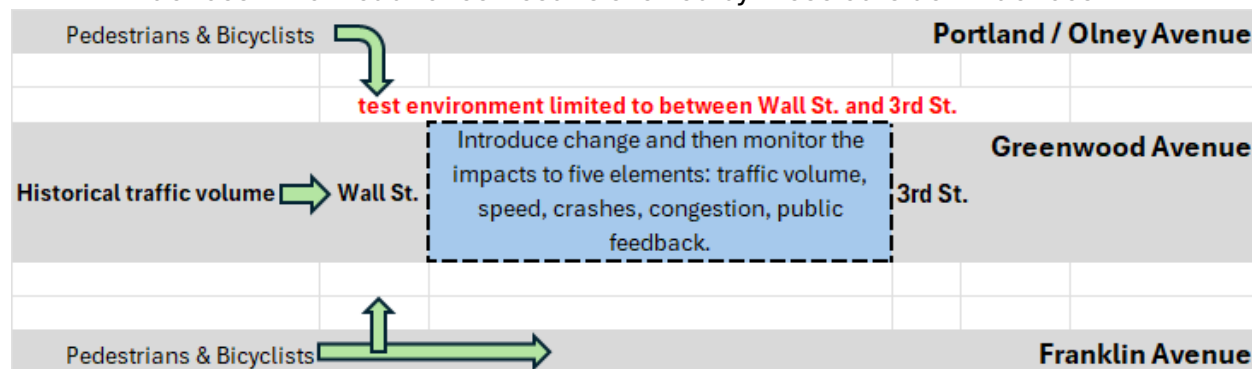




2. The consultants are using a **“baseline” from only from point in time, May 14/15, 2024**, for traffic volume, speed and congestion. Historical documents demonstrate that data varies from month-to-month and/or year-to-year.
3. Collecting data from only three points in time over 12 months prevents seeing a **reasonable “grouping” of data or the elimination any high and low anomalies**. Then staff presented to Council only the extremely high bicyclist and pedestrian data from June 2025 data to maximize the perceived increase in each.

													
May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun

4. **Two big deceptions occurred** with this program; the “road diet” hadn’t been complete [Easterly extension of the road diet through 3rd St. is missing] and no analysis of what happens as population increases. The standard practice in transportation planning is to project what happens in the future.
5. The establishment of the protocol **didn’t include important existing historical data** which could have been very useful in establishing a more effective protocol and/or “ground truthing” the monitoring data.

a. [MPO count data](#) (link)

b. [MPO crash data](#) (link)

c. The previous TSP intersection capacity calculations at 3rd Street assumed Greenwood Avenue was four lanes.-

98% for “existing conditions” (TSP memo 7/25/2018)

133% for 2040 (TSP memo 4/24/2020).

[I agree with the city engineer when he said the congestion is driven by “nodal control”. **The public needs to see new calculations for today and 2040 with a road diet lane configuration as part of this pilot program’s analysis.**]

d. The public needs to be told that the TSP/MPO consultant (DKS Associates) projected the future the mode shares for bicyclists and pedestrians after the TSP/MPO’s nearly \$900 million project list is completed. [Table 6.5 of the [2045 MTP](#) projects for increase from 2019 to 2045].

- an increase of bicyclist trip share of only 1.0%
- an increase of pedestrian trip share of only 2.6%

- C. This table lists the data from the consultant's July 2025 summary. What staff presented on **September 24 is shaded in yellow**. I added a column for mode share of Total trips = Vehicles + Bicyclist+ pedestrians which is shaded in **green**. I also added ODOT crash data from the city's webpage for a six-year period shaded in **blue**.

			West of Hill			East of Hill					
Volume - Vehicle			Trips	% of total trips	Trips	% of total trips	Date				
baseline			15572		17921		24-May				
Daily Average Change			12416	-20% 97%	14719	-18% 98%	24-Sep				
			14810	-5% 98%	17234	-4% 99%	25-Jan				
			14144	-9% 94%	16829	-6% 95%	25-Jun				
Volume - Pedestrian			Trips	% of total trips	Trips	% of total trips	Date				
baseline			474		209		24-May				
Daily Average Change			276	-42% 2%	146	-30% 1%	24-Sep				
			288	-39% 2%	165	-21% 1%	25-Jan				
			517	9% 3%	379	81% 2%	25-Jun				
Volume - Bicyclist			Trips	% of total trips	Trips	% of total trips	Date				
baseline			101		108		24-May				
Daily Average Change			166	64% 1%	134	24% 1%	24-Sep				
			66	-35% 0%	86	-20% 1%	25-Jan				
			364	260% 2%	429	297% 3%	25-Jun				
Speed			mph	reduction	mph	reduction	Date				
Baseline			31		34		24-May				
			27	4	31	3	24-Sep				
			28	3	31	3	25-Jan				
			27	4	30	4	25-Jun				
			Posted speed is 20 mph			Posted speed is 25 mph					
Congestion (Travel Time) - The consultants data is not valid because the delay was measured only <u>between</u> Wall Street and 3rd Street instead of including the delay for vehicles approach Wall Street from the west and the vehicles approaching 3rd Street from the east.											
Crash Data			Pre-construction year		Post-construction		ODOT data 2017 - 2022				
			police report	Sept. 24th	police report	Sept. 24th	6-year total	Average per year			
Vehicles			13	15	28	30	87	14.5			
Bicyclists			2	2	2	2	6	1.0			
Pedestrians			2		2		2	0.3			
Public Feedback			Presented Sept. 24th.			Reported in consultant summary					
Hate it / don't love it			78%			89%					
Great/Good/OK			22%			11%					

D. Here are the only reasonable takeaways from a year of monitoring.

1. **Volume** – The traffic volume on Greenwood Avenue in the post-construction period was lower than the volume in the pre-construction period. The takeaway is the Portland/Olney closure didn't increase traffic volume in their limited test environment which then means congestion monitored in this limited test environment was not impacted by the closure. [Mt. Washington was impacted.]
2. **Speed** -The speed was reduced by only about 10%. Too many vehicles still exceed the speed limit by 20 to 30%. Maybe the city should try enforcement.
3. **Congestion (time delay)** -The public told you how they feel about congestion in survey after survey. All the consultants' data was a bust as explained on the previous pages.
4. **Crashes**- The staff's original claims were wrong. Now compare their statements to the Bend Area Transportation Safety Action Plan (TSAP). "Potential" doesn't mean guaranteed. (FYI. Kittelson was the consultant for the TSAP and monitoring study.)
 - 19-47% vehicle crash reduction w/road diet versus "potential 29%"
 - 47% bicycle crash reduction w/buffered lanes versus "potential 0-53%"
 - Staff failed to mention 89% of crashes are within 250 feet of intersections.

The takeaway comes from a quick statistic comparison and field observations.

<u>Over 350 days</u>	<u>pre-construction</u>	<u>post-construction</u>
Crashes per trips	17 per 5 million trips	32 per 5 million trips

Personal observation – While I conducted my own volume counts during 6 peak hour periods spread throughout the year, I witnessed numerous examples of aggressive driving and near accidents. **It only takes a few drivers who become frustrated to offset any design measures. The takeaway is congestion matters.**

5. **Public Feedback**- Councilors Perkins and Riley are right about the community's priority. Councilor Mendez and Franzosa are wrong. **Remember who you are working for.**

E. Recommendations –

- **Make objective, transparent and data-driven decisions.**
- Listen to Bend's majority instead of just advocates.
- Start with TSP goal #9, *The city will limit the location and number of driveways and vehicular access points on higher order streets (arterials and collector to maintain public safety and future traffic carrying capacity....)*
- Don't replace vehicle lanes with bike lanes on the few east-west corridors.