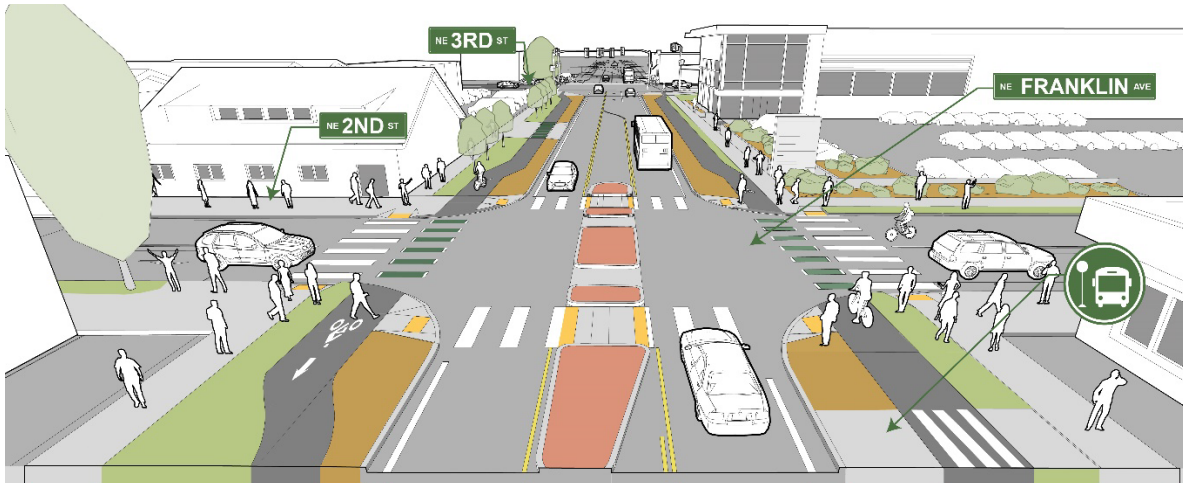


MIDTOWN CROSSINGS PROJECT

Franklin Avenue Open House #2

Public Feedback Summary
January 2025



Prepared for:

City of Bend



CITY OF BEND

Prepared by:

JLA Public Involvement



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Overview

The City of Bend hosted an online open house for the Franklin Avenue project to follow up on initial design ideas presented in summer 2024.

The prior open house sought feedback on three proposed street designs for Franklin Avenue between Harriman Street and 5th Street. Public feedback overall supported the option, “More separation”, which featured two landscape strips on each side of the street, between each mode of travel. Bike riders in the first open house mentioned they still had concerns over the likelihood of right hooks at intersections and visibility of people on bikes by drivers.

In this second open house, the project team presented the chosen overall design option “More separation”, three new design options for the 3rd Street intersection which better address turning movements for all, and renderings of the planned street enhancements. The project team considered various factors in their decision-making process including community input, maintenance requirements, safety considerations, and the needs of emergency services. The event received feedback from community members who live or work in the area or travel on Franklin Avenue.

The following is a summary of the feedback received and how the event was promoted to the public. Next steps for the project will be to decide on the final option for 3rd Street, complete the design details for the full corridor, and then construction is anticipated to begin this fall.

Participation

The online open house was posted on the project website from **December 5 through January 7, 2025**.

- The online open house was **viewed 2,098 times**.
- **233 people** participated in the online survey.
- **5 people** sent detailed emails.
- To see the list of full comments as they were entered, see the [Appendix: Online Survey Responses](#) in a separate PDF.
- The online open house was available in English and Spanish. No responses were received in Spanish.

Promotion

To promote the project and the open house, the following outreach was completed:

- **Postcard:** mailed to the project area of 2,967 addresses
- **Email:** delivered to 1,451 recipients.
- **Website promotion**
- **Press release:** distributed to media on December 6, 2024
- **Social media posts:** on December 4, 2024
 - **Instagram** - 2,300 reach, 25 likes and reactions
 - **Facebook** - 15,400 reach, 51 likes and reactions, 59 comments
 - **Nextdoor** - 2,952 impressions, 2 likes, 1 comment

Key Takeaways

- The survey results indicate a mixed level of confidence in the project team's consideration of all safety factors during the design phase.
 - **45.3% of respondents believe the team adequately considered all necessary safety improvements.**
 - 29.2% believe the team did not consider everything needed.
 - 25.5% remain unsure.
- Of the 233 respondents who participated in the survey, 113 did not state a preference for any of the three proposed 3rd Street intersection design options. **Among those who did express a preference: Option 2: Separated Crossings was the most popular choice followed by Option 3: Keep right turn lane.**
 - Respondents who favored Option 2 cited the reduced risk of conflict between pedestrians and cyclists, particularly those traveling at varying speeds (such as e-bikes).
 - Respondents who preferred Option 3 cited its importance for maintaining traffic flow and efficiently moving vehicles through the intersection, with some bike users also expressing support for this option.
 - Additionally, respondents offered a variety of suggestions for improving the 3rd Street intersection design.
- Respondents also had comments or raised concerns about safety and **design considerations in the underpass and various locations along Franklin Ave**, including the Harriman Street, Hill Street, 4th Street, and 5th Street intersections, the Les Schwab site, and the Safeway parking lot driveway.
- Many respondents **identified the underpass as the biggest safety concern still** citing the need for improved lighting, protected bike lanes with clear signage to protect bike users. People might bike on the sidewalk route as a safer option.
- **Many concerns centered on prioritizing vehicle traffic flow** such as four travel lanes on Franklin Avenue and preserving the right turn lane. Some raised concerns about observing limited numbers of people biking and walking this route.
- Participants also expressed **appreciation for the project's safety improvements**, including raised protected bike lanes, traffic calming measures, and the inclusion of street trees, stating that these enhancements would encourage people to bike and improve safety for all users.

Feedback Summary

We asked the community about three topics. These are the questions in the open house:

- **3rd Avenue intersection:** Do you have any thoughts on these options that could improve safety and/or traffic? Or other considerations? (174 comments)
- **Overall design, more separation:** Do you feel the project team considered everything needed in drafting the preferred design for safety improvements? (Multiple choice, 212 responses)
 - If not, what considerations would you add or change? (91 comments)
- **Other:** Is there something else you want us to know about this section of Franklin Avenue? (113 comments)

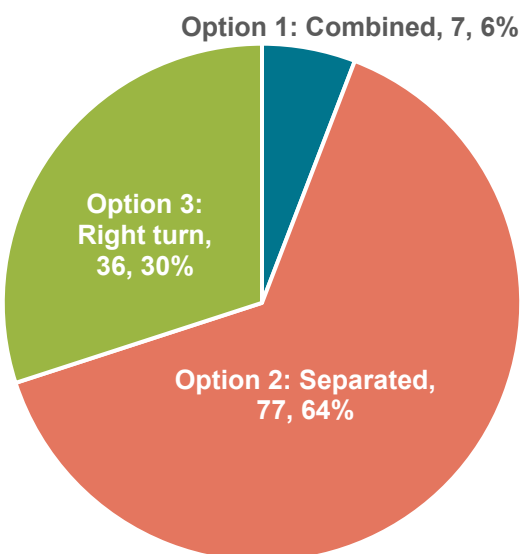
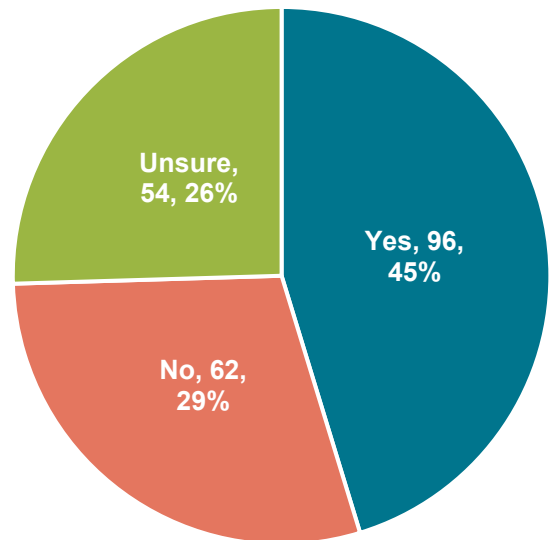
Notes about the summary of comments below:

- Since many responses tended to be replicated across the question fields, or were unrelated to the question asked, comments below are sorted by topic for simplicity.
- Comment counts, shown in parentheses (#) prior to a comment, **do not represent the number of participants who hold that opinion, but the number of times the comment was made.**

Do you feel the project team considered everything needed in drafting the preferred design for safety improvements?

(212 unique responses)

- Yes – 96, 45%
- No – 62, 29%
- Unsure – 54, 26%



3rd Street intersection design options

Of those who specified which option they preferred:

- Option 1: Combined Crossings – 7 respondents,
- Option 2: Separated Crossings – 77 respondents
- Option 3: Keep right turn lane – 36 respondents

113 out of 233 respondents (49%) did not specify which option they preferred.

Explanation for selection of the 3rd Street Options

Prefer Option 2: Separated Crossings (77 respondents)

The Separated Crossings option received the most support among participants who expressed a preference. Reasons provided for liking Option 2, included:

- (31) **Bicycle and pedestrian traffic are separated** (not in a merged path).
 - Reduces conflict and confusion between pedestrians and cyclists that often occurs on merged paths. This is especially important given the higher speeds of e-bikes.
 - Offers better accessibility and/or maneuverability for bicycles with trailers.
- (17) Provides the best **protection, visibility and separation** from cars. Users feel it's the safest option, with bike lanes that don't disappear at the intersection nor merge with the sidewalk.
- (13) Most **effective, it simplifies movement** for all users, allowing for continuous bike flow.
- (12) **Right turn lane is eliminated**, which prevents vehicles from continuously turning across bike traffic and creates a more predictable environment for all users. This would prevent bikes from needing to cross a vehicle lane.
- (6) Bikes merging onto the sidewalk (Option 1) are dangerous for people walking and confusing for people driving as they aren't expecting them in that location. This would likely also increase the instance of bikes going into the vehicle lane to avoid conflict with users on the sidewalk.
- (2) Reduction in overall speed and separation of modes with different speeds makes for a more cooperative and predictable traffic flow.

Some suggestions or concerns to increase safety for Option 2, included:

- (5) Pedestrian push buttons are difficult to maneuver and inconvenient for bicyclists to use.
 - (3) Consider adding early green signals for people biking before vehicle green light.
 - Consider separate button for bikes.
 - Add radar detectors for bikes waiting at light, such as at Wilson Street and other intersections.
- (4) Like option 2 for safety but also recognize benefits of maintaining right turn lanes for traffic flow.
- (3) Add "No Turn on Red" signs.
- Needs a bike left turn option.
- Add bollards for bike waiting zone
- Option 2 is simpler than the separated crossing at the Wilson and 3rd Street intersection, which has a confusing chicane and slippery surface when wet.

Prefer Option 3: Keep right turn lane – (38 respondents)

Option 3 was the second most preferred among participants who expressed a preference for a specific option. Mostly for its capacity to keep vehicle traffic moving. Some of the reasons given included:

- (30) **Right turn lanes** are essential for traffic flow and getting cars out of the way. (Some bicyclists also support keeping them for the benefit of keeping vehicles moving and out of the way.)

Example comments:

"The right turn lanes are needed, and practical measures should be taken to better protect bikers and walkers."

"Right turn lane will help alleviate the number of people who choose to find/force their way through alternate means."

- (19) **Traffic** concerns on Franklin Avenue, considering current traffic levels and the potential for future increases with turning lane reductions in the other options.

- Maintain existing traffic lanes, especially if Hawthorne overcrossing is built for people biking and walking.
- Longer wait times may lead to increased driver impatience and aggression (road rage), posing more safety risks for bikers.

Example comment: “Frustrating vehicle drivers with increased back-ups to accommodate bike traffic makes biking less safe.”

- (7) This option provides a **better balance**, adequate safety for cyclists while maintaining vehicle flow.

Some suggestions or concerns to increase safety for Option 3, included:

- (3) Dedicated right turn signals with leading signals for bikers and “No Turn on Red” signs when the crosswalk is activated.
- (3) Consider modifying Option 3 to include a dedicated westbound bike lane east of 3rd Street. rather than a shared use path. Some bike users will stay in the road rather than merge to the path.
- A shared westbound right turn lane for bikes, such as on Purcell Street.

Arguments against Option 3, or why either Option 1 or 2 would work better (12 respondents)

- (9) Support for **removing right turn lane** to prioritize safety for people biking and walking.
 - Mitigates the risk of 'right hook' collisions and prioritizes the safety and appeal of the bike route and walking path over minor improvements in traffic flow.
- (3) Option 3 dedicates much more space to cars, which shows a **priority on vehicle traffic**.

Example comments:

“Even just looking at the option visuals, I notice how much space is for cars in Option 3, which instinctively tells me that I am not welcome there if I am on a bike or walking.”

“Option 3 clearly prioritizes vehicle movement over human life. Our transportation system has done this for decades and it has resulted in a higher rate of fatalities than any other country in the world.”

- (3) Wider streets with longer **crossing distance** are more difficult and dangerous for pedestrians.

Example comment: “This is similar to Neff and Purcell, where it doesn’t work, but worse because there isn’t an option for bikes to remain in the lane during a green light.”

- Option 3 is better than we have now, but the other two options are vastly preferred.
- Option 1 or 2 provide better visibility for people biking and walking, option 3 leaves no way for bikes to get in front of cars.

Example comment: “I would expect many drivers to be upset about losing a dedicated right turn lane, but I want to remind The City that your stated goal is to increase safety and options for people outside of cars.”

Prefer Option 1: Combined Crossings (7 respondents)

Option 1 was the least preferred among participants who expressed a preference. Reasons for liking Option 1, included:

- (3) Option 1 seems **safest** for everyone.
- Improve driver awareness by reducing the number of locations where people outside of vehicles could be.
- The potential safety risks outweigh the benefits of maintaining right turn lanes or the ability to turn on red.

Example comment: "Option 1 will require bikes to slow down as they approach the intersection in order to use the shared crosswalk, versus going straight through with a designated bike lane, which some won't like. As someone who rides through that intersection every weekday, I think it would be worth it."

Arguments against Option 1 (2 respondents)

- (2) Creates unsafe conflict between bike riders and pedestrians, especially with e-bikes.
- Uncommon design may cause confusion.

Prefer none of the options (7 respondents)

- (4) Proposed doing nothing citing cost and construction of the Hawthorne overcrossing.
- Found none of the proposed options suitable, citing not adequate safety for people biking, or none of the options address the risk of "right hook" collisions entirely.
- Dislike all proposed 3rd Street crossing options and prefer the existing eastbound configuration, where the bike lane is situated between the right-turn lane and the through lane and allows for right turns on red.

Other Suggested Options (7 respondents)

- (2) Support incorporating safety features seen at **Wilson and 3rd Street**, especially the buffer curbs and the protected intersection.
- (2) Bike lane between the through lane and right turn lane, provides a safer biking experience by reducing risk of right hook collisions.
- Eliminate eastbound to southbound right turn lane but consider option to **keep the westbound to northbound right turn lane** since this lane gets a lot of use.
- 3rd Street intersection needs improved safety geometry. The approach angles for right-turning vehicles and through-bikers need to be modified to create a 90-degree angle to see each other.
- **Raised intersection** at 3rd could significantly reduce traffic speeds and improve safety for all users.
- **Roundabout** with full separation for each mode of travel.
- **Merge bikes into the right lane of vehicle traffic** to avoid right hooks, especially in Option 1.

Example comment: "This intersection, and Greenwood-3rd St intersection, are the most discouraging and dangerous elements of the planned east-west corridors. Use eminent domain to make the intersection FULLY safe. There is no point in making any of these improvements otherwise, as peds and cyclists will still encounter dangerous conditions here."

General suggestions for 3rd Street intersection

- (6) Extend the length of the left turn lane.
- (5) Bike boxes and clearly designated waiting areas to improve visibility of people on bikes.
- (5) Clearly separated spaces for people biking and walking to reduce confusion (when merged), particularly in this high-traffic area.
- (2) Ensure bike push buttons are easily accessible, requiring no dismounting or sharp turns, especially for people biking with trailers.
- (2) Increase the length of the right turn lane for southbound traffic.
- Improve signal timing for more efficient traffic flow.
- Address signal visibility concerns at 3rd Street, potentially relocating utilities and ensuring proper signal head placement.
- Automatic right-of-way signaling for people walking and biking at this intersection (and all city intersections) and not requiring the need to push buttons.

Comments about other intersections and specific locations

General intersection ideas

- (15) **Raised intersections** (continuous grade lanes) **for all east-west crosswalks and bike lanes** along the corridor. Reasons included:
 - Will dramatically improve safety along this route and demonstrate equity to those not driving a car.
 - It will also slow traffic entering the neighborhoods adjacent to Franklin.
 - Raises awareness and visibility of those in the bike lane/sidewalk.
 - The constant ramps make it harder for less experienced riders especially.
 - We are spending lots of money on this project and raising these crossings will help us realize the full potential of this investment.
 - One person expressed concern about the concept of raised bike lanes, citing safety and maintenance issues.
- (2) Ensure ADA compliance with tactile pads at all intersections and pedestrian ramps. Tactile pads must align perpendicularly to each other and extend the full width of the accessible path of travel.
- (2) Provide clarity on left hand turns for people biking at intersections, especially on larger bikes.
- At each intersection, the bike lane should be directly adjacent to the sidewalk. This puts as much space as possible between the bike lane and the vehicle lane. It provides space for a vehicle turning onto Franklin to wait for a gap in traffic, without blocking the sidewalk or bike lane. It also allows a vehicle turning off Franklin a place to wait, out of traffic, if people are crossing the street onto which they are turning.
- Maintain design consistency for all intersections in Bend to avoid navigation confusion for all users.
- Ensure adequate space for turning vehicles to safely yield to people biking and walking without blocking traffic flow.
- Consider restricting all left turns from cross streets onto Franklin Avenue.

Harriman Street intersection

- (6) Request a four-way intersection at Harriman or at least allow for southbound left turns.
 - (3) One-way southbound will limit business access (for example Webcyclery).
 - Concerns that proposed one-way restriction on Harriman with right turns only to eastbound Franklin, will leave many people looking for alternate routes to head west. This unintended rerouting will increase traffic in the local area and compromise the safety of the bikeway. All while making the underpass no less dangerous, potentially more so.
- (2) Improve the northbound turn from Harriman Street onto eastbound Franklin Avenue for bikes, there appears to be a planter or buffer here that will make turning difficult. People using the Bend Bikeway will access the underpass through this route.
- Modify the modal filter at Harriman to make it easier for people biking to make left turns from Franklin Avenue to southbound Harriman Street. The island could function as a protected left turn bike box.
- Appreciation for limiting through traffic on Harriman Street.

Hill Street Intersection

- (2) Consider restricting left turns at Hill given limited visibility and high volume of cross traffic. Hill Street should remain right turns only.
- Removing the right turn merge lane on Hill Street north to westbound reduces driver visibility of oncoming traffic and will make turning harder.

- Realign Bend Bikeway to Hill Street, instead of Harriman, to provide a smoother transition to the Hawthorne Crossing.
- Ensure bike lane markings clearly define the merge point into traffic. People biking westbound may potentially misinterpret the green painted lane and veer towards the curb or sidewalk.

Undercrossing comments

- (24) Many still feel the **underpass is the greatest concern** on this corridor for people biking and walking. Comments on underpass safety included:
 - (6) The underpass sidewalk needs to be **less scary/unattractive to cyclists/pedestrians**. This means addressing obstructions, cleanliness (garbage, human waste), and flooding.
 - Improved lighting within the underpass is critical.
 - Wider protected bike lanes before and after the underpass are an improvement, but the required **merge with vehicle traffic** going into the tunnel will dissuade people from biking this route or cause some to continue taking the sidewalk.
 - Can there be signs for bike users to walk bikes through narrow areas of the tunnel.
- (4) Some bicyclists prefer riding with traffic but risk conflict with faster-moving vehicles. Traveling westbound, people biking encounter a **longer uphill climb**, which causes bikes to go much slower.
 - Bikes in the underpass can slow vehicle traffic and increase congestion.
 - (3) Cars have passed bikes even through the narrow underpass.
- (9) Current vehicle speeds in the underpass often exceed the posted limit. Since bikes are required to merge into the traffic lane, traffic calming measures are necessary. Considerations include:
 - Plastic bollards to separate eastbound and westbound traffic.
 - Flashing lights or paint treatments.
 - Moving the bike/vehicle merge point further back (sooner) to allow more space to make the transition.
 - (2) Install a flashing light to alert drivers to the presence of bikes in the undercrossing. Many drivers may not see or understand bike “sharrows” and become aggressive toward bikes.
- Drivers may have limited visibility of bikes merging in from a raised, separated bike lane.
 - Improve signage to clearly indicate the bike lane merge point.

Example comment: “Merging of cars and bikes in the Franklin under crossing is ridiculous and extremely unsafe. This sort of traffic flow should never be considered anywhere.”

- (5) Some requested another look at widening the underpass and Parkway/rail bridges, given that replacement is likely needed in the near future.
- (2) Consider installing security cameras in the underpass.
- Against closing the pedestrian and bike access to the Parkway.
- Consider lowering the sidewalk elevation in the undercrossing to create more headroom clearance for bike users.
- Use historic light posts in the underpass to create a visual statement and gateway into the Old Town Historic Downtown.

Les Schwab site

(4) Assess the potential traffic impacts of the proposed 196-unit apartment complex. Traffic concerns about the property’s right-turn-only exit on east-west traffic flow and potential for residents to use unsafe or risky routes or driving behaviors.

1st – 2nd Streets

- (3) Install a flashing beacon at the pedestrian crossing on 2nd Street.

- Improve signage or lane markings at the 1st Street intersection, heading westbound, to clearly indicate the merge point for bikes and cars.
- Support eliminating left turns onto Franklin from 1st and 2nd Streets to reduce congestion.
- Limited access to and from 2nd Street on Franklin, Greenwood and Olney will push a lot of traffic onto 1st Street. Consider restricting left turns onto 1st Street and installing signal intersections on 2nd Street.

4th Street intersection

(2) Support keeping westbound left turn lane onto southbound 4th Street. 5th Street is not a suitable alternative route. People trying to reach the businesses between 3rd and 4th will have to turn down 6th to Emerson to Dekalb. This detour would increase traffic in a residential area.

Safeway Parking Lot

(6) The Safeway parking lot entrance near 4th Street causes stress for many people driving and biking related to safety concerns. Consider restricting access to right-in/right-out only at this entrance to prevent traffic blockages and conflict with bikers.

5th Street intersection

- (2) Consider lane treatments (green paint) at this intersection where the bike lane has re-entered the roadway.
- (2) Improve left turn access to northbound 5th Street (from eastbound Franklin) for people biking who wish to access the Bend Bikeway but avoid riding through Juniper Park. This will better integrate the Franklin corridor project into a larger Bend bike network.
- Install a protected crossing at this intersection to improve safety and encourage pedestrian traffic. Current traffic speeds discourage pedestrians from crossing.

Overall Project Comments, Suggestions, Concerns

Concerns

- (25) Prioritize improvements for vehicle traffic flow and **reducing congestion**.
 - Franklin needs **more capacity for vehicle travel**. Keep two travel lanes each way for vehicles.
 - Right turn lanes are crucial at 3rd Street to keep vehicles moving.
 - This plan will lead to worse traffic.
 - Need to address growing demand.

Example comment: “We need more east west lanes in this growing town. These proposed road designs take away roads, thus increasing traffic congestion and fuel consumption.”

- **Complaints against bike facilities**
 - (20) Several respondents shared observing low usage of the existing bike and pedestrian infrastructure and questioned the value of the proposed design.
 - (3) Request for data on bike and pedestrian traffic volumes
 - (2) Concerns on project cost.
 - Concern over excessive bike lane space over road space. “prime driving real estate.”

Example comment: "Stop prioritizing "bike, walk and roll" which applies to a very, very few Bend residents."

- (14) Concerns over **erratic behavior and loitering** at 2nd Street and in the undercrossing
 - Near 2nd Street especially and up through the underpass. There tend to be many people experiencing homelessness who do not adhere to the traffic rules and disrupt traffic flow, such as stepping into the street unexpectedly, blocking sidewalks, and preventing people from being able to pass.

Example comment: "Pedestrian crossings at the transitional facilities (former Rainbow Motel and across the street) need to be addressed. There's a crosswalk but the pedestrians from those 2 facilities (mainly the later) do diagonal walks thru the Franklin/2nd intersection which blocks all bicycle and vehicular traffic. Signage and pedestrian education (by those facilities) should be part of this as the current traffic configuration causes blind spots of pedestrians walking off the curbs."

- (11) Apart from those supporting "Option 3: Keep right turn lane" for 3rd Street, many people mentioned concern over the potential **increase in traffic congestion** and driver aggression, which can lead to decreased pedestrian and bicycle safety.

Requests

Respondents shared additional design considerations and requests for Franklin Ave, including:

- (8) Focus on improving **winter travel conditions** or concern for sweeping and snow management with the bike lanes.
 - Address snow removal challenges including the small buffer between the road and bike lane and invest in snow removal equipment for bike lanes.
- (5) Need for **on-street parking** for businesses and recognize that on-street parking can help to slow traffic.
- (4) Enhance streetscape with more **trees and plants**. Consider native plants and trees to enhance the aesthetic appeal, mitigate the heat island effect particularly on the eastside (2), and create a more inviting gateway to downtown.
 - Address concerns on maintenance, weed control, and cost.
- (4) Consider **traffic calming measures**, to keep vehicles at or below 25 mph, on Franklin Ave., but especially entering neighborhood streets.
- (3) Limit street furniture (bollards, cones, signs) to avoid potential confusion.
- (2) Make 'jogs' in cycle track more subtle so bikes can comfortably travel at 15-20 mph.
- Consider narrower vehicle lanes such as 10.5' travel lanes with 1.5' buffers to conserve right of way and slow down cars.
- Support Bend Bikes recommendation for final elements of design.
- Reduce driveway/raised bike lane conflicts by reviewing and potentially removing specific driveways or street entrances, particularly between NE 4th and 5th Streets and between NE 2nd Street and US 97, where many appear redundant with alley and side street access.
- Concerns about the use of reflector poles and raised sidewalks, such as on Wilson Avenue, which can cause confusion in the dark.
- Consider avoiding designs that encourage on-and-off sidewalk riding by people biking.
- Concerns about adjacent land use and preservation of trees. We are paving over an extraordinarily wide area for potentially limited added value to safety and certainly added cost.

Questions

- Is the median, at Hill Street and the south side of Franklin Ave, large enough to prevent left turns?

- Were considerations made for public transportation? For example, potential bus stops along Franklin.
- Were considerations made for a variety of mobilities (For example, skateboarding, wheelchairs, assistive tools for walking, and canes for people who are visually impaired)?

Some participants expressed appreciation (37)

- (7) Appreciate protected bike lanes and safety measures.
 - People will not bike in this town until bike routes become safer and more continuous.

Example comment: "It makes me way more comfortable driving by bikers/walkers and also allows more people to flow into our downtown area's."

- (3) Gratitude for the city's work and indicated that they may consider incorporating this route into their regular cycling routine after the project is completed.
- (3) Appreciation for the lane configuration to calm traffic and make a safer street for all users.
- Appreciation for the city's efforts to improve safety along the corridor.
- Enthusiasm for the inclusion of street trees and raised bike paths.
- Appreciation for the new retaining walls.

Example comment: "These improvements have the potential to dramatically upgrade the safety and experience of walkers/riders while calming vehicular traffic—truly no detriment to those that drive exclusively."

General Complaints or Opposition to Project (13)

- (4) Project cost is excessive.
- (3) Negative impact on local businesses.
- (2) Negative impact on traffic flow and the driving experience, without fixing pedestrian or biking issues.
- (2) Complaint about lack of following public input during the project planning and design process.
- (2) Excessive sidewalk width.
- Waste of taxpayer money.
- Bike lane designs don't reflect bike travel.
- Prioritize other road improvement projects that are in worse condition.
- Focus bike infrastructure around large employment centers, not downtown.

Other Midtown Crossing Project Comments

- (3) Complaint about Greenwood Avenue not functioning as intended.
- Support for the improved bike access through Greenwood tunnel.

Hawthorne Crossing comments

(5) Against Hawthorne Overcrossing:

- (2) Relocate the overcrossing bridge to Franklin Avenue.
- (2) Rather use Hawthorne Crossing's \$40 million budget towards widening and improving the undercrossing on Franklin Ave.
- Cars should be included in bridge design.
- Bridge design overly imposing for the intersecting neighborhoods.

(3) Support For Hawthorne Overcrossing:

- (2) Keep Franklin Avenue for cars since people biking can use Hawthorne Overcrossing.
- Prioritize Hawthorne Overcrossing project to enhance safety for all users and leave other streets in existing conditions.

Comments outside of the scope of this project

- (5) Continue planning the bike route all the way to downtown and integrate it with the Deschutes River Trail (DRT). Consider traffic impacts on Lava Road and Sisemore Street.
- (2) Improving public transit options, such as e-bike stations, extending bus routes from the eastside to improve east-west connectivity, and reduce reliance on private vehicles into the Midtown Crossing project area would help reduce traffic concerns.
- Consider a pedestrian bridge over 3rd Street.
- Consider reducing the speed limit on Lava Road for bike safety.
- Consider bike lanes on 3rd Street.
- Explore the possibility of replacing sections of concrete and asphalt on the Parkway with glass blocks, to improve lighting in the underpass, particularly over pedestrian crossings.
- Address the issue of vehicles cutting the corner westbound after Harriman Street. There are also tree roots here affecting the pavement.
- Expand the Bend Bikeway Network to include better southeast to west bike routes, and the new Wilson Avenue improvements as an alternative to Franklin. Consider extending Aune Road to connect with the Parkway underpass at Aune Street.
- Consider dedicated bike/pedestrian underpasses at Franklin and Hawthorne to cross 3rd Street, drawing inspiration from done in Boulder, CO.
- Improve 3rd Street overall for improved safety for all users and to reduce barriers for east-west crossings.
- Consider the bike lanes further east like Franklin and 10th Street intersection to accommodate northbound bike traffic, potentially by providing a dedicated bike lane for southbound uphill traffic and a sharrow for northbound downhill traffic. Northbound bike traffic will likely be taking the lane anyway to make a left turn.