

Butler Market/ Boyd Acres Key Routes Open House Survey

Final Results- May 24, 2023

Overview

- 377 surveys were completed.
- For both Butler Market and Boyd Acres Roads, **Alternative 2: Separated shared lanes, with wide sidewalks** is the highest-ranking alternative. Alternative 3, the Cycle Track option is the least preferred alternative for both roadways.
- All Neighborhood Associations were represented, with **Orchard District** (23.9%), **Mountain View** (23.4%), and **Boyd Acres** (19.8%) comprising the top three.

Butler Market Road Highlights

- **Driving** was the most mentioned form of transportation on the Butler Market corridor, reported by 83% (311 people) of respondents, with **biking** as the second-most reported method of transportation at 57% (212 people). Only 22% (83 people) reported walking as their mode of travel through the corridor. Note that people could choose multiple responses to this question.
- Forty-eight percent of respondents report **living in a neighborhood along the corridor**, and 42% reported using the corridor for **recreational purposes**.
- When asked what **characteristics people would like** the City to consider in designing the key routes along Butler Market Road, top characteristics included **“Cyclist safety/ convenience/ comfort,” “Pedestrian safety/convenience/ comfort,”** and **“Safer and enhanced street crossings”**, which scored almost equally, with **“Connections to nearby parks and trails”** close behind. Lowest ranking characteristics included **“Minimal impact to businesses along route”** and **“Attractive streetscape designs”**.
- The most **preferred design** for Butler Market Road selected by respondents was **Alternative 2: Separated shared lanes, with wide sidewalks** (3.1 weighted scale) with **Alternative 1: Buffered bike lanes, with wide sidewalks**, second (2.9 weighted scale). **Alternative 3: Cycle Track with wide sidewalks**, scored lowest (2.7 weighted scale).

Boyd Acres Road Highlights

- **Driving** was the most mentioned form of transportation reported along the Boyd Acres corridor, reported by 75% (275 people) of respondents, with **biking** as the second-most used method of transportation at 48% (175 people). Roughly 19% (71 people) reported **walking** as their mode of travel through the corridor. Note that people could choose multiple responses to this question.
- Forty-seven percent of respondents reported **using the corridor for recreational purposes**, with 29% of respondents **reporting living in a neighborhood** along the Boyd Acres corridor. Commuting to school along the corridor was the least-selected answer, with 8% (27 people) of respondents identifying this answer.
- When asked what **characteristics people would like** the City to consider in designing the key routes along Butler Market Road, top characteristics included **“Cyclist safety/ convenience/ comfort”**, **“Pedestrian safety/convenience/ comfort”**, and **“Safer and enhanced street crossings”**, which all scored almost equally, with **“Increased mobility and safety for those who have limited mobility”** close behind. The lowest ranking characteristics included **“Attractive streetscape designs”** and **“Minimal impact to businesses along route”**.
- The most preferred design for Butler Market Road is **Alternative 2: Separated shared lanes, with wide sidewalks** (3.2 weighted scale) with
- **Alternative 1: Buffered bike lanes, with wide sidewalks**, second (2.8 weighted scale). **Alternative 3: Cycle Track with wide sidewalks**, scored lowest (2.7 weighted scale).

Representative Quotes from Open-Ended Questions

Butler Market Road

“I lived in neighborhood, on Hollow Tree Ln, for 7 years and attempted to walk and bike along Butler market and boyd acres but too traffic too treacherous.”

“We use the corridor for access to the businesses.”

“I use the corridor as a main E-W route to 27th and beyond.”

“I commute by Bike from home to work utilizing Butler.”

“I live off of Neff & 27th and have to use Butler Mkt as a detour.”

“I would like more sidewalks, which currently cease to exist, or don't fully connect. I also would like a buffered bike lane as it would make it easier and potentially safer to bike in the future, it is kind of scary with so many cars the way it currently exists.”

“Safety crossings on both Boyd acre and butler market roads as there is only one intersection to cross in and vehicles never stop for pedestrians. Walking dog in this area is dangerous due to high speed of vehicles and no safe crossing spots.”

“I use Butler Market as an access corridor to businesses on 3rd street and downtown.”

"More streetlamps, visibility is very poor at night on Butler market."

"My son's school is on Butler Market, and I drive him to and from school."

"I live in Bend and want safe, separated, and connected routes to commute by bike."

"It is a "necessary evil" because nothing connects and there are no quiet roads to travel on."

"I do not use this route often, but sometimes use it for going to and from children's sports activities for running errands in the north part of town."

"Just keep the road working or improve it. I sometimes bike to work, and it works fine. Having a functional road for cars is much more important."

"I live on the Westside and play pickleball regularly at Pine Nursery. I use Butler Market to get there on my bike."

"There also needs to be a safer route to cross the Parkway on-ramp and cross 97. These plans are great but do nothing to address the cross-city travel issue."

"We need better bicycle infrastructure so I'm all in on number two."

"I don't like any of the designs below, but you don't provide other options. I think all of these are ridiculous until you put more marked crosswalks across Butler Market. And for crying out loud, we don't need 10' sidewalks. Where did that stupid idea come from? I have lived off Butler Market for 25 years and walked and biked along it. We don't need all that fancy design. We just need a basic bike path like we have and basic sidewalks along the whole thing."

Boyd Acres Road

"Central Oregon Irrigation Dist. has a ditch/patrol road that follows the canal as it crosses Boyd Acres and heads east toward Brinson. We need to make certain that the access as it crosses Boyd Acres does not become blocked with medians, etc."

"I drive home from the grocery store on this road."

"I drive it almost daily to get places."

"This is a primary route for commuting to work getting around town."

"I almost never take this route because it is a terrible riding experience that doesn't connect safely to anything."

"I use it to get to businesses on that part of town."

"I use the corridor to access the businesses along it & as an alternative to reach Empire Ave. (instead of taking 97)."

"The S curves at the north end of Boyd acres are a far bigger need. I bike it almost daily and have been ran off the road dozens of times because there is no bike lanes period."

"Making the road functional for cars must be the highest priority."

"Please include features that slow the speed of cars. This may make it safer for pedestrians and cyclists."

"Do not merge bike lanes into pedestrian crosswalks like you did at 9th and Wilson. This is a colossal mistake, and as a cyclist goes against everything a cyclist is taught on how to handle a roundabout like a motorcycle. I a cyclist uses a pedestrian crosswalk they must get off the bike and walk it. Do not encourage more people to ride through crosswalks, this is unsafe, and the city should be sued if a cyclist is injured in one of the crosswalk errors created by the city."

"Forget the fancy designs, just provide us with safe crossings, a bike path, and normal crosswalks."

"Parking from business along the corridor (the bars) spills out into the current bike lane. Pickup trucks regularly stick into the bike lane at Northside Bar and Grill."

"Need safer access to Boyd Acres from Ross Road. Heavy residential increase bringing many more cars."

Additional Comments – Both Corridors

“Literally anything you do will be an improvement for bikes and pedestrians. I bike the corridor daily and there are several school bus stops along the west side of Boyd acres and north side of Butler market. Considering how to improve pedestrian safety is important. Many people enjoy walking along Boyd acres to the Lonza field or the canal trails, the pedestrian routes along this road are disjointed and in close proximity to traffic.”

“I bike commute and have done so in other towns as well. My experience is that a bike lane separated by a curb and grass strip is way safer and more well used than just a buffered bike one on a widened street. If you’re doing it at all, build a truly separate bike path. However, I don’t think it’s necessary to have wide, two directional bike lanes or an additional sidewalk. The bike path can be multi-use. This narrows the corridor, reduces the cost, and lessens the impact on current road frontage property owners. Thank you for making bike paths a priority!”

“Protected bike lanes with a physical separation from traffic is needed. You can see where the bike lanes are worn down from cars coming into the bike lane. Please DO NOT add "bike lanes" like the ones on SW Reed Market (which are an abomination and I avoid--I ride in the middle of the road, they are unsafe). Also fix the potholes and do more street sweeping, it is sketchy to ride bikes in gravel on these roads. Thank you for listening!”

“I commute daily utilizing Butler road. I see mostly other commuters utilizing Butler as well. Recreationalists use the sidewalk on the North side. The main issue is the squeeze at Wells Acre. Please do NOT implement option 3 where commuting cyclists and pedestrians with dogs share the same path, a cycling commuter disaster worse than it is today. Cyclists simply need a buffer from the vehicular traffic. Thank you !!”

“It would be really nice to be able to safely walk along both of these streets without sidewalk interruption. I don't bike, so I don't have an opinion on what's the better option. Something that's safe, for sure.”

“A happy medium between alternative 1 and 2 for biking without the added cost of a median could be to add plastic divider cones to separate the bike lane from the driving lane to prevent cars from veering into the bike lane. I live in this neighborhood and bike regularly and don't feel an entirely separate concrete median is necessary for how expensive it is but would feel significantly safer by having any type of divider to hopefully reduce the chance a car could veer into the bike lane.”

“One of the biggest obstacles is turning left (East) from Boyd Acres on to Butler Market Rd. The traffic signal is triggered by cars but there is no way to activate it from the bike lane.”

“I live north of Empire off Boyd Acres. I would love to have a safe route to bike to a grocery store. I have F4L, WinCo, and Albertsons all reasonably close but not safe to bike to.”

“I commute to work year-round by bicycle. I dislike alternative #3 because it would force me at times to cross auto traffic to access the bicycle corridor.”

“Just that I’m super happy to hear that this is a project the city is planning. We live in the area and feel a bit trapped in by unsafe walking/biking conditions and feel pressure to use a car a lot for safety. It would be wonderful to be able to walk or bike with my toddler to nearby parks or even up to WildRoots Coffee and the other businesses just past Boyd Acres and Empire. Thank you!”

“I don't think 10 wide sidewalks are necessary. 6' to 8' wide are plenty considering the use it will receive. The sidewalk will rarely have 2 way passing foot traffic if at all. If there is extra ROW width the buffer between the traffic lane and the bike lane should be larger.”

“I’ve noticed that people don’t do well with concepts they haven’t seen before, and it makes traffic more dangerous to throw in too many options. Using the simplest plan of connecting sidewalks and giving a buffer area will have the greatest positive impact, along with connecting to off road paths such as the canal and parks.”

“I much prefer separated and protected cycle lanes / paths wherever feasible (above and beyond painted

stripes and buffers)."

"I live off of 6th and would happily take my son to soccer at Pine Nursery by bike on nice evenings if it were safe to do so. I feel very confident on a bike, but the high speeds and poor state of the bike lane there make it so I don't feel safe."

"THANK YOU for considering aesthetics while improving transportation (all modes) functionality along these two key routes in Bend, Oregon."

"I should say, I'm not a bike rider, and rarely commute on these roads except in my car. Given that, believe all 3 designs provide significant improvements for both bike riders and pedestrians, without impairing vehicular traffic. Although I have some preference for Alternative 2, I also have some concerns about the increased costs of installing and maintaining either Alternative 2 or 3. Just how significant those differences are from Alternative 1, might sway my preference. However, I do strongly support making alternative transportation modes -- walking, biking, etc -- much more available, and importantly, Safe! Glad that Bend is finally making progress in addressing this important issue!"