

NEIGHBORHOOD QUESTIONNAIRE RESULTS

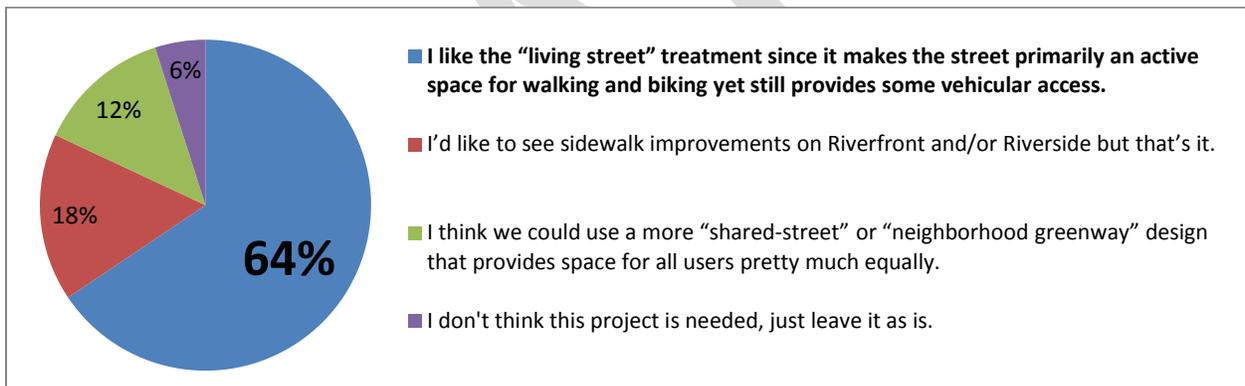
Deschutes River Trail – Galveston to Miller’s Landing Park Street/Trail Design Project

As part of the approved 2012 Bend Park and Recreation District (BPRD) Bond measure, conceptual design is underway to improve the Deschutes River Trail connection between Drake and Miller’s Landing Parks. A neighborhood questionnaire was mailed to approximately 450 owners and residents on May 20th, 2014. The questionnaire was also available online at: www.bendparksandrec.org.

Options under consideration for the segment range from simply improving sidewalks to meet accessibility guidelines, to a complete streetscape redesign. Moderate improvements may include “Neighborhood Greenway” treatments that create street environments that benefit residents and improve safety for all road users. A complete streetscape redesign could take inspiration from the Dutch “Living Street” design that is currently used in many European communities.

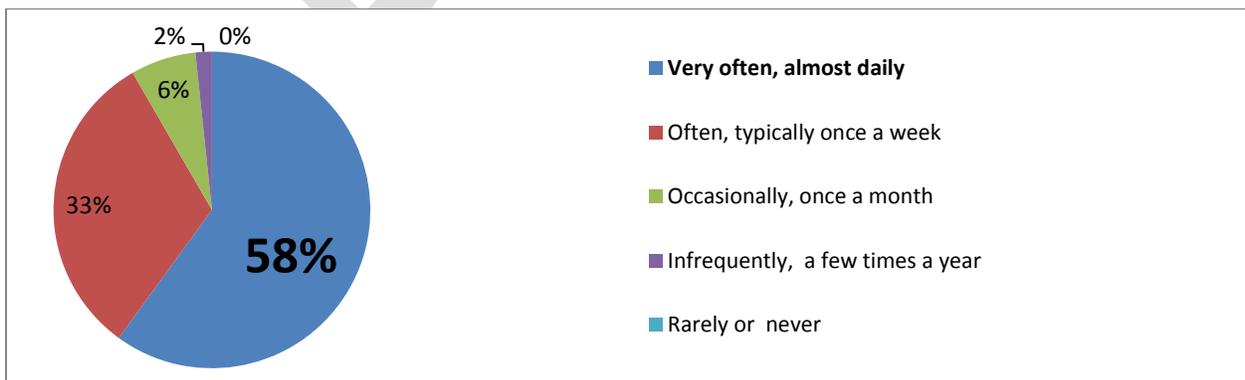
BPRD received a total of 64 responses from both paper and online questionnaire versions, a return rate of 14%. The results and comments are included below with the top answers in **bold**.

1. Please choose one of the following options that best fits your opinion of the project need:

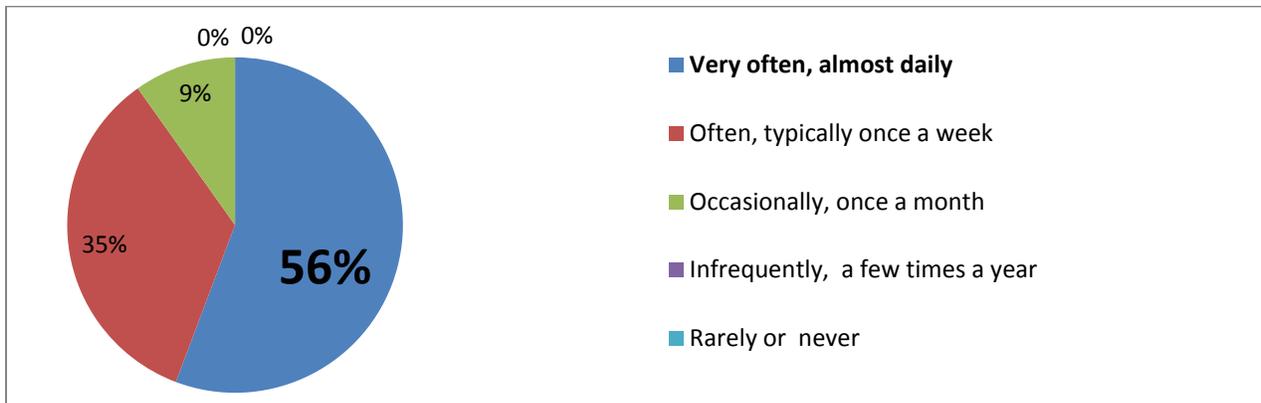


2. How often do you use these parts of the Deschutes River Trail?

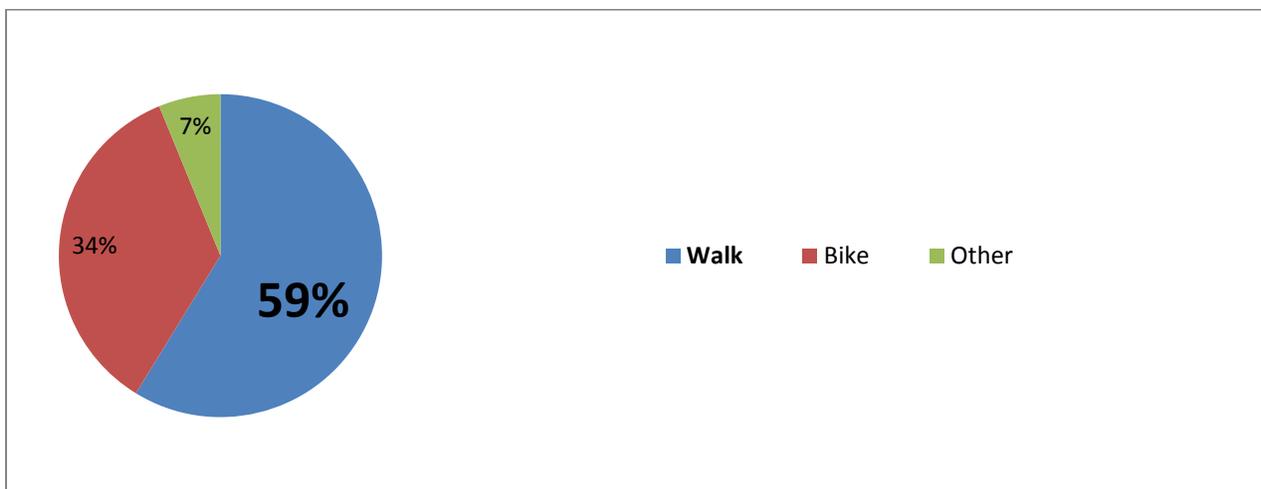
Heading south from your neighborhood towards the Old Mill area.



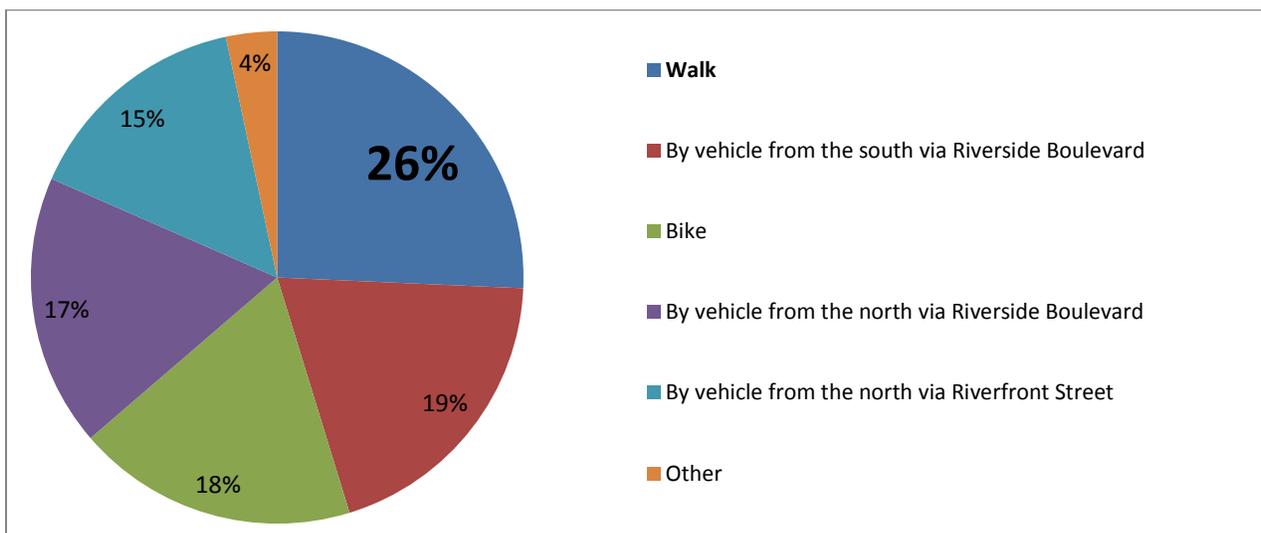
Heading north from your neighborhood through Drake Park towards Downtown.



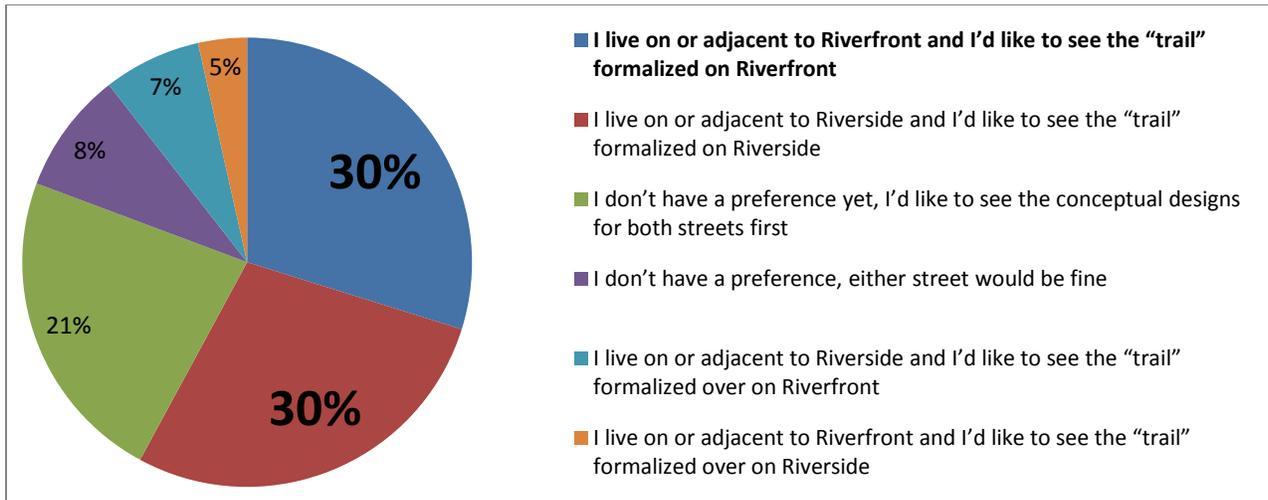
3. How do you typically access these sections of the Deschutes River Trail? (check all that apply)



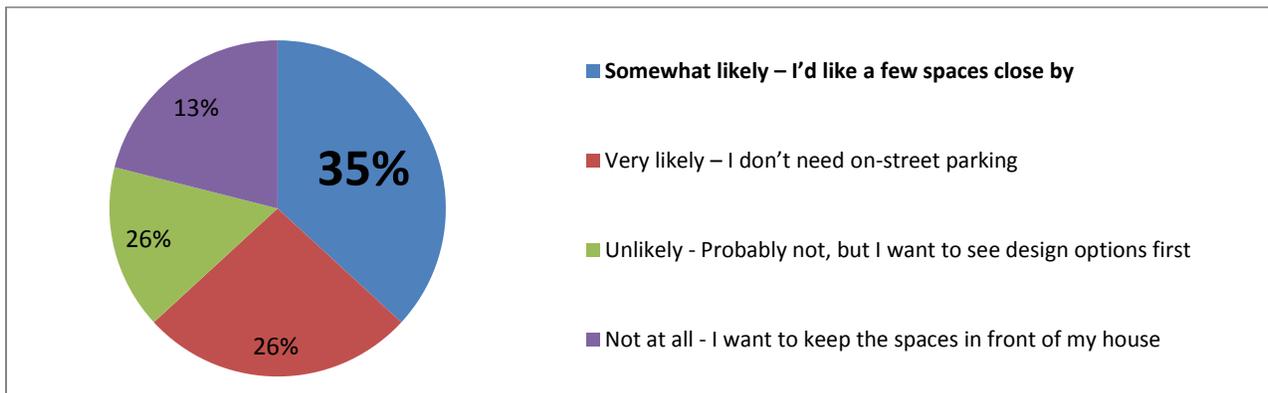
4. How do you typically access your neighborhood (check all that apply)?



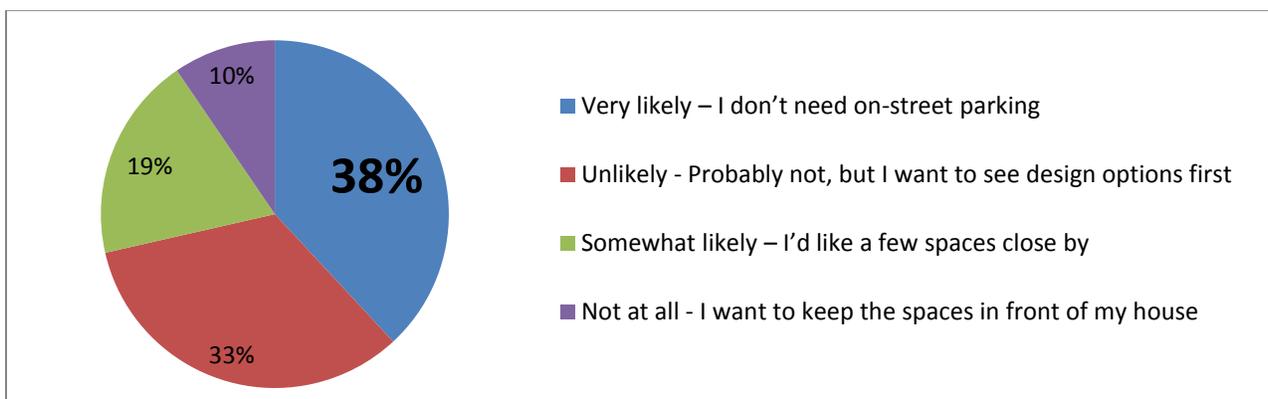
5. In general, relative to where you live, on which street should we focus the improvements?



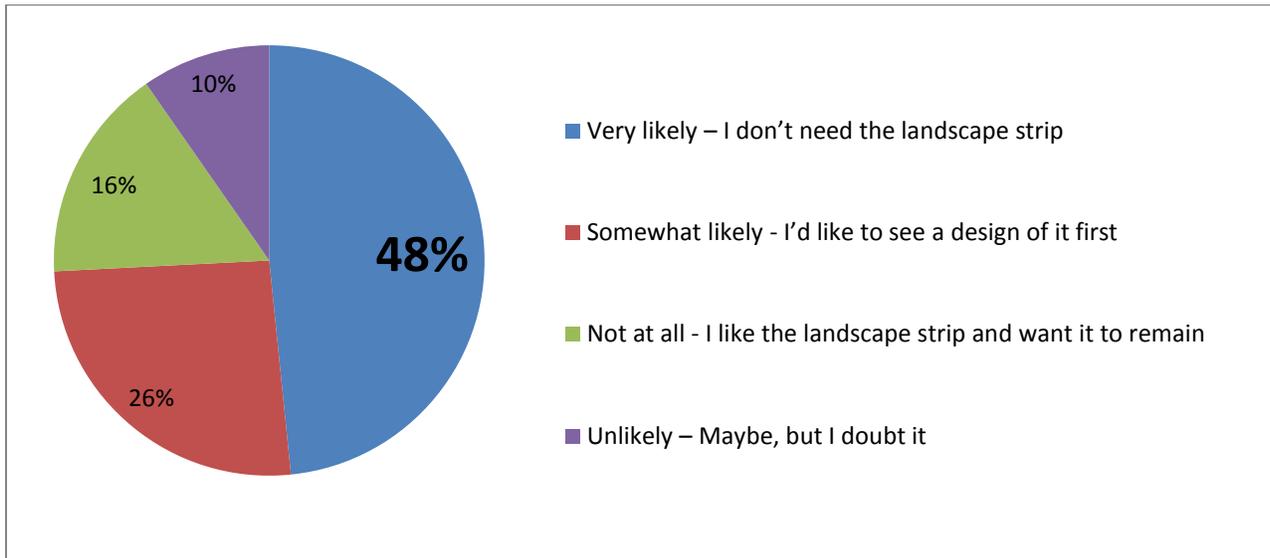
6. If you live on Riverfront and currently have on-street parking on your side of the street, how likely would you support having it reduced in amount, moved to the other side of the street or not be there at all?



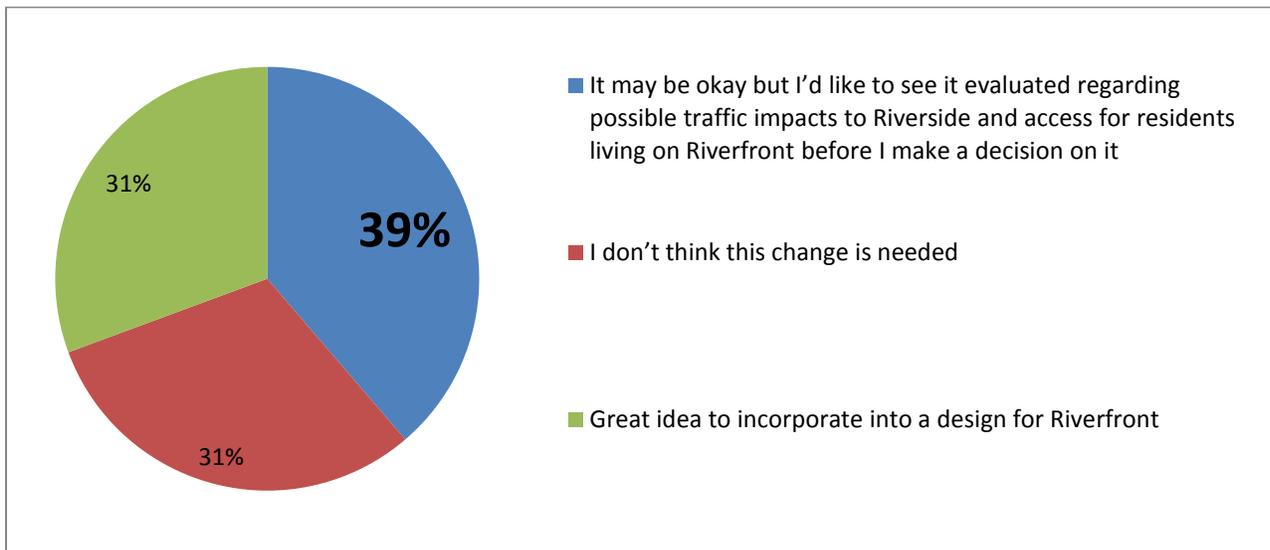
7. If you live on Riverside and currently have on-street parking on your side of the street, how likely would you support having it reduced in amount, moved to the other side of the street or not be there at all?



8. If you live on the west sides of Riverfront or Riverside, how likely would you be to consider having the existing sidewalk in front of your home or business widened (likely into the landscape strip) to create a two-way shared-use path? We realize there are utility issues with this option.

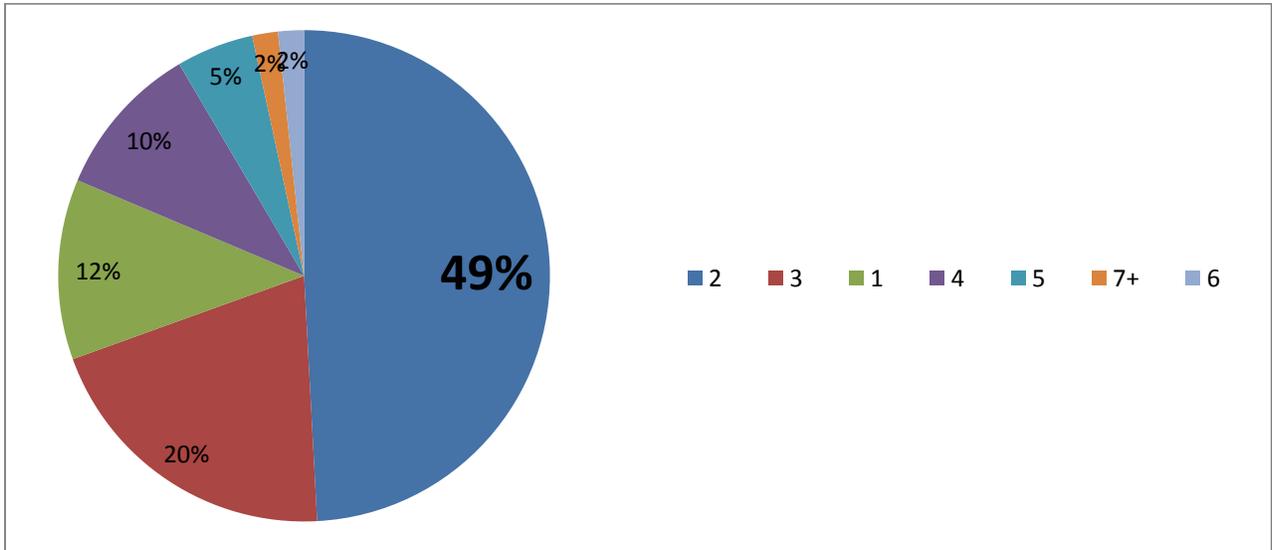


9. Another option that could make Riverfront more bike and pedestrian friendly could be to install a curb extension at the intersection with Galveston to restrict vehicle turns in from Galveston, while still providing vehicular access from Riverfront to Galveston. Please give us your opinion on this potential design option.

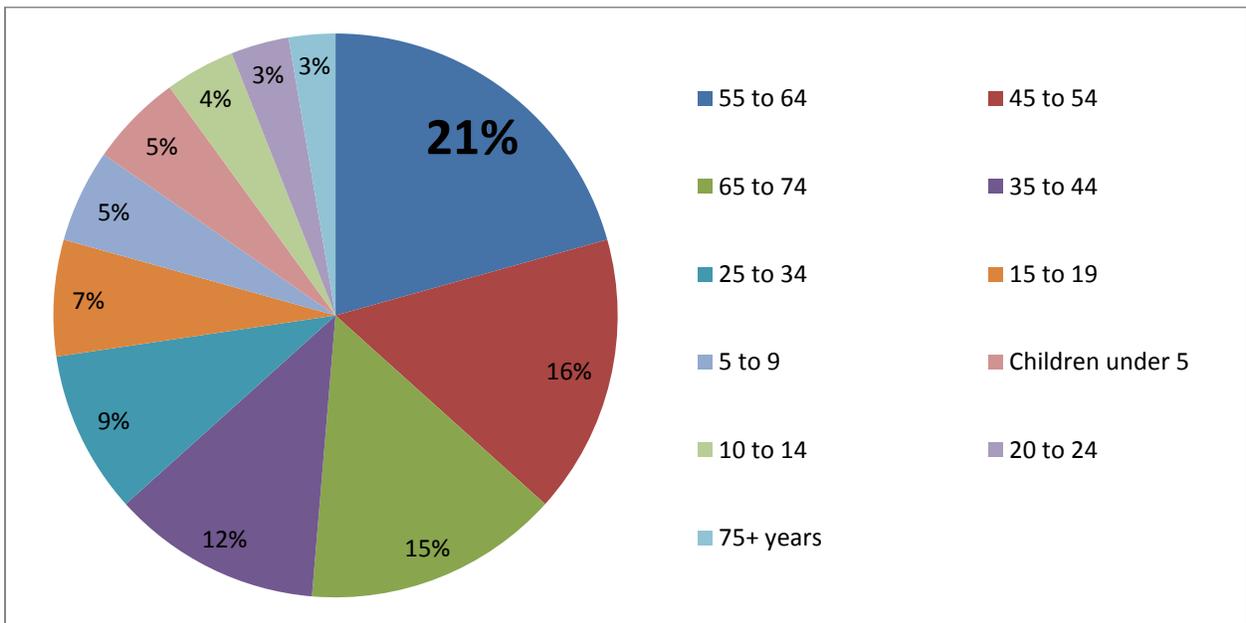


In order to determine the representation of BPRD residents, we'd like to know a little about you. Your response will remain completely confidential and be used only for the purposes of informing the planning process.

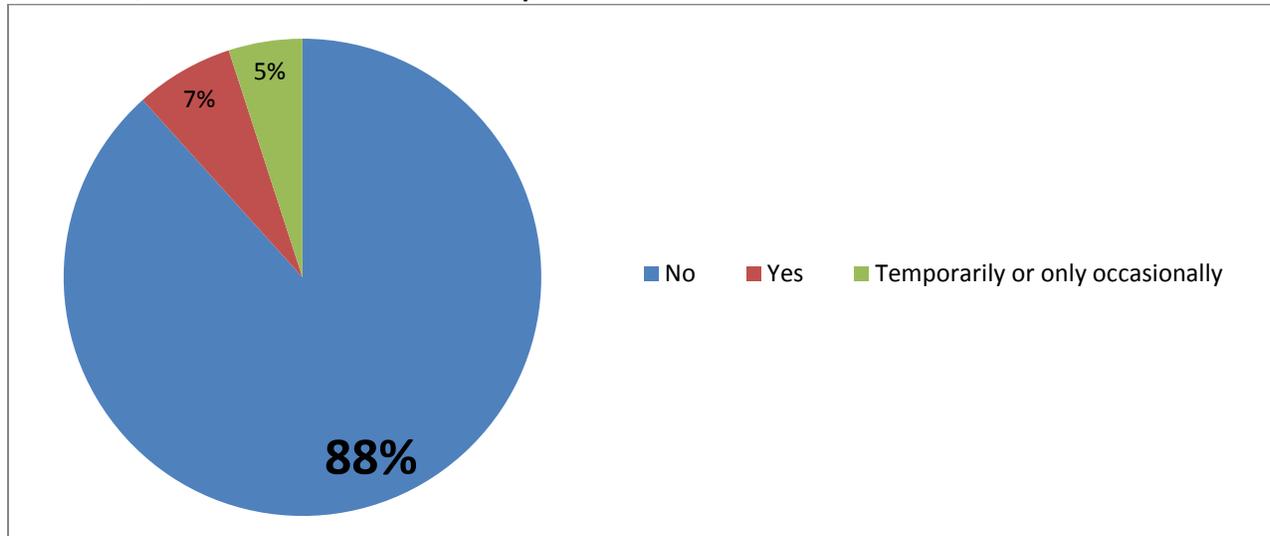
1. Including yourself, how many people live in your household?



2. Including yourself, how many people in your household are:



3. Does anyone in your household need an assistive mobility device such as wheelchair, walker, cane, or motorized scooter to visit a park area or trail?



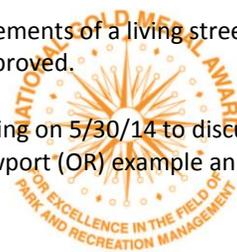
Do you have additional ideas, comments or concerns regarding this project?

- The redo of the intersection of Galveston-Riverside-Tumalo has turned into a very dangerous place for pedestrians and bikes. With the removal of stop signs the traffic in both directions is moving through unimpeded at 25-35mph. There is a good probability that a pedestrian-biker will be injured there before long.
- I have concerns with the intersection with Riverside and Congress for traffic.
- Parking and driving on Riverside is frequently a disaster because of crowds at Riverside Market. It is often impossible for large vehicles to get through. Why not consider making both Riverside and Riverfront one-way streets going in opposite directions using Gilchrist as the connecting street? Further, requiring Riverside Market to develop off-street parking would help.
- I live on Shasta. By building Miller's Landing and the new whitewater park, you're going to invite much of Central Oregon into my neighborhood. That's acceptable so long as traffic calming devices are in place and possibly parking by permit only. Don't create problems on other local streets by restricting or discouraging vehicular access on Riverfront or Riverside. Otherwise, the rest of the neighborhood will fight against this tooth and nail.
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- I especially like the idea of improved sidewalks for safety and accessibility. I also would like to see more west side streets with parking on one side of the road only for safety and visibility. My wish for this especially applies to the area between Jackson's corner and Colorado. I know this is not the study area but it is dang close and an example of it.
- Ideas such as this already have used too much of our property taxes; presumption is seemingly to attract money-spending non-taxpayers. My \$\$ standard is, 1. vote NO on all tax proposals 2. Pay all taxes without complaint!

- Love that you guys are working on this...! It will be great- and believe the "Living Street Idea holds the ,most compelling option for long-term vehicle and bike/ped management.
- We enter and exit our neighborhood from Riverfront and Galveston. We live on Gilchrist. The Riverside exit to Galveston is very difficult since the changes on Galveston. Also, Riverside Market patrons use many (most) of the on-street parking on Riverside which is a problem for residents. Parking on both sides of that street doesn't seem safe considering large trucks and fire trucks.
- THANK YOU! We live on Riverside and would LOVE to see the trail extended on our street! Reducing thru traffic on Riverside would be wonderful, and reducing their SPEED is vital. I hope you consider speed bumps on Riverside, if the trail goes in on Riverfront. Also, I live on the East side of Riverside, and it seems like encroaching on the landscape strips there makes more sense - we are elevated above the road level and would have more natural privacy from the walkway.
- I would like to see some positive changes made, but without severely impacting the residents of these two streets
- restrict parking along all of Riverside to one side
- Love the Newport Oregon example
- I'd love to see both streets have slower traffic and be more bike/ped friendly
- I am very much in favor of a neighborhood greenway or living street for the river trail through our neighborhood! Anything to calm auto traffic and reduce cut-through auto traffic and let cars know that bikes and people belong and cars need to slow down and be patient. Traditionally, bike and foot traffic has been using Riverside and I'd like to see the improvements there. We are lucky to have the River Trail through our neighborhood and we look forward to this great project.
- I am open to most of the ideas suggested. This could be a demonstration project for other locations.
- We feel that Riverfront would be a better choice for extension of the River Trail for several reasons:
- Riverfront is actually along the river so it's a natural extension of trail from Drake Park. Riverfront has less traffic where Riverside is much busier and the Millers Landing parking lot is along Riverside so traffic will naturally be impacted if Riverside has restrictions on vehicle traffic. Also, unless there is a plan to maintain or improve street parking residents and visitors on the West side of Riverside will have real challenges finding parking.
- The vehicle and pedestrian traffic going to and from Drake Park and Riverside is negatively impacted by the design of that intersection. Trucks and cars cannot safely negotiate the intersection without riding up and onto the curb extension (paver area). The intersection is poorly designed and does not discourage traffic. Recently a pedestrian was hit by a truck crossing the street. She was not seriously injured but that type of occurrence is likely to increase as pedestrian and vehicle traffic increases during the busy summer season. There are close calls there every day.
- Riverfront provides direct access to the Columbia Park footbridge and comes into Millers Landing along the river making for a more "River Trail" experience where Riverside leads to the Millers Landing parking lot. That's great for vehicle traffic but not for bikes and pedestrians.

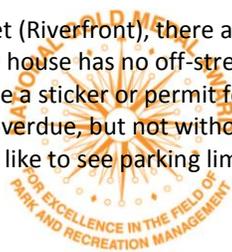


- It occurs to me that no matter what route is chosen making Riverside or Riverfront a one way street needs to be considered as part of the plan. As it is there is only room enough for one vehicle at a time to travel these streets. Making these streets one way will allow for improved parking and safer smoother travel.
- Also, the intersection at Riverside and Tumalo needs to be addressed. There are 3 stop signs within 20 feet of each other. 1 on Riverside and 2 on Tumalo. This intersection has a flawed design and is a trouble spot for locals who are familiar with it and for out of town people who are not familiar with it.
- With the change to the Riverside/Tumalo intersection it is frequently necessary to use Riverfront in order to get out onto Tumalo/Galveston. Traffic from Riverside to Galveston is a major problem w/ new intersection changes already, please don't take away the Riverfront access.
- Parking for patrons of the Riverside Market frequently takes all spaces on both sides of the road in front of houses.
- I love the idea of making Riverfront more bicycle and pedestrian friendly but am concerned about the impact to traffic on Congress at the intersection at the south side of the Ironhorse. That intersection is already very dangerous. We need either stop signs or speed bumps. I see cars come very close to hitting each other, bikes or pedestrians there all the time.
- There are three different households at my address. The front house, and two apartments in back. Currently vehicle access to the front house is achieved via the street, and the back via the alley. restricting access to the street could conceivably "landlock" the front house. that would be very undesirable.
- Very nice to consider walking/biking only areas throughout the neighborhood. Will make our home and area more attractive for the future. Win-win.
- Don't remove any parking spaces on riverfront. Residents can't find parking now when there is an event in Drake Park.
- I am strongly opposed to any modification to the intersection of Riverfront and Galveston or removal of parking on Riverfront, there isn't enough now with parking only on one side.
- How about using some of the current room tax to fund this project? Most of the homes around us are vacation rentals. I'm not asking that the room tax be increased. Can't the city with all their employees come up with some ideas prior to spending (how much?) on the consultant team led by HDR Engineering?
- I support the development of a "living street", or any of the other options offered. As a Riverfront St. property owner for over 20 years, we see heavy use of the street for walkers and bikes, and support that activity. Improvement of Riverfront St. to a more pedestrian friendly route would benefit the community and visitors. Bend Park and Rec. has my full support.
- We enter and exit Riverfront in cars from Galveston since trying to do so from Riverside is very difficult since the traffic change (Tumalo/Riverside/Galveston intersection). Riverside is not wide enough for parking on both sides and expecting trucks/fire engines to get through. Riverside Market takes many spaces from local parking.
- Riverside is a mess. Riverfront St. improvements of a living street and/or neighborhood greenway will work on Riverfront but Riverside has to also be improved.
- The Riverfront neighborhood held a meeting on 5/30/14 to discuss this. As a group, we are overwhelmingly supportive of a "living street" like the Newport (OR) example and would like to do whatever we can to make



this a reality. The "Riverfront Trail" should continue on Riverfront St. and connect Drake Park to Miller's Landing.

- The trail belongs on Riverfront. IMPROVE the sidewalk and call it good. You already ruined the intersection of Tumalo and Riverside. Leave the streets be!!!! Quit bending over backwards for bicyclists - pedestrians should be your main worry!
- Riverfront is currently already a nearly one-way width, serving primarily local traffic. Many residents rely upon on-street parking, if turned into a neighborhood greenway, parking permits may need to be issued. There will likely still need to be 2-way traffic allowed on parts of Riverfront. Drive the street and look at which way most of the vehicles are pointing if you want to understand usage patterns by residents. AM - most pointed south, PM - 50/50 pointed north or south.
- I think Riverfront should be the only option as it has no thru side streets which makes it much safer for walkers and bikers and it is the street everyone already uses when they walk or bike. I know, I have lived on it for 22 years!
- I like the idea of Riverside becoming a "living street"
- I am concerned that the on-street parking on Riverside (if changed at all) will overflow to the other nearby side streets making it extremely difficult to access homes and driveways there.
- I would like Riverside to be one way with car traffic heading south and for Riverfront to be one way north. I would like 1-side of the street parking on both streets and bike and pedestrian space on both, leaving the streets the same width.
- I find the new intersection at Riverside/Tumalo very dangerous for those who are coming up Riverside from the south and want to turn left on Tumalo/Galveston. The people coming from the Galveston side turn on their right turn signal to show they are coming our way, but it is not clear whether they are coming up Tumalo or turning on Riverside. It's bad for cars and for pedestrians. I already go to Riverfront if I'm heading west because I find it safer.
- We are going to have lots of pedestrians with rafts during the summer months and we now have two crosswalks from Drake Park -- one to Riverfront and one to Riverside. The pedestrian/bike area would accommodate them.
- I feel that the top two problems on Riverside are vehicles speeding and congestion caused by parking, especially near Riverside Market where it bottlenecks. At the very least I think it would be beneficial to put multiple speed bumps on the street.
- We need access in and out on both sides of the street. Do not limit our access any more then has already been done. How about using some of our excessive property taxes to upgrade all streets and sidewalks in our area before the City is slapped with an ADA suit?
- Eliminate parking on one side of Riverside, no left-hand turn off of Riverfront onto Galveston, pedestrian crosswalk between Drake Park and Riverfront.
- Currently parking is a problem on my street (Riverfront), there are abandoned vehicles and non-resident vehicles. I require on-street parking as my house has no off-street parking. Often in front of my house are cars not from the neighborhood. Could use a sticker or permit for residences to limit non-resident parking. I think this project is a great idea and long overdue, but not without challenges. Currently the sidewalks and street are in disrepair and unsafe. I would like to see parking limited to local residences, 2 spots per



household, maybe change building requirements and allow additional parking on property in this area? Take out the sidewalks and widen the street and install ample parking along the east side of Riverfront? Or have designated spots per household. Limit access from Galveston and Riverside to local vehicles only and use a curb extension. Install speed humps at Galveston and Riverside to eliminate the "short cut." Remove the landscape strips on Gilchrist, McKay, McCann, Muller, and Hixon to provide additional angle parking for residents. What about the alleyways? I'm sure you have many great ideas I look forward to seeing/hearing about.

- I like the idea of completely diminishing vehicle access at Riverfront and Galveston. I like the idea of a living street allowing local residents to still park on one side of the street. Consider eliminating existing sidewalk and landscape strip, make street and sidewalk one large wide walkway that is a shared bike lane, pedestrian and local vehicle traffic and parking, and underground utilities if possible.
- Stop making work for yourself - focus on maintaining the existing infrastructure - deal with that!
- Right-of-way appears to be larger on Riverside which would allow for more options and flexibility in design. Impacts to adjacent home sites on Riverside would be much smaller than on Riverfront.
- The Mill Addition neighborhood is a high density RM Zone neighborhood of older homes. Many lack driveways or garages so on-street parking is a necessity for most of us and our visitors. Every space you take puts added pressure for parking on nearby streets. We'd support upgrading the sidewalks to ADA standard, but not widening them, nor reducing the on-street parking. It is already congested here on park-event days and all summer. Reducing traffic speed to 15mph could make the area more pedestrian/bike friendly, while discouraging "thru" traffic. Riverfront at Galveston has become our new main entry/exit to the neighborhood since the stop signs were removed at Riverside. We would really object to Option 9 and to making either street a pedestrian/bike mall. To sum up, we want our neighborhood to remain primarily residential in focus. We do not want it promoted as a trail/recreation area. It's already well used by outsiders and that's fine. But we don't want the balance tipped toward recreational traffic, noise and garbage.

Comments from an informal (non-BPRD) Riverfront Neighbor Meeting on 5-30-14:

- One shared surface- pavers or at least pavers for walkway (broadened by eliminating planting strip) connecting Drake Park to Miller's Landing
- Parking on one side of street
- Underground utilities
- Art to slow traffic
- Include Gilchrist and consider traffic issues on Riverside, especially around Riverside Market
- Consider limited access to Riverfront at Galveston
- Grants need to be pursued
- Get official support of bend bike/ped. committee

