve multimodal safety along 3 rd Street, including pedestrian crossings and identified low-stress bicycle network elements. |
| Desire to improve street lighting, especially at crossing locations | Consider a citywide program to incorporate pedestrian-scale street lighting as part of maintenance activities, capital projects, and private development activities. |

Additions to the Citywide Transportation Framework

Programs and Projects

Workshop participants identified specific programs and projects of both citywide and neighborhood significance. Table 2 lists programs and policies and Table 3 lists projects to consider for addition to the CTF. CTAC recommendations are noted in the tables.

Table 2. Programs/Policies to Consider for Addition to the Citywide Transportation Framework

| Project/Program | Discussion | CTAC Recommendation |
|---|--|---------------------|
| Street lighting program | City program to improve street lighting, especially at crossing locations. | Include in CTF |
| Winter maintenance program | City program to improve snow and debris clearing along pedestrian and bicycle facilities. | Include in CTF |
| Neighborhood traffic calming program | City program to reduce speeds in neighborhoods through various traffic calming techniques. | Include in CTF |

| Project/Program | Discussion | CTAC Recommendation |
|--|--|---------------------|
| School zone enforcement program | City program to increase speed enforcement near schools and school zones. | Include in CTF |
| Reduce neighborhood speeds to 20 miles per hour | Reduce speed limit in neighborhood areas. Consider as part of policy discussion. | Include in CTF |
| Sidewalk infill program along key routes | City is working to identify and recommend key infill projects to include in CTF. | Include in CTF |

Table 3. Projects to Consider for Addition to the Citywide Transportation Framework

| Project | Reason for Addition | CTAC Recommendation |
|---|--|--|
| Construct roundabout at Century Drive/Skyline Ranch Road | Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work. | Include in CTF |
| Construct a roundabout at Mt. Washington Drive/Metolius Drive | Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work. | Include in CTF |
| Intersection improvement at NE 27th Street/Connors Avenue | Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work. | Include in CTF |
| Intersection improvement at Reed Market Road/Pettigrew Road | Address existing and future safety and operational needs at intersection; specific improvements to be evaluated in next phase of work. | Include in CTF |
| Portland Avenue Corridor Project | Multi-modal transportation facility improvements to help with pedestrian, bicycle, and vehicular connectivity in the Portland Avenue corridor. Project should also include improvements to the Revere Avenue Interchange area. | Include in CTF |
| Galveston Avenue Corridor Project | Multi-modal transportation facility improvements to help with pedestrian, bicycle, and vehicular connectivity in Galveston Avenue corridor. City is currently completing design effort for this project. | Include in CTF |
| Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing | Remove existing barrier to east-west bicycle connectivity. | Include in CTF |
| Improve Drake Park pedestrian bridge | The footbridge is highly trafficked by pedestrians and cyclists. Bridge was identified as a high priority widening and deck replacement project in the 2017 City of Bend Bridge Program Update. | Include in CTF as project to improve all City-owned pedestrian bridges across the Deschutes River. |

| Project | Reason for Addition | CTAC Recommendation |
|---|--|--|
| Archie Briggs Road Improvement Project | Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade. | Include in CTF as project to replace Archie Briggs Road bridge and construct an improved pedestrian crossing of Archie Briggs Road for the Deschutes River Trail. CTAC does not recommend including multimodal improvements along Archie Briggs Road in the CTF. |
| Projects of Regional Significance from Subarea Planning Efforts (e.g., Southeast Area Plan and Core Area Plan) | Subarea planning efforts will identify infrastructure needs to serve Opportunity Areas and Expansion Areas, which are key development areas in the City. | Include in CTF. |

Low-Stress Bicycle Network

CTAC requested that a complete Low Stress Network (LSN) for bicyclists, as mapped by the City, be included as an element of the CTF. In addition, CTAC requested that Staff identify missing pedestrian facilities on collectors and arterials. The need for this type of network received broad and consistent support in all neighborhood workshops. The workshops also helped identify and clarify important routes for all modes.

Staff has considered the LSN, which is a total of 176 miles, along with identified missing pedestrian facilities and neighborhood concerns. When these elements are overlain, it becomes apparent that certain corridors are critical to the LSN as well as meeting other transportation needs.

Staff identified these corridors as Key Bicycling and Walking Routes that will provide east-west and north-south travel across the City for bicyclists, as well as more localized pedestrian travel. There are critical projects identified, some of which are part of the CTF that are needed in order to establish routes. Building these critical projects along these Key Bicycling and Walking Routes will begin to create the foundation of a connected bicycle and pedestrian network, as identified by CTAC.

Key Bicycling and Walking Routes and critical projects are summarized in Table 4, below.

Table 4. Recommended Low-Stress Bicycle Network Elements to Include in the Citywide Transportation Framework¹²

| Key Routes & Projects | Project Extents | Facility Type & Description | Cost Projection |
|--|---|---|-----------------|
| <i>ROUTE 1: Juniper Ridge to SE Elbow: Route runs north-south through the central portion of Bend connecting SE 15th Shared Use Path, 6th St Neighborhood Greenway, Boyd Acres Rd Shared Use Path</i> | | | |
| R1-A | SE 9th St: Wilson Ave to Reed Market Rd | Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway. | \$\$ |

| Key Routes & Projects | Project Extents | Facility Type & Description | Cost Projection |
|---|--|--|-----------------|
| R1-B | SE 9th St: Wilson Ave to Glenwood Ave | Buffered bike lane: Re-stripe roadway to include buffered bike lanes when roadway is repaved. | \$ |
| R1-C | NE Boyd Acres Rd: Butler Market Rd to Empire Ave | Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway. | \$\$\$ |
| ROUTE 2: NW Crossing to new Affordable Housing: Route runs east-west connecting Skyliners Rd, Franklin Ave and Bear Creek Rd | | | |
| R2-A | NW Franklin Ave: Harriman Ave to RR undercrossing | Improve transition at Hill St: Project would manage the conflict between right turns and crosswalk to sidewalk under RR. Crosswalk: Create safe crossing of Franklin at Harriman. | \$ |
| R2-B | Franklin Ave Underpass: Hill St to 1 st St | Shared use path adjacent to roadway: Widen sidewalk paths under RR and Hwy 97 to modernize design for roadside safety. | \$\$\$\$\$ |
| R2-C | Franklin Ave: 1 st St to 5 th St | Buffered bike lane: Re-stripe roadway to include buffered bike lane westbound; includes crosswalks at 2 nd St & 4 th St and signal timing enhancements at 3 rd St. | \$ |
| R2-D | Bear Creek SRTS: Larkspur Trail to Coyner Trail | Trail: Close sidewalk gap and create a connection between Coyner and Larkspur Trail. | \$ |
| R2-E | Bear Creek Rd: Cessna Ave to east UGB | Shared use path adjacent to roadway: Close sidewalk gap and create low-stress bikeway extending to 170 new affordable housing units. | \$\$\$ |
| ROUTE 3: Shevlin Park to Big Sky Park: Route runs east-west connecting Shevlin Park Rd, Portland Ave, Olney Ave, and Neff Rd | | | |
| R3-A | Norton Ave: NE 6 th St to NE 12 th St | Neighborhood greenway: Create a low-stress bikeway on NE Norton Ave (SRTS ¹). | \$ |
| R3-B | Hillside Trail: Connects NE 12 th to Neff Rd | Hillside path: Close sidewalk gap and create a switchback shared use path (SRTS); includes school zone enhancements. | \$\$\$ |
| R3-C | Neff Rd: NE 12 th to Big Sky Park | Shared use path adjacent to roadway: Close sidewalk gaps and create a low-stress bikeway. | \$\$\$ |
| R3-D | Deschutes River Footbridge: Drake Park | Upgrade footbridge: Accessibility upgrades and widen to reduce user conflicts. | \$\$ |
| R3-E | Olney Avenue: Wall Street to railroad | Shared use path adjacent to roadway: close sidewalk gap over railroad and remove existing barrier to east-west bicycle connectivity and create right-turn hook crash countermeasure. | \$ |

¹ STRS: Safe Routes to School

| Key Routes & Projects | Project Extents | Facility Type & Description | Cost Projection |
|--|--|---|-----------------|
| Route 4: West UGB to Portland Ave: Route runs north-south connecting Haul Rd Trail to 15th St Neighborhood Greenway | | | |
| SW-1 | Newport Ave: NW College Way to NW 9 th St | Sidewalks: Close sidewalk gap on Newport Ave and connect Newport Ave to 15 th St neighborhood greenway | \$ |
| R4-A | NW 15th St: Lexington Ave to Milwaukie Ave | Hillside path: Close sidewalk gap and create a hillside switchback shared use path within the 15 th St neighborhood greenway. | \$ |
| R4-B | NW 14th St: Ogden Ave to Portland Ave | Hillside path: Close sidewalk gap and create a hillside switchback shared use path within 14 th St right-of-way to connect route to Portland Ave. | \$ |
| Route 5: Route runs along Butler Market Rd | | | |
| R5-A | Butler Market Rd: Brinson Blvd to NE 6 th St | Shared use path adjacent to roadway: Close sidewalk gap along both sides of Butler Market Rd and create low-stress bikeway. | \$\$\$ |
| Route 6: Hawthorne Overcrossing: Core Area connectivity | | | |
| R6-A | Hawthorne Overcrossing Bridge: NE 1 st St to NE 5 th St | Grade separated overpass: Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR ² and Hwy 97. | \$\$\$\$ |
| Route 7: 3rd St at RR to Connect KorPine to 3rd St | | | |
| R7-A | 3rd St | Crosswalk: Create a safe crossing of 3 rd St between BNSF RR and Wilson Ave using RRFB ³ and safety islands. | \$ |
| R-7B | 3rd St | Crosswalk: Create a safe crossing of 3 rd St between BNSF RR and Franklin Ave using RRFB and safety islands. | \$ |
| R-7C | 3rd Street | 3rd Street Underpass: Near Term Enhancements to sidewalk. | \$ |
| Route 8: 27th St: Route runs north-south connecting neighborhoods to services and transit | | | |
| R8-A | 27th St: Hwy 20 to Reed Mkt Rd | Shared use path adjacent to road: Close sidewalk gap along 27 th Street and create a low-stress bikeway. | \$\$\$ |
| Route 12: Wilson Ave: Route runs east-west connecting neighborhoods to services and transit | | | |

² BNSF RR: Burlington Northern Santa Fe Railroad

³ RRFB: Rectangular Rapid Flashing Beacon

| Key Routes & Projects | Project Extents | Facility Type & Description | Cost Projection |
|-----------------------|--|--|-----------------|
| R12-A | Wilson Ave: 2nd Street to SE 9th Street | Shared use path adjacent to roadway: Close sidewalk gap along Wilson Avenue and create a low-stress bikeway. | \$\$ |
| R12-B | Wilson Avenue: 9th to 15th Street | Shared use path adjacent to roadway: Create a low-stress bikeway to connect near SE neighborhoods to Old Mill and Deschutes River Trail. | \$\$ |

Notes:

\$ - Less than \$500,000

\$\$ - \$500,000 to \$1 million

\$\$\$ - \$1 million to \$5 million

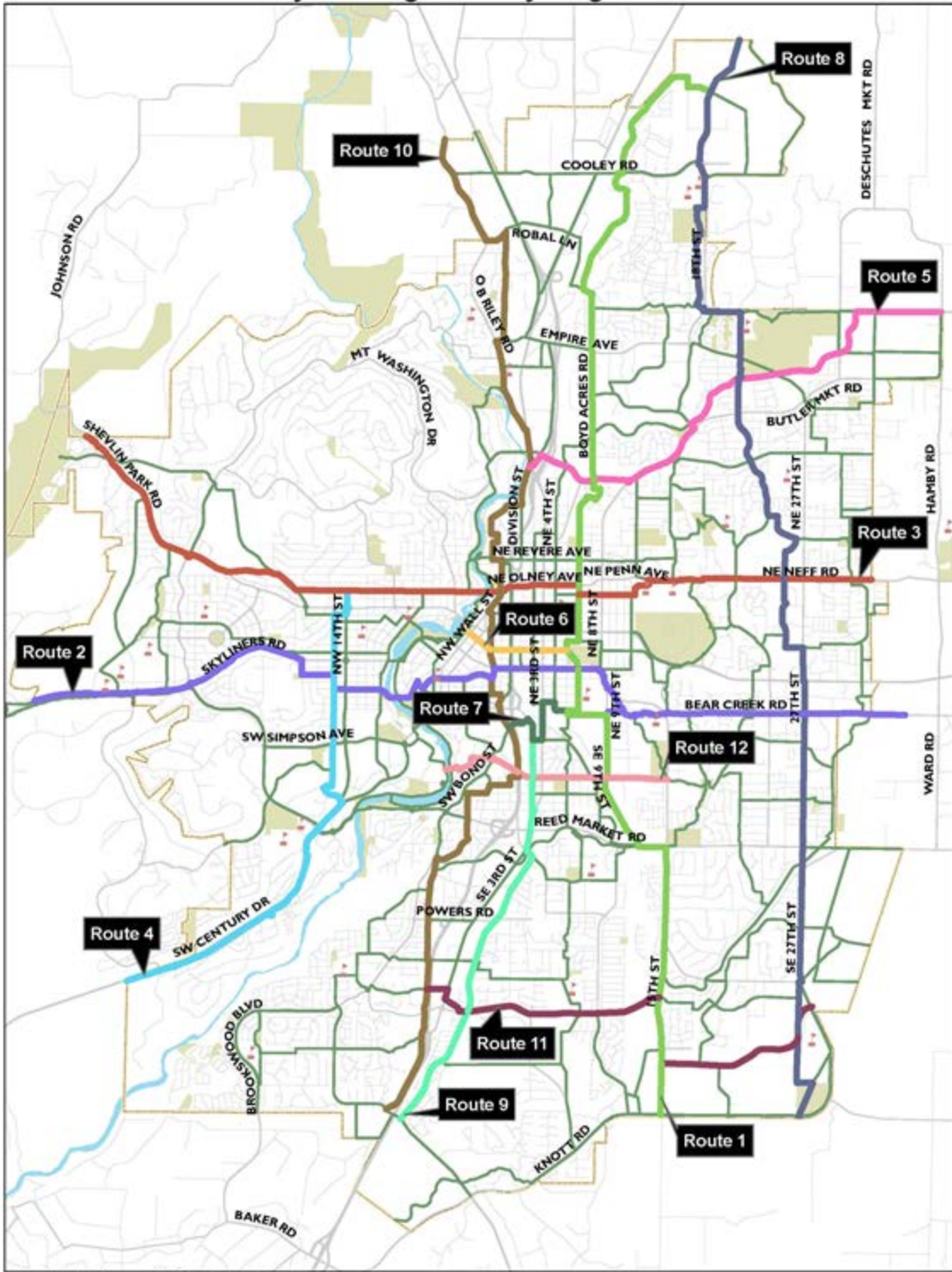
\$\$\$\$ - \$5 million to \$10 million

\$\$\$\$\$ - \$10 million to \$50 million

Projects to Serve Opportunity Areas and Expansion Areas

The City of Bend Urban Growth Boundary (UGB) expansion was approved in December 2016. As part of that effort, several Opportunity Areas (infill areas) and Expansion Areas (lands outside current city limits) were identified for future development. Infrastructure needs to serve development in these areas are being identified through ongoing or forthcoming focused planning efforts, including the Core Area Project, Southeast Area Plan, and several property owner led analyses. The City of Bend works actively with all these evaluations to determine appropriate infrastructure and identify a funding plan to implement that infrastructure. As appropriate, the project team will coordinate with CTAC on possible additions to the CTF based on one or more of these planning efforts.

Key Walking and Bicycling Routes



Key Walking and Bicycling Routes

- | | | | | |
|---------|---------|----------------------------------|--------------|------|
| Route 1 | Route 5 | Route 9 | Arterial | UGB |
| Route 2 | Route 6 | Route 10 | Collector | Park |
| Route 3 | Route 7 | Route 11 | Local Street | |
| Route 4 | Route 8 | Route 12 | Highway | |
| | | Bicycle Low Stress Network (LSN) | | |

0 0.5 1 2 Miles



Neighborhood Workshop Overview

Five workshops were held throughout the City to identify both regional and neighborhood multi-modal transportation projects and programs. More than 200 people attended the workshops and 86 participants provided written feedback.

Participation at the workshops was voluntary and the feedback represents self-selected participants. As such, the information gleaned should not be interpreted as a scientific or statistically valid survey of transportation needs and priorities.

Figure 1. Workshop participation summary



Outreach Activities

The City advertised and promoted the Workshops using multiple communication protocols, as shown in Table 5. Digital promotions of the workshops began on January 7, 2019 following the news release and continued through the day of each workshop.

Table 5. Promotional Activities Summary

| Activity | Format | Released |
|--|------------------------------|---------------------------------------|
| News Release | Online/Email/Social Media | January 9, 2019 |
| Email Blasts | Email | December 23, 2019 January 24, 2019 |
| Website Notice | Online on City's TSP website | November 14, 2018 |
| Citywide Newsletter | Email | January 17, 2019 |
| Neighborhood Association Newsletter | Email | January 3, 2019 |
| Nextdoor | Online | January 9, 2019 |
| Facebook | Online | January 9, 2019 |
| Twitter | Online | January 9, 2019 |

Geographic Focus for Workshops

Workshops were held in the five specific geographic areas, as shown in Figure 2:

- **Area 1:** Awbrey Butte, Summit West, River West – January 29
- **Area 2:** Boyd Acres, Orchard District, Mountain View – January 24
- **Area 3:** Larkspur, Old Farm District, Southeast – January 30
- **Area 4:** Old Bend, Century West, Southern Crossing, Southwest – January 23
- **Core Area:** focus on business district and core area – January 31
- **Equity Workshop:** Focus on underrepresented populations – February 13

At the workshops, participants were invited to review display boards describing the purpose of Bend's TSP, the process to develop the plan, and draft outcomes from the CTF. Through table discussions, participants responded to four questions:

- What is the biggest transportation issue in your neighborhood or what is your vision for transportation in your neighborhood?
- What projects or programs would you like to see in your neighborhood over the next 20 years?
- What types of places are most important to serve first with pedestrian network improvements?
- Do you see any major issues with the proposed bike low-stress network?

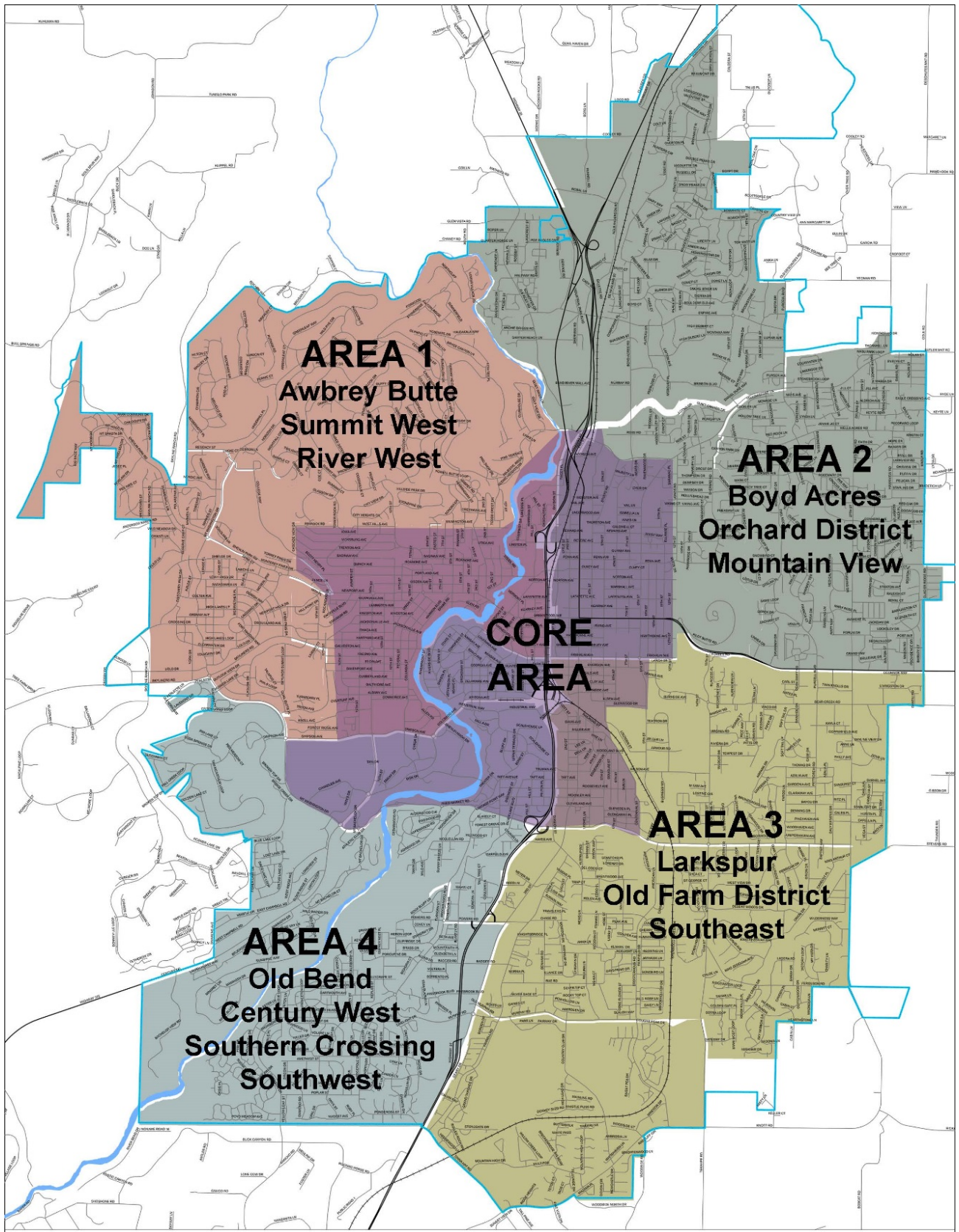


Figure 2. Workshop Neighborhood Areas

Participants used stickers to identify their five highest priority projects. The projects and programs that received the most dots at each table were reported out to the entire group and recorded for future discussions by the CTAC. An example table map is shown in Figure 3. Other detailed comments were recorded by table facilitators and are summarized in this document, as appropriate. Mapped comments on the bike low-stress network will be reviewed by City staff for future implementation.

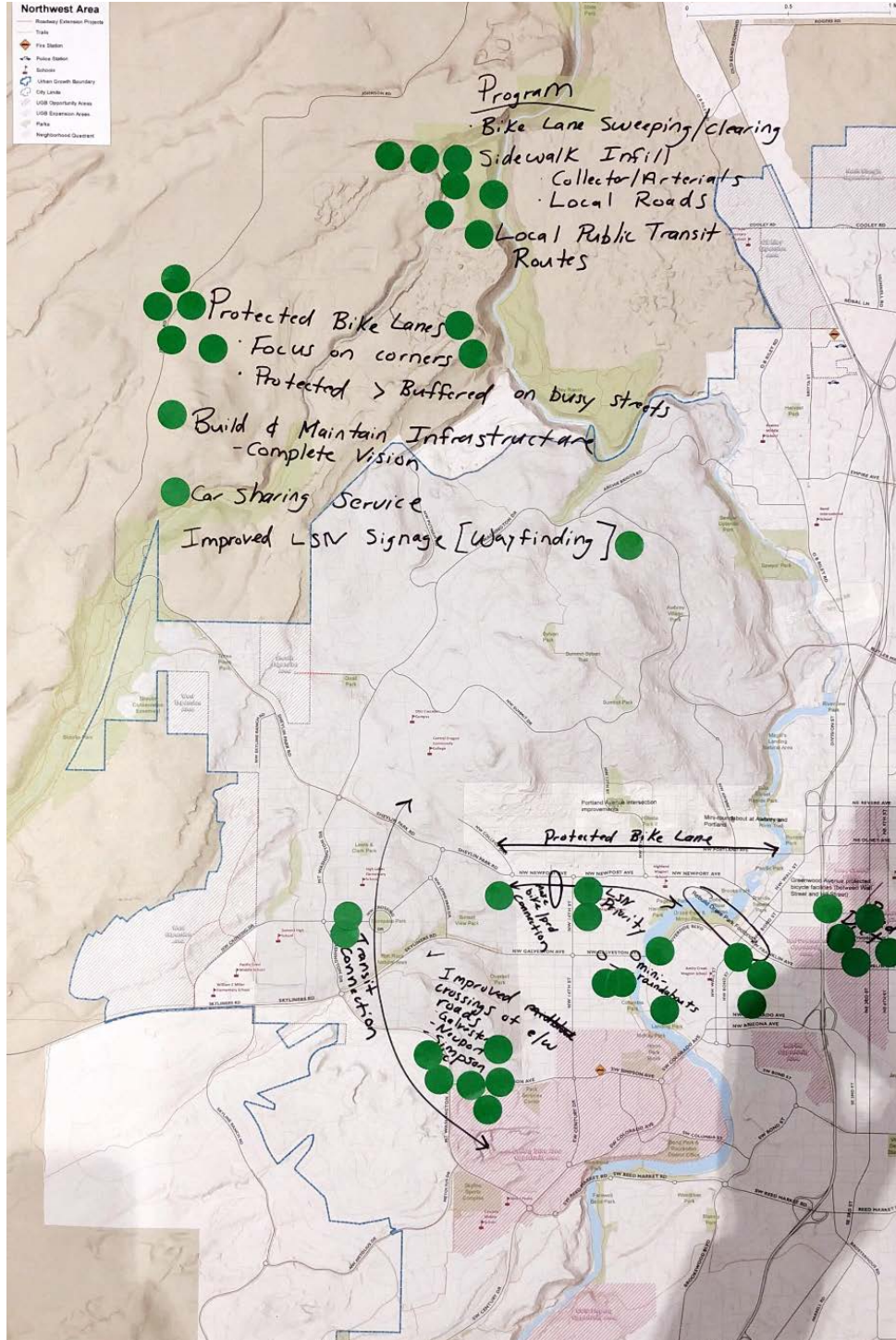


Figure 3. Example Table Comment Map

Results by Neighborhood Grouping

Area 1: Awbrey Butte, Summit West, River West

Table 6 identifies key projects and programs identified by participants in the Northwest (Area 1) Neighborhood meeting held on January 29th. Additional summary information for the Northwest Neighborhood Area is provided in Appendix B.

Table 6. Summary of Key Projects and Programs Identified in the Northwest Neighborhood Meeting

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|--|---|--|
| Street lighting program | City program to improve street lighting, especially at crossing locations | CTAC to consider addition | Consider as part of policy discussion. |
| Winter maintenance program | City program to improve snow and debris clearing along pedestrian and bicycle facilities | CTAC to consider addition | Consider as part of policy discussion. |
| Neighborhood traffic calming program | City program to reduce speeds in neighborhoods through various traffic calming techniques | CTAC to consider addition | Consider as part of policy discussion. |
| Sidewalk infill program | City program to prioritize local sidewalk infill | Already included | CTF includes sidewalk infill program. |
| Construct a roundabout at Mt. Washington Drive/Metolious Drive | Intersection improvement | CTAC to consider addition | Capacity needs at this intersection will be evaluated as part of Phase 3 work. |
| Portland Avenue Corridor Project | Neighbors expressed a desire for intersection, capacity, and safety improvements on Portland Avenue | CTAC to consider addition | Project should include Revere interchange area at US 97 to improve access to/from the Parkway. |
| Archie Briggs Improvements | Roadway and bridge improvements | CTAC to consider addition | Grant funding is in place to replace the bridge. Project would also construct improvements to Archie Briggs Road. City has previously identified challenges to adding multimodal facilities to the road due to drainage and roadway grade. |
| Archie Briggs River Trail Crossing | Trail improvements | No | Recommendation will be evaluated as part of forthcoming bridge replacement project. |
| Galveston Avenue Corridor Project | Neighbors expressed a desire for intersection, capacity, and safety improvements on Galveston Avenue | CTAC to consider addition | City is currently in the design phase of improvements for this corridor. |

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|---|---|--|
| Provide speed reduction treatments on Mt. Washington Drive | Neighbors expressed concern about speeding along the corridor and impact on neighborhood livability | No | Retained as a local neighborhood concern. |
| Increase capacity on Mt. Washington Drive | Neighbors expressed concern about congestion along roadway during peak hours | No | Retained as a local neighborhood concern. |
| Grade separated pedestrian and bicycle crossing of Parkway at Hawthorne Avenue | Desire to incorporate projects as part of pedestrian and Low-stress bicycle network improvements | Already included | Project is part of LSN. |
| Lemhi Pass pedestrian crossings | Provide striped crosswalks on Lemhi Pass to facilitate neighborhood connectivity for pedestrians | No | Project will be included in City pedestrian improvement program. |
| NW 15 th Street bicycle boulevard | Need improvements to provide continuous bicycle greenway along NW 15th | Already included | Project is part of LSN. |
| Provide free transit service in Bend | Neighbors expressed desire for free transit service on CET buses and services | No | Recommendation will be forwarded to CET. |

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Area 2: Boyd Acres, Orchard District, Mountain View

Table 7 identifies key projects and programs discussed in the Northeast (Area 2) Neighborhood meeting held on January 24th. Additional summary information for the Northeast Neighborhood Area is provided in Appendix C.

Table 7. Summary of Key Projects and Programs Identified in the Northeast Neighborhood Meeting

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|---|--|---|--|
| School zone enforcement program | City program to increase speed enforcement near schools and school zones | CTAC to consider addition | Consider as part of policy discussion. |
| Neighborhood traffic calming program | City program to reduce speeds in neighborhoods through various traffic calming techniques | CTAC to consider addition | Consider as part of policy discussion. |
| Reduce neighborhood speeds to 20 miles per hour | Reduce speed limit in neighborhood areas | CTAC to consider addition | Consider as part of policy discussion. This would require state legislation. |
| Construct an eastside bypass | Create a new roadway east of town to reduce congestion on NE 27 th Street | No | Improvements are proposed to 27 th Street and Hamby Road to address long-term capacity needs. Roadways outside UGB would require Goal Exception and likely not consistent with city and state policies. |
| Construct a roundabout at Wells Acres Road/Butler Market Road | Intersection improvement to address safety and operational needs | Already Included | CTF includes this project. |
| Intersection improvement at NE 27 th Street/Conners Avenue | Intersection improvement | CTAC to consider addition | Capacity needs at this intersection will be evaluated as part of Phase 3 work. |
| Sidewalk priority program | Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.) | Already included | CTF includes sidewalk infill program. |
| Improve safety of NE 27 th Street crossings | Improve pedestrian and bicycle connectivity east and west of NE 27 th Street; reduce distance between marked crossing locations | Already included | CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings). |
| Sidewalk infill program | City program to prioritize local sidewalk infill | Already included | CTF includes sidewalk infill program. |
| Sidewalk infill along key routes in NE Bend | Prioritize improvements along Butler Market Road, Bear Creek Road, Tucson Way, Cooley Road, 8 th Street, and Yeoman Road | CTAC to consider addition | City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program. |

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|---|--|--|
| Increase service on fixed transit routes | Improve frequency of existing transit routes and add additional routes to connect NE with other areas of the city | No | Recommendation will be forwarded to CET. |

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Area 3: Larkspur, Old Farm District, Southeast

Table 8 identifies key projects and programs discussed in the Southeast (Area 3) Neighborhood morning held on January 30th. Additional summary information is provided in Appendix D.

Table 8. Summary of Key Projects and Programs Identified in the Southeast Neighborhood Meeting

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|--|---|--|
| Street lighting program | City program to improve street lighting, especially at crossing locations | CTAC to consider addition | Consider as part of policy discussion. |
| Pedestrian and bicycle safety plan | City program to improve safety and reduce crashes for pedestrians and cyclists | Already included | CTF currently includes key pedestrian and bicycle projects to address safety. CTF will also consider outcomes from the ongoing Safety Action Plan. |
| Upgrade roads to be "complete streets" | Upgrading the roadway cross sections to accommodate all modes of travel | Already included | The CTF includes roadway design standards to accommodate vehicles, bicycles, and pedestrians. Specific "complete street" policies will also be considered. |
| Roadway Improvements for Knott Road | Improve the roadbed and pavement for Knott Road to accommodate heavy traffic and trucks | Already included | CTF includes multimodal improvements along Knott Road, including repaving. |
| Urban upgrades to 15 th Street | Improve bicycle, pedestrian and vehicular facilities on SE 15 th Street, especially in areas near planned schools | Already included | CTF includes complete street improvements on SE 15 th Street. |
| Provide a grade separation at the Reed Market Road railroad crossing | Crossing improvement | Already included | CTF includes grade-separation at Reed Market Road to reduce delays experienced by motorists, pedestrians and cyclists associated with rail activities. |
| Intersection improvement at Reed Market Road/Pettigrew Road | Possible roundabout or traffic signal at intersection | CTAC to consider addition | Capacity needs at this intersection will be evaluated as part of Phase 3 work. |
| Intersection improvement at Wilson Avenue/15 th Street | Possible roundabout or traffic signal at intersection | Already included | CTF includes construction of a roundabout at this intersection. |
| Sidewalk priority program | Prioritizing projects near high trip generators (i.e. schools, parks, businesses, etc.) | Already included | CTF includes sidewalk infill program. |
| Sidewalk infill along key routes in SE Bend | Infill priorities include 27 th Street, Bear Creek Road, Parrell Road, Murphy Road, Brosterhous Road, and Wilson Avenue | CTAC to consider addition | City will recommend key sidewalk infill priorities for inclusion in CTF. Remaining infill needs will be included in sidewalk infill program. |

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|---|---|--|
| Improve pedestrian crossings on major roadways | Identify crossing locations and improvements | Already included | CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings). |
| Increase service to fixed transit routes | Improve frequency of existing transit routes and add additional routes to connect SE with other areas of the city | No | Recommendation will be forwarded to CET. |

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Area 4: Old Bend, Century West, Southern Crossing, Southwest

Table 9 identifies key projects and programs discussed in the Southwest (Area 4) Neighborhood meeting held on January 23rd. Additional summary information for the Southwest is provided in Appendix E.

Table 9. Summary of Key Projects and Programs Identified in Southwest Area Neighborhood Meeting

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|---|---|---|--|
| Street lighting program | City program to improve street lighting, especially at crossing locations | CTAC to consider addition | Consider as part of policy discussion. |
| Winter maintenance program | City program to improve snow and debris clearing along pedestrian and bicycle facilities | CTAC to consider addition | Consider as part of policy discussion. |
| Construct roundabout at Century Drive/Skyline Ranch Road | Address existing and future intersection capacity and safety needs | CTAC to consider addition | Project would improve safety and route choice. |
| New Southern River Crossing | Identify location for and construction of a multimodal river crossing between Powers Road and Murphy Road to improve east-west connectivity | Already included | CTF includes a study to evaluate the possible location of such a river crossing. |
| Improve pedestrian crossings along Century Drive | Improve frequency of crossings; remove barriers to north-south connectivity | Already included | CTF currently includes program to complete arterial/collector pedestrian system (sidewalks and crossings). |
| Modify Low-Stress Bicycle Network Project to include wayfinding | Wayfinding would include signage and pavement markings | Already included | Description of the LSN project will be modified to include wayfinding elements. |
| Additional transit service to Mt. Bachelor | Neighbors expressed support for an additional park-n-ride location on the east side of the Deschutes River | No | Recommendation will be forwarded to CET. |
| Provide free transit service in Bend | Neighbors expressed desire for free transit service on CET buses and services | No | Recommendation will be forwarded to CET. |
| Improve east/west connectivity across the Parkway | Neighbors expressed a desire to have additional east/west connections across the Parkway for motorists, pedestrians and cyclists | Already included | CTF currently includes a new overcrossing at US 97/Ponderosa/China Hat. |

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.

Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Core Area: focus on business district and core area

Table 10 identifies key projects and programs discussed in the Core Area neighborhood meeting held on January 31st. Additional summary information for the Core Area is provided in Appendix F.

Table 10. Summary of Key Projects and Programs Identified in the Core Neighborhood Meeting

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|--|---|--|
| Winter maintenance program | City program to improve snow and debris clearing along pedestrian and bicycle facilities | CTAC to consider addition | Consider as part of policy discussion. |
| Reduce neighborhood cut through traffic | City program to reduce cut through traffic in neighborhoods | CTAC to consider addition | Consider as part of policy discussion. |
| Provide additional parking downtown | Concern over ability for visitors to find convenient parking close to desired destinations in downtown | No | The City recently completed a downtown parking plan that includes key steps to address downtown parking needs. |
| Reroute railroad out of city limits | Reconstruct rail line to area east of city limits to reduce conflicts between rail activities and pedestrian, bicycle and vehicular connectivity in city | No | CTF recommends options for providing improvements at existing locations, not for relocating service outside of city. |
| Widen Newport River Crossing | Provide additional vehicular capacity on Newport Avenue over the Deschutes River | No | CTF addresses river-crossing capacity via potential widening of Colorado Avenue Bridge, a new crossing in SW, and increased transit service. |
| Grade separated Parkway pedestrian crossing at Hawthorne Avenue | Pedestrian network improvements | Already included | Project is part of LSN. |
| Improve crossings near the Box Factory and southern downtown | Improve frequency of marked crossings | No | Project will be included in City pedestrian improvement program. |
| Improve crossings at Greenwood Avenue/6 th Street | Improve east-west connectivity for cyclists and pedestrians | No | Project will be included in City pedestrian improvement program. |
| Improve Drake Park pedestrian bridge | Improve connectivity between neighborhoods, the regional park, and area schools | CTAC to consider addition | Project would improve pedestrian and bicycle LSN systems. |
| Franklin Undercrossing multimodal improvements | Neighbors expressed desire for multimodal infrastructure improvements for the bridge crossing | CTAC to consider addition | Project is a key east-west connection for bicycles and pedestrians. |
| Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing | Bicycle network improvements as part of low-stress network | CTAC to consider addition | Project will be evaluated as part of the LSN development. |

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|---|---|--|
| Separated bicycle lanes in downtown core | Reduce the level of stress of cyclists downtown | No | Separated bicycle lanes are not viable on Bond Street and Wall Street with the existing cross section. |
| Provide a mobility hub downtown | Neighbors expressed support for a mobility hub near the downtown core, which would provide a centralized location to connect various modes, such as ride share vehicles, transit, and bikes | Already included | The need for a mobility hub within the Central area of the City is identified in the CTF. |

Note: Citywide Transportation Framework is abbreviated as "CTF" in this table.
 Low-Stress Bicycle Network is abbreviated as "LSN" in this table

Equity Workshop: focus on underrepresented populations

Table 11 identifies key projects and programs discussed in the Core Area neighborhood meeting held on February 13, 2019. Additional summary information for this workshop provided in Appendix G.

Table 11. Summary of Key Projects and Programs Identified in Underrepresented Populations

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|--|---|--|
| Winter maintenance program, especially to transit stops | City program to improve snow and debris clearing along pedestrian and bicycle facilities | CTAC to consider addition | Consider as part of policy discussion. |
| Expand hours of transit service, add Sundays | People have difficulty getting to work, forces them to own cars | Increased transit headways on 3 rd and Greenwood is included | Forwarded to Cascades East Transit |
| Provide more intercity bus service | Busses are regularly overfull on intercity routes, esp. Warm Springs to Bend | No | Forwarded to Cascades East Transit |
| Reduce traffic congestion at north end of Parkway | Commuters have difficulty getting to jobs | In CTF (NFEIS projects) | |
| Need connected system of protected bicycle facilities | Many folks would like to ride a bike for short trips but are uncomfortable | In CTF (Low Stress Network) | |
| Consider micro-transit options, particularly for older people | Last mile traveled is difficult for many older people, Dial A Ride is challenging to use | Yes – Mobility Hubs and policy | . |
| Make intersection design more accessible | In particular, make sure that the audible signal timing is sufficient for a slow walker | Would be a Standards and Specifications issue | Suggestion was made to include a person who is blind in design review |
| Provide education and outreach to minority youth about using bicycles safely | Observation of children riding unsafely | No | City works with Commute Options on safety programs for school children |
| Schools need better access for biking and walking, particularly schools with low income students | Observation that some schools in more affluent areas have better sidewalks | Yes | Safe Routes to School policy |
| Bear Creek Elementary School is lacking safe pedestrian access | Particularly near Healey Heights because the trail is on the other side of the roadway | Bear Creek is identified as a Key Route | Project is part of Low Stress Network. |
| The intersection of Lava and Franklin is difficult, especially for left turns | The intersection of Harriman and Franklin is also difficult | Consider a Franklin Ave Corridor study? | Add corridor study to CTF |

| Project/Program | Description | Include in Citywide Transportation Framework? | Notes |
|--|---|--|--|
| Greenwood and 4 th is an unsafe crossing for pedestrians | | In Baseline | Median is under design as part of ODOT's 3 rd St project |
| Brosterhous needs better bicycle and pedestrian facilities, especially since it serves lower income housing and a larger Latino population. Brosterhous also needs better transit. | Add protected bicycle facilities and sidewalk infill. | Brosterhous is identified on the Low Stress Network. | Include Brosterhous when doing the Pedestrian Master Plan. Transit comment forwarded to Cascades East Transit. |

Appendix:

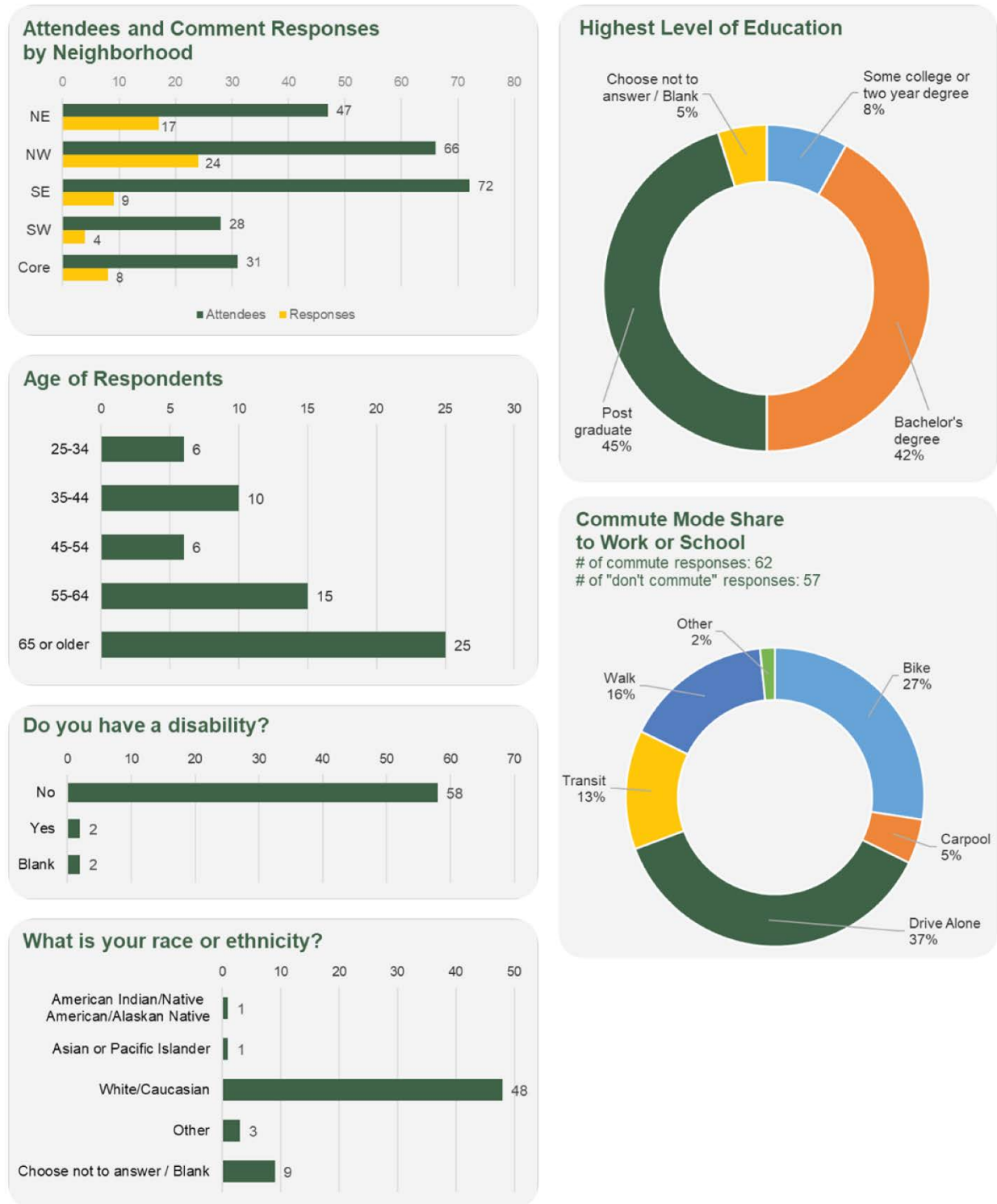
- Appendix A: Demographics Summary
- Appendix B: Area 1 Summary
- Appendix C: Area 2 Summary
- Appendix D: Area 3 Summary
- Appendix E: Area 4 Summary
- Appendix F: Core Area Summary
- Appendix G: Equity Workshop Summary
- Appendix H: Survey results from Latino Community Organization and Central Oregon Council on Aging

Appendix A – Demographics Summary

Demographic Summary

Demographic questions were included in the in-person and online questionnaires to understand the reach of public engagement and help the team refine approaches. A graphic demographic summary is provided in Figure 12.

Figure 12. Demographic Summary of Respondents



Appendix B – Area 1 Summary

Area 1 General Feedback

Based on feedback presented at the Area 1 workshop, participants were concerned about:

- Safety on Archie Briggs Road as traffic increases, particularly as more truck traffic uses Archie Briggs Road once the weight restrictions on the bridge are lifted. Several tables reported that Archie Briggs Road is not appropriately designed for the traffic that it is now carrying.
- Pedestrian and bicycle safety and lack of complete networks including safe crossings of major streets for those on bike and foot.
- Cut through and freight traffic on neighborhood streets with an interest in new traffic calming programs.
- Lack of transportation choices for getting around Bend.
- Sustained funding for transportation.
- Speeding and enforcement of traffic laws.

When asked about priorities for pedestrian investments, tables reported the following:

- Complete networks to serve schools
- Connections to neighborhood shopping areas
- Improvements to Portland Avenue
- Improvements to Newport Avenue between College Way and 9th Street
- Improvements to Galveston Avenue near bridge
- Improvements to Harmon Road
- Pedestrian crossing of Mt. Washington near schools
- Improved crossings with pedestrian refuges on major streets
- Better illumination of sidewalks and pedestrian crossings.

Key projects and programs reported from the table discussion are presented below.

Policies

- Neighborhood traffic calming
- Street lighting along collectors and arterials
- Sidewalk Infill program
- Protected bike lane program
- Increase parking requirements for retail developments
- Improve winter maintenance of sidewalks and bike lanes

Intersection/Roadway

- Roundabout at Mt. Washington Drive/Metolious Drive
- Portland Avenue Corridor intersection improvements at:
 - College Way
 - 9th Street
 - Awbrey Road

- Wall Street
- Galveston Avenue Corridor intersection improvements at:
 - 12th Street
 - Harmon Boulevard
- Speed reduction on Mt. Washington Drive
- Increase capacity of Mt. Washington Drive roundabouts

Pedestrian/Bicycle

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improve pedestrian crossings on Lemhi Pass Drive
- Provide multimodal facilities south of Newport Avenue/15th Street

Transit

- Increase number of fixed routes to provide more opportunities for underserved populations

Appendix C – Area 2 Summary

Area 2 General Feedback

Participants in the Area 2 expressed a vision for transportation in Northeast Bend that included:

- Reduced cut-through traffic and speeding on local streets through traffic calming and a well-designed arterial system
- Transportation network to accommodate growth
- Safe and comfortable bike routes, particularly to schools
- Walkable destinations, including retail and services
- Safe, comfortable and complete pedestrian networks
- More transit service
- A bypass east of the City to accommodate future growth and truck traffic
- Lower speeds on local streets

When asked about priorities for pedestrian investments, tables reported the following:

- Sidewalk infill on local streets
- Complete networks to serve schools and parks
- Retrofitting sidewalks so that they are buffered from the street
- Crosswalk at 27th and Wells Acres Road
- Safety for pedestrians on Wells Acres and Butler Market Roads, including sidewalk infill
- Connections to neighborhood retail

Key projects and programs reported from the table discussion are presented below.

Policies

- School zone enforcement
- Neighborhood traffic calming
- Reduce speed limit to 20 mph in neighborhoods

Intersection/Roadway

- Roundabout at Butler Market Road/Wells Acres Road
- Intersection improvement at Neff Road/Purcell Boulevard
- Intersection improvement at Wells Acres Road/NE 27th Street
- Intersection improvement at NE 27th Street/Connors Avenue
- Eastside bypass

Pedestrian/Bicycle

- Sidewalk priority areas: Schools, neighborhoods, parks, shopping areas, major employers
- Improved safety of crossings on NE 27th Street
- Sidewalk infill needs:
 - Butler Market Road
 - Bear Creek Road

- Tucson Way
- Cooley Road (near US 20)
- 8th Street
- Yeoman Road (Desert Sage Road to 18th Street)

Transit

- Increase number of fixed routes to provide more opportunities for underserved populations

Appendix D – Area 3 Summary

Area 3 General Feedback

Participants in the Area 3 meeting were concerned about:

- Safe and continuous bicycling and walking routes, particularly to schools and parks
- East-west connectivity between Southeast Bend and downtown
- Safety on 3rd Street for people walking, biking, and driving
- Congestion on Reed Market Road
- Pedestrian crossings of busy streets (e.g. Reed Market Road)
- More transit service
- Traffic impacts from rail crossings
- Access to Parkway from Murphy Road
- Safety for people walking and biking on 15th Street
- Proposed Wilson Avenue extension
- Traffic congestion resulting from new housing without roadway expansions
- Speeding
- Freight traffic on Knott Road
- Disconnect between land use and transportation plans
- Lack of complete streets
- Congestion at key intersections/roundabouts
- Through traffic using routes in east Bend to bypass traffic in core

When asked about priorities for pedestrian investments, tables reported the following:

- Crossings of major streets to provide east-west walking routes
- Improvements to American Lane
- Improvements to Brosterhouse Road
- Improvements to Parrell Road
- Improvements to Wilson Avenue
- Improvements to Bear Creek Road
- Improvements to the area around 15th Street/Reed Market Road
- Improved connections to schools
- Grade separated pedestrian crossings of Parkway
- Improved crossings of 3rd Street and 27th Street
- Improved crossings of the canals
- Connections to Alpenglow Park

Several tables reported an interest in using canal trails as pedestrian paths.

An important sidewalk gap on the southside of Murphy from RE Jewell Elementary School entrance to Brosterhouse (approx. 637 feet) is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

Policies

- Street lighting along collectors and arterials
- Implement pedestrian/bicycle safety plan
- Create complete streets policies

Intersection/Roadway

- Improve Knott Road to accommodate heavy vehicle traffic
- Improve 15th Street with urban upgrades
- Grade separated crossing of railroad on Reed Market Road
- Provide additional access from the Parkway to the southeast area
- Intersection improvement at Knott Road/15th Street
- Intersection improvement at Reed Market Road/Pettigrew Road
- Intersection improvement at Wilson Avenue/15th Street

Pedestrian/Bicycle

- Sidewalk priority areas: schools, senior center
- Improve pedestrian and bicycle facilities along:
 - Bear Creek Road
 - Parrell Road
 - Murphy Road
 - Brosterhous Road (south of Murphy Road)
 - Wilson Avenue
- Provide additional pedestrian crossings on:
 - 27th Street
 - Wilson Avenue
 - Reed Market Road (near 3rd Street)
 - 3rd Street
 - Reed Market Road at 15th Street

Transit

- Expand transit fixed routes to southeast region

Appendix E – Area 4 Summary

Area 4 General Feedback

Participants in the Area 4 expressed a vision for transportation in Southwest Bend that included:

- Connected, safe, and accessible for everyone (walking, biking, driving, taking transit)
- Separated bicycle facilities to improve safety
- A complete sidewalk network with comfortable and safe pedestrian crossings, especially across major roads
- Walkable neighborhoods
- Convenient access to the Parkway
- Safe, convenient access to bus stops
- Increased transit service
- The ability for residents to age in place

When asked about priorities for pedestrian investments, tables reported the following:

- Complete sidewalks along Brookwood Boulevard and improved crossings
- Improved pedestrian crossings on Century Drive
- A pedestrian complete network to access Downtown
- A pedestrian complete network to access the Old Mill area
- Improved access to trails
- Improved transit to supplement walking and biking
- Land use changes to create more destinations in the neighborhood
- Improved east-west connectivity
- Support for the proposed Hawthorne pedestrian crossing
- Improved access to parks

Several tables said that the City should clear sidewalks after snow events and install better lighting for pedestrians, particularly at crossings.

Participants suggested signage and wayfinding for the bicycle low-stress network.

Several sidewalk gaps are important to infill for ADA accessibility:

- Eastside of Brookwood from Poplar St to 2nd School Entrance (approx. 0.353 miles/1858 feet)
- Southside of Brookwood from Hollygrape St to Springcrest Dr. (approx. 0.448 miles/2364 feet)
- Northside of Brookwood from Finchwood (116 feet south) to Larkwood Dr. (approx. 0.134 miles/711 feet)
- Southside of Brookwood from Finchwood (116 feet south) to SW Beth Ave. (approx. 0.641 miles/3382 feet)

Key projects and programs reported from the table discussion are presented below.

Policies

- Street lighting along collectors and arterials

- Additional city maintenance – sidewalk clearing in the winter
- Transit improvements

Intersection/Roadway

- Intersection improvement at Century Drive/Skyline Ranch Road
- River crossing south of Reed Market Road

Pedestrian/Bicycle

- Pedestrian crossing on Century Drive to Haul Trail
- Wayfinding for Low Stress Network

Transit

- Provide additional support for the Mt. Bachelor transit
 - Park and ride option for users on the eastside
- Increase number of fixed routes to provide more opportunities
- Free citywide public transit
- Improve and provide additional east/west parkway connections for vehicles, bikes, and pedestrians

Appendix F – Core Area Summary

Core Area General Feedback

Participants in the Core Area meeting were concerned about:

- Safe, efficient transportation for people using all modes, especially from 3rd Street to Downtown Bend
- Pedestrian and bike safety along and across 3rd Street
- Creating an inviting and walkable core area
- Connectivity across the Parkway and railroad at Hawthorne, particularly for bikes and pedestrians
- Providing protected bike lanes, separated paths, and more neighborhood greenways
- Winter maintenance (snow and gravel removal) of bike lanes

When asked about priorities for pedestrian investments, tables reported the following:

- Improved connections to schools
- Support for the proposed Hawthorne pedestrian crossing
- Connections from Bend Central District to Downtown and from the Bend Central District to the Old Mill area
- Improved sidewalks and crossings of major roads, including 3rd Street
- Improved connections to the trail system
- Improvements to Newport Avenue
- Rebuilding the Drake Park footbridge

A sidewalk gap on the east & west side of Sisemore from Colorado to Delaware is important to infill for ADA accessibility.

Key projects and programs reported from the table discussion are presented below.

Policies

- Improve winter maintenance of sidewalks and bike lanes
- Reduce neighborhood cut-through traffic
- Provide additional parking downtown
- Consider rerouting railroad out of city limits

Intersection/Roadway

- Widen Newport Avenue river crossing bridge

Pedestrian/Bicycle

- Multimodal grade separated crossing of Parkway at Hawthorne
- Improved crossings and street lighting Near Box Factory and Arizona/Colorado Couple
- Improved crossing at Greenwood Avenue/6th Street
- Improve Drake Park pedestrian bridge
- Improve multimodal facilities at Franklin Avenue/Parkway undercrossing
- Provide protected bike lanes at Olney Avenue/Parkway undercrossing

- Additional low stress separated paths in neighborhoods
- Provide separated bike facilities downtown

Transit

- Provide a transit hub near the box factory

Appendix G – Equity Workshop Summary

Participant's Main Concerns

- State's emphasis on VMT and parking reduction will lead to fewer ADA parking spots
- To and from fixed route bus stops to destination, especially in winter.
- Expand hours of transit operation and on Sunday
- The Spanish population has no confidence in transit, the hours of operation don't match work hours, signs and directions are English only
- Busses are over full on certain intercity routes, particularly Warm Springs to Bend.
- Transportation is a barrier to accessing health care, patients miss appointments and depend on others
- The traffic congestion on 97 at the north part of town is difficult for commuters into the City of Bend
- More bus routes and shorter waits around Bend are needed so folks without cars can really use transit
- Older people who don't drive are really stuck in Bend and surrounding areas. Paratransit is difficult to use, waits are long, and travel time is unreliable. Are we looking at micro-transit options?
- Need a connected system of protected bicycle facilities like Eugene
- Bus rapid transit (like Eugene) would be good
- Education and outreach to minority youth about using bicycles safely.
- Audible signal timing should be lengthened for 3rd Street crossings.

OTHER TABLE COMMENTS

- Big issues with getting around for people who don't have documentation- for doctor's appointments, work, etc.
- Our car-oriented system disadvantages those who don't have cars
- Need a better transit system; need better sidewalks around transit and hubs of town; improve winter maintenance program to keep access to transit stops open from neighborhood streets
- Would be very cool to have bike highways and more bike-oriented system when we can, given weather limitations- group liked the LSN.
- Biking as Latina women is culturally difficult; reliant on their husband, boyfriend, or brother, to help them negotiate biking.

- Many Latina women don't know how to drive -- they depend on the males in their life and are at a huge disadvantage with a car-centric system.
- Newport Ave a very bike unfriendly area- people just driving unsafely; a painted lane in the road means absolutely nothing. Need driver education.
- Coyner Trail – needs to be open and functional
- All the schools need better access for biking and walking. Better access to the low income schools also.
- Bear Creek Elementary needs access. Particularly near Healey Heights because the trail is on the other side of the street.
- Lava and Franklin turning left very difficult
- Greenwood and 4th- very hard for pedestrian safety- and Bend Community Center- too
- COCC very not pedestrian friendly
- Brosterhous needs better bike/ped. Many people depend on trailer parks for housing and the ped/bike facilities near them are very tough. Many Latinos live there. Need more transit too down Brosterhous.
- Need transit lines to trailer parks, because so many low income/Latinos live there.

Appendix H – Survey Results

| Latino Community Organization Survey Results | | | |
|--|-----------------------------------|-----|--------------------------------|
| n= | 91 | | |
| 1 How easy or difficult is it to get to where you need to go in Bend? | | | |
| <u>Q</u> | <u>R</u> | % | |
| Very Easy | 19 | 21% | |
| Usually Easy | 24 | 26% | |
| Somewhat Difficult | 32 | 35% | |
| Very Difficult | 4 | 4% | |
| Not Sure | 2 | 2% | |
| No Reponse | 3 | 3% | |
| 2 How safe do you feel when traveling in Bend by car? | | | |
| Very safe | 13 | 14% | |
| Safe | 44 | 48% | |
| Somewhat unsafe | 23 | 25% | |
| Very unsafe | 4 | 4% | |
| Not sure | 2 | 2% | |
| 3 How safe do you feel when traveling in Bend by foot or bike? | | | |
| Very safe | 6 | 7% | |
| Safe | 39 | 43% | |
| Somewhat unsafe | 19 | 21% | |
| Very unsafe | 9 | 10% | |
| Not sure | 8 | 9% | |
| 4 What makes it hard to get where you need to go? | | | |
| Traffic on roadways | 49 | 54% | |
| No sidewalks or sidewalks | 9 | 10% | |
| Buses don't go where I need to | 28 | 31% | |
| Bicycling feels too unsafe | 6 | 7% | |
| Other: | weather, lacking road connections | | |
| 5 How would you change transportation in your neighborhood? | | | n=87 |
| More lanes on roadways to rel | 25 | 29% | |
| More roadway connections | 16 | 18% | |
| More sidewalks | 9 | 10% | |
| More bike lanes | 5 | 6% | |
| More safe ways to cross busy | 15 | 17% | |
| More paths or trails | 1 | 1% | |
| More bus routes or bus stops | 39 | 45% | |
| 6 If you could make one change to transportation what would it be? | | | n=44 |
| Bike | 3 | 7% | |
| Ped | 2 | 5% | |
| Transit | 31 | 70% | expanded service, hours, stops |
| Safety | 4 | 9% | night safety, driver education |
| Cleanliness | 1 | 2% | |
| Capacity/Roadway | 5 | 11% | congestion, traffic signals |

Council on Aging Survey Results

| n= | 25 | | | | |
|---------------|--|--|-----|--|--|
| 1 | How easy or difficult is it to get to where you need to go in Bend? | | | | |
| | Q | R | % | | |
| | Very Easy | 4 | 16% | | |
| | Usually Easy | 8 | 32% | | |
| | Somewhat Difficult | 7 | 28% | | |
| | Very Difficult | 3 | 12% | | |
| | Not Sure | 0 | 0% | | |
| | No Reponse | 0 | 0% | | |
| | | | | | |
| 2 | How safe do you feel when traveling in Bend by car? | | | | |
| | Very safe | 1 | 4% | | |
| | Safe | 11 | 44% | | |
| | Somewhate unsafe | 9 | 36% | | |
| | Very unsafe | 1 | 4% | | |
| | Not sure | | 0% | | |
| | | | | | |
| 3 | How safe do you feel when traveling in Bend by foot or bike? | | | | |
| | Very safe | 2 | 8% | | |
| | Safe | 5 | 20% | | |
| | Somewhat unsafe | 5 | 20% | | |
| | Very unsafe | 5 | 20% | | |
| | Not sure | 3 | 12% | | |
| | | | | | |
| 4 | What makes it hard to get where you need to go? | | | | |
| | Traffic on roadways | 13 | 52% | | |
| | No sidewalks or sidewalks | 5 | 20% | | |
| | Buses don't go where I need to | 2 | 8% | | |
| | Bicycling feels too unsafe | 7 | 28% | | |
| | Other: | snow on sidewalks, cars speeding, tailgating | | | |
| | | | | | |
| 5 | How would you change transportation in your neighborhood? | | | | |
| | More lanes on roadways to rel | 2 | 8% | | |
| | More roadway connections | 0 | 0% | | |
| | More sidewalks | 3 | 12% | | |
| | More bike lanes | 6 | 24% | | |
| | More safe ways to cross busy | 13 | 52% | | |
| | More paths or trails | 5 | 20% | | |
| | More bus routes or bus stops | 8 | 32% | | |
| Other: | Snow removal on sidewalks | | | | |
| | | | | | |
| 6 | If you could make one change to transportation what would it be? | | | | |
| | Driver education/safety | 6 | 24% | | |
| | Reduce traffic | 6 | 24% | | |
| | Bike | 1 | 4% | | |
| | Transit | 1 | 4% | | |
| | Snow removal | 2 | 8% | | |