Midtown Crossings Project

Greenwood Quick-Build Post-Construction Monitoring

Summary of Public Feedback and Traffic Data – June 2025

Final compiled data submitted July 28, 2025

The Greenwood Quick-Build is a one-year pilot project to evaluate the safety and operations impact of transforming the existing roadway on Greenwood Avenue from Second Street to Wall Street to a three-lane cross section with buffered bike lanes. This report is the third summary of feedback received since the pilot kicked off, which considers four months of post-construction feedback and four sets of 48-hour traffic data collected prior to construction and then after the quick-build, reflecting outcomes from those improvements. Bend City Council will meet in the fall and determine whether to formalize these changes or change this section of Greenwood either back to the previous 4-lane configuration or alternate option. We expect further changes to the traffic patterns on Greenwood Avenue when Olney Avenue fully opens up in the fall.

Feedback and Data Sources

jla Public Involvement

All public feedback was collected and analyzed by JLA Public Involvement. A voluntary online survey was promoted by a street side sign, email and social media posts.

JLA is collecting public feedback on the project to understand how it is perceived by travelers through the corridor in their daily lives.

1,858 Public feedback responses were submitted from February 1, 2025 through June 6, 2025.

This is not a statistically valid survey.

KITTELSON & ASSOCIATES

All traffic data provided by Kittelson & Associates, Inc. Kittelson monitors the pre- and post-construction volume, travel speed, and travel time data to assess the project's effects on traffic operations. Please see the full **Traffic Monitoring Summary** for more detailed traffic data.

As part of the monitoring process, the following data were collected on **June 4 and 5**:

Traffic Count Data

- 48-hour travel volume, speed, and vehicle classification data for vehicles
- 48-hour pedestrian and bicycle volumes

Travel Time Data from

- Google API
- INRIX

Key Traffic Data & Summary of Findings

For the full analysis of these results and detailed procedure used in this traffic data, please see the July 16 memo **Traffic Monitoring Summary (TMS)**. This report includes just a snapshot of the key findings and figures.

While these results provide insight into vehicle travel times and multimodal usage, it's important to note that numerous factors such as weather, events, and crashes can influence these metrics. Therefore, definitive conclusions on the project's positive or negative effects are premature and will require ongoing monitoring. This section provides general observations based on the data collected thus far.

Data Collection Conditions

The data were collected on the following dates:

- Pre-construction: Tuesday May 14 and Wednesday May 15, 2024
  (temps 38-80°F, clear, calm winds, good air quality)
- Post-construction: Tuesday September 24 and Wednesday September 25, 2024
  (temps 49-90°F, wind gusts, moderate air quality)
- Post-construction: Wednesday January 29 and Thursday January 30, 2025
  (temps 10-59°F, clear, moderate wind, Portland and Olney detours to Greenwood)
- Post-construction: Wednesday June 4 and Thursday June 5, 2025
  (temps 44-78°F, wind gusts, dry, Olney/Wall intersection open with continued closures on Olney)

Following the November closure of Portland Avenue, the project team received numerous public comments indicating increased travel times and congestion for eastbound traffic on Newport Avenue at Wall Street.

Volume: Vehicles, Pedestrian, Bicycle

48 hours of vehicle, pedestrian, and bicycle counts were collected at two locations on Greenwood Avenue:

- between Harriman Street and Hill Street (west of Hill Street).
- between Hill Street and 1st Street (east of Hill Street near the undercrossing).

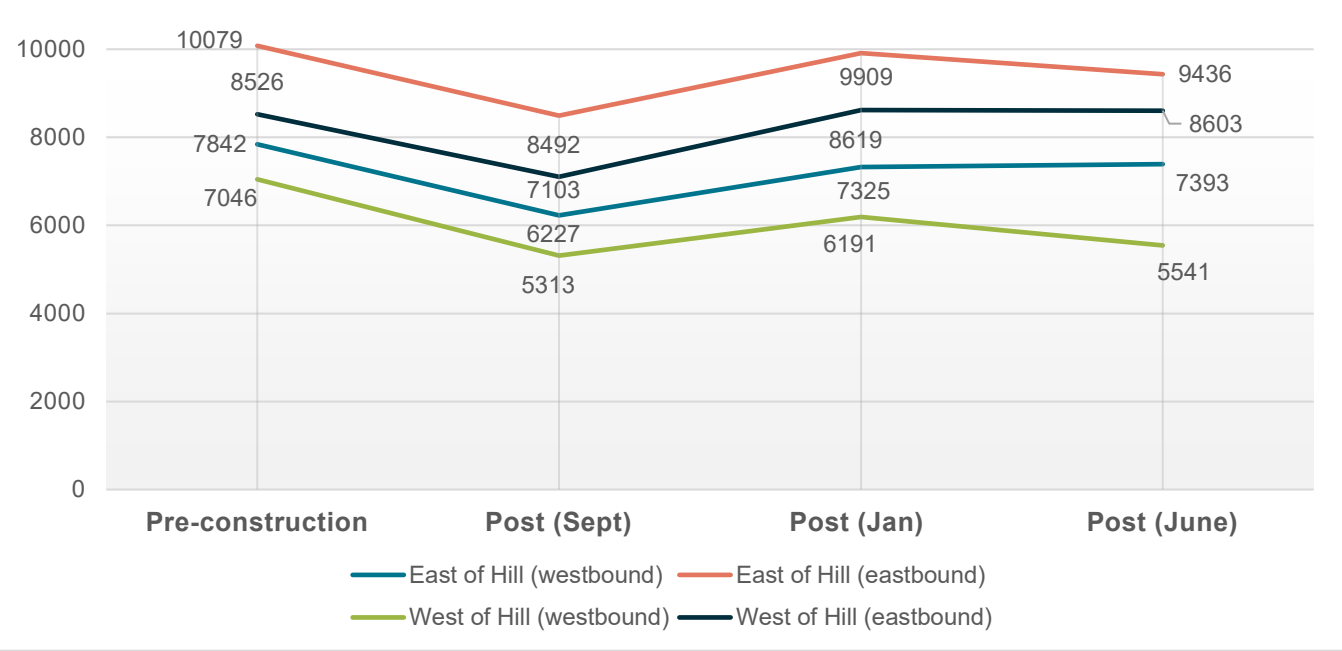
Vehicle volume summary

- Compared to pre-construction levels, in September 2024, after the Quick Build, vehicle volumes dropped by 18-20%. In January 2025, volumes had rebounded to just 4-5% below pre-construction levels. **In June 2025, volumes remain 6-9% below pre-construction levels.**
- At both count locations, the eastbound traffic volumes were less elastic, showing a lesser reduction in September 2024 and a faster rebound in January 2025, with similar levels in June 2025.

Table 1: Greenwood Avenue Average Daily Vehicle Volume

Location and Direction	Pre-Construction May-24 Volume	Post-Construction 1 Sep-24 Volume (% Difference from Pre)	Post-Construction 2 Jan-25 Volume (% Difference from Pre)	Post-Construction 3 June-25 Volume (% Difference from Pre)
East of Hill Street				
Eastbound traffic	10,079	8,492 (-16%)	9,909 (-2%)	**9,436 (-6%)**
Westbound traffic	7,842	6,227 (-21%)	7,325 (-7%)	**7,393 (-6%)**
Total traffic	**17,921**	**14,719 (-18%)**	**17,234 (-4%)**	**16,829 (-6%)**
West of Hill Street				
Eastbound traffic	8,526	7,103 (-17%)	8,619 (1%)	**8,603 (1%)**
Westbound traffic	7,046	5,313 (-25%)	6,191 (-12%)	**5,541 (-21%)**
Total traffic	**15,572**	**12,416 (-20%)**	**14,810 (-5%)**	**14,144 (-9%)**

Chart 2: Greenwood Avenue Average Daily Vehicle Volume



Pedestrian volume summary

Pedestrian volumes initially declined in September and January but increased to volumes higher than pre-construction levels in June, with some redistribution between north and south sidewalks.

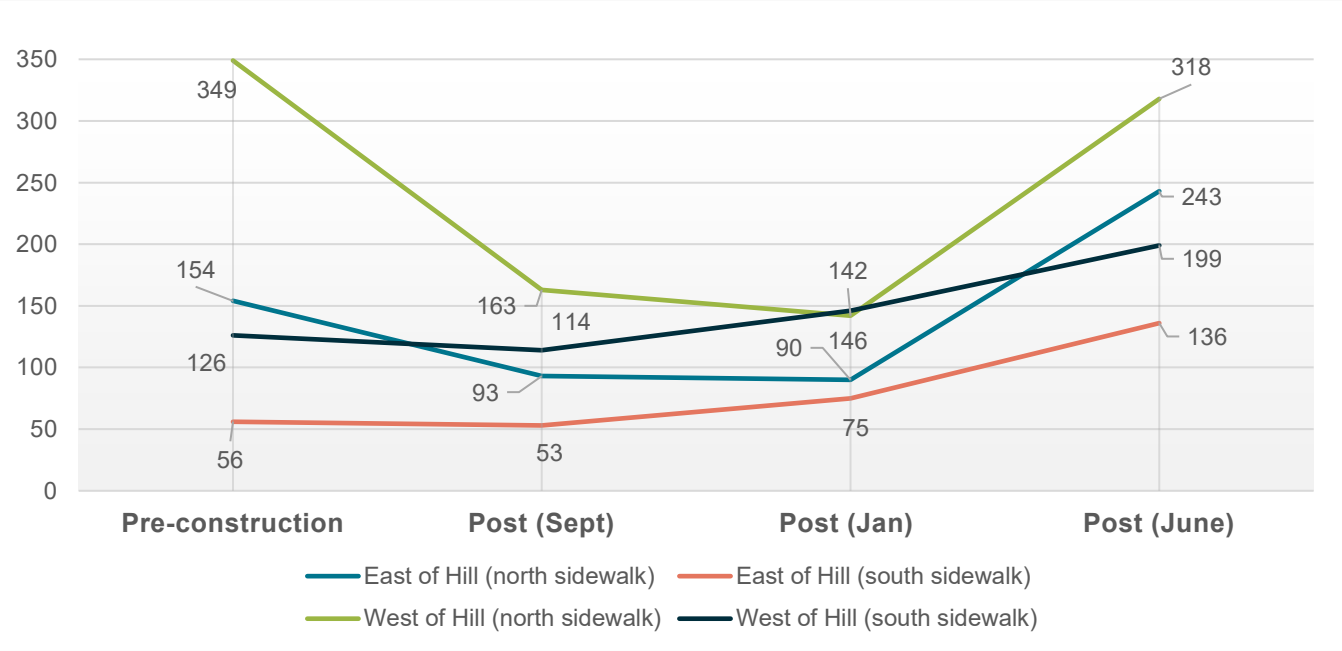
- Both locations experienced drops in pedestrian volumes after construction in September.
- Total daily pedestrian volumes rebounded some in January 2025 but remained 21% and 39% below pre-construction levels.
- **By June, pedestrian volumes were 9% and 81% higher than pre-construction levels.**
- Pre-construction, the **north sidewalk** had higher pedestrian volumes than the south sidewalk. However, the north sidewalk saw larger drops in September 2024 and January 2025, and less significant recovery by June 2025.
    - In June, the north sidewalk east of Hill Street pedestrian volumes rebounded and surpassed pre-construction levels by 58%, while west of Hill Street remained 9% below pre-construction levels.
- In contrast, the **south sidewalk** saw less pedestrian activity pre-construction and was less affected by the construction in September.
    - In January, volumes exceeded pre-construction levels by 16% and 34%.
    - By June, south sidewalk pedestrian volumes had grown further, 58% and 143% above pre-construction levels.

Table 2: Greenwood Avenue Average Daily Pedestrian Volume Summary

Location and Direction	Pre-Construction May-24 Volume	Post-Construction 1 Sep-24 Volume (% Difference from Pre)	Post-Construction 2 Jan-25 Volume (% Difference from Pre)	Post-Construction 3 June-25 Volume (% Difference from Pre)
East of Hill Street				
North Sidewalk	154	93 (-40%)	90 (-42%)	**243 (58%)**
South Sidewalk	56	53 (-5%)	75 (34%)	**136 (143%)**
Combined Total	209	**146 (-30%)**	**165 (-21%)**	**379 (81%)**
West of Hill Street				
North Sidewalk	349	163 (-53%)	142 (-59%)	**318 (-9%)**
South Sidewalk	126	114 (-10%)	146 (16%)	**199 (58%)**
Combined Total	474	**276 (-42%)**	**288 (-39%)**	**517 (9%)**

Note: Average volumes were rounded and might not add to total volume.

Chart 2: Greenwood Avenue Average Daily Pedestrian Volume Summary



Bicycle volume summary

- Bicycle volume dropped in January 2025 by 20% and 35%, after an initial increase in September 2024 (24% and 65%). Notably, weather conditions were much cooler in January compared to September, consistent with typical Bend weather patterns.
- By June, with warmer weather and increased familiarity of corridor improvements, bicycle volumes increased drastically beyond pre-construction levels, **surging by 297% east of Hill Street and 260% west of Hill Street** compared to pre-construction counts.

Table 3: Greenwood Avenue Average Daily Bicycle Volume Summary

Location and Direction	Pre-Construction	Post-Construction 1	Post-Construction 2	Post-Construction 3
	May-24	Sep-24	Jan-25	June-25
	Volume	Volume (% Difference from Pre)	Volume (% Difference from Pre)	Volume (% Difference from Pre)
East of Hill Street				
Eastbound	53	71 (33%)	50 (-6%)	**198 (274%)**
Westbound	55	63 (15%)	36 (-35%)	**231 (320%)**
Combined Total	108	**134 (24%)**	**86 (-20%)**	**429 (297%)**
West of Hill Street				
Eastbound	55	89 (61%)	40 (-27%)	**192 (249%)**
Westbound	46	77 (67%)	26 (-43%)	**172 (274%)**
Combined Total	101	**166 (64%)**	**66 (-35%)**	**364 (260%)**

Note: Average volumes were rounded and might not add to total volume.

Chart 3: Greenwood Avenue Average Daily Bicycle Volume Summary

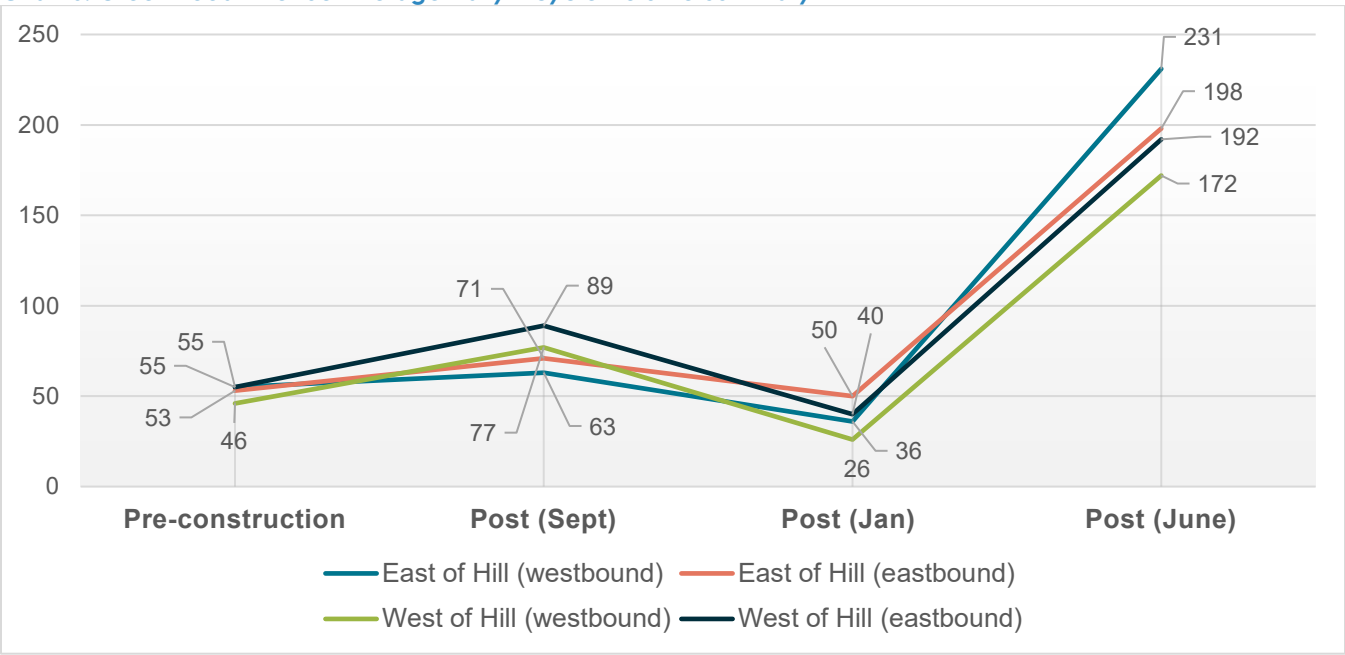
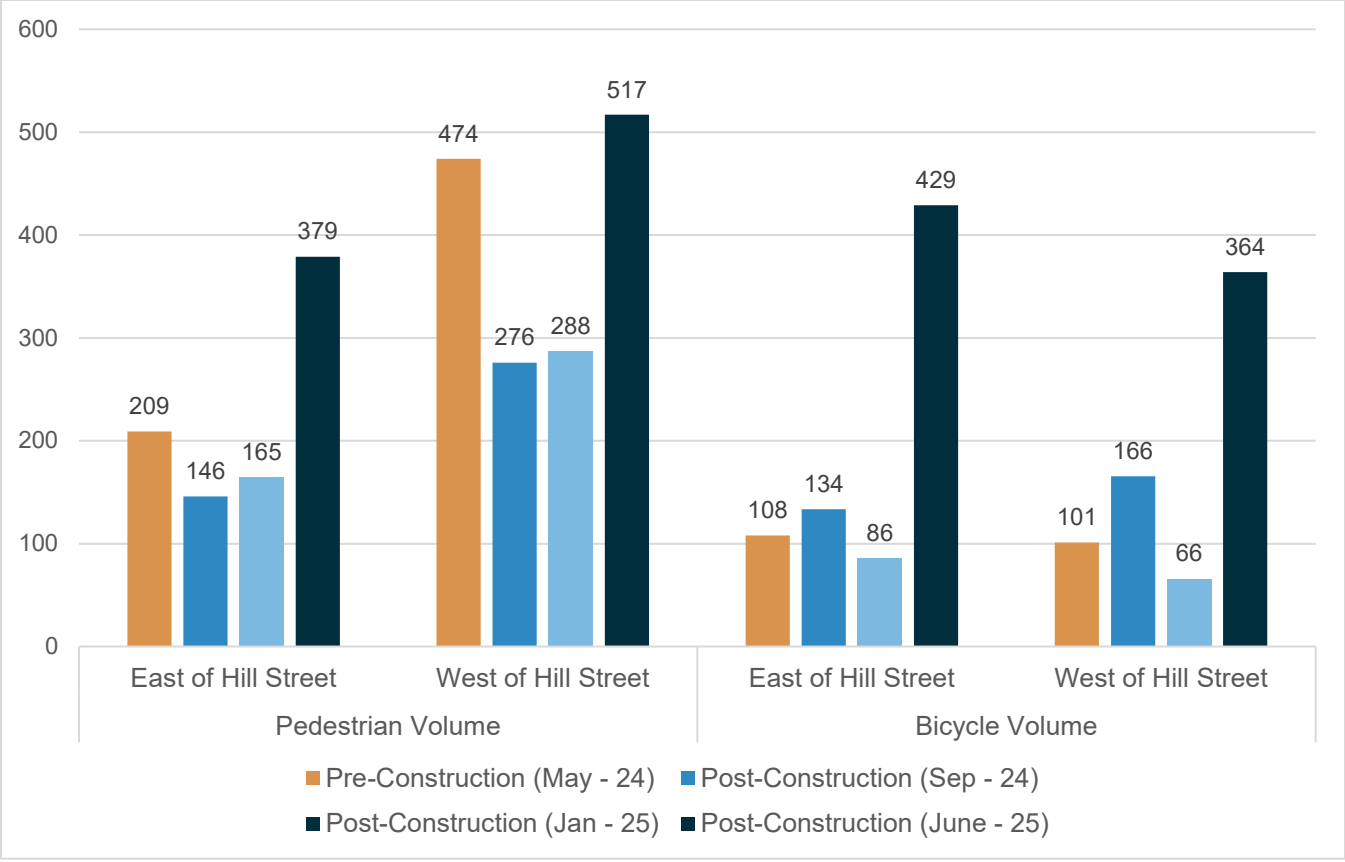


Chart 4: Greenwood Avenue Daily Average Pedestrian and Bicycle Volume



Vehicle Speed Distribution

Daily Speed Analysis

- In general, the 85th percentile speeds **dropped by two to five mph** at both directions and count locations for all post-construction periods.
- Speeds were higher at the count location east of Hill Street compared to west of Hill Street.
- The eastbound 85th percentile speeds were slightly faster than westbound.
- The trends are consistent pre- and post-construction.

Table 4: Greenwood Avenue two-day aggregate - 85th Percentile Speed

Location and Direction	Pre-Construction May-24	Post-Construction 1 Sep-24	Post-Construction 2 Jan-25	Post-Construction 3 June-25
East of Hill Street				
Eastbound	34	32	**33**	**31**
Westbound	33	29	**29**	**29**
West of Hill Street				
Eastbound	32	28	**28**	**27**
Westbound	30	26	**28**	**27**

Time-of-Day Trend

With a time-of-day trend analysis of the corridor, Kittelson found:

- Pre-construction, the average speed ranged from 25-35 mph, except for westbound traffic at the west of Hill Street location, which dropped to 22 mph around noon (12 PM to 2 PM).
- **During all post-construction periods, average speeds generally ranged from 20-35 mph, except for westbound traffic in January which dropped below 20 mph (to a minimum of 14 mph) between 11 AM and 5 PM. However, by June 2025, westbound traffic rebounded and returned to the average speed range of 20-35 mph consistent with the eastbound traffic.**
- Similar to the trend found through 85th percentile speeds, the estimated average speed of eastbound traffic is slightly higher than westbound traffic.

"Free Flow" Condition Speed Analysis

Kittelson analyzed average speeds on the corridor during non-peak times, comparing data without the likely influence from congestion. Vehicle volumes on Greenwood Avenue rise at 7am and stay steady until 6pm, indicating speed may be influenced by congestion and/or queuing. To see how speeds on the corridor behave during "free-flow" or non-peak period conditions, Kittelson examined average speeds for pre- and post-construction from 6-7am, 6-7pm, and 7-8pm.

Vehicle speeds decrease from pre-construction to post-construction in both locations and directions.

- Speeds east of Hill Street decreased on average by 7mph in September, 3mph in January, and by 3mph in June, compared to pre-construction speeds

- Speeds west of Hill Street decreased on average by 2mph in September, 4mph in January, and by 5mph in June, compared to pre-construction speeds

Lower speeds increase safety for all people on the corridor but especially those biking or walking, this was a goal of the project.

Table 5: Greenwood Avenue Average Speed (mph) in "Free Flow" Conditions

Time Period	Location and Direction	Pre-Construction	Post-Construction 1	Post-Construction 2	Post-Construction 3
		May-24	Sep-24	Jan-25	June-25
East of Hill Street					
6:00-7:00am	Eastbound	32	29	**32**	**30**
	Westbound	33	29	**29**	**29**
6:00-7:00pm	Eastbound	32	29	**30**	**28**
	Westbound	30	26	**26**	**26**
7:00-8:00pm	Eastbound	32	29	**30**	**29**
	Westbound	31	26	**27**	**28**
West of Hill Street					
6:00-7:00am	Eastbound	32	26	**27**	**28**
	Westbound	31	26	**28**	**28**
6:00-7:00pm	Eastbound	30	24	**23**	**22**
	Westbound	26	21	**24**	**22**
7:00-8:00pm	Eastbound	30	24	**24**	**24**
	Westbound	27	22	**26**	**24**

Travel Time Analysis

This section compares pre- and post-construction travel time findings from two data sources, INRIX and Google API. To monitor the cumulative, systemwide effect of the Quick-Build project, three parallel corridors are included in this analysis, as shown in Figure 1 and described below.

Primary Corridor:

- Greenwood Avenue, from Wall Street to 3rd Street.

Parallel Corridors:

- Revere Avenue, from Harriman Street to Third Street.
- Olney Avenue, from Wall Street to Third Street.
- Franklin Avenue, from Wall Street to Third Street.

Figure 1: Primary and Parallel Corridors

Travel time results varied between the two data sources: INRIX travel times were generally shorter than Google API travel times. This discrepancy might be due to several factors:

- INRIX travel time data are based on pre-determined XD segments that may not precisely align with the origins and destinations specified in Google API queries.
- It is unclear how the two platforms handle boundary intersections at the ends of the selected corridor (i.e., whether the delays at the first and the last intersections are included in travel time results).
- Google API uses historical speed data as part of the travel time estimate and might lag in reflecting the latest trends in travel times. In contrast, INRIX data are based on GPS-enabled devices and road sensors and were filtered to only include real-time data for this analysis.

Based on the methodology of the two data sources and the observed drop in 85th percentile speed on Greenwood Avenue, it is likely that the INRIX travel times better reflect the current conditions.

Travel times are not compared directly between the data sources. Instead, trends are observed within each data source relative to pre- and post-construction conditions.

- For example: INRIX average daily travel times along Greenwood Avenue **increased by 16-26%**, while Google API average daily travel times **decreased by 4-5%**.
- INRIX travel time data indicated a higher increase in travel time in June 2025 than in January 2025 for both eastbound and westbound Greenwood Avenue.
- Travel times on parallel routes fluctuated across the three post-construction periods. In June 2025, decreased travel times from INRIX data on Revere Avenue, particularly westbound, suggest some traffic redistribution, while increased travel times on westbound Franklin Avenue by up to 20% indicate localized congestion patterns due to possible rerouting after the Olney Avenue closure.

INRIX Travel Time Data

Daily Average Travel Time: In general, INRIX data shows average Greenwood Avenue travel times **increased in both directions for all three post-construction periods.** This is consistent with the travel lane removal and the observed drop of 85th percentile speed as described in the Vehicle Speed Distribution section. The following trends were found:

- Along eastbound Greenwood Avenue, the average travel times increased from 85 seconds to 97 seconds in September 2024, increased to 107 seconds in January 2025, **and increased to 111 seconds in June 2025**. **The latest travel times exceed pre-construction levels by 30% (26 seconds).**
- Along westbound Greenwood Avenue, the average travel times increased from 86 seconds to 100 seconds in September 2024, remained stable at 99 seconds in January 2025, **and increased to 107 seconds in June 2025, a 24% increase compared to pre-construction conditions.**
- Travel times along parallel corridors fluctuated between post-construction periods.
- In September 2024, travel times generally saw a slight increase on parallel corridors.
- In January 2025 the change of travel times fluctuate. The decrease in travel times on eastbound Revere Avenue and eastbound/westbound Olney Avenue was likely impacted by the detour and closure on Portland Avenue. Minimal change was observed on Franklin Avenue and westbound Revere Avenue.
- **In June 2025, there were decreases in travel times on eastbound and westbound Revere Avenue, an increase in travel times on westbound Franklin Avenue, and no difference on eastbound Franklin Avenue when compared to pre-construction levels.**

Table 6: Average Daily INRIX Travel Time

Corridor	Pre-Construction May-24 Travel Time in Seconds	Post-Construction 1 Sep-24 Travel Time (% Difference from Pre)	Post-Construction 2 Jan-25 Travel Time (% Difference from Pre)	Post-Construction 3 June-25 Travel Time (% Difference from Pre)
Primary Corridor				
EB Greenwood Ave	85	97 (14%)	107 (26%)	**111 (30%)**
WB Greenwood Ave	86	100 (16%)	99 (16%)	**107 (24%)**
Parallel Corridors				
EB Revere Avenue	96	97 (2%)	82 (-15%)	**90 (-6%)**
WB Revere Avenue	91	90 (<-1%)	92 (1%)	**79 (-13%)**
EB Olney Avenue	64	65 (1%)	63 (-2%)	**N/A**
WB Olney Avenue	62	64 (3%)	60 (-2%)	**N/A**
EB Franklin Avenue	119	124 (4%)	117 (-2%)	**121 (1%)**
WB Franklin Avenue	120	123 (3%)	121 (1%)	**144 (20%)**

Note: *Travel times are not reported on Olney Avenue during the June 2025 data collection period due to a closure along the road in conjunction with the Olney Avenue Improvements Project.*

Peak Hour Travel Time: Kittelson also analyzed peak hour travel time as it reflects the highest travel demand and therefore the most congested condition. For this analysis, peak hour is identified as the 60-minute period with the highest pre-construction volumes, which is between 3:00 and 4:00 PM.

Compared to the daily average travel time, peak hour travel time increases are more substantial along Greenwood Avenue:

- Along eastbound Greenwood Avenue, the average travel time has increased from 93 seconds pre-construction to **125 seconds in June 2025, exceeding pre-construction levels by up to 35% (32 seconds)**.
- Along westbound Greenwood Avenue, the average travel time increased from 93 seconds to 117 seconds in September 2024 down to 109 seconds in January 2025. **In June 2025, the westbound travel time increased slightly to 113 seconds, representing a 21% (20 seconds) increase from pre-construction levels.**
- Travel times are not reported on Olney Avenue during the June 2025 data collection period due to a closure along the road in conjunction with the Olney Avenue Improvements Project.
- Travel times along the parallel corridors increased to a lesser extent compared to Greenwood Avenue or decreased.
    - In September 2024, the maximum increase occurs at westbound Olney Avenue (8%) and westbound Franklin Avenue (7%).
    - In January 2025, eastbound Revere Avenue experienced a **17% decrease** (18 seconds) in travel times. The decrease in travel times on eastbound Revere Avenue and eastbound/westbound Olney Avenue was likely impacted by the detour and closure on Portland Avenue.
    - **In June 2025, westbound Revere Avenue experienced a 17% decrease (16 seconds) in travel times, and westbound Franklin Avenue experienced a 16% increase (20 seconds) in travel times.**
- Other than the corridors mentioned, the travel time changes of other parallel corridors are within 5% from pre-construction levels.

Table 7: Average Peak Hour INRIX Travel Time

Corridor	Pre-Construction	Post-Construction 1	Post-Construction 2	Post-Construction 3
	May-24	Sep-24	Jan-25	June-25
	Travel Time in Seconds	Travel Time (% Difference from Pre-Construction)	Travel Time (% Difference from Pre-Construction)	Travel Time (% Difference from Pre-Construction)
Primary Corridor				
EB Greenwood Avenue	93	112 (20%)	**122 (31%)**	**125 (35%)**
WB Greenwood Avenue	93	117 (26%)	**109 (18%)**	**113 (21%)**
Parallel Corridors				
EB Revere Avenue	102	100 (-1%)	**84 (-17%)**	**98 (-4%)**
WB Revere Avenue	95	96 (1%)	**98 (4%)**	**79 (-17%)**
EB Olney Avenue	70	70 (<1%)	**67 (-5%)**	**N/A**
WB Olney Avenue	63	68 (8%)	**62 (-1%)**	**N/A**
EB Franklin Avenue	139	145 (4%)	**134 (-4%)**	**139 (0%)**
WB Franklin Avenue	127	137 (7%)	**128 (1%)**	**147 (16%)**

Google API Travel Time

Daily Average Travel Time: the Google API data presented a notably different picture of travel time trends before and after the quick-build project. Along Greenwood Avenue, the data indicated slightly improved travel times in both directions, contrasting with the INRIX findings:

- The average eastbound travel times on Greenwood Avenue decreased from 132 seconds pre-construction to 127 seconds post-construction in both September 2024 and January 2025, representing a 4% drop (5 seconds).
- **In June 2025, travel time increased to 154 seconds, representing a 17% increase from pre-construction travel times.**
- The average westbound travel times on Greenwood Avenue decreased from 132 seconds pre-construction to 130 seconds in September 2024 and 126 seconds in January 2025, reflecting a 1% and 5% reduction**.**
- I**n June 2025, travel times increased to 149 seconds, reflecting a 13% increase.**

The parallel corridor analysis showed fluctuation in travel time on Olney Avenue in September 2024. Other than that, travel times generally remained similar or improved slightly in both post-construction periods:

- Travel times on Olney Avenue increased by more than 20% (up to 22 seconds) in September 2024, but dropped in January to 4% below pre-construction levels.
- On the other parallel corridors **travel times stayed stable or decreased slightly.** The maximum decrease occurred on Franklin Avenue in January 2025, where both directions' travel times dropped by 6% (ten seconds).
- Travel times are not reported on Olney Avenue during the June 2025 data collection period due to a closure along the road in conjunction with the Olney Avenue Improvements Project.
- Other than Olney Avenue, travel times on other parallel corridors stayed stable or decreased slightly in September 2024 and January 2025.
- In June 2025, both Revere Avenue and Franklin Avenue experienced increased travel times of up to 16%.

Table 8: Average Daily Google API Travel Time

Corridor	Pre-Construction May-24 Travel Time in Seconds	Post-Construction 1 Sep-24 Travel Time (% Difference from Pre-Construction)	Post-Construction 2 Jan-25 Travel Time (% Difference from Pre-Construction)	Post-Construction 3 June-25 Travel Time (% Difference from Pre-Construction)
Primary Corridor				
EB Greenwood Avenue	132	127 (-4%)	**127 (-4%)**	**154 (17%)**
WB Greenwood Avenue	132	130 (-1%)	**126 (-5%)**	**149 (13%)**
Parallel Corridors				
EB Revere Avenue	121	119 (-2%)	**123 (1%)**	**141 (16%)**
WB Revere Avenue	108	108 (0%)	**108 (0%)**	**109 (1%)**
EB Olney Avenue	94	114 (21%)	**90 (-4%)**	**N/A**
WB Olney Avenue	91	113 (25%)	**88 (-4%)**	**N/A**
EB Franklin Avenue	160	158 (-1%)	**150 (-6%)**	**171 (7%)**
WB Franklin Avenue	154	147 (-4%)	**144 (-6%)**	**167 (9%)**

Peak Hour Travel Time: Similar to INRIX analysis, travel times between 3:00 and 4:00 PM were used.

Along Greenwood Avenue, similar to the average daily travel times, peak hour travel times also decreased slightly:

- Eastbound peak hour travel times decreased from 155 seconds to 145 seconds post-construction in September 2024 (6% decrease). By January 2025, the travel time increased slightly to 151 seconds, but was still below pre-construction levels.
    - **In June 2025, travel times rose to 194 seconds, representing an 8% increase.**
- Westbound peak hour travel times remained the same (151 seconds) in September 2024 but decreased to 144 seconds in January 2025.
    - **In June these times have increased to 164 seconds (8% increase from pre-construction).**

Similar to the daily travel time trends, travel times along the parallel corridors decreased in general, except Olney Avenue, where travel times increased in September 2024:

- Travel times on both directions of Olney Avenue increased by about 20% in September 2024. In January 2025, the eastbound and westbound travel times dropped to three and 4% below pre-construction levels. Travel times are not reported on Olney Avenue during the June 2025 data collection period due to a closure along the road in conjunction with the Olney Avenue Improvements Project.
- Other than Olney Avenue, travel times on other parallel corridors stayed stable or decreased slightly in September 2024 and January 2025. **In June 2025, both Revere Avenue and Franklin Avenue experienced increased travel times of up to 20% and 12%, respectively.**

Table 9: Average Peak Hour Google API Travel Time

Corridor	Pre-Construction May-24 Travel Time in Seconds	Post-Construction 1 Sep-24 Travel Time (% Difference from Pre-Construction)	Post-Construction 2 Jan-25 Travel Time (% Difference from Pre-Construction)	Post-Construction 3 June-25 Travel Time (% Difference from Pre-Construction)
Primary Corridor				
EB Greenwood Avenue	155	145 (-6%)	**151 (-3%)**	**194 (25%)**
WB Greenwood Avenue	151	151 (<1%)	**144 (-5%)**	**164 (8%)**
Parallel Corridors				
EB Revere Avenue	137	128 (-7%)	**130 (-5%)**	**164 (20%)**
WB Revere Avenue	115	114 (-1%)	**114 (-1%)**	**120 (4%)**
EB Olney Avenue	99	116 (18%)	**96 (-3%)**	**N/A**
WB Olney Avenue	96	118 (23%)	**92 (-4%)**	**N/A**
EB Franklin Avenue	203	189 (-7%)	**195 (-4%)**	**222 (9%)**
WB Franklin Avenue	172	157 (-9%)	**157 (-9%)**	**192 (12%)**

Traffic Incidents Report

This data shows the number of reported crashes to the Department of Motor Vehicles and the City of Bend Police Department on Greenwood Avenue between Wall Street and Third Street. For a detailed list of crashes please see the September 11, Traffic Monitoring Summary Technical Memorandum.

Pre-construction data is compared to the post-construction data to gauge whether the quick Build improvements have increased safety on the corridor.

Reporting timeframes:

- Pre-construction: August 17th, 2023 to August 1st,2024
- Post-construction: August 15th, 2024 to July 31st, 2025

This data is preliminary and subject to change with further review.

In the year before construction, there were **17 reported crashes with 35% occurring at signalized intersections**. This included two bicycle crashes, one of which happened at a traffic signal.

In the year after construction, there were **32 crashes with 50% occurring at signalized intersections**. This included two pedestrian crashes and two bicycle crashes, three of which occurred at traffic signals. Only minor modifications to the traffic signals were part of the quick build project and activity in these intersections do not necessarily reflect the corridor overall.

Traffic studies generally use data from a five-year period, which allows for the identification of trends and to account for annual variations in crash trends that are typical. Evaluation of a 5-year period provides a more measured and reliable review of crash patterns.

Evaluation of shorter periods, such as 1 year of data as is available for the Greenwood Quick Build project, risks over or under emphasizing how crash patterns may have changed. It is not recommended to draw broad conclusions from this early data. This data should be viewed as a starting point, with clearer trends expected to emerge as more years of data became available.

We couldn't directly link the increase in crashes to the quick build project itself. Other factors may be involved, and more data will be needed to fully understand these crash trends.

Table 10: Calls for Service and DMV Crash Reports

Pre-Construction	Type of Crashes Reported	Post-construction
15	Crashes	32
6	Crashes at signal	17
2	Bike Crash	2

Pre-construction observations: Two crashes could have been mitigated by the Quick Build project. One at Harriman Street with the addition of the median, and another at Second Avenue where eastbound parking was removed.

Post-construction observations: Most crashes occurred at signalized intersections. Crash numbers at unsignalized locations were similar to pre-construction levels. Both pedestrian crashes post-construction happened at the signalized intersection of Wall Street and Greenwood Avenue.

Feedback Summary

The following feedback was collected through an online form which was advertised via multiple channels online and in-person along Greenwood Avenue. Participation is voluntary and not limited to one response per person. This feedback summary compiles 1,858 public responses received from February 1 through June 6, 2025

Travel Modes and Times

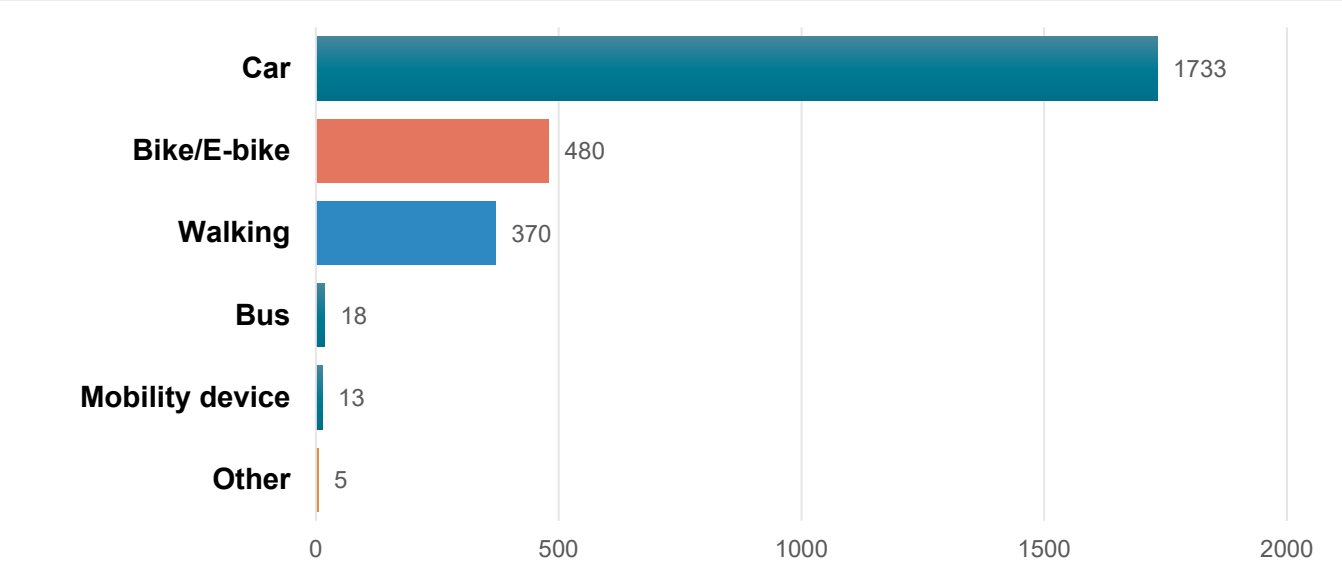
We asked participants how they **usually travel,** to understand who was completing the voluntary feedback form. They could select more than one option.

1,793 total responses to this question, with 2,619 selections made. Percentages are rounded to the nearest whole number and calculated based on the total 1,793 responses that were received.

- **Car** (1,733, 97%); Of these 1,173 did not list a secondary form of travel
- All **bikes** (480, 27%) – Bike (373, 21%), E-bike (107, 6%)
- **Walking** (370, 21%)
- **Bus** (18, 1%), **Mobility Device** (13, <1%), **Other** (5, <1%)

Car travel is the most selected (97%) option by participants traveling on Greenwood Avenue, with 65% of those relying solely on car travel. This is followed by biking (including regular bikes and e-bikes) and walking. Only 3% of survey participants reported not traveling by car at all on Greenwood.

Chart 4: How participants travel



Others mentioned:

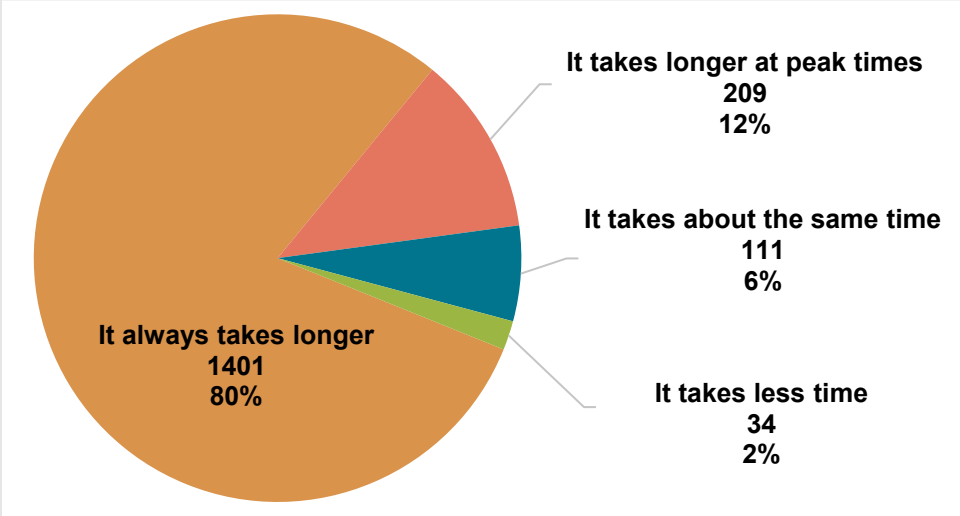
- Motorcycle (4)
- Skateboarding (2)
- Running (1)
- One-wheel (1)
- Ambulance / Fire engine (1)
- Hot Air Balloon (1)

How have these changes affected your travel time? *(1,755 responses total)*

The quick build is widely perceived to have added time to commutes.

Many survey participants (80%) perceive that using the new Greenwood Avenue consistently results in longer travel times, with an additional 12% noticing longer trips during peak hours. A smaller percentage (8% total) perceive travel times to be unchanged (6%) or improved (2%).

Chart 5: Perceived travel times

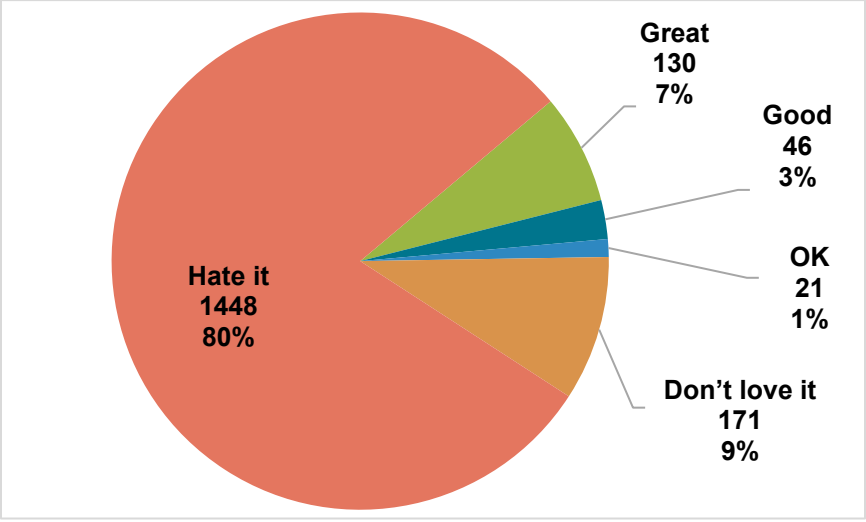


Perception Rating of the corridor

Overall, how well is the new design working for you? *(1,816 responses total)*

The quick-build currently faces overwhelmingly negative sentiment, with a striking 80% of respondents reporting they "Hate it". A minority of 11% express either positive (“Great” or “Good”) or neutral feelings ("OK").

Chart 6: How well is the new design working for you?



Comments

Note: In the comment sections below, numbers in parenthesis (#) indicate the number of times that topic was mentioned. This does not indicate the number of people who hold those opinions. Some respondents mentioned the same comment in both comment fields, and some participants completed the survey more than once.

To get more detailed information, we asked participants:

- **Is the new Greenwood working better for you? Have you noticed any new points of conflict between bikes, cars, or people walking, or difficulty with parking?** *(1,253 responses)*
- **Is there anything else you'd like to share with us?** *(1,257 responses)*

Since many of the responses to the first question were repeated in the second question, the major themes have been compiled together based on comment tallies. Comment topics with less than 20 mentions have not been included.

Negative Feedback

- **(1,116) Increased traffic and congestion:** Traffic is the most frequently cited comment with many believing the lane reduction is increasing travel time and aggressive behaviors from drivers. Traffic has been reported along the entire stretch of the project corridor.
  (108) Road closures acknowledgment: Respondents noted that the current traffic impacts appear to be influenced by additional road closures on Portland Ave and Olney.
  Note: there were many complaints about traffic and associated complications without reference specifically to the design changes.
    - **(240) Greenwood needs four lanes:** In line with traffic concerns, many people requested returning Greenwood to four lanes or simply said “put it back” to indicate they prefer the old layout.
    - **(101) Bend is car centric:** Others explicitly stated that transportation improvements should focus on vehicle travel and increasing vehicle roadways. Some mentioned the impracticality of biking year-round in a city like Bend that gets snow for several months.
- **(582) General dislike or opposition to the project:** Respondents expressed general opposition to the project with comments like “disaster,” “ugly,” or “unsafe.”
- **(374) Low bike usage:** Many shared that they never or rarely see bike lanes being used. Some people who noted they do bike, still feel unsafe on Greenwood, as the bike lane is so near to traffic without barriers, ends suddenly and drivers are behaving erratically due to slow traffic. (31) Drivers noticed bicyclists using the sidewalk or road instead of the bike lane. (25) Respondents also noted **maintenance concerns** with bike lanes being unusable after snow accumulation and not swept free of debris.
    - **(43)** Several respondents noted that it might be better to have the bike lane on a less busy through street. Some said they support the idea of bike lanes general but not when it interferes with vehicle traffic.
- **(163) Parking:** Respondents shared difficulties finding street parking, especially for customers or service vehicles. Parking demand has increased on surrounding streets (Hill, Harriman, Lafayette) leading to unsafe parking at corners and obstructed views for drivers. (21) Several respondents also proposed removing street parking entirely and using that space to restore the second traffic lane.

- **(88) Businesses Impacted**: Many shared concerns about lost revenue and visitors to local businesses on Greenwood, delivery disruptions, or avoiding going downtown in general.

Safety Concerns

Respondents shared safety concerns in specific areas from the quick-build changes:

- **(99) Emergency Access**: Concerns about emergency vehicles (ambulances and fire trucks) having limited access getting through the corridor, which delays their response times. Some also mention concerns over residents being able to evacuate during emergencies.
- **(99) Difficulty turning on/off Greenwood from side streets**: Many shared that turning onto Greenwood from Hill, First, Second, Third, or Bond can be extremely difficult and unsafe with steady traffic providing no gap or courtesy to enter. Drivers have limited visibility due to parked cars near the intersection blocking the view of oncoming cars and bicyclists.
- **(40) Traffic lights timing, road striping and signage**: Several people suggested extending green light times, especially for left-turn lanes, to prevent the “bottleneck” traffic at the Third Street, Wall Street, and Bond Street intersections. Some drivers mentioned early signage about lane reduction between Second and Third Street would be helpful. Some drivers observe confusion from other drivers where one lane becomes two again (eastbound at Second Street and westbound after Bond Street), suggesting a need for improved stripping or arrows.
- **(28) Bike lane concerns**: Several commented on the bike lane ending abruptly at Second Street and difficulty turning left at intersections. (21) Several people commented on cars entering the wider bike lanes. Risky behaviors from drivers that intentionally use the wide bike lane to cut traffic or mistake the wide bike lane for a traffic lane or street parking.
- **(24) Crosswalk concerns:** Several raised concerns about cars blocking crosswalks.
- **(20) Confusing road furniture:** Several comments on the bollards and physical barriers for people biking and walking to be more durable, while others reported that bollards and median islands at specific intersections are confusing and districting to drivers.

Positive Feedback

- **(205) Improved Safety:** Many users, including drivers, reported feeling safer with the reduced lanes, which reduces speeding and bike/car conflicts. (31) Many shared feeling significantly safer biking on Greenwood between Third Street and downtown. Many commented on the improved crosswalks and increased visibility when crossing the street, especially at night. Specific improvements called out included: the protected bike lanes, enhanced crosswalks, the designated bike lane under the bridge, and the bike-only crossing at Harriman.
  Many acknowledged an increase in traffic on Greenwood but still want the city to keep the new design. They feel the summer season, with more cyclists out, will really show how effective it is.

General feedback, not project related

- **Criticism of City Planning and Leadership:** Several respondents express general frustration and anger, feeling ignored by city planners, and believing the project was poorly conceived and executed. They want city leadership to listen to the majority population who travel by car and say that reducing lanes is counterproductive to the City’s rapid growth.
- Several people mention **overall City growth** and impacts on the standard of living due to infrastructure lagging behind this higher demand.