

OBNA Transportation Vision Plan:

OBNA Traffic Team - Old Bend Neighborhood Assn.

Vision plan- A place to collect ideas, comments and issues for focused neighborhood transportation planning - a work in progress...



Inspiration Image:



I love this image - two dozen kids on roller skates, proudly owning Delaware Ave and celebrating the freshly paved street. The first paved street in Bend! Not a car in sight. Our neighborhood kids are now taught to stay off the streets and to beware of speeding vehicles. The external car-pressure is increasing rapidly, along with the inevitable surrounding density of urbanization. The best future Vision for Old Bend does not include overwhelming cut-thru traffic and tourist parking wars. Instead, OBNA hopes to preserve an excellent pedestrian experience, safe streets, old trees, community spaces, and good Traffic Management.

Richard Ross, Chair of the OBNA Traffic Team, has worked together with OBNA to provide us with this guiding document.

This document is intended to be a forward looking OBNA Transportation Vision to guide the community transportation issues, based on our community values. As the historic crossroads, Old Bend shares many of these issues with our immediate Core Area neighbors, Southern Crossing, Downtown, River West, and the Bend Central District. OBNA believes that a livable and thriving Core, for all Bendites, is essential to Bend's continued livability and prosperity. The next decade calls for more coordination among Old Bend's neighbors, more creative transportation solutions, and more proactive neighborhood and citizen support.

MULTIMODAL VISION

Primary Pedestrian Network.

Old Bend has been valued for its walkability and proximity to Bend's core for over a century. Old Bend grew up in an era when most Bendites walked to work, to shop or to school.(1905-1970s) Surprisingly, Bend did not develop "Complete Street" standards or a sidewalk network in its Core neighborhoods, as did many early Oregon cities.

In the 21st Century, OBNA needs a Primary Pedestrian Network that is safe, continuous, ADA compliant, and well marked. The Primary Network will connect nearby destinations within OBNA (Homes, services, jobs, shopping, schools, churches, parks, cultural). It will also provide efficient walking routes to adjacent areas such as Downtown, River West, Old Mill, Kor-Pine, Bend's Central District. Identify the pedestrian network using Transportation System Plan Policies, the 15 Minute Neighborhood concept, and WalkScore criteria.

NETWORK SEGMENTS : Hill, Sisemore, Delaware, Lava, Riverfront, Riverside, Franklin, Tumalo, Kansas, Lava, Wall-Bond, Broadway, Tumalo, Colorado- Arizona, Aune

Bike Network.

The City should complete and better define OBNA's Bike Network, to and through Old Bend. The Bike Network should be integrated with the Primary Pedestrian Network, and use traffic calming tools as needed to protect bike and pedestrian travel.

Designated Greenways on Delaware-Shasta and Georgia-Kansas and Harriman-Crux should provide equal accessibility for bikes and pedestrians.

Upgrade the safety of bike route approaches to Major Bridges (Galveston, Colorado) for safety (within +/- ¼ mile).

Riverfront trails

Complete all planned Deschutes River Trail connections North and South of Old Bend. Riverfront trails should be limited to non-motorized traffic. Ped- bike bridges at Gilchrist and Nashville are important regional linkages that connect Old Bend/Downtown, with East and Westside neighborhoods, OSU, COCC, and with Greenways and other regional bike ped routes.

OBNA supports timely completion of the planned Deschutes River Trail South of Galveston . on SW Riverfront. OBNA urges both the City and Park Dist. to keep their

CIP and master plan commitments, between Galveston and Millers Landing. Prioritize bike ped traffic, and limit motor vehicles to local access only on the SW Riverfront segment of this trail.

Trail segments include Miller’s Landing, SW Riverfront, Gilchrist and Nashville bridges, and Drake Park.

Delaware and Georgia Greenways,

City Greenways on Delaware-Shasta, Georgia -Kansas, Harriman - Crux area , should serve both bikes and pedestrians equally and be ADA compliant. Greenway crossings of major streets should be upgraded, designed and visually marked as major bike and ped route crossings. Major Greenway street crossings include Colorado, Arizona, Franklin, Bond- Wall , Riverside.

Consider “ Intersection repair” at Harriman/Georgia and other Super-sized intersections to create mini parks, similar to Mary Jane’s Park at Lava/ Georgia. .

Transit Access

Cascades East Transit should implement 15-minute weekday and weekend service on major OBNA corridors such as Franklin-Riverside- Galveston, Wall-Bond , Colorado-Arizona-Simpson. OBNA supports a zero emission transit fleet, with bus pullouts and shelters, as part of the 15 minute service system.

Mobility Hub south of Arizona. (Cascades East Transit/CET)

OBNA Supports creation of a new CET Mobility Hub for Southern Bend, to the South of Arizona. This hub could include intermodal transit / bike/ ped connections, local commercial and mobility services, park and ride and ride sharing services . The City and CET must coordinate Hub plans and site location with affected neighborhoods and businesses (*Old Bend, Southern Crossing, other*). A *community advisory committee* will represent adjacent neighborhoods, associations, businesses , transit users, and other stakeholders.

TRAFFIC MANAGEMENT VISION

Cut Through Traffic Control

'The City's policy is to reduce the impact of cut through traffic in residential neighborhoods

Action The City will create a plan that identifies and reduces safety issues caused by residential cut through traffic throughout the City

Sisemore Local Traffic Management

Since 2016 Sisemore, once a quiet "Local" residential street , has become a de facto "Collector" that attracts up to 2000 Average Daily Traffic (ADT) between Colorado and Franklin. (Mostly new cut-through to/from new commercial destinations) Fortunately, the East End of Old Bend is now revitalizing , with widespread medium density housing rehab, in the Old Town Historic District. This Sisemore traffic surge undermines revitalization. It comes from extending Sisemore south to Arizona and attractive new commercial services on Colorado-Arizona, without local traffic management.

In 2019-20 OBNA and area residents(NSSP project Survey) requested City help to fill Sisemore sidewalk gaps and to reduce growing external traffic. OBNA has asked again in 2021. The City and Neighborhood Leadership Alliance ranked Sisemore as one of its top citywide Neighborhood Safety(NSSP) projects. To date the Sisemore NSSP project only proposes filling a 200 ft sidewalk gap between Delaware and Colorado, with no changes to traffic flow. Residents who want to walk safely to new commercial services on Co-Az.welcome this sidewalk infill

However, OBNA's East End needs a broader , carefully-designed local traffic management plan, that includes modal filters/ traffic controls , and possible traffic signals at major Street intersections (Franklin, Colorado, Arizona) . This Plan should aim to reduce north-south through traffic in OBNA's East End between Colorado and Franklin(Bond to Parkway) and to attract bike and ped traffic.

Major External Traffic Challeges (East and South of Old Bend)

1. Disconnected Major Streets: Disconnection of Colorado and its Parkway Interchange to NE/SE 3rd Street
2. Colorado Interchange Design (Dated design and ramps, incomplete directional functions)
- 3.Tight rail under-crossings on Franklin and 3rd St: Franklin Undercrossing (Capacity constricts major East West Bend traffic flows)
4. Potential for intercity rail passenger rail on old rail stubs in Kor-Pine area (Not considered in 2020 City Transportation Plan or Cascades East regional Transit Master Plan)

These historic transportation challenges could enhance or endanger Old's Bend's livability and the success of the Central District Urban Renewal Plan.

OBNA wants to participate in coordinated City and ODOT, CET plans and actions to address these challenges through implementation of the Transportation Bond/System Plan, CET plans, and the ODOT Parkway Plan. OBNA supports an integrated strategy of major local, regional, State and federal investment to address these common challenges.

Arizona/Colorado Corridor

Colorado-Arizona needs speed reduction, lane narrowing, curb extensions, signal synchronization, to address growing safety and capacity issues. It is the gateway to Bend's primary route from the Parkway to the Cascades - OBNA expects an increase in car volumes here. OBNA will advocate for more safe crossings of both streets to adjacent neighborhoods

Parkway Access

The 2001 Parkway opening boxed-in local grid circulation in the east end of Old Bend and parts of Downtown, and undervalued the east side of OBNA. The Parkway unclogged a legendary US 97 bottleneck on 3rd Street., but also shifted some Downtown and regional circulation onto Core area streets. ODOT's (2020) 20 Year Parkway Plan provides an incremental approach to fix the Parkway. OBNA will continue to track and engage in the Parkway Plan, and urges ODOT and the Bend MPO to mitigate, monitor, and model Core circulation changes. A special OBNA concern is planned changes at the Lafayette, Hawthorne and Colorado interchanges. .

Reconstruction of Parkway Frontage and ramp areas should respect the neighborhood with noise reducing walls, traffic calming off-ramps, good management of the public right-of-way. This will be a hot spot for OBNA to advocate.

Kor Pine connections to Old Bend (For peds/bikes, not cars.)

Both City Transportation and Urban Renewal plans have proposed a Sisemore Extension south of Arizona, into the Kor Pine area. This potential Sisemore extension would attract more regional cut through traffic in Old Bend, between Downtown/Franklin/Colorado and Kor Pine/Old Mill areas. . A potential extension of Lava South of Arizona could raise similar concerns. . .

Instead, OBNA supports Kor Pine /Old Mill access through the extension of Aune/Industrial streets between SW Bond and SE 3rd Street, and through reduction of

current cut through in the East end of Old Bend. Pedestrian and Bike connections to Kor Pine via a Sisemore alignment are desirable. OBNA opposes any Sisemore Extension that compounds existing residential cut through traffic. .

Sisemore needs modal filters / traffic controls, possible signals on each side of AZ/CO/ Sisemore intersections

Bond- Wall Corridor

Bond-Wall is the primary North South vehicle route through OBNA's residential core. . It needs more effective signage, speed control / safety measures especially near downtown, schools and cultural hubs, and new mid rise residences. Broadway also needs attention to limit spillover traffic and higher speeds from Bond-Wall, and to upgrade and identify prominent ped/bike/vehicle crossings. .

Franklin-Riverside- Galveston-Tumalo-Corridors;

These connected Core area East-West corridors need holistic traffic management. This could include speed management, signal synchronization and other improvements. Stop and Go peak hour congestion is already evident on Franklin between Wall Street and NE 3rd Street. .

River Bridges, Downtown-Old Mill Connections

OBNA should continuously evaluate and provide input on all changes in traffic flows on the Colorado , Galveston and Newport bridges. Growth in the Downtown, Galveston, Colorado-Arizona , Old Mill Areas has the potential to send more spillover traffic into and through Old Bend residential areas.

Broadway Cut-Through

Traffic volumes and speeds on Broadway Avenue directly adjacent to a busy restaurant and Amity elementary school are a concern to OBNA. We suggest considering speed humps and other traffic calming measures on this street.