

From: Ross Winsor <rideif@gmail.com>
Sent: Thursday, December 13, 2018 3:05 PM
To: Karen Swirsky <kswirsky@bendoregon.gov>
Subject: Public Comment on City-Wide Transportation Framework

Hi,

Please make a Low Stress Bicycle Network a top priority for future transportation projects. As several recent climate reports have made abundantly clear, greenhouse gas emissions need to be cut rapidly to avoid catastrophic climate change and transportation is our country's number one source of emissions. We must do more (far more) to reduce driving and encourage walking and cycling in Bend. In order to encourage cycling, cycling routes must be separated from vehicle traffic to increase safety (actual and perceived). Our current system of painted lanes is okay for fearless, experienced cyclists but pretty scary and unsafe for anyone else. Paint is not infrastructure, it does nothing to protect people on bikes from cars. Bend needs to develop and prioritize a complete network of off-street paths and protected bike lanes that all residents can access. Neighborhood greenways are great but they are not a substitute for real bicycle infrastructure. People on bikes still need to use arterial streets to get where they're going and access restaurants, stores, businesses, etc. on main streets.

After spending some time in the Netherlands, Denmark, and Sweden earlier this year it is clear to me how car-centric Bend is and how unsafe and frankly ugly most of our roads and intersections are for all road users, but particularly pedestrians and cyclists. It is a stark difference visiting places like these that take road safety and cycling infrastructure seriously, seeing how much more safe, liveable and sustainable many of these cities are compared to Bend. I realize Bend will never be the same as European cities but we can certainly do so much better than we are now. To that end, please update mobility standards to include safety for all road users, not just traffic flow/congestion. The viability of a project or street improvement should not be measured simply by how many cars can we move through but how many people can use the street safely.

Thank You,

Ross Winsor