

APPENDIX D: PROJECT OPEN HOUSE #1 SUMMARY & SURVEY

FEBRUARY 29TH, 2024

BEND BIKEWAY

OPEN HOUSE #1

OPEN HOUSE SUMMARY



March 2024

TABLE OF CONTENTS

Bend Bikeway.....	1
Open House #1	1
Open House Summary	1
March 2024	1
Overview	3
Goals of the open house:	3
Engagement Opportunities	3
Promotion	3
Participation	3
Key Takeaways.....	3
Feedback Summary	5
In-person Open House.....	5
Station 1 – General Information	5
9 th Street Concept:.....	5
Bear Creek:	6
Franklin Alt A1 and A2.....	6
Franklin Alt B.....	6
Evaluation Criteria	6
Online Survey Feedback.....	7
Online Map Tool Feedback.....	9

OVERVIEW

Goals of the open house:

- Share information about the project, specifically the:
 - Evaluation criteria that will be used to create the final design
 - Improvements being considered including the three shared-use path segments with the Franklin Avenue segment having three (3) alternative options and the cost for each in relation to each other and the project budget.
- Ask people about:
 - What parts of routes feel unsafe to travel
 - What parts of each shared-use path option they would like to see in the final design and that they like the best, considering budgetary constraints
 - The evaluation criteria, and if they are right / if anything is missing

Engagement Opportunities

Opportunities for the community to provide feedback for this phase of the project included:

- **February 21st through March 6th** – Online open house
- **February 29th** – 5-7pm in-person open house at Municipal Court

Promotion

To promote the project and the open house, the project team:

- Mailed bilingual English/Spanish postcards to all addresses (owners and occupants) along the routes considered. (745 addresses total).
- Advertised on the official City project webpage.
- Media release ahead of in-person open house.
 - KTVZ, Bend Bulletin and Central Oregon Daily shared information.
- Promoted the open house by email to interested community members signed up for previous program (Neighborhood Greenways) project updates (175 emails sent).
- Open House Invitation Post on all City of Bend social media channels.

Participation

107 people participated in the online survey and approximately 86 visited the in-person open house. A few participants also reached out via email or phone calls during the time the open house was posted.

Key Takeaways

Some key takeaways from this round of engagement:

- People are generally excited about new bike infrastructure the City is planning but are not sure how all the planned projects would be tied together, or when a project would be constructed closer to their house/work.
 - Specifically, regarding proposed Franklin improvements and the Hawthorn Bridge project, how they will link together or create redundancy.
- People want shared streets included in this project to offer a higher level of service than the existing neighborhood greenway routes by further limiting vehicles speeds and volumes and offering more protection that “just paint” to set a better baseline for Bend’s Bikeways and led to increased use.
- People would mostly prefer protected paths that separate users from vehicle traffic to the maximum extent possibly, citing this improvement being worth added costs and potential impacts to adjacent property.
 - Feedback noted that while user protection was paramount, they also believe the City should look for inventive ways to create ride protection at a lower cost where possible.
- People want to bike infrastructure that is better maintained/swept, landscaped and lit.
- This event collected a lot of information about locations on this project, as well as general locations throughout the City, where people feel unsafe. This information has been consolidated onto the GIS Feedback Map tool.

FEEDBACK SUMMARY

Throughout this document, numbers (#) preceding a comment indicate the number of people who made a similar comment.

In-person Open House

In-person event was held at Municipal Court on February 29, 2024 from 5 to 7 p.m. Approximately 86 people visited with the project team. A Spanish translator was available at the event but not utilized by the community. People at the In-Person Open House were also directed to utilize online feedback tools. Staff attending the event recorded Interactions and direct the public to use sticky provided to provide comments on display boards. The Open House Event Plan, Display Boards with comments and Event Interaction Logs are included as Appendices A, B and C, respectively.

Station 1 – General Information

- People are generally excited about new bike infrastructure the City is planning but are not sure how all the planned projects would be tied together, or when a project would be constructed closer to their house/work.
 - Specifically, regarding proposed Franklin improvements and the Hawthorn Bridge project, how they will link together or create redundancy.
- People want shared streets included in this project to offer a higher level of service than the existing neighborhood greenway routes by further limiting vehicles speeds and volumes and offering more protection that “just paint” to set a better baseline for Bend’s Bikeways and led to increased use.
- People would mostly prefer protected paths that separate users from vehicle traffic to the maximum extent possibly, citing this improvement being worth added costs and impacts to adjacent property.
 - Feedback noted that while user protection was paramount, they believe the City should have more inventive ways to create ride protection at a lower cost.
- People want to bike infrastructure that is better maintained/swept, landscaped and lit.
- This station collected a lot of information about locations on this project, as well as general locations throughout the City, where people feel unsafe. This information has been consolidated onto the GIS Feedback Map tool.
- **Unsafe Travel Locations**, an activity at the in-person open house was to place a dot on the map at places where you feel unsafe traveling along the routes. These results have been added to the GIS map tool that was available online for people to select locations they felt unsafe, and are discussed below.

9th Street Concept:

- People like the idea of having a separate path but would like even more of a buffer zone to accommodate kids riding not too close to traffic, and would like path to be wider to accommodate range of users.
- People want to see raised driveways off of SUP while also maintaining access and parking for local businesses.

- People want this corridor to be lit.

Bear Creek:

- People also want protected facility on south side of the road.

Franklin Alt A1 and A2

- Respondents favoring these segments typically liked the lower cost, and less traffic on Emerson.
- Respondents do not like having to bike through Juniper Park, noting their preference to cross instead at 5th Street, which would also lower cost.
- People want shared streets included in this project to offer a higher level of service than the existing neighborhood greenway routes by further limiting vehicles speeds and volumes and offering more protection that “just paint” to set a better baseline for Bend’s Bikeways and led to increased use.
- Mixed feedback about crossing 9th Street at a new Emerson crossing or using the existing RAB.

Franklin Alt B

- Respondents favoring this alternative like the protection and the direct route.
- Respondents want raised bike facilities to be maintained year round.
- Respondents would prefer raised bike facilities on both sides of road, even if it means narrowing westbound bike width.
- Want this option to connect Hawthorn bridge.
- People want more separation from on-street bike facilities than just pain, such as delineators, which people acknowledge also do not last a long time.
- Mixed feedback about crossing 9th Street at a new Emerson crossing or using the existing RAB.

Evaluation Criteria

People were asked if our Franklin Avenue Goals and Evaluation criteria look right to you?

One person commented, stating “Protected lanes are the only respectable separation, and the only way to reclaim the road for biking.”

Online Survey Feedback

Below is a summary of the feedback we received. The PDF survey results and spreadsheet of result are attached as Appendices D and E, respectively.

Q1: Typical modes of travel, Q3: Proximity to routes and Q10: Impact on vehicle trips

The majority of respondents (67 out of 106) indicated that they usually travel around town by driving. Biking is the second most common mode, with 30 respondents choosing it as their primary means of transportation. Many respondents (42 out of 106) have multiple trips per week to destinations within 1/4 mile of a route and the majority (68 respondents) believe that completion of this project will reduce their trips taken by vehicle.

Q2: What Neighborhood District do you live in?

Larkspur (18), Old Farm (16), Orchard (16) and River West (15) had the highest representation among respondents, which represents areas where the most work is planned. All other districts had at least some representation, ranging from 2 to 6 respondents.

Q6: Ranking considerations for improvements

Respondents ranked "Comfort level for roadway users" as the most important consideration, closely followed by "Quickest implementation" and "Cost." "Impacts on adjacent properties" was ranked as the least important consideration by respondents.

Q7: Prioritizing improvements for the project

Respondents ranked "Protected shared use path" as the most important improvement. This was followed by "Large intersection improvements," "Enhanced crosswalks," "Modal filters to reduce vehicle traffic on local roads along the routes," and "Reducing vehicle speed and vehicle use of roads along these routes" in descending order of importance. "Filling sidewalk gaps" was considered the least important improvement by respondents.

Q8: Preference for transportation concept near Franklin Avenue and Q9: Reasons for preference

Respondents favored raised and protected bike lanes along Franklin as it provides a direct and safe option for cyclists that separates users from vehicle traffic.

- Alternative B: Raised and Protected Bike Lanes along Franklin received the highest number of votes (53). Respondents favored this option for reasons including:
 - Perception of increased safety due to separation from vehicle traffic.
 - The ability of raised and protected bike lanes to provide more space for cyclists and pedestrians, particularly students walking to and from school.
 - Safety concerns were cited as a primary reason, along with the perception that this option prioritizes cyclists' needs and enhances the overall biking experience.
- Alternative A2: Shared-Use Paths along Sixth Street and Emerson received 22 votes. Reasons for choosing this option include:
 - Perception that a dedicated shared-use path would appeal to a broader range of users, including commuters, families, and pedestrians.
 - Connectivity advantages and flexibility, such as linking to the Hawthorne bridge.

- Some respondents felt that this option struck a good balance between safety and directness for cyclists, especially for those who may not feel confident riding near traffic.
- Alternative A1: Neighborhood Greenway along Sixth Street and Emerson received 21 votes.
- Reasons for preference include:
 - Appreciation for the potential of a neighborhood greenway to naturally accommodate various users.
 - Practicality and lower cost compared to other options, as well as potential connectivity advantages.
 - Safety considerations and the perception that it would make the neighborhood less car-friendly and better for bikes.
- 3 people commented that they did not want any improvements for biking.
- 3 respondents commented on their preference of route that doesn't meander through the park.

Online Map Tool Feedback

Below is a summary of the feedback we received, where people feel unsafe. The Map tool results are available on the a City maintained GIS layer “Crosstown Bikeway – Public Feedback”.

Many respondents also utilized the map tool to provide general questions/comments. These questions and comments not related to Unsafe Locations are summarize on the Open House materials observations section.

North-South Route: from south to north

- 2 comments regarding Nottingham is a private trail
- 2 comments stating excitement for the trail to be open to public again
- 1 comment about preference to have SUP on 15th if COHCT will not be available soon
- 5 comments about Reed Market crossings and 15th RAB
- 1 comment about trick entrance onto Larkspur Trail
- 2 comments about preference to have SUP route on 15th added noting Larkspur trail is great but not direct, accessible, or able to accommodate lots of bikes due to it's current use/feel.
- 2 comments about adding raised crossings to new and existing crossings where Larkspur trail crosses roads.
- 1 comment about Wilson/15th RAB being difficult to cross.
- 4 comments about Coyner trail not being great for bikes due tight corners and conflicts with park users.
- 8 comments about not wanting to bike through Juniper Park.
- 1 comment about Emerson/ 6th being wide and has fast vehicles due to through traffic.
- 1 comment about Irving traffic being too fast.
- 4 comments about US-20 crossing at 6th being not great for bikes or small children.
- 1 comment about cut through traffic on Kearny making 6th unsafe.
- 5 comments on high vehicle use of 6th/Olney and no refugeer when crossing
- 3 comments about not having protection crossing revere on 6th
- 3 comments about not having cars slowdown/stop on Seward/6th.
- 3 comments about Butler/Boyd intersection not feeling safe.
- 2 comments not feeling safe accessing NUID Canal Trail from Brinson.

East-west Route: from east to west

- 1 comment about needing safe crossing of Bear Creek at SE Craven.
- 2 comments about difficulty crossing BC/15th RAB
- 1 comment about ADA ramp at SE corner of Franklin and 4th filling with water regularly
- 1 comment about Harriman/Georgia wide intersection.
- 2 comments about stop sign orientation at Harriman/Florida.
- Multiple very similar comments about parking block lines of sight on Existing neighborhood greenway in Old Bend.
- 1 comment about missing SW on Shasta
- 1 comment about steep grade on Shasta
- 1 comment about wide intersection of Gilchrist and Shasta

- 2 comments about bumpy Gilchrist bridge
- 3 comments about tough navigation through Columbia Park
- 4 comments about difficult crossing 14th on Cumberland
- 2 comments about vehicle volumes on 15th near Elgin
- 5 comments about tough crossing Galveston at 15th.
- 1 comment about frequently ran stop sign at 18th and Hartford,
- 1 comment about trough transition to West Bend trail
- 2 comments about WBT crossing of York being difficult due to vehicles turning onto street
- 1 comment advance warning signage ahead of Skyliner road crossing.

Neighborhood Greenway General=

- A few comments to Daylight all intersections on existing/new greenways.
- 2 comments expressing how wayfinding would benefit users.
- Comment about wayfinding near Mt Shasta =turn that could be placed to let users know they missed a sharp turn and need to turn around to stay on route.
- 1 comment about adding artistic elements.

9th Street:

- 2 comments about Reed Market crossings near 9th Street feeling unsafe.

Route comments

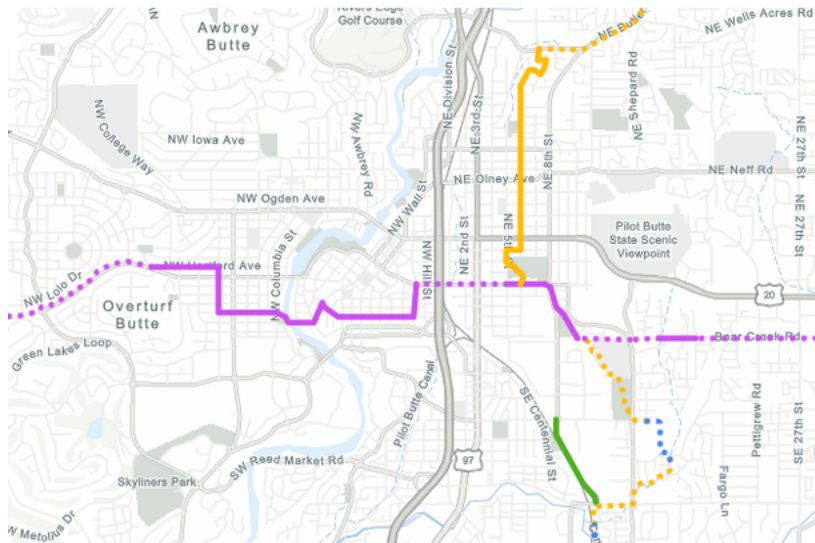
- Use Galveston.
- Use 9th if COHCT becomes public.
- 2 comments to create paths on 15th Street to create direct route.

Other project comments:

- Comments related to other locations or projects are left on map for future reference, and not analyzed as part of this database.



CITY OF BEND

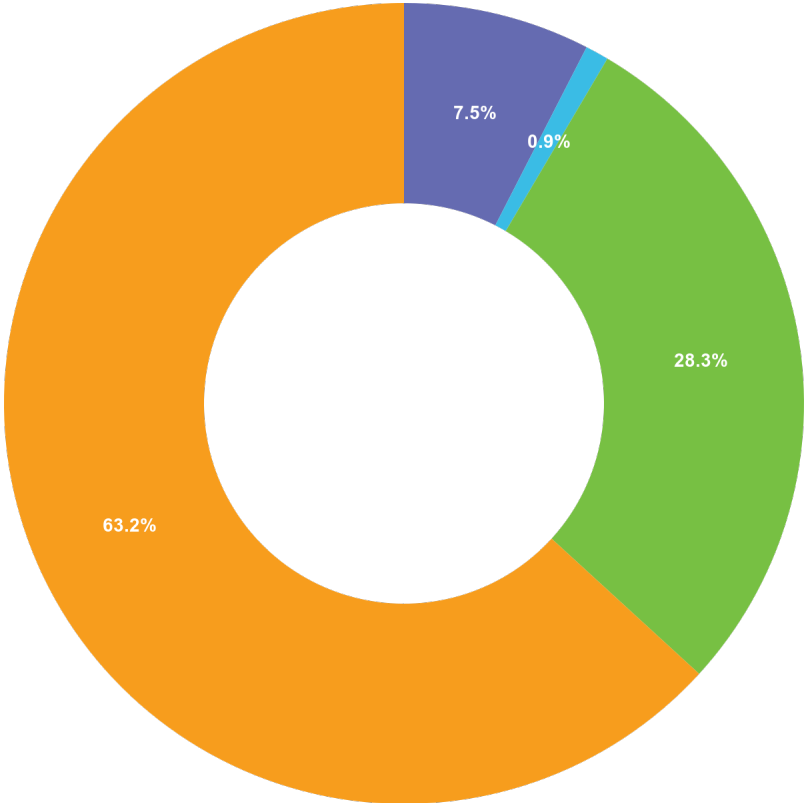


Bend Bikeway Open House Survey - 2024

The Bend Bikeway project will make improvements to enhance the safety and enjoyment of walking and biking for everyone in our community.

After reviewing the open house materials, complete this survey to provide your input on the potential design configurations for portions of the Bend Bikeway.

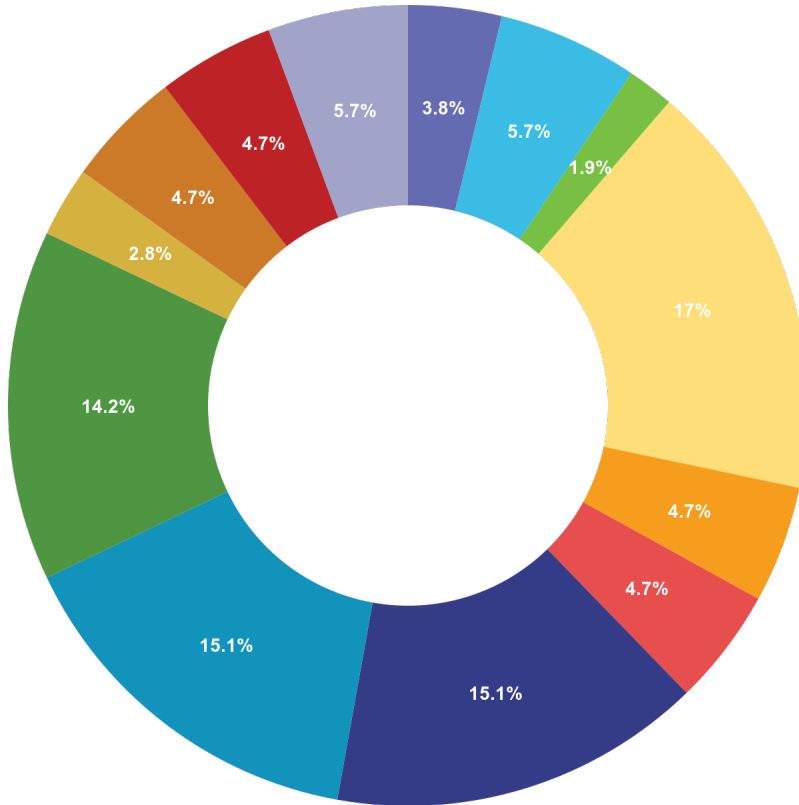
Q1 How do you usually travel around town?



Answered: 106 Unanswered: 1

Choice	Total
Walk	8
Roll	1
Bike	30
Transit	0
Drive	67

Q2 What Neighborhood District do you live in? See map.

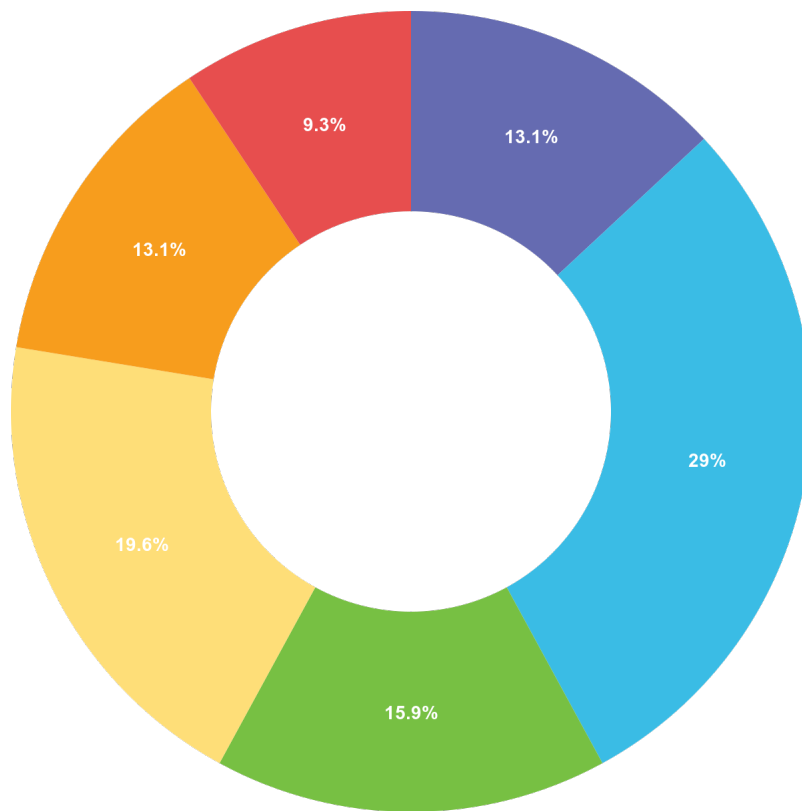


Answered: 106 Unanswered: 1


Choice	Total
 Awbrey Butte	4
 Boyd Acres	6
 Century West	2
 Larkspur	18
 Mountain View	5
 Old Bend	5

Choice	Total
● Old Farm District	16
● Orchard District	16
● River West	15
● Southeast Bend	3
● Southern Crossing	5
● Southwest Bend	5
● Summit West	6

Q3 What is your living/working proximity to one of the routes shown?



Answered: 107 Unanswered: 0

Choice	Total
 On a route	14
 Within 0.25 mile	31
 Within 0.5 mile	17
 Within 1 mile	21
 Within 2 miles	14
 Greater than 2 miles	10

Q4 Enter your street address*

Thursday, March 7, 2024 at 12:18 AM UTC

854 NE 12th St. Bend, OR 97701

Tuesday, March 5, 2024 at 7:28 PM UTC

102 NW Jefferson Place

Tuesday, March 5, 2024 at 6:59 AM UTC

20740 Alan A Dale Court

Bend or 97703

Saturday, March 2, 2024 at 5:01 PM UTC

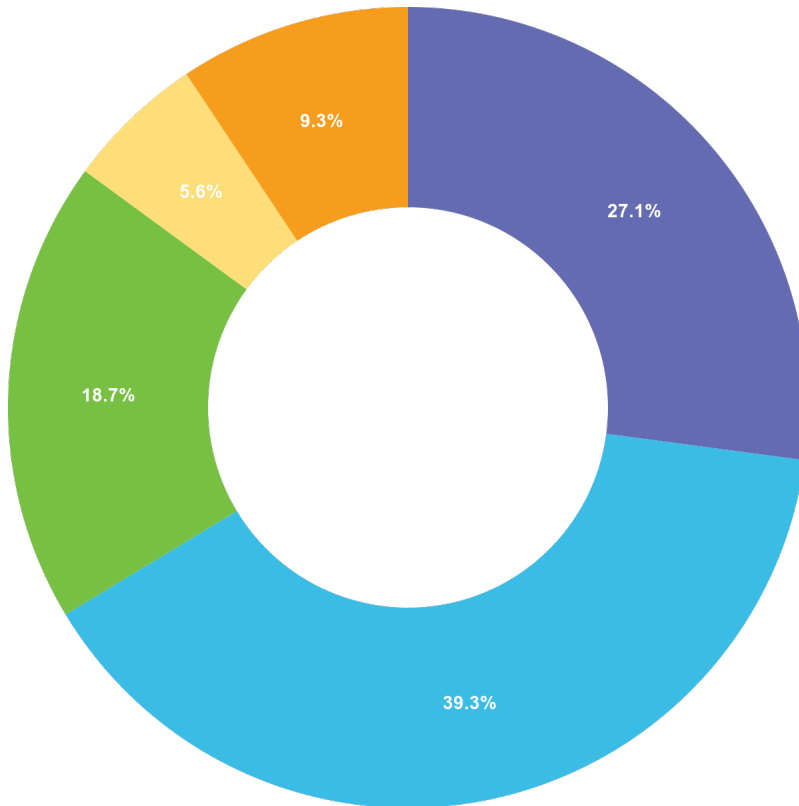
504 NE 10th St

Saturday, March 2, 2024 at 3:51 PM UTC


504 ne 10th,
477 ne Franklin

Answered: 14 **Unanswered:** 93

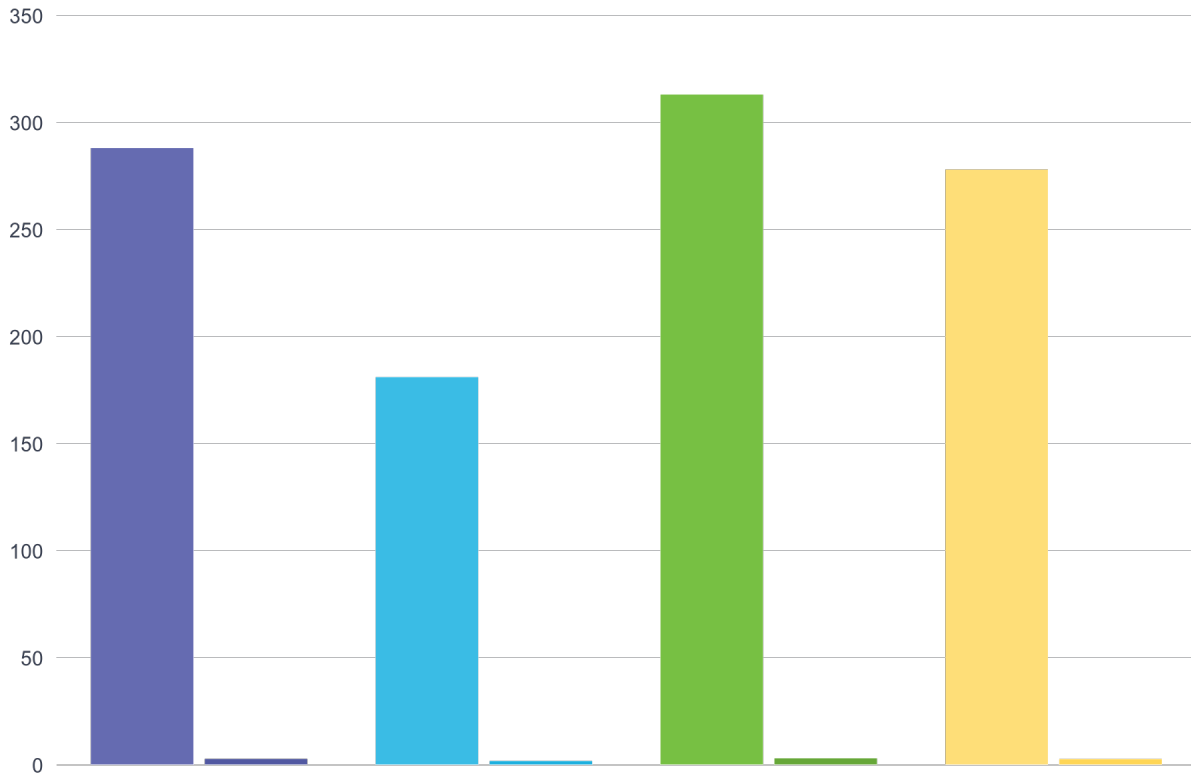
Q5 How often do you have trips to a destination (work, school, recreation, dining, shopping, etc.) that are within 1/4 mile of a route?



Answered: 107 Unanswered: 0

	Choice	Total
	Daily	29
	Multiple times per week	42
	Weekly	20
	Monthly	6
	Rarely	10

Q6 Each improvement will consider roadway user safety and will be assessed based on the following other criteria as well. Please rank the following considerations by level of importance. (1=most important, 4=least important)

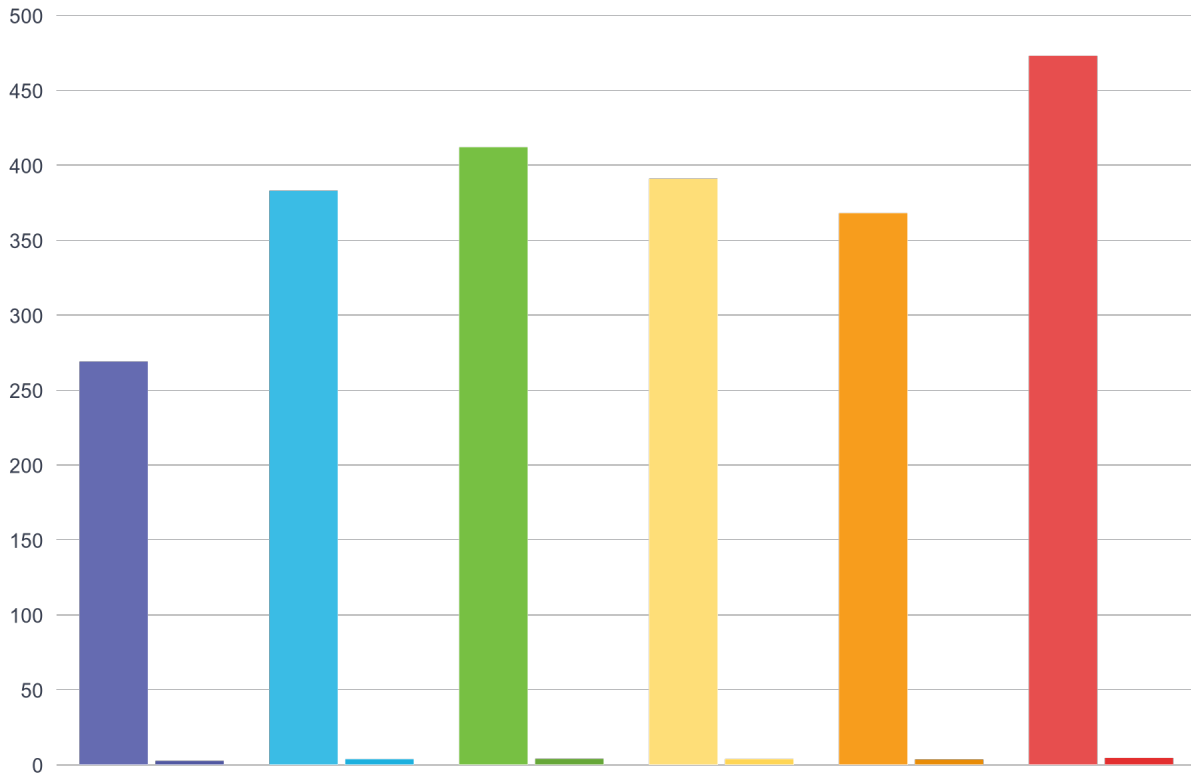


Answered: 106 Unanswered: 1

Choice	Score	Average
Cost	288	2.72
Comfort level for roadway users	181	1.71
Impacts on adjacent properties	313	2.95
Quickest implementation	278	2.62

Q7 Which types of improvements do you believe this project should prioritize? Rank in order of importance.

Enter other important improvement not included above.

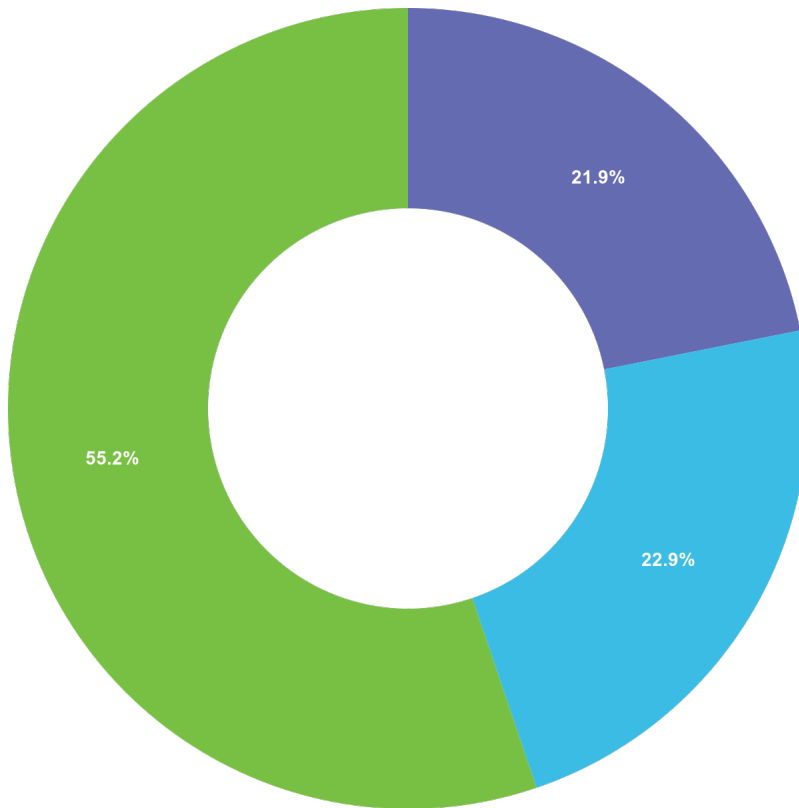


Answered: 105 Unanswered: 2




Choice	Score	Average
Protected shared use path	269	2.56
Large intersection improvements	383	3.65
Enhanced crosswalks	412	3.92
Modal filters to reduce vehicle traffic on local roads along the routes	391	3.72
Reducing vehicle speed and vehicle use of roads along these routes	368	3.5
Filing sidewalk gaps	473	4.5

Q8 Which concept most appeals to you near Franklin Avenue between Fifth and Eighth streets?

Explain why you chose the option in the Comments box below,



Answered: 96 **Unanswered:** 11

Choice	Total
 Alternative A1: Neighborhood Greenway along Sixth Street and Emerson.	21
 Alternative A2: Shared-Use Paths along Sixth Street and Emerson.	22
 Alternative B: Raised and Protected Bike Lanes along Franklin.	53

Q9 What elements of the concept you preferred for Franklin Avenue made it most appealing to you?

Thursday, March 7, 2024 at 2:45 AM UTC

A neighborhood greenway is a naturally wide corridor that cheaply allows for widely varied speed users with easy passing. The changes required to calm traffic will appeal to the residents as much as the non-motorized users.

Thursday, March 7, 2024 at 1:07 AM UTC

The round about is already a good way to navigate through the intersection at Franklin/8th/9th and it'd be a straight connection to 5th to get to Hawthorne.

Thursday, March 7, 2024 at 12:18 AM UTC

The raised and protect bike lane that give more separation from people driving. The 2' buffer combined with the 8' bike lane will give people walking more space than the current curb tight sidewalk. All the High school students using Franklin to walk downtown and to the Safeway area will also be safer and more comfortable.

Wednesday, March 6, 2024 at 5:30 PM UTC

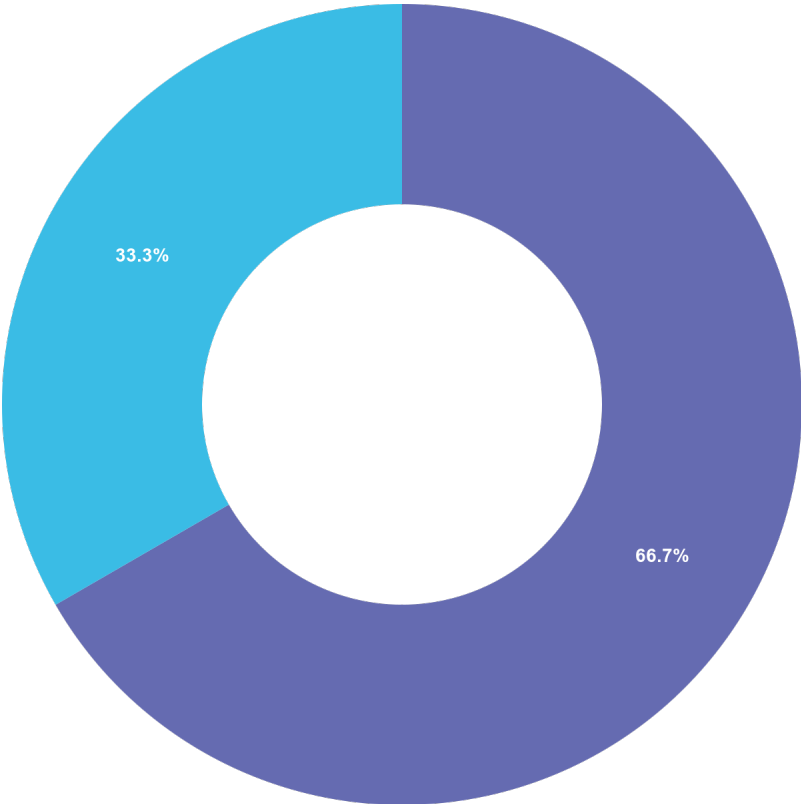
Wednesday, March 6, 2024 at 4:00 PM UTC

Dedicated shared use path, requires no extra space on 6th Street and fits within existing hardscape/landscape areas.

Answered: 107 **Unanswered:** 0

Q10 Will completion of this project reduce your trips taken by vehicle?

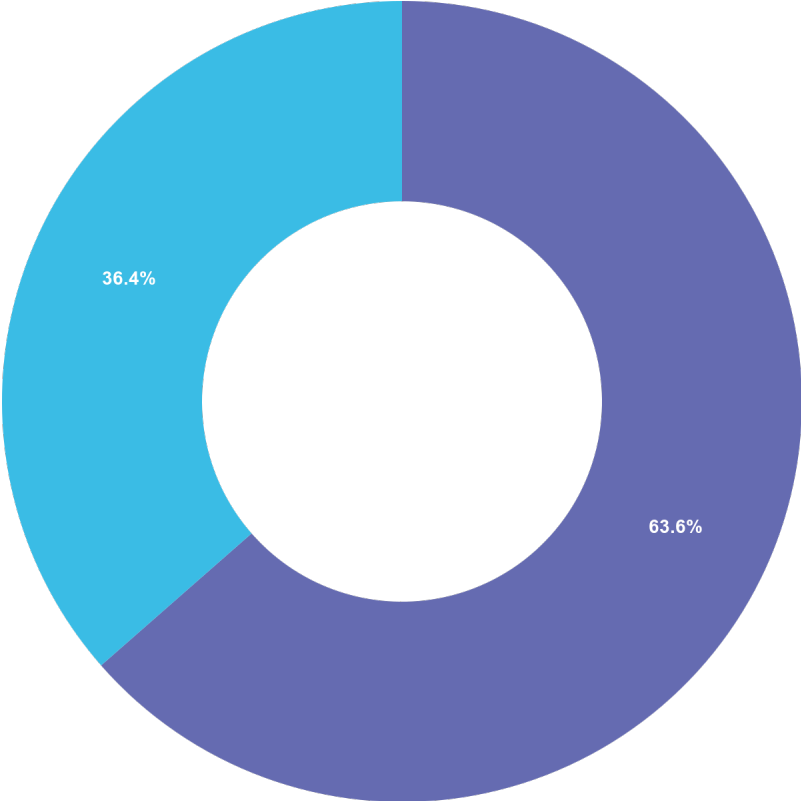
Use Comment box below to explain why and provide recommendation what the project team could do better to meet the projects goals.



Answered: 102 Unanswered: 5

Choice	Total
Yes	68
No	34

Q11 Would you like to sign up for email updates on the project?*



Answered: 107 Unanswered: 0

Choice	Total
Yes	68
No	39