

A. Presentations to Downtown Bend Business Association and neighboring stakeholders

- **November 1, 2024 Meeting**

- City staff and consultants made a presentation with the aid of a powerpoint presentation. Highlights of the audience comments included.
 - The presentation was generally “informational only”. The audience was never felt that they were “active participants”.
 - Two steering committee meetings have already been held. Staff seemed surprised when the audience asked why stakeholders were not invited to be on the committee. (More on this below.)
 - A City Consultant presented a slide show titled “Key ingredients for Success” as the benefit of this proposal. This presentation was not received well by an audience who felt they had already created a vibrant, successful downtown which was the envy of other communities. The people streets seemed to be a planner’s vision instead of an actual need by the stakeholders.
 - Another consultant presented a slide show of alternative street types that prioritized walking and biking. The audience was disturbed by the impact to the vehicle circulation downtown. When this study was completed months later, the study failed to complete the state grant’s stipulated task to study the circulation impact.
- Here are two answers staff gave in a question-and-answer period.
 - “Don’t worry about the removed parking spaces, we will replace them. [Wrong. The city has decreased the downtown parking spaces by about 20% in the last few years with no replacement.]
 - “Don’t worry about the lost business. In five years, there will be more customers in the nearby Core Area. [How will businesses survive in the meantime? And the city’s assumption of more customers is more of a hope than a guarantee.]
 - Some of the exhibits were label “quick build” options. The city had just completed the unpopular quick build Greenwood Avenue pilot road diet and the audience felt it could happen again.
- A city survey found 70% of responders opposed people streets.

- **Mid-November open house-**
 - It was poorly attended. In one activity, attendees placed colored stickers for the type of people street they desired on existing city streets.
 - Councilor Mendez was asked how owners should deal with loss business and he said just wait for five years.....
 - Attendees could take a survey with only city preferred alternatives to pick from. There was no ‘none of the above’ or other alternatives was possible.
- **In December, Bryan Rankin hosted a follow-up meeting at the Municipal court**
 - Bryan gave an overview of how the city conducts transportation planning.
 - He told the crowd not to worry about this “plan”. The real planning won’t happen until 2027 when the Transportation System Plan is updated. There are several problems with this statement.
 - For the 2020 TSP, Council and staff picked only people for the advisory committee who supported city view.
 - The city and ODOT incorporated a “people street” into the Hawthorne Bridge open house in the fall of 2025.
 - Mr. Rankin said all the public comments and the survey would be carried forward. [All comments and the survey were scrubbed from the People Street webpage.]
 - The Fall 2025 ODOT Hawthorne Bridge open house and the April 2026 Hawthorne Connection open houses included “people streets.”

B. March 2025 -The people Street study steering committee 3rd and final meeting-

- The original committee consisted of representatives of “under-represented” populations only.
- City did allow three stakeholders to attend this last meeting. The agenda looked great with workshop breakouts to allow all members to share their thoughts.
- Unfortunately, these workshop breakout sessions didn’t happen.
 - Staff and consultant presentations went too long.
 - Each member gave introductions and some included speeches.
- In an email after the meeting, the Bend Bike president said the stakeholders were a distraction.
- This study was funded by a \$150,000 state grant. 1/3 of the grant was to be for community engagement (Hah!)