

The Core Area urban renewal effort is Bend's largest opportunity to transform itself. Focusing on land use is not enough though. To quote Jason Slaughter, "a transit plan without a land use plan is a waste of time and resources, but a land use plan without transit is a lost opportunity." North American street design prioritizes vehicles and that prioritization is baked into our standard specifications. The Core Area Advisory Board should take a stand to prioritize alternative types of mobility that prioritize people over vehicles. Change takes time, and thus we need a master plan to guide the future which aims at the form of the streets as well as the land use policies that govern design of the Core Area. These lessons have already been learned in other countries and we do not need to reinvent anything, we simply need to learn and change our perspective on the form of an equitable street design. Please see the attached slides and visuals.

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Thanks Allie!!

James Teeter, SE

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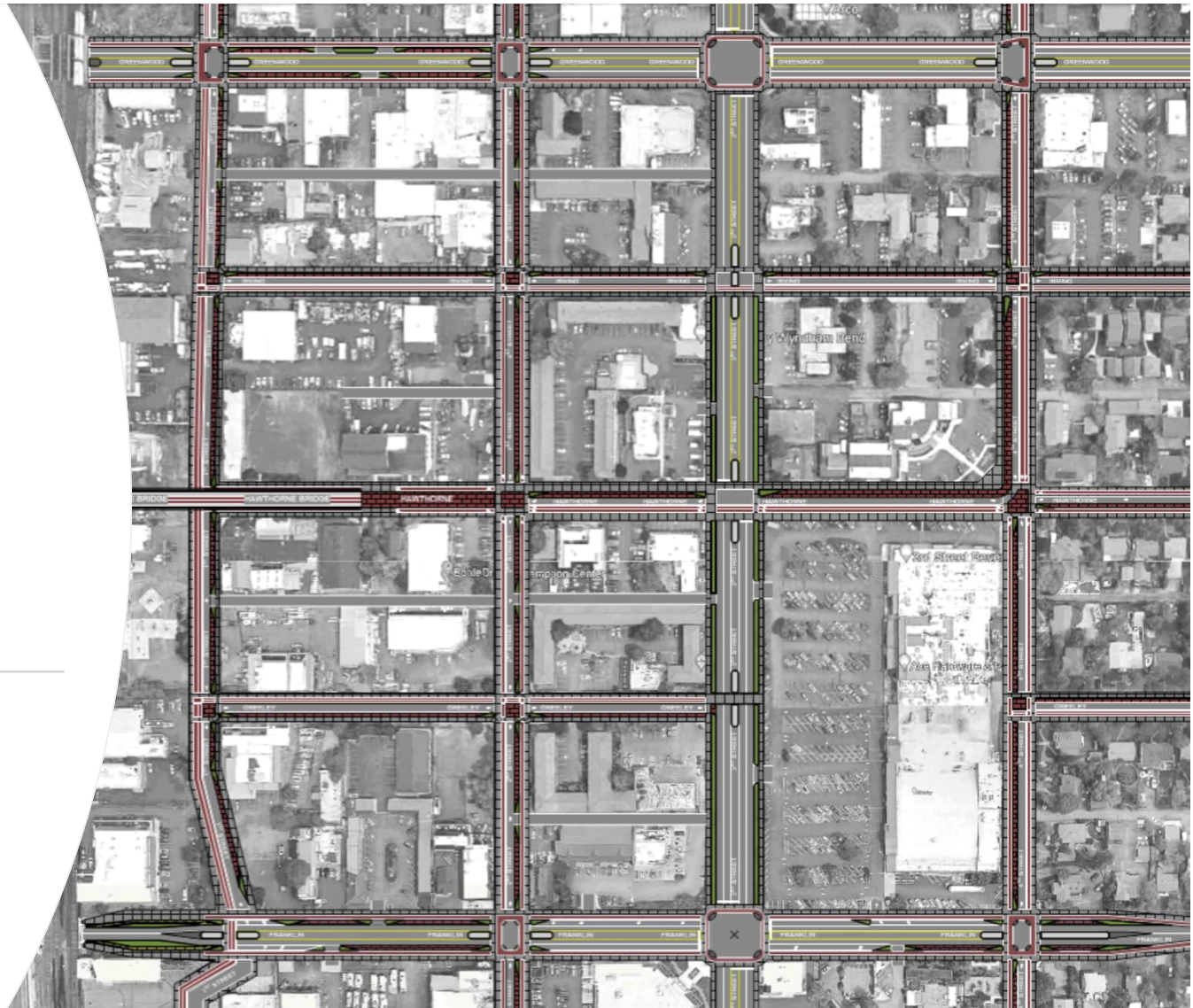
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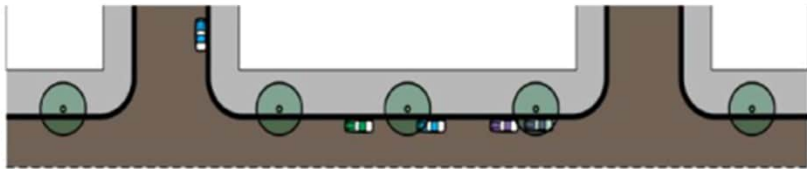
Core Area Mobility Master Plan

**Prioritizing People for an
Equitable Community**

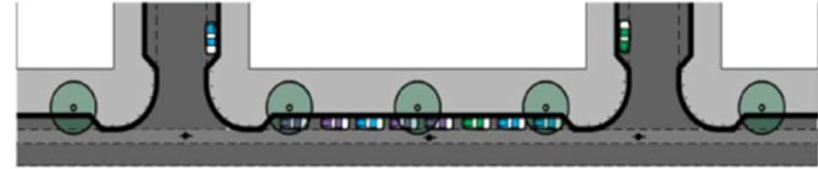
Public Comment to Core Area Advisory Board by James Teeter, PE, 04/20/2023



The Dutch learned a new way to design streets in the 1990's.

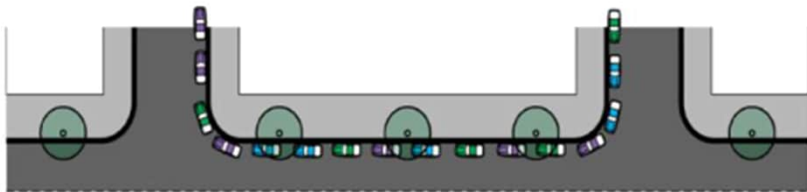


1950

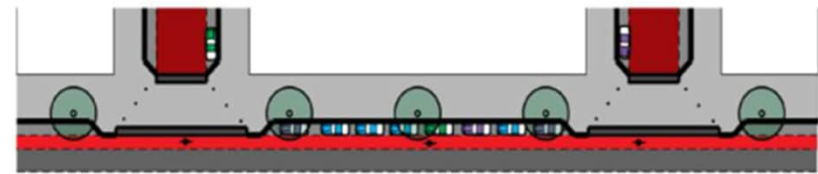


1985:

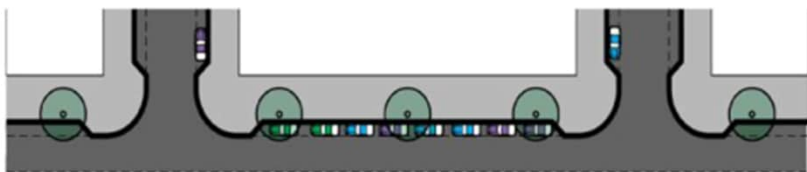
Progressive North American Streets Today



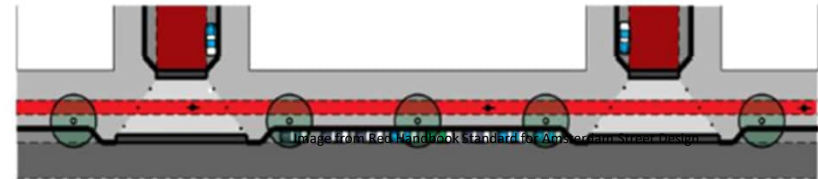
1965



1995:



1975






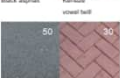










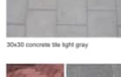
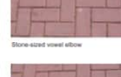



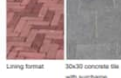













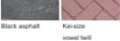











1998 - ?:

Image: Amsterdam Street Design Red Book

How'd they do it?

- They have a *written* standard that prioritizes people and quality
- They use materials wisely to design streets

Roadway	Curb	Parking	Bicycle path separate	Machine Translated by Google
 Black asphalt	 Kivi-size violet belt	 Thick formal violet	 30x30 concrete tile with surcharge	 Stone-sized violet elbow
 Red asphalt	 Thin formal	 Thin formal	 Thin formal	 Red asphalt
 Black asphalt	 Kivi-size violet belt	 30x30 concrete tile with surcharge	 Thin formal	 Red asphalt
 Black asphalt	 Kivi-size violet belt	 30x30 concrete tile light gray	 Thin formal	 Red asphalt
 Black asphalt	 Kivi-size violet belt	 Thin formal	 30x30 concrete tile with surcharge	 Red asphalt
 Black asphalt	 Kivi-size violet belt	 Thin formal	 30x30 concrete tile light gray	 Red asphalt
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 Black asphalt	 Kivi-size violet belt	 Thin formal	 30x30 concrete tile with surcharge	 Red asphalt



The Puccini method Red and Green have been successfully applied to the Wibautdijk.



A neighborhood street designed according to the design principles of the Puccini method.



Proper detailing of a 50 kmh intersection.



Detail of a good application of a 45x20 street gully with roller layer



A restless streetscape as a result of the use of too many (non-colourfast) materials and objects.



More than three main materials in a small neighborhood street quickly creates a messy picture.



Gemeente Amsterdam

Handbook
Standard for the Amsterdam street

Part of the Puccini method
December

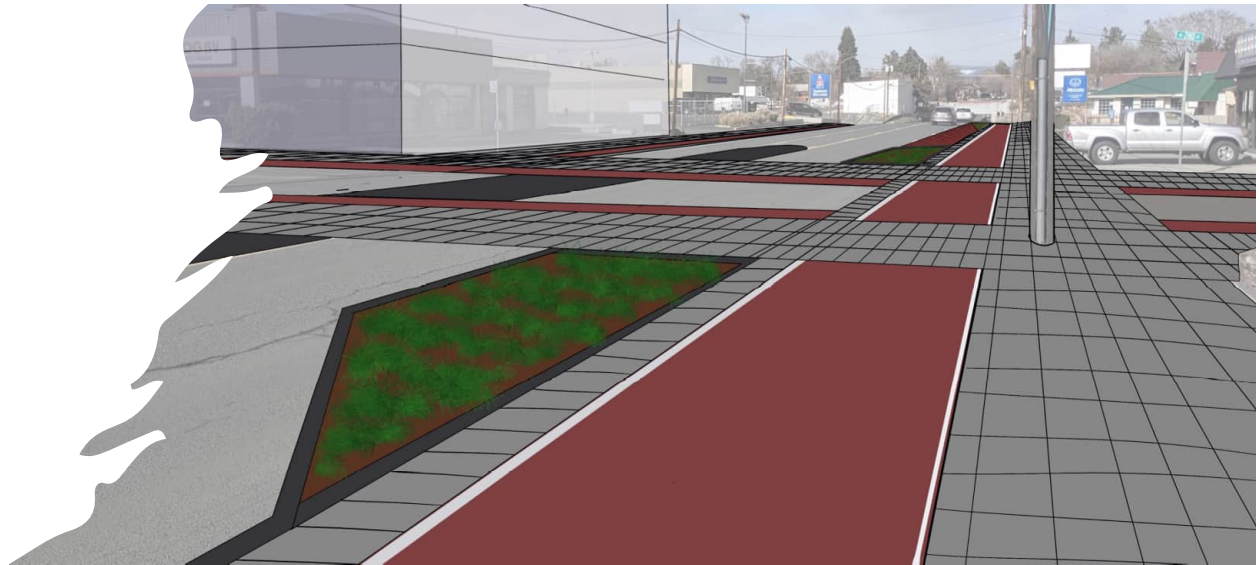
The Difference

Prioritizing People

I would never let
my child ride here

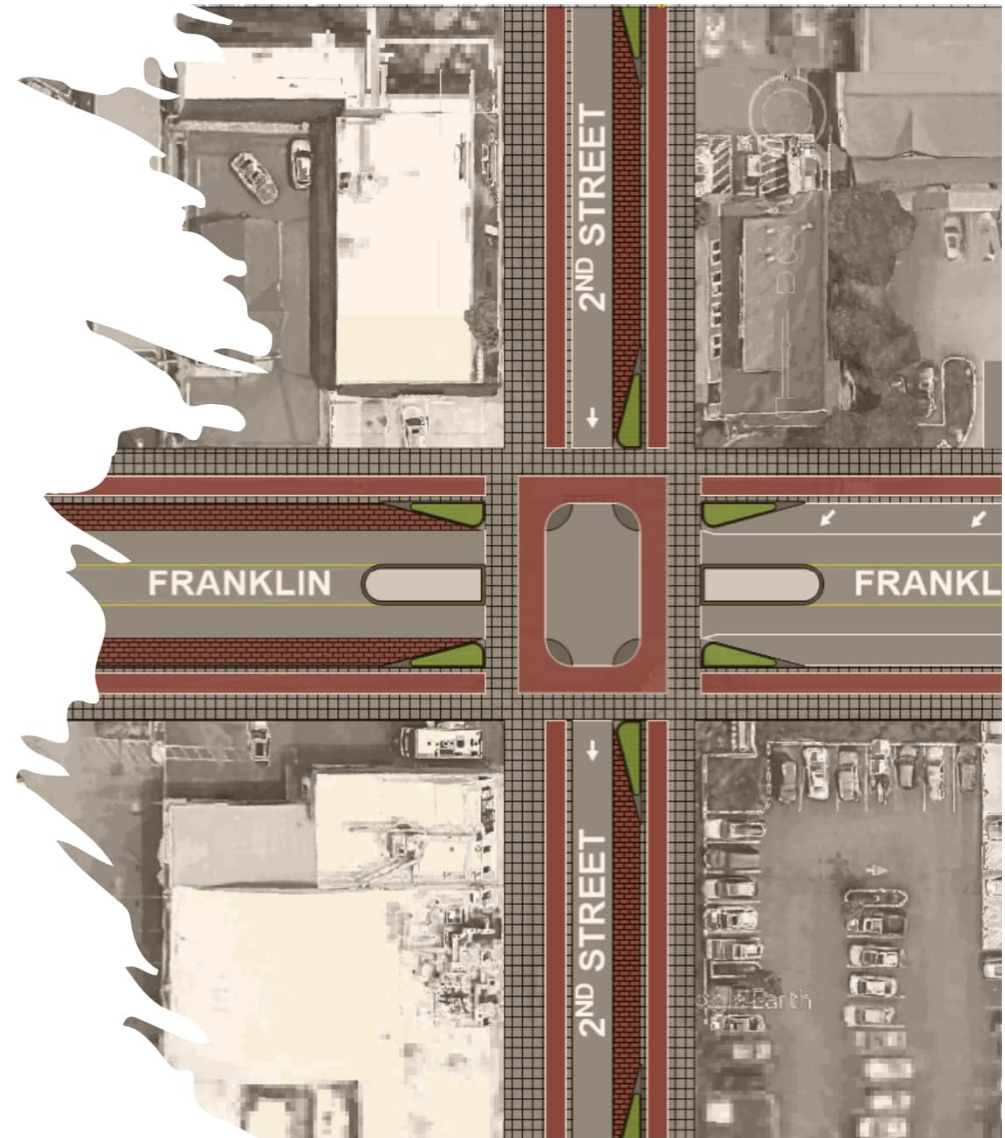


I would love to ride
here with my child



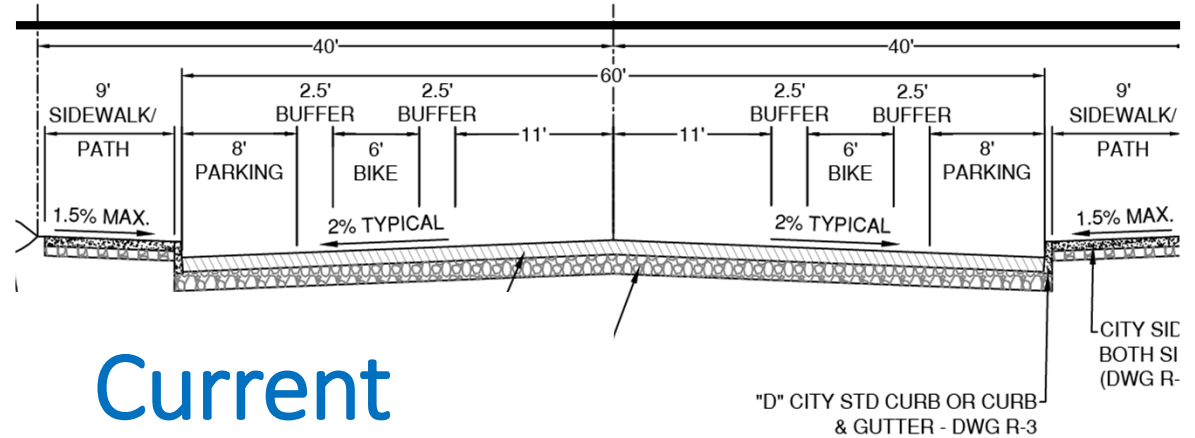
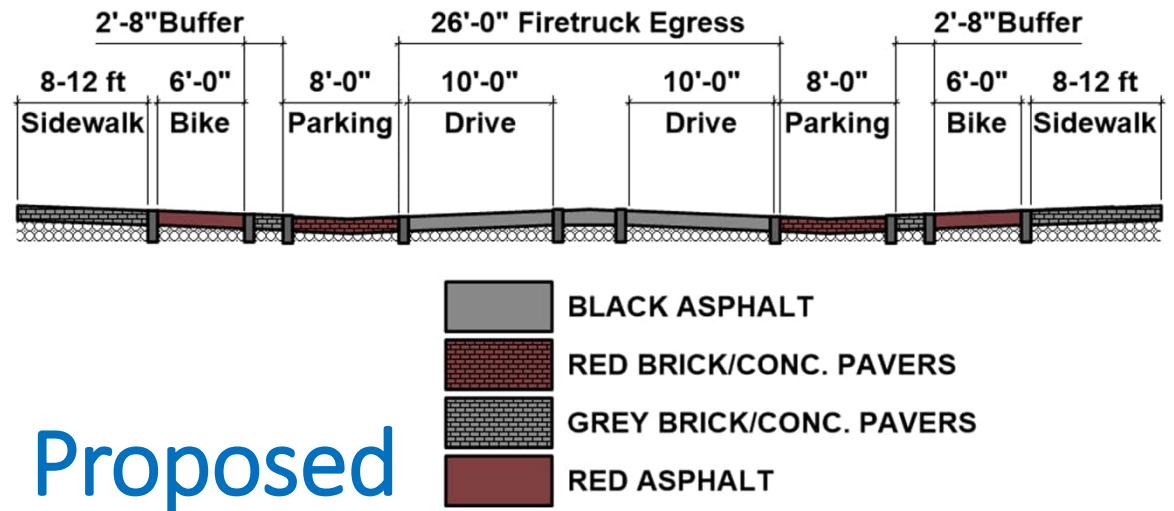
The Core Area needs a form and a plan

- Select materials for street design
- Master-plan the mobility options
- Having a plan makes it an attractive area to invest
- A walkable city promotes entrepreneurship and diverse retail

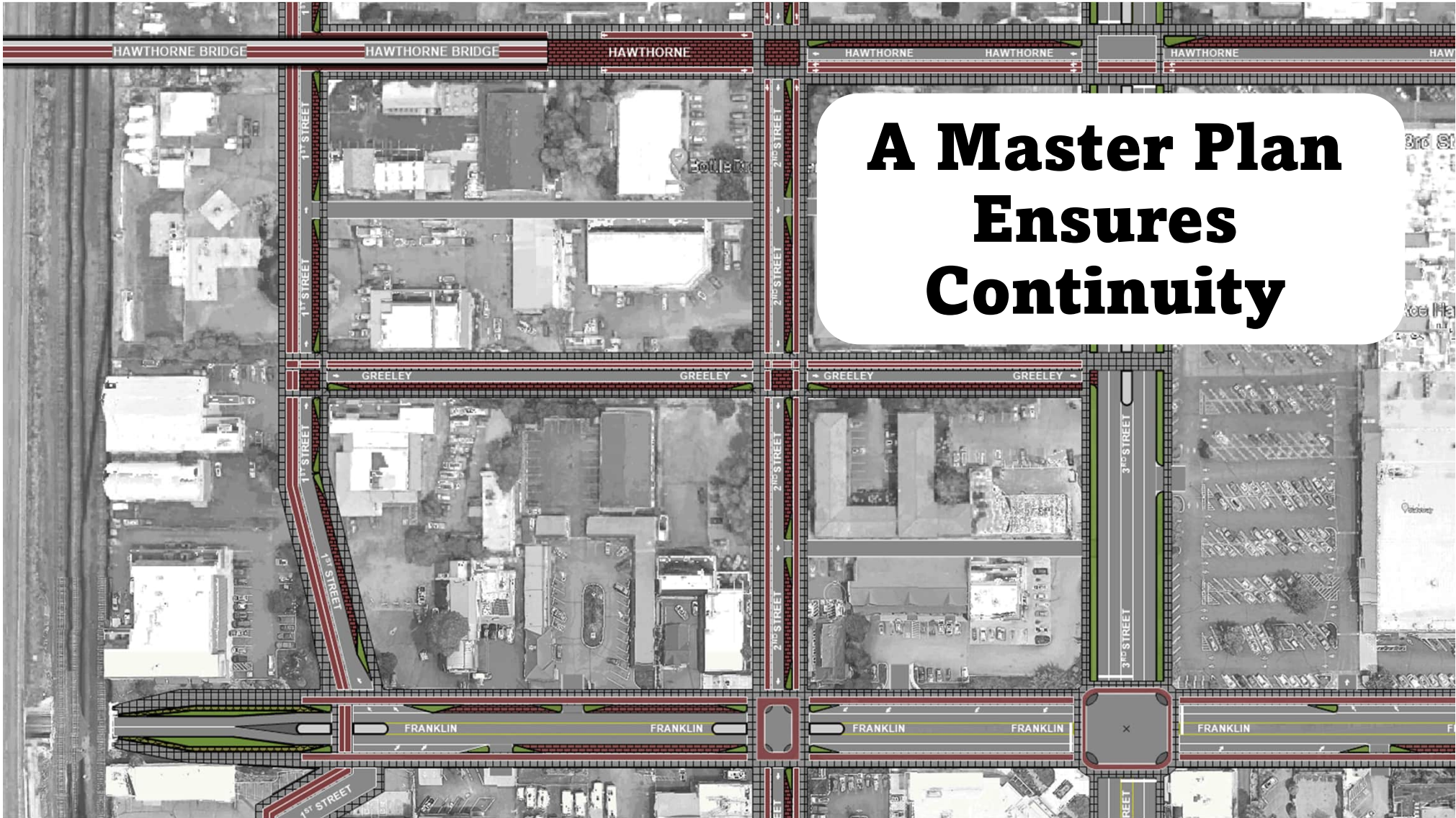


The big take away: Separate Fast and Slow Traffic

- Curbs limit mobility
- Permeable pavers = stormwater design
- Traffic calming without speedbumps
- **Safety for everyone**, not just drivers



2 LANE COLLECTOR - PARKING BOTH SIDES



A Master Plan Ensures Continuity



What you get could be amazing.