

Considerations	Concept A Shared Use Path (West Side) and Sidewalk Infill (East Side)	Concept B Sidewalk Infill (West Side) and Shared Use Path (East Side)
Consistency with broader community goals (Bend's Transportation System Plan, GO Bond)	While a shared use path improves ped/bike conditions on the west side, the absence of bicycle facilities on the east side limits connectivity for some users.	While a shared use path improves ped/bike conditions on the east side, the absence of bicycle facilities on the west side limits connectivity for some users.
Safety and comfort for all users (people walking, bicycling, accessing transit, driving)	Physically-separated sidewalks/paths eliminate potential for people driving to encroach into the walkway/bikeway. Conflict points are limited to intersections and driveways.	Physically-separated sidewalks/paths eliminate potential for people driving to encroach into the walkway/bikeway. Conflict points are limited to intersections and driveways.
Potential cost	\$5.3M/\$1,200 per lineal foot.	\$5.0M/\$1,150 per lineal foot.
Minimizes temporary or permanent impacts to adjacent properties	No acquisition anticipated, but retaining walls may require temporary construction easements.	No acquisition anticipated, but retaining walls may require temporary construction easements.
Minimizes impacts to natural, historic or cultural resources	No increase to pollutant generating surface. Landscaping buffer is maintained to greatest extent possible.	No increase to pollutant generating surface. Landscaping buffer is maintained to greatest extent possible.