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Sent: Friday, January 17, 2020 10:21 AM

To: Karen Swirsky <kswirsky@bendoregon.gov>

Subject: Re: Bend's Transportation Plan -- Upcoming Meeting

Article:

Bend's Transportation Plan (2019) and Citizen's Traffic Work Group input for the proposed Bend Traffic Plan update is professionally crafted but fails to address basic long term needs of the city. Reed Market Road and 27th Street indicate failure to plan for greater Bend population traffic growth, traffic from satellite communities, and development of usable public transportation capacity serving both city residents and remote commuters. Bike lane and walking path development is valuable but should not detract from reducing overall congestion city-wide. Street parking in Bend is a major problem. It's often dangerous and eats up lane miles. Snow and plowing is a factor in the winter. There too many cars (many from outside the city) with essentially no public transit for local and remote commuters.

Adding to the problem is City refusal to enforce parking regulations. New commercial development and encouragement of increasingly dense housing (without requiring adequate dedicated parking) are fostered by city policy or lack thereof. Traffic growth from an ever increasing population overwhelm past anemic efforts.

The following core problems are:

- Getting private operated vehicles (POV) off the streets during high volume times.
- Getting POV traffic efficiently into and through the city to destination and reverse. If necessary fund public transit for populace. Lots of empty busses running around now; make them free. Provide remote parking/transit sites. More bus drivers and less management overhead. City should provide leadership direction; allow bus system to coordinate. Currently two agencies; no strategy for coordination. Big "Rice Bowl" issue.
- School traffic – huge high/low volumes, cultural bias, helicopter parents. School bus routes and stops insufficient; expense too high: consider free.
- Public transit still a poor step-child regarding load/unload facility, fare cost, poorly designed routes, too few stops that don't develop customer demand, and irregular route times with failed schedules. No high frequency fixed route N/S-E/W routes.
- Establish park and ride parking for transit to employment work centers and return; establish remote parking depots/lots at city perimeters to feed select patron employment and shopping centers. Maximize service to major employment centers. Maximize Dial-a-Ride for handicap and elderly and transit desert

areas. Central depot concept is irrational in Bend and besides, there is no central site willing or able to function as such.

- No serious public/civic transit from out-lying community residential areas. Where do many of our workers and their cars live??
- Why are there so few cross-walks in Bend? Paint one every block/intersection. Don't need the fancy paraphernalia, just good signage. City prejudice that cross-walks slow traffic; insignificant.
- Winter in Bend suspends much activity except for motor vehicles. Enforce parking. Seasonal scenarios conflict and currently not accounted for. Enforcement can "Pay for itself" if managed and will help solve congestion problems.
- Public parking is inadequate, yet little effort to build more worsens the problem.
- City's current policy of doing little and forcing builders to fund improvements and/or level volcanic topography to build roads to escape civic costs is a main driver of high housing costs in Bend. In reality, the only real tool available to change POV usage behavior in Bend is to increase direct POV transit costs.

The current new "Plan" tinkers around the edges without planning for and adding increased vehicle capacity for future growth. The citizen/study group additions provide valuable "end of story" requirements ignored in the past in favor of "free developer provided new projects". Inspection by "City Inspectors" of contract performance is lacking and many projects fail to cite OSHA code specifications. Performance Outcomes aren't specified (City/county radio system). Fixing past errors seldom receives high priority. Potential "third or fourth lanes" have been rejected in place of expanded bike lanes and fixes deemed culturally necessary but adding no lane miles. We can do both with adequately funding plans. In many cases, the necessary land is available in landscaped or undeveloped areas adjacent to existing lanes. It just may not look pretty.

Few new lane miles are identified. Intersection improvements accomplished only as afterthought. City managers and the city council are largely reactionary. Long term city growth is not considered. Construction of new strategic arterials on outskirts of current development is "deemed not possible because of UGB restrictions." California fires and societal change is propelling out-migration. We continue to be one of the fastest growing metropolises in the country with center in Bend. The community needs to come up with a plan and the funds to enable it.

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