Appendices Table of Content

APPENDIX A: CENTRAL WESTSIDE HISTORICAL REPORT

BEND'S CENTRAL WESTSIDE, TIMBER TOWN LEGACIES AND CHALLENGES 2-29-16 DRAFT 7.3

HISTORIC CONTEXT STATEMENT, CENTRAL WESTSIDE PLAN, CITY OF BEND, OREGON

PREFACE:

Historic Context Statements are widely used in community and transportation plans, to assure that planning for the future respects and enhances a community's character and setting. The purposes of this statement are threefold:

- To inform and set the context for the 2015-16 Central Westside Plan.
- To create a concise history of community development in Central Westside Bend over the past 200 years.
- To provide an historic benchmark for Bend and its citizens to understand and measure the Central Westside's evolution and its future progress.

Central Westside Plan Area: The Plan Area includes parts of four neighborhoods west of the Deschutes River, i.e. most of River West, the east edge of Summit West, the northeast corner of Century West, and the northwest corner of Southern Crossing.

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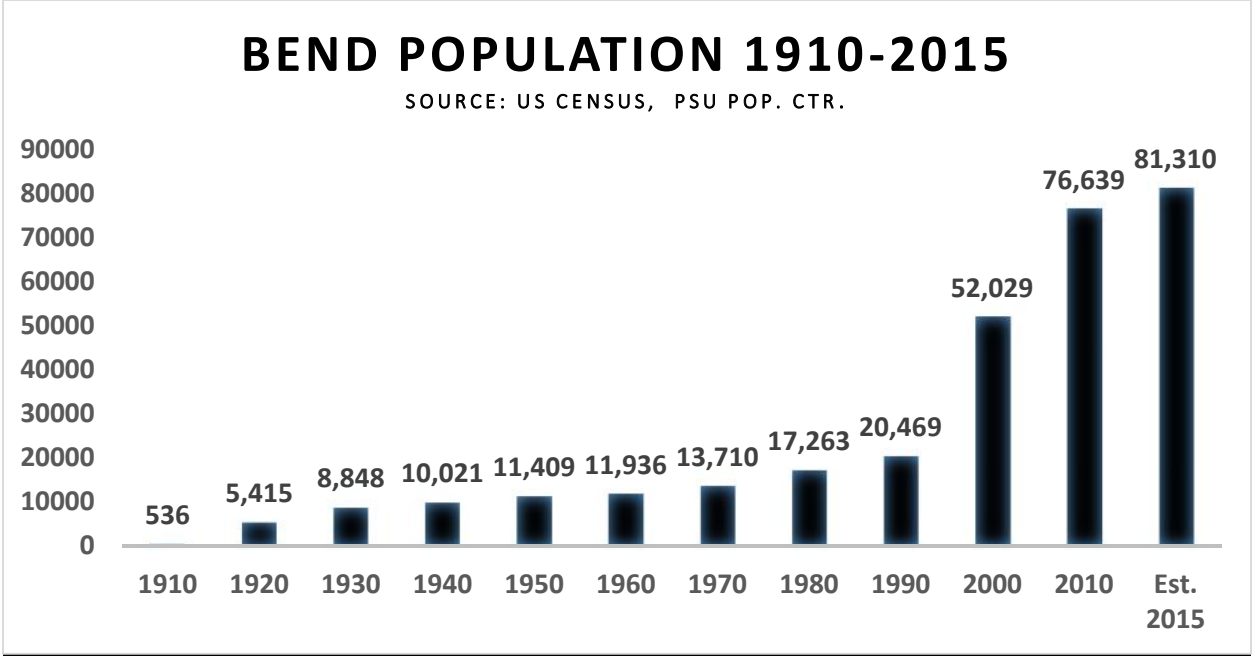
NOTE: This document is the product of an informal subcommittee and not the City of Bend, and the contents do not necessarily reflect the views or policies of the City of Bend.



PART 1 EARLY SETTLEMENT AND ENVIRONMENTAL SETTING (TO 1914)

A. A BEND IN THE RIVER

Bend today is the hub of Eastern Oregon. The Central Westside (1.98 Square miles) is close to Bend's heart, on the west bank of the Deschutes River. Bend and its Central Westside grew up together in the early 20th Century, to become a close-knit mill community where workers and managers found family homes, within an easy walk of Downtown and Bend's two big lumber mills (Shevlin-Hixon and Brooks-Scanlon). Bend's recorded history is relatively short, but its current residents are deeply engaged in its spectacular natural setting. Bend is the place where Central Oregon's mountains, forests, and desert all meet… at the big bends in the river.

The river's long bends, meadows, and bluffs attracted Bend's town builders and two of the West's largest pine sawmills. Bend's Central Westside is cradled between the river, Awbrey Butte and Overturf Butte. The river, the Buttes, and flatlands create Bend's natural urban form. Here, the forested foothills of the East Cascades meet the edge of the High Desert. Here, the bountiful upper river emerges out of the Cascade forests, meadows, and lakes. In Bend, the Deschutes River begins its steady descent (3,500 ft. in 165 miles) through the Columbia Plateau, cutting one of Oregon's longest canyons.

Springs, lakes, and aquifers feed the upper Deschutes with steady runoff and groundwater, through layers of lava and ash. The historic river had a stable annual flow and high water quality. Despite flow changes from 20th Century reservoirs and irrigation, the upper Deschutes is still one of Oregon's natural wonders and most reliable water sources. The river flows 252 miles from its source, Little Lava Lake, through a 10,500 Sq. mile basin. (Deschutes River Conservancy, Upper Deschutes River Background Paper, 2012) All of these natural facts were and are vital… to Native Americans, to Euro-American settlers, and to today's Deschutes Basin residents.

B. NATIVE AMERICANS TO EURO-AMERICAN SETTLEMENT

While Bend's recorded history is short, some of North America's first inhabitants called the High Desert home. Early Oregonians knew the meadows, forest and river bends of the Central Westside. Recent discoveries east of Bend push back Oregon's settlement clock by several millennia, to 16,000 years. These first Oregonians lived southeast of Bend near large ice age lakes with abundant fish and wildlife, and in the forests, meadows, and canyons of the East Cascades.

The Bend region supported a vigorous Plateau culture, based on a "seasonal round" of harvesting fish, game, and wild plants. The "round" featured summers in the high meadows and winter camps in the sheltered canyons or near the desert lakes. The Three Sisters, Newberry Crater, and Glass Butte east of Bend each provided abundant sources of obsidian, valued throughout the West for tools and hunting. By the 19th Century, Northern Paiute, Cayuse, Tenino, Molalla, Snake, and other native peoples inhabited the Deschutes Basin. (Dylan Darling, "Links to Prehistoric Past", Bend Bulletin, 3-12-15, http://www.bendbulletin.com/localstate/2966422-151/links-to-prehistoric-past-found-in-central-oregon; Samuel Dicken, The Making of Oregon, Vol I p 38-47 1979; Laura Berg, The First Oregonians, "The Plateau" 2007)

For most of Bend's first century of recorded history (1813-1912), Euro-American visitors seemed to follow Governor Tom McCall's famous advice. "Visit but don't Stay." Several intrepid groups wandered close to Bend. In 1813 members of the Pacific Fur Company, based in Astoria, passed through the area and inscribed a rock near the river (housed today at Deschutes Historical Museum). In the 1820s, trappers from the Hudson Bay Co., including Peter Skene Ogden, also worked in the Deschutes Basin. In the 1840s, the US Army followed the trappers. The Army arrived in the Oregon country first to protect the Oregon Trail, then to map the country and assert territorial claims against England and Mexico, and then to relocate native peoples to reservations and protect miners and settlers along major roads The Huntington Road came through eastside Bend from The Dalles to Ft Klamath.

Capt. John Fremont's 1843 mapping expedition from The Dalles to California came close to Westside Bend. The expedition hauled its celebrated 545 lb. "lost" mountain howitzer cannon all the way, led by legendary guides Kit Carson and Billy Chinook. Fremont, known for strong anti-slavery views, went on to become the first Republican candidate for President in 1856. (Phil Brogan, East of the Cascades, 1964; Deschutes Co. Com. Development Dept. Building Deschutes County 1913-1950 1997 p 5-7; Deschutes Historical Society, Finding Fremont exhibit 2015,).

Thanks to the daunting barriers of the Cascades and High Desert, the 19th century Westward movement largely bypassed Bend. The wandering Clark party of fall 1851 was the first emigrant group to visit Bend. Seeking a "short cut" from the Oregon Trail to the Willamette Valley, they rested several days at the site of Bend's Pioneer Park, before taking a long detour northwest to cross the Cascades by the Barlow Trail. (Phil Brogan, East of the Cascades, 1964, Chap, 6). The Bend region missed the original flood of 19th Century emigrants who swarmed into Western Oregon, but not for long.

C. BEND'S ORIGINS AND EARLY INDUSTRIES (PRE 1915)

Bend's isolation ended in the late 19th Century. In 1877, John Todd's "Farewell Bend Ranch" branded Bend's future (and that of the Central Westside). Todd's homestead (purchased for $60 and two horses) spanned the river, in the big S-bend just south of present Colorado Ave. In the next century and a half, the Farewell Bend Ranch became the site of Bend's major mills and today the Old Mill District. Todd had already made his mark on the Deschutes Basin, by building the 1860 toll bridge at Sherar's Falls near Tygh Valley. Seeking greener pastures for his cattle, he built a working ranch at Farewell Bend to use the lush riverside meadows and the abundant open range country nearby. John Sisemore, a stockman, bought Todd's ranch in 1881, for $1400. Sisemore established the area's post office at the ranch in 1886,

called “Farewell Bend”, which postal authorities shortened to “Bend.” He created a Sisemore Road in 1892 that headed northwest to Sisters across the Central Westside, to connect with the Cascade Wagon Road. (Lent, 2015) By 1904, Sisemore also built the first public bridge across the Deschutes, located near the current Columbia Ave. Bridge (to stimulate ranch business). He donated the span to the County (then Crook County), while he served as the County roadmaster. (Phil Brogan “Farewell Bend Ranch” Bend Bulletin 4-4-1959;”Birth of a Townsite”, Old Mill District History Signs).

One of Oregon’s last frontier was ending. In the first decade of the 20th Century, Bend, the Central Westside, and the surrounding country were ready to boom.

- Large scale ranching entered the region in the 1880s.
- Two major mid-Western lumber companies (Shevlin-Hixon, Brooks- Scanlon) acquired huge ponderosa pine timber claims in the upper Deschutes Basin from 1898 onward. Shevlin Hixon blocked up 200,000 acres, between Bend and the Klamath Reservation, by 1915.
- The 1894 Carey Act promoted irrigation of desert public lands (transferred to states) through state-chartered irrigation projects. From 1901 -1906, Oregon designated seven new reclamation projects on 194,000 acres of land near Bend.
- Bend’s dry hinterlands attracted a surge of homesteaders and farmers after 1900, to claim homesteads on the high desert, or to acquire irrigated farms.
- Minnesota developer Alexander Drake platted the Bend townsite (today’s Downtown) in 1902 and the City incorporated in 1905. Bend grew as a high desert service center. By 1910, the City’s 536 residents enjoyed new phone, water, and electric systems.
- Soon, Bend challenged its older County seat, Prineville. In 1911 Bend become the railroad terminus of the Oregon Trunk Line from the Columbia, and then in 1916, the county seat of the new Deschutes County.
  (Brogan, East of the Cascades, Chap. 20-21; Deschutes Co. CDD, p 8-19).

The new railroad from the Columbia reached Bend through the rugged lower Deschutes canyon, with a promise to change everything, bringing a new wave of emigrants and major industries to one of Oregon’s last frontiers.

Bend’s Wild West Days 1905

Despite these signs of civilization, early Bend, especially Bond St., had a reputation as a rowdy frontier village. Bend’s first doctor, Urling Coe summed it up well in 1905:
“Freighters, stockmen, buckaroos, sheepherders, timber cruisers, gamblers, and transients who had been attracted to the town by the boom, thronged the bars or played at gambling games, and the stores were doing a rushing business. The stores remained open in the evenings, and the saloons remained open all night and all day Sunday, and many of the laborers from the construction camps spent the weekends in town, drinking, gambling, carousing, and fighting.” (Urling Coe, Frontier Doctor, 1940, p. 3)

Early Central Westside Development

Before it developed as a neighborhood and Mill housing quarter, the Central Westside was the home of several pioneer industries, which provided lumber, bricks, cut stone, and power for a growing town. Brick and stone became popular for downtown buildings, after original close-packed wood buildings suffered a series of catastrophic fires.

- The Bend Company sawmill (1910-15), on the river near today's Columbia Park, provided lumber for building Bend's new neighborhoods and for the two mega-mills, until it burned in 1915. (Deschutes Historical Society, Bend, Images of America, 2009, p. 41, 46)
- A stone quarry on the river, south of the Bend Company mill, supplied lava tuff rock for numerous local buildings, including Reid School and the Oregon Trunk Depot, now Art Station. This quarry had pink rock while others nearby supplied black and brown rock, (Deschutes Historical Society, p 20)
- Bend Water Light and Power built the Newport Ave Dam and powerhouse in 1910. This impoundment created the iconic Mirror Pond, which soon became a popular canoe spot for adventurous residents. (Deschutes Historical Society, p. 35)
- Bend Brick and Lumber (1909-1920s) located in rich clay deposits about three miles west of town along today's Shevlin Park Rd. The brickyard supplied fireproof building materials for downtown Bend and surrounding towns. Its brick makers produced an astounding 40,000 bricks a day by 1916!
  (Deschutes Historical Society, p. 45, 113; Deschutes Co. CDD, p 8-19)

Central Westside Neighborhoods Are Born 1910-16

Bend boomed in its first decades. Between 1910 and 1920, the city grew by a stupendous 910% (or from 536 to 5414 people). The Central Westside, starting in 1910, was part of Bend's first housing boom, fueled by regional dreams of railroad, lumber mill, and irrigation development.

The Central Westside saw a few scattered homes until 1910. Then Awbrey Heights and Kenwood, its first residential neighborhoods, began to grow along Portland Avenue. From 1910 to 1916, twelve subdivisions grew quickly southward, in the area bounded by the River to NW 15th St, from NW Wilmington to Albany Avenues. Most subdivisions featured small lots (around 5000 sq. ft.) which began to fill with modest cottages or Craftsman bungalows. Central Westside subdivisions in this period included:

1910 Awbrey Heights, Kenwood
1911 Grandview Addition
1912 Bend View Addition, Boulevard Addition, First Addition to Kenwood, NW Townsite First Addition
1913 Pinelyn Park
1914 Kenwood Gardens
1915 River Terrace
1916 First Addition to Aubrey Heights, Highland Addition
(US Census; Deschutes Co. Building Deschutes, p 17-18 and 120 and County Subdivision Index 125-126; Deschutes Co Surveyor, Assessor Maps at Deschutes.org/survey/)

Bend's original Urban Village

By 1920, Bend's walkable core neighborhoods and Downtown created an early 20th Century "urban village", which Central Westside residents and visitors value highly today. The proximity and economic security of the mills reinforced a stable community character for decades. Outside of the Central Westside's historic core, there was little residential expansion west of the river until the 1970s. Millworkers and their employers were town builders together. The early Central Westside was a community where millworker families, local businesses, and major industry were interdependent for most of the 20th Century, as long as the mills lasted.

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PART 2 A MODEL TIMBER TOWN NEIGHBORHOOD 1915-1994

2A THE RIVER IN THE 20TH CENTURY

Since Bend's beginnings, the river has been the City's environmental and economic lifeblood. For most of the 20th Century, the river provided good jobs at the mills, reliable irrigation for local farms, and hydropower. Like many other Oregon river towns (Portland, Salem, Oregon City, The Dalles) industry, utilities, railroads, and commerce dominated much of Bend's riverfront. Unlike most towns of this era, Bend also created iconic riverfront parks and desirable neighborhoods close to Downtown on both sides of the river.

Originally the "Rivière des Chutes," (River of the Falls) the Deschutes has also been known as the "Peculiar River" because its unique volcanic geology and groundwater-fed springs ensured a steady flow of water throughout the seasons (Upper Deschutes River p 22). At the turn of the 20th century, the Deschutes River and its tributaries "supported abundant aquatic life and indigenous fish populations". Early settlers enjoyed the "excellent populations of redband trout and bull trout," and fish fries or barbecues were popular activities enjoyed by local residents for many years. Pioneer rancher Frances Day Stearns described the Deschutes in 1887 as "literally full of fish of all sizes. We could stand on the log and throw fish into the frying pan" (Upper Deschutes River p 23-24). As Bend's population grew, the river transitioned from a magnificent natural body of water to a working river that provided water for agriculture and helped with mill operations and to a scenic river that provided a remarkable urban setting for parks and homes.

In 1915, the two mills built a milldam immediately downstream from today's Colorado Avenue Bridge "to control flow and raise the pool elevation to form a mill pond for log storage and sorting for one of the largest pine lumber mill operations in the U.S." (Colorado Safe Passage document) After 1900, agriculture drastically altered the river's even flows, as major irrigation projects developed north of Bend. Three large reservoirs were built on the Upper Deschutes between 1922 and 1949. Crane Prairie Reservoir, Crescent Lake, and Wickiup Reservoir can store water during the winter so that it is available

for irrigation during the summer (Upper Deschutes River p 23). Agriculture flourished with the ability to control the river's flows, but these changes took a toll on the river's ecosystem, riparian areas, and aesthetic qualities (Upper Deschutes River).

As mill operations slowed down after 1950 and Bend transitioned from a timber town to a tourist town, the role of the river changed once again. The river began to grow in popularity as a site for recreation as residents and visitors alike embraced the many opportunities for outdoor recreation in the heart of the city.

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2B BRIDGES AND PARKS

BRIDGING BEND

Bend's early 20th Century bridges bonded the Central Westside neighborhoods, the major mills, and Downtown. The old Sisemore Bridge (1894) crossed south of Downtown in the Farewell Bend ranch (Old Mill District). In the first decade of the 20th Century, the Tumalo Avenue wagon bridge also connected a growing town to early lumber, rock and brick works and undeveloped hinterlands west of the river.

In 1915, the massive Oregon Trunk Railway trestle connected the Shevlin-Hixon and Brooks-Scanlon mills to a rail spur on Arizona Ave. and to the Oregon Trunk mainline. This timber-frame trestle spanned 880 ft. from bluff to bluff, 35 ft. above the river (at the south end of today's Miller's Landing Park), until it was removed in 1991. The spur also provided access for both mills to extensive timberlands and logging railroads on both sides of the river. A private mill-to-mill bridge crossed just upstream of millpond dam (near today's Colorado Ave).

Five new public bridges in central Bend (including Tumalo) soon provided easy access for mill workers, shoppers, students, river and park users, and to the Deschutes National Forest. Following Tumalo Bridge, by 1917 the Newport and Portland Avenue bridges tied the booming Downtown and Central Westside neighborhoods. Two pedestrian bridges at Gilchrist and Nashville Avenues enhanced the river crossings. (Map of the City, 1912, 1928, 1940; Sanborn Maps1913-1928) Two later bridges, Colorado Ave (1983), and Reed Market/Bill Healy (2003), bridges crossed southwest of central Bend, to connect growing industrial, recreational, and residential areas along Century Drive and Mt Washington Blvd.

PARKS FOLLOW THE RIVER

Bend's earliest riverside parks form the core of today's Deschutes River Trail and greenway. These early river parks, in time, inspired Bend to develop a complete river greenway and trail system, that is today one of the Northwest's best. By 2012, the Deschutes River Trail connected 15.1 miles of greenway

1841, 1922 Pioneer Park 5.1 acres

Bend's first informal park, Pioneer Park (East of today's Portland Avenue Bridge) hosted many early emigrant parties, as a river crossing and rest stop for wagon trains. It became a city park in the 1920s, with a land donation from Mrs. Carl Erickson. The park initially hosted Bend's Municipal Auto Camp and its first public swimming pool/tank. (Bend PRD, 40 years; Lent, Deschutes Co Place Names)

1910 Mirror Pond

Bend's most iconic cultural landscape, Mirror Pond, has never been an official park. The Bend Water, Light, and Power Co. created the pond in 1910 along with the Newport Ave. power dam (now owned by Pacific Power). The pond has been a favorite of sightseers, paddlers, picnickers, strollers, and riverfront homes ever since. Mid-20th century irrigation changed upstream river flow from stable to variable, leading to more upstream erosion and downstream siltation of the Pond. The Pond's future depends on resolving questions about dam removal or rehab, and about river or pond restoration.

1920 Shevlin Park 603 acres

Shevlin-Hixon company donated three and a half miles of forested Tumalo Creek canyon as a city park in honor of Tom Shevlin, their late President and Bend mill founder. (Bend PRD, 40 years; Lent, Deschutes Co. Place Names) By the late 20th Century, this treasured park and canyon connected an extensive trail system and formed a permanent greenbelt for Bend's westward urban growth.

1921 Drake Park 17.1 acres (named after original city developer Alexander Drake)

The Women's Civic League led a successful 1921 campaign to save the park site, from proposed industrial or residential development, when the city bought the land. Drake Park became Bend's central park in the 1920s. It covered the entire east shore of Mirror Pond, with landscaped lawns, trails, viewpoints, gazebos, swimming and boating places. On the west shore national playground benefactor William Harmon and Bend Kiwanis donated **Harmon Park 1924 3.7 acres**. Harmon Playgrounds are in 32 states. The Nashville Ave footbridge connects Harmon and Drake Parks. From 1933 to 1965, Harmon and Drake Parks hosted Bend's popular Water Pageant, which featured giant floats, some lighted, a queen and princesses, and real swans. Tiny .6-acre **Pageant Park 1945,** the staging area for floats, lies just north of Harmon Park. The Water Pageant, sadly, became of victim of its own success in the 60s, as large crowds (up to 10,000) overwhelmed the parks and the city's capacity to manage visitors. (Bend PRD, 40 years; Lent, Deschutes Co Place Names)

1841, 1922 Pioneer Park 5.1 acres

Bend's first informal park, Pioneer Park (Northeast of today's Portland Avenue Bridge) hosted many early emigrant parties, as a river crossing and rest stop for wagon trains. It became a city park in the

1920s, with a land donation from Mrs. Carl Erickson. The park initially hosted Bend's Municipal Auto Camp and its first public swimming pool/tank. (Bend PRD, 40 years; Lent, Deschutes Co Place Names)

Mirror Pond, Drake Park, Pioneer, and Harmon Parks led the way for a string of gem-like riverfront parks on both sides of the river. Bend's river greenway is linked today by the Deschutes River Trail and a series of float and paddle routes. On the Central Westside, these parks North to South include:

- First Street Rapids 6.9 acres 2001, Brooks Park .7 acres 1938 at the Newport Bridge, Pageant/Harmon Parks, Columbia Park 2.0 acres 1954 at the Gilchrist Bridge, McKay Park 3.6 acres 1999 north of the Colorado Bridge, Colorado Safe Passage float park 2015, Les Schwab Amphitheater 2001, and the Riverbend Community Park 20.1 acres 2009 south of the Columbia Ave, bridge. (Bend PRD, Inventory)

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2C BOOM AND BUST MILL DEVELOPMENT

Bend 1915: Timber Boom Town

Bend the frontier village became a timber boomtown almost overnight in 1915 when two giant Great Lakes timber firms announced plans to build the world's largest pine mills, along the river South of Downtown. When the Shevlin-Hixon Mill opened west of the river in 1916, The Bend Bulletin proclaimed "the dream, Bend, the sawmill and lumbering center of Central Oregon, is now an actuality" (Bulletin, March 22, 1916) Soon after this, Brooks-Scanlon (also from Minnesota) opened its mill on the east bank of the river. These dramatic changes in Bend did not happen overnight, but were the culmination of decades of industrial development in the Northwest.

Transcontinental railroads reached northern Oregon in the 1880s though the Columbia Gorge, first the Union Pacific from Utah, and then in 1905 the Great Northern from Minnesota. As Great Lakes timber (1/3 of the national supply) depleted at the end of the 19th Century, major Midwest operators looked for

new horizons in the Northwest. The earliest Northwest mills built along navigable rivers or harbors west of the Cascades, but the new railroads opened vast timberlands in the Northwest interior. (Gregory p. 17). The Deschutes Basin held an astounding 16 billion board ft. (BBF) of fine pine timber plus 10 BBF more in the Ochocos. (Brogan p 246)

Under the 1878 Timber and Stone Act, individuals could claim 160-acre tracts of public land at $2.50/acre. In Central Oregon, swarms of speculators and Great Lakes lumbermen rushed to hire "dummy" claimants, for thousands of public acres. In 1893, President Cleveland tried to slow down this timber rush, by creating the Cascade Range Forest Reserve west of the Deschutes to the west slopes of the Cascades. Then, President Teddy Roosevelt withdrew the Deschutes public forestlands from claims in 1903 and created the Deschutes National Forest in 1908. (Gregory p 17)

By 1900, branch railroads to Central Oregon reached only 69 miles south of the Columbia. They ended at Shaniko, the sheep emporium of northern Oregon. That was soon to change. Rival railroad moguls E.H. Harriman of the Union Pacific and James J. Hill (aka "Empire Builder") of the Great Northern/Oregon Trunk launched their last railroad war, up the lower Deschutes Canyon to Bend. Hill drove the golden spike in Bend, on Railroad Day, October 5, 1911. Hill had close relations with Minnesota timber interests. (Gregory, p 18-19; Brogan, p 231-243).

In the decade before the Oregon Trunk Line reached Bend, a cadre of Great Lakes timber firms consolidated huge tracts near Bend: (S.O Johnson, F.W. Gilchrist, J.J. Scanlon) In 1916, Shevlin-Hixon had the head start, as the largest regional timber holder, with 216,000 acres, from Bend to the Klamath Indian Reservation. (Gregory, p 21)

Shevlin-Hixon's Game of the Century

Tom Shevlin of Yale (Class of 1906) kicked off the Game of the Century in the forests of Central Oregon and in Bend's Central Westside. Tom was the "flashy" captain of Yale's undefeated 1905 football team, four-time All American, a French racing car enthusiast, and even coached Yale's 1915 football team. Tom once scandalized the proper young women of Smith College by driving his auto "at a furious pace" up and down past the dormitories as women "waved responsively to the reckless autoing". The Washington Post commented in 1905 "Whether Capt. Tom Shevlin can be induced to come back to act as head coach is not sure. He has planned to go into the lumber business in the West, but strong pressure will be brought to bear to induce him to return to Yale as coach." Tom the lumber heir spent six months after graduation "cruising" timber in Central Oregon. He became the head of Shevlin-Hixon in 1912, and then returned to Bend in 1915 to oversee plans for the big mill. Tragically, Tom died of pneumonia in December 1915, at age 32, three months before the Shevlin-Hixon mill opened. (Brogan, p 252-254; Beau Estes, Tom Shevlin, Bend Bulletin, 9-5-2015; wikipedia.org/wiki/TomShevlin; Lent, Place Names) Tom never got to live in the elegant company managers home on NW Congress (McCann Home) In 1920 Shevlin-Hixon donated 652 acres of forested Tumalo Cr. Canyon as Shevlin Park, Bend's first park, in honor of Tom. (Lent, 2015)

On the east bank of the river, the Brooks-Scanlon mill, another Minnesota transplant, also opened in 1916. These two giant mills produced 10 billion board ft. (BBF) of lumber in the 34 years from 1916-1950. (Brogan, p 255) Each company employed 1500 people (at peak) and in 1944 produced together 250 million board ft. They were Bend's biggest employers over six decades, producing high-grade pine lumber for the nation. (Old Mill Historic Sign #1)

Bend's Pilot Butte Inn (1917-73), a grand, rustic, railroad hotel at the east end of the Newport Bridge, followed the mills. The Inn may have been inspired by Great Northern's classic Glacier Park lodges, which were developed by James J. Hill's son Louis in the same era. Pilot Butte Inn served generations of Central Oregon travelers and businesses with high style.

Much of Shevlin-Hixon's workforce came from three sources: Former homesteaders who gave up on the High Desert; Lake States emigrants, many of Scandinavian heritage, who were skilled timber and mill workers; Eastern European immigrants, often railroad workers, attracted to Shevlin's rail logging camps, (Gregory p32-38) Initial mill development in 1915 included the shared mill pond upstream of the current Colorado Bridge. By 1928, Shevlin-Hixon's massive complex stretched for over a mile along the river, log pond and rail spurs. It included three logways feeding a triple sawmill from the pond, two huge drying kilns (500-700 ft. long), two planing mills, two drying sheds, and a box factory. A half mile of open-air lumber stacks 20-30 ft. high surrounded the west side of the mill. The mill site included a logging railroad roundtable, and internal rail lines that connected shipping docks, lumber stacks, and tall log decks (piles) that lined the log pond, as far south as today's Bill Healy Bridge. (Sanborn Maps 1928) Besides the railroad trestle crossing, there was a private pedestrian/vehicle bridge at the north end of the two mills (where the current Colorado Bridge is today).

In its early years, Shevlin-Hixon depended on an expanding web of rails and logging camps, connected to the mill from as much as 78 miles south, from Wanoga Butte to the Paulina Mts., to La Pine and Chemult. The camps were company towns on rails, of 150-700 people, who moved with the logging. The camps provided portable cabins and amenities for workers and families, including dining halls, bathhouses, schools, stores, theaters, and recreation.

Shevlin-Hixon took a "paternalistic interest" in its camps and workers. (Gregory, p 64-117) The company cooperated with Brooks-Scanlon to establish a 27 bed full-service Lumberman's Hospital in 1919 on the east river bluff (today 15 SW Colorado Ave.) just south of the railroad trestle. Employees paid $1.25 a month for health services there. The hospital closed in 1955. (Lumbermen's Hospital, Waymarking.com; Bend Bulletin 10-11-1976)

At the mill, Shevlin-Hixon set high safety standards and generous benefits. Thomas McCann, first manager 1916-25, "established a very caring climate" for the welfare and safety of Shevlin employees. (McCann house, National Register Nomination) The company also supported home ownership for workers, to insure a stable workforce, by subsidizing building materials and home sites near the mill (including a model home tract on NW Delaware). Shevlin-Hixon sponsored a popular community band and an annual picnic in the forest, to which all of Bend was welcome (McCann house, National Register Nomination) The Mill's last manager, Hardy Myers (1944-50) raised his son Hardy Myers Jr. to become Oregon's Speaker of the House and Attorney General. (McCann house, National Register Nomination) Shevlin-Hixon's lasting impact on Bend was to provide secure and family-supportive employment for large numbers of Bendites, from 1915-1950. Consequently, the mill kept a stable workforce without the labor unrest that was common in the industry in the same period. (Gregory, p107)

The End of Bend's Big Mill Era

Unfortunately, railroad logging and the large-scale milling was so productive that both mills were cutting more than they could grow by the 1930s. In the late 1940s, railroad logging was phasing out, and both mills were converting to truck logging. Both companies agreed to merge in 1950 and close the Shevlin-

Hixon Mill. This closure was a major shock to several generations of mill families and to Bend's economy. Brooks-Scanlon maintained operations through 1980 when they sold their mill to Diamond Industries, which closed the mill in 1994. (Brogan; Gregory) The best artifacts of the Mill era can be found close by: In the hundreds of modest worker homes in the River West and Old Bend neighborhoods, in the elegant McCann company manager's home on NW Congress, in REI's Brooks-Scanlon Mill B Powerhouse, and the concrete pads of old log decks along the river, north of the Bill Healy Bridge.

The Mills and log pond blocked public access to the river south of Downtown for 80 years but they supported a prosperous community. Today, the 250-acre Old Mill District, developed by William Smith Properties, welcomes the public to high quality shopping and services, to the Les Schwab Amphitheater, and to river parks and trails on both sides. This has given Bend a prosperous new public riverfront and a cultural landscape that is richer than anything the founders of the Farewell Bend Ranch could ever imagine.

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2 D: HOUSING AND NEIGHBORHOOD DEVELOPMENT

Shortly before the residents in the small rural town of Bend in the middle of Oregon voted to become a city in 1904, city founders laid out a grand vision for a thriving community. The plan for Bend was a sprawling downtown. The townsite plan included grand neighborhoods for the upper social strata and functional areas for the city's blue-collar workers.

The Delaware Avenue corridor came early. William Staats platted this area in 1902, as a part of the separate 1902 Deschutes townsite, but homes did not develop here for a decade. The Park Addition,

platted in 1910 (next to future Drake Park), is interesting from the standpoint of being a diverse socio-economic cross-section of Bend. It starts in the high-end, upscale neighborhoods around Drake Park – the streets of Riverside, State, Kansas, and Congress. Here you will find the homes of the upper mill management and business professionals. As subdivisions meander south towards the Deschutes River, and cross over Tumalo Avenue, the social make-up changes. The mix becomes more blue-collar, working-class. Both the Deschutes and Park addition subdivisions were well established when the mills came into town in 1915.

In preparation for the many newcomers that would surely come with the arrival of the mills, the Mill addition was platted in 1915. Staats Addition, which is the extension of the Deschutes, in 1916 and so was Highland Addition next to Shevlin-Hixon on the west side of the River (today known as Central Westside Neighborhood). These subdivisions came to house a large number of millworkers, laborers, and office workers. The neighborhoods surrounding Brooks-Scanlon and Shevlin-Hixon mills were traditional blue-collar neighborhoods. In typical northern European fashion, most workers lived in walking-distance from where the mills. Based on interviews with many mill worker children - very few workers had access to a car. (Tor Hanson, Whiskey Flat History Project, 2007-present)

Walking was a way of life. Tom Stenkamp, who grew up on Gilchrist Avenue, remembers seeing the long trail of millworkers on their way to work in the morning. On snowy days, he could see the tracks in the snow from work boots – forming a path that lead down towards the mills. (Whiskey Flat History Project, Interview with Tom Stenkamp; grew up on Gilchrist Avenue, February 2, 2008). In these predominantly blue-collar neighborhoods, a large group of the workers came from Europe. They were either first generation immigrants or a second generation whose parents had immigrated to the United States and come to work in the mill industry in the Midwest. When Shevlin-Hixon and Brooks-Scanlon transferred their mills to Bend, the European immigrants tagged along for the work.

The mills were hiring people that were used to hard work, a lot of noise, and a lot of hot and cold weather. They were not the gentlest of people. They were ready for hard work and tough conditions. At the same time, they were very community-minded and cared deeply for their neighborhood and their town. . (Whiskey Flat History Project, Interview with Pat Kliewer; former local historic preservation planner, October 11, 2007)The mill owners soon became acutely aware that bachelors and free-agent workers were not as reliable as family men. The “damn the torpedoes” attitude exhibited by single workers was not conclusive to a reliable work force.

In order to stabilize the work force, both mills purchased tracts of land in the newly established blue-collar worker neighborhoods, including Delaware Ave., and offered mill workers favorable loans to buy lots. They also supplied lumber from the mills at a low cost to encourage the workers to build homes. Both mills produced employee newsletters (*Shevlin-Hixon Equalizer* and *Brooks-Scanlon Pine Echoes*). The newsletters heralded homeownership throughout and prominently featured new homeowners. (Shevlin-Hixon Equalizer; April 1920, page 10: List of Shevlin-Hixon employes (sic) owning their own homes)The mill workers sometimes fashioned their own homes in a style described as “Arts & Crafts” or “early Craftsman.” The two styles developed during the early part of the century and influenced early Bend development. There are examples of a few Sears catalogue kit homes in Bend, and N.P. Smith Hardware store also offered up home plans. But by in large, everything was stick-built according to the owners own imagination.

Families created do-it-yourself mill housing from recycled logging camp cabins (such as those near today's Art Station). According to persistent local lore, home construction in the neighborhoods around the mils utilized so-called "lunch box specials" or "lunch box homes." Rumors claim that mill employees smuggled out scrap wood from the mills in their oversized lunch boxes to build their homes. Nothing can be further from the truth.

Considering the size of Bend, everybody knew everybody. The area was a true blue-collar neighborhood. (Whiskey Flat History Project, Interview with Denis Berrigan, long-time Bendite, February 10, 2008). Housewives constantly battled the red lava dust that blew in to the homes from the unpaved neighborhood streets. And worse, the sawdust from the mills and black smoke from the mill chimneys made laundry day a challenge when the clean clothes on the clothesline were blackened by soot or sawdust. (Tor Hanson, Whiskey Flat History Project, 2007-present) A typical Sunday morning in Bend in the early 1920s underscores the impact of the large Scandinavian population. Lutheran churches all over Bend held the early service in Swedish or Norwegian while they held later church services in English. (Bend Bulletin; April 11, 1924: Services in the Scandinavian languages at the Lutheran Church).

Pride of ownership manifested itself in well-cared for gardens. During the Prohibition, homeowners planted fruit trees in the neighborhoods in order to make hard cider. Moving into the Depression years, homeowners often had a plot for vegetables. Moreover, when World War II food rationing took effect, the vegetable gardens became "Victory Gardens." Pride of the community also took more organized forms. Under the watchful eye of Fire Chief Tom Carlon, the early spring "Clean up Week" was instituted in the early 1920s. (Bend Bulletin; March 28, 1924, page 1: Bend cleanup to be started by committee). And "Fire Prevention Week" followed suit in late fall the following year. (Bend Bulletin; October 12, 1925, page 4: Fire prevention week is finished).

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2E. NEIGHBORHOOD SCHOOLS AND A WALKABLE COMMUNITY

The Central Westside, especially River West Neighborhood, is one of Bend's most walkable communities, then and now. In the 20th Century, Reid School, Kenwood, St Francis, Thompson (Amity Creek) and Kingston schools, and old Bend High were primary destinations in a closely connected, walkable community, Bend's original "urban village". The Central Westside was a natural neighborhood, with its river, downtown connections, alleys, parks, and schools. It was a lively place for generations of "free range" kids to explore. As long as adults did not catch them, kids could find risky adventures near the river. These included fishing from the Shevlin-Hixon railroad trestle, walking across the mill log pond, and floating the open-air irrigation flume at First Street Rapids. Most children walked to their neighborhood schools and parents alike walked to work, to church, to Downtown and neighborhood services. As the Central Westside evolved, it kept its human scale, as newer parts of Bend became auto oriented after the 1970s. (Barb Smiley, Tor Hanson Interviews)

Early churches grew throughout the Central Westside by the 1920s. These included the Evangelical Lutheran Church on Federal at Galveston, Assembly of the Disciples of Jesus on 12th at Fresno, the Church of Christ on Newport between 3rd and 4th. Many Central Westside residents also worshipped Downtown at the St Francis Catholic, First Presbyterian (now Old Stone), Bend United Methodist, and Trinity Episcopal churches. (Sanborn Maps)

Reid School 1914-1976 Reid School on Wall St at Idaho welcomed 241 students (Gr 1-12) in 1914 to Bend's first "modern" school. It boasted 10 classrooms, the latest fire protection, electric clocks, central heating, and indoor plumbing. The Bend Bulletin (9-16-1914) hailed the school as "a model of scientific school planning". It served the wave of new families that were settling the Central Westside, Old Bend, Drake Park and nearby areas. This three-story school opened just before the massive Shevlin Hixon and Brooks Scanlon mills began construction nearby. It set a high standard for Bend education and architecture with its fancy rockwork and Richardsonian Romanesque style. Reid School like many Bend buildings of this era has decorative lava tuff facing, from Central Westside quarries (in this case near current Columbia Park). Reid School honors Bend's first school Principal Ruth Reid (Overturf), whose family is also recognized in the Westside's Overturf Butte. Today Reid School houses the Deschutes Historical Museum. (Wikipedia, Reid School; Deschutes Co. CDD, p 8-19)

Kenwood School 1919 (Highland Magnet School)

Kenwood was Bend's first neighborhood school west of the river. It served the booming Central Westside, then filling with millworker cottages and families. Bend's premier local architect Hugh Thompson designed this one-story brick Colonial Revival building with 3 elementary classrooms and a U-shaped courtyard. Thompson was local talent, a graduate of Bend schools and the University of Oregon. With rapid student growth and mill expansion, Kenwood added more rooms in a 1923 addition and eventually reached 15 classrooms. When it opened in 1926, the Kenwood Grocery, next door to the school, at 605 Newport (now Donner Flowers) may have hosted a Prohibition-era speakeasy in its basement. Later, Kenwood students of the 60s loved to hang out at Herbring's Kenwood Grocery (Fondly recalled by some students as "Hairbrains"). The store had an unusual but tempting selection of goods, consisting of untouchable antiques and kids' penny candy. Generations of students remember their favorite teacher Jack Ensworth, National Teacher of the year in 1972. Jack, who taught at Kenwood from the late 50s to the early 80s, believed in "active learning". He encouraged creative student energies with experiments, musicals, puppet shows, a special graffiti closet, and live animals at

school. This included grazing goats and sheep in the school's inner courtyard. In the 2000s, Kenwood-Highland became a magnet school with a Scottish Storyline education model. ("Relive Kenwood", Barb Smiley Interview)

Bend High School 1925- 1956

Bend's 1925 High School, also designed by Hugh Thompson, is a commanding two-story brick and stone structure. It served the entire city and surrounding areas (while today Bend has four high schools). This classic Beaux Arts Revival building is an elegant anchor for Bend's compact early 20th Century civic center. Within three blocks of the high school, you could find the library, Troy Field, Drake Park, the Bend Amateur Athletic Club, central post office/federal building, city offices, and the Reid, St Francis, and Thompson elementary schools. The building served as Bend's High School until 1956, then as a Junior High until 1979, then as Bend La Pine school district offices. (Bend High, National Register Nomination)

St Francis School 1936-2000.

St Francis School also served many generations of students from the Central Westside. The legendary Father Luke, from County Cork, Ireland established the St. Francis Parish in Bend in 1910. He travelled hundreds of miles on horseback or foot to reach remote high desert parishioners, many of whom were immigrant sheepherders. By 1936, Father Luke had built the groundwork for St Francis School, Central Oregon's first parochial school, grades 1-8 with 145 students. Thanks to effective teachers from the Sisters of Holy Names, the school more than doubled in size by the 1960s. It relocated to NE Bend in 2000, giving its name to the popular McMenamin's downtown resort. (McMenamins.com, A Lesson in St Francis History)

Kingston School 1949 was the second neighborhood school west of the river. Kingston became the Westside Village Magnet School in 2009 and the original building was demolished in 2010. It now has 279 students in grades K-8, selected by lottery from around the city. It features non-graded classes and "project based" education.

Amity Creek Magnet School (originally Thompson) 1948, on Wall St at Georgia, also served Central Bend. In 2000, it became a magnet school for "child-centered" education, with 175 K-5 students today, selected by lottery from around the city.

Central Oregon Community College

Higher education came to Bend in 1949 and to the Central Westside in 1962 with the establishment of Central Oregon Community College. The hillside campus, north of Newport Ave/ Shevlin Park Rd in the NW corner of the Central Westside, was donated in 1962. Since then, the campus has grown from 140 into 202 acres and from 3 to 26 buildings. It now serves 17000 students from Deschutes, Crook, and Jefferson Counties and portions of three adjacent Klamath, Lake, and Wasco Counties. (COCC website)

2 F. BEND GROWTH, SEWERS, AND WESTSIDE FIRES (1915-1994)

Bend's faulty sewer system had been a public concern as early as 1912. Mayor George Palmer Putnam (1912-13), the crusading 24-year Bulletin editor, led efforts to improve sewers, ban fireworks, and to prevent disastrous Downtown fires. Mayor Putnam "took the heat" when he fought a blaze that destroyed Linster's Opera House on Wall St., while standing on the roof of an adjacent gasoline storage

shed. Putnam had more success when voters supported a $60,000 sewer system bond. (James Crowell, Frontier Publisher, p 109-110)

In the early to mid 20th Century,the Central Westside was the edge of the city. The 1920's neighborhoods framed the West edge of urban growth for at least 40 more years. Bend grew rapidly in the 1920s by 63% (from 5415 to 8848 residents in 1930) then modestly (5-15% per decade) between 1930 and 1970 (from 8848 to 13,710 residents).

With growing awareness of Central Oregon's attractions in the 1970s, Bend's population leaped by 26 % (up to 17,236 in 1980), raising old concerns about city's faulty sewer system, coupled with growing environmental awareness. A small municipal wastewater treatment plant, located on the east side of town, only served a fraction of the city. Most residences disposed of their household wastewater into drill hole bored down into the lava bedrock. The concern was that raw sewage would eventually contaminate the clean aquifer below ground. (Interview with Jack Wanichek, by Dave Howe).

In the early 1970's, the new federal Environmental Protection Agency became involved, and mandated a comprehensive sewer system for all of Bend. Work began in 1978. The City literally dynamited most city streets to install sewer pipe, and connected all the houses in the city to the system by 1981. Bend was essentially not going to grow in any direction unless the City upgraded the sewer system to Federal standards. With the completion of the system, growth spread in all directions in the 1980's and 1990s. (Interview with Jack Wanichek).

With this renewed growth came more people in the areas west of town, where there was still an abundance of wildland. As Bend's appeal grew, the Westside foothills became a popular place to live. By the late 20th century, the City limits extended several miles further west, north, and south from the original Central Westside mill neighborhoods.

Wild Fires and City Expansion

Bend is located at the eastern foot of the Cascade Mountains, on the edge of the Deschutes National Forest. Living near the forest affords residents and visitors many opportunities to enjoy outdoor activities but also presents certain risks. Where people go, fires follow. As development in the wildland urban interface increased, so did Bend's proximity to wildfires (http://headwaterseconomics.org/wphw/wp-content/uploads/paper-reducing-wildfire-risk.pdf). It is not surprising, then, that the Central Westside has been proximate to some of the area's most disastrous wildfires.

- **Awbrey Butte Fires (1970s)**

Awbrey Butte, just north of the Central Westside, has had its share of fires over the years. The Bend Fire Department responded to a good size fire that started near NW Newport and 14th, back in the early '70's. The fire climbed the hill for about two blocks before it was stopped. There was a multi-acre fire on the Butte in 1968, and another, smaller one, in the early '70's

- **Overturf Butte Fire (1976)**

In the summer of 1976, Overturf Butte, just west the Central Westside, caught fire and burned several dozen acres. Both the US Forest Service and the Bend Fire Department responded to fight the fire. It was clear from listening to both parties that neither agency thought much of the other at the time. This

fire was a wakeup call to the fire response agencies that wildfire was a clear and imminent risk to the City's west side. (Dave Howe, Battalion Chief, Bend Fire, Et. Seq.)

- **Bridge Creek Fire(1979)**

In 1979, the Bridge Creek Fire burned 4300 acres in the Tumalo Creek canyon and swept downstream toward Bend. The Bend Fire Dept. responded to protect the Bend water intake near Tumalo Falls. Although there were people living in the River Road community at the end of Skyliners Road, in the path of the fire, there were no structures lost and no injuries. The Forest Service and Bend Fire Department personnel were successful in nudging the trajectory of the fire just enough to the north to save the entire community.

- **Awbrey Hall Fire (1990)**

The most devastating fire in Oregon in 50 years erupted in the ponderosa forests six miles southwest of Bend in August of 1990. The Awbrey Hall fire quickly grew to 3,000 acres overnight. The fire came within a mile of Central Oregon Community College to the North and the Inn of the Seventh Mountain to the South. It burned at least 28 homes, and caused nearly 3,000 people to evacuate. (Original news footage: https://www.youtube.com/watch?v=GCEWcabPAcg) This fire brought the community to the realization that wildfire was an annual community risk, and it brought all the local fire response agencies together to build an enduring model of interagency cooperation. (http://www.bendfirehistory.org)

2G. BUSINESS AND SERVICES DEVELOPMENT

As Central Westside neighborhoods developed in the teens and twenties, most residents shopped at Downtown and neighborhood businesses. By the 1920s, residents could find a wide variety of handy local services on Newport and Galveston.

On Newport, residents patronized several convenient mom and pop markets. The oldest of these is the 1915 market at 1124 NW Newport (now Devore's Good Food). Closer to the Newport Bridge was the 1926 Kenwood Grocery at 605 Newport (now Donner Flowers). Also on Newport, residents enjoyed the Bend Flower Co and greenhouse at 5th, and a large bakery by the river at Drake Ave. (Sanborn Maps, Barb Smiley Interview). Later on, you could shop at the popular and innovative Piggly Wiggly grocery chain at 12th (current site of Newport Market). Piggly Wiggly, which opened its first Bend store Downtown in 1926, pioneered the nation's first "self-service" supermarkets, where you could actually pick out your groceries! (https://en.wikipedia.org/wiki/Piggly_Wiggly, Bend Bulletin)

On Galveston, 1920s businesses clustered near the Tumalo Ave Bridge, including two gas stations at the corners of Columbia and Harmon (where two gas stations operate today). On the first block of Columbia, north of Galveston you could shop at the original Erickson's Grocery (now Hutch's Bicycles), two small groceries, and a barber. There was a shoe repair shop for tired walkers, on Galveston near 12th. A hardware store (1920) occupied the SW corner of Galveston and Columbia. The Westside Tavern building, a native basalt Bend landmark and gathering place, has anchored 905 Galveston since 1928. (Sanborn Maps, Deschutes Co Assessor, DIAL) This small, original Galveston business district was accurately designated as "Neighborhood Commercial" on Bend's first zoning map (1947).

When the Shevlin-Hixon mill closed in 1950, it left a huge vacant tract between Century Drive and the river. Named by pioneer Judge H.C. Ellis, Century Drive (100-mile loop), was the main route from Bend

to the Deschutes National Forest, the Cascade Lakes and a new Mt Bachelor ski area (created in 1958). In town, the Century Drive, including Galveston and 14th, became the primary recreation route from Bend/ US 97 to the National Forest.

One of Bend's oldest ski shops, the iconic Skjersaa's Century Ski Chalet opened a new branch in 1965 at Simpson. Company founder, Olaf Skjersaa, migrated to Bend from Norway at age 12 in 1925. His father Ole went to work at the Shevlin-Hixon mill. Olaf established his first ski business out of the family garage on NW Florida in 1938, where he made and sold wooden skis with metal edges. Olaf's brother Nels was a founder of the Skyliners mountain and ski club. The new chalet, operated by son Terry and his wife Judy, was so far out of town in 1965, that water service had to be extended all the way from Albany St. The shop with its cozy fireplace prospered over the next 50 years, as did Century Drive. Skjersaa's "groomed the trail" for Bend's growing ski economy, as did Mt Bachelor where ski visits grew from 127,000 in 1965 to nearly half a million in the past decade. (The Source 2015, Bulletin 1966 and 2015, MtBachelor.com)

Growing recreation traffic on Galveston and 14th spurred development of other scattered traveler services, including such favorites as the Snow Joke service station on Galveston at Columbia (now Texaco). The Snow Joke's philosophy was *"There is too much seriousness in the world"* (Bulletin, 10-21-76) After filling the tank at the Snow Joke you could dine on a Mountain Burger at the Snow Bunny Drive In, at the corner of 14th and Galveston (now Parilla's).

In the 1980s, Brooks Resources began to redevelop the old Shevlin-Hixon mill site as the Shevlin Center business and industrial park, between 14th and the River south of Albany. In 1982 Colorado Avenue crossed the river on a new bridge (the current one) and connected to Century Drive. Shevlin Center today hosts professional office buildings, medical services, manufacturing, regional entertainment, river parks, and trails. (http://brooks-resources.com/about-us/)

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PART 3 21ST CENTURY CHANGES CHALLENGES AND RENEWAL 1995-2015

3A THE RIVER IN THE 21ST CENTURY- INDUSTRY TO PLAYGROUND

On a 2014 walk through the Old Mill District, travel writer William Sullivan observed: "The Deschutes River has always been the heart of Bend. Sawmills, dams, and irrigation diversions have damaged that treasure for most of a century. In the Old Mill District, the city has begun to return to its native river. " (William Sullivan, Walk through History, Salem Statesman 4-25-2014) As the activities change, that make the heart of Bend beat, so does how the river is used and how it is protected.

The River has been Bend's "front yard" for over a century and today it is the centerpiece of a livable community. The 250-acre Old Mill District by William Smith Properties highlighted the beauty of the River as one of Bend's main attractions. Bend Parks & Recreation provides river access in the entire Central Westside. Today people flock to the river and its banks to bike, run, walk, float, kayak, paddleboard, right in the heart of Bend. An emerging challenge will be to manage River users, so that growing popularity does not overwhelm this unique resource, as did the former Bend Water Pageant. There is growing interest in restoring the river's flows for wildlife as well as recreation.

The big mills and log pond blocked public access to the river south of Downtown for 80 years but they supported a prosperous community. Today, the Old Mill District welcomes the public to high quality shopping and services, to the Les Schwab Amphitheater, and to river parks and trails on both sides. This has given Bend a prosperous new public riverfront and a cultural landscape that is richer than anything the founders of the 1877 Farewell Bend Ranch could ever imagine.

3B. BOOM AND BUST AND MORE WILDFIRES

Bend has seen significant development since 1995, in and near the Central Westside. Bend's old Downtown and the Old Mill District have created a livelier, larger city center. Next door to the Central Westside is Northwest Crossing, a new community of almost 500 acres. Since 1999 Northwest Crossing has created a nationally acclaimed "traditional neighborhood development". It includes a complementary mix of homes, schools, parks, shops, and services that creates a new model for Bend neighborhoods.

Bend today has almost four times as many residents as in 1990, and some services and infrastructure are still catching up. In the 1990s, with internal growth and large annexations (nearly equal contributors) Bend's population skyrocketed by 154 %, from 20,469 in 1990 to 52,029 in 2000. (Bend General Plan, Chap 4, p3, 2005) The 1990s were Bend's biggest growth decade since the mill boom of the 1910s and 1920s. Between 2000 and 2010, Bend continued growing by 47%, despite the Great Recession (2007-13). However, Bend's recession housing bubble and its economic bust was "not only the largest in the state, but one of the very worst in the entire country". Bend's post-recession economy has recovered in job losses, but Oregon's state economist office warned that housing supply and affordability could become a "major problem". (Or. Office of Economic Analysis, Bend and Central Oregon Update 7-24 -15). While Bend is near the top of growing metro areas nationally again, in the 2010s it has grown at a more restrained 6% growth to 81,310 residents in 2015.

Wildfires West and East in the Wildland-Urban Interface

When Bend upgraded and extended its sewer system in the 1970s it opened the way for increased development around the Central Westside and across the entire city. Since fires tend to follow growth, there has been an upswing of fire activity in the wildland-urban interface around Bend (Dave Howe, Et. Seq.)

- **Skeleton Fire, 1996**

In August 1996, a devastating dry lightning storm hit the area southeast of Bend and ignited fires all over the region. An 80-acre fire southeast of Bend in the Sundance Subdivision grew overnight into the Skeleton Fire, which roared through Sundance and ultimately burned over 35,000 acres and 30 structures, both in the populated area and on the Deschutes National Forest. This fire clearly showed that homeowner preparation would determine the survival of structures. (http://www.bendfirehistory.org)

- **Two Bulls, 2014**

2014 started out very dry, and by June, fire agencies were nervous about the fire season, although they expected a few more weeks before the season began in earnest. However, on June 7, two fires within a quarter mile of each other, west of Shevlin Park, erupted and burned fiercely to the south affecting nearly 7000 acres. Deschutes fires tend to run north to south in long narrow runs, and these fires were no exception. The biggest fear of fire managers was that the fires would merge and run into the Bend watershed, where the Bridge Creek Fire had done its damage 35 years earlier. However, because of ongoing interagency cooperation, Two Bulls was stopped before their fears were realized.

- **Shevlin Fire, 2015**

Once again, Central Oregon experienced a dry year in 2015. Fire managers were worried about the fire season in June, when another fire broke out near Shevlin Park, very close to the origin of the Awbrey Hall Fire 25 years prior. Strong cooperative bonds and fuel reduction in the area, helped fire agencies bring this 8-acre fire under control quickly. This time, however, three subdivisions had sprung up after the Awbrey Hall Fire, so there were many residences at risk. A month later in the season this could easily have been a high loss fire. Fortunately, the community has learned lessons from previous losses, and because of that, Bend has a stronger measure of resilience in the face of potential disaster.

3C. HOUSING AND NEIGHBORHOOD RENEWAL

Today, the neighborhoods around the former mill sites are still buzzing with activities, but it's a different rhythm. The mills are long gone. Family-wage jobs are still plentiful, but morning rush hour is a quick drive on the Parkway, not on foot along dusty roads to work at the mills. The Central Westside is still a neighborhood. “Everybody knew everybody,” says Dennis Berrigan, longtime Bendite. Oddly enough, the neighborhood did not have the best reputation. Berrigan recalled, “If people considered an area as being a slum in Bend, the flats was it. The area was a true blue-collar neighborhood and even though it produced school teachers, a Fulbright scholar, newspaper editors, and other well-educated people, it was still thought of as Bend's poor neighborhood.” (Whiskey Flat History Project, Interview with Denis Berrigan, February 10, 2008).

The deflated values of the old mill homes set up the mill neighborhoods for great changes in the late 1990s. The rumor around town was that Bend’s Westside was “the” place to scoop up great investment properties. If there's any indication that things changed on Bend's Westside, home prices are a clear sign. The Roses bought their home on Riverfront in 1963 for $7,500. It sold for $725,000 in

2005. The Great Recession was one of many low-points in the history of the former mill neighborhoods. As the recession turned for the better, the area started picking itself up again.

The rhythm of Bend's oldest blue-collar neighborhoods is slowly changing again. Home values are slowly rising back to pre-bubble prices. With an abundance of small neighborhood shops and brewpubs, the Central Westside area is once more considered “the” place to be. Older dilapidated homes are being razed and brand new homes are going up instead. There is an apparent risk that the old mill homes will eventually disappear and the rich heritage of the area will be lost. The ghosts of the yard pilers, lumber graders, small business owners, grocery clerks, and telephone operators are still present, but in another 20 years, the homes of the Johnsons, Stenkamps, Larsens, and Roses may be gone forever.

In recent years, the Central Westside became a popular place to convert single-family homes to short-term or vacation rentals. In 2015, The City Council responded to community concerns by setting short-term rental density limits, which put much of River West off limits to more conversions. As of late 2015, around 600 homes citywide were short-term rentals, with the City’s highest concentrations in the River West and Old Bend neighborhoods (nearly 2/3 the city total).

From an affordable mill worker neighborhood, the older core of the Central Westside in River West is becoming a trendy urban professional neighborhood, due in part to the explosive rise in home prices since 1995. Old mill housing areas are seeing some compatible infill and some that does not fit in. The quaint neighborhoods are slowly changing to places with larger homes that may have less cultural distinction compared to the simple original homes. Redevelopment pressures may be creating more incentives to tear down Bend’s modest early 20th Century mill housing, than to restore it. This is happening in similar neighborhoods in other Northwest cities

3D. POTENTIAL HISTORIC PRESERVATION OPPORTUNITIES

Two historic elements of the Central Westside appear to have statewide or national significance beyond their importance to Bend: *Millworker Housing in River West* and *Mirror Pond/River Parks.* A number of tools are available to recognize and conserve the historic character of these areas. In each case, the first step to a historic (or conservation or design) district would be a detailed inventory of the historic area and an assessment of its significance to Bend, to Oregon, and to the Northwest. In a district, new development would meet guidelines (not necessarily stringent CC&Rs) to ensure that it fits in with an historic area’s character and form.

1. **Millworker Housing Community in River West**

The River West neighborhood and Bend Landmarks Commission could explore options to create an historic (or conservation or design) district in the older parts of the neighborhood (SW 14th to the River). A River West historic (or conservation or design) district could activate design review, demolition management, more community engagement, and rehabilitation tax incentives for property owners. Deschutes County has recognized some of this historic mill housing in a multi-property National Register nomination for Craftsman Bungalows in Deschutes County in 2000. One of Bend’s mill housing neighborhoods is recognized in the Old Town (Old Bend) historic district

2. Mirror Pond Cultural Landscape and associated river parks.

The Mirror Pond cultural landscape is a distinctive early greenway among Northwest cities. The Bend Park District, adjacent neighborhoods, and Landmarks Commission could explore options in the National Register guidelines for "Cultural Landscapes." Cultural Landscapes include historic parks and open spaces, as well as gardens, industrial settings and planned communities. National Register Guidelines encourage rehabilitation and restoration of important cultural landscapes. Placing historic parks and open spaces in the National Register could assure that modern improvements to these active spaces respect their original qualities.

3E EDUCATION CHANGES

Highland-Kenwood and Westside Village-Kingston Magnet Schools

In the 20th Century, Kenwood and Kingston Schools each served as neighborhood elementary schools and community anchors. In the past two decades, they have become "magnet schools" with excellent specialized programs that serve citywide students. Kenwood and Kingston now serve areas well beyond original neighborhood boundaries. Including the growth of adjacent neighborhoods, the Central Westside has heavier commuting traffic than in the past, when most residents and students lived close to work and schools. While magnet schools are popular, some Oregon school districts are reinstating neighborhood schools, to serve a more compact, local student body and community, and to reduce transportation costs.

Oregon State University and the Central Westside

OSU-Cascades expansion in the Central Westside is a major development for Bend and the Central Westside, which could create an education, cultural and economic hub for Eastern Oregon. In 2001 Oregon State University established a branch campus shared with COCC. OSU-Cascades is the first and only branch campus in Oregon, and the only baccalaureate and graduate degree granting institution based in Central Oregon. In 2015, OSU broke ground on its new freestanding campus at SW 14th and Chandler. OSU-Cascades could grow by 2025 from 1200 students to 5000, and enlarge the prospective campus from 10 acres to 130 acres. (OSU Cascades website)

Citywide groups rallied to support new campus development in 2014-15, but some local residents voiced strong objections to the campus location. In 2015, OSU launched a comprehensive Long Range Development Plan for the 130-acre campus. In surrounding residential areas, there are concerns about student housing, neighborhood livability, parking and traffic management, and transit service. Many university towns use "town-gown" forums or "university districts" to address the common interests, opportunities, and concerns of the city, university, and surrounding neighborhoods.

3F BUSINESS AND TRANSPORTATION

Bend's timber town makeover is remarkable, sparked by the creative redevelopment of the Brooks-Scanlon and Shevlin-Hixon mill sites. Other former Oregon timber towns have been less fortunate and foresighted in dealing with daunting economic challenges and community distress. The family-wage timber jobs that stabilized the Central Westside and Bend for most of the 20th Century have given way to a more diverse, but less certain Bend economy.

In 2001, the Bend Parkway and the Les Schwab amphitheater opened, and Old Mill district (East of the River) was under full redevelopment. (ODOT "Bypass #16 Bend Parkway"

www.oregon.gov/odot/td/tp/docs/ohp/16analysis.pdf) Colorado Avenue became a new regional route from the Parkway (US 97) to the National Forest, which bypassed Downtown, 14th, and Galveston. Regional recreation traffic shifted to the Colorado/Century Drive bypass, away from Galveston and 14th. The major Westside business streets (14th/Galveston, Newport) have evolved in the 21st Century to become a lively business district for new and older Westside neighborhoods.

In 2006 Bend saw its first fixed route transit service since the 1950s. In 2015, Cascades East Transit ramped up citywide services by 30% and made route improvements in the Central Westside to serve growing neighborhoods and to better connect Central Oregon Community College and OSU Cascades to downtown and the Bend region. Expanding transit is critical to the success of OSU-Cascades, which will depend on effective use of transit (bikes and walking) to make its new campus work.

As mill redevelopment progressed on both sides of the river, the Central Westside's mix of local businesses and services changed. Most local businesses in the 20th Century served a neighborhood clientele and were low-key local gathering places, run by local owners. Many still operate under this model, because the Central Westside (Galveston, 14th, Newport) is still the commercial center for old and newer neighborhoods west of the River.

In the 21st Century, some newer Central Westside businesses became regional entertainment/drinking venues, instead of catering to local walk-in customers and household needs. In the dense urban fabric of the older Central Westside, some new regional attractions are located right next to existing single-family homes. The area's compact geography, while convenient, also leads to more conflicts about business expansion, noise, parking, hours of activity, and customer management.

Two of the Central Westside's largest employers have followed a different path. Instead of the traditional family owner on the premises, all of the owners are on premises. Newport Market (107 employees) and Deschutes Brewing (295 employees) are both transitioning to Employee Owned Businesses. (Bulletin, 8-29-2015; Deschutes Brewing website; EDCO 2015 Central Oregon profile) Deschutes is the 5th largest craft brewery in the United States and Newport Market has legions of loyal shoppers since 1991. They are redefining "local" ownership, which may set a new model for other Bend area businesses.

3G COMMUNITY RENEWAL, COMMUNITY VALUES AND THE CENTRAL WESTSIDE PLAN

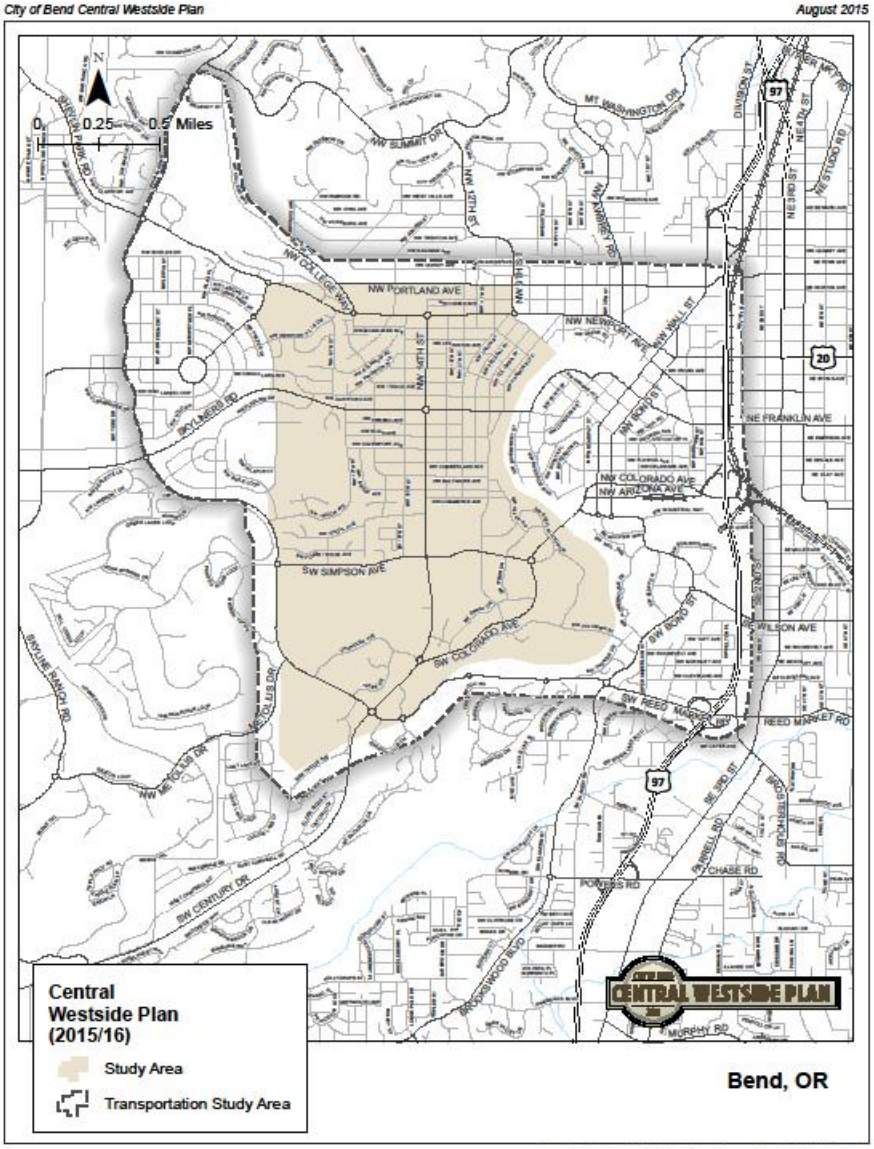
Bend's original Urban Village

By 1920, Bend's walkable core neighborhoods and Downtown created an early 20th Century "urban village", which Central Westside residents and visitors value highly today. The proximity and economic security of the mills reinforced a stable community character for decades. Outside of the Central Westside's historic core, there was little residential expansion west of the river, until the 1970s. Millworkers and their employers were town builders together. The early Central Westside was a community where millworker families, local businesses, and major industry were interdependent for most of the 20th Century, as long as the mills lasted.

The enduring characteristics of the Central Westside "urban village" include:

- Small lots with mill worker cottages and larger bungalows, small local parks, convenient local businesses and services, that all create a highly walkable, compact community scale.
- A grid street system that bends with the river
- A balanced network of wide and skinny streets with service alleys for parking and utilities
- East-West streets from A (Albany) to W (Wilmington) that indicate larger community vision
- Neighborhood schools and churches within convenient walking distance on both sides of the river

It is no surprise that the summer 2015 Central Westside Plan Survey rates "Walkability" as the highest community priority. Bend's walkable original urban village can be a living model for 21st Century Bend, as we attempt again to create neighborhoods that are "complete communities". The Central Westside Plan is a great opportunity to conserve and enhance the area's historic walkable scale and the character of Bend's original Urban Village for another century.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CENTRAL WESTSIDE PLAN
Central
Westside Plan
(2015/16)
Study Area
Transportation Study Area
Bend, OR
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

APPENDIX B: PUBLIC INVOLVEMENT PLAN

Central Westside Plan

Public Involvement Plan

Prepared for
City of Bend

December 11, 2014

Prepared by
Kristin Hull, CH2M HILL
Brenda Martin, CH2M HILL

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Contents

Overview

The City of Bend is preparing a land use and transportation strategy to support development in the central west area of Bend. The land use and transportation strategy will include refined transportation performance measures and will support the community's vision for housing, parking, traffic and transportation. This public involvement plan describes the public involvement goals, tactics and schedule. Appendix A includes basic demographic information for Bend that has been analyzed to inform the public involvement plan.

Outreach Process

The project schedule (shown in Figure 1) outlines the timeline for technical work and public outreach processes for the project, which is expected to be completed by fall 2015. Public involvement will be focused on key milestones.

Figure 1. Project Schedule

Goals of the Public Involvement Plan

The City of Bend and Oregon Department of Transportation (ODOT) are committed to an approach that:

- Provides early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public.
- Encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative accommodations, as needed (e.g. translation services, activities for children at community meetings, accessible meeting facilities).
- Promote fair treatment so that no group of people (racial, ethnic, or a socioeconomic group) bears a disproportionate share of the negative environmental consequences resulting from a program or policy.
- Ensures that public contributions are considered in the decision making process and can influence the agency's decision.
- Builds on information gathered through related planning processes and ensures effective coordination and consistency with those efforts.

The International Association of Public Participation (IAP2)'s spectrum of public participation, Figure 2, shows varying levels of engagement based on the level of public impact. Because the level of public impact from the land use and transportation strategy to be developed by this project is high, the public and stakeholders will be engaged at the "inform", "consult", "involve" and "collaborate" levels. Public

involvement tactics, described below, are designed to engage people at all these levels and to meet the commitment to engage community members in all parts of project decision making.

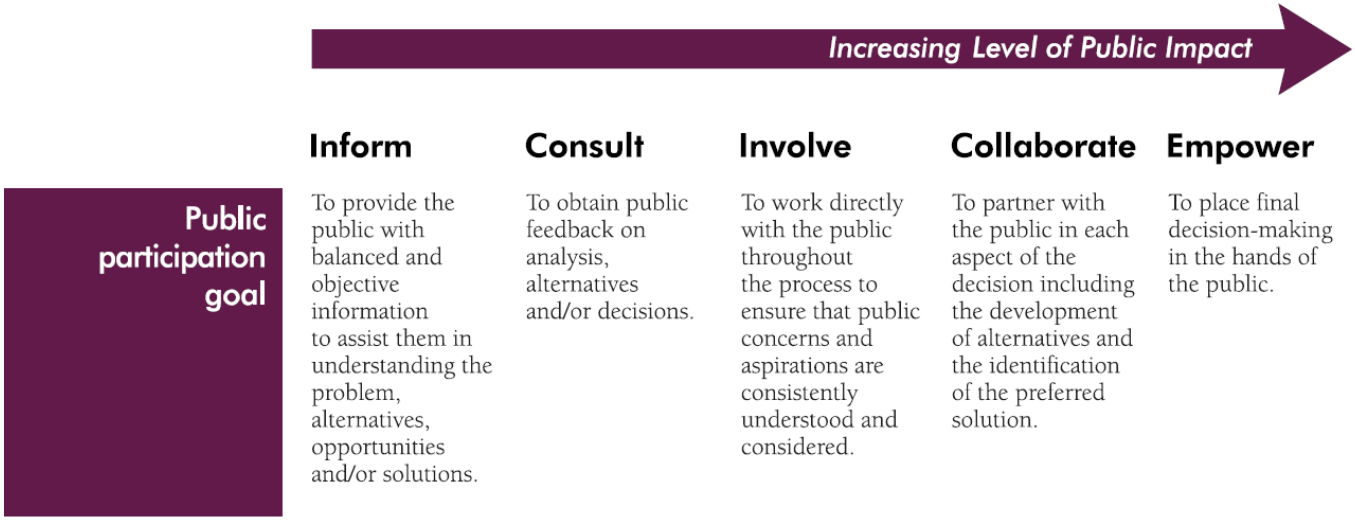

Figure 2. IAP2 Spectrum of Public Participation (source: www.iap2.org)

In addition, the public involvement program must include specific steps to provide opportunities for participation by federal Title VI communities. City and consultant will use the ODOT Title VI (1964 Civil Rights Act) Plan guidance to identify Title VI populations, formulate public involvement strategies, and report outreach efforts to and participation by Title VI communities.

Decision Making

In all public communications, it is important to be clear on who is making decisions for the project and how public comments will be used. At each step, stakeholders should clearly understand:

- Who will make the decisions?
- How they can influence the decisions
- When they will have an opportunity to participate
- How their input will be considered

The project decision structure includes the Bend City Council, Bend Planning Commission, Project Management Team and Community Advisory Committee. The project decision making structure is shown in Figure 3 and is described below.

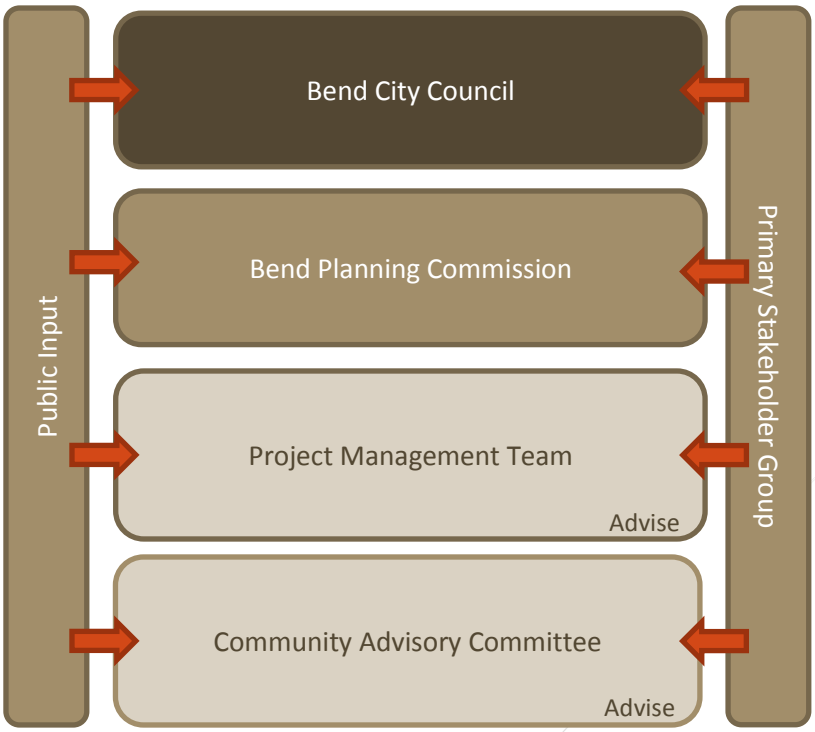

Figure 3. Decision-making structure

Decide: Bend City Council

The Bend City Council will make final decisions on land use and transportation strategies after review by the Bend Planning Commission.

Recommend: Bend Planning Commission

The Bend Planning Commission will make a recommendation to City Council on a final land use and transportation strategy. The Planning Commission will receive updates at key milestones. In addition, the Planning Commission will appoint liaisons who will participate in the CAC as ex-officio members.

Advise: Project Management Team and Community Advisory Committee

The Project Management Team, comprised of staff from the City of Bend, ODOT, and the consultant team will make recommendations to the Planning Commission and City Council. The Project Management Team will consider CAC input in developing their recommendation. The Project Management Team will also be responsible for providing day-to-day guidance to the project manager and consultant team and ensuring coordination with related planning efforts.

The 22 member Community Advisory Committee (CAC), formed by City Council, will synthesize public input and provide input to the Project Management Team throughout the project and provide recommendations on the final land use and transportation strategy.

CAC members include:

- Jeanne Berry
- Brooke Bilyeu
- Perry Brooks
- Garrett Chrostek
- Casey Davis

- David Gurule
- Mollie Hogan
- Sarah Kelly
- John Kelly
- Kimberly Kinney
- Sean Lipscomb
- David McGee
- Kimberly McNamer
- Michael McLandress
- Adam Michell
- Moey Newbold
- Heather Ornelas
- Richard Ross
- Kirk Schueler
- Madeleine Simmons
- Glenn Van Cise
- Tammy Wisco

Input: Public and Primary Stakeholder Group

Public input, gathered through a variety of forums described below, will be considered throughout the process. The Primary Stakeholder Group, an informal sounding board comprised of institutions and public agencies who own land or are advancing related projects, will be consulted throughout the process.

Audiences and stakeholders

Stakeholders for this project include institutions, public agencies, advocacy groups, organized neighborhood and business groups and Bend residents. Deschutes County, the Bend-La Pine School District, Oregon State University - Cascades (OSU-C) and Bend Parks and Recreation District, in addition to the City of Bend, are making investments in this area and are stakeholders in the process. In addition, OSU-C students, local transportation interest groups and individuals (including bicycle, freight, pedestrians, mobility impaired, transit, recreational), neighborhood and business interests, other land owners and developers, environmental groups, media, emergency service providers, affordable housing interests, and the general public will have an interest in the project.

Audience Category	Examples
Government agencies and public institutions	Bend City Council , Bend Planning Commission, Deschutes County, ODOT, Department of Land Conservation and Development (DLCD), Bend Parks and Recreation District, Oregon State University Cascades Campus, Bend-La Pine School District, Central Oregon Community College
Transportation stakeholders	Bike Around Bend, Commute Options, Central Oregon Trail Alliance, Cascades East Transit, Bend Municipal Airport, Deschutes County Bicycle and Pedestrian Advisory Committee, City of Bend Road Users Safety Task Force, Transportation Safety Advisory Committee
Emergency service providers	Bend Police, Bend Fire and Rescue
Businesses	Chamber of Commerce, local businesses (including those along 14th Street, Galveston and Newport), freight companies, major employers, land developers, Small Business Administration/Development Center at Central Oregon Community College, Bend Tech Alliance

Media	Bend Bulletin, Bend Weekly News, KBND AM 1110, Cascade Business News, The Source, KTVZ 21 TV Station
Residents and Community Groups	Build a Better Bend, neighborhood associations, recreational organizations or churches Bend 2030 Board, LandWatch, Bend City Club, ad hoc interest groups
Title VI or Environmental Justice	Head Start, low-income or affordable housing advocates, United Way of Deschutes County, senior center or retirement homes, Central Oregon Community College, Deschutes County Health Services, Latino Community Association, Central Oregon Disability Support Network, Full Access, Deschutes County Developmental Disabilities Program, The Arc of Central Oregon, Abilitree, Salvation Army, City of Bend Accessibility Advisory Committee, Neighborhood Impact, Central Oregon Coalition for Access, Bethlehem Inn

Equity approach

Appendix A presents an overview of Bend's demographics and identifies concentrations of low-income, minority, and limited-English proficient residents. The analysis of demographics will be used to refine the public involvement program (PI program) as needed. However, regardless of concentration, members of all of these groups will be invited to participate in the planning process and accommodations will be made (e.g. translation services) to encourage their participation. The project will also compile a Title VI report at the end of the project. This report will compile all Title VI activities, document project process and outreach for all low income, race, gender, and age groups.

To engage these traditionally underrepresented communities, the project team will employ the following strategies:

- **Community Advisory Committee (CAC) meetings:** The CAC includes interested citizens, property and business owners and groups. The CAC also includes groups that advocate for, or serve as networking places for, these traditionally under-served communities. All CAC meetings are open to the public.
- **Community workshops and events:** The team will identify partner organizations that can co-host or promote open house events to traditionally underserved communities. Collect demographic information (anonymously) at all public events to be added to the final report and for City's use for Title VI reporting requirements.
- **Articles in local papers, newsletters and e-newsletters:** The City will distribute short media releases or articles will be written at key milestones and sent to local media outlets. City staff will also conduct interviews with media outlets to increase the likelihood of an article running in the paper or on the radio. These outlets reach a wide audience. In addition, City staff will distribute these same media releases to groups with newsletters or e-newsletters for targeted distribution.
- **Displays in public places:** The project team will develop graphically engaging posters at the beginning of the project to advertise the project and help educate the public (one graphic template will be created). The displays will be posted in places with large exposure such as the library, City Hall, the Cascades East Transit Hawthorne Intermodal Transit Station, and other locations. Signs should also be placed at the computers with public access, such as at the Senior Center and the library to encourage low computer access populations to visit the project website.
- **Translation, special accommodations, and graphics:** translation services and other special accommodations will be provided at all meetings upon request (provided through City or partner agencies). All public materials will be presented in "easy to understand" language with "jargon" words removed or fully explained. Graphics will also be used to convey information, as a way to reduce the need to translate materials and to accommodate multiple learning styles.

Project Description

The following text will be used in public materials and as talking points for staff throughout the outreach process to describe the project.

> *Bend's central westside is rapidly changing with new residential development, schools, and parks, and an expanded Oregon State University - Cascades campus on the horizon. To prepare for these investments, the City of Bend is developing a transportation and land use strategy for this area. Over the next year, the city will work closely with community members to develop a shared vision for the future of Bend's central westside neighborhoods, and explore different ways that land use and transportation decisions could shape these neighborhoods. In the end, the project will identify a preferred land use plan and set transportation investments that support creating vibrant and sustainable communities. The Central Westside Plan will be closely coordinated with other planning efforts in Bend.*
>
> *Your participation is important! Visit <website> to learn more about the City of Bend's Central Westside Plan.*

Public Involvement Tools and Methods

This portion of the memo identifies key public involvement activities that the consultant team or City staff members will conduct during the project.

Ongoing and Start Up Activities

Some public involvement tools, like the website, interested parties list and advisory committee, will be used throughout the process. Those ongoing activities along with other start up activities are described in this section.

Community Advisory Committee (CAC)

Tasks 2-9

The City has established a 22 member CAC. The CAC is charged with providing input to the Project Management Team at each milestone as well as a recommendation to City Council about a final transportation and land use strategy. The CAC will meet 8 times during the process. Meetings will focus on the following topics:

- Meeting #1: Discuss CAC charter, review community values report, discuss goals, define what is on and off the table for this process (Task 2)
- Meeting #2: Review scenario process and indicators (Task 5)
- Meeting #3: Discuss scenario ideas (Task 6)
- Meeting #4: Confirm scenarios (Task 6)
- Meeting #5: Review scenario evaluation (Task 7)
- Meeting #6: Develop scenario recommendation (Task 7)
- Meeting #7: Discuss transportation investment packages (Task 8)
- Meeting #8: Review final report and discuss final CAC recommendation (Task 9)

Each meeting is described in detail in the following sections.

Task	Responsibility	Schedule	Review
Recruit CAC	City of Bend	Complete	
CAC charge and protocols	CH2M HILL	12/31/14	City of Bend

Interested Parties List

Task 2, ongoing

The City of Bend will provide names and contact information to populate an interested parties list. The consultant team will maintain the list throughout the project. The interested parties list will include names, addresses and email addresses.

Task	Responsibility	Schedule	Review
Contacts for interested parties list	City of Bend	12/1/14	
Initial interested parties list	CH2M HILL	1/2/14	City of Bend
Interested parties list updates	CH2M HILL	Monthly	City of Bend

Project Website

Task 2, ongoing

The City of Bend will host a project webpage on the City's website. The webpage will include:

- Current project information
- A library of project documents
- Responses to frequently asked questions
- Information about participation opportunities or other timely news items
- A contact form or email address where community members can provide comments, ask questions or join the project mailing list

At each public comment milestone, the website will host an online version of the public meeting or open house. These tactics are described along with other outreach tactics relevant to each project milestone.

In addition to the website, public input opportunities and public events will be advertised through the existing City of Bend Twitter, Facebook, and RSS accounts to reach individuals already interested in City projects. The City will post events on its calendar of event page.

The City of Bend will collect comments via email and the website. The City will respond to comments individually to the extent possible. The consultant team will draft updates to the website to respond to frequently asked questions.

Task	Responsibility	Schedule	Review
Create website	City of Bend	12/11/14	
Website text and graphics, draft	CH2M HILL	12/1/14	City of Bend
Finalize and post website text and graphics	CH2M HILL	12/11/14	City of Bend
Post on Facebook, Twitter, and RSS feed about new website and project	City of Bend	1/1/15	
Website content updates	CH2M HILL	Monthly	City of Bend

Goals and needs

The project team will work closely with the CAC to define the goals that will guide the project and define the needs that the project should address.

Community Values Report

Task 2

Because the City and the public have invested significant effort in recent and ongoing land use and transportation planning processes, the project team will focus on validating information from other processes rather than starting from scratch. The community values report will summarize relevant information about expectations and values from the Bend 2030 Plan, neighborhood association surveys and the citywide community survey. The consultant team will conduct up to ten stakeholder interviews to further understand community expectations about the project and validate values from past processes. The community values report will be shared with the CAC at their first meeting (CAC #1) to inform a discussion of project goals.

Task	Responsibility	Schedule	Review
Prepare list of stakeholders	City of Bend	12/1/14	
Conduct interviews	Anne George	12/7/14-12/21/14	City of Bend
Provide past documents for review	City of Bend	12/1/14	
Prepare community values report	Anne George/consultant team	1/16/15	City of Bend

CAC #1

Task 2

The team will present the results of the community values report along with draft project goals to the CAC at their first meeting. The team will present what is on and off the table for discussion during this process. At CAC #1, the committee will also learn about the project and their charge and agree on operating protocols.

Task	Responsibility	Schedule	Review
Schedule CAC meeting	City of Bend	6 weeks before CAC meeting	
Draft and final CAC agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC summary	CH2M HILL	1 week following CAC	City of Bend

Scenario Development

Through the scenario development process, the CAC and the public will have the opportunity to suggest transportation and land use ideas that will become scenarios.

CAC #2 and CAC #3

Task 5 (CAC #2) and Task 6 (CAC #3)

At CAC #2, the project team will share proposed indicators that will be used to evaluate scenarios based on the results of the discussion of goals at CAC #1. The CAC will also learn about the scenario planning process.

At CAC #3, the CAC will discuss ideas that should be included in draft scenarios. The project team will consolidate those ideas into a set of potential scenarios for the public to provide input on at public event #1.

Task	Responsibility	Schedule	Review
Schedule CAC #2	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #2 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC #2 summary	CH2M HILL	1 week following CAC	City of Bend
Schedule CAC #3	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #3 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend

CAC #3 summary	CH2M HILL	1 week following CAC	City of Bend

Public Event #1 (online and in-person)

Task 6

The first public event will be designed to gather input about proposed scenarios. Community members will be invited to provide input about project goals and indicators, and to provide input about possible scenarios. The consultant team will prepare a meeting plan prior to event #1 that defines the meeting format and agenda, but the event is likely to be hands-on event where community members can suggest future land uses and transportation investments.

The City of Bend will set the date, time, and location of event and make the reservations. The consultant team will develop materials and an agenda, as well as a news release and postcard for the City's distribution. Notification of the event will be distributed to media outlets at least one week before the event.

In addition to the in-person meeting, the consultant team (KAI) will prepare an online open house using the materials from public event #1. The online open house will feature an online comment map and comment form.

The consultant will prepare a summary of input received at the meeting and through the website.

Task	Responsibility	Schedule	Review
Prepare postcard and news release	CH2M HILL	At least one month before event	City of Bend
Prepare article for city newsletter (distributed in utility bills)	City of Bend	At least one month before event	
Post information on City website and social media accounts	City of Bend	1 week before, 3 days before, and day of event	
Create online open house	KAI	1 week before event	
Send CAC and mailing list email with information about the event	City of Bend	Two weeks before event	
Sign-in sheet, staff name tags, welcome board	CH2M HILL	Three weeks before event	City of Bend
Comment form/Title VI collection	CH2M HILL	Three weeks before event	City of Bend
Draft and final event materials (power point, display boards, maps)	KAI/CH2M HILL	Draft due 3 weeks before event; Final due 1 week before event	City of Bend
Comment summary	CH2M HILL	Due 2 weeks after event	City of Bend

CAC #4

Task 6

At CAC #4, the team will share the proposed scenarios to be advanced for evaluation and ask for feedback from the CAC.

Task	Responsibility	Schedule	Review
Schedule CAC #4	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #4 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before	City of Bend

		CAC	
CAC #4 summary	CH2M HILL	1 week following CAC	City of Bend

Scenario Evaluation and Selection

During this milestone, the project team will work with the public and CAC to evaluate scenarios and select a preferred scenario.

CAC #5

Task 7

At CAC #5, the team will share the evaluation of the scenarios. The CAC will be invited to ask questions about the evaluation.

Task	Responsibility	Schedule	Review
Schedule CAC #5	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #5 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC #5 summary	CH2M HILL	1 week following CAC	City of Bend

Webtool

Task 7

The consultant team will work with MetroQuest to develop a tool where community members can review the evaluation of scenarios and provide input about their preferred scenario. Comments will be collected through the webtool for one month. The webtool will be advertised through an email to the project's interested parties list and a news release. The news release and email blast will be prepared by the consultant and distributed by the City.

The consultant will prepare a summary of comments received via the webtool.

Task	Responsibility	Schedule	Review
Draft content for MetroQuest	CH2M HILL/KAI/Fregonese	6 weeks before webtool launch	City of Bend
Develop MetroQuest screens	CH2M HILL/KAI/Fregonese	3 weeks before webtool launch	City of Bend
Final MetroQuest tool	CH2M HILL/KAI/Fregonese	1 week before webtool launch	City of Bend
Email blast and news release	CH2M HILL	1 week before webtool launch	City of Bend
Article in City newsletter (distributed in utility bills)	City of Bend	1 month before webtool launch	
Comment report	CH2M HILL	2 weeks after webtool closes	City of Bend

CAC #6

Task 7

At CAC #6, the project team will share input gathered through the webtool. The CAC will discuss the scenario evaluation and public input and develop a recommendation on a preferred scenario.

Task	Responsibility	Schedule	Review
Schedule CAC #6	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #6 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC #6 summary	CH2M HILL	1 week following CAC	City of Bend

Transportation Investments

During this milestone, the project team will work with the community to develop a set of transportation investments that support the preferred scenario.

CAC #7

Task 8

At CAC #7, the project team will share information about the transportation impacts of the preferred scenario and gather input about needed transportation investments to support the preferred scenario.

Task	Responsibility	Schedule	Review
Schedule CAC #7	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #7 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC #7 summary	CH2M HILL	1 week following CAC	City of Bend

Public Event #2 (online and in-person)

Task 8

The second public event will be designed to gather input about transportation investments. Community members will be invited to provide input about needed transportation investments and performance measures. The consultant will prepare a meeting plan prior to event #2 that defines the meeting format and agenda, but the event is likely to be an open house where community members can review display boards and talk with staff.

The City of Bend will set the date, time, and location of event and make the reservations. The consultant team will develop materials and an agenda, as well as a news release and postcard for the City's distribution. Notification of the event will be distributed to media outlets at least one week before the event.

In addition to the in-person meeting, the consultant team will prepare an online open house using the materials from public event #2. The online open house will feature an online comment form.

The consultant will prepare a summary of input received at the meeting and through the website.

Task	Responsibility	Schedule	Review
Prepare postcard and news release	CH2M HILL	At least one month before event	City of Bend
Article in City newsletter (distributed in utility	City of Bend	At least one month before	

bills)		event	
Post information on City website and social media accounts	City of Bend	1 week before, 3 days before, and day of event	
Create online open house	KAI	1 week before event	
Send CAC and mailing list email with information about the event	City of Bend	Two weeks before event	
Sign-in sheet, staff name tags, welcome board	CH2M HILL	Three weeks before event	City of Bend
Comment form/Title VI collection	CH2M HILL	Three weeks before event	City of Bend
Draft and final event materials (power point, display boards, maps)	KAI/CH2M HILL	Draft due 3 weeks before event; Final due 1 week before event	City of Bend
Comment summary	CH2M HILL	Due 2 weeks after event	City of Bend

CAC #8

Task 9

At CAC #8, the project team will share the comments collected at public event #2 and the final project report. The CAC will be asked to develop a final project recommendation for review by the Bend City Council.

Task	Responsibility	Schedule	Review
Schedule CAC #8	City of Bend	6 weeks before CAC meeting	
Draft and final CAC #8 agenda	CH2M HILL	Draft due 1 month before CAC, final due 1 week before CAC	City of Bend
CAC #8 summary	CH2M HILL	1 week following CAC	City of Bend

Share Recommendation

City task

After CAC #8, the City of Bend will prepare an article for the City newsletter describing the recommended land use and transportation plan and the adoption process.

Task	Responsibility	Schedule	Review
Article for City newsletter	City of Bend	1 week following CAC	
Post final plan to website	City of Bend	1 week following CAC	

Appendix A. Demographic Information

Below is demographic information from the 2010 US Census for the project area. In Bend, there is a higher percentage of white residents compared to the state average; however, the study area has a much lower percentage (varying with the Block Groups in the area). While the City has a higher median household income than the state's average, the study area has a substantially lower income average. While Bend has a shorter commute travel time (15 minutes compared to the state's 22 minute average), there are more residents that drive alone.

Table 2 - Population Demographics by Location

Demographic Category	Study area[1]	City of Bend	State of Oregon
Population	10,508	76,639	3,831,074
Age 65 and Over	11%	12%	14%
Age 17 and Under	15%	24%	23%
Male	49%	49%	50%
Female	51%	51%	50%
White	96%	94%	89%
African American	1%	1%	2%
American Indian	>1%	2%	2%
Asian American	>1%	2%	4%
Pacific Islander	>1%	0.4%	0%
Hispanic or Latino	5%	8%	12%
Median Household Income	BG average $60,140	$52,596	$49,260
Households with incomes less than $25,000	19%	6%	24%
Population – Poverty Status Determined			
People Below Poverty	Tract average 14%	11%	14%
Under 18	-	15%	23%
Over 65	-	6%	14%
Commute Patterns			
Mean travel time to work	-	15 minutes	22 minutes
Drove alone (over 16) to work	71%	78%	72%
Worked at home	12%	8%	6%
Public transportation, walked, other	>1%	7%	11%

[1] The data for the study area was collected using Social Explorer at http://SocialExplorer.com. Data was from the ACS 2008-2012 5-Year estimates for Census Tracts 13, Block Group 1 and 5, Census Tract 14, Block Group 1, 2, and 3, and Census tract 15, Block Group 5.

Central Westside Plan
Community Values Report

Prepared for City of Bend
January 2015

Prepared by Anne E. George
Public Involvement Consultant
Bend, Oregon

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

Table of Contents

Introduction

Bend's Central Westside is rapidly changing with new residential development, schools, and parks. To prepare for these investments, the City of Bend is developing a transportation and land use strategy for this area. Over the next year, the City will work closely with community members to develop a shared vision for the future of Bend's Central Westside neighborhoods, and explore different ways that land use and transportation decisions could shape these neighborhoods. In the end, the project will identify a preferred land use plan and set transportation investments that support creating vibrant and sustainable communities. The Central Westside Plan will be closely coordinated with other planning efforts in Bend.

The City and the Oregon Department of Transportation (ODOT) recognize and appreciate that community participation and input are critical to the successful creation of a vision for the Central Westside of Bend. In addition to this report, the City, ODOT, and the consultant team have developed and will continue to refine a robust public involvement plan. Public engagement efforts will include a 22-member Community Advisory Committee appointed by the Bend City Council, an ongoing interested parties contact list, a project website, and public events to provide input to the Project Management Team and keep community members apprised.

This report is designed to provide an overview of values and concerns community members have identified as important to maintaining and enhancing the livability of the Central Westside of Bend. The report pulls from interviews conducted with community members, as well as other community engagement surveys and reports completed by the City of Bend and community organizations.

A map of the project area can be found at the end of this document. (Please see Appendix A.)

Methodology

In December 2014, 10 interviews were conducted with 11 community members selected by the City staff for the active role they play in the community, their varied interests, and their knowledge and skills. Interviews were conducted by Anne George, an independent consultant on the project team. Interviews were held in-person or over the telephone and took place in coffee shops and the offices and homes of interviewees. (See Appendix B for a full list of interviewees.)

Outside of this project, the City and community organizations have invested significant effort in recent and ongoing livability, land use, and transportation planning processes. Interviews were designed to elicit feedback on a variety of relevant themes and values identified by community members from a variety of sources including:

- Bend 2030 Community Vision Report
  < http://bend2030.org/wordpress/wp-content/uploads/Bend_2030_Final_Community_Vision.pdf>
- Bend 2030 Vision Action Plan Update
  < http://bend2030.org/wordpress/wp-content/uploads/2013/12/2012-Vision-Action-Plan-Update.pdf>

- Bend 2030 Housing Affordability Report
  < http://bend2030.org/wordpress/wp-content/uploads/FINAL-FULL-Bend_2030-Housing-Affordability-Report-with-Appendix.pdf>
- River West Neighborhood Association 2014 survey
  < http://survey.constantcontact.com/survey/a07e9w1umu9i0hbpx8v/results>
- City of Bend Urban Growth Boundary Remand Stakeholder Interview Report
  <*Available from City of Bend*>
- City of Bend UGB MetroQuest Survey: Project Goals & Strategies Summary of Results
  < http://bendoregon.gov/Modules/ShowDocument.aspx?documentid=18710>
- City of Bend 2014 Community Survey Results
  <*Available from City of Bend*>

Specifically, interviewees were asked about their concerns and interests regarding the Central Westside of Bend, what they valued in the project area, their reactions to community values identified in previous planning processes, and their input on public involvement as the City works to create a vision for the Central Westside of Bend.

Key Findings

As the City works to identify strategies to manage change and growth on the Central Westside, they continue to seek the engagement of the community. While not universal, interviewees and other community members, throughout this and other processes, expressed support for a vision of the Central Westside that included the following:

- A strong and safe multimodal transportation system that provided ample opportunity for cycling, walking, and public transit use.
- Managed growth with a mix of uses that contributed to walkable, bikeable, and vibrant neighborhoods.
- Improved east-west travel corridors for community members and visitors traveling to, from, or within the Central Westside, as well as around the area.
- A variety of housing types that were accessible to households at many income levels.
- Requirements of private and public developers to plan and mitigate for the impacts of development and redevelopment in coordination with the community.
- A managed approach to on and off-street parking in residential, commercial, and mixed use areas.
- Protection of access to natural spaces and forests for recreation, while managing for human impact.
- Proactive community engagement in land use and transportation planning efforts.

Community Values

Community members overwhelmingly--in various engagement efforts and this project--share an appreciation for life in Bend. In a recent community survey conducted by the City of Bend in December 2014, 90 percent of participants indicated they felt Bend was an “excellent” or “good” place to live.[1] Interviewees remarked that compared to many other cities of its size, Bend had developed well.

[1] City of Bend 2014 Community Survey Results

Livability

Community members appreciate the livability of Bend. Neighborhoods, the small-town feel, friendliness, and access to amenities are all frequently mentioned as important attributes. Interviewees said they felt the Central Westside benefited from exceptional livability within Bend, noting the high concentration of quality restaurants, schools, parks, athletic facilities, and the proximity to outdoor recreation. Many felt property values were significantly higher on the Central Westside of Bend, relative to other areas of the City, because of the amenities and character of the area.

Well-Planned and Attractive Neighborhoods

Interviewees felt the Central Westside benefited from good planning, and noted the compact neighborhoods, roundabouts, and existing grid of streets as especially positive results of these efforts. Interviewees felt the friendly and inviting environment of the neighborhoods contributed positively to the social fabric of the area.

Interviewees and other community members commented on the emphasis placed on aesthetics on the Central Westside, including art in the roundabouts and neighborhoods subject to pleasing architectural standards. Interviewees felt this emphasis on aesthetics contributed to the livability of the Central Westside and made the area an attractive place to buy or rent a home.

Some interviewees felt areas of mixed use commercial and residential buildings contributed positively to livability on the Central Westside. Others wanted more controls and management on mixed use development and expressed concern about increased resident and visitor use of roads and facilities in the neighborhoods. These interviewees remarked that many people chose to live in Bend because of its lack of crowds or congestion.

Bikeable and Walkable Neighborhoods

The Central Westside was viewed as walkable and bikeable with good bike lanes, sidewalks, and a well-utilized grid of streets. Interviewees felt the Central Westside offered community members the opportunity to walk or ride a bicycle, skateboard, or use other non-motorized transportation, both for recreation and transportation. Interviewees felt that support for multimodal transportation was strong on the Central Westside and there was a good awareness of non-motorized commuters and pedestrians by drivers in the area.

However, many interviewees felt the cold climate and occasional snow and ice hindered biking and walking during some times of the year. They commented that while roads might be plowed or become clear following winter weather events, bike lanes and sidewalks were often not.

Some interviewees had praise for projects underway in the area including an emphasis on pedestrian and cyclist safety along many arterial roads. Interviewees expressed both hope and concern for additional non-motorized infrastructure in the project area as OSU-Cascades develops its campus, a new middle school is built, and other residential and commercial neighborhoods develop in or near the project area.

Access to Recreation and Nature

In various reports and throughout the interviews, community members indicated the proximity of the Central Westside to recreational opportunities, as well as the river, forests, and open spaces in and around Bend were highly valuable.

Quiet and Views

Some interviewees said they appreciated the quiet of the neighborhoods on the Central Westside, including calm streets with limited noise or light pollution in less commercial areas. Many interviewees said they enjoyed the views of the mountains and forests from the neighborhoods and that the height of buildings in the area allowed for excellent views and livability for many residents and visitors.

Safety

The ability of community members and visitors to travel by foot or bicycle in many areas of the Central Westside was viewed as highly favorable by interviewees. A lack of crime on the Central Westside was also noted.

Concerns and Interests

While community members generally rate livability in Bend as high, many have remarked that the City and community could do more to enhance livability in the area. This report attempts to synthesize feedback community members have offered in various public engagement processes with the concerns and interests interviewees identified regarding the Central Westside of Bend.

Vision and Influence

City Vision

Community members in various public involvement efforts have communicated a desire for Bend to grow thoughtfully to maintain livability and character. Some interviewees and community members said they were concerned that the City did not have a clear or well-articulated vision for Bend as it grew. While interviewees were generally pleased with much of the planning and management over the past two decades, many felt infrastructure and transportation planning had not kept pace with recent population growth. Interviewees expressed concern about insufficient water and sewer systems. Some felt the roadways were not designed to handle current traffic loads and that road materials were inadequate. Some interviewees expressed concern the City did not have the internal capacity to manage the rapid change and growth projected to occur.

A community-wide discussion on growth in the area with a focus on the impacts on neighborhoods was suggested by some interviewees. Discussions could focus on different scenarios and their trade-offs so community members could consider what they were willing to accept. Interviewees felt the community should be made aware of long-term potential impacts and their costs before development plans were implemented.

Developer-Driven Growth

Some interviewees expressed appreciation for the role many developers had played in creating a well-planned Bend. They noted the community charrettes and committees many formed or participated in over the past three decades as examples of positive developer participation. However, some interviewees and community members expressed concern that successful developers in Bend held too

much influence with the City and that decisions were made that favored developers over the community as a whole. Interviewees said they felt development was sometimes allowed to proceed in areas without sufficient infrastructure capacity, or that the City allowed developers to make quick or unsustainable fixes to roads or transportation systems to accommodate rapid development. Some felt the City lacked the capacity to manage the rapid growth and therefore developers often set the agenda for growth in the city.

City Engagement

Some interviewees felt the City sometimes failed to create or impose regulations with regards to growth and planning for fear of lawsuits or other challenges. Interviewees and other community members mentioned the perceived lack of response to requests for vacation home rental regulation, additional parking requirements in redeveloped mixed use areas, and challenges to liquor license applications as examples of the City being unwilling to contest existing codes or laws for the benefit of community members in Bend.

Growth

Community opinions on growth in Bend are varied. The City of Bend Community Survey Results from December 2014 found that participants who felt Bend would be a better place to live in 10 years identified general growth and population growth as the top two reasons for this potential improvement. However, of those participants who felt Bend would be a worse place to live in 10 years, population growth and growth in general were also listed as the two top reasons for this potential decline.[2]

Growing Pains

In surveys and interviews, community members have shared that they do not want to lose the character or feel of Bend as it grows. Some interviewees argued that the Central Westside already suffered from crowding and traffic congestion and continued growth should not be allowed.

Interviewees contended that residents chose to live in Bend because it was not an urban setting and it provided an easy environment in which to live and work. They were concerned growth would result in an unacceptable level of competition among people for resources such as housing, roadways, schools, and amenities such as restaurants, recreational facilities, and access to outdoor recreation. They felt the existing built environment could not be changed to adequately address future growth in the area because homes and businesses were built right up to many busier roadways; wider roads or multi-lane roads would not contribute to livability in the area; and water and sewer resources were inadequate to handle future growth.

Some interviewees argued that if growth continued those who could afford to leave would do so and business investors would seek other locations. They contended that other cities had implemented growth moratoriums to the benefit or residents and had preserved the livability in their areas. Some interviewees suggested the region could slow or stop growth by working to advance other area cities such as La Pine or Prineville to disperse the growth in the region and increase the livability of those cities through investment.

[2] City of Bend 2014 Community Survey Results

Growth is Good

Conversely, some interviewees felt continued growth in Bend would contribute positively to the livability of Bend. Many said they preferred to invest or reside in an area that supported growth. Interviewees contended that growth would spur economic development, which would create a more stable and diverse economic future for the city. Socioeconomic, ethnic, and racial diversity were also noted by some interviewees as potential positive impacts of well-managed growth in Bend.

Model City

Some interviewees suggested the City identify a model city or cities that had already established strong growth policies that matched widely held community values in Bend. The City could identify a metropolis that the community could embrace and city leaders could research and identify what had worked in that area as they developed or redeveloped.

Infrastructure

Community members in other processes have said that they want a City that uses existing infrastructure in an efficient manner and plans and builds cost-effective water, wastewater, storm water, transportation, and green infrastructure.

Interviewees and other community members expressed some concern with the capacity of the City to maintain and develop the infrastructure needed to sustain the livability of Bend while it grew. Some indicated a desire to slow or stop growth until the infrastructure could be built to support it. Other community members felt infrastructure development could be managed in tandem with other development in a way that allowed for growth to occur.

Infrastructure: Transportation

Opinions from interviewees and other community members varied on the importance the City should place on infrastructure development for personal auto use, public transit, and non-motorized transportation. Respondents to the 2014 City of Bend Community Survey indicated that the two most important transportation issue local leaders should address were road infrastructure and traffic congestion. Extension of bus service, public transportation, bicycle-friendly lanes, efficient public transportation, more roads/increased lanes, more buses, and more roundabouts followed in that order.[3]

Some interviewees felt the City needed to acknowledge that personal vehicles were the preferred method of transportation on the Central Westside, so that they could plan to accommodate cars and mitigate for their impacts both on the road and while parked. However, congestion and its impacts were frequently noted as something that needed to be addressed and interviewees and others expressed support for multimodal transportation infrastructure support.

Support for Multimodal Transportation on the Central Westside

Community members indicated a desire for the City to develop in an environmentally sophisticated manner with well-supported multimodal transportation options.

Interviewees felt improved biking and walking infrastructure, such as improved or new bike lanes and better and safer crosswalks on busier roads, would encourage more people to use transportation other

[3] 2014 City of Bend Community Survey Results

than cars to move around the Central Westside and beyond. Some interviewees felt the area did not have enough bike lanes and that those that existed were not maintained well. Others commented that large arterial roads such as Galveston Avenue, 14th Street, Century Drive, and Reed Market Road were not safe for bicyclists or pedestrians.

Interviewees commented that improving public transit options needed to be a high priority for the Central Westside, especially as the area undergoes change and new development. Interviewees commented that a more robust and visible transit system would encourage more people to use the system or support community funding for others to utilize the system.

Interviewees did comment that they were pleased and supportive of multimodal projects already underway, including a new bike and walk implementation plan along Greenwood Avenue and the six foot bike lanes that will be installed as part of the Shevlin Park Road piping project. Interviewees noted that they hoped biking and walking improvements would occur as part of the 14th Street redevelopment project, as well as any efforts OSU-Cascades and Central Oregon Community College might make to encourage multimodal transportation in the area.

East-West Corridor Transportation

People traveling east or west are limited to a few main arterial roads on the Central Westside. Interviewees commented that this lack of east-west transportation corridors in the project area contributed to congestion. Interviewees were concerned about both travel within the Central Westside as well as travel across the river to and from the east side of the City. Some interviewees felt the creation of additional east-west corridors could alleviate congestion in the project area. They said they felt new travel corridors south of the project area could provide other ways for community members and visitors to access recreational areas south and west of the Central Westside, alleviating the need for these commuters to travel directly through the Central Westside.

In addition, interviewees expressed support for improved multimodal infrastructure to relieve congestion. Others said they hoped city planners had some ideas on how to improve east-west travel for all forms of transportation. Some interviewees expressed concern that the lack of east-west routes contributed to a geographic divide in the community.

New Development: OSU - Cascades

Concerns about Impacts

The Central Westside has experienced substantial residential and commercial building growth. In addition, a new recreation and ice skating pavilion and a middle school are under construction in and near the project area, as well as new residential areas. While interviewees expressed a need for the City to manage for these changes, many interviewees felt the City needed to focus most of its efforts on transportation and land use planning in the area on mitigating for any impacts that result from the development of the new OSU-Cascades campus on the Central Westside.

Regardless of individual positions on the location of the campus, interviewees and others expressed concern about possible impacts including:

- increased congestion with students, staff, and faculty accessing the campus from outside the immediate area;
- an inability for fire and safety vehicles to move expediently in the area as a result of possible congestion;

- increased traffic as a result of limited student, staff and faculty housing in the immediate area;
- risks to community member safety as a result of a concentrated increase of younger drivers on the road accessing the campus;
- area streets clogged with cars parked on area streets;
- potential environmental and health hazards that might be connected to the redevelopment of the landfill and pumice pit where the campus might expand; and
- neighborhood character changes as restaurants or other amenities adjust to cater to university students.

Some interviewees and community members shared a desire for OSU-Cascades to choose a location outside of the Central Westside. Interviewees said they thought the University and City had missed an opportunity to develop a university district in another area of the city that would benefit from development efforts and would support student and faculty housing, transportation, and amenities.

Others said they liked the location of the campus on the Central Westside. Those who favored the location said they felt the campus would provide aesthetic benefits and green space in an area zoned for commercial use. They commented that the University had the potential to contribute to socioeconomic, ethnic, and racial diversity on the Central Westside of Bend and viewed that as a positive contribution. Some interviewees felt the campus could contribute to increased support for transit and multimodal transportation on the Central Westside or serve as a model in the region for public transportation expansion.

Many interviewees said it was important for the City and OSU-Cascades to more fully acknowledge that there would be impacts if a new campus were built on the Central Westside. They felt the City and University needed to work to mitigate any potential negative impacts in tandem with community members. Interviewees felt the City and University could help build more community cooperation with a more transparent discussion about impacts. Interviewees expressed concern about how the current transportation system would accommodate an area where two colleges were located. Some felt the City could mitigate transportation impacts by taking steps to address future housing needs for students, faculty, and staff in the immediate area. Others expressed concern about the commitment of the City to increase and enforce parking regulations around the future campus.

Consistent Standards for Growth Management

Some interviewees said they felt public sector developers were not held to the same standard as private developers in managing for growth and change in the area. Interviewees commented that they felt private developers were obligated to plan for and usually pay the costs of road improvements, traffic calming or other mitigation efforts, water or sewer development, and area master plans. They contended that the impacts of public sector projects, such as public schools, universities, and recreation center development, were often not given the same level of scrutiny by the City. They felt development costs for these projects were often passed on to the general public or to private sector developers in the form of higher fees.

Other Concerns

Aesthetic Planning and Maintenance

Maintaining and improving the current conditions of the Central Westside was important to interviewees. Interviewees said the area had benefitted from good planning and positive aesthetic

design work, such as the art in roundabouts and the landscaping in traffic medians. Aesthetics were one reason people chose to live on the Central Westside and they paid a premium to do so. However, interviewees said they felt the City had failed to maintain many of these features resulting in a perception of decline on the Central Westside. Interviewees said that the lack of maintenance on the roads and aesthetic features gave investors and visitors to the area the impression that the City was struggling economically. Some interviewees felt the City had reneged on agreements to maintain those features. They contended that while the City may have other resource priorities, maintaining the aesthetics of the area would help bring in investment and new residents to the City.

Protecting Historic Character of Neighborhoods

Interviewees also considered protection of historic landmarks and architecture as important. Preserving older structures or developing structures that mirrored historic buildings were examples of ways the City could maintain the character of the Central Westside. Some interviewees pointed to a project in Bend that created transit stops that incorporated historic architectural features in their design as a positive example of redevelopment that respected the character of a neighborhood. Interviewees suggested that modern architecture could also be incorporated well into historic neighborhoods, citing the modern Bend Downtown Library as a structure that fit well into an historic neighborhood.

Identified Community Priorities

As mentioned, the City and others have invested significant effort in engaging the public in land use, transportation, and growth planning processes. Interviewees were asked for feedback on a number of priorities generated in other community engagement efforts in the area over the past decade and how they might pertain to a vision for the Central Westside of Bend. Specifically interviewees were asked to comment on the following priorities:

- smart growth
- new development, infill, and redevelopment
- development of safe and convenient transportation systems, and
- parks and green space.

For the complete interview protocol, please see Appendix C: Central Westside Plan Interview Protocol.

Smart Growth

Community members in various vision and planning projects have often identified “smart growth” as important to the livability of Bend. Smart growth is characterized by human scale building and design to support walking, biking, transit, and shorter car trips. Neighborhoods are designed having a wide mix of housing types near a neighborhood center of commercial, educational, and other amenities. Growth is often focused on dense development and shared community spaces.

Many interviewees said they felt smart growth would enhance the livability of Bend by promoting community connectedness and healthy living. Interviewees felt smart growth would reduce congestion as well. They said they felt community members in general were opposed to car-motivated developments or larger format shopping centers on the Central Westside of Bend. Some interviewees felt any development that did not utilize smart growth principles on the Central Westside would detract from the area economically and socially.

Many interviewees noted the Northwest Crossing neighborhood on the west side of Bend as a positive example of smart growth. That neighborhood integrated homes, shared green spaces, schools, retail stores, restaurants, and other commercial services in a dense environment. Additionally, some interviewees viewed the mixed use redevelopment of already established neighborhoods, such as the Galveston Avenue or 14th Street corridors, generally positively and felt the combination of walkable and bikeable residential and commercial structures contributed to highly livable neighborhoods with easy access to amenities.

Others expressed concern about recent mixed use redevelopment in older, established neighborhoods, such as the Galveston Avenue or 14th Street corridors. Noise from outdoor music, patrons accessing restaurants and other establishments, and substantial visitor parking on neighborhood streets were cited as having highly negative impacts on local residents. Interviewees pointed out that this type of redevelopment was more challenging because long-time residents were experiencing the impacts of mixed use redevelopment as a change in their neighborhood, rather than the experience of community members who elected to move to a new area with high mixed use development.

Affordable Housing and Smart Growth

Many interviewees said they felt affordable housing was integral to smart growth in Bend. Interviewees and other community members expressed a strong desire for more affordable, high-quality housing options to accommodate a mix of individuals, families, seniors, and people with special needs, as well as a wider range of incomes. Interviewees said they felt efforts to manage growth in Bend would be ineffective if only a small portion of the community could afford to live in areas developed with smart growth principles in mind.

Some interviewees felt the City needed to provide economic incentives for developers to build affordable housing in mixed use areas. Other interviewees felt such explicit incentives were unnecessary, contending that measures such as across the board reductions in developer fees or new codes to promote the creation of Auxiliary Dwelling Units (ADUs) would be sufficient to motivate development.

However, some interviewees felt City efforts to encourage a more varied and affordable housing stock would detract from livability on the Central Westside, arguing such development would result in increased density and congestion in the area. Other community members said single family homes were the preferred housing option for most people regardless of income level and that efforts to move away from that pattern would not be supported by the market place.

Protection and Incentives for Developers

Some community members felt developers needed clear regulation and support from the City if the development of multi-family structures were desired. Developers, they said, have faced expensive legal challenges and delays from neighbors opposed to such development projects in their areas. This has resulted in many developers opting not to pursue similar projects.

Some interviewees said that while there was enormous demand for rental housing, rents did not justify new construction of high quality units. Interviewees suggested incentives would be helpful in attracting developers to these types of projects, including construction of rental and multi-family housing close to

transit options and other amenities. Some interviewees felt the City needed to consider easing some height restrictions on the Central Westside and other areas to accommodate mixed use smart growth planning.

Parking

Some interviewees who supported smart growth development said they felt the City needed to require better or more sufficient parking for restaurants and other commercial establishments on the Central Westside. They said such efforts would alleviate a lot of opposition to efforts to apply smart growth principles on the Central Westside.

Some interviewees felt residents near the Galveston Avenue corridor were negatively impacted by redevelopment. Establishments such as 10 Barrel Brewing and The Lot food cart area were frequently cited as negatively impacting the area neighborhood, as many of their visitors sought parking along narrow residential streets. Others commented that properties with multiple units or vacation home rentals on the Central Westside should also have off-street parking requirements. Some interviewees felt the City needed better parking requirements because transit and multimodal infrastructure development was not yet sufficient for community members to consider utilizing transportation options other than the personal vehicle.

Other interviewees contended that the City should not design the Central Westside solely to accommodate the personal vehicle and that parking lots or structures were not a good use of high value land in that area. They felt the City could look at creative ways to accommodate parking in the area without building large parking areas.

Appeal to Commercial Businesses

While areas such as the Northwest Crossing neighborhood were frequently cited as successful models of mixed use or smart growth development, interviewees also noted that the success and popularity of this area had resulted in land and structures becoming too costly for many businesses to consider locating there. As a result, they felt business owners were more likely to build or rent in lower cost areas not designed with smart growth principles in mind. To remedy the situation, some interviewees suggested the City consider special tax zones or enterprise zones within smart growth developments to encourage businesses and manufacturers to locate in well-designed mixed use areas.

Mixed Use Fatigue

In addition, some interviewees felt the proximity of homes to commercial areas meant not all businesses would likely be welcome in a smart growth area. Manufacturers with regular freight movement in and out of their facility and other businesses that utilized loud equipment or produced odors might not be welcome in a residential mixed use area near homes and schools. Some interviewees noted the example of the community pressure the ammunition company Nosler experienced to relocate out of a mixed use area on the Central Westside of Bend after an accident at the site. Others cited the decision of a storage facility company not to build a facility in the Northwest Crossing neighborhood after community members expressed concern that it was not a good fit for the area as another example of the challenges developers and the City faced in mixed use development on the Central Westside.

Zoning Considerations

Changing Workplace

Some interviewees felt it was important for the City to consider the changing economy when making land use zoning decisions for commercial uses. They suggested that employers may need less office space in the future, saying more companies were encouraging employees to telecommute or they were requiring smaller and more modern open office spaces. They felt mixed used zoning would likely be attractive to information and technology companies whose employees tended to prefer urbanized settings with access to restaurants and other amenities in walking or biking distance. Some interviewees said the emphasis on shovel ready land in industrial zoned areas would be less important in the future as Bend worked to attract information and technology jobs to the area.

University Area

Some interviewees suggested that the City consider how the area around the future OSU-Cascades campus might be reimagined to address housing, transportation and congestion concerns. The idea of a university overlay zone developed around a community vision for the area was suggested. An overlay zone of this sort, interviewees said, could create incentives for development of affordable housing for students and faculty as well as transit facilities and other amenities to serve the university population. Some interviewees suggested that the University and City consider the creation of an ongoing community advisory board that could serve as a sounding board on how a university district might develop and continue to grow.

Redevelopment of Central Westside Industrial Areas

Some interviewees suggested the City consider rezoning industrial areas in or near the Central Westside to encourage more mixed use redevelopment. Such an effort, they said, would provide a more urbanized, dense area that appealed to certain community members and offered more affordable housing options in the area. Some interviewees said they thought the area east of the Deschutes River along Industrial Way near Scott, Arizona, and Colorado streets, just outside of the Central Westside Plan project area, was one such location. Some noted the proximity of this area to the future OSU-Cascades campus as a potentially ideal location to develop affordable retail and housing options for university students, staff, and faculty.

New Development, Infill and Redevelopment

The Central Westside, like many areas of Bend, has experienced growth, infill, and redevelopment. As the area experiences continued change, interviewees and other community members have expressed a strong desire to retain a high level of livability in the area. Community members differ, however, on approach and implementation, particularly when it came to density and infill in residential areas.

Density and Infill

As Bend continues to grow, the community must choose how to accommodate that growth. A growth moratorium, supported by some interviewees and community members would presumably limit the need for extensive planning and redevelopment. Other interviewees and community members suggested rather than stopping growth, the City plan for growth, with good planning and execution.

Interviewees who supported increased density and infill commented that they preferred such approaches to sprawl or a larger city imprint. Some interviewees commented that for some residents,

larger lots and areas with less density would remain an important component of livability in the area. They felt Bend could accommodate those community members that sought larger lots or acreage, if other denser neighborhood options were also available. They suggested the City could implement an additional tax or fee to cover the costs of infrastructure in new developments that did not incorporate density.

Density Done Well

Some interviewees suggested that the Central Westside had not reached its potential for infill and density. They suggested that there were elegant ways to accomplish density, and that design review and an acknowledgement of the character of a neighborhood could play an important role in maintaining its attractiveness.

Some interviewees suggested following the lead of cities like Portland where design review by a panel of experts is required for any new building located in a design overlay zone. Such requirements serve the purpose of enhancing and protecting scenic, community, or architectural values. The City of Bend Planning Commission could play such a role, suggested some interviewees, while others contended that the Planning Commission was not comprised of experts and would not be the appropriate review panel for this kind of design oversight.

Concerns about Density

Infill and redevelopment and the increased density some would propose for the Central Westside concerned other interviewees and community members. They said they felt density and infill did not support the reasons many people chose to live in Bend, arguing that not everyone who chose to live on the Central Westside wanted to live near commercial areas or in homes built closely together.

Safe and Convenient Transportation

Community members have frequently cited the need for a safe and convenient transportation system in Bend that supports all types of transportation and people. Interviewees said they felt the Central Westside was well served in regard to its transportation system, relative to other areas of the city. Interviewees said they appreciated the walkable neighborhoods, bike lanes, and the grid design of many of the neighborhoods that contributed to the efficient movement of cars, cyclists and walkers. Interviewees also said they felt a more robust transit system would benefit the Central Westside and other areas of the city.

Multimodal Transportation and Infrastructure

Interviewees suggested that stronger support for multimodal transportation would create less congestion and increase the safety of cyclists, walkers, transit users, and other commuters on the Central Westside. Some interviewees suggested additional and wider bike lanes were needed on busier streets, including Galveston Avenue, Reed Market Road, 14th Street and Century Drive on the Central Westside. Interviewees said many of these larger arterial roads were not safe for cyclists or pedestrians. The need for more frequent and safer crossings and new and improved sidewalks with wider lanes and better marking was also frequently mentioned by interviewees.

Interviewees felt that support for multimodal transportation would grow when the system became more robust and visible to community members. Some recommended that the transit system accommodate multimodal options such as park-and-ride lots, bike racks on transit vehicles, and

connection to regional air, bus, and train systems. Some interviewees suggested the system be developed with recreation in mind and the City move to equip transit vehicles and stops to accommodate bicycles, skis, and other recreational equipment. Those who supported a more robust public transit system suggested an upfront investment in more frequent service and better vehicles would spur usage. Others felt transit usage would likely be better utilized by younger people if amenities such as Wi-Fi were made available on buses and transit stops.

Intuitive Transportation System

Interviewees commented that a safe and convenient transportation system needed to accommodate seniors, children, those with disabilities, and other vulnerable populations. Some interviewees stressed the need for good transportation planning that was consistent and intuitive to use to avoid confusion or accidents. One interviewee suggested that an excellent measure for the City to use in evaluating the transportation system on the Central Westside would be to poll parents on whether they felt it was safe for their children to walk, bike, or take public transit to school or parks in their area.

Beyond the Central Westside

Community members access the Central Westside for a variety of reasons – home, school, work, shopping, and recreation. Some interviewees felt commuter options needed to be improved between Bend and nearby cities such as La Pine, Redmond, and Prineville, as well as other outlying areas before improvements should be made in Bend and the Central Westside. They argued that without options for community members coming from outside areas to access the Central Westside, any localized improvements would have limited impact on improving congestion and safety concerns.

Roundabouts

Interviewees repeatedly supported the use of roundabouts on the Central Westside and found them beneficial in moving vehicles efficiently through the area. Some interviewees and other community members expressed disdain for two-lane roundabouts, arguing they were not intuitive and thus were unsafe and inefficient. Some interviewees said they felt roundabouts were not useful when they were used simply for traffic calming and not as a tool to merge traffic at an intersection. Interviewees pointed to the roundabout directly east of the Bill Healy Bridge on SW Reed Market Road, contending that this traffic calming structure only discouraged drivers from using this road. Other interviewees expressed concern about the use of roundabouts on the Central Westside, contending they were not ideal or safe options for bicyclists and pedestrians.

Involvement of Fire and Safety Officials

Some interviewees suggested the City involve fire and safety officials in any planning efforts. They expressed concern that increased density and any resulting congestion or additional parking on neighborhood streets could negatively impact the ability of first responders to reach community members and structures in emergencies. Identifying the concerns of fire and safety officials would be essential in any mitigation planning.

Parks and Green Space

Community members regularly identify the importance of Bend continuing to enhance its network of parks, trails, greenbelts, and recreational facilities in community planning efforts. Community members have noted the importance of parks and green space in maintaining and enhancing the livability of Bend.

Some community members have contended that parks, trails, and other green spaces the City and others developed and maintain are important amenities in attracting businesses and residents to Bend.

Developer Support for Green Space

Interviewees felt the Central Westside benefits from a large number of parks and other green spaces. Developers, interviewees said, have done a good job of incorporating new parks and green spaces into their projects, often in partnership with the City or Bend Parks and Recreation Department, on the Central Westside. Interviewees said developers were often comfortable with what they perceived to be relatively high development fees because of the amenities like parks and green spaces the City and BPRD created as a result.

Diverse Open Spaces

Some interviewees commented that they would support more natural landscaping in some open spaces. They contended that while grass was often easier and cheaper to maintain, community members on the Central Westside would benefit from more spaces dedicated to native plantings and quieter settings. They suggested the area would support other types of natural spaces besides playing fields and dog parks prominent in many of the natural spaces in the area.

Public Involvement

Interviewees were asked to comment and make recommendations on the City's proposed public involvement effort for the Central Westside Plan:

The City of Bend and Oregon Department of Transportation (ODOT) are committed to an approach that:

- Provides early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public.
- Encourages the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative accommodations, as needed (e.g. translation services, activities for children at community meetings, accessible meeting facilities).
- Promotes fair treatment so that no group of people (racial, ethnic, or a socioeconomic group) bears a disproportionate share of the negative environmental consequences resulting from a program or policy.
- Ensures that public contributions are considered in the decision making process and can influence the agency's decision.
- Builds on information gathered through related planning processes and ensures effective coordination and consistency with those efforts.

Interviewees felt the goals of the public involvement plan were positive and suggested continued and proactive community engagement would be essential for the City to successfully implement any project outcomes. Specifically, interviewees had the following recommendations for the City as they move forward in their public engagement efforts:

- Actively reach out to community members who have been less inclined to participate in community engagement efforts for a variety of reasons.

- Work to ensure a wide range of community opinions and interests are served in the process. In any community, a small number of people are apt to become involved and active in planning processes. While it is important to incorporate the feedback of active community members, and they should be applauded for their participation, the City should ensure that they are seeking out those community members who have chosen not to actively participate in public engagement efforts.
- Involve experts, including land use attorneys, private developers, and planners, but make sure the City understands their interests and whether their goals are in keeping with larger community values.
- Work to have varied interests represented at Planning Commission and City Council hearings or encourage various individuals and community groups to submit their opinions in writing to these official bodies.
- Do not expect community members to attend open houses or meetings at City Hall. Well implemented engagement, interviewees said, required City officials and others to be out in the community. Recommendations for outreach efforts to encourage diverse socioeconomic, ethnic, and geographic participation included outreach to:
  - churches and other faith communities
  - community events
  - neighborhood associations
  - shopping centers
  - schools
  - Chamber of Commerce
- Interviewees suggested that the City make an effort to reach out to those community members who reside in or seek multi-family housing units, contending that the City often hears from single-family housing residents.

- Seek out community members who reside or work outside of the project area. Such efforts will help the City:
  - better understand the diverse ways people access and use the Central Westside, and
  - ensure planning efforts mesh with goals and plans in other parts of the community.

- Involve community members and organizations early in the process. Early involvement of diverse stakeholders is more likely to eliminate contention or challenges later in a planning process.

- Maintain engagement efforts and follow-through with the community
  - Interviewees suggested City staff follow up with community members to let them know how their suggestions or recommendations influenced decisions in planning. Let people know where information came from and who participated in the processes.
  - Inform community members when and why suggestions or recommendations were not incorporated.
  - Continue to check in with the community. If the City makes an effort to reach out to churches, community events, and shopping centers, interviewees recommended the City make this an ongoing effort throughout the process to develop community knowledge, test proposed plans with community members, and involve community members as the planning develops.

- Transparency and good communication

    - Interviewees suggested the City make strong and diverse efforts to communicate with community members. Community members would be more likely to trust and participate in a process when the City demonstrated transparency in their decision making processes.
    - Develop and maintain an easily navigable and informative website and other materials about the project.

- Be scientific in approach
    - Interviewees suggested the City engage neutral professionals in the development of surveys or community polls. Some interviewees said they felt some community surveys had been designed with specific outcomes in mind or directed users toward preferred conclusions.
    - Some interviewees suggested that any use of community surveys be more controlled and not allow users to input their responses multiple times.

- Workshops and charrettes
    - Some interviewees suggested the City utilize community workshops that were interactive.
    - Some suggested the City give participants exercises that asked them to prioritize resource allocations based on the budget for the City.
    - Interviewees spoke highly of the charrettes the City and others initiated in the past to involve large groups of people in challenging planning processes.

- Provide alternatives and trade-off impact scenarios for the public to provide feedback.

- Keep the process as simple and quick as possible. Interviewees suggested the public would be likely to stay actively engaged if the messages communicated were concise and if the process moved quickly.

- Ensure accessibility
    - Interviewees suggested that the City, as they regularly do, ensure meetings are accessible for all community members.
    - Some interviewees suggested the City select meeting locations that provided sufficient parking for attendees.

Conclusion

Throughout various public engagement efforts and this project community members have shown a commitment to a successful future for Bend. Interviewees were generally pleased that the City and ODOT were undertaking this effort to actively plan for land use and transportation development on the Central Westside. They were also delighted that the City and ODOT viewed public engagement as important to the process. While community members differ on their opinions about smart growth, density, infill and public transit, many are heavily involved or interested in community consensus projects centered on growth management and planning.

As one interviewee pointed out, Oregonians were generally a creative lot. The state has taken proactive steps to manage for growth over the decades, some controversial even today. However, in many cases Oregon has served as a model for other states and areas in their growth management strategies. The City of Bend, interviewees felt, was taking positive steps to prepare a land use and transportation strategy to support development on the Central Westside. Public involvement and engagement, they said, would be vital to the successful development and implementation of a vision for the area.

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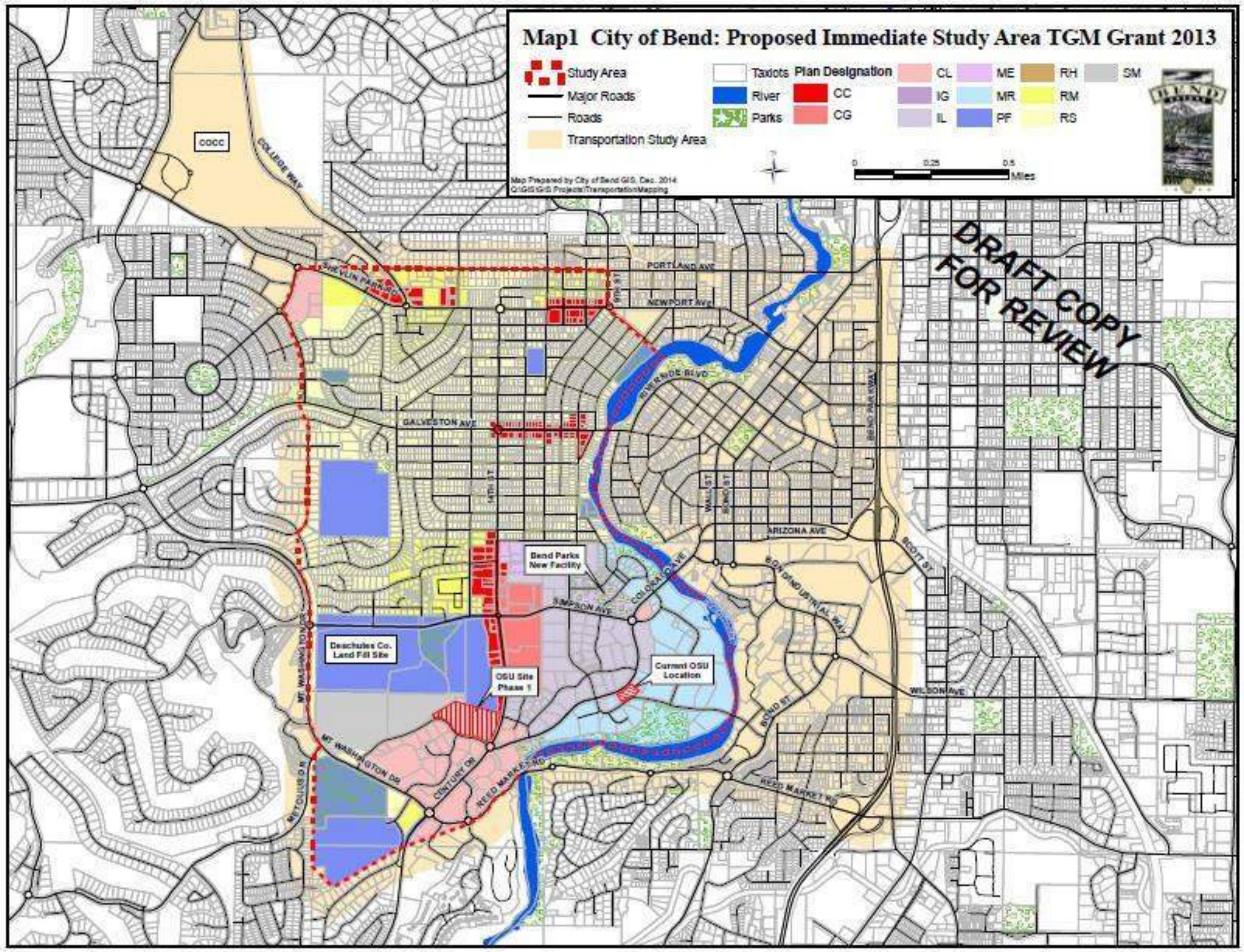
Appendix A


Map1 City of Bend: Proposed Immediate Study Area TGM Grant 2013
Study Area
Major Roads
Roads
Transportation Study Area
Taxlots
River
Parks
Plan Designation
CC
CG
CL
IG
IL
ME
MR
PF
RH
RM
RS
SM
0
0.25
0.5
Miles
Map Prepared by City of Bend GIS, Dec. 2014
DRAFT COPY FOR REVIEW
COCC
COLLEGE WAY
PORTLAND AVE
NEWPORT AVE
RIVERSIDE BLVD
GALVESTON AVE
14TH ST
WALL ST
BOND ST
ARIZONA AVE
BOND PARKWAY
SCOTT ST
Bend Parks New Facility
SIMPSON AVE
COLORADO AVE
Deschutes Co. Land Fill Site
OSU Site Phase 1
Current OSU Location
WILSON AVE
MT WASHINGTON DR
CENTURY DR
REED MARKET RD

Appendix B

Central Westside Plan

Community Values Interviewee List

Name	Affiliation
Jodie Barram	OSU-Cascades Campus Expansion Advisory Committee and City of Bend
Tom Cote	Project PDX
Dave Hill	Century Center Bend Owner and Developer
Mike Hollern	Brooks Resources
Cheryl Howard	City of Bend Bicycle and Pedestrian Advisory Committee
Marie Matthews	Truth in Site
Matt Hsiao	Retired/ADA advocate
Scott Morgan	Truth in Site
Pat Oliver	Real estate investor and former Bend Planning Commissioner
Mike Riley	Environmental Center
Larry Sidor	Crux Fermentation Project

Appendix C

Central Westside Plan

Stakeholder Interview Protocol
December 2014

Stakeholder Interviews

Thank you for agreeing to be interviewed. We are conducting these interviews as part of the City of Bend Central Westside Plan. The City, in cooperation with the Oregon Department of Transportation (ODOT), is developing a transportation and land use strategy to prepare for and react to new residential development, schools, and parks, and an expanded Oregon State University – Cascades campus. We want to learn more about your thoughts and concerns about this effort, with the goal of identifying values that are important to you. The interviews are designed to be a conversation and the interviewer may ask follow-up or clarifying questions. You should feel free to do so as well.

A written report will be created based on these interviews and will highlight the major themes shared by interviewees. A list of interviewees will appear in the report; however, your comments will not be attributed to you. You may also ask the interviewer to keep something you said confidential; if you do so it will not be mentioned in the report. We will send a draft report for your review before it is finalized. The report will also incorporate other recent public involvement projects.

Because this is a public project, it is possible anything the interviewer writes down, and anything you share with the interviewer in writing, including email, may be subject to a public records request. Your interviewer will not include your name or affiliations in the interview notes, and will attempt to avoid writing down any identifying information. Confidential information you share with the interviewer will not appear in the interview notes. If you have any questions, please feel free to contact Anne George, your interviewer, by phone or email in Bend at anne.eli.george (at) gmail.com. Thank you!

Interview

Interviewer will share a map of the project area with interviewee(s).

Concerns and Values

1. What are your concerns and interests on the Central Westside of Bend?

2. What do you value about the Central Westside of Bend?

Recognized Community Values

The City and others have invested significant effort in engaging the public in land use, transportation, and growth planning processes. This next set of questions is designed to solicit feedback on some of the ideas generated in recent community engagement efforts throughout Bend. As in any large public involvement process, the community values identified in these questions are neither exhaustive nor universally held. Rather, the topics have been frequently identified in public engagement efforts in Bend and the questions are designed to generate discussion.

3. Residents have often identified "smart growth," which is characterized by human scale* building and design to support walking, biking, transit and shorter car trips, as an agreeable way to handle growth in Bend. Is "smart growth" important for Bend? If so, why?

4. The Central Westside is home to a wide range of land uses and types of buildings. In recent years Bend has experienced new development, infill, and redevelopment. Do you have any overall comments or concerns about how the area has been growing?

5. Throughout these engagement processes, the notion of a safe and convenient transportation system in Bend that supports all types of transportation and people is frequently mentioned. What does this mean to you? Any concerns, issues, or ideas?

6. Some residents have identified the importance of Bend continuing to enhance its network of parks, trails, greenbelts, and recreational facilities. What does this mean to you? Any concerns, issues, or ideas?

7. What do you think are other important issues for the City to consider as it moves forward to create a vision for the future of Bend's Central Westside neighborhoods?

> *"In **human-scale** neighborhoods, a wide mix of housing types is clustered around one or more well-defined neighborhood centers which support jobs, commercial activity, and a range of amenities. The neighborhood is scaled to the pedestrian, offering sufficient variety within a five to fifteen minute walk — a quarter to half mile — to sustain lively streets and gathering places. It offers a gradient of density, from open spaces to high-density commercial cores. The layout of pathways, streets, and transportation corridors minimizes conflict between walking, biking, and driving, and provides effective and affordable transit access to other neighborhoods and regional centers." –f*rom Reliable Prosperity*
> <http://www.reliableprosperity.net/humanscale_neighborhoods.html>

Goals of the Public Involvement Plan

The City of Bend and Oregon Department of Transportation (ODOT) are committed to an approach that:

- Provides early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public.
- Encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income, or primary language by offering alternative accommodations, as needed (e.g. translation services, activities for children at community meetings, accessible meeting facilities).
- Promote fair treatment so that no group of people (racial, ethnic, or a socioeconomic group) bears a disproportionate share of the negative environmental consequences resulting from a program or policy.
- Ensures that public contributions are considered in the decision making process and can influence the agency's decision.
- Builds on information gathered through related planning processes and ensures effective coordination and consistency with those efforts.

8. Any reaction or suggestions?

9. Can you share any thoughts on good ways to engage groups or individuals in Bend about this project? Anything to avoid?

Additional Information

10. Do you have any questions or have additional comments?

11. Do you need any additional information about the project?

For more information please see the City of Bend website:
http://www.bendoregon.gov/index.aspx?page=1209

Contact:
Karen Swirsky, Senior Planner, Growth Management, City of Bend, kswirsky@bendoregon.gov

APPENDIX C: PUBLIC EVENT COMMENT REPORTS

Public Open House Comment Form and Online Virtual Workshop Survey Response Summary Report

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April 22, 2015

Prepared by Anne E. George

Public Involvement Consultant

Bend, Oregon

This Project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

Introduction

The central westside of Bend is experiencing rapid change with new residential development, schools, and parks, and an expanded Oregon State University - Cascades campus on the horizon. The City of Bend, in cooperation with the Oregon Department of Transportation, is developing a transportation and land use strategy for this area to manage for these changes and investments.

The Central Westside Plan (CWP) project is designed to study possible changes to land use in the area to make neighborhoods more complete, to make wise transportation investments, and to use land more efficiently. The aim of the project is to identify with community members a desired future land use pattern for the Central Westside area, necessary transportation infrastructure to support walking, bicycling, driving, and transit, and a means to fund these changes.

To help shape the plan the Bend City Council appointed a 23-person Community Advisory Committee (CAC). (Please see Attachment A.) The CAC provides recommendations to City staff and the consultant team, acts as a liaison between the project leaders and the community, and provides advice on public outreach.

Community Open House and Online Virtual Workshop

A community Open House and online Virtual Workshop were held to solicit input from community members on a possible vision for the future of Bend's central and westside neighborhoods. Attendees were invited to review and comment on draft land use and transportation scenarios developed by the CAC.

The Open House event was held on April 2, 2015 from 5-7 pm at the Riverbend Community Room in the Bend Park and Recreation District Building at 799 SW Columbia Avenue in Bend. The Open House was complemented by the online Virtual Workshop which ran from March 30 through April 15, 2015.

The Open House offered opportunities for attendees to review and comment on the scenarios, the public involvement process, and additional information with Project Team facilitators. Attendees were invited to write remarks or questions directly on scenario maps and to provide feedback on goals. A paper comment form was also provided to attendees to solicit additional written comments.

The Virtual Workshop also offered community members the opportunity to review and remark on the draft scenarios and provide input on information and goals. Participants were asked to complete an online survey to collect feedback.

Project team leaders stressed that the purpose of the Open House and Virtual Workshops was to gather feedback from community members on what the CAC should study as the project proceeds.

Outreach

The Open House and Virtual Workshop were advertised throughout the community through social media, organization and traditional media press releases, email lists, community fliers, and an interested parties list. To ensure that the City reached traditionally underrepresented communities, the project team included representatives of organizations that serve minority and low-income residents on the interested parties list, coordinated with Cascades East Transit to hang posters at transit stops and on buses, and included limited information in Spanish on all printed materials.

It is expected that the results of the Central Westside Plan will require changes to the City's General Plan and zoning map, and land use code. Changes to the General Plan, zoning and land use codes will require extensive public notice and involvement.

Participation

- 65 people attended the Open House on April 2, 2015
- 26 comment forms were received at the Open House
- 11 people completed the online survey as part of the virtual workshop
- 4 respondents to the online survey indicated that they attended the Open House

Please see Attachment B for additional statistical and demographic information about attendees and survey respondents.

Themes

The comments and results received by community members supported pedestrian and bicycle transportation enhancements as well as mixed use development and increased density in sections of the central westside of Bend. The need for affordable housing in the project area was also noted by respondents.

Attendees were presented with a group of three scenarios for each of the following sections of the project area: (Please see Attachment C.)

A. SW Colorado Sub Area
B. Industrial Park Sub Area
C. Northern Neighborhoods
D. Transportation Corridors /Mixed Use Corridors
E. Bike and Pedestrian Connections/ Transportation Facilities

Each scenario group provided examples of land use and transportation changes to support project goals. The first scenario in each scenario group identified potential changes to be studied, with the second and third scenario in each group gradually promoting more intensively scaled increases in mixed use development, density, and pedestrian and bicycle transportation infrastructure support.

In each section of the project area, participants more frequently supported the study of Scenarios 2 and 3, suggesting increased support for higher density and mixed use development, as well as pedestrian and bicycle transportation improvements. Participants also indicated support for the development of main streets in sections of the project area.

Participants did identify a number of concerns with the draft scenarios proposed for study. Some community members voiced apprehension about high density development, citing concerns about congestion, maintenance of a neighborhood feel, and high density housing next to traditional single family homes. Other participants expressed concern that the project was studying only a small area of Bend, rather than examining the entire city. Some participants wanted to make sure bicycle and pedestrian improvements would not hamper the ability of people to move by automobile or access area businesses.

Community members encouraged the City to seek grant dollars and provide incentives for potential redevelopment and multimodal transportation. *(Please see Attachment E for all transcribed Open House and Virtual Workshop community comments.)*

General Themes	Representative Comments
Bicycle and Pedestrian Enhancements	• More main street segments - more crossings of all streets. • Improved pedestrian crossings and sidewalks. Need wider sidewalks, better bike lanes that are separated from traffic. • More bike paths! • Wherever you increase density you have to improve the bike/walk/transit alternatives- WAY beyond what is currently there. • More bike boulevards. They are low cost and serve the 8 to 80 year old crowd better. • Preserve right of way for delivery for businesses.
Mixed Use/Density	• The more we can develop this in a compact, mixed use way, the more we can get people out of cars. • Like the increase usage on some scenarios for mixed use and higher density housing. • Walk to services, modern city vibe with access. • Healthy communities have diverse densities and mix of uses to reduce reliance on automobile to access services making living, shopping, education, employment an essential part in all areas of the city. Please take these ideas and implement beyond the Central Westside, as well. • We need more affordable housing. Increase the density and designate x% to affordable rentals, as Portland does. • Concern about so much high density where we have apartments next to high end homes. Maybe certain areas or streets are high density. Not along Mirror Pond for example.
Transportation and Transit	• Decrease car usage. Decrease parents handling children to school. Use the bus. • I would like to see as many incentives to walk/bike use transit as possible and more discontinued use of car use. I think transportation part of Westside Bend's future

	can change faster than the neighborhoods can redevelop. • Goods and services must continue to be moved and accommodated to maintain a successful business that pays taxes and makes donations and contributes to beautiful Bend.
University/Institutional Development	• Park idea for students. Lots of stores for students. Some housing. • Park next to proposed college. Bike and ped enhancements. • The extension of a mixed use or main street concept up Newport towards COCC makes sense. A significant portion of college students and young professionals live in the multi-family housing and rentals in these neighborhoods. It would provide an opportunity to create more housing options and potentially more variability in pricing if density was increased and parking requirements reduced.
Funding	• Create the vision - seek keystone pieces for funding - and the rest can happen over time...but don't just expect it to happen all with redevelopment - there will need to be public jumpstarts and laying down of foundations...through codes, standards, detailed graphics, etc. • I would assume there are grant dollars available to achieve an integrated community with strong alternative transportation options.

Project Sections Community Feedback

A. SW Colorado Sub Area

Comments and results received were generally supportive of mixed use development, increased housing density and affordable housing, particularly near the proposed Oregon State University Cascades Campus. Support for bicycle and pedestrian paths and boulevards to support multimodal transportation were also frequently mentioned.

SW Colorado Scenario Themes	Representative Comments
Bicycle and Pedestrian Enhancements	• Add a walking biking corridor across the cinder pit land, from Simpson to Chandler. • Bike and pedestrian enhancements along Chandler Ave. • Public bike path connection running north south across institutional area and the mixed use are directly above the institutional area in Scenario 3.
Mixed Use/Density	• Without knowing how much high density housing in needed in all of Bend it is hard to say how much is appropriate in this area, this is planning with an absence of perspective. • Scenario 1 misses an opportunity for urban infill development of current industrial lands in the heart of Bend. The community has an opportunity to help restore a mine and former landfill in the heart of Bend to the highest and best community use. Making no change to a pumice mine will mean resumed mining operations. • Would like to see some of the mixed use area used for high density housing (40-50 units/ acre). • Zoning to allow increased density and variety/diversity of use to support healthy growth in Bend. • High density residential in manufactured home park west of 14th Street and north of Simpson Ave. • High density, mixed use, biking and walking, like [SW Colorado Scenario] 3.
Transportation and Transit	• Need more bus routes. • Need more transportation corridors to lessen impact. • We need to make sure that I can drive without stopping for bikes or peds.
University Development	• I would like to see most of the old landfill dedicated to university use. • I like Scenario 3. Feel like it is the best example of in-fill and integration. By utilizing this plan, it integrates the OSU Cascades Campus into the existing neighborhood. I grew up only 5 or 6 block from the Corvallis Campus. It was a wonderful way to access resources at the campus.

	• Scenario 3 demonstrates the community's opportunity to support the integration of OSU-Cascades into the west side of Bend. Planning for a campus with the surrounding lands as mixed use, neighborhood centers or high density residential is brilliant. It will allow for the development of a university district away from existing low density residential neighborhoods. University students could live, shop, recreate, eat and learn all within walking distance. Neighbors and community members from across the City and region will have access to a district rich in culture, research, learning opportunities, additional recreation, and more. • Like [Scenario] #3. The institutional area and more mixed use adjoining instead of keeping the industrial mining classified.

Specific Scenario Map Recommendations

At the Open House participants noted directly on the scenario map specific support for a number of additions to Scenario 3, including a grade separated crossing of 14th Street for bicycles and pedestrians, as well as bike and pedestrian enhancements along Chandler Avenue, and a bike path connection running from north to south through the institutional area and the mixed use area.

SW Colorado Scenario Evaluation (Open House Comment Form and Virtual Workshop Survey Combined)

Most respondents viewed Scenario 3 as most similar to their vision for the SW Colorado area.

How similar or different is each of the ideas presented to your own vision for the SW Colorado area?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	3	0	5	3	17	28
Scenario 2	7	7	10	3	1	28
Scenario 3	20	4	1	1	4	30

B. Industrial Park Sub Area

Comments and results were heavily weighted in support of mixed use development in the Industrial Sub Area, with an emphasis on increased housing development for the area. Bicycle and pedestrian infrastructure was again mentioned as important. Some participants expressed concern that lots in this area were already built out and change would be unlikely for a decade or more. Some participants supported the notion of an OSU-Cascades campus in this area near the river or near the new sports and ice rink pavilion on Simpson Avenue.

Industrial Park Scenario Themes	Representative Comments
Bicycle and Pedestrian Enhancements	• Walking, biking improvements, increased density from mixed use development. • Dense mixed use for business and the ability for residence to walk to services. • More bike/ped improvements. • Add more bike/ped connections.
Mixed Use/Density	• Like the idea of mixed use development. Bend is attracting more innovative and sustainable small businesses. • Dense mixed use development in the industrial sub area would allow for business development (even a high tech or outdoor products district) with housing and commercial amenities all within walking distance. This type of development will stimulate business growth (be attractive to companies relocating to Bend and local start-ups) and be attractive to potential employees. • Assuming you mean south of Simpson/East of 14th - I think the Mixed Use creates a strong identity in the future that creates more diversity in the existing uses (which tend to be heavily office today) - but intensifies the future nicely. • Should be mixed use, not industrial. • Increase density over current industrial usage. • High density housing. Neighborhood center. • Scenario 1 misses an opportunity to capture industrial lands back to higher and better use for our community. • Scenario 1 does not create a broad enough coverage to allow this area to be a viable, whole entity.
Transportation and Transit	• Mixed use, enhance alternative transportation. • Make sure there are plenty of throughways across the mixed use zone.

Specific Scenario Map Recommendations

At the Open House participants noted on the scenario map specific support for a number of changes to Scenario 2, including mixed use or high density housing in a small section of the project area just north of Simpson Avenue and west of Colorado Avenue, directly west of the new sports pavilion facility under

construction. In addition, a participant marked a suggestion for support of existing light industrial in the area identified for mixed use in the scenario, just north of Reed Market Road.

Participants at the Open House made suggestions on the scenario map for Scenario 3, including division of the area identified for mixed use, north of Reed Market Road, into four equal quadrants with the lower left quadrant zoned to allow high density housing, and the other three quadrants zoned as mixed use. A participant suggested high density housing be developed in a small section north of Simpson Avenue and west of Colorado Avenue. A participant recommended the eastern area designated as mixed use closest to the river become a high density area and include a retail section along the river. However, a participant questioned if the area described included a wetland. A participant suggested development of a compact neighborhood in the upper right quadrant of the scenario.

Industrial Sub Area Scenario Evaluation (Open House Comment Form and Virtual Workshop Survey Combined)
Most respondents said that Scenario 3 most closely matched their vision for the Industrial Sub Area.

How similar or different is each of the ideas presented to your own vision for the industrial park area?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	2	1	6	4	15	28
Scenario 2	6	10	6	4	1	27
Scenario 3	20	4	3	1	1	29

C. Northern Neighborhoods

Results and comments showed mixed support for increased density and mixed use development in this area. Participants who indicated this sub area would be ideal for such development noted support for compact residential development, zoning changes to more readily allow for Accessory Dwelling Units (ADUs), and the extension of mixed use or main street corridors in the area.

Others expressed concern about how increased housing density would negatively impact already well used transportation corridors and parking. Those concerned about density in this sub area noted concern for maintaining a quiet neighborhood feel and the potential for destruction of historic homes. Others stated that apartment buildings should not be built near single-family homes.

Respondents generally supported multimodal transportation enhancements including bicycle corridors and transit stops in the area as well as traffic calming and road diet strategies. Others expressed concern about any possible road narrowing and supported the use of speed bumps to slow traffic.

Northern Neighborhood Themes	Representative Comments
Bicycle and Pedestrian Enhancements	• Bike corridors on 15th/13th [Streets]. • Love the idea of safe pedestrian and bike paths on 14th. This area is a major conduit for both public schools, Seven Peaks and COCC and OSU Cascades.

	• The addition of safe ped and bike passage and transit stops along 14th/Century, Galveston and Newport would make access to these areas much easier and reduce car trips on our streets.
Mixed Use/Density	• Like compact residential [and an] increase[d] availability of housing near downtown. • Increase density as old homes get replaced. • The extension of a mixed use or main street concept up Newport towards COCC makes sense. A significant portion of college students and young professionals live in the multi-family housing and rentals in these neighborhoods. It would provide an opportunity to create more housing options and potentially more variability in pricing if density was increased and parking requirements reduced. • More mixed use/neighborhood center along Galveston. • Loosen mother-in-law zoning. Zone entire area RM (Urban Medium Density Residential Zone). • Cottage style development would be better than apartments.
Transportation and Transit	• Improved connectivity. • Road diets and traffic calming, more bike and pedestrian improvements.

Specific Scenario Map Recommendations

At the Open House participants noted on the scenario map specific support for a number of changes to Scenario 3. Proposed ideas included development of a bicycle and pedestrian path to neighborhoods and schools to the west part of the sub area, 100 foot high mixed use buildings with ground floor retail in the upper right quadrant of the compact residential zoning area, and new bike boulevards connecting the mixed use areas. Some participants encouraged project planners to avoid gentrification of the sub area on the draft Scenario 3 map.

Northern Neighborhoods Scenario Evaluation (Open House Comment Form and Virtual Workshop Survey Combined)

Most participants said that Scenario 3 most closely matched their vision for the Northern Neighborhoods Sub Area, however views were more mixed on this sub area than the others.

How similar or different is each of the ideas presented to your own vision for the northern neighborhoods?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	1	6	4	4	10	25
Scenario 2	4	8	7	2	4	25
Scenario 3	18	5	0	2	4	29

D. Mixed Use Corridors (14th Street, Newport Avenue and Galveston Avenue)

Results and comments showed support for the enhancement of pedestrian and bicycle infrastructure in the mixed use corridors as well as traffic calming on these streets. Participants supported the connection and completion of sidewalks, the widening of bicycle lanes, and increased pedestrian crossings. Some participants indicated they wanted more detail on the development and support of public transit on these corridors.

Participants also noted support for increased mixed use development in areas that were more heavily residential on these corridors. Other participants expressed support for a clear demarcation of the main street sections of these corridors with suggestions for specific lighting, on-street parking, and bike facility types specific to the main street area. Some supported the use of more than two automobile travel lanes outside of main street areas of these corridors.

Specific Scenario Map Recommendations

Participants at the Open House noted on the Scenario 1 map a request to require higher density along Mt. Washington Road and in open areas. Participants noted concern on the Scenario 2 map that taller buildings north of Newport Avenue would shade sidewalks and neighborhoods and cause solar access issues. Participants noted on the Scenario 3 map a desire to have pleasant appearing architecture. More bike boulevards to provide east-west access was also noted. Lastly, a participant noted a need to preserve right-of-way for delivery at businesses on the Scenario 3 map.

E. Bike and Pedestrian Connections

As noted in the comments and results from other sections of the Open House and Virtual Workshop, participant responses reflected increased support for pedestrian and bicycle use and infrastructure to support safe travel. Some participants supported the development and extension of bike boulevards or corridors and some felt they needed to be parallel to but not on major corridors. Participants also noted that increased bicycle and pedestrian crossings were important. Some participants said they were supportive of mixed use areas because they encouraged bicycle and pedestrian travel. Participants said they supported an improved distribution network and more frequent service for bus transit, as well as fixed route buses.

Some participants expressed concern about traffic calming measures such as the narrowing of streets, indicating they felt it made streets less safe by limiting the visibility of automobile drivers. Others expressed

less support for bicycle and pedestrian enhancements, noting bicycling and walking could be left to nature trails.

Specific Scenario Map Recommendations

At the Open House participants noted on the scenario map specific support for a number of changes. A participant noted on the Scenario 1 map a desire to pave the alleys in the project area. Participants noted on the Scenario 2 map a suggested bike path from Shevlin Park, through Northwest Crossing, to the Newport Market area along Newport Avenue. A participant also recommended the closure of Union Street to automobiles. A participant suggested not widening Galveston Avenue. In addition, participants noted on the Scenario 3 map suggestions for bicycle and pedestrian paths in the following areas:

- Extension of bicycle and pedestrian connections from the eastern section of the study area through the mixed use area in bottom right section of the area.
- A multi-use west-east path across the mixed use areas south of Simpson Avenue.
- A north-west pedestrian and bicycle path across the mixed use area to the west, through the institutional area and the southernmost mixed use area.
- Paths along both sides of the river from Galveston to southern edge of the project area.
- Continuation of a new bicycle and pedestrian connection just south of Newport Avenue over the river with a footbridge.
- Closure of 15th and 13th Streets to automobiles.

Goals

The Project Team sought community input on project goals to guide development and evaluation of the draft scenarios. A Community Values Report completed in January 2015 compiled information from 10 interviews that were conducted with 11 community members selected by the City staff for the active role they play in the community, their varied interests, and their knowledge and skills as well as the results of recent and ongoing livability, land use, and transportation planning processes. In addition, the Community Values Report included data and information from other recent land use and transportation planning initiatives in the region.

Following this work the project team along with the CAC developed four goals to guide the development and evaluation of project scenarios. Open House attendees and Virtual Workshop participants were asked to share how important each goal was to them.

Project Goals

- Support livable neighborhoods with access to nature, parks and open spaces and a small town feel.
- Create and maintain well-planned, attractive neighborhoods.
- Develop a safe, convenient multimodal transportation system (auto, bike, pedestrian, transit).
- Identify a land use and transportation plan that is financially feasible.

The comments and results received indicated support for all four goals with particular support for the goal of developing a safe, convenient multimodal transportation system (auto, bike, pedestrian, transit).

The project team along with the community advisory committee has developed four goals that will guide development and evaluation of scenarios. How important is each goal to you?

Goal Evaluation (Combination of responses from Open House and Virtual Workshop)

Respondents noted that all of the goals were important. A detailed summary is shown below.

Answer Options	Very important	Somewhat important	Neutral	Unimportant	Very unimportant	Response Count
Support livable neighborhoods with access to nature, parks and open spaces and a small town feel.	16	8	4	2	1	31
Create and maintain well-planned, attractive neighborhoods.	20	10	0	0	1	31
Develop a safe, convenient multimodal transportation system (auto, bike, pedestrian, transit).	26	4	0	0	1	31
Identify a land use and transportation plan that is financially feasible.	20	11	3	1	1	36

Community Member Identified Goals

Open House attendees were also invited to share in writing on a flip chart other goals they had for the Central Westside Plan**.** Responses included: *(A "✓" indicates another participant shared the same goal.)*

- Support and respect existing neighborhood/and livability of those neighborhoods ✓
- Affordable housing for students of OSU, preferably near the campus ✓
- Affordable neighborhoods
- Socioeconomic/cultural diversity in neighborhoods
- Promote infill and mixed use development
- Remember the need to move goods to and from
- I have concerns about the mixed use corridor – too much too soon
- Guide new development opportunities to local and regional amenities (Parks, Century, Deschutes River Woods and Galveston)
- Improved bike lanes on 14th
- Bike boulevards/greenways ✓
- Create a forward looking plan that reduces the need for cars and provides access to parks, shopping and entertainment nearby ✓
- Create bike lanes that don't "run out" – a major problem now all over town
- Are pedestrian crossings too close to the roundabouts?
- Car-free zones where people can gather to shop, eat, celebrate, socialize (plazas)

- Support biking as transportation
- Separate space for biking and walking – more than just bike lanes
- Develop a transportation plan for the expansion of the UGB
- Many current projects are not designed to efficiently move large volumes of bikes, peds, and vehicles; Make it easy to get between destinations

Community Open House and Online Virtual Workshop Evaluation

Participants at the Open House and Virtual Workshop were generally pleased with the events. Participants indicated they appreciated that they were given opportunities to speak with experts and listen to comments at the Open House. The visual presentations were well regarded in both forums and online workshop attendees appreciated the navigability of the website.

The Project Team seeking continued improvement in public outreach also solicited feedback on potential changes to future community events. Some participants indicated they found the information complicated and indicated they could have used more direction or additional information. Open House attendees were concerned with their ability to hear speakers and a video that was shown. Comments on the forums will be used to improve future public events.

Open House Comment Form Evaluation Responses

Answer Options	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree	Response Count
Open house was useful to me.	12	10	1	0	0	23
Open house made good use of my time.	11	9	2	1	0	23
I understand how my input will be used.	7	9	3	1	1	21

Online Virtual Workshop Evaluation Responses

Answer Options	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree	Response Count
Open house was useful to me.	3	3	1	0	2	9
Open house made good use of my time.	3	3	1	0	2	9
I understand how my input will be used.	2	2	3	2	0	9

Attachment A

Central Westside Plan

COMMUNITY ADVISORY COMMITTEE MEMBERS

CAC Member	Neighborhood Association	Occupation
Jeanne Berry	Century West	Retired
Brooke Bilyeu	River West	Retail Supervisor, Patagonia
Perry Brooks	Summit West	Planner/ Landscape Designer
Garrett Chrostek		Attorney
Casey Davis	Orchard District	Graphic Designer
David Gurule	Mountain View	Manager, Ida's Cupcakes
Mollie Hogan	Summit West	Realtor, Duke Warner
Sarah Kelly	Century West	Natural Resource Coordinator, DSL
John Kelly	Old Bend	Property Management, Real Estate Investment
Kimberly Kinney	Summit West	Business Owner, Rugged Thread
Broc Stenman	Awbrey Butte	Retired
Sean Lipscomb	River West	eCommerce Consultant
David McGee	Awbrey Butte	Business Owner, Powder House
Kimberly McNamer	River West	Exec. Director, Deschutes Children's Foundation
Michael McLandress	Old Bend	Construction Management Services
Adam Mitchell	Old Bend	Investor
Moey Newbold	River West	Outreach Coordinator, LandWatch
Heather Ornelas	Southern Crossing	Investor
Richard Ross	Old Bend	Retired
Kirk Schueler	River West	Real Estate Development
Madeleine Simmons	River West	Nurse Practitioner
Glenn Van Cise	River West	Finance Director, Abilitree
Tammy Wisco	Awbrey Butte	Planner/Engineer, Allen Engineering
Doug Knight		Bend City Council
Bill Wagoner		Bend Planning Commission
Laura Fritz		Bend Planning Commission
Karon Johnson		Bend Planning Commission
Nick Arnis		Growth Management Dept. Manager
Karen Swirsky		Sr, Planner
Wendy Robinson		Sr. Planner
Anne Aurand		Community Relations Manager
Matt Kittelson, P.E.		Kittelson & Associates
Kristin Hull		CH2MHill

Attachment B

Open House Comment Form and Virtual Workshop Survey Demographic Information

A note about data from the completed comment forms and online surveys, as with many surveys respondents may opt to complete a survey or comment form, but are not obligated to complete every section. The comment forms and online survey were not designed to be a scientific poll. Rather, the Open House and Virtual Workshop were designed to solicit community feedback on the direction of the study.

Attendees of the Open House were asked to place a star on a map of the City of Bend to indicate where they reside (Please see Attachment D.) The locations indicated were saved and are identified by neighborhood below:

Answer Options	Response Percent	Response Count
Awbrey Butte	8.5%	5
Old Farm District	1.7%	1
Boyd Acres	1.7%	1
Orchard District	8.5%	5
Century West	11.9%	7
River West	33.9%	20
Larkspur	0.0%	0
Southeast Bend	0.0%	0
Mountain View	6.8%	4
Southern Crossing	3.4%	2
Old Bend	5.1%	3
Southwest Bend	6.8%	4
Summit West	0.0%	0
Other (please specify)	11.9%	7
answered question		59

Respondents to the Open House comment forms and Online Virtual Workshop survey where asked where they lived in Bend. Responses included:

Open House Comment Form Respondents

Answer Options	Response Percent	Response Count
Awbrey Butte	19.0%	4
Old Farm District	4.8%	1
Boyd Acres	0.0%	0
Orchard District	4.8%	1
Century West	23.8%	5
River West	4.8%	1
Larkspur	4.8%	1
Southeast Bend	0.0%	0
Mountain View	9.5%	2
Southern Crossing	0.0%	0
Old Bend	9.5%	2
Southwest Bend	0.0%	0
Summit West	9.5%	2
Other	9.5%	2
answered question		21

Online survey respondents:

Answer Options	Response Percent	Response Count
Awbrey Butte	11.1%	1
Old Farm District	0.0%	0
Boyd Acres	0.0%	0
Orchard District	0.0%	0
Century West	22.2%	2
River West	33.3%	3
Larkspur	0.0%	0
Southeast Bend	0.0%	0
Mountain View	0.0%	0
Southern Crossing	0.0%	0
Old Bend	0.0%	0
Southwest Bend	0.0%	0
Summit West	33.3%	3
Other (please specify)		1
answered question		10

Combined Open House comment form and online survey respondents combined responses:

Answer Options	Response Percent	Response Count
Awbrey Butte	19.0%	4
Old Farm District	4.8%	1
Boyd Acres	0.0%	0
Orchard District	4.8%	1
Century West	23.8%	5
River West	4.8%	1
Larkspur	4.8%	1
Southeast Bend	0.0%	0
Mountain View	9.5%	2
Southern Crossing	0.0%	0
Old Bend	9.5%	2
Southwest Bend	0.0%	0
Summit West	9.5%	2
Other	9.5%	2
answered question		21

Participants who completed a comment form or online survey were asked how they usually commuted to work.

Open House Comment Form responses:

Answer Options	Response Count
Drive alone	12
Bike	6
Walk	4
Take transit	0
Carpool	1
Work at home	1
I don't work	0
answered question	24

(some respondents chose multiple options)

Online Survey responses:

Answer Options	Response Count
Drive alone	3
Bike	3
Walk	0
Take transit	0
Carpool	0
Work at home	0
I don't work	2
answered question	8

Combined Open House Comment Form and Online Survey responses:

Answer Options	Response Count
Drive alone	15
Bike	9
Walk	4
Take transit	0
Carpool	1
Work at home	1
I don't work	2
answered question	32

(some people chose multiple options)

Respondents were asked for their age range.

Open House Comment Form responses:

Answer Options	Response Percent	Response Count
Under 18 years old	0.0%	0
18-29 years old	11.1%	0
30-49 years old	44.4%	10
Other	44.4%	11
	answered question	21

(Due to a printing error respondents were not given the option of indicating if they were over 49 years of age on the paper comment form. If they provided an age or range above 49 years the respondent's responses was included in "Other" here.)

Online Survey responses:

Answer Options	Response Percent	Response Count
Under 18 years old	0.0%	0
18-29 years old	11.1%	1
30-49 years old	44.4%	4
50-65 years old	44.4%	4
Over 65 years old	0.0%	0
	answered question	9

Combined Open House Comment card and Online Survey responses:

Answer Options	Response Percent	Response Count
Under 18 years old	0.0%	0
18-29 years old	11.1%	1
30-49 years old	44.4%	14
Other	44.4%	15
	answered question	30

(Due to a printing error respondents were not given the option of indicating if they were over 49 years of age on the paper comment form. If they provided an age or range above 49 years the respondent's responses was included in "Other" here.)

Respondents were asked how they heard about the Open House or Virtual Workshop

How	Response Count
Invited to attend	1
Committee Member	2
Co-worker	1
Neighborhood association	2
Friend	3
Media, internet through office.	1
OSU	3
Newspaper	1
Family member	1
Email list	2
Facebook	1
Neighbor	1
Total Responses:	18

Respondents were asked if they completed the online survey, did they attend the public open house on April 2, 2015.

Of the eight people who responded to the online survey, four had attended Open House

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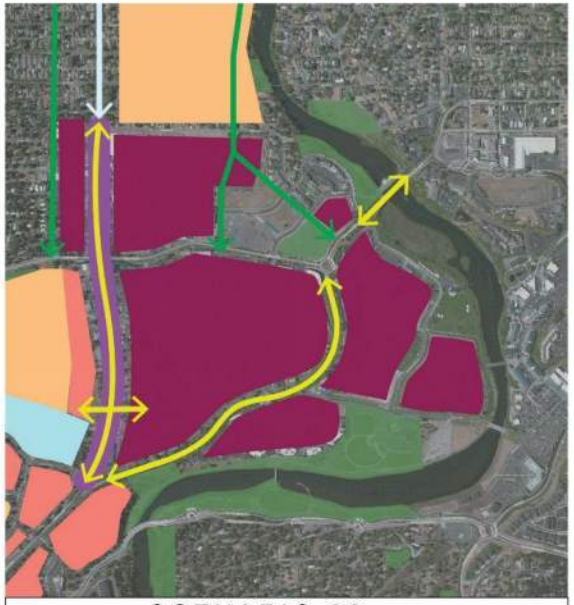
Attachment C- Draft Scenarios

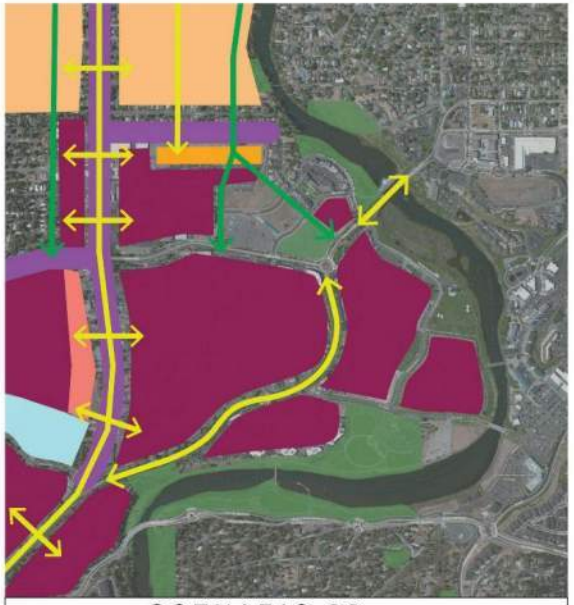

NORTHERN NEIGHBORHOOD
SCENARIO 01
SCENARIO 02
SCENARIO 03
CENTRAL WESTSIDE PLAN
MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
PARK
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET
FOCUS AREAS
04.02.2015

INDUSTRIAL SUB AREA

SCENARIO 01



SCENARIO 02



SCENARIO 03









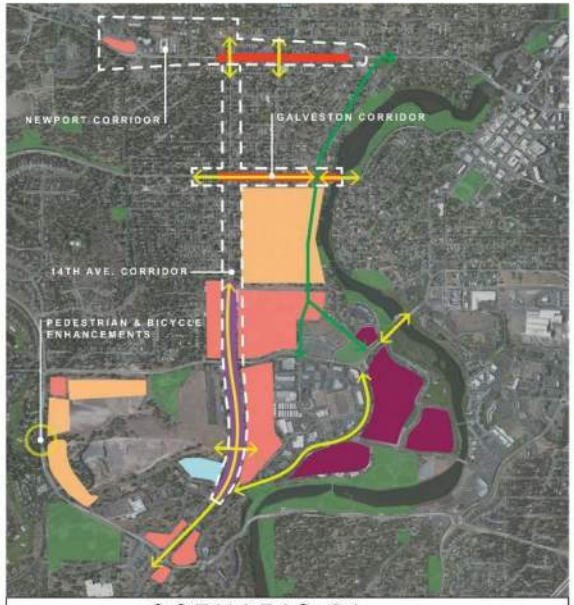
CENTRAL WESTSIDE PLAN

MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
PARK

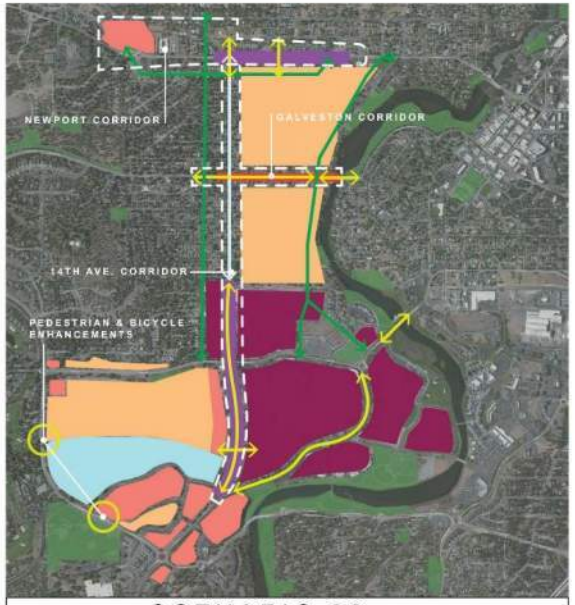
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET

FOCUS AREAS 04.02.2015

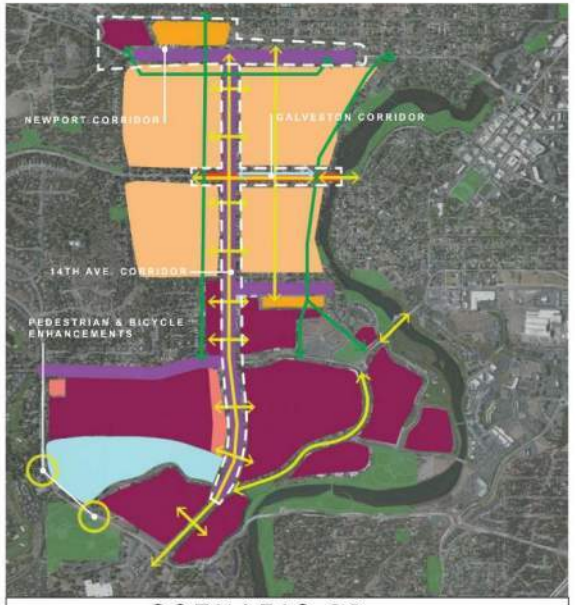
MIXED-USE CORRIDORS (14TH / NEWPORT / GALVESTON)



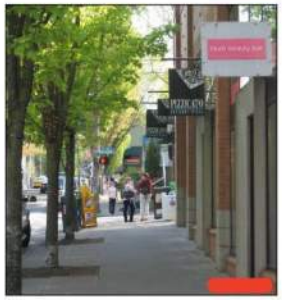
SCENARIO 01



SCENARIO 02



SCENARIO 03

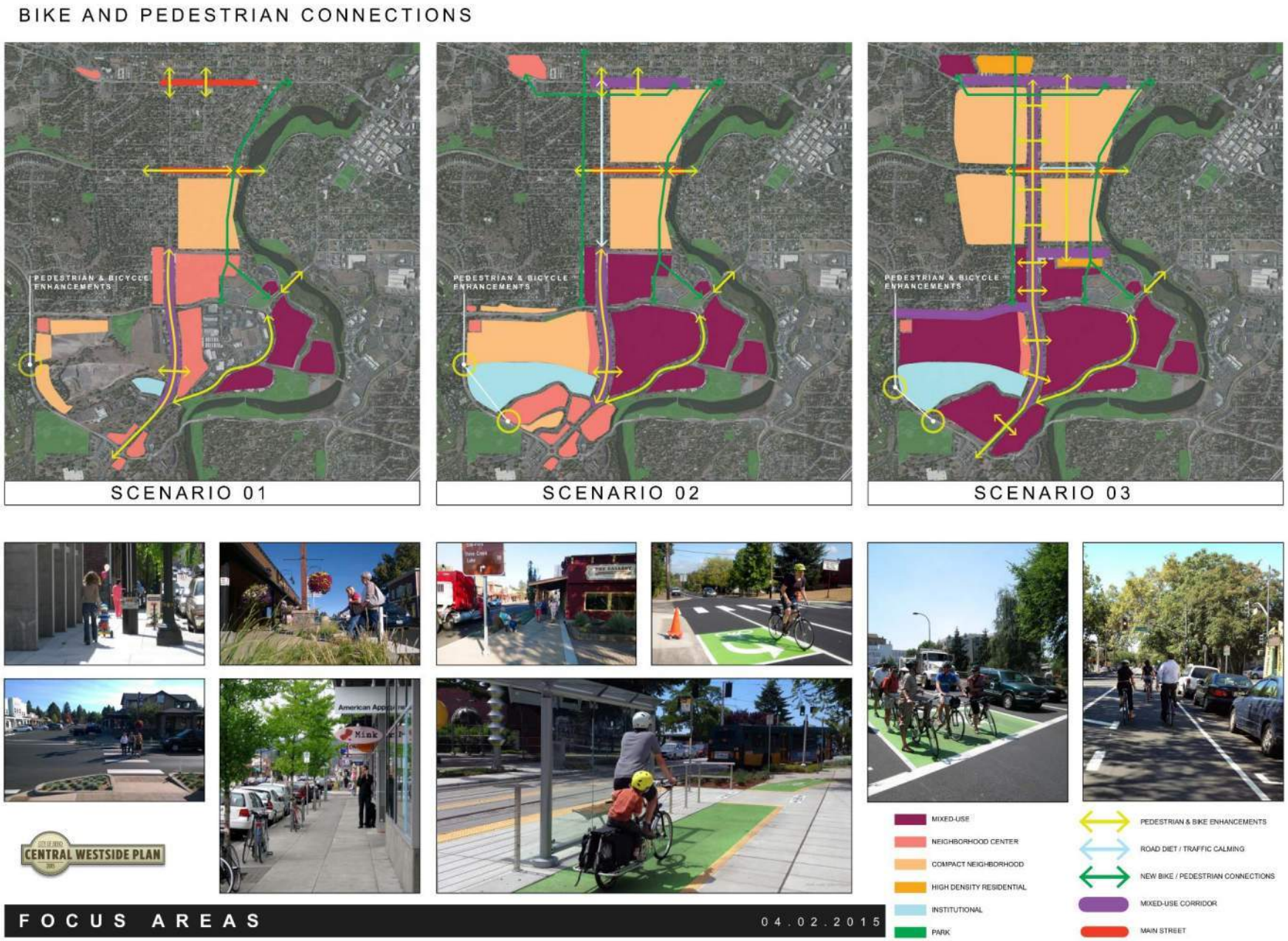


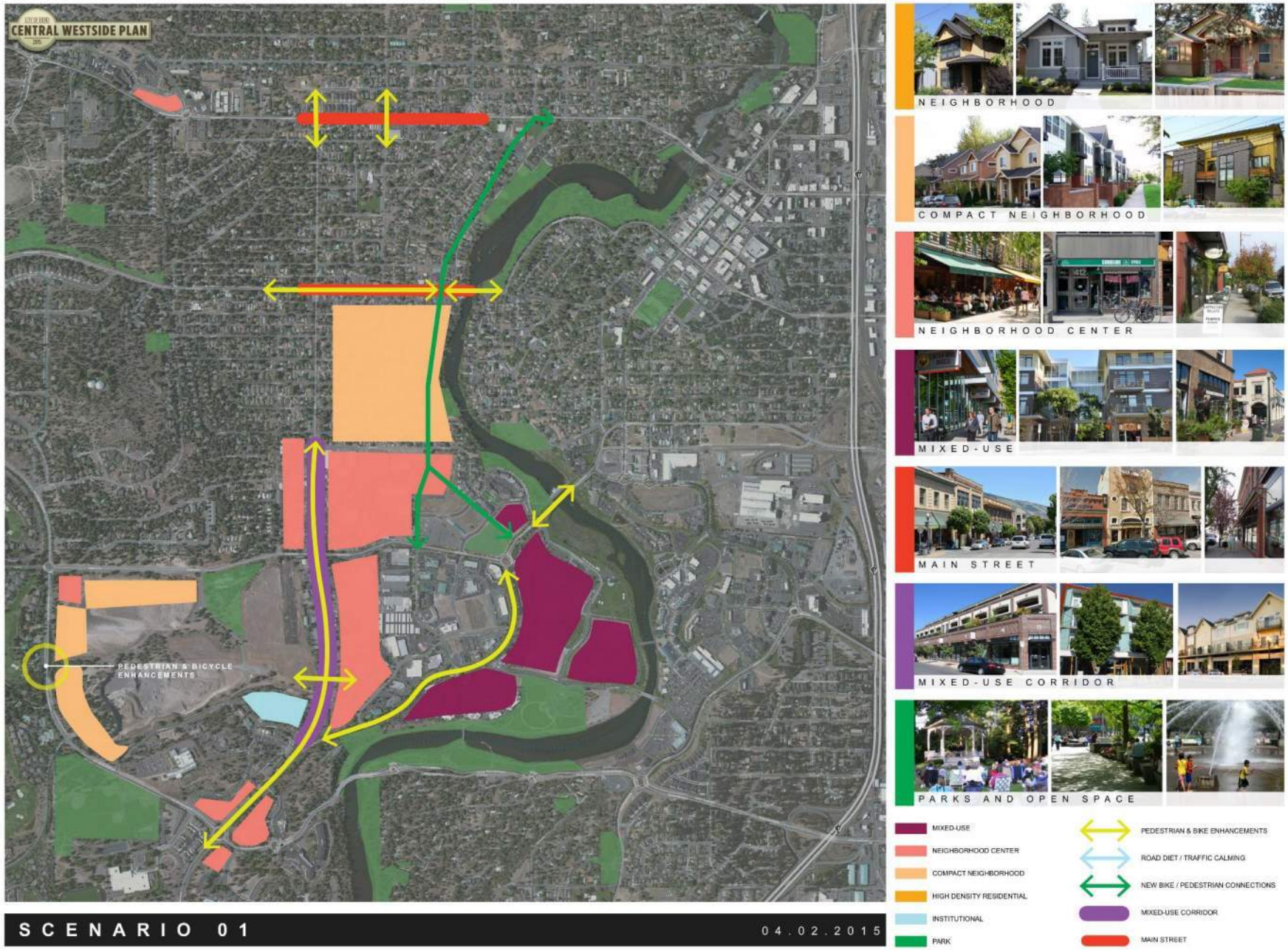
CENTRAL WESTSIDE PLAN

- MIXED-USE
- NEIGHBORHOOD CENTER
- COMPACT NEIGHBORHOOD
- HIGH DENSITY RESIDENTIAL
- INSTITUTIONAL
- PARK

- PEDESTRIAN & BIKE ENHANCEMENTS
- ROAD DIET / TRAFFIC CALMING
- NEW BIKE / PEDESTRIAN CONNECTIONS
- MIXED-USE CORRIDOR
- MAIN STREET

FOCUS AREAS 04.02.2015


BIKE AND PEDESTRIAN CONNECTIONS
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 01
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 02
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 03
CENTRAL WESTSIDE PLAN
MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
PARK
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET
FOCUS AREAS
04.02.2015


CENTRAL WESTSIDE PLAN
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 01
04.02.2015
NEIGHBORHOOD
COMPACT NEIGHBORHOOD
NEIGHBORHOOD CENTER
MIXED-USE
MAIN STREET
MIXED-USE CORRIDOR
PARKS AND OPEN SPACE
MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
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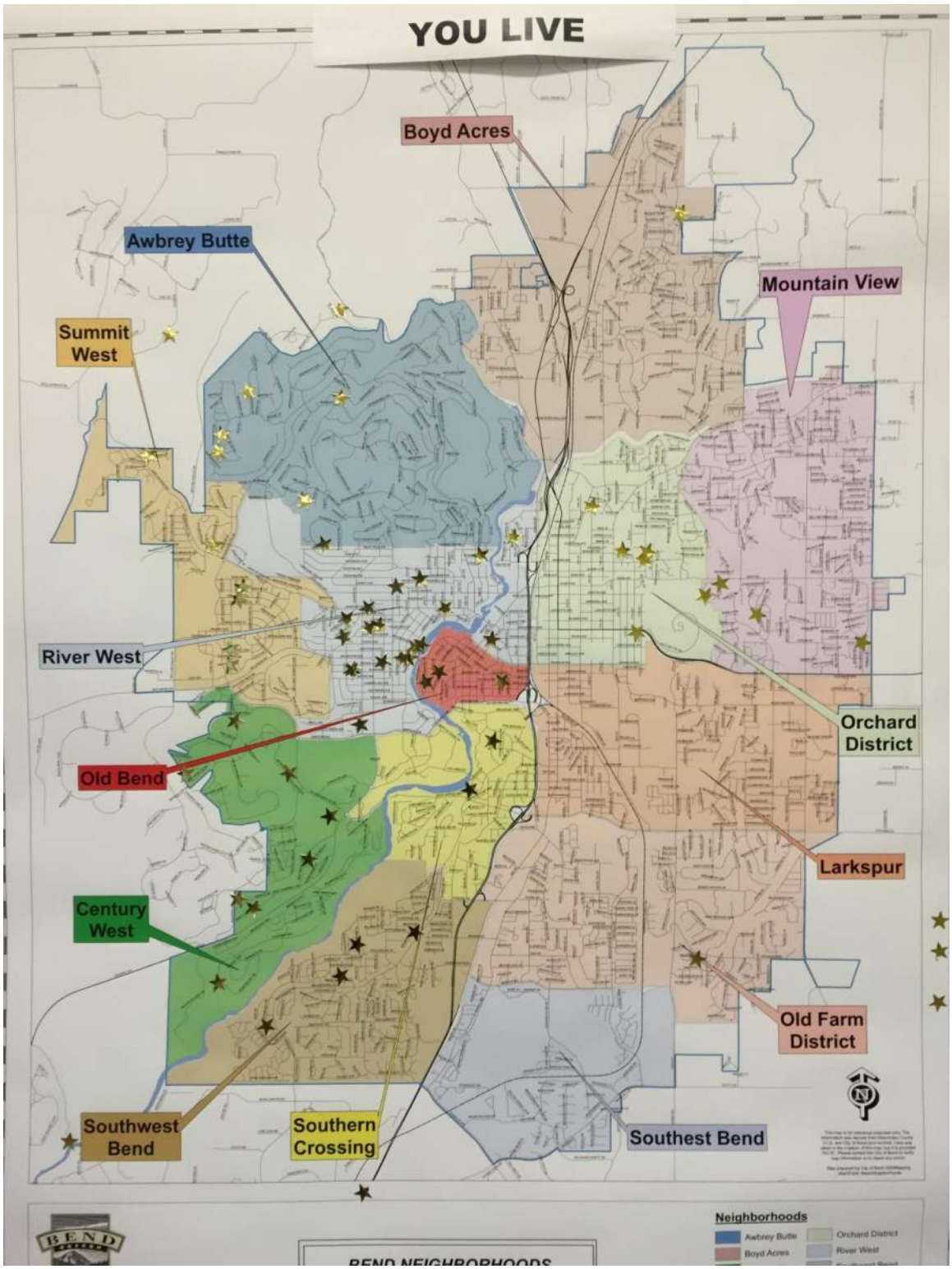
PARK
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET


CENTRAL WESTSIDE PLAN
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 02
04.02.2015
NEIGHBORHOOD
COMPACT NEIGHBORHOOD
NEIGHBORHOOD CENTER
MIXED-USE
MAIN STREET
MIXED-USE CORRIDOR
PARKS AND OPEN SPACE
MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
PARK
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET


CENTRAL WESTSIDE PLAN
PEDESTRIAN & BICYCLE ENHANCEMENTS
SCENARIO 03
04.02.2015
NEIGHBORHOOD
COMPACT NEIGHBORHOOD
NEIGHBORHOOD CENTER
MIXED-USE
MAIN STREET
MIXED-USE CORRIDOR
PARKS AND OPEN SPACE
MIXED-USE
NEIGHBORHOOD CENTER
COMPACT NEIGHBORHOOD
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
PARK
PEDESTRIAN & BIKE ENHANCEMENTS
ROAD DIET / TRAFFIC CALMING
NEW BIKE / PEDESTRIAN CONNECTIONS
MIXED-USE CORRIDOR
MAIN STREET

Attachment D
Neighborhood Location of Open House Attendees



Attachment E
Participant Responses

SCENARIOS – WHAT'S YOUR VISION FOR BEND'S CENTRAL WESTSIDE?

Respondents to the Open House Comment Form and Virtual Online Workshop Survey were asked to share their comments about what they liked and what they might want to change about each draft scenario presented. In addition, attendees to the Open House were invited to write directly on the scenario maps any comments, suggestions or questions they may have about a specific draft scenario. All comments collected are transcribed below.

A. SW Colorado Sub Area

Tell us what you like or what you would change about the ideas presented for the SW Colorado opportunity area.

Like comments:

- A number of ideas are presented.
- Bike and pedestrian enhancements, increased density with mixed use zoning, more 3-4 story building with shops on 1rst floor, apartments above.
- I like tying the transportation system developments to the planned uses.
- Like scenario 3. Feel like it is the best example of in-fill and integration. By utilizing this plan, it integrates the OSU Cascades Campus into the existing neighborhood. I grew up only 5 or 6 block from the Corvallis Campus. It was a wonderful way to access resources at the campus.
- Scenario 3 demonstrates the community's opportunity to support the integration of OSU-Cascades into the west side of Bend. Planning for a campus with the surrounding lands as mixed use, neighborhood centers or high density residential is brilliant. It will allow for the development of a university district away from existing low density residential neighborhoods. University students could live, shop, recreate, eat and learn all within walking distance. Neighbors and community members from across the City and region will have access to a district rich in culture, research, learning opportunities, additional recreation, and more.
- Concepts of Main Street streets.
- Transportation system.
- Scenarios with maximum mixed use and bike/ped improvements. The more we can develop this in a compact, mixed use way, the more we can get people out of cars. I'm assuming that mixed use allows for some housing among the uses.
- Difficult to distinguish between compact neighborhood and high-density residential on all area maps.
- The increase usage on some scenarios for mixed use and higher density housing.
- More the bike and ped.
- [Scenario] #3.
- University – Centered development, mixed use and walk/bike. Higher density.
- High density, mixed use, biking and walking. [Scenario] #3.
- High density.
- Institutional area for college. Park by college, integrated mixed use, ped/ bike enhancements.
- [Scenario] #3. The institutional area and more mixed use adjoining instead of keeping the industrial mining classified.
- [Scenario] #3.
- Planning, high density housing and mixed use #3. Walk to services, modern city vibe with access.

- [Scenario] #2 and #3.
- Park idea for students. Lots of stores for students. Some housing.
- Park next to proposed college. Bike and ped enhancements.
- Century Drive bring business closer to road.
- The increase usage on some scenarios for mixed use and higher density housing.

Change comments:

- I'd like to see more detail showing vacant lots and zoning for those lots. The concepts show large blobs of color, but much of what underlies those colors is already built out.
- Add a walking biking corridor across the cinder pit land, from Simpson to Chandler.
- Without knowing how much high density housing in needed in all of Bend it is hard to say how much is appropriate in this area, this is planning with an absence of perspective. This area should accommodate its proportional share without justification of a different amount.
- Scenario 1 leaves the door open to resume the mining at the pumice pit. As I understand it, the 10 acres that were purchased could also be a large retail center. I am perplexed why as a city we would plan for commercial and resumption of a mining area, when in-fill and reclamation are the cornerstones of Oregon land use laws and planning.
- Scenario 1 misses an opportunity for urban infill development of current industrial lands in the heart of Bend. The community has an opportunity to help re-store a mine and former landfill in the heart of Bend to the highest and best community use. Making no change to a pumice mine will mean resumed mining operations. I imagine a mixed use corridor along Chandler to support the daily needs and wants of existing commercial and residential neighborhoods on the West side of Bend.
- More main street segments - more crossings of all streets.
- Add more walk bike crossing help.
- I would like to see most of the old landfill dedicated to university use.
- Missing the potential for OSU to acquire the Deschutes County landfill to complete their campus.
- Would like to see some of the mixed use area used for high density housing (40-50 units/ acre).
- Zoning to allow increased density and variety/diversity of use to support healthy growth in Bend.
- Need more bus routes.
- Landfill should be institutional – not residential.
- More multi use paths. Make old landfill university use.
- Include mixed use. Higher density. Include the 46 acres in the OSU industrial use.
- University district should include demo landfill and 46 acre plan.
- Institutional area (university) needs to include the demolition site and include 46 acres.
- Need more transportation- Corridors to lessen impact.
- We need to make sure that I can drive without stopping for bikes or peds.
- [Scenario] #1 too short term, won't carry us forward for long. #2 prefer more mixed use as in #3.
- Underground paths good idea.
- Less strip mall style.

Written comments on SW Colorado Scenario Map at Open House Event

<u>Scenario One</u>

No comments

Scenario Two
No comments

Scenario Three
- Underground passage at southern most crossing of the pedestrian and bike passage on Century Drive.
- Bike and pedestrian enhancements along Chandler Ave.
- Public bike path connection running north south across institutional area and the mixed use are directly above the institutional area in the scenario.
- Love scenario 3.
- High density residential in manufactured home park west of 14th Street and north of Simpson Ave.

SW Colorado Sub Area Combine Open House and Virtual Workshop Survey Results

How similar or different is each of the ideas presented to your own vision for the SW Colorado area?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	3	0	5	3	17	28
Scenario 2	7	7	10	3	1	28
Scenario 3	20	4	1	1	4	30

B. Industrial Park Sub Area

Tell us what you like or what you would change about the ideas presented for the industrial park area.

Like comments:
- Walking, biking improvements, increased density from mixed use development.
- This is an unrefined and under-utilized area so better definition might help it.
- Like the idea of mixed use development. Bend is attracting more innovative and sustainable small businesses.
- Dense mixed use development in the industrial sub area would allow for business development (even a high tech or outdoor products district) with housing and commercial amenities all within walking distance. This type of development will stimulate business growth (be attractive to companies relocating to Bend and local start-ups) and be attractive to potential employees.
- Mixed Use seems appropriate - this is an area that can become its own entity.
- Assuming you mean south of Simpson/East of 14th - I think the Mixed Use creates a strong identity in the future that creates more diversity in the existing uses (which tend to be heavily office today) - but intensifies the future nicely.
- Same as above - I favor more mixed use for the same reasons.
- Increase density over current industrial usage.
- [Scenario] #3. Need these ped and bike areas.
- Should be mixed use, not industrial.
- [Scenario] #3.
- Intensified use. MU important for economy development.
- Mixed use, enhance alternative transportation.
- [Scenario] #3. There is no reason to keep the Pumice Mine exclusive area it's so close to Brocken Top and other home access.

- Mixed use.
- [Scenario] #3.
- Dense mixed use for business and the ability for residence to walk to services.
- High density housing. Neighborhood center.
- Makes use of available land.
- #3/ High density – less lawn.

Change Comments
- Move OSU Cascades to the area where the Mt. Bachelor buses pick up.
- Make sure there are plenty of throughways across the mixed use zone.
- Would like to see some of the mixed use area used for high density housing (40-50 units/ acre).
- Move higher density residential to connect to downtown and close-in Westside commercial.
- Mixed use designation in industrial- residential, office, industrial conflicts future and industrial.
- More bike/ped improvements.
- Better street conditions for alternate transportation.
- Limited parking – mass transit.
- Add pockets of high – density neighborhoods. Add more bike/ped connections.
- [Scenario] #1 continue forward looking- leaves underdeveloped land (fallen or) for uses that might not be best.
- Add more bike and ped connections.
- Same as above: I'd like to see more detail showing vacant lots and zoning for those lots. The concepts show large blobs of color, but much of what underlies those colors is already built out and won't likely change in the next 10+ years.
- This is close to downtown, the river recreation opportunities and further from neighborhoods so THIS AREA should be the expansion area for OSU beyond the 10 acres. The current mixed uses can easily be accommodated in other parts of town while the University can't.
- We need to continue to revitalize our industrial land. I lived here when there was a mill and a log pond in the middle of town. We need to continue the repurposing of this type of land.
- Scenario 1 misses an opportunity to capture industrial lands back to higher and better use for our community.
- Scenario 1 does not create a broad enough coverage to allow this area to be a viable, whole entity.
- South of Simpson/East of 14th Scenario 1 is too puny - it does nothing to enhance today's successes; Scenario 2 & 3 are fine.

Written comments on Industrial Sub Area Scenario Map at Open House Event

<u>Scenario One</u>

No comments.

<u>Scenario Two</u>
- Mixed use or high density housing (in the small section just north of Simpson Ave and west of Colorado and just west of Bend Parks and Recreation new facility).
- Existing light industrial in the area identified for mixed use in the scenario just north of Reed Market Road.

Scenario Three

- Scenario Three is the best!
- The higher the density the better micro neighborhoods with business and residential. (✓)
- A participant divided up the area identified for mixed use in the scenario just north of Reed Market Road into four equal quadrants. The bottom left quadrant would be zoned to allow high density housing. The other thee quadrants would be mixed use as described.
- More bicycle and pedestrian connections in the area identified for mixed use in the scenario just north of Reed Market Road. (✓)
- High density housing (in the small section just north of Simpson Ave and west of Colorado and just west of Bend Parks and Recreation new facility).
- A participant suggested the eastern most mixed use section closest to the river become a high density section and include a retail section along the eastern side of the section, closest to the river.
- A participant suggested a triangle area just below the eastern most mixed use section closest to the river in the scenario become a mixed use section.
- A participant suggested the area just above the eastern most mixed use section closest to the river in the scenario become a mixed use section with asked whether a wetland existed in a portion of this section.
- Yes! Was noted in the neighborhood center section of the scenario.
- Compact neighborhood in upper right quadrant of Scenario three.

General

- Scenario Two or Three some mixed use and compact neighborhood should be very high density neighborhood.

Industrial Sub Area Combine Open House and Virtual Workshop Survey Results

How similar or different is each of the ideas presented to your own vision for the industrial park area?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	2	1	6	4	15	28
Scenario 2	6	10	6	4	1	27
Scenario 3	20	4	3	1	1	29

C. Northern Neighborhoods Sub Area

Tell us what you like or what you would change about the ideas presented for the northern neighborhoods.

Like Comments:

- Compact residential – increase availability of housing near downtown.
- I liked the increased density of the neighborhoods.
- Increase density as old homes get replaced.
- Enhance and continue enhancing bike and ped.
- [Scenario] #3.
- Allowing some higher density.
- [Scenario] #3.
- High density along Galveston and Newport with neighborhood centers.

- Alternative transportation addressed.
- [Scenario] #3. The idea of a bit more density parts. Makes sense.
- Compass at 14th and Galveston. More density. Bike corridors on 15th /13th.
- [Scenario] #3.
- The additional housing.
- Improved connectivity.
- Road diets and traffic calming, more bike and pedestrian improvements.
- We need more density in Bend for good land use. But why consider "where" one small area at a time?
- Love the idea of safe pedestrian and bike paths on 14th. This area is a major conduit for both public schools, Seven Peaks and COCC and OSU Cascades.
- The extension of a mixed use or main street concept up Newport towards COCC makes sense. A significant portion of college students and young professionals live in the multi-family housing and rentals in these neighborhoods. It would provide an opportunity to create more housing options and potentially more variability in pricing if density was increased and parking requirements reduced. The addition of safe ped and bike passage and transit stops along 14th/Century, Galveston and Newport would make access to these areas much easier and reduce car trips on our streets.
- Scenario 3 shows the inclusion of all four quadrants of the neighborhoods around Galveston-14th RAB. This matches the integrity of those neighborhoods - they are similar today and creating a central focus for their identity- a rallying point - that change can radiate from (and it's a phoenix).
- Scenario 1 with the Neighborhood Center.
- Anything that allows for more density, and more mixed use. Promote biking/walking.

Change Comments:

- More mixed use / neighborhood center along Galveston.
- Cottage style development would be better than apartments.
- Use traffic bumps instead of narrowing side roads.
- Loosen mother-in-law zoning. Zone entire area RM (Urban Medium Density Residential Zone).
- Do not like traffic calming. Use speed bumps.
- [Scenario] #1 doesn't work long term enough. (Past) high density in selected certain corridors- Big beautiful homes next to apartment not good.
- I didn't see OSU Cascades on these maps but I might have just missed it.
- Need to change zoning to allow ADUs outright.
- [Scenario] #3 increase to mixed use as drawn on chart, add more bike/ walk connectivity.
- Same as above: I'd like to see more detail showing vacant lots and zoning for those lots. The concepts show large blobs of color, but much of what underlies those colors is already built out and won't likely change in the next 10+ years. So, what's the point of showing those blobs?
- All of the scenarios include increasing density in an already tight neighborhood with traffic issues. The "compact residential" features taller building with less green space. The current lots are small, so gong to 3 stories and shortening set-backs will have a huge impact on current residents. The streets are small, and parking is tight. Increased density threatens the calm quaintness (kind of) that attracts folks. The funky neighborhood is highly valued by residents. Sime have nicely resorted 100 year old homes.
- Define and plan for the fair share of density of this area, then attempt to justify, if appropriate, a higher % based on needs and local conditions.
- The corridor shouldn't stop at Simpson Avenue.

- In scenario 1, the concept of a mixed use corridor shouldn't stop at Simpson. Let's create the energy and density along 14th, an already active street. By making no change the growth will bleed into the residential neighborhoods behind 14th street by necessity of growth rather than design.
- Scenario 1 is too puny - the area north of Galveston is important housing stock and neighborhood feel is not complete if one quadrant is allowed to change but the others are not.
- Scenario 2 and 3 should NOT have Mixed Use north of Simpson - this is in such close proximity to the homes - Simpson should be the dividing point. With the Neighborhood Center provide a place for the home's occupants to play and recreate and shop and dine. But don't allow such an emphasis as Mixed Use has on JOBS - Offices - Industrial - so close to the homes. Protect the neighborhood and enhance its fun quotient.

Written comments on Northern Neighborhoods Sub Area Scenario Map at Open House Event

Scenario One

- This is the only scenario that I can accept without understanding larger scope of city planning and tradeoffs between this area and other areas of town.
- Mixed use instead in compact residential at bottom right quadrant of scenario.

Scenario Two

No comments.

Scenario Three

- Connect this path (suggested east west pedestrian & bike enhancements on Galveston) to neighborhoods and schools to the west of this area.
- Parking and moving goods and services. (In upper right quadrant of compact residential zoning in Scenario 3).
- 100 foot height with ground floor retail (in upper right quadrant of compact residential zoning in Scenario 3).
- Bike boulevards connecting mixed use areas. **(**✓✓)
- Love this. More bike boulevards. They are low cost and serve the 8 to 80 year old crowd better.
- Need to change code to allow co-housing.
- Add cycle track along Newport and traffic calming.
- Be careful to avoid gentrification.
- Allow livable ADUs for gentle density and shared habitation/co-housing!
- Yes, more compact neighborhoods.

General

- High Density Residential – more of this.
- Neighborhood Center – more of this.
- Not on calendar – Business owners need to be notified.

Northern Neighborhood Sub Area Combine Open House and Virtual Workshop Survey Results

How similar or different is each of the ideas presented to your own vision for the northern neighborhoods?

Answer Options	Very similar	Similar	Neutral	Different	Very different	Response Count
Scenario 1	1	6	4	4	10	25
Scenario 2	4	8	7	2	4	25
Scenario 3	18	5	0	2	4	29

D. Mixed Use Corridors (Galveston Avenue, Newport Avenue, and 14th Street)

i.) Galveston Neighborhood

Like Comments:

- [Scenario] #3.
- Bike/ ped improvements.
- [Scenario] #3.
- [Scenario] #3. Go all the way. Get the vision and move it forward.
- [Scenario] #3.
- Main St. feel with retail and businesses.
- Ped/ bike enhancement.
- Additional residential areas by building up.
- Boulevard concept.
- Improved bicycle and pedestrian facilities.
- Road diet, traffic calming, improved bicycle and pedestrian facilities. Scenario 3 is best.
- See earlier comments.
- [Scenario] #3 deals with the reality that it is IMPOSSIBLE to get across this street on foot or on your bicycle. (Not too easy in a car either).
- Scenario 3 traffic calming and easier access to cross the street would make the area safer for bike and ped traffic. A main street idea would create a lovely, walkable commercial core as an extension of the downtown Bend experience.
- Yes, it should be a MAIN street. A focus on slower speeds, on-street parking, walking and biking ACROSS the street.
- Bike/ped improvements.

Change Comments:

- We need safe walking and biking paths that doesn't stop traffic.
- Goods and services delivery issue.
- Keep bikes/peds away from the roads. I need to be able to get to work without people darting out into traffic.
- More off-street paths.
- Bike/walking paths that move through the area and across Bend.
- Safe bike lanes and lower speed limit.
- Expand Main Street for multiple blocks.
- It's not shown, but vehicle parking should be addressed. Also, the center turn lane should remain for most of the corridor. As the area continues to see more retail/restaurant uses, there will be ever more left

turning traffic to access parking lots and on-street parking. The thru-movement of vehicles should not be totally compromised.
- Needs wider sidewalks, more pedestrian areas, less road space devoted to cars.
- Focus on businesses and services that serve the neighborhood, not destination businesses, to reduce traffic and parking issues.
- Public transportation options seem to be missing in all options.
- None of the scenarios addressed the opportunity for expanded public transit.
- The limits of the Main Street aspects can be tailored to the retail uses - I would limit Galveston's main street to retail uses (the two sites west of 14th to Harmon) but I would not extend it to the river - very different there. In the MAIN STREET portion of Galveston there should ONLY BE 2 LANES!!! Add on-street parking and slow speeds down - create a very visible change with commercially focused on-street parking (this is different than neighborhood on-street parking).

ii.) Newport Avenue

Like comments:
- [Scenario] #3.
- Bike/ ped improvements.
- [Scenario] #3.
- [Scenario] #3. Go all the way. Get the vision and move it forward.
- [Scenario] #3.
- Good attempt at main St./ mixed use.
- Additional residential areas by building up.
- Improved bicycle and pedestrian facilities.
- Improved pedestrian crossings and sidewalks. Needs wider sidewalks, better bike lanes that are separated from traffic.
- We own two houses on Newport Avenue. It is time to apply "consistent" guidelines along Newport. It all needs mixed use-meaning both housing and commercial. It needs the same focus that has been given to areas like Galveston and the Old Mill.
- The idea of a mixed use area along Newport with high density housing and integrated commercial makes sense.
- Scenario 1 shows it as a Main Street - I like that but would alter the limits. Main Street should abut only the retail sites...so 12th to Union ONLY. Its character in the Main Street needs to be radically different than the rest of the Newport Corridor - Strengthen the Main Street feel by creating sharp starts and ends for those features (particularly the lighting type, the on-street parking type, the bike facility type, only two travel lanes e.g.) Outside of the Main Street Designation go with the 3-lane facility - emphasis changes.
- Bike/ped improvements.

Change comments:
- Goods and services delivery issue.
- Limited parking. Encourage public bike/ped.
- Bike/walking paths that move through the area and across Bend.
- Safe bike lanes and lower speed limit.
- Poor road conditions for bikes (too narrow- drainage grate).
- Keep bikes/peds away from the roads. I need to be able to get to work without people darting out into traffic.
- More off-street paths.

- The roadscape is pretty messy along Newport (old parts of asphalt path, varying street width, etc.). I'd like to see the 3 lane section remain, but get the ROW cleaned-up and consistent, with better (wider) bike lanes and improved pedestrian crossings.
- More shops/stores/destinations along Newport and more pedestrian areas free from cars.
- Perhaps bike paths, pedestrian crossing and eventually another round about or 4 way stop near Awbrey or NW 3rd. Difficult to enter onto Newport at certain times of the day.
- I would like to see some more ped crossings and traffic calming to ensure safety of the neighboring residential areas. And the intersections will need to be looked at for peak traffic hours.
- Newport needs to have some of it designated as a MAIN STREET. Only 2 lanes in the Main Street portion - add on-street parking and enhance the bike facility.

iii.) 14th Street

Like Comments:

- More apartments by building up.
- Additional residential areas by building up.
- Bike/ ped improvements.
- [Scenario] #3.
- [Scenario] #3. Go all the way. Get the vision and move it forward.
- Connect from Colorado to Newport.
- [Scenario] #3.
- Mixed use with retail and high density residential.
- Improved bicycle and pedestrian facilities.
- Road diet, improved bike and pedestrian facilities, easier crossings for pedestrians and bikes.
- I like the road, sidewalk and bike improvements.
- I like [Scenario] #2 which provides a safer option for biking and pedestrians.
- 14th and Century should extend from Colorado to Newport. Scenario 2 offers a very nice safe ped and bike corridor for commuters and links key destinations for work and education.
- The crossing frequency and porosity of Scenario 3.
- I think the portion of 14th NORTH of Simpson should be a MAIN STREET - not just an enhanced walk-bike facility- it needs on-street parking to support the neighborhood commercial (Scenario 1).
- Improvements to bike/ped movement, but these have to be over or under so as to not interfere with traffic.

Change comments:

- Bike/walking paths that move through the area and across Bend.
- Safe bike lanes and lower speed limit.
- Limited parking. Encourage public bike/ped.
- More off-street paths. Crossings need to go over or under.
- Need continuous sidewalks.
- Keep bikes/peds away from the roads. I need to be able to get to work without people darting out into traffic.
- Safe biking. The current plan is unsafe and doesn't encourage bike/walking.
- Lower the speed limit to 25 along the whole corridor! Narrow the car lanes and provide more space for bike lanes separated from traffic and wider sidewalks for pedestrians.
- Further commercial development in an existing residential area is not a good idea.

- The plan needs to encompass all of 14th street.
- None of the scenarios addressed the opportunity for expanded public transit.
- The section of 14th Street between Albany and Simpson should be a Main Street - 2 lanes of traffic ONLY and no center turn lane - add the turn lane south of Simpson where the land use frontages are different - north of Simpson the lots have a stronger connection to the street - south of Simpson the lots are ignoring the street - it is only a way to bring cars - so north of Simpson embrace Main Street and south of Simpson allow that suburban street scape to form.
- MAIN STREET - create on 14th north of Simpson.

Written comments on Mixed Use Corridors Scenario Map at Open House Event

Scenario One

- High density on Skyliner Road – Open!
- More high density near Mt. Washington Road and open areas.

Scenario Two

- A participant commented regarding the mixed use area north of Newport Ave that there would be solar access issues with too tall buildings equals cold shadowed street.
- A participant commented regarding the mixed use area north of Newport Ave need good light. Buildings that are too tall will shade sidewalks and neighborhood.
- Colorado/Simpson/Century: This area should be institutional instead of larger area to west to take pressure off neighborhoods and make better four students.

Scenario Three

- Like mixed use.
- 14th Street needs speed control to make it safer.
- Speed bumps on 14th Street. Slow traffic between Newport and Galveston.
- Pleasant appearing. Not hodge podge. Eclectic architecture disasters!
- More East-West bike boulevards.
- Like scenario three the best.
- Preserve right of way for delivery for businesses.

General

- Compact neighborhoods should not include three story townhomes – up to three stories is ok.

E. Bike and Pedestrian Connections

What do you like or would you change about the transportation (auto, bike, pedestrian, transit) ideas presented?

Like comments:

- Incorporate expansion of the UGB area beside Pacific Crest, middle school.
- Keep bike corridors off 14th St., Galveston and Newport.
- More bike/ped.
- Connects to existing/established route. Adding clear bike paths with safety features.
- Lots of bike and ped.
- Transportation Corridors for bike/ peds.
- New bike/ ped connections. Mixed use area. Institutional zone for college.

- [Scenario] #3. Way positive thinking and planning on this design for vehicle transportation. Looks good.
- Bike facilities, boulevards and protected bike routes. Easer ped/bike crossing of major streets.
- Zone mixed use corridors and bike/ped corridors.
- More parking.
- Fixed route buses. Tracks for ped/ bike and bike paths. Mixed use reduces need for cars, buses and multimodal. Give alternatives.
- Bike and ped connections. Safer.
- Bike/Ped connections – dedicated for those not using cars.
- Bike access across major roads.
- Improved bicycle and pedestrian connectivity, particularly improved parallel routes to the main corridors.
- Scenario 3 is the best. Enhanced bike and pedestrian improvements, road diets, traffic calming.
- Recognition of need for things other than cars.
- Personally, I walk and bike. However, I avoid these areas at peak traffic times. If you are trying to ride for exercise - and ride to Bachelor or up Skyliner, it is challenging to get there. The more routes are connected will be better for both the motorist and those using alternative forms of transit.
- The greenways - low stress neighborhood streets.
- Scenario 3 has more walk-bike crossings.

Change comments:

- No one –ways on Westside- it encourages speeding like Bond and Wall have to OMD.
- Less people biking or walking- Save it for the trails.
- More walk/biking. Biking that connects across the community in Bend not just the Westside
- Make passage under roadway. More bus system (spokes) to other areas beyond mountains.
- Maybe add over/under passes for cross streets. Traffic calming needs to be rethought.
- Do not like traffic calming, narrowing streets makes it hard to see oncoming traffic. Leads to more accidents.
- I would add better bike and Ped corridors on Chandler Ave.
- More bike/ped only routes.
- Would like to go even further- separate paths as cost allows.
- Do not like 14th St. bike pathway with stops at every intersection.
- As much as possible, separate bike/ped from traffic.
- Improve distribution network and times for bus transit, expand road widths for bikeways to safely share road, continue to improve sidewalk conditions and decrease crossing distances for major roadways.
- Extend new bike and ped path to Chandler. Don't stop at Simpson. Extend path to Harmon, Century Dr. Need more bus routes and lines.
- Galveston and Newport (the commercial section) should remain 3 lanes, with enhanced ped crossings at select locations. Narrowing both roadways to 2 lanes will exacerbate vehicle traffic issues, particularly in the high tourism months (May-Sept)
- Lower speed limit to 25 or lower on all streets, install protected bike lanes (physically separated from traffic) on all arterial streets. Much wider sidewalks and more pedestrian areas without cars. More covered bike parking. Easier pedestrian and bike crossings of arterial streets. Bus stops that do not create conflict with bike lanes!
- Move things like magnet schools and businesses that draw cars from long distance to other neighborhoods where they can be better accommodated.

- I have lived in Bend for nearly 40 years. Too often, our planning is 10 steps behind, reactive and non-existent. By adopting the most thorough and forward thinking plan, we position our community for the years ahead.
- None of the scenarios addressed the opportunity for expanded public transit.
- The segments of each busy street need to have their own character and identity - where there are Main Street designations versus abutting residential versus abutting more suburban retail. Changes can be made with lighting styles, crossing look/feel, treatment of left turn lanes, and treatment of on-street parking. EVEN SPEED. The main streets need to be posted 20 mph. The residential 25 mph. The suburban areas 30 mph.
- Scenario 1 and 2 need more walk-bike crossings.
- The more paths that can be developed with separation from roads, the better.
- Mt. Washington will need to be four lanes!

Written comments on Bike and Pedestrian Connections Scenario Map at Open House Event

Scenario One

- Pave the alleys.
- Participant wrote about the main street and pedestrian and bike enhancements on Newport in the scenario that it was not a balanced "center."
- In northwest section of scenario participant called for highly visible walks and signs.
- Aggregate for icy conditions – Don't use cinders use something that does not break down (lung issues).

Scenario Two

- Like bike paths on parallel streets.
- Bike paths from Shevlin to Northwest Crossing to Newport Market area (along Newport).
- Participant commented on suggested pedestrian and bike enhancements along Simpson and Colorado – Hook up paths better. Use paths as backbone of system. Add better crossings along the path. Create amenities on the paths welcoming users – lighting, benches, and trash cans.
- Regarding suggested bicycle and pedestrian enhancements on Galveston a participant marked "safe crossings of the bike build across the arterial at western most portion of the section as well as at Galveston and Harmon.
- Participant suggested Hook up paths better and suggesting bicycle and pedestrian enhancements continue to the west on Galveston/Skyliner Road.
- In order to make the bike boulevards successful you need to restrict auto traffic on/off the arterials
- Union Street closure – bikes only.
- On Galveston – Do not widen.

Scenario Three

- In institutional area in scenario a participant commented Limited parking awesome shuttles/bus Yes
- Extend new bike/pedestrian connections that begins on eastern section of scenario through mixed use area in bottom right section of mixed use area.
- Mixed use path from west to east across mixed use areas south of Simpson Ave. Another participant commented on this "Major bike/walk route!"
- Mixed use path from north to south across western mixed use area, institutional area and southern most mixed use area.
- Paths along both sides of the river from Galveston to southern edge of mixed use area at bottom of scenario (Make the connections to complete it from Century Center to OMD.)

- Bike boulevards on both sides of busier streets (e.g. 15th Street, 13th Street, or 12th Street)
- More bike boulevards!! Yeah!
- Commerce as boulevard bike just south of compact neighborhood sections of scenario
- Crossings can't stop traffic under or over.
- Continue new bike/pedestrian connections just south of Newport over the river with a footbridge.
- 15th Street closure (bikes only).
- 13th Street closure (bikes only).
- Where's the bus loops and routes? Simpson- 14th Street – Colorado – Galveston… (High density housing linkage.)

General

- More bike paths!

F. What do you value?

The project team along with the community advisory committee has developed four goals that will guide development and evaluation of scenarios. How important is each goal to you?

Answer Options	Very important	Somewhat important	Neutral	Unimportant	Very unimportant	Response Count
Support livable neighborhoods with access to nature, parks and open spaces and a small town feel.	16	8	4	2	1	31
Create and maintain well-planned, attractive neighborhoods.	20	10	0	0	1	31
Develop a safe, convenient multimodal transportation system (auto, bike, pedestrian, transit).	26	4	0	0	1	31
Identify a land use and transportation plan that is financially feasible.	20	11	3	1	1	36

Community Goals

Open House attendees were invited to share in writing on a flip chart other goals they had for the Central Westside Plan. Responses included (a "✓" indicates someone else shared the same goal):

Community Member Identified Goals

- Support and respect existing neighborhood/and livability of those neighborhoods. ✓
- Affordable neighborhoods.
- Improved bike lanes on 14th.
- Bike boulevards/greenways. ✓

- Create a forward looking plan that reduces the need for cars and provides access to parks, shopping and entertainment nearby. ✓
- Create bike lanes that don't "run out" – a major problem now all over town.
- Affordable housing for students of OSU, preferably near the campus. ✓
- Are pedestrian xings too close to the roundabouts?
- Socioeconomic/cultural diversity in neighborhoods.
- Car-free zones where people can gather to shop, eat, celebrate, and socialize (plazas).
- Support biking as transportation.
- Sep[arate] space for biking and walking – more than just bike lanes.
- Develop a transportation plan for the expansion of the UGB
- Promote infill and mixed use development.
- Remember the need to move goods to and from.
- I have concerns about the mixed use corridor – too much too soon.
- Tie (Guide) new development opportunities to local and regional amenities (Parks, Century, Deschutes River Woods and Galveston).
- Many current projects are not designed to efficiently move large volumes of bikes, peds, and vehicles. Make it easy to get between destinations.

G. Additional Comments and Ideas (Open House)

Please share any other ideas or comments that you would like the project team to consider during the development of the Central Westside Plan.

- Housing density should be allowed to increase to 40-50 units per acre.
- Healthy communities have diverse densities and mix of uses to reduce reliance on automobile to access services making living, shopping, education, employment an essential part in all areas of the city. Please take these ideas and implement beyond the Central Westside, as well.
- Need more bike and ped enhancement along Chandler and Simpson. Decrease car usage. Decrease parents handling children to school. Use the bus.
- Wherever you increase density you have to improve the bike/walk/transit alternatives- WAY beyond what is currently there.
- Planning must support OS4-C.
- I am completely in favor of the OSU campus. Living for students should be close by with mixed use and commercial. Housing is most important.
- We need more affordable housing. Increase the density and designate x% to affordable rentals, as Portland does.
- Not clear how to evaluate each option separately. #3 seemed too much and unrealistic to change established neighborhoods. Many areas are better suited for achieving high density or compact neighborhoods. But when we decide a path forward, how do we get development (developers) to fulfill the vision?
- Whatever comes out of this it is my hope that the Institutional designation remain. It will look good in 2065.
- I would like to see as many incentives to walk/bike use transit as possible and more discontinued use of car use. I think transportation part of Westside Bend's future can change faster than the neighborhoods can redevelop.
- The colors were a bit hard to distinguish from one another. (No I am not color blind.)

- In all honesty I don't care. I don't live on this side of town and could give a crap. I don't come to this area because it's too expensive, people are too snobby and the traffic sucks. Having OSU Cascades is going to clutter up traffic with pedestrians and bikes. I need to be able to get through this area or I will avoid it all together. Besides, OSU can't get good teachers.
- Goods and services must continue to be moved and accommodated to maintain a successful business that pays taxes and makes donations and contributes to beautiful Bend.
- We have to think long term and big picture. Build a community with access and proximity that reduces reliance on cars. Higher density and mixed use is the future for urban care. We will have 150K people in Bend in 40+ years. Let's align forward livability with those numbers. Concern about so much high density where we have apartments next to high end homes. Maybe certain areas or streets are high density. Not along Mirror Pond for example.
- Please mandate using native vegetation that does not require watering with all new development. More Ponderosas and Junipers, less non-native leafy trees, minimal areas of grass.
- We NEED to have more affordable housing and I don't see it addresses here in any direct way.
- I would assume there are grant $ available to achieve an integrated community with strong alternative transportation options.
- OSU-Cascades will be an asset to the Central Westside.
- Create the vision - seek keystone pieces for funding - and the rest can happen over time...but don't just expect it to happen all with redevelopment - there will need to be public jumpstarts and laying down of foundations...through codes, standards, detailed graphics, etc.
- Bend is no longer a small town. Can have "livable neighborhoods" with high density. We also have access to nature very close to the city, so I don't think we need huge nature parks/reserves within the city.

H. Evaluation of Open House and Online Virtual Workshop

i.) Open House Evaluation Responses

Answer Options	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree	Response Count
Open house was useful to me.	12	10	1	0	0	23
Open house made good use of my time.	11	9	2	1	0	23
I understand how my input will be used.	7	9	3	1	1	21

Evaluation of Open House Written Comments

Open House was useful comments:

- Ability to speak with experts and listen to other comments.
- Ability to speak and be heard.
- Maps.
- Marking up the plan.
- Graphics and staff.
- Talking to planners.
- Speaking to others.
- Ability to have input.

- Vision displays- Areas of focus.
- Have knowledgeable table hosts to explain differences.
- Opportunity to ask questions.
- Good process.
- Discussions with staff.
- Discussion table representative.
- Open plans and scenarios.
- Having staff and committee explain these scenarios.
- Being able to see the different proposals we have in front of us.

Suggested changes for Open House:

- Too complicated.
- Charts were confusing as to differences- not clear. Need to test then modify prior to open house. Need more labels.
- It was good.
- More clarity on how to follow what has been worked on.
- Better outreach for events.
- Better orientation to the visuals and displays. Tonight was confusing.
- Having the venue more spread out to better hear – couldn't hear the video at all.
- General presentation.
- The video was not useful- the crowd was too loud.
- This comment form is confusing.
- Directions were vague. Titles on maps don't match titles on pages.

i.) Online Virtual Workshop Evaluation Responses

–	Strongly agree –	Somewhat agree –	Neutral –	Somewhat disagree –	Strongly disagree –	Total –
Virtual workshop was useful to me.	3	3	1	0	2	9
Virtual workshop was efficient and made good use of my time.	3	3	1	0	2	9
I feel that my input will influence decision making and understand how my input will be used.	2	2	3	2	0	9

What was the most useful part of the virtual workshop?

- Very well designed, easy to navigate web page and explanatory pdfs.
- Chance to dialogue with staff and Community committee members.
- Seeing the maps with land use overlays.

What could we change to make future virtual workshops better?

- More detail about the proposed changes or improvements (e.g. how would parallel bike routes look). Providing more information about how input will be used (does it even make a difference)?
- More specifics for pedestrian/bicycle improvements
- Too much info and too little concise and clear way to give input. Felt like we were being sold a package somewhat through confusion.
- Impossible to read. Minimal explanation. Difficult to negotiate.
- It was a little complicated to figure out how to use it.
- Hard to understand what the transportation improvements would really entail.
- Difficult to distinguish between compact neighborhood and high density residential areas of maps.

How did you hear about the Open House or Virtual Workshop?

How	Response Count
Invited to attend	1
Committee Member	1
Co-worker	1
Neighborhood association	2
Friend	3
Media, internet through office.	1
OSU	3
Newspaper	1
Family member	1
Email list	2
Facebook	1
Neighbor	1

If you completed the online survey, did you attend the public open house on April 2, 2015?

Of the eight people who responded to this question on the online survey, four indicated they had attended the Open House.

CITY OF BEND

CENTRAL WESTSIDE PLAN

2015

Community Online Survey
Summary Report

September 1, 2015

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Contents

Introduction

The central westside of Bend is rapidly changing with new residential development, schools, and parks, and an expanded Oregon State University - Cascades campus under development. To prepare for these investments, the City of Bend is developing a transportation and land use strategy for this area. The City is working closely with community members to develop a shared vision for the future of the central westside of Bend neighborhoods, and explore different ways that land use and transportation decisions could shape these neighborhoods.

To help shape the plan the Bend City Council appointed a 23-person Community Advisory Committee (CAC). The CAC provides recommendations to City staff and the consultant team, acts as a liaison between project leaders and the community, and provides advice on public outreach. A Primary Stakeholder Group (PSG) also meets to ensure the project is coordinating with other area projects and initiatives. The goals of the project are to identify a preferred land use plan and set transportation investments that support creating vibrant and sustainable communities in coordination with community members.

Community Online Survey

The City of Bend and community members developed three scenarios for how central westside neighborhoods might develop. A community online survey was created to solicit input from community members on the best parts of each scenario. Each scenario in the online community survey presented various levels of change. The results of the survey and other community input will be used to develop a land use plan that will match the vision of the community. Once a preferred land use scenario is established, the project will then focus with the community on development of a transportation plan for the area.

This report is designed to provide a summary of community comments and participation in the online survey. The report focuses on the following:

- Community outreach and participation levels
- Identification of the preferred scenario by survey participants
- General themes identified
- Attributes identified in each scenario
- Themes and recommendations specific to project area neighborhoods
- Evaluation of the project and survey

Outreach

The online survey was advertised throughout the community through social media, organization and traditional media press releases, email lists, community fliers, letters to all businesses in the study area, and an interested parties list. The project received extensive media coverage during the survey period, including an article in the Bend Bulletin and a news story on KTVZ. To further encourage participation, the participants were invited to enter a raffle. To ensure that the City reached traditionally underrepresented communities, the project team included representatives of organizations that serve minority and low-income residents on the interested parties list, and coordinated with Cascades East Transit to hang posters at transit stops and on buses in Bend.

Participants were invited to participate in the survey online at their convenience. In addition, information kiosks with active iPad tablets were located at various public locations throughout Bend where community members could participate in the survey. Kiosk locations included the Deschutes Public Library in downtown Bend and the Central Oregon Community College Library on the westside of Bend, as well as Starbucks coffee shops in downtown Bend and on the central westside of Bend. City staff also hosted a table at CityQuest.

It is expected that the results of the Central Westside Plan will require changes to the City's General Plan and zoning map, and land use code. Changes to the General Plan, zoning and land use codes will require extensive public notice and involvement.

Participation

The online survey site received over 2,592 visits and 1,325 participants provided comments about the draft scenarios and the future of the central westside neighborhoods of Bend. Survey results were collected from June 30 to August 10, 2015. Information on participants that opted to provide demographic information can be found below:

Participation by age (of participants who provided this information):

Age (in years)	Number of Participants
18-29	49
30-49	378
49-65	283
65-80	140
> 80	1

Participation by Bend Neighborhood (of participants who provided this information):

Bend Neighborhood	Number of Participants
Awbrey Butte	79
Boyd Acres	23
Century West	114
Larkspur	20
Mountain West	17
Old Bend	62
Old Farm District	35
Orchard District	25
River West	211
Southeast Bend	30
Southern Crossing	23
Southwest Bend	83
Summit West	86

Participation by preferred mode of commuting transportation (of participants who provided this information):

Transportation*	Number of Participants
Bike	150
Carpool	24
Don't commute	234
Drive alone	365
Take Transit	8
Walk	51

*Some participants commented that they commuted using multiple transportation means, but noted the survey allowed for only one selection.

Survey results

Scenario Descriptions

Scenario One was designed to represent the least amount of change and proposed land use changes focused almost exclusively on the southern portion of the study area. The northern neighborhoods experienced little change in this scenario. Scenario Two represented more change than Scenario One, with intense development in the south, some mixed-use redevelopment along Newport and Galveston Avenues, and higher intensity residential development along 14th Street proposed. In addition, the northern neighborhoods would experience relatively less change, with just scattered infill development, than areas located to the south in this scenario. Scenario Three represented the most intensive development in the southern part of the study area and the commercial main streets of Newport and Galveston Avenues. The northern neighborhoods would experience modest residential infill development, while mixed-use redevelopment along 14th Street was envisioned.

Community Rankings - Scenarios

Participants in the online survey were asked to rate each scenario on a scale of one to five, with a score of five stars indicating the highest satisfaction for a scenario. Participants rated Scenario One at the top of the rankings, Scenario Two received the next highest ranking, and Scenario Three received the lowest ranking.

Scenario	Participant Average Ranking
Scenario One	3.14
Scenario Two	3.03
Scenario Three	2.50

Community Rankings – Priorities

Community members identified important priorities for the neighborhoods of the central westside of Bend. Participants were asked to rank their top five of seven identified priorities provided. (The lower score indicates a higher ranking in this exercise.) Walking received the highest ranking of the identified priorities, followed by New Housing Matches Needs and New Infrastructure Costs. A full list of the rankings is provided below:

Overall Rank	Average Position	Times Ranked	Priority
1	2.40	1049	Walkability
2	2.63	878	New Housing Matches Needs
3	2.89	836	New Infrastructure Costs
4	3.10	814	Park Access
5	3.11	975	Access to Services
6	3.46	582	Transit Ridership
7	3.60	542	Transportation Costs

Survey Scenario Results

Community Identified Themes

Participants were asked to share their comments throughout the survey. While opinions varied on many of the indicators and options presented in the three draft scenarios, a number of themes were identified by participants regarding plans for land use and growth on the central westside of Bend.

Growth

Some participants said they were concerned by what they perceived to be the rapid pace of growth on the central westside of Bend and the city as a whole. Citing concerns for the future livability of Bend, some participants expressed concern that City officials would react too quickly to accommodate growth, instead of taking the time to plan adequately, with one participant placing himself or herself in what they named the “fear growth category.” Others felt an option to stop or slow growth was missing from the options in the survey. Some participants suggested the City start slow by considering setting zoning

for a 20- or 30-year period and then allow for automatic upzoning, or a change in zoning classification from less intensive to more intensive, if growth met predetermined indices.

Density

Participants varied on their support and reactions to the levels of density proposed in the three draft scenarios. Some participants expressed concern about any increases in density on the Central Westside. Some said they felt anxious about losing a small-town setting to a more urbanized environment. Others expressed unease over population growth, traffic congestion, decreased space between homes and other structures, a lack of trees and natural planting areas and sufficient space for wildlife, and the construction of taller structures in place of existing homes and commercial buildings. Some participants said they felt increased commercial retail and businesses in dense, mixed-use areas would result in more visitors to project area neighborhoods and would impact parking and mobility for some residents.

Other participants were more supportive of increased density in the project area. Participants said they felt increased density would reduce vehicle traffic and create a more vibrant community. Some participants indicated they felt increased density was preferable to "sprawl," or the building of low-density neighborhoods away from the city center. These participants said they felt density was critical to maintaining what they appreciated about Bend, including easy access to the outdoors from their neighborhoods and the retention of natural areas that currently exist at the boundary of the city.

Affordable Housing

Some participants commented on what they perceived to be the need for increased affordable or workforce housing. Participants expressed concern that density in the project area could result in residences being built other than single-family homes, which was perceived to be a positive, but worried that townhomes or multi-family structures might still not be affordable to many residents. Others expressed concern about multi-family residences being developed in existing single-family neighborhoods.

Neighborhood Character

Some participants expressed a desire to preserve historic architecture and the design of older neighborhoods in Bend. These participants were often opposed to the development of multi-story buildings in the project area. Some participants said they felt higher density, if done well, could maintain the character of the Central Westside and accommodate growth.

Height of Buildings

Participants commented on possible height increases to buildings, as illustrated in the graphic displays for each scenario in the survey. Participants varied on the appropriate height for buildings, with some participants recommending buildings be limited to two or three stories, while other were comfortable with buildings of up to five stories.

Some participants said that they felt buildings taller than three of four stories would create an urban environment in the project area where community members wanted a more small-town or historic feel in the neighborhoods. Others expressed concern that taller buildings would create "canyons" that would

block sunlight or mountain views on streets and near homes. Others expressed concern that surface streets would not be able to handle the increased use that taller buildings would bring.

Others supported increasing the height limit for buildings with specific caveats. Some participants commented that taller buildings would fit well in southern sections of the project area, including the industrial area where there is less residential development. Others felt taller buildings would be appropriate near the new university campus and could provide needed affordable student housing. Some participants supported increased building heights, especially along commercial corridors to accommodate growth in the project area. Others suggested taller structures include additional requirements such as setbacks of the third or fourth stories of buildings to decrease the vertical nature of the building, while others supported substantial setbacks at the street level for taller buildings.

Parks, Natural Spaces, and Plazas

Some participants said they wanted to ensure parks and natural spaces were built or maintained. Concern for climate change was cited as a reason by some for preserving natural spaces, in effect minimizing the use of asphalt or concrete in an area. Others expressed support for pedestrian plazas that included commercial offerings such as restaurants and retail. A desire to maintain and expand city trails was also noted by some participants as important.

Traffic Levels

Some participants commented that current traffic levels on Central Westside streets were higher than acceptable and expressed concern that increased density or growth could impact traffic congestion even further. Expensive road investment would be needed to accommodate any increases in density in the area, some felt. While other participants said increased density would lead to less traffic congestion as more people, they said, would be able to walk or bicycle to services that were closer to their residences. Concerns over east-west traffic corridors, such as Portland, Newport and Galveston Avenues, were noted with some participants unhappy with current traffic levels and drivers that did not obey speed limits.

Multimodal Transportation Support - Walkability

Many participants expressed strong support for better multimodal infrastructure, with walkability identified as the top ranked priority in the survey. Suggestions included the completion of sidewalks in areas without continuous sidewalks, especially along commercial streets such as Newport Avenue, Galveston Avenue, and 14th Street, construction of sidewalks on neighborhood streets that lacked sidewalks, the elimination of some left turn options from commercial streets, the construction of raised medians on commercial streets, and increased and better marked pedestrian crossings.

Multimodal Transportation Support - Bicycle Transportation Infrastructure

Participants supported the development of safer bicycle lanes, including suggestions for wider bicycle lanes, bicycle lanes separated from automobile traffic, and bicycle boulevards on neighborhood streets that discouraged cut-through vehicle traffic and gave priority to bicyclists. Participants commented that they chose not to travel by bicycle in some areas, particularly from the west to the east side of Bend, or felt unsafe while commuting by bicycle because of a lack of bicycle transportation infrastructure. Some participants suggested providing community education efforts to inform all road users on safety and the

rights of pedestrian and bicyclists on the road. Some participants suggested any new developments in the project area include requirements to construct pedestrian and bicycle paths to offset motorized vehicle traffic in the area.

Some participants expressed a concern that additional development of bicycle and pedestrian infrastructure would come at the expense of motorized vehicle infrastructure. These participants said they felt it was unrealistic to expect many people to forgo their automobiles to commute or that community members would be unlikely to bicycle or walk in winter weather conditions.

Multimodal Transportation Support - Transit

Participants expressed a desire for a more robust transit system to address perceived or potential future traffic congestion. Participants recommended adoption of more frequent bus schedules and the ability to use buses throughout a day on one ride ticket. Others suggested they felt transit was not well supported currently and that as a result new land use development should not be allowed to proceed at this time.

Parking

Many participants commented on their desire for increased parking requirements for commercial businesses. Some participants included their desire for parking requirements and enforcement for short-term rental homes in neighborhoods as well.

Road Maintenance

Participants noted they felt current street surface conditions were poor in much of the project area. Participants expressed concern that the City might not be able to maintain roads, especially if there were increased use as a result of new density levels in the project area.

Oregon State University Campus

Participant comments regarding the new Oregon State University - Cascades campus varied. Some participants noted their support for the location and expressed a desire to plan for the future needs of the area. Other expressed their opposition to the location, but also commented that the City should plan to mitigate its impacts. Still other participants expressed opposition to the campus location and any increases in density in the area.

Zoning and Enforcement

Suggestions regarding zoning changes and enforcement were mentioned by participants. Some participants suggested the City adopt density restrictions for establishments with liquor licenses in an area. Participants also commented on their desire for parking districts for neighborhoods adjacent to commercial zones. A desire for proactive enforcement by the City of current regulations was mentioned by some participants.

Community Feedback on Scenarios

Scenario One

As mentioned, Scenario One was ranked higher than Scenarios Two and Three by participants. The survey indicated that Scenario One represented the least amount of change with the changes focused

on the southern part of the study area. The area along Century Drive would be developed as a continuation of single-story retail or two-story mixed-use buildings. A mix of two-, three- and a few four-story buildings that included retail, office and residential uses were envisioned along Simpson Avenue and Colorado Avenue. Housing in this area could include garden apartments, cottage homes, duplexes and triplexes. The large county-owned parcels south of Simpson Avenue and west of Century Drive could become a new single-family neighborhood, similar to the area immediately to the north. New three- to four-story buildings could be located along Newport Avenue. New two- or three-story buildings could be located along Galveston Avenue. The neighborhoods along 14th Street would not change.

Participants noted the following perceived positive attributes of Scenario One:

Density

- This option offered the least amount of change and density.
- Changes were limited primarily to the southern portion of the study area.
- The scenario would maintain current conditions of neighborhoods commercial centers on 14th Street and Newport Avenue.

Development Mix

- The scenario would provide affordable retail space.
- New commercial space and businesses would be allowed along Century Drive.
- New residential options could include affordable housing.
- The scenario provided new and additional residential areas near the university and other development to mitigate any impacts from the new university location.
- The scenario presented mostly two- and three-story buildings.

Costs

- The related infrastructure costs were lower than the other scenarios.

Participants were less supportive of the following perceived attributes of Scenario One:

Increased Density

- Some participants indicated a preference for no increased density or growth in the project area.
- Some participants felt multi-residential buildings would contribute to increased traffic congestion.
- This scenario dedicated too much land to neighborhood centers.
- The scenario did not address the density of establishments with liquor licenses allowed in a commercial convenience zone.
- This scenario did not provide sufficient parking areas to accommodate density increases.

Insufficient Density

- The scenario did not provide sufficient density to accommodate for future residential and commercial needs.
- Scenario did not address the need for increased density and mixed-use areas in the northern neighborhoods.
- A lack of park space in the plans, as well as a loss of parks near the Old Mill District were noted.

- Participants said the scenario lacked sufficient affordable housing or the appropriate housing mix needed to support growth.
- Scenario did not provide a sufficient density of housing and services in the university area.
- There was insufficient development of mixed-use corridors provided.

Other Concerns

- Impacts to river habitat in the southern sections of the project area were noted.
- Insufficient multimodal support was observed, with concerns about pedestrians and bicyclist safety, and a desire for some streets to become closed to motorized vehicles also noted.
- Participants commented on a lack of pedestrian plazas provided as gathering locations that would be located away from motorized traffic.

Scenario Two

Scenario Two received the second highest ranking of the three proposed draft scenarios. Scenario Two, like Scenario One, focused the most intense change on the southern part of the study area. Much of this area could be developed with three- and four-story retail, apartment and office buildings. The large county-owned parcels south of Simpson Avenue and west of Century Drive could become a new single-family neighborhood, with a higher intensity residential area to the east. Except for the single-family neighborhood, housing could include three-story apartments, garden apartments, triplexes and townhomes.

In the northern part of the study area, new three-, four- or five-story buildings with ground floor shops could be located along Newport Avenue and several new two- or three-story buildings could be developed along Galveston Avenue. Some modest residential infill development or redevelopment of some lots could occur in the northern neighborhoods.

Participants noted the following perceived positive attributes of Scenario Two:

Density

- The scenario provided for an increase in mixed-use or high density neighborhood centers, while retaining existing adjacent neighborhoods.
- The scenario focused the majority of the increased density and taller buildings in the southern sections of the project area, including the industrial and university areas with limited changes to older neighborhoods around Galveston and Newport.
- This option introduced increased housing and density on 14th Street, which could accommodate students at the new university campus.

Development Mix

- The scenario provided the most livable mix of residential space with needed services.
- This option allowed for mixed-use areas focused on residential as well as commercial needs and could introduce some low impact housing options, including accessory dwelling units (ADUs), townhomes, and attached wall dwellings.
- This option allowed for increased heights of buildings, but limited structures to three-stories in most areas, in effect reducing the overall footprint of the westside.

- Participants appreciated the concept of retail on the ground level and residences on the upper stories of multi-story buildings on commercial corridors.
- The scenario provided residential areas near the core of the city.

Costs

- Participants commented that this scenario provided the best cost benefit, including housing matches and transportation costs, compared to the other two proposed draft scenarios.

Participants were less supportive of the following perceived attributes of Scenario Two:

Increased Density

- Some participants indicated a preference for no increased density or growth in the project area.
- While supportive of some density, some participants said they felt this scenario proposed too high a level of density in many areas of the Central Westside.
- Some participants said they felt multi-residential buildings and mixed-use commercial areas would contribute to increased traffic congestion, parking challenges, and noise.
- Some participants felt building heights of three to five stories were too high and took away from neighborhood aesthetics.
- This scenario allowed for too much development along Columbia Avenue.
- Too much emphasis on commercial development over residential development was proposed in this scenario.
- Participants felt area streets could not support increased vehicle use that would result from the development of multi-story structures.
- Scenario provided too high a level of residential density near the university campus and such development would result in additional traffic congestion.

Insufficient Density

- The scenario did not provide sufficient high density housing and commercial areas proposed for the university area, as well as along 14th Street, to accommodate university students and limit vehicle miles traveled to the university.
- Scenario did not provide sufficient retail development on Galveston Avenue.

Other Concerns

- Scenario did not provide sufficient multimodal support, with concerns noted about safety for pedestrians and cyclists, and a desire for some streets to become closed to motorized vehicles.
- Scenario lacked sufficient park space.

Scenario Three

Scenario Three received the lowest ranking from participants. Scenario Three would develop a mixed-use district in the southern portion of the study area. This area could include three-, four- and five-story mixed-use buildings with shops, apartments and offices, with more offices than in Scenario Two. The large county-owned parcels south of Simpson Avenue and west of Century Drive could become a new single-family neighborhood with a higher intensity residential area to the east and adjacent to the

university. Except for the single-family neighborhood, housing could include three-story apartments, garden apartments, triplexes and townhomes.

In the northern part of the study area, new three-, four- or five-story buildings with ground floor shops could be located along Newport and Galveston Avenues. Some modest residential infill development or redevelopment of some lots could occur in the northern neighborhoods.

Participants noted the following perceived positive attributes of Scenario Three:

Density

- The scenario presented a higher level of density development than the other scenarios.
- The scenario would accommodate the new location and potential growth of the university campus and provide needed density in the university area.

Development Mix

- This option provided needed housing in the area with easy access for residents to services.

Other Attributes

- The scenario provided accommodations in the near term, rather than delayed changes to land use for future growth.
- This option could support increased transit ridership as a result of density measures.

Participants were less supportive of the following perceived attributes of Scenario Three:

Increased Density

- Some participants did not support any increase in density on the central westside of Bend.
- While supportive of some density increases, this scenario proposed too high a level of density in many project areas.
- This scenario would create a fundamental change to the neighborhood character of the west side of Bend.
- This level of density would contribute to traffic congestion, parking challenges, and increased noise.
- Building heights of three to five stories presented in this option were too high and took away from neighborhood aesthetics.
- Increased density efforts should be focused on the northern section, rather than the current emphasis in this scenario on the southern section of the project area.

Insufficient Density

- The industrial area required more density than represented to accommodate student housing.
- The proposal lacked sufficient mixed-use neighborhood zoning.

Other Concerns

- The amount of proposed change would result in unacceptably high infrastructure improvement and development costs.
- This scenario represented too much emphasis on commercial rather than residential development.

- The proposal degraded the walkability of the project area.
- Scenario did not provide sufficient multimodal support, with concerns noted about safety for pedestrians and cyclists, and a desire for some streets to become closed to motorized vehicles.
- This option lacked sufficient park space.

Neighborhood or Area Specific Comments

Participants provide comments specific to area neighborhoods on the Central Westside. The following neighborhood areas were identified for the purposes of this survey report:

- **University Area**
- **Industrial Area**
- **14th Street Corridor**
- **Galveston Avenue Corridor**
- **Newport Avenue Corridor**
- **Northern Neighborhoods**

University Area

Some participants said they were pleased the City was taking steps to mitigate the impacts of the new campus in each scenario. Other participants expressed frustration that all three draft scenarios in the survey included the new university campus in the project area, noting their opposition to the location.

Some participants commented that they were not pleased that the greatest amount of change, including increased density was focused on the southern areas of the project boundary in every scenario. While other participants said they appreciated that the project appeared to focus the greatest amount of change on the southern areas, providing needed density, but outside of the central and northern neighborhoods of the project area.

Density and Building Heights

With participants varied in their approach to density and building height, many participants were supportive or resigned to increased density and building heights to accommodate university student needs in this area and minimize impacts to other surrounding neighborhoods. Others felt current roads and infrastructure would need improvement to support increased density in the area.

Some participants said the proposal for a higher intensity residential area to the east of Century Drive and adjacent to the university was not sufficient. They suggested the new single-family neighborhoods south of Simpson Avenue and west of Century Drive, proposed in all of the draft scenarios, should be changed to a more robust housing mix and include multi-family and high density residential buildings to accommodate students and other community members.

Motorized Traffic
Participants expressed concern that current roadways would not be sufficient to handle the increased motorized traffic that would result in the area from the new university campus. Others expressed concern about increased density along Century Drive at the campus, noting that community members and visitors accessed Century Drive to get away from the city.

Multimodal Support
Participants recommended increased transit stops and enhanced schedules to accommodate growth in this area and student needs. Participants noted storm water grates in bicycle lanes as dangerous for bicyclists. Motorized congestion in the area was mentioned as potentially dangerous for pedestrians and bicyclists.

Industrial Area

Density and Building Heights
As in the university area, some participants were amenable to increased density and building heights in the industrial area. Noting existing neighborhood character, many participants felt needed density could be accommodated in this area and could potentially allow the development of necessary university housing and services. Some felt the area would be well served by the development of additional residential areas, with some participants displeased with the lack of neighborhood feel in much of the area. Some participants felt too much development was proposed along Columbia Avenue which runs from the Galveston Corridor into the Industrial Area. Some participants commented on a desire for increased multi-family and high density residential housing south of Simpson and West of Century Drive, in lieu of the single-family housing area proposed in all three scenarios.

Motorized Traffic
Some participants expressed concern that current streets and other infrastructure could not support increased density without substantial infrastructure investments. Perceived congestion throughout this area was noted by participants, with perceived heavy congestion areas identified at intersections and roundabouts at Bond Avenue, Columbia Avenue, Simpson Avenue, Colorado Street, and Reed Market. Large freight trucks access the many businesses in the area and some participants said they felt it was difficult for freight to travel along Colorado Avenue and that trucks faced challenges accessing the area from Highway 97.

Multimodal Support
Participants recommended increased transit stops and enhanced schedules to accommodate growth in this area, particularly along Colorado Avenue. Participants noted areas in need of improved safety for pedestrians and bicyclists, including a suggestion for pedestrian and bicycle paths separated from the roadway that would connect Chandler Avenue and Simpson Avenue. Larger and continuous bicycle lanes were recommended for Colorado Avenue as well. Participants recommended education be provided for travelers to understand how bicyclists access and move through roundabouts in this area.

14th Street Corridor

As in other neighborhoods, participant views varied on acceptable levels of density and building height. Participants did note that 14th Street might be an ideal area for increased density and building heights because of the current character and makeup of the street.

Building Height

As in the other neighborhoods, participants were mixed on their support for taller buildings in the corridor. Some participants expressed concern that taller buildings on 14th Street would block mountain views. Others felt taller buildings, including five-story mixed-use residential and commercial buildings, would fit well with the character of the corridor.

Density

Participants were mixed in their support for increased density in the corridor. Some participants suggested increased density would be needed in this area to accommodate needed housing and services for students at Oregon State University- Cascades. Some participants expressed concern that road investment costs would be high due to proposed increased development along 14th Street and Century Drive.

Motorized Traffic

Participants said they felt 14th Street experienced heavy traffic loads with some commenting on the difficulty they experienced turning left out of streets or businesses onto 14th Street. Others noted the delays at the roundabout at Galveston Avenue. Some participants felt drivers were using residential streets more frequently to avoid congestion on 14th Street, creating unsafe conditions for residents on residential streets lacking sidewalks. Some participants recommended the City widen 14th Street as well as Simpson and Galveston Avenues, and others that connected to 14th Street to alleviate perceived congestion.

Multimodal Support

Participants said they felt increased motorized vehicle traffic in the corridor negatively impacted the safety of pedestrians and bicyclists in the area. Some commented that the lack of marked and safe pedestrian crossings made the corridor unfriendly to pedestrians. Completion of sidewalks along the length of 14th Street and wider sidewalks were both recommended by participants. Some participants recommended planted medians should be placed on 14th Street and that parking be restricted to lots behind buildings. In addition, participants recommended the removal of sunken storm grates in bicycle lanes, improved bicycle lane markings, and the construction of protected bicycle lanes from motorized traffic. Improvements in bicycle infrastructure and efforts to slow traffic on 15th Street were also recommended.

Galveston Avenue Corridor

Building Height

Participants were mixed on the appropriate height level for buildings in the Galveston Corridor. Participants who favored building heights of three stories or less shared a desire to maintain a residential and small-town feel in the corridor. Others supported building heights of four or five stories, based on their support for Scenario Three.

Density
Some participants expressed support for increased density in the neighborhood, with some participants recommending that changes be focused on residential development over commercial development. Others commented that "commercial convenience" zoned areas needed to be more tightly regulated with possible density limits on liquor license establishments recommended.

Motorized Traffic
Participants commented on perceived congestion on Galveston Avenue at the roundabout at 14th Street. Some participants suggested the City consider widening Galveston to reduce perceived congestion.

Multimodal Support
Participants expressed concern for pedestrian and bicyclist safety on Galveston Avenue, Riverside Boulevard, and Tumalo Avenue. Participants recommended construction of continuous sidewalks on commercial and heavily used streets, safer and more frequent street crossings, and improved bicycle lanes.

Newport Avenue Corridor

Building Height
Many of the comments that pertained to the Newport Corridor focused on potential height increases to structures along Newport Avenue, with support mixed for various building heights. Some participants said they were opposed to five-story buildings along the street, with many stating that they felt two or three stories should be set as the maximum height for structures here. Participants suggested the use of "Main Streets" over "Mixed-use" for the height restrictions of one or two stories the former designation offered. Participants supportive of "Main Street" development cited integration with existing neighborhood conditions with new and established retail and commercial space as preferred.

Other participants said they felt buildings taller than two stories could possibly be accommodated here if the upper floors of buildings were designed to be set back from the bottom two floors, allowing for a less vertical visual experience for residences across from or next to taller buildings. Some participants indicated acceptance for taller structures on the corridor based on their support for Scenarios Two and Three.

Density
Some participants expressed concern that increased density would not fit with the current neighborhood. Others supported increased density in the residential streets and on Newport Avenue. Participants said they preferred more emphasis on residential development over commercial, contending such development could lead to more affordable housing. Some participants suggested retail and dining establishments mixed with high-end condominiums would be appropriate for Newport Avenue.

Motorized Traffic
Some participants expressed apprehension about increased density potentially leading to additional traffic congestion on a street that many felt was already too crowded with motorized vehicles and

served as a major east-west corridor. Participants were also concerned that Newport Avenue experienced traffic congestion at peak use hours. Some participants noted that delivery and freight trucks on Newport Avenue contributed to road wear and tear and created unsafe conditions when truck drivers sped or were inattentive. Others commented that they experienced delays when entering the roundabout on Newport Avenue at 14th Street.

Multimodal Support

Participants expressed concern for pedestrian and bicyclist safety on Newport Avenue. Completion of sidewalks along the length of the street and wider sidewalks were both recommendations from participants. Some participants suggested planted medians and additional marked crosswalks be placed on Newport Avenue, with parking restricted to lots behind buildings to increase pedestrian safety. In addition, participants noted sunken storm grates in bicycle lanes and heavy motorized traffic as safety hazards on Newport Avenue for bicyclists, with some participants recommending separated bicycle lanes from motorized traffic.

Northern Neighborhoods

Density and Building Height

Some participants were supportive of less change in the northern neighborhoods as proposed in Scenarios One and Two. Concerns that multi-story residential buildings could overwhelm the neighborhoods were frequently noted. Others expressed concern that an increased focus on commercial density, as proposed in Scenarios Two and Three would take away from the neighborhood feel here. Others said they felt any density changes should be paired with sufficient parking requirements.

However, some participants supported the level of change and increased density proposed in Scenario Three, including the addition of high density neighborhoods, mixed-use centers, and mixed-use neighborhoods in this area.

Motorized Traffic and Multimodal Safety

Some participants said they felt the intersection of Portland Avenue and 9th Street was congested and unsafe for pedestrians and bicyclists. Participants said the lack of continuous bicycle lanes on east-west corridors, such as Portland Avenue, created unsafe conditions for bicyclists traveling in either direction between the eastside and westside of Bend.

Evaluation of Project

In comments collected throughout the online survey, some participants provided general feedback on the Central Westside Plan project.

Preference for No Change

Some participants commented that the option to maintain the status quo or not propose any changes to the project area would have been preferred. While the survey did not present a “no change alternative,” these comments were noted. Comments from participants who preferred no change to the project area included a desire for more open space and less population in the city, as well as a reduction in traffic and parking and a moratorium on development in the project area.

Pace and Cost of Growth

A concern about a bias toward rapid growth in the project was identified by some participants. Some participants took issue with the survey tool that appeared to indicate that in each scenario "new infrastructure costs" would improve. While some participants commented that they felt negative livability factors such as congestion, decreased safety, crime, and parking were not adequately addressed in the survey, with the survey designed to present an optimistic outcome in each scenario.

University Campus Location

Some participants commented that they felt the location of the new Oregon State University – Cascades campus would have negative impacts for the community in the project area. Participants commented that an option to look at other uses for the land on and around the new university location was not provided in any of the scenarios. While some participants expressed their opposition toward the location of the new campus, many of these participants contended that student and other affordable housing would need to be developed on or near the university location.

Geographic Project Area

Focus on Eastside or Southside of Bend Needed

Some participants commented that they felt the same attention to planning for growth and livability should be provided to neighborhoods in the eastern and southern neighborhoods of Bend, as was being provided to the westside neighborhoods in this project.

Others who were less supportive of increased density or mixed-use development on the westside of Bend commented that the type of development proposed in the scenarios should be placed outside of the westside, an area they felt had already reached a maximum density.

Larger Project Boundary

Others contended that the project boundary of Portland Avenue to the north and Lemhi Drive to the west was too small and that new and existing developments beyond the project boundary had significant impacts on the study area.

Other Concerns

Participants identified other concerns including a desire for a safer environment at Overturf Park in the project area and a desire for more opportunities for public input at CAC meetings.

Evaluation of Survey

Community Engagement and the Survey Tool

Many participants expressed satisfaction for the survey. Participants commented that they were appreciative that the City sought community feedback and applauded the project team for their engagement with the community. Some participants commented that they felt the survey could have been more broadly advertised, noting that they had learned about the survey on social media or the news media.

Technology and Design

Some participants commented that they found the survey tool graphically engaging and fun to use. Others said that they enjoyed learning more about the Central Westside Plan through their participation in the online survey.

Some participants commented that they found the survey tool difficult to use with some participants finding they were not able to locate items such as the “expanded legend” page or other information easily. Others felt the information and questions were not suited to a ten-minute survey, but required more in depth discussion and learning. Some participants commented that they found the electronic tool challenging to use or the survey did not work well on their tablet or smart phone. Some participants noted that their neighborhood in Bend was not listed or they did not know in which neighborhood association they lived.

Survey Satisfaction

Participants were asked how useful the online tool was in their experience. The tabulated responses of those who responded to this question are identified in the pie chart below:

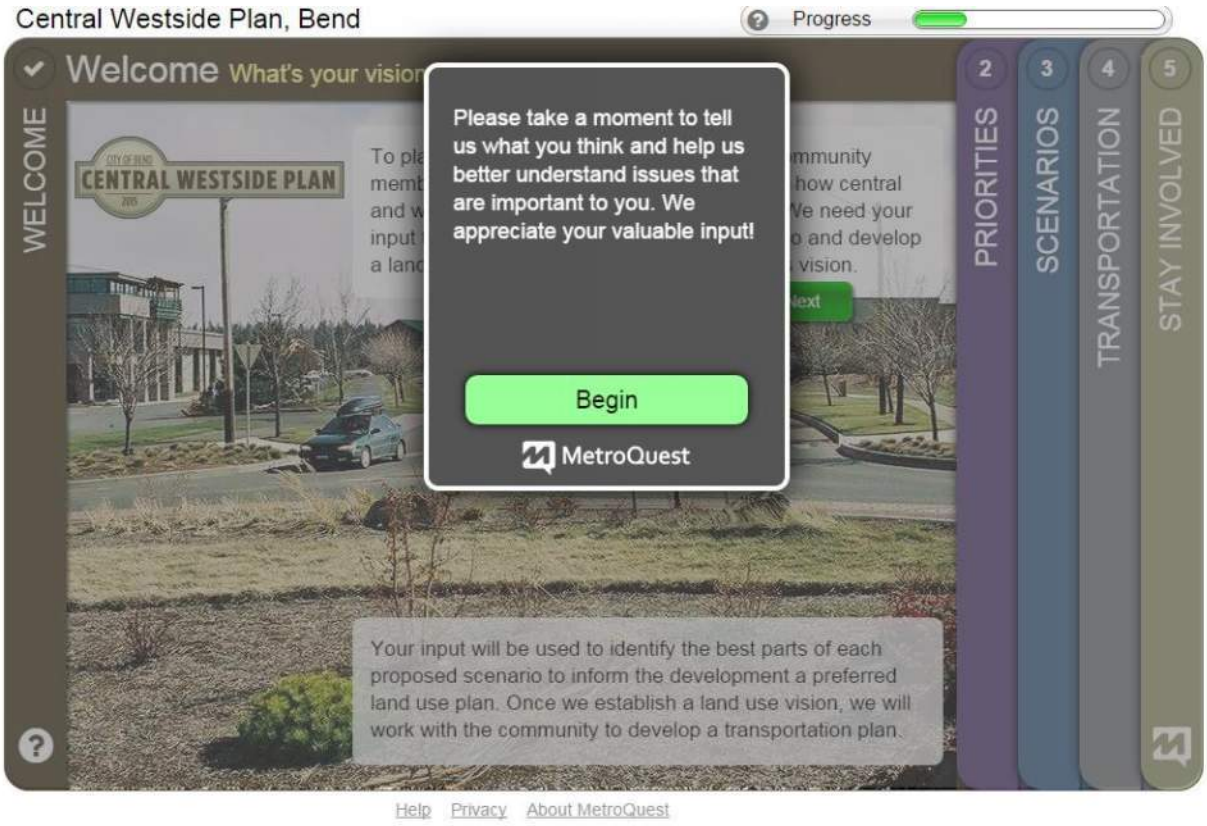
Attachment A - Central Westside Plan Community Advisory Committee

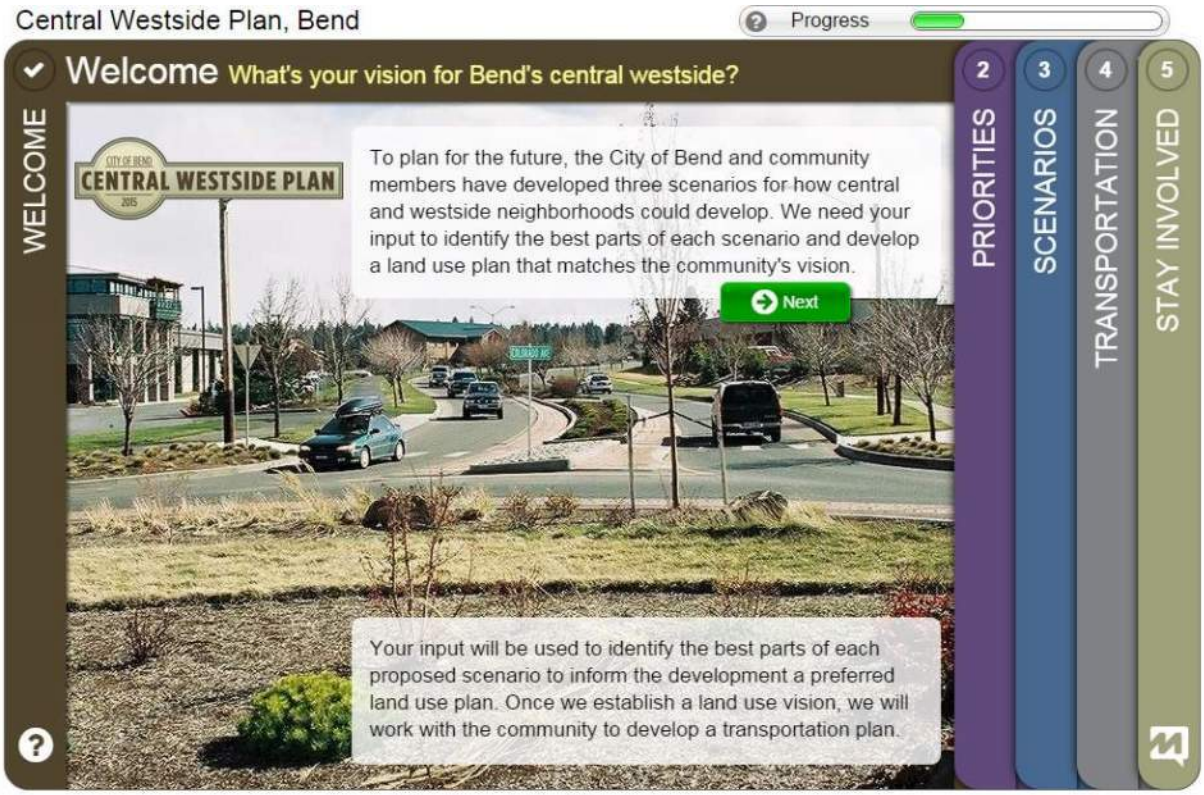
CAC Member	Neighborhood Association	Occupation
Jeanne Berry	Century West	Retired
Brooke Bilyeu	River West	Retail Supervisor, Patagonia
Perry Brooks	Summit West	Planner/ Landscape Designer
Garrett Chrostek		Attorney
Casey Davis	Orchard District	Graphic Designer
David Gurule	Mountain View	Manager, Ida's Cupcakes
Mollie Hogan	River West	Realtor, Duke Warner
Sarah Kelly	Century West Board Member	Natural Resource Coordinator, DSL
John Kelly	Old Bend	Property Management, Real Estate Investment
Kimberly Kinney	Summit West	Business Owner, Rugged Thread
Broc Stenman	Awbrey Butte	Retired
Sean Lipscomb	Northwest Crossing	eCommerce Consultant
David McGee	Awbrey Butte	Retired
Kimberly McNamer	River West	Exec. Director, Deschutes Children's Foundation
Michael McLandress	Old Bend	Construction Management Services: Brightwater Collaborative LLC
Adam Mitchell	Old Bend	Investor
Moey Newbold	River West	Outreach Coordinator, LandWatch
Heather Ornelas	Southern Crossing	Investor
Richard Ross	Old Bend	Urban and Regional Planner
Kirk Schueler	River West	Real Estate Development
Madeleine Simmons	River West	Nurse Practitioner
Glenn Van Cise	River West	Finance Director, Abilitree
Tammy Wisco		Planner/Engineer, Allen Engineering
Doug Knight		Bend City Council
Bill Wagner		Bend Planning Commission
Laura Fritz		Bend Planning Commission
Karon Johnson		Bend Planning Commission
Nick Arnis		Growth Management Department Manager
Karen Swirsky		Senior Planner
Wendy Robinson		Senior Planner
Anne Aurand		Community Relations Manager

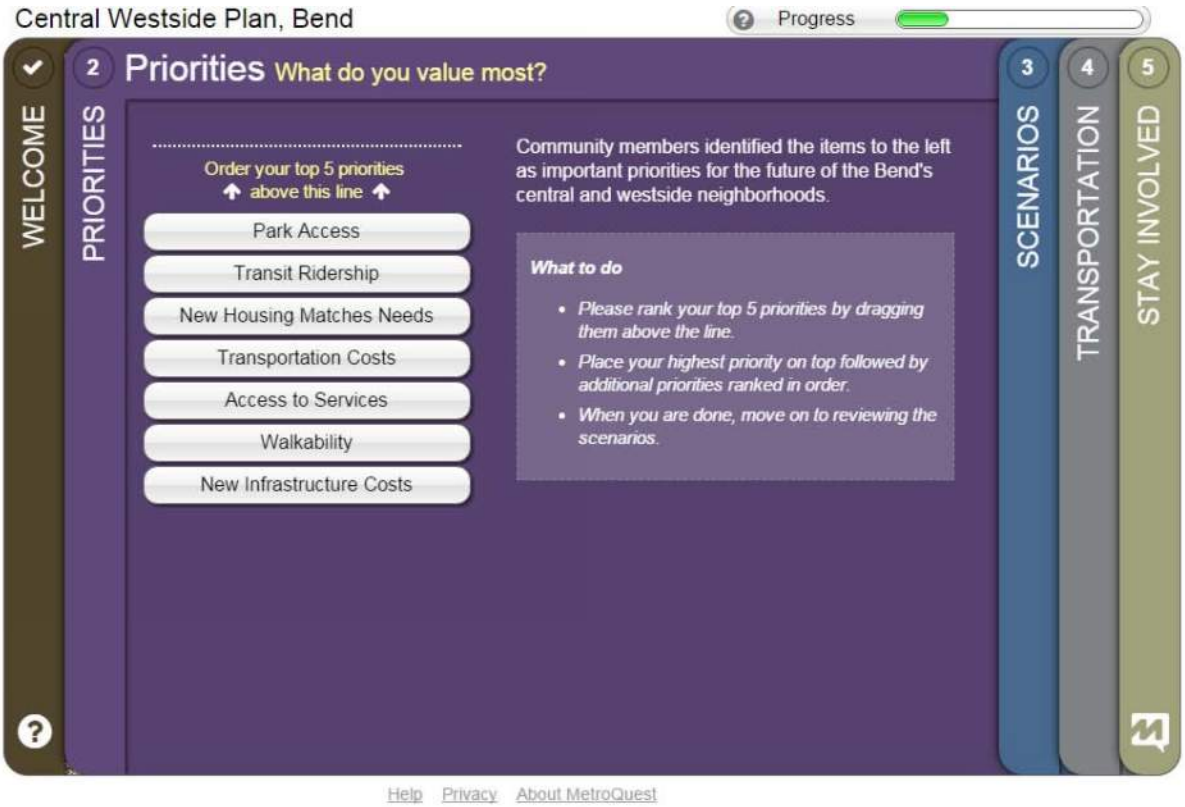
Attachment B - Central Westside Plan Primary Stakeholder Group (PSG)

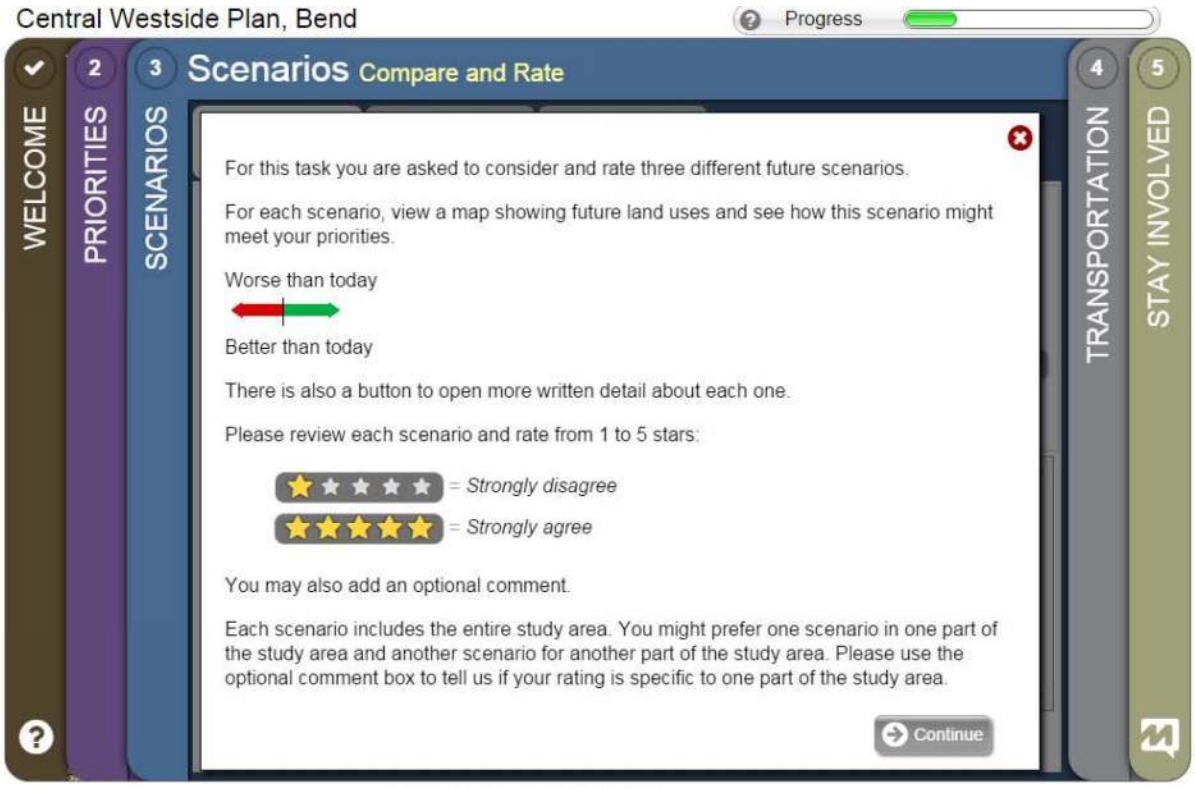
PSG Member	Agency or organization
Scott Aycock	COIC
John Condon / Kelly Sparks	OSU Cascades
Scott Edelman	DLCD
Devin Hearing	ODOT
Steve Jorgensen	Bend Park and Recreation
James Lewis	Deschutes County
Matt McCoy	COCC
Jeff Monson	Commute Options

Attachment C - Online Survey Screen Shots




Central Westside Plan, Bend
Progress
Welcome What's your vision for Bend's central westside?
WELCOME
CENTRAL WESTSIDE PLAN
To plan for the future, the City of Bend and community members have developed three scenarios for how central and westside neighborhoods could develop. We need your input to identify the best parts of each scenario and develop a land use plan that matches the community's vision.
Next
Your input will be used to identify the best parts of each proposed scenario to inform the development a preferred land use plan. Once we establish a land use vision, we will work with the community to develop a transportation plan.
2 PRIORITIES
3 SCENARIOS
4 TRANSPORTATION
5 STAY INVOLVED
Help Privacy About MetroQuest


Central Westside Plan, Bend
Progress
2 Priorities What do you value most?
WELCOME
PRIORITIES
Order your top 5 priorities above this line
Park Access
Transit Ridership
New Housing Matches Needs
Transportation Costs
Access to Services
Walkability
New Infrastructure Costs
Community members identified the items to the left as important priorities for the future of the Bend's central and westside neighborhoods.
What to do
Please rank your top 5 priorities by dragging them above the line.
Place your highest priority on top followed by additional priorities ranked in order.
When you are done, move on to reviewing the scenarios.
3 SCENARIOS
4 TRANSPORTATION
5 STAY INVOLVED
Help Privacy About MetroQuest


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
Scenarios Compare and Rate
TRANSPORTATION
STAY INVOLVED
For this task you are asked to consider and rate three different future scenarios.
For each scenario, view a map showing future land uses and see how this scenario might meet your priorities.
Worse than today
Better than today
There is also a button to open more written detail about each one.
Please review each scenario and rate from 1 to 5 stars:
= Strongly disagree
= Strongly agree
You may also add an optional comment.
Each scenario includes the entire study area. You might prefer one scenario in one part of the study area and another scenario for another part of the study area. Please use the optional comment box to tell us if your rating is specific to one part of the study area.
Continue
Help
Privacy
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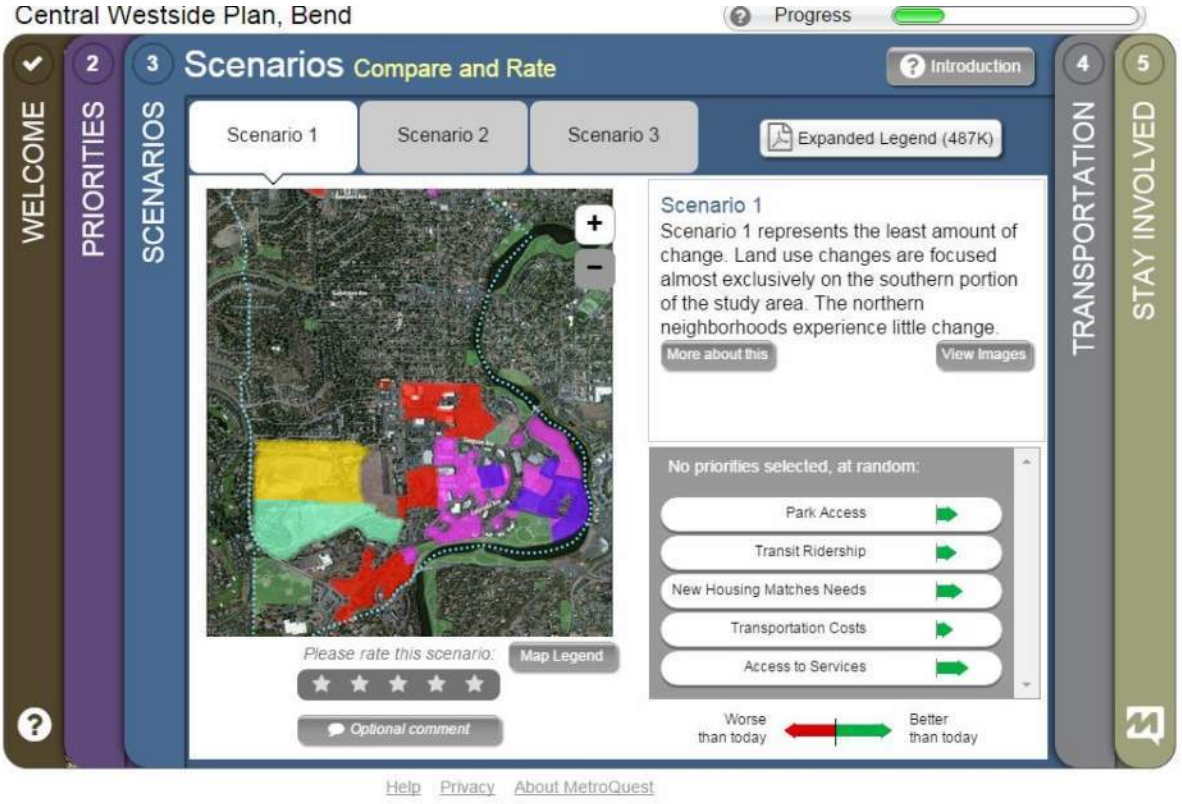
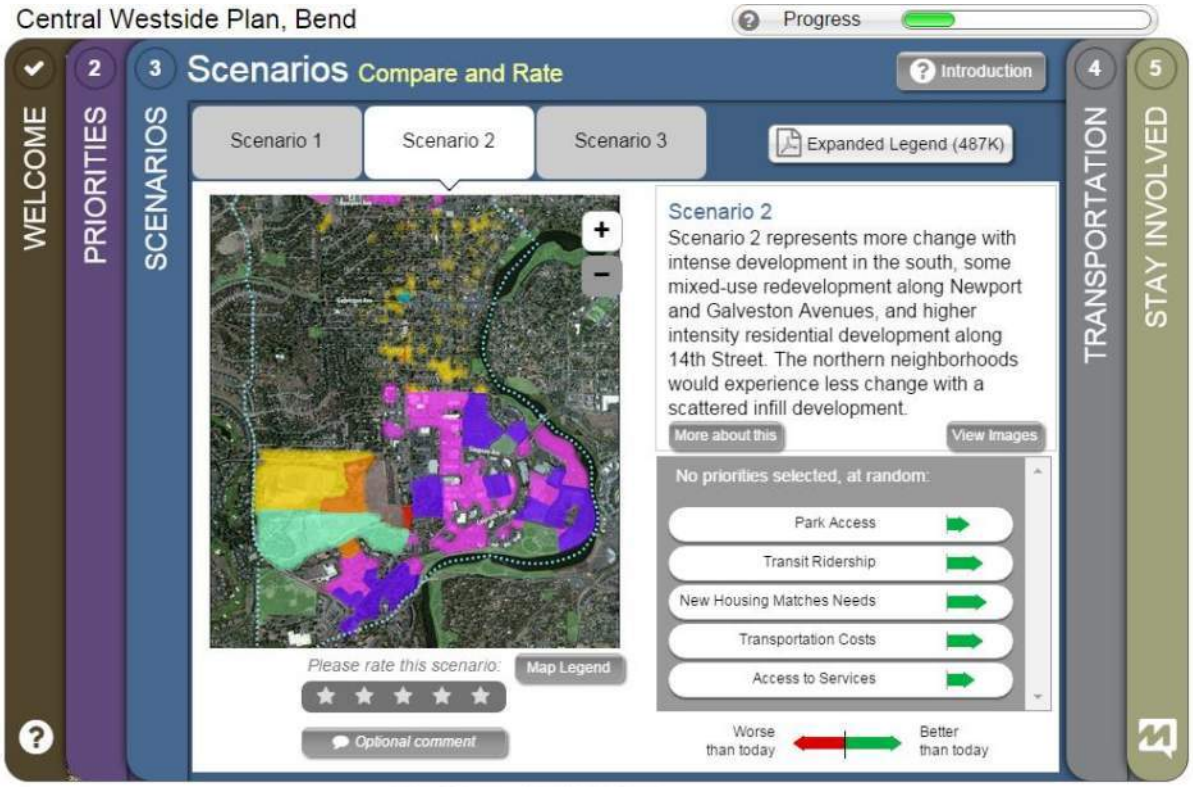
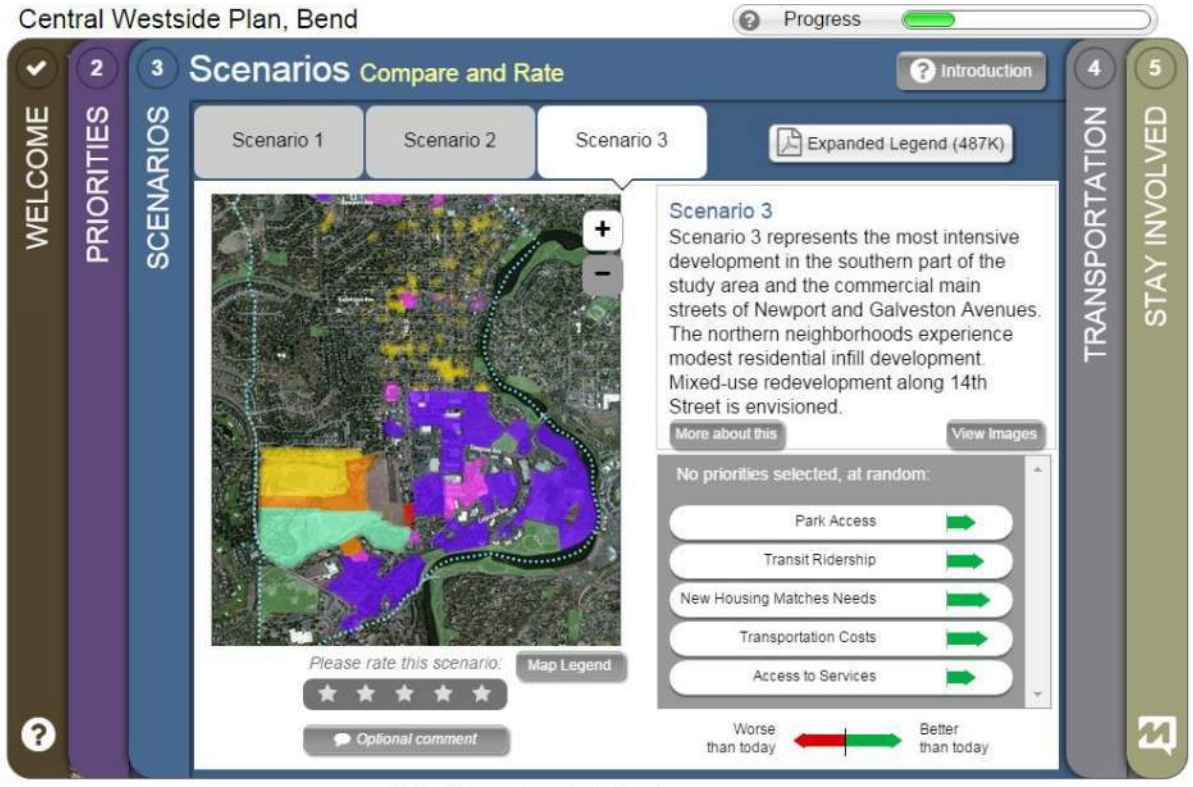

Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
Scenarios Compare and Rate
Introduction
TRANSPORTATION
STAY INVOLVED
Scenario 1
Scenario 2
Scenario 3
Expanded Legend (487K)
Scenario 1
Scenario 1 represents the least amount of change. Land use changes are focused almost exclusively on the southern portion of the study area. The northern neighborhoods experience little change.
More about this
View Images
No priorities selected, at random:
Park Access
Transit Ridership
New Housing Matches Needs
Transportation Costs
Access to Services
Please rate this scenario:
Map Legend
Optional comment
Worse than today
Better than today
Help
Privacy
About MetroQuest


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
Scenarios Compare and Rate
Introduction
TRANSPORTATION
STAY INVOLVED
Scenario 1
Scenario 2
Scenario 3
Expanded Legend (487K)
Scenario 2
Scenario 2 represents more change with intense development in the south, some mixed-use redevelopment along Newport and Galveston Avenues, and higher intensity residential development along 14th Street. The northern neighborhoods would experience less change with a scattered infill development.
More about this
View Images
No priorities selected, at random:
Park Access
Transit Ridership
New Housing Matches Needs
Transportation Costs
Access to Services
Please rate this scenario:
Map Legend
Optional comment
Worse than today
Better than today
Help
Privacy
About MetroQuest


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
Scenarios Compare and Rate
Introduction
TRANSPORTATION
STAY INVOLVED
Scenario 1
Scenario 2
Scenario 3
Expanded Legend (487K)
Scenario 3
Scenario 3 represents the most intensive development in the southern part of the study area and the commercial main streets of Newport and Galveston Avenues. The northern neighborhoods experience modest residential infill development. Mixed-use redevelopment along 14th Street is envisioned.
More about this
View Images
No priorities selected, at random:
Park Access
Transit Ridership
New Housing Matches Needs
Transportation Costs
Access to Services
Please rate this scenario:
Map Legend
Optional comment
Worse than today
Better than today
Help
Privacy
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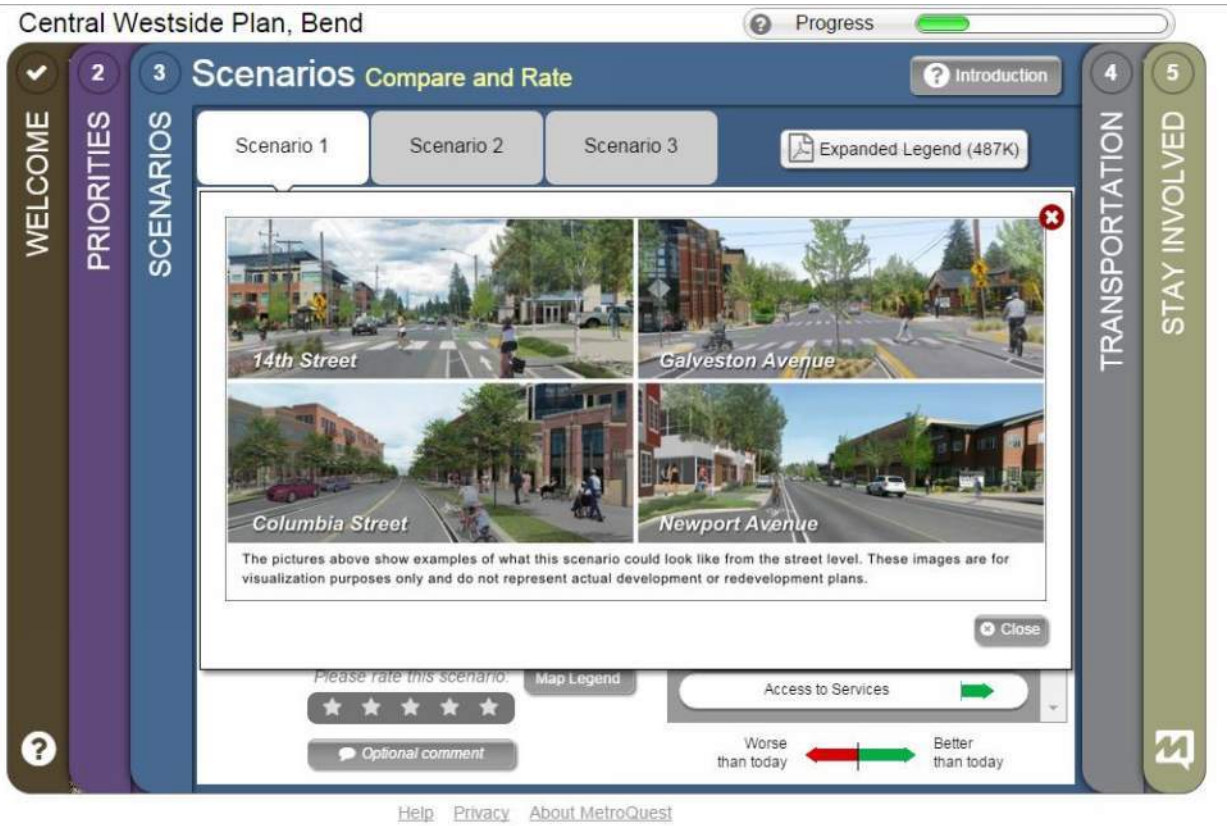
EXPANDED LEGEND
CENTRAL WESTSIDE PLAN
MIXED USE CENTER
MIXED-USE NEIGHBORHOOD
• Areas with a diverse mix of uses, including retail, office, and/or residential
• Buildings close to sidewalk with active ground floor uses
• Range of building heights, from one to four stories
MIXED USE CENTER — HIGHER EMPLOYMENT FOCUS
MIXED USE NEIGHBORHOOD — HIGHER RETAIL/RESIDENTIAL FOCUS
NEIGHBORHOOD CENTER
• Small scale retail spaces within neighborhoods
• Offers amenities to residents and visitors
• Variety of one and two story buildings, with on- and off-street parking
MAIN STREET
• Traditional small-scale commercial main street, with a variety of shops and amenities
• Buildings up to street and active sidewalk
• Primarily one to two stories
HIGH DENSITY NEIGHBORHOOD
• Higher intensity residential area
• Mix of 3-story apartments, garden apartments, triplexes, and townhomes
COMPACT NEIGHBORHOOD
• More compact neighborhoods, with a mix of attached and detached single family homes, townhomes and cottage homes
• Houses two to three stories, with driveways or on-street parking
PARKS AND PLAZAS
• New public spaces, ranging from traditional neighborhood parks to plazas
UNIVERSITY
• University area with classrooms, onsite housing, and other amenities


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
3 Scenarios Compare and Rate
Introduction
TRANSPORTATION
STAY INVOLVED
Scenario 1
Scenario 2
Scenario 3
Expanded Legend (487K)
14th Street
Galveston Avenue
Columbia Street
Newport Avenue
The pictures above show examples of what this scenario could look like from the street level. These images are for visualization purposes only and do not represent actual development or redevelopment plans.
Close
Please rate this scenario:
Map Legend
Access to Services
Optional comment
Worse than today
Better than today
Help
Privacy
About MetroQuest


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
TRANSPORTATION
STAY INVOLVED
Scenarios Compare and Rate
Introduction
Scenario 1
Scenario 2
Scenario 3
Expanded Legend (487K)
14th Street
Galveston Avenue
Columbia Street
Newport Avenue
The pictures above show examples of what this scenario could look like from the street level. These images are for visualization purposes only and do not represent actual development or redevelopment plans.
Close
Please rate this scenario:
Map Legend
Access to Services
Optional comment
Worse than today
Better than today
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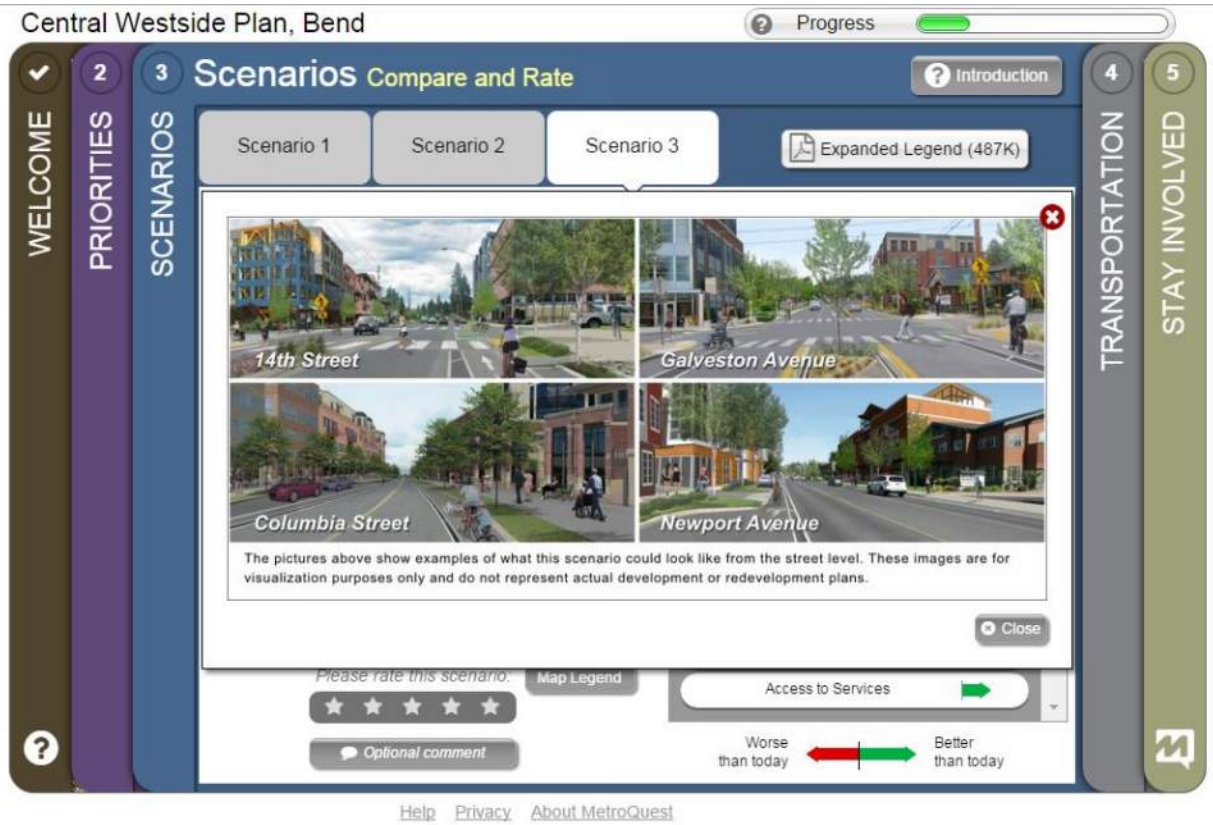
Privacy
About MetroQuest


Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
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STAY INVOLVED
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Scenario 1
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Scenario 3
Expanded Legend (487K)
14th Street
Galveston Avenue
Columbia Street
Newport Avenue
The pictures above show examples of what this scenario could look like from the street level. These images are for visualization purposes only and do not represent actual development or redevelopment plans.
Close
Please rate this scenario:
Map Legend
Access to Services
Optional comment
Worse than today
Better than today
Help
Privacy
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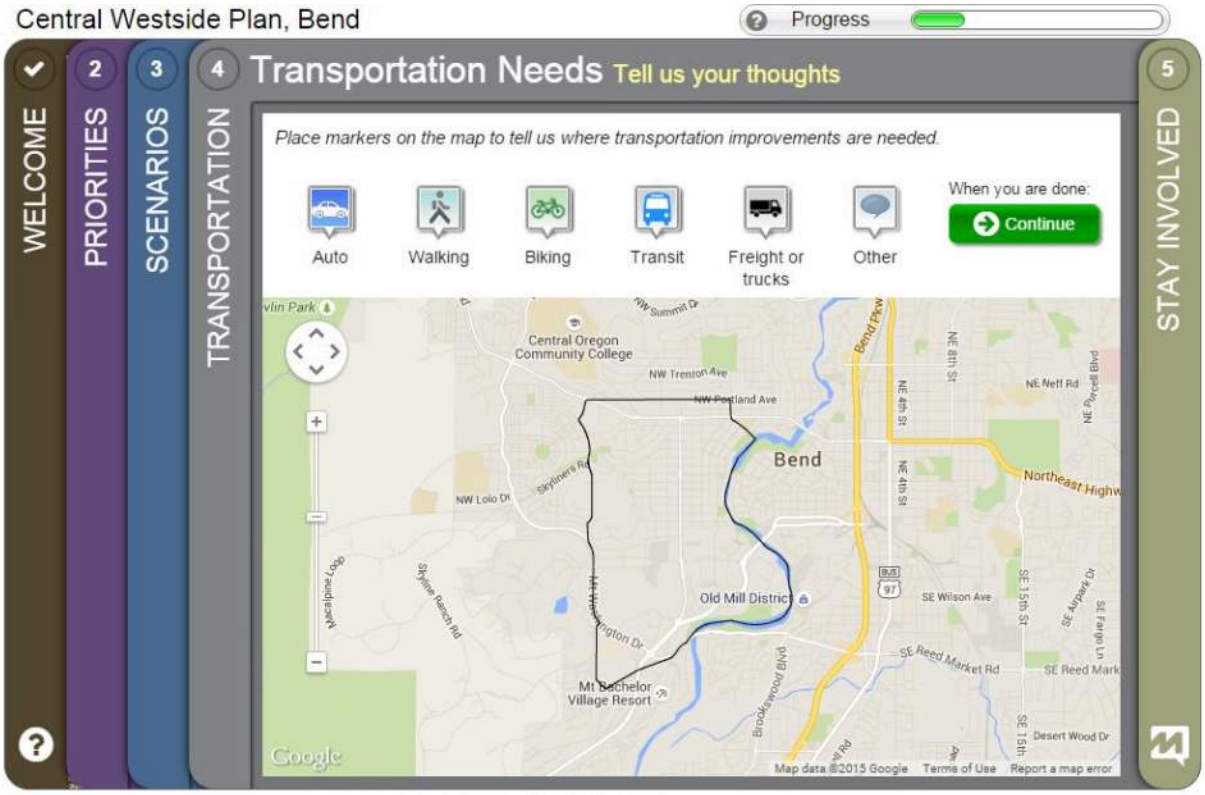
Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
TRANSPORTATION
STAY INVOLVED
Transportation Needs Tell us your thoughts
Place markers on the map to tell us where transportation improvements are needed.
Auto
Walking
Biking
Transit
Freight or trucks
Other
When you are done:
Continue
Central Oregon Community College
Bend
Old Mill District
Mt Bachelor Village Resort
Google
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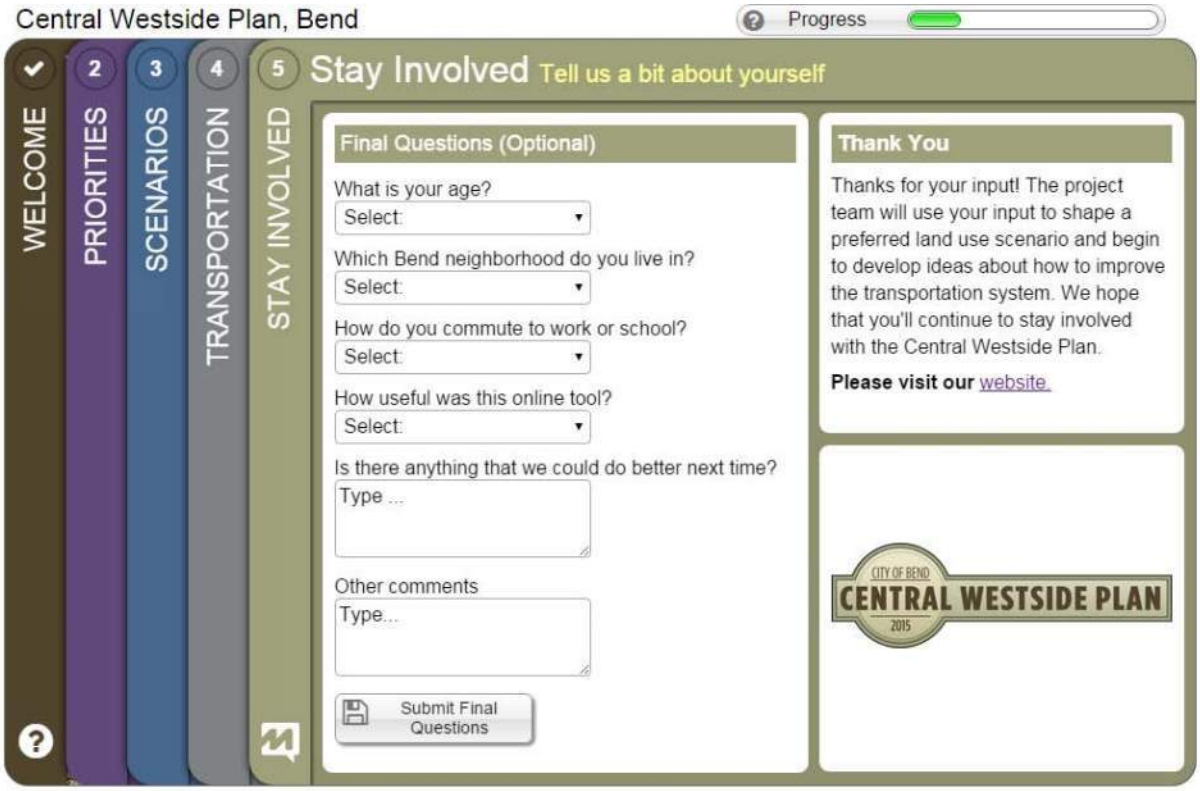
Central Westside Plan, Bend
Progress
WELCOME
PRIORITIES
SCENARIOS
TRANSPORTATION
STAY INVOLVED
Stay Involved Tell us a bit about yourself
Final Questions (Optional)
What is your age?
Select:
Which Bend neighborhood do you live in?
Select:
How do you commute to work or school?
Select:
How useful was this online tool?
Select:
Is there anything that we could do better next time?
Type ...
Other comments
Type...
Submit Final Questions
Thank You
Thanks for your input! The project team will use your input to shape a preferred land use scenario and begin to develop ideas about how to improve the transportation system. We hope that you'll continue to stay involved with the Central Westside Plan.
Please visit our website.
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Comment Response Summary Report

Spring 2016 Public and Virtual Open Houses
on Draft Transportation Improvement Plans

March 2016

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Table of Contents

Introduction

To prepare for new investment in Bend's central westside, the City of Bend is developing a transportation and land use strategy called the Central Westside Plan. The City, in cooperation with the Oregon Department of Transportation, created the project to engage the community in developing a shared vision for the future of Bend's central westside neighborhoods and explore different ways that land use and transportation decisions could shape the area.

A Community Advisory Committee (CAC), appointed by the Bend City Council, was tasked with developing a recommendation for a preferred land use and transportation strategy for the project area. The CAC is supported by a Primary Stakeholder Group of local technical experts as well as a project team of City staff and consultants. The project relies heavily on community input and public engagement efforts have focused both on educating the community about the project and soliciting meaningful feedback as the CAC works to develop a preferred land use and transportation scenario.

The CAC is currently focused on transportation improvement plans for the central westside of Bend. To solicit input, the community was invited to two in-person open houses to provide feedback on the draft transportation improvement plans. The open houses were held from 5:00 to 7:00 p.m. on Wednesday, March 2, 2016 at the Kingston School at 1101 NW 12th Street in Bend and on Thursday, March 3, 2016 at the Riverbend Community Room at 799 SW Columbia Street in Bend.

An online virtual open house followed to encourage those who were not able to attend the in-person events to provide feedback through a robust and graphically-rich online survey. The online open house was available from March 3 through March 15, 2016.

Next Steps

The CAC will review community feedback from this process and develop a final preferred land use and transportation recommendation that they will present to the Bend Planning Commission and City Council. The City Council is expected to accept the Central Westside Plan in late spring 2016**.**

The City shared with participants that even after the plan is complete, there will be more to do to implement the plan. Implementation activities will begin in fall 2016 and will include:

- Creating a transportation district to equitably assess transportation fees to future development in the area.
- Updating the City's comprehensive plan and transportation system plan to match the Central Westside Plan.
- Updating the City's code, if needed, to allow for the development types called for in the plan.

Community Outreach

With a commitment to broad outreach in the community, the project team utilized a number of tools to promote the in-person and online open houses. Outreach efforts included the use of social media, press releases, email blasts, postcard mailings, and community fliers.

The City encouraged participation on social media via Facebook and the neighborhood social networking platform Next Door, as well as providing social media content for community members and organizations to share information about the events. An email campaign was created to reach out to an interested parties list comprising neighborhood chairs, key community organizations, CAC members, and contacts who could help reach traditionally underrepresented communities, as well as those who had joined the project email list. The project team contacted area schools with printed fliers and coloring materials about the project and promotional inserts were made available to area organizations to include in their newsletters and mailings.

Participation

The in-person open houses were attended by over 178 people and 99 comment cards were received. In addition, approximately 22 people provided comments via the online survey and five people provided comments by mail or email. Information on participants that opted to provide demographic information can be found below:

Participation by Bend Neighborhood (of participants who provided this information):

Bend Neighborhood	Number of Participants
Awbrey Butte	1
Boyd Acres	1
Orchard District	1
Century West	10
River West	36
Southern Crossing	1
Summit West	4
Old Mill	1
Participant did not know	2

Participation by Preferred Mode of Commuting Transportation to Work/School (of participants who provided this information):

Transportation	Number of Participants
Drive alone	18
Bike	20
Walk	8
Work at home	14
Take transit	3
Carpool	2
Retired	11
Indicated a mix of modes	3

Participation by Age (of participants who provided this information):

Age (in years)	Number of Participants
Under 18	2
18-29 years old	4
30-49 years old	26
50-64 years old	14
65 + years old	15

The project team also provided ODOT Title VI participation survey forms at the sign-in tables at the entrance at each in-person open house. Four attendees completed the forms and indicated that they were all white (not of Hispanic origin) and their primary language was English. Of the four people who completed the forms, two were female and two were male.

Open House Content

Participants were asked to review and comment on draft transportation improvements for six specific sub-areas within the project area. The sub-areas included the following:

- Newport Avenue Corridor
- Portland Avenue Corridor
- Columbia Street Corridor
- Galveston Avenue Corridor
- 14th Street Corridor
- Industrial and University Areas

In addition, participants were invited to comment on the following project specifics:

- Proposed transit improvements in the project area,
- Overall project information, and
- Community involvement process.

Public Comment Collection

Participants were asked to share their comments on paper comment forms available at the in-person events or via the online open house survey. Five individuals provided comment cards via mail or email.

Report Form and Style

The comments summarized in this report are from a self-selected group of participants who elected to provide written comments at the open houses. The collected comments serve to offer the CAC and others feedback from these community members. Please note that the terms “participant” and “participants” in this report are interchangeable. In other words, comments summarized in the report were provided either by a participant or a few participants, unless it is specifically noted that there was significant or overwhelming support for of an idea or recommendation.

Public Comment Summary

While opinions varied, participant comments can be grouped by themes around the draft transportation improvement plans developed by the CAC. These themes are identified below. Comments about specific project corridors or areas can be found later in the report.

Complete Transportation System

Participants significantly indicated support for the complete transportation system proposed by the CAC. A complete transportation system is one that serves the needs of all users – motorists, bicyclists, pedestrians, public transportation users, and freight. In such a system each transportation corridor, street, or area does not necessarily need to meet the needs of all users, as long as all users are accommodated conveniently within the system. For example, some streets or corridors may be designed to maximize the efficiency for motorists, while a parallel route may best serve bicyclists.

Sidewalk and Bicycle Route Connectivity

Participants significantly supported proposed improvements of new sidewalks or the connecting of existing sidewalks to provide safe pedestrian routes throughout the project area and encourage walking as a transportation mode. Participants also supported the priority bicycle lanes and priority shared roadways proposed in the CAC improvement plans, with some participants offering changes or additions to the plan, such as moving a designation to another street to achieve better connectivity or a safer routing. In addition, a few participants said they hoped plans would address bicycle lanes in the area that were intermittent, with participants reporting that they had experienced bicycle lanes "disappearing" for stretches along bicycle routes, leading to confusion both for bicyclists and motorists.

However, a few participants did comment that they felt the draft transportation improvement plan focused too extensively on bicycle and pedestrian improvements, without clearly identifying improvements in the system for automobile users.

A few participants commented that they wanted more information about what a "priority shared roadway" entailed, both in terms of benefits, as well as the types of changes or infrastructure that would be implemented.

In addition, participants commented on the need to study and improve sidewalk and bicycle route connectivity beyond the existing study area to encourage those who do not reside in the area to utilize those modes of transportation when accessing the central westside of Bend.

Improved and Safer Crossings

Participants supported the development and improvement of new and existing pedestrian crossings, indicating these would make the transportation system safer. Participants did offer suggestions for and changes to some of the locations proposed for the crossings. In addition, participants suggested crossings include street lighting, curb bump outs, and improved crossing markings.

Participants also suggested speed limits be lowered on some of the main arterial streets in the area and the City improve enforcement of speed limits to increase safety for pedestrians and bicyclists.

Bicycle Transportation Safety Improvements

Some participants supported efforts in the draft plan to encourage bicyclists to use roads parallel to main arterial roads and to develop infrastructure that supported bicycle and pedestrian travel over automobile travel on those routes. A few participants suggested the City consider using consistent

infrastructure when developing bicycle lanes and bike routes to make them more intuitive for bicyclists and motorists. By limiting changes in how bicycle lanes are designed from block to block bicyclists are more apt to understand how to use the system, they said.

Participants also suggested additional bicycle transportation safety improvements include better lighting along bicycle routes or paths, protected bicycle lanes, removal or restriction of parking that impedes bicycle and pedestrian travel, and education for bicyclists, pedestrians, and other users on regulations for all modes of transportation.

Efficient Transportation Infrastructure for Automobiles

Participants offered a mix of opinions on how to plan for and accommodate automobiles in the draft transportation plan. Some participants called for traffic calming, road diets, reduced speed limits, and infrastructure that encouraged bicycle and pedestrian travel over automobile usage on some roads.

Other participants said they felt the draft plan was too focused on bicycle and pedestrian improvements over automobiles. These participants suggested improvements focus on enhancing the ability of motorists to travel quickly and safely in the area. Specific commenter suggestions included proposals to widen main roads; create left hand turn lanes on arterial roads; or modify some roads into one-way, multiple-lane routes.

Participants said they wanted improvements to address perceived current and future congestion and concerns about projected growth as a result of new residential and commercial development, as well as the construction of a new Oregon State University - Cascades campus in the project area. Participants also noted that residents and visitors regularly travel through the project area to access Mt. Bachelor and other recreation areas via Century Drive, impacting the transportation system, and the plan should address this.

Parking

Participants shared concerns about current regulations around parking for commercial businesses. Commenters remarked that they felt much of the area's commercial parking was relegated to neighborhood streets, which some participants felt made residential areas less safe for bicyclists and pedestrians. Some participants said they wanted permitted parking in residential areas to limit visitor parking in the area.

Others promoted the development of parking structures in both the Galveston Avenue Corridor as well as the University Area to accommodate commercial and university parking. A few participants suggested the City make efforts to encourage or plan for the development of parking areas outside of the central westside of Bend that would be serviced by transit or a shuttle service. These participants said they hoped these satellite parking areas would result in lowering motorist trips to the area and the need for those motorists to find parking.

Transit

Participants were also mixed in their support for transit system improvements. Some participants supported the proposed transit improvements identified by the CAC for enhanced transit stops and increased frequency of buses, as well as the feasibility studies identified later in the report. Participants said they felt increased public transit use would benefit the area by lowering automobile use in the area. In addition to the transit improvements identified by the CAC, participants suggested efforts be made to improve physical transit stops for users, extend transit hours, develop applications and payment

systems that encouraged use, create incentive programs for transit use, and other strategies. Participants also had specific suggestions for transit route changes and these and other recommendations are also noted later in the report.

However, a few participants noted that they were not supportive of transit improvements, indicating they felt the community did not support a public transit system.

Community Feedback to Specific Project Corridors or Areas

Newport Avenue and Portland Avenue Corridors

There was significant support from commenters for the transportation plan for this corridor either as presented or with changes indicated below.

Bike and Pedestrian System

Participants expressed support for transportation plans and safety improvements for pedestrians and bicyclists in the draft plan for this area. Priority bicycle lanes on Newport and Portland Avenues and a shared roadway for bicycles and other users on Milwaukee Avenue were well received. Specific additional suggestions included:

- Adding 12th Street as a shared roadway, indicating it would provide users multiple options for safe travel throughout the corridor.
- Protected or improved bike lanes.
- Complete sidewalks throughout the area.
- Improved and additional marked crosswalks or crossings, including lighting at crosswalks and curb bump outs.
- Better enforcement of the 25 mph speed limit on Newport Avenue.

Participants also said they felt a number of street blocks, currently unimproved, would require paving to encourage bicycle use. A few participants expressed concern that Milwaukee Avenue may be too narrow to accommodate the proposed design safely, while others wanted more detail on how bicycle improvements could be funded.

Proposed Roadway Improvements

Responses were mixed on how the plan accommodated for and planned for automobile use in the project area. Participants expressed support for the proposed capital improvement plans for a complete street corridor study on Portland Avenue and on Harmon Boulevard as it approaches Newport Avenue. However, some participants indicated they felt the overall plan did not adequately address perceived congestion on Newport Avenue and throughout the corridor and they wanted improved conditions for motorists. Comments on how to improve automobile transportation included:

- Traffic calming.
- Widening Newport Avenue.
- Changing both Newport and Portland Avenues to one-way routes.

Parking was noted by participants as a concern, with some participants suggesting the City require that businesses have additional automobile parking at area businesses.

Galveston Avenue Corridor

Participants indicated some support for the draft transportation improvements to the corridor, with additional concerns and ideas offered. In particular, a few participants expressed a desire for a welcoming and visually appealing area that accommodated all users.

Ideas for a landscaped median on Galveston Avenue as well as additional trees and other landscaping along the avenue were proposed to make the main street more visually appealing to pedestrians as well as other users.

Bike and Pedestrian System

Many participants indicated they supported the proposed bicycle and pedestrian system improvements and noted they felt the area would benefit from increased safety in the system from these proposed changes. Participants said they felt both incentivizing bicycle use and providing safer and more connected bicycles routes and lanes would encourage less travel by automobile in the area. A few participants also noted a desire to have bicycle transportation improvements extend beyond the immediate area to encourage bicycle use by visitors to the corridor as well.

Bicycle and pedestrian improvements both supported in the draft plan and noted by participants included improved sidewalk connectivity and safety as noted in the draft plan, lit crosswalks and curb bump outs at crossings, additional marked crossings, protected bicycle lanes, removing or restricting parking that impedes bicycle and pedestrian travel throughout the area, and educating pedestrians and other users about safe uses for all modes of transportation. A few participants also said that providing parallel bikeways or shared roadways that encouraged bicyclists to use routes other than Galveston Avenue would improve safety and congestion in the area.

Specific bicycle and pedestrian transportation improvements noted by commenters included:

- Address the narrow sidewalk on the north side of Galveston Avenue at Galveston and Harmon Avenues and at the west end of Galveston Avenue and where the street crosses the river.
- Make 12th Street a bike priority shared roadway.
- Create pedestrian crosswalk improvements at 12th Street and Galveston Avenue.
- Continue the shared roadway to enhance multi-user safety from Elgin Avenue west across 14th Street.
- Continue the shared roadway beyond 14th Street on Harmon Avenue.
- Remove the bicycle lanes on 14th Street and direct bicycle traffic to 15th Street or Hartford Avenue to allow for a left turn lane on Galveston Avenue to be created.
- Put speed bumps on the shared roadways and bicycle routes.
- Light bike lanes and sidewalks from Galveston Avenue up to Miller Elementary on Skyliner Road.
- Shift priority shared roadways from 15th Street and Cumberland Avenue to 16th Street and Baltimore Avenue, because the latter have less traffic and the roads are continuous.
- Create a bike station for those visiting the area to rent bicycles.

Proposed Roadway Improvements

Participants expressed a desire for a Galveston Avenue Corridor that accommodated and planned for successful residential and commercial coexistence. Participants noted a desire for additional commercial business parking requirements and a few participants indicated they wanted the plan to provide adequate space and routes for commercial truck deliveries that did not block residences or impede pedestrians.

A few participants suggested traffic calming or road diet efforts be incorporated into plans, while others expressed a desire to address perceived automobile congestion on Galveston Avenue to make automobile travel more efficient. Participants suggested the plan call for the development of new parking spaces, consider new parking configurations on existing area streets, and the development of a parking structure in the area.

Participant comments on specific roadway improvements included:

- Traffic roundabouts at both ends of Galveston Avenue to keep traffic flowing.
- Zoning restrictions on Galveston Avenue to limit building height with participants contending that such restrictions would improve parking and congestion concerns.
- One-way routes on parallel streets south of Galveston Avenue and perpendicular to the avenue to increase safety for bicyclists and pedestrians and increase parking availability for businesses and residents.

14th Street Corridor

Feedback from participants in this corridor focused overwhelmingly on improving the safety of all users on 14th Street, with many participants suggesting traffic calming measures. Some participants noted a need for improved multimodal infrastructure support and an efficient transportation system to address expected increases in traffic volume due to the new Oregon State University- Cascades campus currently under construction and other growth in the area. There was significant commenter support for the following:

- Reduced speeds on 14th Street.
- Improved crossings, including lit crosswalks and curb bump outs.
- Improved sidewalks and construction to create full sidewalk connectivity.
- Safer bicycle lanes on 14th Street.
- Efforts to encourage bicycle and pedestrian travel on parallel bicycle and pedestrian routes, or priority shared roadways.

Bike and Pedestrian System

As mentioned, participants indicated they supported the creation of priority shared roadways or bike boulevards on 15th Street, and some support for these on Milwaukee, Hartford, Cumberland, and Commerce Avenues. Participants felt these changes would encourage bicycle and pedestrian travel by creating a safer travel corridor for bicycles away from 14th Street. A participant suggested one caveat would be not connecting 15th Street to Milwaukee Avenue with a roadway.

A few specific participant suggestions included:

- Raised crosswalks with medians in the project area, particularly at Cumberland and 14th Street.
- Marked crossings at every intersection on 14th Street in the project area to increase safe crossings, indicating many children cross the street on their way to school.
- Paved bike bicycles lanes away from the street.
- A bike boulevard on 12th Street or a priority shared roadway to match 15th Street.

A few participants also suggested education should be offered to community members about how to safely operate a bicycle in multi-user transportation systems.

A few participants expressed concern about a proposed crossing improvement at 14th Street and Milwaukee Avenue because it would be placed too close to the roundabout at Newport Avenue. Commenters said they feared it would be unsafe and cause backups in the roundabout. A few participants said they wanted the development of a north-south bikeway for bicyclists and pedestrians that was not accessible to automobiles.

Proposed Roadway Improvements

Participants indicated support for improvements to 14th Street to increase safety for users. A participant suggested this could be accomplished by rebuilding 14th Street from Newport Avenue to Mt. Washington Drive to current standards. A few participants indicated they would support the creation of a turn lane on 14th Street, while a few other participants said they would support narrowing car lanes to accommodate larger or safer bicycle lanes.

Commenters also expressed a desire for a plan that would address anticipated increased traffic volumes as a result of residential and university growth in the area, as well as residents and visitors wishing to access Mt. Bachelor and other outdoor amenities via Century Drive. A few participants said they found it difficult to turn onto or cross 14th Street due to automobile traffic and they were worried this would become more difficult as growth continued. A large parking area outside of the project area for university parking with shuttle service to the Oregon State University campus was also proposed to limit congestion in the area. A participant suggested the City could limit the number of trucks accessing 14th Street by routing them to Mt. Washington Drive when possible.

Additional roadway improvements suggested included prohibiting left turns from Knoll Avenue onto 14th Street for safety and traffic movement and improving bicycle and pedestrian safety at the roundabouts on 14th Street as they intersect both Galveston and Simpson Avenues. A few participants also said they would support improving (paving) Elgin Avenue between 14th and 15th Streets.

Columbia Street Corridor

Participants were supportive of draft transportation improvement plans in this corridor, with some commenter offering additional improvements on the safety of bicyclists and pedestrians, neighborhood livability, and the efficient movement of automobiles. A few participants urged caution with plans contending that residents had recently experienced significant change in the neighborhood and many may not be supportive of more or rapid change.

Bike and Pedestrian System

Participants suggested the system would benefit from consistent bicycle and pedestrian infrastructure throughout the area. For example, participants commented that bicycle lanes or other infrastructure should be uniform on Columbia Street and Harmon Boulevard, which connect, so the system would not switch for users as they move north and south. Some participants expressed interest in protected bicycle lanes on Columbia Street, with participants commenting they felt the street was wide enough to accommodate them. Some also supported the proposed priority bicycle lanes on Columbia Street and priority shared roadways on Harmon Boulevard, as identified in the CAC planning maps. However, there was concern noted from a few commenters that enhancing bicycle and pedestrian infrastructure on Columbia Street would lead to more automobiles accessing parallel neighborhood streets.

The improved crossing proposed at Galveston and Harmon Avenues was noted as important for the safety of bicyclists and pedestrians. A few participants also noted a desire for a crossing at Columbia Street and Cumberland Avenue to safely accommodate those crossing Columbia Street to access the

park and playground on the street. In addition, a few participants suggested construction of a pedestrian street at Allen Road between Columbia Park and the trail at the end of Allen Road. This street would accommodate river floaters and others who access the Deschutes River in the area, they said.

While many participants supported sidewalk improvements to enhance pedestrian safety, some proposed fewer or no new sidewalks be constructed throughout the area.

Participants had mixed opinions, as well, around proposed improvements to the pedestrian bridges that cross the river. Some felt they would provide needed safe connectivity for bicyclists and pedestrians, and indicated support for design that would limit conflict between bicyclists and pedestrians. Others felt that improvements to the bridges were not necessary and some thought disruptions during construction on bridges would negatively impact wildlife in and around the river.

Proposed roadway improvements

Participants said they supported road calming efforts for the area. Participants suggested decreased road speeds and limiting parking on shared roadways to both allow for the safe passage of automobiles and enhance safety for bicyclists and pedestrians. Participants noted parking on both sides of Harmon Boulevard created difficulty for cars to pass, with a few participants suggesting both removing curbside parking on the street or limiting it to one side on both Harmon Boulevard and Columbia Street. Some participants felt heavy automobile use on Harmon Boulevard would make it challenging to develop as a bicycle route. In addition, a participant suggested fencing the large parks with playgrounds on Columbia Street and Harmon Boulevard to keep children from running on to streets.

Opinions about the proposed roundabouts in the plan were mixed. Some participants supported the development of traffic roundabouts at Columbia Street and Simpson Avenue and Columbia Street and Colorado Avenue. Others indicated they did not support roundabout construction, as they found them costly or they felt they did not address congestion.

Participants were also divided on the use of speed bumps. Of those that commented on speed bumps, some supported the use of speed bumps and traffic diverters to promote bicycle and pedestrian safety and use on Columbia Street and other streets, while others called for current speed bumps to be removed.

A few participants also said that the plan needed to account for the movement of wildlife, contending the construction of the new university campus would displace deer and other animals.

Industrial and University Areas

Participants supported many of the draft improvements around bicycle and pedestrian connectivity in the area as well as road way improvements to accommodate the safe and efficient movement of automobiles in the area. Noting the university campus under development, a few participants suggested incentive programs for the university and local businesses to encourage walking, bicycle, and transit use, as well as parking structures to accommodate more people parking in the area. Similar to suggestions from participants on the Galveston Corridor draft improvements, a few commenters recommended plans include improvements beyond the study area to accommodate and encourage more visitors and students accessing the area from greater distances to use transportation modes other than automobiles.

Bike and Pedestrian System

Participants were generally supportive of bicycle and pedestrian safety and connectivity improvements. Similar to other areas, participants suggested that bicycle transportation systems remain consistent throughout a designated route so as to both promote safety and use. As mentioned, a few participants said bicycle lanes in the area often seemed to disappear for stretches along bicycle routes, leading to confusion both for bicyclists and motorists.

Sidewalk connectivity was seen as important, with a few participants also calling for the construction of sidewalks on both sides of Mt. Washington Drive in this corridor. As in other corridors, participants wanted safer pedestrian crossings, and a few commenters noted the need near the university campus and Cascade Middle School. Participants suggested that limiting development close to roadways could allow for bicycle and pedestrian paths off of the road.

Specific bicycle and pedestrian improvements suggested by commenters included:

- Develop Commercial Street as a priority shared roadway.
- Create bicycle and pedestrian crossings across Simpson Avenue at 15th, 17th and 18th Streets.
- Construct a crossing at 17th Street at Simpson Avenue to connect to the pedestrian trail not noted on the planning map that connects up and over Overturf Butte.
- Create better bicycle and pedestrian connections between Emkay Drive at both of its entry points to Simpson Avenue.
- Create a better bicycle and pedestrian connection at Simpson Avenue and Columbia Street.
- Develop pedestrian crossing at Knoll Avenue at Century Drive.
- Develop pedestrian crossings on Century Drive and Simpson Avenues at the Safeway grocery store.
- Improve the intersection of Troon Avenue at Mt. Washington, as it is abrupt for cyclists approaching Mt. Washington Drive.
- Create bicycle and pedestrian paths across the Oregon State University campus to promote multimodal use by students, faculty and others accessing the campus.

Proposed roadway improvements

As noted, participants were concerned about potential increased traffic volume in the area due to the new Oregon State University campus in the corridor and recreation travel to Mt. Bachelor and other areas. Participants indicated they wanted plans to focus on both creating a safe and complete transportation system in the area, as well as limiting congestion.

Specific participant suggestions included:

- Limit vehicle access from the Oregon State University campus to and from Century Drive, including left hand turns into or out of the campus at that entry point.
- Create an additional off ramp from the Bend Parkway onto Industrial Avenue to accommodate motorists accessing the campus from outside of the area.
- Construct a roundabout at Metolius and Mt. Washington Drives
- Create medians on Mt. Washington Drive from Century Drive to Simpson Avenue and on 14th Street from Simpson Avenue to Mt. Washington Drive.
- Extend Skyline Ranch Road to Brookswood Boulevard.

While roundabouts noted in the draft plan and suggested by participants were supported by some, others did not support the use of roundabouts in any situation. A participant suggested that improving street surface conditions, including the repair of potholes, would increase safety in the corridor.

Transit Improvements

Opinions were mixed on the proposed draft transit improvements. Participants supportive of transit improvements indicated they backed the development of studies of both a possible Central Westside Transit Center and of the feasibility of transit priority lanes to help improve east-west person capacity into and out of the Central Westside plan area. Others commented that they did not want further investment in a transit system that they felt was not supported by the community.

Participants supportive of an improved public transit system offered additional suggestions, including:

- Improve shelter areas to be more visually appealing and able to accommodate more than one or two riders.
- Increase bus frequency (improve headways).
- Extend hours to both encourage more ridership and allow more people to access the system for additional hours of the day.
- Improve crosswalks at transit stops to enhance safety.
- Develop smart phone and computer applications that allowed riders to know when a bus was actually arriving.
- Create a payment system that allowed users to pre-pay or use a rechargeable transit card.
- Build secure bicycle storage or parking at transit hubs and the university campus.
- Develop incentive programs for students and employees to ride transit, including reduced or free transit passes for students.
- Improve roadways to allow for buses to move fully outside of the roadway when at a transit stop.

Location specific suggestions included:

- Create a public transit route to Mt. Bachelor.
- Extend transit service to Entrada Lodge on Century Drive.
- Encourage the City to plan and acquire right-of-way for future dedicated transit corridors for bus rapid transit or light rail in the area.
- Develop a more regional approach to transit operations.
- Improve transit connectivity to enhance transit ridership in this corridor on these routes:
    - Between 14th Street and Century Drive (Route 11).
    - Colorado Avenue (Route 10).
    - Route 12.
    - Development of a trolley or other transit option between the Old Mill, downtown, and the new Oregon State University campus.

Additional Feedback for the Central Westside Plan

Participants were also asked if they had any additional ideas or comments they would like the CAC and project team to consider during the development of the Central Westside Plan. Participants provided a number of suggestions.

Study Area: A few participants expressed interest in the City expanding the study area to develop a transportation improvement plan that took into consideration all of Bend, including river crossings and

east-west connectivity. A few commenters wanted to understand how the Central Westside Plan would fit in with Bend's comprehensive plan. Comments included a desire for similar transportation improvements for the east side of Bend to both provide for safe transportation options and lessen the pressure on the west side of Bend.

Funding: A concern about how the City would identify funding for many of the proposed improvements was noted by a few participants, with some contending that the current road maintenance repairs should be done before the City begin studies to design or implement the proposed projects. Comments included a proposal that home owners not be burdened with the financial responsibility for sidewalk construction or maintenance.

Automobile Use: Comments included a concern that transportation improvement plans were too focused on bicycle and pedestrian improvements, over improvements for automobile infrastructure and planning. A few participants commented that residents and visitors in the area that relied primarily on their automobiles for their transportation needs would continue to do so regardless of improvement plans. Additional comments included a suggestion that the City needed to better accommodate vehicles transporting commercial goods and services in the area.

Bicycle Culture: A concern was noted that the community had focused too much on making sure that students at the new Oregon State University campus would utilize bicycles as their primary transportation mode, at the expense of promoting bicycle transportation by the entire community.

Bicyclist and Pedestrian Education and Enforcement: A few participants suggested that the City provide bicyclist and pedestrian education on how to safely utilize the transportation system. Others suggested greater enforcement of bicyclist and pedestrian violations would help make the system safer for all users. Participant comments included a proposal to only allow pedestrians to cross at lighted controlled crossings.

Overturf Butte: A few participants commented that Overturf Butte was not identified in the transportation improvement infrastructure. Comments included the suggestion that the area was ripe for east-west bicycle and pedestrian connectivity, and that the Butte needed to be better patrolled or managed as they felt the area was not safe for many users due to illegal activity or the potential for fire.

Natural Habitat: Comments included a suggestion that the City consider adopting strategies for preserving trees on existing public land, noting that in addition to providing aesthetic value trees served as valuable habitat for small animals, including grey squirrel, woodpecker, eagles, chipmunks, and other animals.

EVALUATION: Open House Feedback

In-Person Open House Feedback (two events)

	Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree
Open house was useful to me.	22	10	3	0	2
Open house made good use of my time.	22	11	1	1	1
I understand how my input will be used.	10	10	9	5	2

Participants were asked what was the **most useful part of the Open House** they attended. Participants said they found the maps and displays helpful. Many participants noted that they appreciated the combination of being able to see the draft transportation improvements in graphic or map display, while being able to speak with City staff about the project. Participants said they appreciated the number of staff who were available at the open houses for discussion and information sharing and that staff were very responsive. Participants also noted the friendly facilitator. Some participants said they appreciated that they felt they had a voice in the project and a few said they felt the vision for the town was the most useful component of the open house. Comments also included that the open houses had offered the opportunity for participants to network with neighbors.

Participants were also asked what they would **change to make future open houses better.** A few participants suggested the format at the in-person events be more of a presentation and group question and answer period so participants would benefit from hearing questions from everyone in attendance. A few participants suggested the project maps needed better or more thorough keys. Others suggested there be multiple displays of the same information so more people could access the maps. A few participants commented that they wanted information on how projects might be funded.

Comments included a concern that City staff were advocating for the scenarios developed and had not listened to participant or resident concerns or that the information was too abstract. A participant noted that more information about the status of decision making, how improvements would be integrated, and any implications for the proposed changes would be helpful.

Online Open House Feedback

The online open house solicited slightly different evaluation information. Participants were not prompted directly to provide ways to improve the online survey for future use. However, some online participants did provide suggestions for survey improvement in the section “Other Comments.” Comments included suggestions for a more user friendly online map tool, including adding an option to return to earlier pages and clearer definitions for terms such as “complete streets,” “pedestrian crossings,” “priority shared roadway,” “high density residential,” and “priority bike crossings.” A participant suggested the project team add a statement of underlying assumptions to the survey to provide better context or understanding of the information in the survey.

Attachment A: Citizen Advisory Committee Membership List

CAC Member	Neighborhood Association	Occupation
Jeanne Berry	Century West	Retired
Brooke Bilyeu	River West	Retail Supervisor, Patagonia
Perry Brooks	Summit West	Planner/ Landscape Designer
Garrett Chrostek		Attorney
Casey Davis	Orchard District	Graphic Designer
David Gurule	Mountain View	Manager, Ida's Cupcakes
Mollie Hogan	River West	Realtor, Duke Warner
Sarah Kelly	Century West Board Member	Natural Resource Coordinator, DSL
John Kelly	Old Bend	Property Management, Real Estate Investment
Kimberly Kinney	Summit West	Business Owner, Rugged Thread
Broc Stenman	Awbrey Butte	Retired
Sean Lipscomb	Northwest Crossing	eCommerce Consultant
David McGee	Awbrey Butte	Retired
Kimberly McNamer	River West	Exec. Director, Deschutes Children's Foundation
Michael McLandress	Old Bend	Construction Management Services: Brightwater Collaborative LLC
Adam Mitchell	Old Bend	Investor
Moey Newbold	River West	Outreach Coordinator, LandWatch
Heather Ornelas	Southern Crossing	Investor
Richard Ross	Old Bend	Urban and Regional Planner
Kirk Schueler	River West	Real Estate Development
Madeleine Simmons	River West	Nurse Practitioner
Glenn Van Cise	River West	Finance Director, Abilitree
Tammy Wisco		Planner/Engineer, Allen Engineering
Doug Knight		Bend City Council
Bill Wagner		Bend Planning Commission
Laura Fritz		Bend Planning Commission
Karon Johnson		Bend Planning Commission
Nick Arnis		Growth Management Department Manager
Karen Swirsky		Senior Planner
Wendy Robinson		Senior Planner
Anne Aurand		Community Relations Manager

Attachment B: Central Westside Primary Stakeholder Group

PSG Member	Agency or organization
Scott Aycock	COIC
John Condon / Kelly Sparks	OSU Cascades
Scott Edelman	DLCD
Devin Hearing	ODOT
Steve Jorgensen	Bend Park and Recreation
James Lewis	Deschutes County
Matt McCoy	COCC
Jeff Monson	Commute Options

CITY OF BEND

CENTRAL WESTSIDE PLAN

2015

Welcome! While you are here:

- **Review** materials to learn about the preferred scenario and transportation improvements in the study area
- **Talk to staff** and ask questions
- Provide comments about the transportation needs and improvement ideas
- Complete a **comment form**

BEND OREGON

www.bendoregon.gov/westsideplan

An introduction to the Central Westside Plan

To prepare for new investment in Bend's central westside, the City of Bend is developing a transportation and land use strategy called the Central Westside Plan.

The Central Westside Plan will:

- Identify a new plan for how communities in Bend's central westside might develop including areas that could develop in new ways and those that should stick to existing plans
- Identify a set transportation investments that support creating vibrant and sustainable communities
- Incorporate community input and reflect a shared vision for the future of these neighborhoods

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Central Westside Plan decision making

- **Project Management Team**: staff from the City of Bend, ODOT, and the consultant
- **Community Advisory Committee**: 22 members reflecting business, neighborhood and advocacy group interests formed by City Council
- **Primary Stakeholder Group**: informal sounding board of institutions and public agencies who are advancing related projects

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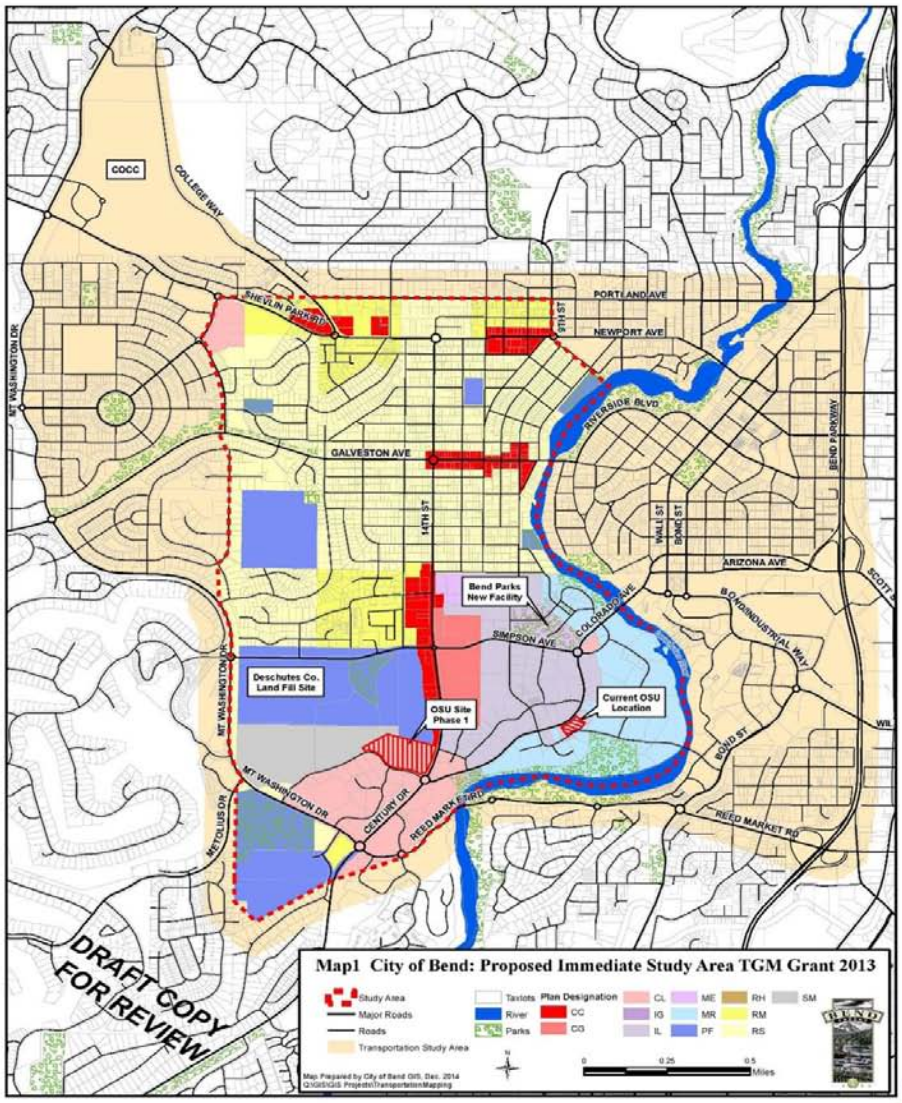
Central Westside Plan study area



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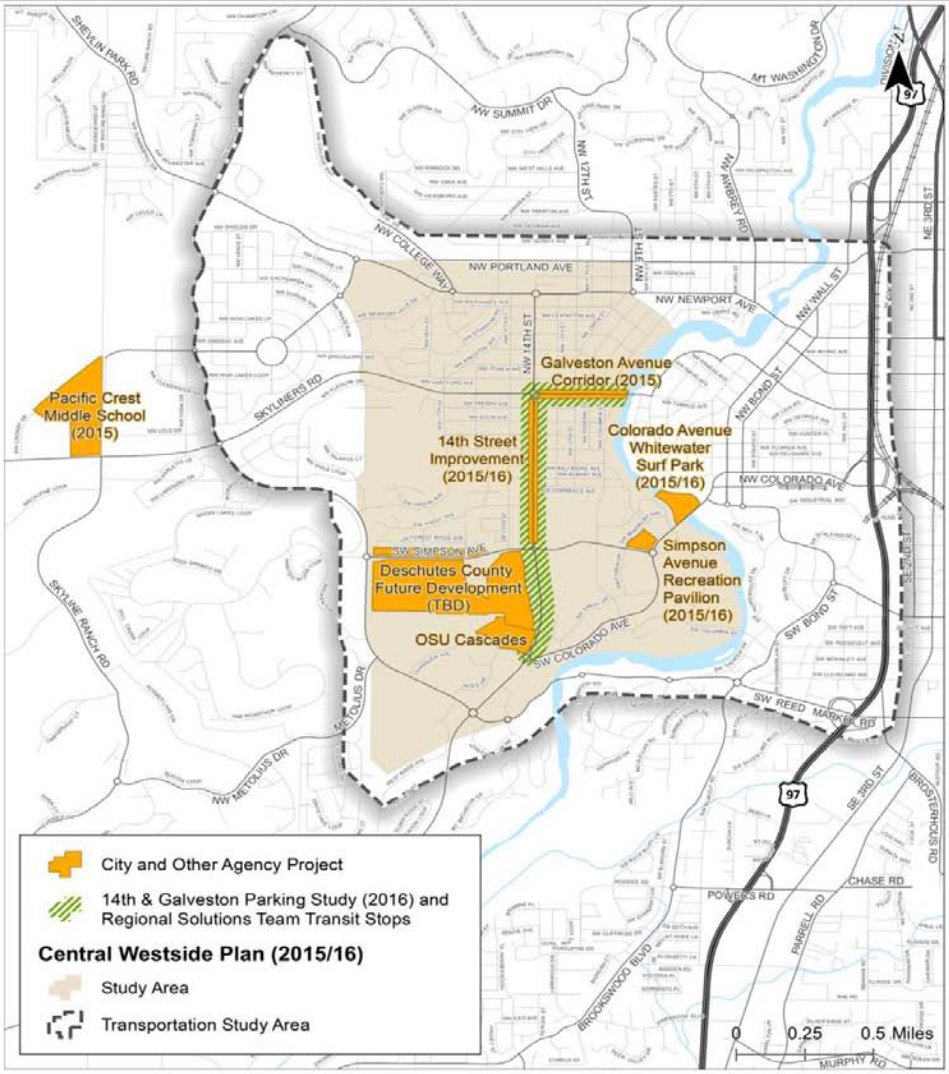
Upcoming and ongoing projects in the study area



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Next steps: How will your input be used?

City Council is expected to adopt the Central Westside Plan in late spring 2016. Over the few weeks, your input will inform:

- Development of a set of **transportation improvements** needed to support the preferred land use plan
- Discussions by the **CAC, Planning Commission and City Council** as the plan in finalized

Share your thoughts by filling out a comment card here or at www.bendoregon.gov/westsideplan through March 15.

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www.bendoregon.gov/westsideplan

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Implementation: What comes next?

Even after the plan is complete, there is lots of work to do. Implementation activities will begin in fall 2016 and will include:

- Implementing a transportation district to equitably assess transportation fees to future development in the area
- Updating the City's comprehensive plan and transportation system plan to match the Central Westside Plan
- Updating the City's code to allow for the development types called for in the plan

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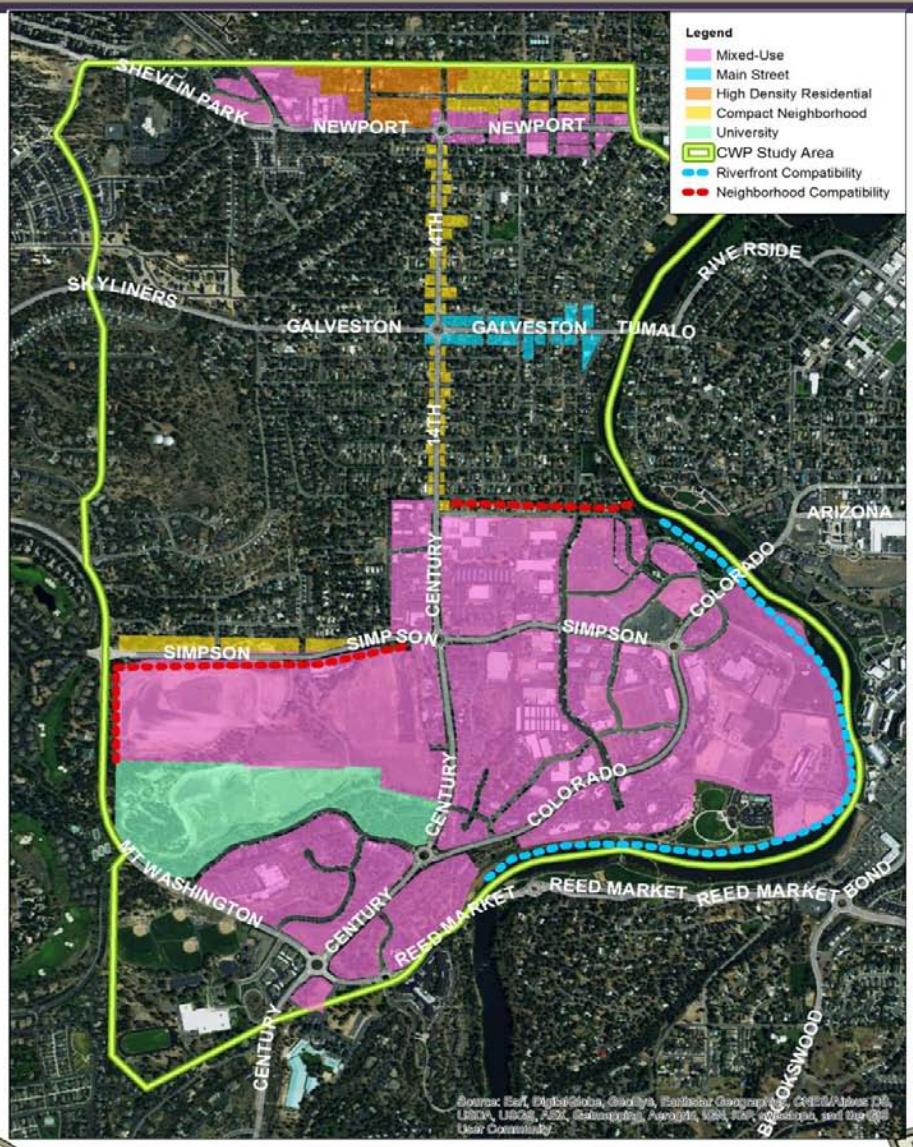
Preferred Land Use Plan



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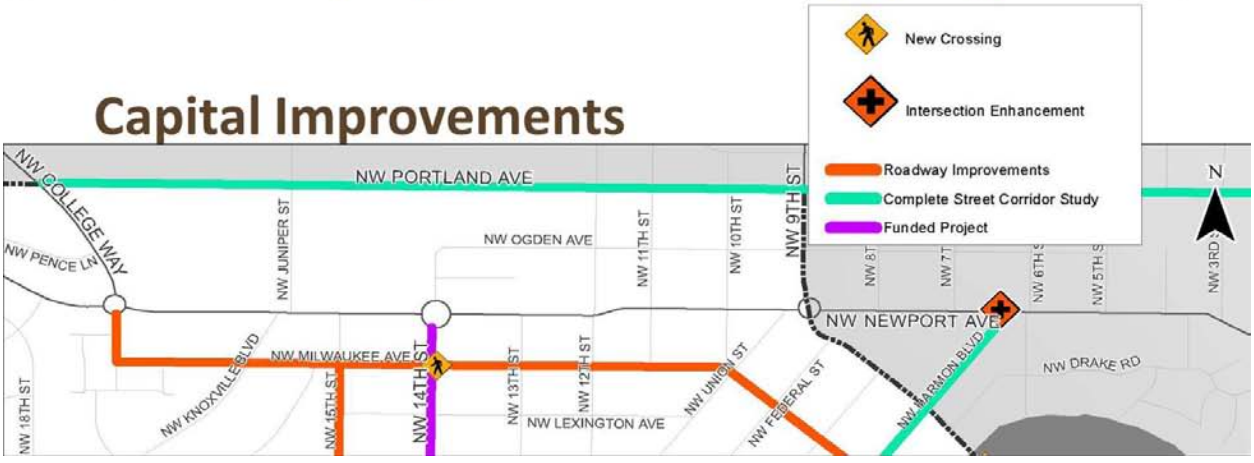
Newport Avenue & Portland Avenue Corridors

Pedestrian System

Bike System

Capital Improvements



Galveston Avenue Corridor

Pedestrian System

Bike System

Capital Improvements

14th Street Corridor

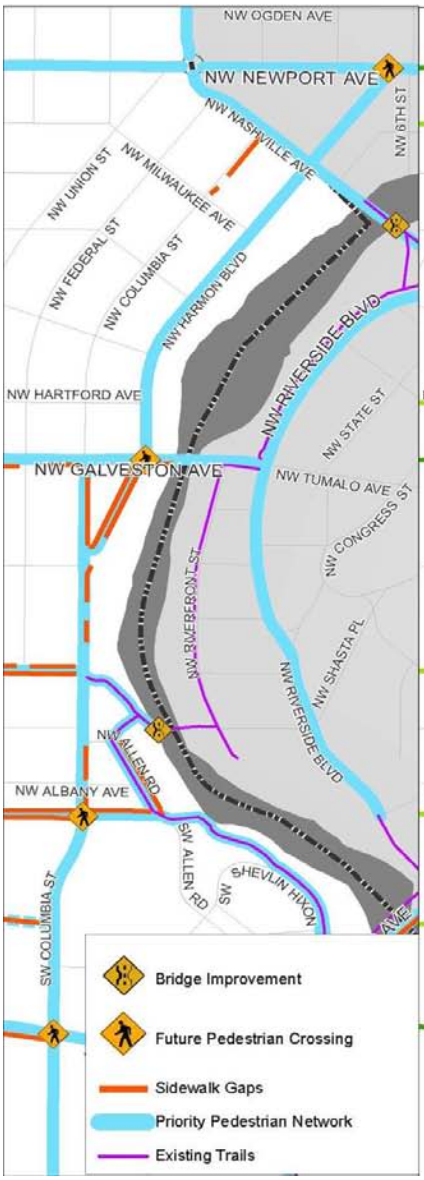
Pedestrian System

Bike System

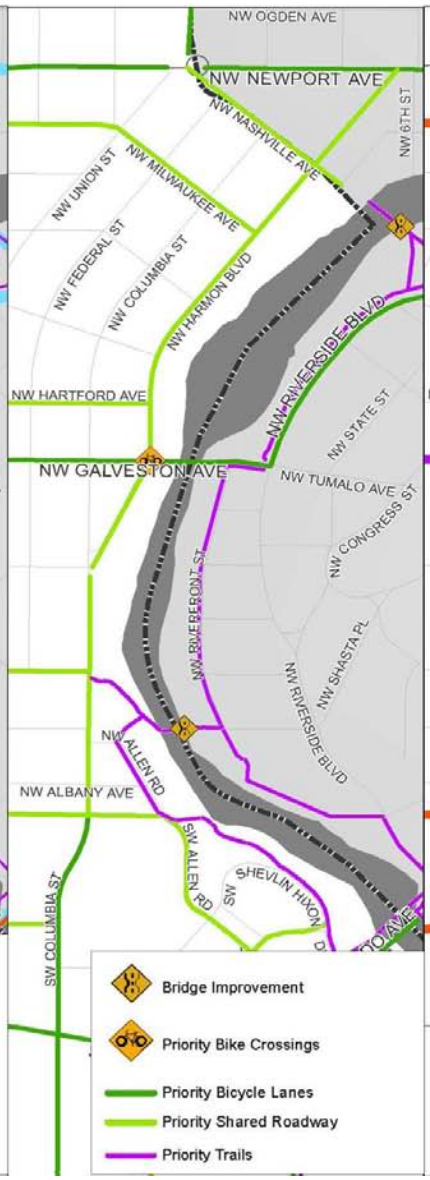
Capital Improvements

Columbia Street Corridor

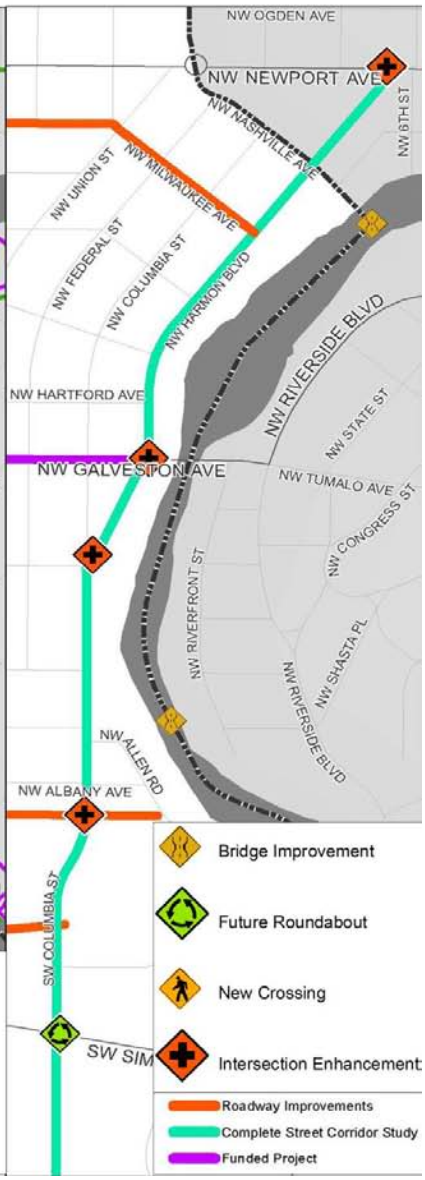
Pedestrian System



Bike System



Capital Improvements



Industrial and University Areas

Pedestrian System

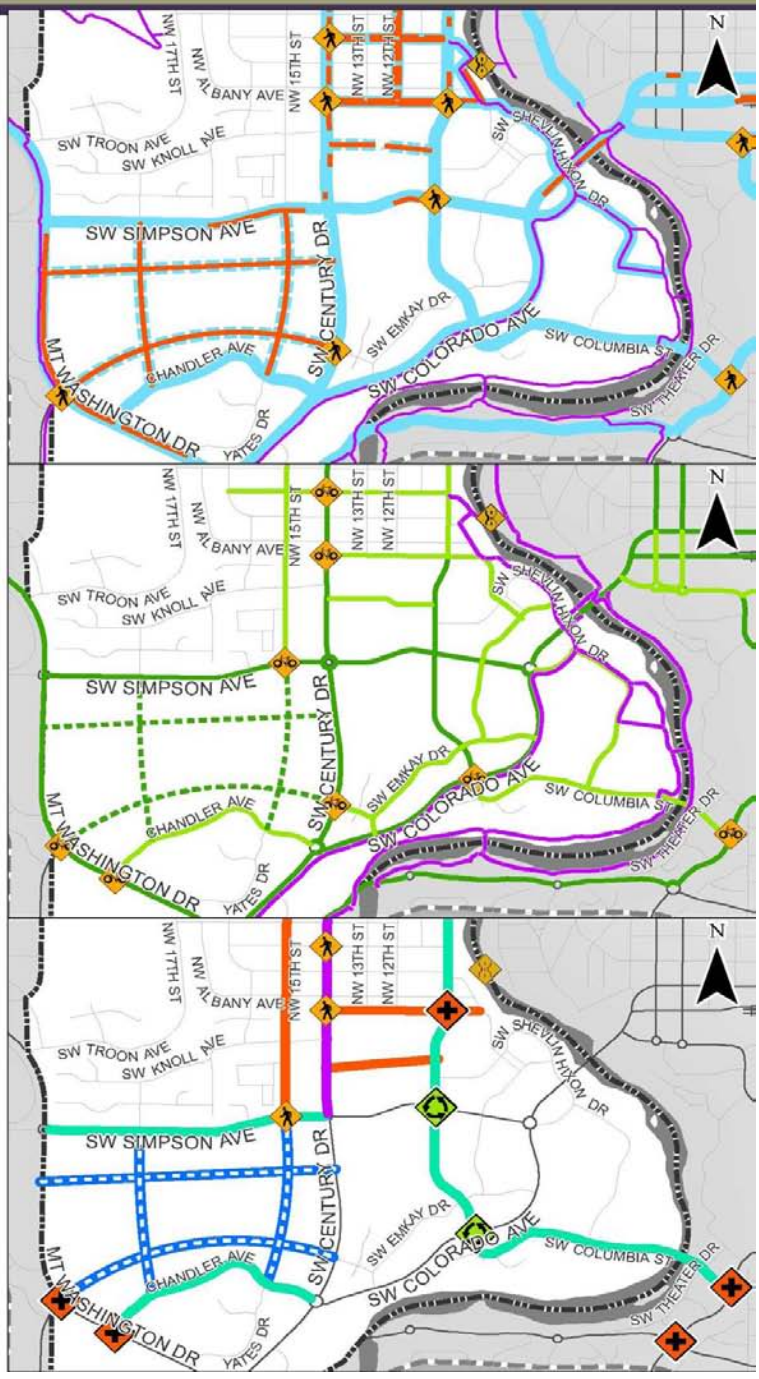
- Bridge Improvement
- Future Pedestrian Crossing
- Sidewalk Gaps
- Priority Pedestrian Network
- Existing Trails

Bike System

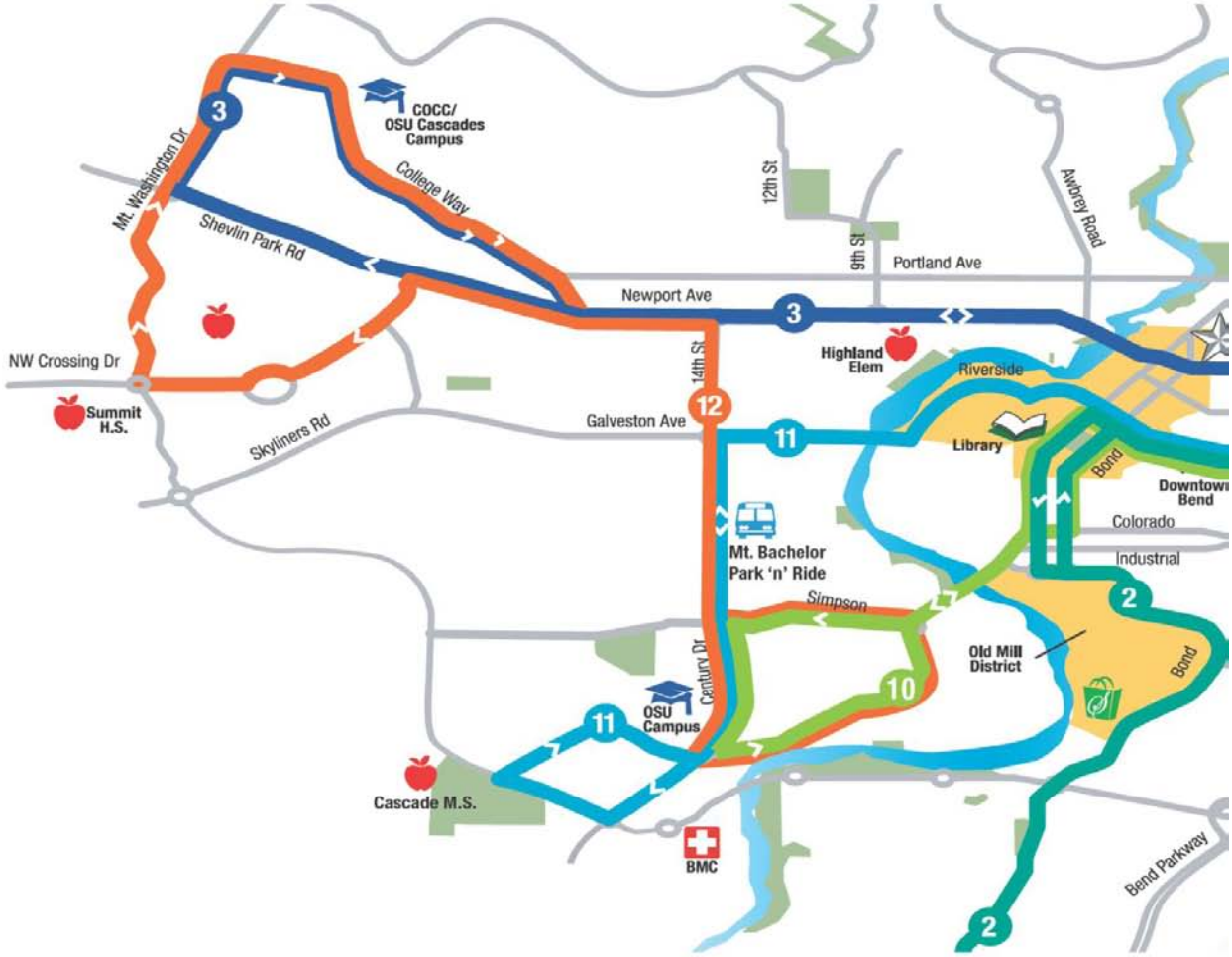
- Bridge Improvement
- Priority Bike Crossings
- Priority Bicycle Lanes
- Priority Shared Roadway
- Priority Trails

Capital Improvements

- Roadway Improvements
- Complete Street Corridor Study
- Future Connections
- Funded Project
- Bridge Improvement
- Future Roundabout
- New Crossing
- Intersection Enhancement



Current Transit System



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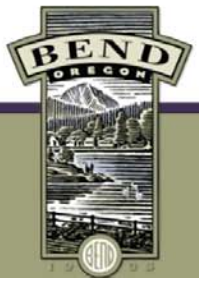
Transit Enhancements

Transit service has been recently enhanced within the Central Westside. Further enhancements will continue to support livability in the area.

The following efforts are proposed to continue transit improvements in the area:

- **Evaluate feasibility and location of a transit center:** The presence of two higher education facilities, popular retail corridors, and a proposed mixed-use area make the Central Westside a prime candidate to support a secondary transit hub. The feasibility and location of such a center should be further evaluated.
- **Evaluate feasibility of transit priority lanes:** These lanes should be evaluated particularly along east-west corridors to help improve east-west person capacity into and out of the Central Westside plan area.
- **Enhanced transit stops:** Identify locations of potentially high use that would benefit from additional features such as a transit shelter, bicycle storage, expanded platforms/sidewalks, or improved crossings nearby.
- **Improved headways:** Identify funding to further improve transit headways (more bus frequency) with the Central Westside Plan area.



Transportation Demand Management

Part of the long-term vision for the Central Westside Plan will be to identify ways to actively reduce vehicular demand into and out of the area.

To help with this vision, the City plans to **conduct and area-wide parking study** that will:

- Quantify current parking demand
- Strategize options accommodate or reduce demand in the future, particularly along 14th Street and Galveston Avenue.

Several additional options to achieve this vision will be further explored as the plan moves into implementation phase. Below are some initial ideas for consideration:

- **Develop a transportation management association** which would work to promote non single occupancy vehicle trips
- **Work with local schools and employers on schedules** to maximize system efficiency

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APPENDIX D: MEETING SUMMARIES

CITY OF BEND
CENTRAL WESTSIDE PLAN
2015

Citizen Advisory Committee Meeting #1

Meeting Date:	January 20, 2015
Meeting Location:	COCC Cascades Hall, Room 104 2600 NW College Way
Meeting Time:	5:30 to 7:30 p.m.

Project Management Team

- Nick Arnis, Project Manager, City of Bend
- Karen Swirsky, City of Bend
- Wendy Robinson, City of Bend
- Devin Hearing, ODOT, Contract Manager
- Kristin Hull, CH2MHill Facilitator
- Anne George, Anne George Mediation, Facilitator
- Matt Kittelson, Consultant Contract Manager, Kittelson & Associates, Inc.
- Joe Bessman, Kittelson & Associates, Inc.
- See sign-in roster for CAC attendance and public attendance

Meeting Discussion:

Meeting began at 5:35 starting with introductions of key project team members. Karen explained that City staff worked with selecting the Citizen Advisory Committee (CAC) with the Planning Commission for quite some time.

Advisory Committee Members

CAC members then provided a self-introduction with a short statement of why they wanted to be involved in the project. Wide range of stakeholder backgrounds including affiliations with area businesses, neighborhood associations, real estate, engineering, architecture, land use, urban planning. Interest in the project expressed by CAC members related to modal concerns, livability, housing types/affordability, area development, area schools, sustainability, and community connection. Total of 22 Members on the CAC plus Planning Commission and City Council liaisons. If anyone feels like a viewpoint is missing let Karen Swirsky or Nick Arnis know; will require Council approval to add members but it can be addressed.

Meeting and Advisory Committee Protocol

An overview was provided by Kristin Hull (consultant facilitator) of the meeting agenda and some other minor changes. Kristin's role- provide time for public comment, making sure meetings are on time, stay on track, end on time, and make efficient use of members' time.

The discussion began with meeting and advisory group protocol. The CAC committee member charge was stated as non-negotiable. The role is to act as a liaison, engage other community members, provide input, and assist in the crafting of recommendations.

An overview of the decision-making structure was presented. The group discussed Planning Commission and City Council role within the committee to serve as a liaison to their respective groups. It was discussed that if someone cannot attend a meeting they can send an alternate, but the alternate does not have voting privileges (may engage in meeting, speak and discuss topics). Kristin noted that we will have differences of opinions in this project, importance of respecting others opinions but making sure the dissatisfaction is communicated.

Part of the group discussion was noting the attendance from public members at the meeting. Kristin suggested 10 minutes be set aside at the end of meetings and individuals be provided up to 3 minutes per person to voice public comments. No other suggestions were brought up from the group, it was agreed that it was reasonable.

Karen brought up that there are other methods of providing comments, such as posting comments on the website. All posted comments will be shared with the management team and overall group. Information situated outside of the room was provided identifying how input can be provided.

Preference of group is to work on consensus. Consensus is defined as the best option for the group, though not necessarily a single person's favorite option. If we cannot reach consensus two-thirds is considered appropriate. However, it is important to report on all group opinions, including committee recommendations or dissenting opinions. One other protocol is not to move backwards; if an issue comes up that requires backtracking the entire group will be asked if it is something they want to be revisited.

- Question raised about decisions being presented to City Council immediately or at the end of the project. Nick explained that there are various check-in points within the process with the City Council. Ultimately, depending on the policy/code changes necessary the findings will go through an adoption phase. Checking in with Councilors along the way will be important; liaisons are present to provide that continuity. Doug Knight will be making periodic reports providing an overview of current working projects. Bill will provide the same support for the Planning Commission.

All members are encouraged to share the progress/decisions of the group with others (neighborhood groups, etc.). As process is likely to be fairly controversial CAC members are allowed to have an opinion but need to bring issues that need to be discussed up as part of the discussion, not just bringing those issues to others outside the process. Not a restriction but a request that the group respects the process to help make the process work.

If members of the media want to discuss the project committee members are allowed to talk on an individual basis, but not on behalf of the committee.

- A question was raised from the CAC about whether a CAC roster will be posted, and whether a project comment blog will be provided as this is important for transparency. Karen responded with the roster already being available on the website, tools will be used within this process to solicit comments and have conversation with responses in a semi-moderated manner. Public comments are also posted to the website, the team is very committed to a transparent process.
- A question was raised about meetings; meetings will not be in Cascades Hall again and are not regularly scheduled; meetings follow project milestones. The next two meetings will be on Thursdays.
- A question was raised about call-in meeting opportunities for members that cannot attend the meetings. Karen will look into this to see if there's a way to accommodate this request in the County Building where future meetings will be moved to.

Project Purpose

Nick Arnis led off with "why we're here" – need for the project arose in 2007 when a development was proposed as part of the current Simpson Pavilion site. The project was a rezone of industrial land and followed the required policies and rules. The long-range analysis showed significant traffic impacts on the surrounding roadway system. There were five intersections in the area that would include $10M of improvements to support this single property, and there are many other developments in the area beyond the 14-acre property. City was able to seek conditions of approval that better fit within the area context, but questions were asked by Council and staff about whether there was a better way deal with future development. In 2007/2008 when the market crashed there was little interest for another "Westside Consortium" approach to traffic. Instead, the City is pursuing this process to provide a better vision for this area.

To secure the Transportation Growth Management (TGM) grant the City approached Bend Parks and Recreation, Deschutes County, and OSU-Cascades to seek matching funding. City was able to obtain $357,500 to pursue this study and seek a high level of public outreach and participation.

The City has hired a consultant team to consider various land use/transportation scenarios, see how it works, and use that information to make decisions in moving forward. This is not a straightforward or defined process, but one that will require a outreach and input to move forward.

Matt Kittelson then introduced the project as Central Westside Plan. Originally the title was "West Bend Integrated Land Use and Transportation Plan." Historically the process focuses on a desired land use then follows with supporting transportation. This provides uncertainty for the public and developers. By looking at both of these together we can identify land use scenarios with transportation in mind. We can then look at the tradeoffs and have those open and honest discussions to provide clarity to the process.

Matt then provided an overview of the project schedule in terms of the general timelines and outcomes of various efforts. Typical process is to come up with thoughts and ideas, vet these through the CAC, and present this to the public. This will ultimately be used to pick a "preferred land use scenario" that will be followed with another public event. After identifying the "preferred scenario" we will then look even more closely at the specific transportation improvements and costs to arrive at a *community values* based approach that will include the roadway and the multi-modal system. Nick added that this approach will allow us to look at costs per household and other metrics not commonly employed.

- Question was asked about how previous studies on corridors may be brought into this project (Newport, Galveston, etc.). Nick responded that other task forces are actively looking at the streetscape on Galveston; recommendations of that project will be looked at by this project. Part of the GO Bond was also to look at the south end of 14th Street, and there is bond money remaining – unsure how much until Reed Market Road is complete. Also, Regional Solutions Team is a governor-appointed team that looks at economic development in communities; they are exploring potential grant money for transit in the 14th Street corridor. Council has directed staff to conduct a parking study around the Galveston corridor. Many efforts to tie in with this work, this effort can validate how to move forward on many of these individual efforts.
- Question about whether OSU has any input into this committee given their role. Karen noted that there is a group of major public landowners/stakeholders also meeting: Deschutes County, OSU-Cascades, and Bend Park and Recreation District (BPRD), Cascades East Transit (CET), Commute Options, Central Oregon Community College, Department of Land Conservation and Development (DLCD), and ODOT.
- Question about the City Council's direction for the affordable housing task force. Those options are working their way through refinement in the Planning Commission and will then go to the City Council in mid-April. This will provide options to provide more affordable housing (by increasing density or housing types).
- Question was raised on who prepares the land use scenarios. Response that the CAC will take an active role. Matt explained that the scenario process will be introduced at the next meeting. As the project goes forward, we will seek input, put scenarios together, and validate these with the CAC and public. Scenarios will largely be visual and tangible.
- Question about UGB and how it interacts with this process. Nick explained that one of our tasks was to coordinate these two efforts. 14th Street is an area that the UGB task force is looking at as a potential redevelopment area. Some of the groundwork has already prepared, this process will look at a much higher level.

- Question regarding the efficiency measures that the UGB task force recommends. Recommendations should be fairly parallel, perhaps a little ahead of our group. They will be at a higher level within the urban growth boundary and will then be looking externally. Karen explained UGB process is at a high level, whereas our efforts will be at a much closer scale.

Public Outreach

There are three major public meeting milestones in this project. One meeting will occur later this spring, one (online only) event in the summer, another public meeting in the fall to discuss transportation. Throughout the project Karen Swirsky and Nick Arnis will be available to talk to neighborhood/civic groups. Outreach will also be conducted toward transit-dependent/affordable housing or other groups that may find it more difficult to provide input. The project website will be the single best place to go. The CAC will also provide input on the outreach strategies.

- Question was asked about the project website address. The web address was added to the white board: www.bendoregon.gov/westsideplan

Project Study Area

The study area boundary was originally crafted for the grant process. The dashed red lines on the map are the Land Use Study Area. It was recognized that transportation impacts can extend beyond these lines. The handout map showed the general transportation boundary; this boundary can be changed.

- Question about zoning codes and abbreviations. Change to map will include writing out the map to avoid the zoning acronym.
- Comments from CAC noted the exclusion of the Arizona/Colorado corridor, particularly given the Market of Choice and other developments. Comment that this plan should address connections to the westside. It was noted that while land use will not be looked at in these areas transportation will.

Project Scope

Kristin then described the issues to discuss and not to discuss within this process. Generally, this includes large-area plans, strategies, funding, parking, land use, concepts. Many other issues on the westside not described include site design for specific properties, specific site use, or current livability issues. The City is available to address other issues outside of this scope or identify the appropriate people to follow up.

- Question from Doug Knight about confusion related to whether parking is on or off the table. Nick's response was specific parking or code violation issues that are occurring. What we do

want to discuss is management plans, strategies, supply, demand, etc. will be clarified. Also requested to clarify "drunkenness" to "intoxication" Point of discussion is what we can affect.

Community Values Report

Anne George introduced herself and task on the consultant team using the PowerPoint slides on Community Values. Purpose was to provide a jumping off point about what is being discussed in the community. Began the process by identifying 11 community members representing different ideas/concepts/interests within the study area. Supplemented with interviews already conducted as part of other committee efforts. List of interviewees are available (Appendix B), report will be posted on website.

[Refer to PowerPoint slides for specific discussion – summary of community values report]

- Question was asked about how much people view growth as positive versus those wanting to keep Bend the same size as it is now. Anne responded that we have no percentages as the interviews were not a statistically valid sample.
- A question was asked about why the interview sample size was limited to 11? The City responded that they did not want to recreate the wheel but pull from other studies/efforts that have been ongoing throughout the City.
- Question raised regarding whether this process will look at specific transportation issues with the public-whether the key issue is the east to west commute, westside to Parkway commute, downtown commute, parking, etc.? Matt and Nick replied that we have lots of information from existing traffic models on this but that we need input and feedback from the CAC on priorities and issues.
- A question was raised about how intersections are currently working. Matt described the need to understand how we define and measure "working" would be part of this project and that these definitions will be used to provide a better response.
- Question was raised about transportation/urban sprawl and how it affects air quality and other environmental aspects, desire to see long-term transportation issues and needs. Nick described the Regional Transportation Plan (RTP) and stated that he can provide this short overview presentation to the group if there's an interest.

Public Comments

- Bill Bernardi: Requested that various groups assembled as part of OSU-Cascades and the recommendations of those groups be made available to the CAC.
- Jim Guild: Left the meeting prior to providing comments.
- Dave Feinstein: Left the meeting prior to providing comments.
- Terry Reynolds: Requested that the committee change the planned date of the next meeting as it conflicts with vacation rental task force.

- Karen: Wanted to better understand if the non-profit community was represented. It was identified that a representative of the Deschutes Children's Foundation, a 501c, is a member of the CAC.
- Question was raised about whether CAC members were self-selecting as "pro-growth" as the project assumes continued growth of population in Bend versus "shutting the gate"
- Kelly Sparks: Will provide committee reports and recommendations to the CAC.
- Erin Marlow: Bend 2030 in March/April will hold a transportation discussion about core values and wanted to invite the CAC to attend.
- It was noted that some of the folks that signed up left early and did not get to speak. It was discussed whether we move public comments to the front of the meeting. It was decided that as there are several avenues for people to provide comments this would not be necessary. Karen provided a business card and posted her email address to the whiteboard for those wanting to provide comments (kswirsky@bendoregon.gov)

Action Items

- Karen will see if the County building can accommodate teleconference service for those unable to attend the next meeting in person.
- Karen will review the next meeting date given the conflict with the Vacation Rental Task Force. This will be sent to the CAC when identified.
- The study area map will be modified to write-out zoning acronyms.
- The poster on what this project will encompass will be clarified to include parking strategies and change "drunkenness" to "intoxication."
- The Community Values report will be posted to the project website along with Anne George's PowerPoint slides that summarize the report.
- A commenting tool (BendVoice.org) will be available for the public and CAC members to provide comments on the Community Values report and overall project goals and objectives.
- Nick will review the RTP presentation and determine whether this should be presented to the CAC or made available to them.
- Meeting minutes will be posted on the website.

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2015

Community Advisory Committee Meeting #2

Meeting Date:	February 26, 2015
Meeting Location:	Rosie Bareis Community Campus 1010 NW 14th Street
Meeting Time:	5:30 to 7:30 p.m.

Community Advisory Committee

☒	Jeanne Berry	☒	John Kelly	☒	Moey Newbold
☒	Brooke Bilyeu	☒	Kimberly Kinney	☐	Heather Ornelas
☐	Perry Brooks	☐	Broc Stenman	☒	Richard Ross
☒	Garrett Chrostek	☐	Sean Lipscomb	☒	Kirk Schueler
☒	Casey Davis	☒	David McGee	☒	Madeleine Simmons
☒	David Gurule	☒	Kimberly McNamer	☒	Glenn Van Cise
☐	Mollie Hogan	☒	Michael McLandress	☒	Tammy Wisco
☒	Sarah Kelly	☒	Adam Michell		

Project Management Team

- Nick Arnis, Project Manager, City of Bend
- Karen Swirsky, City of Bend
- Wendy Robinson, City of Bend
- Devin Hearing, ODOT, Contract Manager

Others Present

- Karon Johnson, Bend Planning Commission
- Bill Wagner, Bend Planning Commission

Consultant Team

- Kristin Hull, CH2MHill Facilitator
- Anne George, Anne George Mediation, Facilitator
- Matt Kittelson, Kittelson & Associates, Inc.
- Ashleigh Griffin, Kittelson & Associates, Inc.
- Alex Joyce, Fregonese Associates
- Alex Steinberger, Fregonese Associates

Meeting Introduction

Meeting began at 5:30. All attendees in the room gave short introductions. Nick Arnis provided a welcome to the room, and Kristin Hull reviewed the meeting agenda. Karen Swirsky asked if CAC members would be comfortable sharing their email addresses with other CAC members so that CAC members can communicate during the project. Anyone who was not comfortable with this was invited to let Karen know during or after the meeting. The roster, without email addresses, will go on the project website.

Goals and Values

Matt Kittelson provided a summary of the survey that was conducted among the CAC as well as the broader community and interested parties. The purpose of the survey was to hear people's goals and vision for the area. Matt's presentation summarized key priorities and provided a summary of survey results. One theme that emerged in the results was the desire to plan for a variety of household types in the west side. The three key themes for the area that emerged from the survey results were:

- Livability;
- Well-planned and attractive neighborhoods; and
- Convenient multimodal transportation system.

Matt asked the CAC members if anything was missing from these key themes and if they agreed with these three broad goals for the area.

- Question: Was there anything that came up that was inconsistent in responses (for example: conflicts between wants more parking vs. wanting bike lanes in areas where both are not feasible)? Matt mentioned that density was one topic that will need to be discussed. There is value in higher density but there are tradeoffs associated with it that must be considered when planning for higher density.
- Comment: We need to be sure we look at the interface of commercial and residential land and make sure what we recommend is good for both commercial and residential development (mutual benefit).
- Comment: While considering a variety of housing types is good, we also need to consider availability and affordability – look at the market. Kristin pointed out that Envision Tomorrow allows us to evaluate these in different scenarios.

At the conclusion of the discussion, the CAC confirmed that the three broad categories that will be the goals for the area include livability, well-planned neighborhoods, and multimodal transportation options.

Envision Tomorrow Tool

Alex Joyce provided a presentation that summarized the Envision Tomorrow Tool and the capabilities to evaluate land use scenarios with a variety of indicators including some that measure transportation performance, housing impacts, economic impacts, etc. He also discussed that the model had been previously set up for the City's UGB project, but the UGB project is waiting on input from the Central Westside project to inform the land use scenario for this area in the UGB project.

Discussion and questions about how Envision Tomorrow will be used in this project included:

- Question: Does the walkability indicator that Envision provides account for the quality of transportation or just the proximity to transportation options? Alex explained that quality is not a direct factor, but the indicator is more complex than Walkscore. It includes demographic info, income, number of workers in the household which impacts auto ownership, how dense the street network is (are there options to go multiple directions), whether transit is available and where it will take you, the number of destinations in a 5-minute walk, the mix of uses, etc. The impact of these factors are based on national travel surveys.
- Question: Why aren't the buses (transit) that we currently have being used? Is it because there is not enough interest, not enough availability, etc? And is this ridership being taken into consideration when the model runs transit? Will this model help us understand why transit isn't being used today? Alex explained that Envision can highlight how the decisions / scenarios we look at will perform on this bus network or some other bus network. Alternatively, the model could look at what areas have the most potential for generating transit riders, today or in the future, to help highlight areas with the greatest potential for transit service. This approach could be the framework for a scenario to test. Nick mentioned that the City has done a long-range transit plan. Through this, they looked at density, which impacts ridership. The long headways between buses also impacts ridership. CET (Cascades East Transit) is looking at transit improvements in our area.
- Comment: This issue (of ridership) seems like a fundamental issue (with job access). Employees can't catch a bus before or after work, and it takes an hour to go home. This needs to be resolved. Nick mentioned that timing is another key issue. While CET looks to increase ridership and change routes, this group (CAC) will be looking at land uses. We have to find a balance between the two.
- Question: At what point does the City decide transit won't work for us? Nick explained that we have responsibilities from state laws to create balance in the transportation system, show how we reduce VMT and increase density. Karen elaborated that there are reasons why we want to do this, including the fact that it is costly for the City to create a completely auto-oriented system.
- Question: Will the model give us a picture of the jobs/housing balance at the community scale as well as regional scale? The transit plan has a lot of information about where Bend residents work and a lot of information has been published about the displaced workforce. Alex responded that the model will provide that picture, and we will be able to

understand the relationship between housing cost and wage to determine if we are accommodating complementary jobs and houses, relative to wages.

- Comment: We have an interesting seasonal fluctuation in patterns. For example, the college students will leave during the summer when tourists come in to Bend. In addition to time of day fluctuations in traffic, we need to consider seasonal.
- Question: Are we going to be looking at wages and housing? We need to look at wages that match housing. Alex explained that housing is very explicit. With wages, we'll have to look at a range because we don't know the industry, etc. We can look at whether we are putting expensive housing in an area that would only have low wages.
- Question: How are college students represented in income? Matt explained that this is a technical detail in the model that we will have to determine. From a high level, we are trying to understand growth and its impacts. Alex will think about the wages of college students.
- Question: What level of detail is provided in the demographics data? Alex explained that census data is available down to the parcel level, although detailed demographics are only available down to the census block.
- Question: How do we determine how much affordable housing we need? How will affordable housing types be established? Alex explained that affordable housing usually has some type of tax credit, subsidy, etc. There is also an opportunity to expand market rate, workforce oriented housing. We can measure both, but the affordable housing is a little bit in the weeds because we don't have control about how agencies allocate their funding.
- Question: Can Envision Tomorrow be done on a larger scale than the west side of Bend? Alex explained that it can be done on a wide range of projects, and it is being used on the UGB remand process that is currently on-going and looking at the entire City of Bend.
- Question: Are the UGB Remand documents public? Nick explained that they are, and there are several technical advisory committees for the project. Information is available online, and Nick mentioned that people should refer to the first packet that was prepared for the project, which contains national demographics information and how Bend compares. Karen offered to provide a summary so that CAC members do not have to sort through so much material. Karen estimated it will take the City 1 to 2 weeks to pull that information together. Kirk Schueler suggested that the two bookends would be good pieces of information to share.
- Question/Comment: What vacancy rate is needed to make housing affordable? There is concern about housing when we have such low vacancy rates? It a large buildout to provide sufficient vacancy really feasible? Interaction with the larger UGB project is very important since the west side is so built out. The economic opportunities for housing exist primarily in the east and north areas of the City. We need to know how much capacity will be built in those areas to determine if workers can catch bus to the west side. (Housing availability is the elephant in the room) Nick explained that there is actually quite a bit of vacant land and redevelopment/infill areas, and that the CAC will be looking at those next time.

- Comment: We should not start with the assumption that we will not have redevelopment on the west side because it's already occurring today with condos and cottages being developed.
- Another comment was made reminding everyone that we have to plan this area not just for ourselves but also for the residents of other areas of the City who will use this area. We must plan for how these people come and go. Matt explained that the travel demand model, which is an input to the Envision Tomorrow model, looks at transportation impacts beyond our study area and accounts for these people traveling to and through our area. Matt elaborated that the model accounts for interactions with the whole City and assumes a certain number of trips are coming from outside the City. The model also looks at the horizon year, not just the existing traffic volumes, to account for future growth.
- Question: Is the model able to tell us the different impact of choices for commercial services? There may be three levels of commercial services to accommodate on the west side: strictly local service areas, multi-neighborhood services, and regional services. Can we distinguish between those and how much of each we might want to plug in certain areas? Alex explained that we can, in the sense that certain types of buildings prefer certain sizes, but we cannot distinguish between certain types of tenants. However, main street tends to have a target market that is rather local so it's somewhat implicit in the model but we cannot predict tenants. We can predict development type (for example, regional scale would have different development type than local).
- Request: It would be helpful to have a map of existing UGB boundaries with some different enterprise zones shown to see how we interplay with those areas. The PMT will make the comprehensive plan available, and UGB maps will inform it because it has aspirational information included such as the Central Area Plan.

Matt finished by reviewing the timeline illustrating how this tool will be used and the upcoming process of developing scenarios to evaluate. This led to questions and discussion:

- Question: Is there a product that will come out of the CAC meeting for the public event?
- Request: We should start picking meeting dates, especially for the summer, so people can plan accordingly. Generally, Thursday evenings at the Rosie Bareis Community Campus will work well for CAC members. Karen will work to schedule them out for the project.

Public Event Planning

Kristin explained the plan for the next CAC meeting and the Public Event following two weeks after the CAC meeting. She explained that the CAC will develop a set of scenarios that will be taken to the public for input before we make final refinements and start developing scenarios. The purpose of this public event will be to gather input from the public on the scenarios we develop at CAC Meeting #3. Kristin informed everyone that the first public event is scheduled at BPRD on April 2nd. We have two options for a meeting format, and Kristin requested input from the CAC on the preferred format of these two

options: a hands on meeting with people working around tables on scenarios; or, a drop in type event that still provides a hands on opportunity for attendees to provide feedback.

The CAC agreed that a shorter, drop-in meeting was more convenient for people, but wanted to consider having two short (perhaps ½ hr each) presentations included in the drop-in time to share information with people. They liked the ideal of multiple sessions. They also requested that station leaders be present to facilitate collaborative work with a small group. There was some concern that interaction will not occur during a drop-in meeting, and we do not want people providing comments in isolation without hearing others' comments. They would like public input to be visible. If we decide to provide a drop-in meeting with a couple planned presentations, the group suggested we advertise those presentation times.

The CAC also asked that we stay away from having attendees score or vote on options because averaging these votes often is not informative. The PMT agreed and explained that we are planning a forum where the public can provide a lot of comments rather than scoring.

There was also concern expressed about how we will narrow down scenarios after one meeting. It was explained that we are just trying to develop concepts, not full blown scenarios.

The PMT requested input from the CAC on the best way to publicize the meeting and get people to attend. Ideas included:

- List it in the Source, the Bend Bulletin, television stations, radio stations, other local media (not everyone reads print media);
- Put it on the neighborhood associations websites and/or lists;
- CAC members share with their networks;
- Through local schools – on Facebook as well as ask administration if flyers can be put up or mailers sent out with students;
- Distribute something (text or graphics) for social media that CAC members can post;
- Develop a flyer for email attachments or other use that includes talking points and nice visuals;
- Advertise on Nextdoor.com.

The CAC also emphasized that the meeting needs to sound exciting in the advertisements. They suggested using a visual of what will happen at the meeting. The PMT is available to print advertisements if anyone needs them.

Next CAC Meeting

The next meeting is scheduled for March 19th from 5:30 – 7:30 PM.

Public Comments

Members of the public were provided an opportunity to comment at the end of the meeting. They were limited to 3 minutes each. Per the project charter, no responses to these comments were provided at this meeting.

- Terry Reynolds, Riverwest Neighborhood: There are many committees in Bend working on various issues, including the Galveston Corridor in this project area. How will the Galveston Corridor outcomes going to be factored into this project?
- Gary Reynolds, Riverwest Neighborhood: Gary is encouraged to see an emphasis on planning and livability. There are nonconforming uses taking over their neighborhood with vacation rentals. Does the modeling take into account the over 500 vacation rentals in the neighborhood and how that affects movement in the area?
- Michael Carr, Summit West Neighborhood Association: There has been a lot of conversation in the community about OSU Cascades and the choice of the west side location. When you come up with the models, with large development such as OSU-C, do the models ever tel you that some development should not go in there? Do you (PMT), as planners, ever go back after seeing model results and wonder why some developer made a decision? How far do models go if something is controversial?
- Marie Mathews , Truth in Site: Did Alex say he doesn't have the data to depict the typical student on the west side? Also, why doesn't the transportation area extend regionally? Is it only local?

Action Items

- Nick Arnis' name to be corrected for spelling error in packet.
- Karen Swirsky to share email addresses among CAC, excluding those who have asked to have theirs kept private.
- Alex Joyce to think about how college students will be accommodated in terms of wage assumptions in the model.
- Karen Swirsky to prepare summary packet (two bookends) of UGB information for CAC members and provide comprehensive plan maps showing zoning and enterprise zones.
- Karen Swirsky will schedule CAC meetings for the rest of the project. These will be held on Thursday evenings.
- The PMT will develop materials to advertise the upcoming Public Event.

Meeting Minutes

Central Westside Plan

Community Advisory Committee Meeting #4
5:30-7:30 p.m. May 7, 2015
Rosie Bareis Community Campus, 1010 NW 14th Street

- Ann George gave a summary of the open house attendance and the comments received.
    - 65 people attended in person
    - 11 people attended online
  - CAC observations and discussions about the open house comments included:
    - People wanted to know the definition of "affordable housing"
    - When referring to mixed-use/higher density housing – the CAC wanted to know what is maximum density?
        - 750 to 900 sq ft units is average
        - Up to 40 units per acre
    - What is the typical number of stories you would expect with the different uses?
        - Neighborhood center: 1 to 2 stories
        - Mixed-use/corridor: 2 to 5 stories
        - High density residential density: 1 to 3 stories
    - What are height limits (in mixed use type centers)?
        - 30-35 feet
        - An extra story may be allowed if the ground floor is commercial.
    - What is current density of housing, and how does it compare around the City?
        - 5/acre older areas, avg = 3.5/acre
    - Who attended the workshop?
        - 20 residents of River West, not enough of a sample to draw conclusions
- Alex provided an overview of the scenarios. Questions and discussion topics included:
  - The model allows us to get a big picture idea of population vs congestion.
  - Setbacks in compact neighborhoods/buffering
  - NWX zoning tries for "like faces like" within land use planning
  - Commerce is a good delineator between land uses
  - Raw land would likely see the biggest change
  - Sub-option for larger OSU campus to keep "Simpson Superblock" being integrated University campus
  - Concern about timeline as property is selling/redeveloping quickly? Can market pace be taken into account?
  - The CAC has concern about over-retailing based on residential mix. The thought is that less retail results in higher quality retail.
  - Need safe crossings of Century Drive
  - Galveston: how do we balance neighborhood center vs regional destination
  - Higher densities along 14th-rowhouses along corridors could build sound proof houses.

- 14th seems like good green space/foot traffic area. Leave bigger buffer, bigger sidewalk.
- Describe yellow line in Scenario 3 – do we want 15th Street or parallel as bike/ped
- North of Newport to Portland not included in scenarios. Same potential for redevelopment
- Bike boulevard on Ogden, closest streets to arterials
- Mix/match around university to add density
- Concerns about understanding constraints within demo landfill site
- Allow more vertical on dump to incentivize redevelopment. Also increase vertical in Century Washington south of OSU-C
- Higher res density in Scenario 1 south of OSU-C

- Scenario evaluation overview
  - Goal is walkability, not as prominent in metrics
  - Goal "small town feel" = small scale retail / service. How to measure small towl feel?
  - List "jobs/retail/employment" on indicators
  - Small town feel/multistory buildings seems contradictory
    - People felt it means walkable to services
    - Access to mix of services
  - How does walkability fit into transportation plan, not confined within this area
- Goals/Indicators:
  - Historical home demolition/replacement
    - Concern with loss of older modest housing
  - "Availability" = potential to find housing in area (vacancy rate) captured in other metrics
  - "Livable streets" how to minimize conflicts with cut-through
- Public Comments
  - Sid: We should enhance the Columbia Park bridge as a pedestrian crossing
  - Aaron Henson: resident/planner: Live in neighborhoods north of Commerce. Prefers Scenario 1. High density is allowed today north with conditional use, City could remove conditional requirement.
  - Bill R: Housing OSU-C task force has specific student housing projections to help with scenario planing
    - Lot of planning, no constraint disucssion
    - There are things that should be accounted for. If roads can't be widended scale back development
  - Bob Brull: CWNA chair, Should consider max development of current zoning
  - Marie Mathews: She sees contradictions between density and open space. Need places to play, parks. What is Plan B if no univeristy.

Meeting Minutes

Central Westside Plan

Community Advisory Committee Meeting #5
5:30-7:30 p.m. June 18, 2015
Rosie Bareis Community Campus, 1010 NW 14th Street

- **Matt recapped where we are in the project process and what is coming up next.**
  - We are about half way through, with tonight's meeting focused on recapping scenario results.
  - Public involvement (including Metroquest, an online tool) will begin on July 1st and extend through August 7th.
  - CAC Meeting #6 was moved from the beginning of August to the beginning of September.
  - The purpose of the September meeting will be to take CAC and public input and talk about what we want to see as Preferred Scenario.
  - We will also talk more about transportation impacts in the fall.
  - We will be finalizing the project towards the beginning of next year (2016).
- **Nick introduced photos and visuals of the changes.**
  - The visuals show what various categories (Main Street, Mixed use center, etc.) *could* look like. Nick emphasized that the City doesn't build buildings, but the code and streetscapes are put in place by the City. Developers build the buildings, and development takes time. In addition, building uses can change over time.
- **Alex gave overviews of the three scenarios.**
  - Scenarios are products of CAC conversations and workshops.
  - The CAC asked the project team to consider potential growth on OSU site. Therefore, we used the same OSU assumptions across all scenarios.
  - Some constraints were used to guide where types of development was placed – environmental constraints, etc.
    - Market constraints – will rents be high enough to support certain types of development on certain sites? This comes down to residual land value – the difference between X (building value) and Y (cost of development) is the amount the developer can afford to pay for land.
    - If development wasn't possible due to costs, the team did NOT assume it was redeveloped.
    - This group (the CAC) has seen these scenarios before, but we'll be talking about the evaluation of the scenarios at this meeting.
    - The team used the market value from county assessor data (same cost a developer would use in proforma analysis).
    - Question from the CAC: what assumption did the consultant make about supply and demand for rent?

        - They modeled using data that incorporates local rent costs (used the same information that a developer would use – based on actual, achievable rents in Bend).
    - Question from CAC: If land had a value of $22/sq ft but it's in an area where we wanted Main St to develop, but analysis assumed $14/sq ft – does that preclude it from being included in the scenario?
        - Yes, it's not painted on the map (assumed for redevelopment) if it doesn't pencil.
    - Question from CAC: should this really trump what we visualize and want to see for the community?
        - Karen Swirsky: This doesn't preclude the vision, but it gives us indicators for how it will function. It grounds our assumptions and analysis in reality.
        - This shows what could happen under today's economy/today's market.
        - We're trying to pull indicators out of this to give realistic representation of what the future of Bend might look like.
        - Question from CAC: are you assuming maximum density on this land?
            - No, this is based on the community's vision.
- Scenario 1 Overview:
    - Scenario 1 includes a lot of redevelopment/infill in office park areas along Columbia Ave, Colorado Ave; more neighborhood and employment mixed use by river; neighborhood commercial along 14th/Century; most development on south – larger scale projects able to happen here on larger lots.
- Scenario 2 Overview:
    - Scenario 2 moves more development to the north.
    - It still has SE development and office parks redeveloping neighborhood.
    - It includes a Main Street node starting at 14th/Galveston.
    - Overall it includes more scattered infill.
- Scenario 3 Overview:
    - Office parks in SE become much more employment focused.
    - Area north of university becomes denser (more apartments than townhomes).
    - Galveston/14th Street corridor becomes mixed use instead of Main Street type uses.
    - 14th Street corridor has more intense 3-story buildings.
    - Newport becomes a mixed use node.
    - Overall it has more scattered infill and less intense mixed use nodes.
- First run through indicators:
    - The CAC was reminded to think about how these support the Central Westside plan goals.

- Total housing unit mix
    - Today: mostly large lot single family
    - Scenario 2 provides the best mix of housing; Scenario 3: provides more multifamily, with a similar number of units to scenario 2.
- Housing Match Need
    - Scenario 2 does the best at providing a wide mix.
- Redevelopment
    - Scenario 3 has the most redevelopment.
    - Definition of redevelopment: could be adaptive reuse, adding units to parcel.
- Jobs-Housing Balance
- Property Tax Revenue
    - They all provide similar amount of tax revenue to the city overall.
    - When you take it down to per acre value – scenarios 2 and 3 deliver a lot more value in smaller space – translates into less infrastructure required and city still getting revenue to put to other projects.
- New Infrastructure Cost per Capita
    - Lower in Scenarios 2 and 3 because less development on vacant land.
- Change in Walk trips
    - All scenarios improve number daily walk trips, 2 and 3 do better job.
- Change in transit trips
    - All 3 do better than today, all increase number of transit trips by at least 25%, but scenario 3 does by about 30%.
    - No assumptions made about new transit – only existing bus system assumed. Putting more people closer to transit achieves higher mode split.
- Mode Split
    - Driving vs walking
    - We're reducing the percentage of people in cars and increasing the percentage of people walking.
- Change in Non-Auto Trips (just walking or transit, the model couldn't include bikes in this)
    - All scenarios show large increase, scenario 2 and 3 result in much more.
- Change in Daily VMT (Vehicle Miles Traveled)
    - Scenario 2 and 3 do about the same and are better than scenario 1.
- Changes to Household Transportation Costs
- Change in Household Budget Composition
    - Tradeoffs for new developments – housing costs will rise. But the lower transportation costs do help with total budgets.

        - Change in 5-Minute Walk Access to Parks
            - Scenarios 2 and 3 do worse because there are more parks in southern end of study area.
        - 5-Minute Walk Access to Neighborhood Commercial
            - 36% of housing units today are within the 5-minute walk.
            - Each scenario does progressively better, scenario 3 does the best (58% within 5-minute walk).
- Discussion to talk about the scenarios and results:
    - Question from CAC: a number of groups identified a university district larger than the site. How was this incorporated (for example: a university district that included everything between 14th and Chandler and Simpson)?
        - Scenario 1 puts a compact neighborhood.
        - Scenarios 2 and 3 increase density.
    - Could a compact neighborhood be a stand in for larger university density?
        - Yes, it contains commercial and multifamily units – things common around universities.
    - Question from CAC: did jobs and housing balance take into account the types of jobs?
        - No, just any job.
    - There's already a good balance today, but scenarios 2 and 3 do a better job of mixing the jobs into the northern residential areas
- Kristin asked the CAC: What are your observations of the scenarios based on the evaluation? Does it change which scenario you think does the best job of meeting your goals? Responses and discussion included:
    - First impression – scenarios 2 and 3 produce statistics that are consistent with goals. But it still has to pass visual test (would the land uses result in buildings that seem realistic for Bend when we see what they are expected to look like?).
    - Could the people working those jobs afford to live in the houses near them?
        - Alex: We can look at that.
        - Alex: Given the greater diversity of housing types, people would have the ability to rent smaller units even if rent is higher.
    - Where does data come from for VMT?
        - Model developed by University of Utah researchers – based on national transportation survey
        - With VMT changes – we're looking for changes in trends (not small differences between scenarios).
        - Matt reminded the group that we're doing high level evaluation now, next phase will consider Bend specific data in more detail.
        - The consultants checked the VMT numbers from the City's model and tried to calibrate this model with the local data.
            - In central Oregon- would a survey like this pick up recreational travel?

        - This won't but future analysis will.
    - Question from CAC: does the VMT take into account the type of place, etc?
        - Yes – different factors like population density, etc. factor into the model.
    - Observation from CAC: In reference to the power point slide that showed walking and driving – walking is increasing but there are more people in the area, so driving goes up too.
    - The CAC had questions about internal/external trips – the travel demand model will answer more of these questions.
- **Nick introduced the photomorphs,** which illustrate what some of these changes may look like in the City of Bend. Photomorphs were done for the following locations:
    - Newport near 11th
    - Galveston & 12th
    - Commerce and Columbia
    - Commerce and Columbia
    - Discussion about the photomorphs included:
        - Mixed use appears to have higher density than the CAC expected.
        - Most of the locations we are showing for infill are small lots, is it even likely this type of development would occur?
            - Response from consultant: They are adequately sized lots for these development types.
        - Parking?
            - Nick: Parking and any parking requirements are a key component on whether or not you can put a building on existing lots.
            - City is interested in looking at parking code as efficiency measure in UGB work.
            - Galveston and 14th – there is a parking study starting this summer. With that study, the City will be looking at strategies and issues.
        - Does this take into account traffic flow? Cross walks will impact traffic, etc.
            - Karen reminded that all intersections are legal crossings so they will cross there anyways.
            - Question from CAC: are there options for more intricate pedestrian systems (overpasses, etc)?
            - Matt: Reminded everyone not to get too caught up in details – this is just example of what it might look like.
            - Nick: The City is trying to get safer pedestrian crossings. This is a grid system – so traffic projections don't go up too much because of all the options for driving.
        - Question about underground parking options. What about geology here, can underground parking be accomplished here?
            - It's been done downtown, but it's expensive here with rock.

        - Comment from CAC member: When I see the mixed use types, I think there will be more cars on the street. Air quality will get worse with more cars. So that's a concern. Can we try and reduce car transportation? Don't want to end up like California/Seattle. Can we close some streets to vehicle transportation and only open to foot transportation. What are other options? What are they doing in Europe?
            - Matt will get into this with the performance measures, which will include non-motorized transportation performance measures.
        - Comment from CAC: Thinking about how Portland's changed and how each area has changed. In Portland – bike boulevards are just one block off the main street, so the built up areas do offer that alternative.
- Consultants asked the CAC if these are what they thought they would see?
    - How many stories?
        - None go above 3-5 stories.
        - Did model take into consideration whether little restaurants will be able to sustain themselves financially?
            - Not necessarily – this is not constrained to demand.
            - Response from CAC: planning tells developer what they CAN do not what they HAVE to do.
        - Comment from CAC: They appreciate seeing the high density – reminder that we need to be deliberate on where we put it because you can see the change in character on the neighborhood.
        - Comment from CAC: Two ways we could think about it (don't have to bite the whole concept at once):
            - X% of an area could be certain intensity;
            - Or we could look at it over time (start lower density work up).
        - Comment from CAC: form based code doesn't tell you what to do in a building, tells you what a building could look like. But it's the most flexible development type.
            - The concept will come up in this plan. And it will come up with UGB efficiency measures too. The City is exploring this. It does lend itself to this type of discussion.
            - This group should think about form not use.
            - However, CAC members reminded the group that the use does impact the neighborhood (example – liquor establishments vs. nice grocery store).
        - Comment from CAC: The 3 story buildings can be done very pleasingly. But are there different ways to look at development that isn't so car based? (car sharing, etc.)
- **Matt gave an overview of the upcoming online engagement tool:**

- Matt asked the CAC to help spread the word to get people to use the tool.
- Link to tool will be on city's website.
- City will have stations around town for people to take survey on ipads, etc.
- Online tool will be open July 1 – August 7.
- The website welcomes people to the plan and goals, then asks people to rank their priorities, then introduces people to scenarios – there will be corresponding visuals on pop out boxes.
- Kristin talked about why we're doing this – to get public input. There will not be a public in person meeting. This group is responsible for helping get good participation.
- We might want existing neighborhoods shown on chip map and shown on map as no change (or "traditional neighborhoods with detached single family homes").
- We need to be clear on the welcome page that people can provide comments that they like scenarios in one place but not others.
- Last screen: transportation piece: you can drag icon for different modes to provide issues or comments on map.
- At the end: there is an option for people to indicate their neighborhood.

- Outreach for survey
  - This group – get people to take it.
  - City will be doing tabling events – 1st Friday, etc. The City also has two kiosks that will move around during the time the tool is open.
    - If this group knows of any high traffic locations we could put it, let us know.
  - Neighborhood associations will get notice.
  - Why is it so important to get so much input?
    - This input informs CAC's decision.
    - Decision makers like to hear that public supports.
    - Strengthens the process.
- **Matt gave an overview of transportation performance measures.**
  - These are different than land use performance measures.
  - Initial transportation goal: mobility
    - Historically, we built transportation systems so that there wasn't congestion. So we measured auto capacity.
    - Problem with this metric: you can only build so much.
  - Now: we are not just auto focused.
    - We also consider user experience and financial constraints.
    - Places are complex.
    - How does transportation system work into environment?
  - Performance measures - measure more than just vehicle operations.
    - Types of measures:
      - System completeness, operations, safety, reliability, etc.
  - What do we consider today?
    - Transportation scenario changes by time of day, seasons, etc.

        - One day doesn't represent everything.
        - We just report one static line, but it changes.
    - We create standards for a system when we measure it.
        - We indicate how much capacity we want to reserve.
    - What does our current approach tell us?
        - How intersections compare, communicates technical info, provides clear and discrete decision points.
    - What are we missing?
        - Trade-offs, safety, system completeness, the function of non-auto modes, non-peak hour times, interactions of land use, cost.
    - Who else is thinking about this?
        - Washington county, Bellingham Washington, California DOT, central Oregon communities – TRIP97
    - How we compare to other jurisdictions:
        - Bend uses 2 performance measures, WA County uses up to 20 performance measures, TRIP97 – 9 performance measures, Bellingham uses 5 performance measures – system completeness focused, Caltrans – 17 performance measures.
    - We've identified goals for the Central Westside plan as part of the 1st step of this process.
        - Next meeting: We will talk about how to measure our goals.
        - The meeting after that – we'll measure the preferred scenario and look at what the results show us and how it affects the outcome and the transportation system.
    - Question from CAC: Should we ask people taking survey what their priorities are to measure?
        - Letting people drop the icon and share their concerns will help us get to this question.
        - The goals will help us know what to measure as well.
        - We heard that multimodal system is important.
- **Announcements/Questions:**
    - Richard:
        - Gave short update on historic context statement – anyone interested can join the group.
        - They need more people on team. Bend doesn't have neighborhood histories to use as model. They're going to look at 3 areas. Need to get facts right.
            - Before 1915 – early settlement
            - 1915-1990s – timber town / mill down
            - Changes and challenges of 21st century
        - Lots of pieces to put together. Need more people to do research and editing.
        - Karen will put outline on the website.

        - Lots of info on downtown and shevlin hixon, but rest of neighborhood is challenging.
    - Molly: Some people wonder if this will happen in other parts of town (revere, greenwood, hollinshead, etc.)
        - Nick: City's done the central area plan along 3rd street – multimodal mixed use plan. Through the UGB work, they've identified a lot of places on inner east side near 3rd Street.
            - Similar types of processes through, during, and after UGB.
        - Karen: we're hoping this work (Central Westside Plan) will be a model for the process/ a tool for other parts of the city. But the City can only do one at a time. Tell those people to be patient, stay involved.
- Question about the timing of the UGB work?
    - We'll be done before them, and we are coordinating closely with them, so they inform each other.
    - UGB has 2028 timeframe.
    - We don't have a time frame, we're just talking vision. But we do have to give them a 2028 scenario for their model.
- **September 10th – next meeting – not at same location.**

Meeting Minutes

Central Westside Plan

Community Advisory Committee Meeting #6
5:00-8:00 p.m. September 10, 2015
Bend Park and Recreation River Bend Community Room, 799 SW Columbia Street

INTRODUCTIONS AND OVERVIEW OF RESULTS

- **Kristin reminded the CAC about the decision making process that was agreed upon at the beginning of the project.**
    - Decisions will require that 2/3 of the group is in agreement if not consensus can be reached.
    - No quorum is needed on the CAC.
    - CAC makes a recommendation to the PMT. The PMT then either affirms/slightly modifies the decision, or, if the PMT is not in agreement with the CAC, the Planning Commission and City Council will weigh the options. Kristin indicated that this is unlikely to happen.
    - Kristin reminded the group that the preferred scenario will likely be a hybrid of the best aspects of various scenarios.
- **Karen Swirsky thanked the CAC for their work in encouraging people to take the survey. There were over 1300 usable responses**.

- **Matt reviewed the results of the Metroquest survey.**
    - Matt explained that there will be a separate process for implementation after this group finishes its work.
    - Matt explained that the front side of each scenario image page shows the land use/zoning change boundary while the back side of the page for the market place expected change (the amount of change that we actually expect to see based on the market)
    - Kristin also informed the group that the university's exact location will not impact our analysis (i.e. whether the university decides to develop on the pumice mine or the former landfill)
- **Matt began by providing overall results of the survey:**
    - The average scores for each scenario resulted in Scenario 1 with the highest score, followed closely by Scenario 2, and then Scenario 3.
    - Matt showed the distribution of responses to show that the average score doesn't tell the whole story. Scenario 3 had the highest percentage of respondents give it a score of 1, while Scenarios 1 and 2 had high percentages of scores 3 and 4.

        - Kristin indicated that the primary reason for differences in scenarios 2 and 3 was the intensity of development. Many people commented that Scenario 3 went too far.
    - Karen commented that the northern neighborhoods area was the biggest difference between scenarios 1 and 2. The intensity on the corridors (between 3-5 stories) also bothered people.
    - Question from the group: Did you do any analysis of trends within the neighborhoods? Do we know if there is a pattern between scores of 1 and the location?
        - *No, but we can look at that.* The survey is self-selecting, so we have tried to avoid too much with numbers. We just want to know what people said and are focusing on themes.
    - Q: Can you elaborate on how many iterations of the preferred scenario there will be? How much opportunity will there be for this group to revise scenarios? This group is looking for a lot more detail (transportation impacts, etc.).
        - Karen: We hope to have a preferred scenario tonight but we will have at least one more meeting or online check-in to be sure we got it right
- **The following sections summarize the discussion and consensus reached for each of the areas and corridors.**
    - For each area or corridor described, Matt began by reviewing the differences between each scenario. These notes summarize the questions and discussion that followed the overview.

NORTHERN NEIGHBORHOODS

- The general theme from the survey reflected in the northern area was supportive of less change.
- Q: how is yellow area on the maps different than today?
    - The areas where yellow is shown would allow greater diversity in housing types (small apartments, townhouses, etc.) than is allowed today. It would be a hybrid between RS and RM. It removes some of the barriers you have in residential neighborhoods by allowing higher density housing but not requiring it.
- Neighbors that live in small houses in this neighborhood already perceive it as a compact neighborhood, so they may have had that in mind as they took the survey.
    - For example, Northwest Crossing is not a compact neighborhood by terminology, although some people might have perceived it as such.
- Q: How much density are we talking about in the orange (high density) areas.
    - We don't know yet. We can determine that as a group later. We are leaving terminology broad for now.

- There is a lot of history in this neighborhood. A group has been working on summarizing the history of this area. Some people feel strongly about not just tearing the houses down. Richard will present on why and what culturally valuable things should be maintained as we look at changes.
    - We should have a conservation overlay so that the nature of the small, quaint neighborhood can be preserved. In TCU (Texas), people tear down old houses and build new, large houses which can be split and rented to various groups of students. The current residents of the northern neighborhood want a neighborhood not student housing.
        - The overlay would serve the intent of neighborhood (single family, not student group housing).
        - There could also be an overlay for the university where the university manages issues like noise, etc.
- We need to preserve local businesses that are there.
- Would prefer some combination: keep the existing look and feel while also allowing for ADUs. His preference is for scenario 1, but with ADUs allowed.
        - Another person agreed that they preferred scenario 1 with ADUs to keep the feel of those neighborhoods. This is a natural way to increase density without changing the feel.
- Another observation: it looked like, in the worst case scenario, 25-30% (unconstrained) of the lots would change density, based on the market evaluation on the back of the page.
    - More support for the overlay comment. He thinks that increasing density is good, but he agrees with trying to keep the flavor of single-family homes.
- Another observation: support of hybrid - agrees it's important to preserve the neighborhood. But questioned whether there are areas where it makes sense for some higher density?
    - Can we merge scenarios 1 and 2 to get a little of both?
- Kristin: just the block north of Newport – would you want to incorporate that?
    - The group generally agrees yes.
    - Q: the yellow part above Newport – is it already multifamily? A: Yes, these areas are already zoned differently than other areas
- ***Everyone is comfortable with using scenario 2 for the northern areas, so we will use this.***
- Are there other areas where you think density should be increase?
    - Along 14th a little

SECTION OF 14TH STREET NORTH OF GALVESTON

- Support voiced for the increase in density there
- Questions from group: how feasible is this?
    - Karen: There is concern about lot configuration. But if land is valuable, people would purchase lots (multiple) – you could go deeper.

    - Would the city allow access on 14th?
        - No it would probably be alley access.
- Concerns: 14th is a major thoroughfare – concerned about increasing density along this street
- Comment – adding density to just Newport / Galveston will not be enough to meet the demand
- Q: why not put higher density off of a road that's not so busy?
- Nick: areas along corridors would probably develop faster than others
- Karen: reminder that 14th is a transit corridor, and transit needs density
- Comment: the whole south area is purple to address density needs as someone brought up earlier
- ***Some people like higher density on 14th, some have concerns – no consensus here yet***

INDUSTRIAL AREA

- Survey results: people generally supportive of change here
- Comment – with mixed use, do people in that area work there or have to travel out? What percentage people that live in mixed use area work there?
    - *Karen will find out what assumption is built into model*
- Discussion:
    - We need to put more housing here
    - Desire for this to be more of a residential focus
    - People agree that having as much residential as possible in this area is good (like shown in scenario 3)
        - (specifically the area south of commerce – the area in purple on the map)
    - It seems like the edges of this area are more commercially focused.
    - How do you buffer from existing quiet offices/neighborhoods? How dense can you go without bothering people on northern neighborhoods?
    - Start with less on the north and go to more density as you get to interior of neighborhood – transition zone
    - There are already some compatibility issues (with century center) –
        - We should note it as a concern (not captured in the broad land use discussion) but will be important for land use discussion
        - The mixed use residential areas may be housing types more compatible with this area anyways
    - Comment: would like to see more like basecamp going in at Colorado/Arizona – ground floor office/retail with apartments above, maybe not as high end
    - Transportation (bike/ped) is so important in this area with the higher density and connections to university

- ***SUMMARY: the group likes mixed use with a focus on housing (like scenario 3), they like density in this area – but less dense on buffers with more dense neighborhoods, more dense center.***
- Q: How do you blend/do transition area?
  - Karen: options/tools: overlay zones, design standards, etc & code enforcement
- Q: what are the chances we'll really be able to change the codes?
  - Nick: the code changes will happen later, phase 2. Some are easier to do than others.
- Would grocery stores be allowed in mixed use? Yes
- Is there a way to mix affordable housing this?
  - Yes
- History of the neighborhood – mill workers, not mill owners. Need to keep this thought and keep it affordable.
- Comment - concerned that this is one of the only areas where we have office parks with jobs to support people. Would prefer some sort of job/industrial sanctuary between Simpson, Colorado, and Columbia
  - Karen: scenario 3 on the blurry map shows the residential emphasis areas vs jobs.
  - What do others think about reserving some of this land for offices?
    - Q: wouldn't the offices stay that way?
    - Karen: the difficult part is always getting the residential in, not the office.
    - Comment: in Seattle, they allowed higher density residential, the problem was they couldn't rent the commercial space.
    - Nick: maybe we have enough in other areas of the city to support employment?
  - ***Summary: we need to note that housing and employment (and shops) are both important. Industrial/office park zone included***
    - Comment: we need to look at the details- that's absolutely important to making it work

UNIVERSITY AREA

- Kristin also mentioned that some respondents thought this process was flawed because OSU was in all scenarios.
- Q: how engaged is university in this? Have they shared their analysis on what will work:
  - Karen: yes, they are engaged
- Comment – Mt Washington/Simpson – we need to look at more residential along that corridor, against the increase in height (transition area)

        - Group agrees that blending is important – artful buffers/ planting
        - The height difference is important
    - Will high density housing south of Simpson be primarily university or open to anyone?
        - Karen: we were doing a proxy that could be either
    - Q: how feasible is this without knowing mitigation impacts?
        - Karen: much of it could be built on now, but the reality is that much of it may be left open. But a lot of land could be built on within the property.
    - Land use descriptions: Neighborhood center – commercial/retail space to offer amenities to neighborhoods – smaller buildings. Mixed use would have potential for residential – retail, office, residential – range of building heights (allows more).
        - People like the mixed use better but don't like the building heights. So more like 1-2 stories.
        - Karen reminded people that you need 3 stories to get mixed use.
        - Does it make more sense to continue the neighborhood center down century? (like blending 1 and 2) -
    - ***LANDFILL PIECE:***
        - Keep the walking and running paths through there – more natural
        - No clear direction here
            - Definitely between scenarios 2 and 3.
            - ***People like 3 but not all the way to Mt Washington***
    - Century roundabout - keep neighborhood commercial around roundabout with mixed use in area that is blank in scenario 1 but purple in scenario 2. Up above – merge scenarios 2/3
    - No change to area with seven peaks/school/ball fields
    - The entrance from off Mt Washington into the university is very important (the location)
    - Comments: the overlay – university district with an overlay district – town and gown agreements – university manages a lot of the higher density areas (to manage the spillover out of these areas into other areas)
    - Need adequate parking
    - Q: is overlay the type of thing that requires a vote? (like historic district)? – we're talking about the city coming in and putting a designation down (like COCC, medical distrct, juniper ridge, etc)
        - The city will have to think about it – there are different ways of doing it
        - Q: could there be an issue with "takings" ?
            - Not sure –we'll come back to this another night
            - This is a level of detail we're not to yet
    - Are there opportunities for the frontage on Mt Washington to look at what these sections might look like/how buffer might look on Mt Washington (since the university will have to do something)

- Concern about the open space capacity in this area. Skyliner sports complex caters to whole city. If it ends up being university use, concern that skyliner sports complex wouldn't have capacity to meet both university and parks and rec use. The college should have its own sports fields (concern about sports capacity)

Corridors – will be tougher. Not as much consensus in metroquest as the other areas we discussed

14TH STREET CORRIDOR

- Focusing on section north of Simpson since we already discussed section South of Simpson:
- Comments: height, support for buildings closer to street, access on 14th is challenge, ped/bike safety is priority with 15th mentioned as bike boulevard
- Q: should we start with transportation and work backwards – figure out what this street will look like (if it needs to be widened)
  - Nick: it's a very tough process to widen this street due to city process, so it's going to be large similar to how it is today with lots of improvements
  - Karen: that street still have quite a bit of capacity.
  - Matt: we will be counting all of this area and we will have all modal counts
- UGB residential group is really pushing for mixed use on transit corridors
  - Comment in support of mixed use in this area south of commerce
- Building heights – mixed use can be 1-4 stories.
  - 3 is definitely okay, 5 might be
  - But buffering is important again
- From commerce to Galveston:
  - Some people want it to stay the same
  - Comment: would like to see higher (not high) density residential – 2-3 story, larger lot coverage, but not apartment complexes – yellow (compact neighborhood) not orange
  - Comment: it's such a small neighborhood, but those higher density will have large parking overflow
  - What are the differences between today's zoning and compact neighborhood?
    - Karen: more density for infill. This is what we're looking for on transit corridors
  - What we're talking about would be more like RM in today's zoning.
  - Comment: concern about it not being ideal for housing (against all the loud traffic) – if you could do it with accommodating parking and insulate from traffic noise, then yes. But take responsibility for parking and issues.
  - Summary: we can do compact neighborhood but you need onsite parking
  - Comment: not having access on 14th itself and having multifamily only on that strip, you could really add congestion to that area and the neighborhood. The development is going to happen, but concern about not having access to 14th itself and concern with having alley access
  - The feasibility in this section is low.

- Question about the design – but response is we don't know what the design will look like
    - Would small uses they draw 1-3 people at a time be allowed in this use?
- ***Summary: yes to compact neighborhood – but note concerns with access, parking, etc.***

- The northern section of 14th
    - ***Agreement that this should be compact neighborhood as well***

NEWPORT CORRIDOR

- Corner at Newport and Shevlin Park:
    - Suggestion to switch purple and red colors
    - What about Jacksons Corner type building?
    - Comment: how about lower height (2-3 stories) mixed use for all of the areas
        - Support for this being the full 4 story
    - So mixed use in this area north of Newport
- Comment - can you have mixed use where you are allowed ground floor retail but don't have to?
    - Yes
- Comment: can you describe what currently exists as a neighborhood center?
    - Galveston and Brookswood- neighborhood center
- We should have caveat about what is mixed use – you can have neighborhood friendly businesses and ones that do not mesh with neighborhood
- Both of these areas back up to single family homes – height and mass is a concern, especially on south side where there is no slope.
- ***Summary: mixed use with appropriate height and mass. And buffering to single family residential. And allow pure residential or pure commercial***

GALVESTON CORRIDOR

- 14th Street to the river:
    - Choices are main street or something more dense like mixed use
    - Galveston task force street scape decision fits with either of these, but it didn't consider land use
    - Main Street is the way Galveston is trending today. Mixed use land use would be different.
    - Q: does Main Street allow residential?
        - Yes – smaller scale. Primarily 1-2 stories
    - ***Everyone wants main street for this corridor***

ROUNDTABLE

- Tammy: would like to know more details. Anxious to see what the details say. (transportation system) and unanswered questions about how everything meshes together
- Kimberly: agrees with tammy. And wants to know more about walkability and bicycle details. What is it like to live there?
    - Are we creating something that will live out 40-50 years
- John: no additional questions
- Michael: wants to know details and can this really happen? Feasibility? Finds change is hard for people but ultimately change will happen over time. Implementing this seems questionable.
- Casey: in the university campus, having a compact neighborhood by the high density and the existing neighborhoods be the same type of zoning seems weird. Having the appropriate amount of housing in the university piece will protect the northern neighborhoods. So getting the university housing piece is right is important so it doesn't spillover
- Molly: with the city so busy now, worried this process will fizzle out and fall on deaf ears. It's difficult enough to do something simple like pull a permit for a commercial property now. don't know how this is going to work. What is it really going to look like 5-10 years down the road?
    - Don't make the land use code too complex to implement
- Perry: the multimodal, bike/ped piece is really missing to him. Not just within this area, how it connects to other areas of the city. How it influences transportation master plan. How developer requirements are changed? Opportunities for bike boulevards? Etc.
- Adam: this is great that people are so involved in the process
- Sarah: process has been good, impressed with consensus. But that's a lot of people to pack in the area, so ready to move to next piece and understand transportation. Does transportation make any of this impossible
- Jeanne: if we don't measure and see what we've got, we can't go anywhere. She thinks people are coming anyway, so she wants to be proud when people come and see how it's done and well planned. Appreciates this process. Thinks we're starting the process of the culture we want to see in the city. Wants this to be the cool place to be
- Heather: excited about transportation network and next stages. Multimodal possibilities. Will be interesting to see how the vision translates as we move to transportation. Request: teach her about how we take utopian vision to reality.
- Laura: struggles with how this fits with what's going on in UGB process and are they speaking the same language? There is a lot that jives, but can't keep track of it all and whether it's working together. So this is a living thing –it's always moving. How is it all staying together?
- Laura: feels that 14th st corridor up to where it is currently commercial near university is a horrible eye sore with tons of potential. Hopes that it translates into something better than it is now. and also thinks the industrial area has incredible opportunities. Not a lot left on the westside - there is space to do good change there with diversity in housing types, etc.

- Heather – good process. Struggles with how far we are talking and is it really going to happen? Concerned with working for a non-profit and being a small business owner- they 're getting pushed out of this side of town. So how does this work with the city as a whole? Hopes that this process will be taken into other areas of the city to implement and move and produce code throughout. Transportation, mobility, livability, etc – need to address this.
- Garrett: likes where this is going. Consensus side for most decisions. Would like to see industrial, even if it's available elsewhere. Process wise – the definitions continue to be an issue. Not sure we actually have as much consensus as we think we do.
- Brooke: this is last meeting –moving to SF. Really happy with how far we've come today. Skeptical with reality but at least on paper we've done something good.
- Madeline: make sure we focus on details like walkability, livability, details that affect health. Concern: What happens when the market hits this?
- **Things we should come back to:**
    - Implementation
    - Clarifying definitions for preferred scenario

PUBLIC COMMENT

- 1st commenter: Sarah Durfey: thought this was transportation meeting. Lived here for 20 years and seen large changes – 9th street (federal) has become very busy as things changed around them. Yet it's the only street with no sidewalks, etc. She's here as a concerned citizen - don't want to be pushed out, wants to be more involved. Is also a teacher at pacific crest and trying to get students involved in the process.
- 2nd commenter: Tracy Pfieffner – with the Shevlin Park development – Question about which roundabout we are looking at.
    - It's near broken top bottle shop
    - Follow up: development already exists there, so how does changing the zoning affect it?
    - There are some undeveloped lots, and some people may decide to remodel or rebuild as buildings age. It allows us to get out of the way of what people want to do if they are trying to build.
        - We decided on 4 stories mixed use in there for now, may change
    - Comment from taking the survey: definitions were really confusing – couldn't figure out what it would really look like and what are the unintended consequences - be sure to think about the unintended consequences. The university district is a whole different animal
- 3rd commenter: (didn't give name) – also a Federal street resident – new to bend. Is the transportation plan going to address all this traffic - is it going to address how to have all this traffic not travel through neighborhood? Or slow the traffic in cut through? Need to get cars down to 10-15 mph where there are no sidewalks.

- Nick: we'll take a look at this. Right now city doesn't have a local street program. We may look at that through this process. A lot of it has to do with enforcement and applying the right treatment. This group will look at a variety of treatments.

Closing Remarks (Matt):

- City club next week: city wide transportation thoughts – all are encouraged to attend
- Local issues that exist: these plans balance regional and local improvements.
  - We want to make sure we look at regional level as well as local details –we may only be able to identify issues, they may have to be solved later

We will come back to group at next meeting with more info on implementation, transportation, etc. and share the preferred scenario.

Next meeting: Oct 22nd meeting – preferred scenario will be confirmed at this meeting.

Meeting Minutes

Central Westside Plan

Community Advisory Committee Meeting #7
5:30 - 7:30 p.m. October 22, 2015
Rosie Bareis Community Campus, 1010 NW 14th Street

Introductions

- The meeting summary from the last meeting was distributed at this meeting. CAC members should review it and get us any comments or corrections. We'll post it on website after that.
    - **Karen Swirsky's name is misspelled. KAI to correct.**
- **The handouts don't show the red buffer zone, consultants to verify that is shown on the website since it is a key piece.**

Preferred Scenario

The group reviewed the preferred land use scenario (in the handout), which was developed based on the community survey, input from the CAC at the last meeting, and some technical input. The goal of this meeting is to confirm the preferred land use scenario and make any remaining changes needed.

- **Alex reviewed the preferred land use scenario with the group.**
    - There are two maps: the 1st is the regulatory map – this shows boundaries of zones (this is what the group saw last time); the 2nd map is blurred and intended to show what could be expected to develop.
- **General group discussion initially included:**
- Pink is the same for mixed use neighborhood and mixed use office. This level of detail will be decided later.
    - For the preferred scenario – it would be primarily the mixed use neighborhood.
    - This is working towards creating a more unified approach in southern area with a couple key emphasis points where mixed use office might be preferred over mixed use neighborhood. This is more of a standard regulatory map – showing consistency.
        - Along edges of single family neighborhoods, the red dotted line shows neighborhood transition area (additional height/design standards would be used in these areas).
- Question from the committee (Q): does going to all "pink" take out some of the nuanced differences that affect livability? Terminology is key here.
    - The difference in what is shown here versus what was shown in some of the more detailed breakdown last time is that this zoning tops out at 4 stories rather than 3 stories or 5 stories. There are no other differences except for maximum permitted height. The uses are the same across all zones.
- Comment (C): This makes sense in the working level – generally, I like this approach.

- C: Concern about intensity going all the way to the river and whether we'd like to make it less intense as you get close to the river.
- Q: Newport: is there a step back zoning where you don't allow 5-story buildings within a certain distance?
    - Karen: we have an overlay zone.
- Q: What's proposed on Newport?
    - Mixed use neighborhood (4 stories)
- Q: What's the difference in the future of Galveston and Newport?
    - The group will come back to this later in the meeting.
- Revised preferred scenarios are different from what the group saw before in 3 ways:
    - Mix of uses anticipated on County site;
    - Unified southern area in single designation: includes all uses allowed in previous version, but simpler for implementation purposes;
    - Neighborhood compatibility design is included on urban-neighborhood edges.
- Q: How wide is the buffer zone going to be?
    - No proposal for design treatment yet – this will have to be determined during implementation phase of this plan.
    - Typically, it would not be a buffer, but a design treatment that extends some depth into the lot (example: 20' into the lot you can only go 2 stories in height).
- Q: What other design elements are there that would help with noise?
    - Landscaping to help with noise; etc.
- C: Concerned about Columbia Street – don't think it should become major car route. It's good for bikes. If you put all that mixed use there, which way will it go?
- Q: Is Columbia a collector?
    - No – it's a local street and a bike boulevard. (But it carries high traffic volumes today.) The City would have to do a TSP amendment to bring it to collector status and carry higher traffic. A bike boulevard would typically have traffic calming on it and would be placed on lower volume, lower classification streets.
- Alex showed what the area is likely to look like with the zoning changes (in other words, what may be expected to be built out):
    - In 2040: The actual growth would likely be similar to Scenario 1 – the biggest changes would be expected in the southern area, involving vacant land development. This is new construction, it's hard to predict renovations.
- Q: Does this take into account the changes to allow ADUs?
    - Karen: It assumes those changes have occurred.
- Alex: The average number of new units per year is similar to the existing average trends. 42 new houses per year was used in assumptions. Today, there are an average of 33 per year built in the study area.
    - Vacant land (3 out of 4 houses) is the primary location for new development.
- Comments from the group on the graphs on powerpoint:
    - The preferred scenario ended up being less intense than expected.

    - Don't feel like we ended up with more intense housing with this.
        - Alex responded that this results in a 37% increase in the housing stock here.
    - Much of this is coming on land that is now industrial and wouldn't allow it under today's zoning.
    - Question: is this enough density? Or is the mix good? The units added are predominantly multifamily which is the direction we've been headed.
    - This scenario allows us to add more housing per year and more of a mix in housing.
- Q: Would 5 stories be allowed in the mixed use area if they wanted to?
    - Alex: That will get figured out in implementation. We've assumed the middle intensity for now (in terms of height) based on predominant pattern at 4 stories even though a few in the middle area of the mixed use area could be higher. We didn't want a patchwork of zones, but if you want it, we can change it.
    - Comment: It seems like the higher we go, it helps with affordability and transit.
    - The group will come back to this discussion later when we discuss this area in particular.
- Comment: 4-5 stories just south of neighborhood in industrial area is a huge change for the neighborhood, so to put that many people down Columbia with the bikes seems daunting.
    - The group will come back to this discussion later when we discuss this area in particular.
- Does the projection of units per year (42 per year) account for any zoning changes – could it go beyond that?
    - The market could cause changes faster or slower than prediction – we're basing this on trends and reasonable assumptions for the future.
    - ADU's are conditional use in existing zoning, but they are getting built. So the assumption do account for this.
    - Growth is about 2% per year, which is a healthy amount of growth.
- Draft preferred scenario summary of analysis:
    - Increases walking biking and transit trips;
    - Increases housing in southern area.
    - Daily VMT – the mix in uses is helpful (like increasing density), but more so for reducing VMT.
- Q: What's some perspective on the decrease in VMT per capita? Is the amount we're showing good? Alex: It's great. VMT is increasing at citywide level, so an 8% decrease is great. Areas within the City like this allow Bend to trend into a better direction. This information has also been fed into UGB work.
- Q: How does this relate to traffic volume?
    - You will get more trips with more people living in the area, but a lot more of the trips will be walking and biking.
    - People want to know what it's going to do to the traffic. Will they encounter more congestion?
    - Transportation costs (in terms of household budgets) are reduced.

- Q: the OSU Cascades campus assumption that 40% of students will live in dorms: Has OSU committed to this? Yes - they gave us their numbers.

- **Discussion about the southern area:**
- The committee then discussed several of the questions that were tabled earlier in the meeting:
    - Topic: the river set back and whether you really want 4-stories at river. Nick explained that that's not how it would play out because of the overlay district. We don't want to put large building by river. Compatibility issues. The overlay zone would deal with design treatments.
    - C: The water overlay zone only goes back 100'. Look across the street, are you ready to have 4 stories across the street from the river or do you want a larger set back?
    - C: Hampton Inn: Is that an example of something that's beyond the water overlay zone.
        - Karen: The next phase of work (once we determine our overall vision) will involve the code work that gets into these details. There is still flexibility at this point.
    - Q: Do we want to designate park space along the river?
        - Parks are part of mixed use zone.
        - Most of this is privately owned.
    - C: I generally like the way we're going; I like the higher stories. One thing I liked changed: the triangle at Mt. Washington, Colorado, Chandler – I would like to see it incorporated in case OSU-Cascades wanted it.
        - Response: Mixed use would allow academic so the college could have it if they wanted it.
        - The university couldn't go wherever they want, they would still have to plan their university.
    - C: The water overlay seems short sighted. State scenic waterway overlay is ¼ mile. It will change the urban form of Bend if you have 4 story buildings lining the river at only 100' away.
        - The waterway overlay zone is what you see now, it's been in place a while. The state regulation applies more to rural land. There's a balance we have to find.
            - Okay – but the overlay district may need to extend further back.
        - Also note: the way it looks today reflects the lower zoning allowed, so it may be different in future.
        - Suggestion: we will make it an official notation that there should be an overlay/buffer in the official record.
        - Maybe we could look into what other cities have done.
        - There is a need for follow up on this issue.
        - Consensus: we want the zoning shown but we want an overlay district; we need to strike a balance.

- Question was asked of the group: is anyone nervous about allowing mixed use zone generally in the area it's shown?
    - C: It's a good idea.
    - C: I envision it being higher than 4 stories in some areas only. For example, in those areas further away from river, towards the center of the mixed-use area.
        - Karen: We will continue to have discussions about what mixed use means. We don't have a true mixed use zone in Bend right now. There's a lot of discussion about how to implement this and recognize different building heights for different neighborhood. So this can be an implementation detail.
    - Q: What heights are allowed in city's MMA area?
        - Higher – 5-6 stories
        - But there are a lot of tools to allow different heights in different areas.
    - C: This level of density just south of old neighborhoods is scary, due to noise, traffic, etc. Could we even go from Simpson north and have a piece be 2-3 stories instead of 4 stories to provide more protection?
        - Alex: Yes, it's feasible. But it didn't emerge in any scenarios. By limiting development, you're also potentially limiting yield (in terms of redevelopment).
    - Q: What is projected population for Bend 20 years from now?
        - PSU population projection: 130,000
        - Current population: 82,000
        - Comment: We don't want to limit ourselves too much with 4 stories.
    - Above 4-5 stories, you have to use different construction types, which are more expensive (you have to jump from using timber to using steel). So people aren't going to do it for 6-7 stories. There needs to be a bigger jump in the number of stories to make it pencil.
    - C: All of Bend's growth potential doesn't have to be absorbed in this area. The City has already said they want to expand downtown with taller buildings on 3rd Street too. Keep that in mind.
    - C: Let's keep it at 5 stories since beyond that is not likely to occur. This is sculpting sky scrape view – 5 is better than 7 anyways looking from river.
    - C: The two mixed use designations are important –we can spot the "mixed use center" where we think it belongs later and keep the mixed use neighborhood for now. Tools are there to do it later.
- **Summary for Old Mill District:**
    - The committee is okay with the mill area zoning.
    - We need to look at edges at places such as the river, borders with neighborhoods, and areas north of Simpson Avenue. These areas need buffer zones or overlay districts with additional design guidelines/restrictions. Some of these recommendations should be included in the record with this plan.
    - We should consider taller building heights allowed in the center of mixed-use areas.

        - Ultimately, it would be valuable to include both neighborhood and center mixed use zones.

- **The group is okay with the university assumptions and reserving judgment.**

- **Simpson Avenue:** This is shown as a compact neighborhood zone.
    - C: There's an existing community trailer park.
        - The land shown yellow is all vacant – it is owned by the County.
        - A lot of deer live there – can it be a park as well?
    - What is shown on the preferred scenario is consistent with what the County wants to do.
        - This makes sense with college coming in.
    - Q: Has the zoning for the mobile home park been changed in the preferred scenario?
        - No
        - Is it in the new mixed use area?
            - It's blank – no change proposed.
    - Q: Was there much thought about going to high density neighborhood in this area?
        - Is it more difficult to get small lots on steep lots?
        - C: I would envision it as apartments.
    - C: I would rather see high density neighborhood there – on a busy street like Simpson, how many people would want to buy a single family home there? Seems better to have high density (also better for affordability and transit).
        - Karen will check in with County on their plans.
    - C: I think it would be a difficult sell to the neighborhood to get the apartments to back up to single family homes. Therefore, I think it should be left as compact neighborhood to better serve the transition area.
    - Compact neighborhood would allow triplex, duplex. The difference is that apartments are only permitted in high density zone.
    - 5 people – like the compact neighborhood designation here.
    - 4 people like high density neighborhood designation here.
    - C: Increasing density makes the inside neighborhood start to flip and turnover. We've seen it on Galveston with people selling and moving. (and noise concerns)
        - But is that due to commercial or high density?
            - It's noise – associated with outdoor areas. This would happen with high density too.
    - C: Are we going to be sprawled or go up?
        - C: I agree that we need to go up. But I also agree that density is going to go in a bunch of different places in the city. It doesn't all have to go here.
    - The group generally trends towards compact neighborhood but a few people feel pretty strongly view points on higher density.

        - C: Providing more data: the current planning commission is sensitive to neighborhood compatibility, such as encouraging single family adjacent to multifamily. This is a good buffer to university going into neighborhood.
        - This convinced everyone – **agreement on compact neighborhood for this area (Simpson area).**

- **14th Street: Compact neighborhood – there is agreement on this area.**

- **Galveston and Newport**
    - Why are they different? And what does that mean to the future functions of those streets?
        - It relates to intensity – Main Street is just lower intensity (similar use)
        - Why aren't they both Main Streets?
            - Based on group discussion last time
            - Related to height – Newport has the hill and already has buildings up there, so people are more comfortable with taller buildings here.
            - Newport is an extension of downtown; carries more traffic.
            - Newport has wider streetscape and right-of-way. The bridge over the Deschutes River was constructed to carry more traffic here.
    - **Galveston and Newport – everyone agrees that the scenario is good in these areas**.
- What will happen in the area between the Newport bridge and the study area?
    - It's zoned residential and not part of study area.
    - It's not likely to change.

- **Overall summary on the discussion of the preferred scenario:**
- Generally, the map is good. With some notes to make in southern area.
- Buffer the mixed use on Newport where it touches neighborhood.
    - This is only one block deep, so maybe this is a design standards discussion.
    - This gets back to discussion about height. There should be a universal note for design conversation during implementation.
- C: If it stays pink on Newport, would the next level further south of Newport be yellow? (in other words, townhomes to serve as the buffer)
    - Last time we heard people didn't want to make changes where there is single family residential. We also heard it loudly in public involvement comments.
    - If we're intending to encourage higher density – you may need to do this sometimes.
    - This should be the next stage as the need arises in the future.
        - Don't think the need for that level of density is there yet.
        - It was pretty clearly rejected in the survey.
    - C: We're not here to change character of Bend, and that would change the character.
        - Whether we want to see it or not, it will happen.

Questions from the Last Meeting

- **Karen discussed two questions that were brought up at the last meeting:**
    - How does implementation work? – We discussed this throughout the night. There will be a second phase that deals with the implementation of this plan through zoning changes.
    - How does this fold into UGB process?
- Boundary CWP vs UGB:
    - The CWP includes an opportunity area in UGB work – we had identified a bigger area through this work then the UGB had assumed, so they updated their opportunity area (expanded it) based on our work. So the opportunity area will go ahead with UGB work, on a slightly different track than our work, maybe ahead of ours. But it still allows us to continue our discussion.
        - The group is okay with this.
    - We need to come up with land use designations that describe what we're doing.
        - The code work and implementation will continue after January, as much as possible will get done with UGB but it will have to continue beyond UGB work.

Public Comments

- **There are no public comments.**

Transportation Performance Measures Overview

- Note: There are photos on handouts that show sketches of what some of the changes could look like. Please look at them online, we will not have time to go over them here tonight.
- **Matt gave a brief overview of transportation performance measures.** We will be discussing this more at the next meeting.
    - Overview of performance measures selected based on comments received.
    - Matt showed the locations where traffic counts were conducted. There were many locations throughout the CWP area.
    - We will use the performance measures to evaluate the scenario and compare these measures to those we historically have used to measure transportation.
    - Questions from neighborhood association about roundabouts and how will they be addressed if they fail? Also, how to use them efficiently – how do we teach people (tourists) to use them? How efficient is a roundabout compared to a 4-way stop.
    - C: I was hoping we could have understanding of what pedestrians do to roundabouts in terms of efficiency, specifically at Mt. Washington/Century near the new campus.
        - Matt: Our analysis models account for this. Intersection counts include pedestrian counts (& heavy vehicles) so that we can account for them in the analysis.
        - C: I noticed latent recovery at roundabouts when a pedestrian uses it.

- C: The transportation task force for OSU-C did recommend a midblock crossing.
- Will recommendations be based on keeping same standard of service we have today or lowering the standard?
  - We'll look at these under today's standard and at 2040, which is why Alex's projection is important.
  - And we'll talk about what we want the standard to be.
  - We'll show what you would need to build based on today's standards and based on adjusted standards.
  - The bigger questions involve: what are you solving (what time period), and what does "working" mean, etc.
  - Nick: At a conference last week - a lot of people are talking about this now. (the tradeoffs on infrastructure, etc.)

Historic Committee Update

- **Richard gave an update on the work the historic committee has been doing.**
  - The 1st installment was sent out by Karen. Let Richard know if you have comments.
  - Deschutes Historical Society is doing expert review
  - The group couldn't find a nice packaged community history for the westside.
  - Topics yet to come:
    - Bend from 1950 to 1994/1995 (when the mills began to when they closed)
      - Description of the river in the 20th century
      - City development with bridges, streets, parks, how sewers came to west side
      - Boom and bust mill development (Shevlin Hixon Mill)
      - Housing and neighborhood development and how that's changed
      - Schools and the neighborhood
        - Pedestrian bridges used for a long time
      - Businesses and services development – first businesses on Newport and Galveston. The Fresh Foods Market is in a building built in 1917.

Meeting Minutes

Central Westside Plan

Community Advisory Committee Meeting #8
5:30 - 7:30 p.m. January 26, 2016
Rosie Bareis Community Campus, 1010 NW 14th Street

Introduction

- Introduction by Nick Arnis. Nick provided an overview of the Transportation Demand Model and the 40,000 foot overview of the transportation system, 20 year forecast of the transportation system.
- Introduction of attendees.
- Kristin Hull provided an overview of the public outreach plan.

Land Use Scenario

- Karen: refreshed everyone on the preferred land use scenario
    - The mixed use area would have mixed use neighborhood designation adjacent to existing lower density neighborhoods, even though this map doesn't show it
    - It would leave riverfront areas the way they are
    - No proposed changes to Galveston lane use because existing zoning allows what people wanted for the corridor
    - 14th street – increase in density
    - Newport - change to some mixed use and higher density residential
- Karen and Wendy also visited land owners within the area that is being rezoned. They got a positive response – everyone liked the mixed use idea. A few minor concerns – wanted to be sure they weren't requiring residential. And wanted to make sure parking was taken care of. Karen has summary of the outreach if people want a copy. Then took the scenario to the planning commission and city council
- Karen provided an update on the UGB coordination. The two projects are coordinating well. A key difference is that the UGB work uses horizon year of 2028, we use 2040 for CWP. So we have different transportation analysis.
    - The most likely outcome - as part of UGB work, they will adopt comp plan changes for the opportunity areas
- Nick – provided an update on Galveston/14th St work – they will be looking for people from this group to present the findings from this work and explain the process this group has gone through.
    - Galveston and 14th St are at least partially funded
    - There is about 4.2 million remaining from GO Bond program that can be applied to 14th street

        - Council has approved two segments of 14th – Simpson to Colorado and Newport to Galveston
        - This ties in with sidewalks on Newport from 12th St to college and other streetscape projects
        - They wanted to take longer section of 14th St because they've invested in transit service along the corridor too.
        - With the land use we've recommended, there will be more walking and biking on these corridors and so this is consistent with the land use
    - Galveston – there is design money available. If they want to build, you have to build it with reserves money.
    - CIP = capital improvement program
    - What if you don't have enough money? Either scale project back or add more money
    - For 14th street – it may take 1 year to design, 1 construction season, so 2-3 years to build
    - Since this group is recommending more density on 14th and there is concern on the number of accesses, will there be thought given on how to reduce the number of driveways?
        - Yes, they'll look at it, but there are many issues – rights of access, landlocked, etc.

Transportation Analysis

- Matt explained that we're going through an iterative process. The model is being updated to account for transit. And we'll be incorporating their input.
- Matt reviewed timeline – public meeting March 2nd and 3rd, final CAC meeting in April.
- Why didn't you count morning? Morning issues tend to be more localized or around schools. PM tends to drive decisions and be more problematic. Planning around the system tends to be based on PM.
    - Nick – we do have AM counts from the schools and can show the spike
- Question – is it typical to only count 2-4 hours? Matt - yes, typically only 2 hours. And this is a large number of counts around the City.
- Matt provided context within the city's other planning efforts
- Injury crashes – The City does safety planning to identify key areas of the city. We're not recreating that, were just looking for trends. We see a lot of exposure crashes – more crashes where there is more volume.
- Matt explained the four maps showing how intersections operate over time
    - 2-3 pm – not a lot of congestion (looking at how they operate over the whole hour, not a narrow window of time) – there is a narrow peak on Mt Washington near the schools
    - 3-4 pm - not much change – Columbia/Colorado – some congestion – because stop controlled
    - 4-5 pm – you start seeing Reed Market/ Bond and Portland get congested
    - 5-6 pm – Colorado/Columbia has more congestion, and others stay congested

    - There are localized congestion areas but there is a pretty good system in place today. There are localized issues but the system-wide issues are not widespread.
- Future model plot – shows how the system is expected to operate with the land use we've assumed.
    - How do you define capacity? – how many vehicles can you get through in an hour
    - Does this modeling include UGB expansion?
        - Yes, but its slightly different than the current assumptions. But there is some UGB assumption growth included
        - We had to assume a lot more housing and employment since we're going out to 2040 rather than 2028
        - What is MPO?
    - Comment: Surprised that Dimpson, Colorado, 14ths is blue.
    - Matt explained that the models indicate trends
        - We use current counts to calibrate future years
        - Nick – what time frame are you starting to reach capacity on links? Its closer to 2040, which is also when model gets least robust
    - Comment/opinion – thinks the city puts too low of a level of failure. What we call failure here would be nothing in other cities.
    - This map shows volumes, not necessarily failure – just compares against capacity
    - Where are we at capacity today? For a comparable stretch of road.
        - Bond/Reed Market – certain approaches exceed capacity here
        - But now we look at sustained delay to determine whether it's worth building additional infrastructure
    - Comment –surprised that OSU campus doesn't have more of an impact
    - Overall, the revised land use scenario is resulting in shorter trips and we're reducing overall trips
        - The university generates trips at different times, not during commutes

- Matt reviewed big picture findings
- 2040 intersection operations – worst case scenario – without the improvements (only large city committed projects are included in model)
    - Portland, northern section of 14th Street, Columbia, Mt Washington – congestion issues
    - Chandler – at 14th/century – that's where the university will be – it's an off peak time.
        - Comment: We have different peaks in bend – construction industry at 3pm
    - Nick explained that as we go through, we don't mitigate for the worst leg, we just mitigate for the worst intersection
- Matt explained how we found the worst hour over the 4 hour counts
- Does the model take into account that as intersections get worse, people take different routes?
    - Yes
- What about seasonal applications?
    - We didn't count in August because Reed Market was closed

    - We look at everything together – counts, model, etc. - it's not just one thing
    - Could you apply growth factor?
        - Yes you could
    - Tyler – model is built to reflect average weekday, which is fall / spring in Bend. But the seasonal fluctuation is more significant in this area
    - Is the weekend accounted for? Parking is tough and you have traffic for people looking for parking
- Design vs accommodate – we design the roads for the average use.
    - Russ - it's a value question for the City. Where do you want to set the dial. Mt Washington is a great example – if you put a double lane roundabout there, it's not safe to cross there during most of the day for example
    - There are tradeoffs for a bike/ped standpoint
- Doug Knight- this community needs this values discussion. Quality of life is affected by this.
    - This was talked about by the Bellingham transportation director that was here – is that videotaped for people to watch?
        - We can give his contact info to people.
    - Bellingham invests in providing a lot of options, it doesn't mean we aren't investing
- Comment – people can adjust their own time
    - Have their ever been any attempt to regulate the entrances to roundabouts
        - Yes, it's there
- Connected vehicles is a big topic in the industry – they are not accounted for in the models
- Comment – the statements we got at the beginning of this project listed people's values
    - If we hit capacity, then when do we consider limiting density?
- Comment – agrees that we need to have a discussion on values
    - Question – doesn't the roundabout at Century/Mt Washington create a defacto metering that makes 14th St flow better?
- Comment – where we have specific congestion of 30 mins or longer, then having the discussion on whether investment is worthwhile should be had
    - We should also include the demand in the discussion – TDM – simply work together as a community

Transportation Improvements

- Matt went through bike project maps
    - More detail to come in the project maps

Discussion

- Bicycle map

- The park bridges – is there a plan to add bike facilities to park bridges, like at drake park?
    - The city owns the drake park bridge, and they are on the city's priority lists
    - Those bridges need improvement
- Comment: Likes that we are taking bikes off main roads
- The intersection enhancements and future pedestrian crossings
    - We're talking about at grade crossings
    - Some may have refuge islands or beacons
- On 14th Street – are the crossings coordinated with where transit stops are?
- Commerce – is a popular ped/bike route – but it's not a through street
- Question: question about road maintenance – if you pull bikes off – how does that impact the city budget on plowing?
    - We'd provide access to another option like transit
    - Design details are important – so that would be considered in design
- Comment – between Commerce and Simpson – that is one of the least walkable sections in Bend – why was that chosen? Seems like a hard section.
    - It's the back access by Nosler – we saw that it's a challenging connection, but it's a nice connection if done
    - It seems like it would impact so many businesses on 14th St
    - Russ – what we would look at is that there is a desire for a connection, then as redevelopment occurs, they look for opportunity to get it as redevelopment happens
- Comment: Figure 8 – bike – dashed connections – can we put those same dashed lines on figure 6, walking?
    - Yes
- Comment – likes Commerce being claimed as ped/bike
- Question about southern area where we put a lot of mixed use – doesn't have a lot of grid.
    - Matt – it's a challenging area because its aspiration, but we could show more east-west connections through there.
    - City would require developers to put in local grid if they redevelop large piece to meet block spacing standards
- Matt – we need to know if we have the right grid.
- Do think we need a bike boulevard on the 12th St or between Columbia/14th
- Comment - thinks the plan as a whole nails it, may be some small details
    - The one thing not on here is transit routes
- Figure 10 – what is the new connection?
    - Not a lot of options into the old mill
    - This area is identified as a redevelopment area
    - Aune is identified as an undercrossing
    - Korpine area is a UGB opportunity area
    - This is something we would test in the model

        - Would it be for cars? Yes – for all users
    - Is there still talk of ped/bike overpass over parkway?
        - Yes – Hawthorne was suggested in central area plan
        - A couple unidentified in long range plans
    - On bike/ped connections to south – you stop at Simpson – would that connection be shown going through university area?
        - Yes, we should show it more clearly
        - Everyone agrees
    - Has there been thoughts of a separated bike lane going across town?
        - Yes – corridors like Franklin are priorities
        - Russ – we consider whether to have an intentional design on these roads to make it feel more safe for bikes/peds
    - Comment: Homes are selling like crazy on the east side due to affordability, as we see that change happen, there's going to be a need for people to walk and ride back and forth
    - Comment – the underpass at hooker creek – would make a great connection. Also looked like there would be a way to put streets going north that would allow you to bring the road to the Colorado ramps
    - Comment – the east-west connections are critical
    - People can scan and send their feedback forms to Karen
    - Discussion and analysis does not include Galveston corridor - we can add discussion of this in the memo
    - Question about zoning?
    - Karen: we will be doing the comp plan changes to at least the southern area as part of the UGB process.
        - Zoning implements the comp plan. It's unclear at this point whether we will process with the other zone changes with UGB work or whether that will happen later.
        - The rest of the CWP adoption – that will happen after this phase of the project. (after April) so likely another year or two before you see zoning changes
        - Once the comp plan is changed, it's relatively simple for the land owners to change the zoning. It's still a process but it's easier.
    - Can you expand on the status of the comp plan?
        - As part of the UGB – several chapters are being rewritten (residential, employment, transportation, and new chapter on urbanization)
        - The other chapters will be updated to make sure there's nothing in conflict with UGB
        - There will still be more comp plan work to be done
    - Comment - clarification on the question about zoning
        - Will city change zoning without property owner's notification?
            - No

Next Steps

- Kristin discussed next steps
  - Next steps – taking it to general public.
  - Two open houses – March 2 and 3
    - A little geographic focus
  - No presentation, tables with information about each subarea
  - All of this will be online too with an online comment more – March 1- 15th
  - We're working on spreading the word on meetings
- How are you engaging the neighborhood associations?
  - They get notices and are on emails lists
- The most important thing for CAC members to do is engage their networks
- Comment – it would be good to be prepared to address parking questions
  - a lot of people have parking concerns
  - separate parking study
- Last CAC meeting in April
  - Maybe one more after that

Public Comments

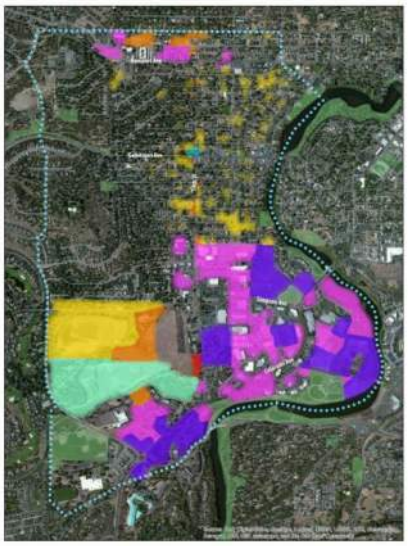
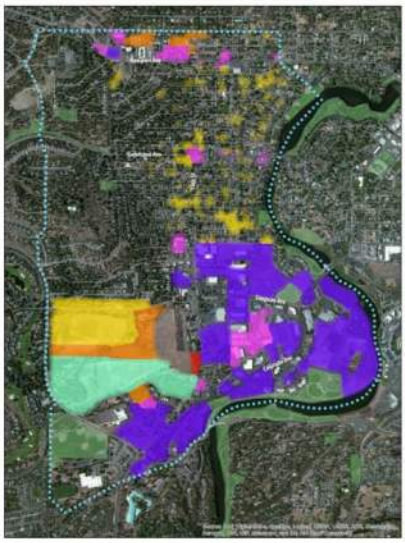
- Thank you – this makes sense. Was scared there would be too much density, so thank you for your work.
  - Questions about Galveston work. Does mainstreet mean you can build property line to property line? Stories? Parking?
  - Karen - we won't be changing zoning, its currently allowed
  - There are a lot of east west trips are because soccer moms have to go east to practice, there are no fields on west side. That would save so many trips.
  - Skyliners middle school – is planned to be a field at some point

APPENDIX E: LAND USE DEVELOPMENT

Central Westside Scenario Planning Effort

Add more information on timeline.

The Community Advisory Committee (CAC) worked over seven meetings to develop and select a preferred land use scenario for Bend's central and westside neighborhoods. As part of that process, three initial scenarios were developed and presented to the public for evaluation. These scenario options are shown below and described in the following subsections. Based on evaluation metric findings and feedback received from the community, the CAC selected a Preferred Land Use Scenario (shown and described in Section 4) which is the basis of the CWP.

		
Draft Scenario 1	Draft Scenario 2	Draft Scenario 3

Note: These scenarios were presented to the public in July 2015.

SCENARIO 1 DESCRIPTION

Scenario 1 focused change on the southern part of the study area. The area along Century Drive would be developed as a continuation of single story retail or 2 story mixed-use buildings. A mix of 2, 3 and few 4 story buildings that include retail, office and residential uses are envisioned along Simpson Avenue and Colorado Avenue.

The large county-owned parcels south of Simpson Avenue and west of Century Drive would become a new single family neighborhood, similar to the area immediately to the north.

One new 3-4 story building might be located along Newport Avenue. A few new 2 or 3 story buildings would be located along Galveston Avenue. The neighborhoods along 14th Street would not change.

SCENARIO 2 DESCRIPTION

Scenario 2 would include increasing development in the southern part of the study area. Much of the southern part of the study area would be developed with 3 and 4 story retail, apartment and office buildings. Housing in this area would include garden apartments, cottage homes, duplexes and triplexes.

This scenario envisions the large county-owned parcels south of Simpson Avenue and west of Century Drive as a new single family neighborhood. Higher intensity residential area would border the east edge. It would include a mix of 3-story apartments, garden apartments, triplexes and townhomes.

Several new 3, 4 and 5 story buildings with ground floor retail shops and apartments above might be located along Newport Avenue. Several new 2 or 3 story buildings would be located along Galveston Avenue.

The northern neighborhoods experience some modest residential infill such as larger lots splitting or adding an accessory unit, and lower valued lots converting to townhomes.

SCENARIO 3 DESCRIPTION

Scenario 3 would develop a dynamic mixed-use district in the southern portion of the study area that includes 3, 4 and 5 story mixed-use buildings with retail, apartments and office uses. Compared to Scenario 2, this district is envisioned to have more dense office buildings. Housing in this district could include garden apartments, cottage homes, duplexes and triplexes.

This scenario envisions the large county-owned parcels south of Simpson Avenue and west of Century Drive as a new single family neighborhood. Higher intensity residential area would border the east edge and the university area to the south.

New 3, 4 and even 5 story buildings with retail on the ground floor and housing above could develop along both Newport and Galveston Avenues.

The northern neighborhoods experience some modest residential infill such as larger lots splitting or adding an accessory unit, and lower valued lots converting to townhomes.

APPENDIX F: DEVELOPMENT TYPES

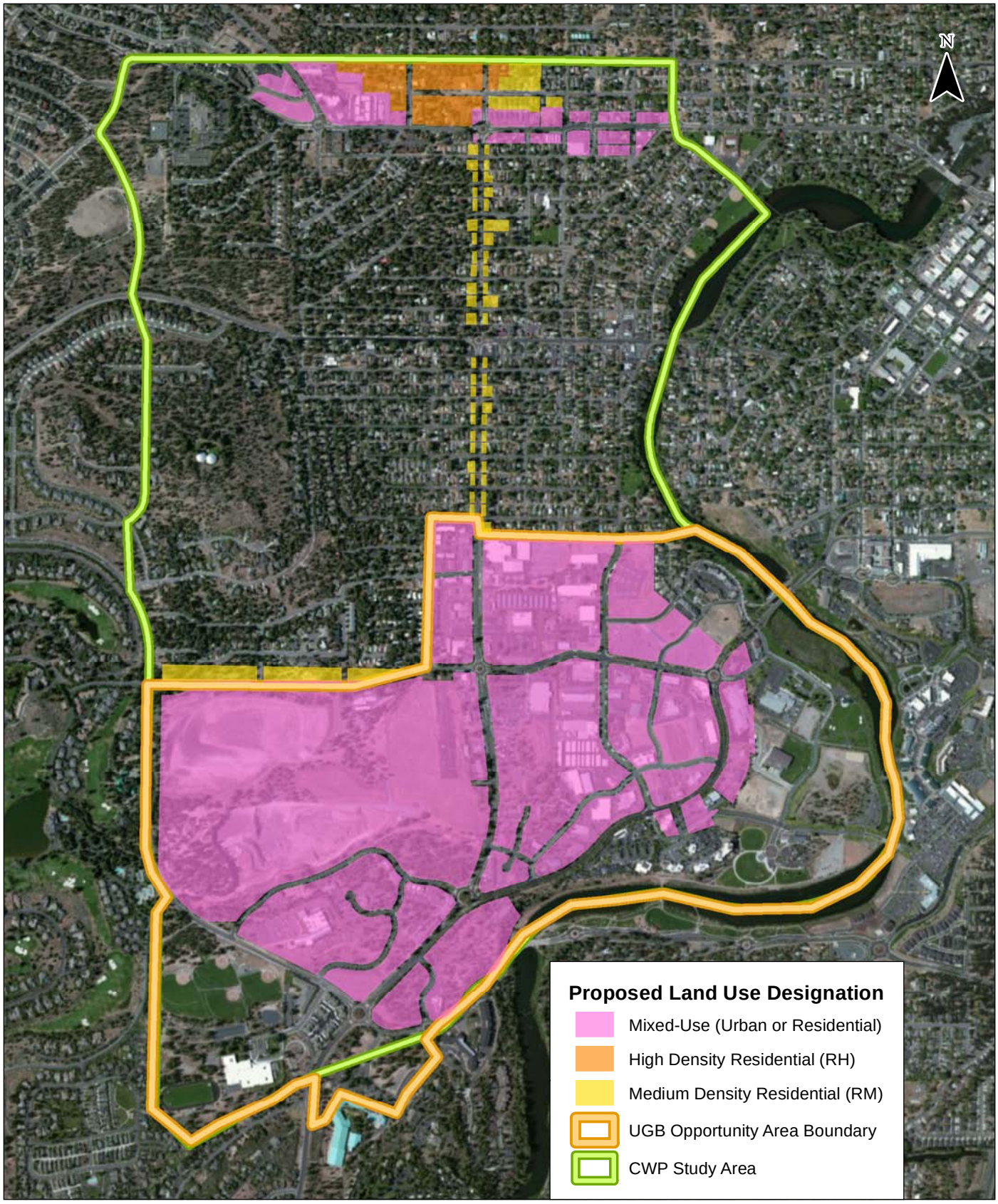
Central Westside Plan – Development Type Descriptions and Base Assumptions

Development Type	Land Uses Included	Typical Density (Net)	Max Building Height	Unit Mix Assumptions								Notes
				Mixed Use Residential	Apartment (3 story)	Garden Apartment (2 story)	Cottage Homes/ Triplex/ Duplex	Single Family Home	Mixed Use Office	Office	Small Scale Retail[1]	
Mixed Use Center (% of MU-Center & MU-Neighborhood TBD)	• Retail, office, and/or residential • More focused on office	25-50 DU / acre 60 jobs / acre	5 stories	5 story – 5% 4 story – 15% 3 story – 10% 2 story – 0%	0%	10%	Cottage – 0% Triplex - 10% Duplex – 0%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 5% 4 story – 20% 3 story – 15% 2 story – 0%	5 story – 5% 4 story – 5% 3 story – 0% 2 story - 0%	0% (+70% MU)	• Areas with a diverse mix of uses • Buildings close to sidewalk • Typically ground floor retail or other active uses
Mixed Use Neighborhood (% of MU-Center & MU-Neighborhood TBD)	• Retail, office, and/or residential • More focused on residential	16-40 DU / acre 40 jobs / acre	4 stories	5 story – 0% 4 story – 5% 3 story – 10% 2 story – 15%	0%	10%	Cottage – 5% Triplex - 10% Duplex – 5%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 15% 3 story – 10% 2 story – 5%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	10% (+60% MU)	• Areas with a diverse mix of uses • Buildings close to sidewalk • Typically ground floor retail or other active uses
Neighborhood Commercial	• Neighborhood focused commercial uses	16-26 DU / acre 40 jobs / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 10%	10%	10%	Cottage – 0% Triplex - 5% Duplex – 5%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 10%	5 story – 0% 4 story – 0% 3 story – 15% 2 story - 10%	15% (+30% MU)	• Small scale retail spaces • Offers amenities to residents and visitors
Main Street	• Small scale commercial with a variety of shops and amenities • Residential component	16-26 DU / acre 35 jobs / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 25%	5%	0%	Cottage – 0% Triplex - 5% Duplex – 0%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 20%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 5%	30% (+55% MU)	• Buildings would front street with active sidewalk

Development Type	Land Uses Included	Typical Density (Net)	Max Building Height	Unit Mix Assumptions								Notes
				Mixed Use Residential	Apartment (3 story)	Garden Apartment (2 story)	Cottage Homes/ Triplex/ Duplex	Single Family Home	Mixed Use Office	Office	Small Scale Retail[1]	
High Density Neighborhood	• Apartments, garden apartments, tiplexes, & townhomes	16-47 DU / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	10%	10%	Cottage – 20% Triplex - 30% Duplex – 15%	Skinny lot – 15% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	0% (+0% MU)	• Could include auxiliary uses such as small offices
Compact Neighborhood	• Attached and detached single family homes, townhomes, and cottage homes	9-18 DU / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	0%	0%	Cottage – 10% Triplex - 10% Duplex – 20%	Skinny lot – 10% Small lot – 25% Conv.– 10% ADU – 15%	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	0% (+0% MU)	• Could include auxiliary uses such as small offices
University	• Academic, housing, and administrative uses	TBD										• Assumptions: • 5,000 students • 2,000 beds on campus • 500 employees

[1]Mixed Use includes a retail component on the ground floor. As such, total MU area in each development type is included since it would also have retail space associated with it.
DU – Dwelling unit
Skinny lot – 2,000 sq ft
Small lot – 4,000 sq ft
Conv. – Conventional lot single family home (5,000 sq ft)
ADU – Auxiliary dwelling unit

APPENDIX G: LAND USE MAP

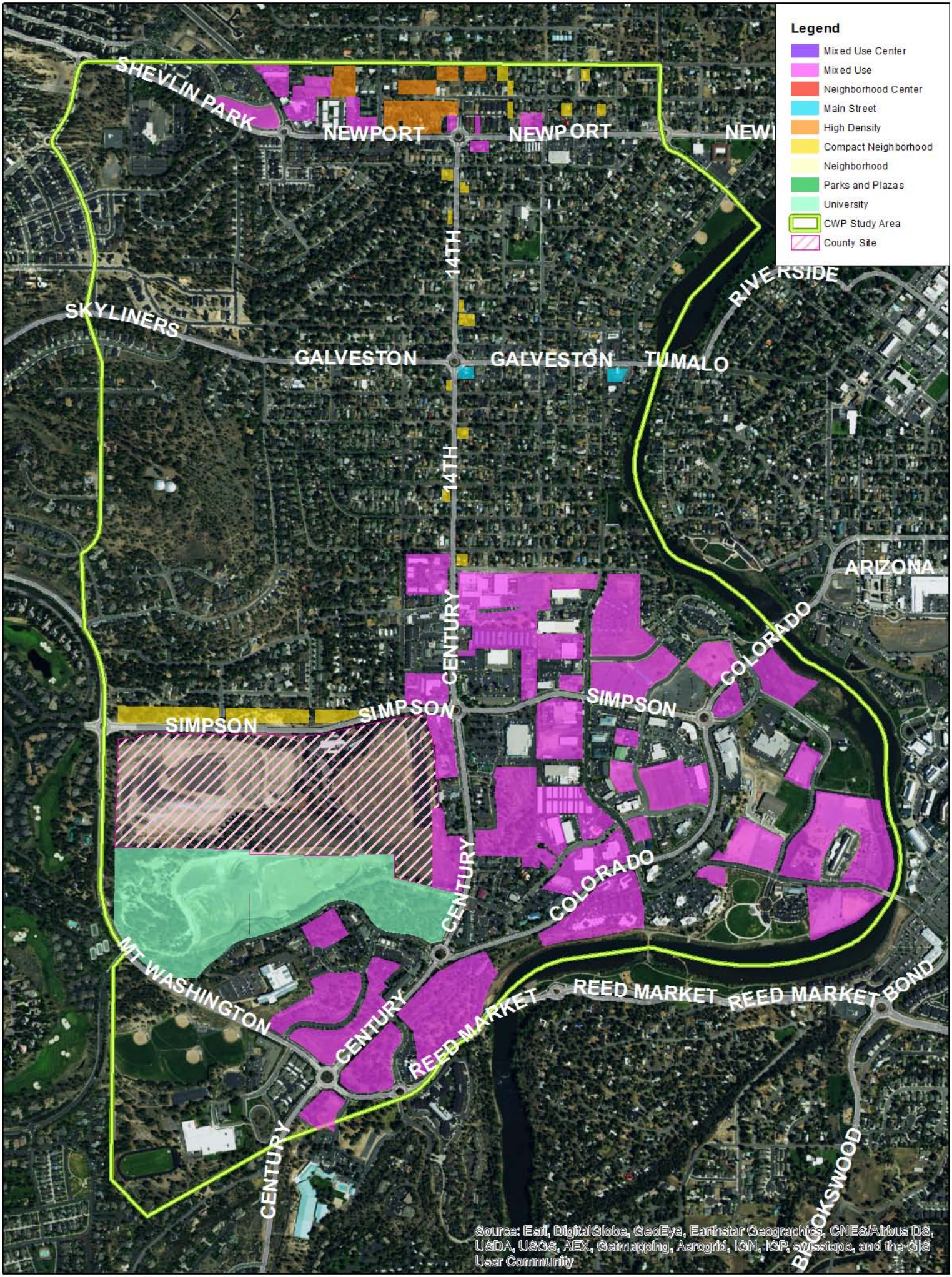


Proposed Land Use Designation
Bend, Oregon

Figure
X

H:\profile\17841 - City of Bend West Side TGM\gis\Prefered Scenario_v2.mxd - agriffin - 2:24 PM 3/24/2016

APPENDIX H: EXPECTED DEVELOPMENT MAP


Legend
Mixed Use Center
Mixed Use
Neighborhood Center
Main Street
High Density
Compact Neighborhood
Neighborhood
Parks and Plazas
University
CWP Study Area
County Site
SHEVLIN PARK
NEWPORT
NEWPORT
NEWI
14TH
SKYLINERS
GALVESTON
GALVESTON
TUMALO
RIVERSIDE
14TH
ARIZONA
CENTURY
COLORADO
SIMPSON
SIMPSON
SIMPSON
CENTURY
COLORADO
MT WASHINGTON
CENTURY
REED MARKET
REED MARKET
REED MARKET
BOND
CENTURY
BROOKSWOOD
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

APPENDIX I: ENVISION TOMORROW OUTPUTS

CITY OF BEND
CENTRAL WESTSIDE PLAN
2015

Preferred Scenario

October 22, 2015

Workshops

Development (Place) Types

Development Type	Land Uses Included	Typical Density (Net)	Max Building Height	Unit Mix Assumptions: Mixed Use Residential	Apartment (3 story)	Garden Apartment	Cottage Homes/ Triplex/ Duplex	Single Family Home	Mixed Use Office	Office	Small Scale Retail[1]	No
Mixed Use Neighborhood (% of MU-Center & MU-Neighborhood TBD)	• Retail, office, and/or residential • More focused on residential	16-40 DU / acre 40 jobs / acre	4 stories	5 story – 0% 4 story – 5% 3 story – 10% 2 story – 15%	0%	10%	Cottage – 5% Triplex - 10% Duplex – 5%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 15% 3 story – 10% 2 story – 5%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	10% (+60% MU)	• Areas diver uses • Build close sidew • Typic groun retail activ
Main Street	• Small scale commercial with a variety of shops and amenities • Residential component	16-26 DU / acre 35 jobs / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 25%	5%	0%	Cottage – 0% Triplex - 5% Duplex – 0%	Skinny lot – 0% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 0% 3 story – 5% 2 story – 20%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 5%	30% (+55% MU)	• Build woul street active sidew
High Density Neighborhood	• Apartments, garden apartments, tiplexes, & townhomes	16-47 DU / acre	3 stories	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	10%	10%	Cottage – 20% Triplex - 30% Duplex – 15%	Skinny lot – 15% Small lot – 0% Conv.– 0% ADU – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	0% (+0% MU)	• Coul auxil such office
Compact Neighborhood	• Attached and detached single family homes, townhomes, and cottage homes	9-18 DU / are	3 stories	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	0%	0%	Cottage – 10% Triplex - 10% Duplex – 20%	Skinny lot – 10% Small lot – 25% Conv.– 10% ADU – 15%	5 story – 0% 4 story – 0% 3 story – 0% 2 story – 0%	5 story – 0% 4 story – 0% 3 story – 0% 2 story - 0%	0% (+0% MU)	• Coul auxil such office
University	• Academic, housing, and administrative uses	TBD										• Assu • 5,000 • 2,000 camp • 500 e

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

3

3 Scenarios: Capacity Estimates

Understand the uses, form, intensities and estimate performance

Scenario 1

Scenario 2

Scenario 3

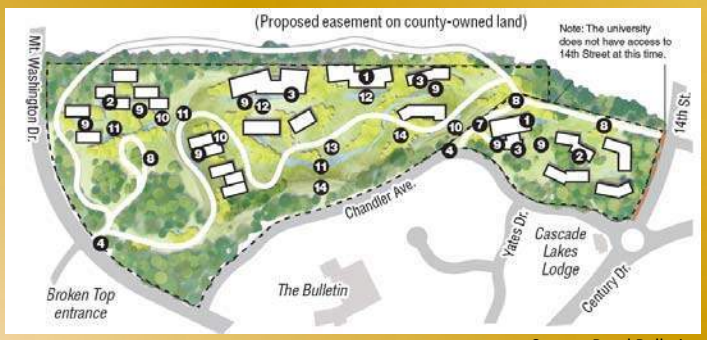
CITY OF BEND CENTRAL WESTSIDE PLAN 2015

4

OSU Campus Assumptions

- Beds on Campus: 2,000
- Estimated Employees: 500

Assumptions applied across all scenarios



Source: Bend Bulletin

CENTRAL WESTSIDE PLAN

5

What Gets Built Where?

Can this development afford to purchase this land?

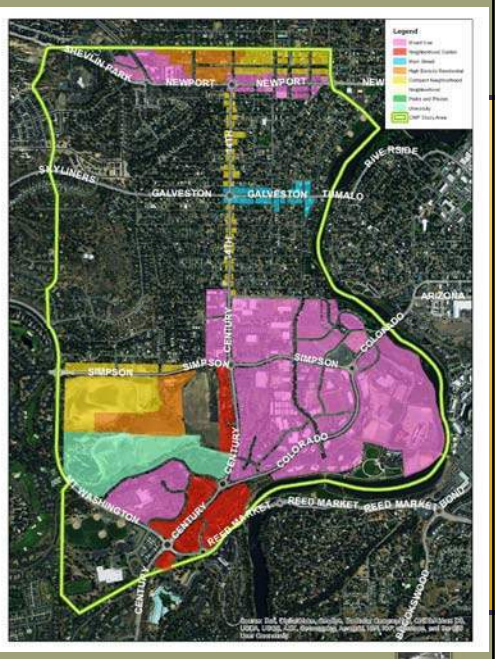
Yes. → Paint development type

No. → Do not paint development type

CENTRAL WESTSIDE PLAN

6

Preferred Scenario From Last Time

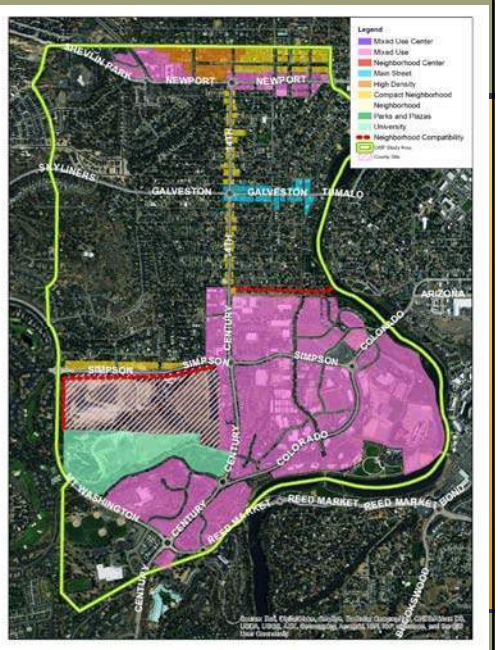


CITY OF BEND CENTRAL WESTSIDE PLAN 2015

7

Revised Preferred Scenario

- Mix of uses anticipated on County site
  - Uncertainty as to what
- Unified southern area into single designation
  - Includes all uses allowed in previous version, but simpler
- Neighborhood compatibility design
  - On urban-neighborhood edges



CITY OF BEND CENTRAL WESTSIDE PLAN 2015

8

Preferred Scenario Year 2040

- Parcels most likely to experience change by 2040
  - 24 years
- Not a guarantee of development
  - Conservative 20% odds on colored parcels
- Factors:
  - Current building age, value and cost
  - What new uses are allowed with new place types

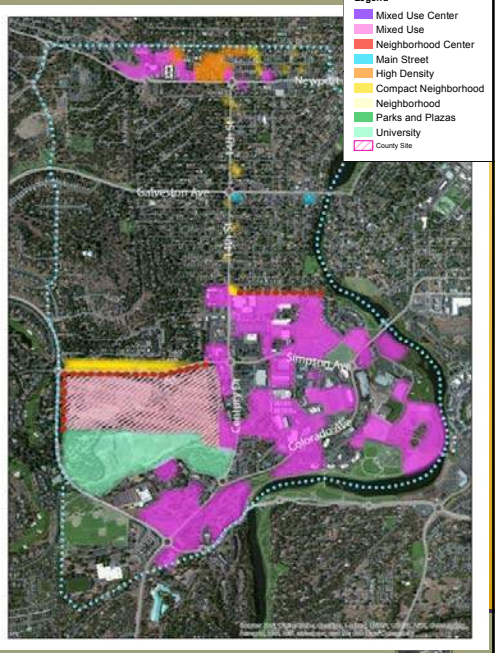
CENTRAL WESTSIDE PLAN

9

Preferred Scenario Year 2040

- Parcels most likely to experience change by 2040
  - 24 years
- Limited neighborhood change
- Not a guarantee of development
  - Conservative 20% odds on colored parcels
- Factors:
  - Current building age, value and cost
  - New uses allowed within new place types

CENTRAL WESTSIDE PLAN



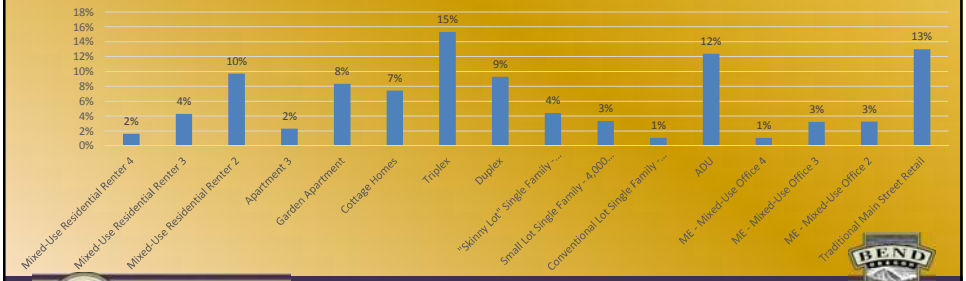
10

What does this mean?
New Building Composition

Modest Mixed-Use & Neighborhood Retail

Diverse Housing

Building Composition



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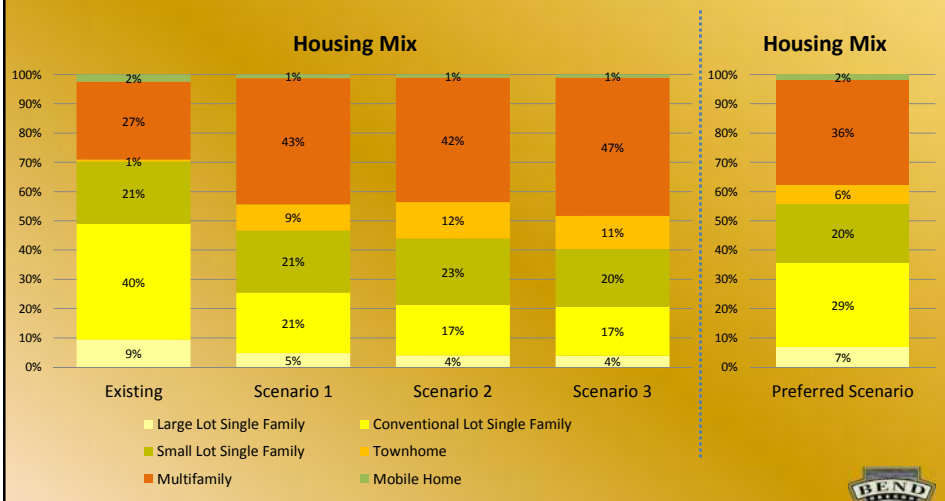
11

Total Housing Unit Mix



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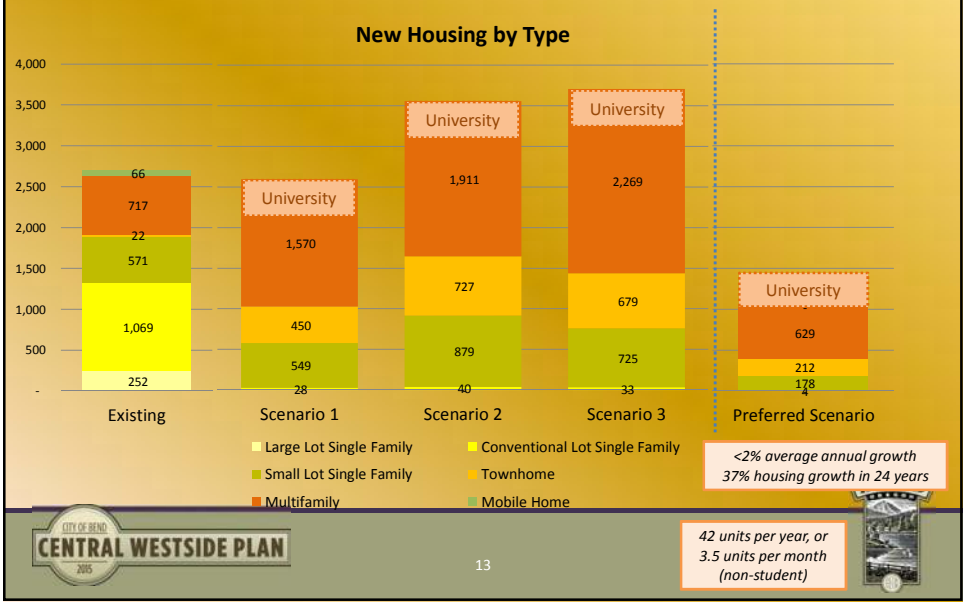
12

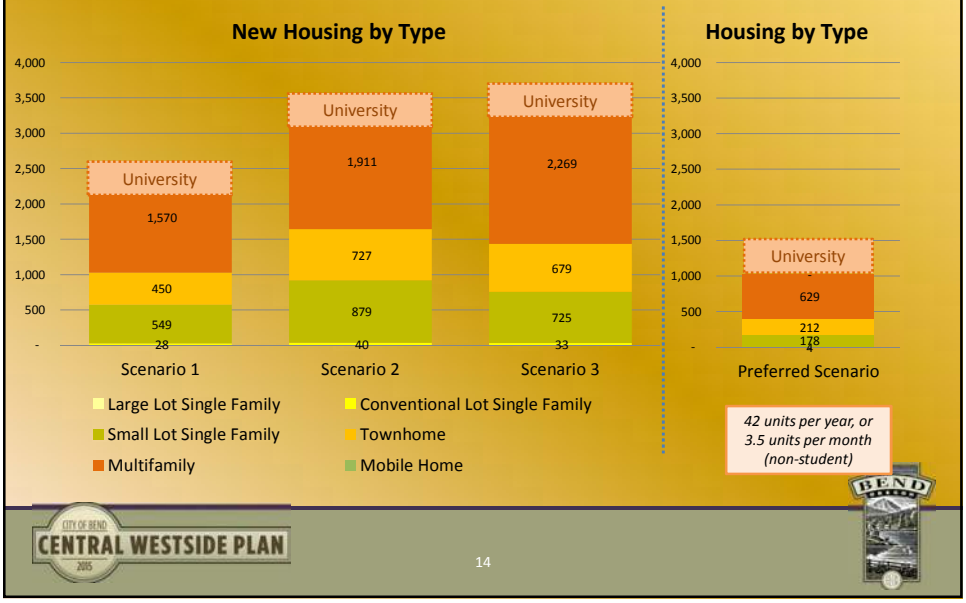
New Housing by Type



CENTRAL WESTSIDE PLAN

13

New Housing by Type



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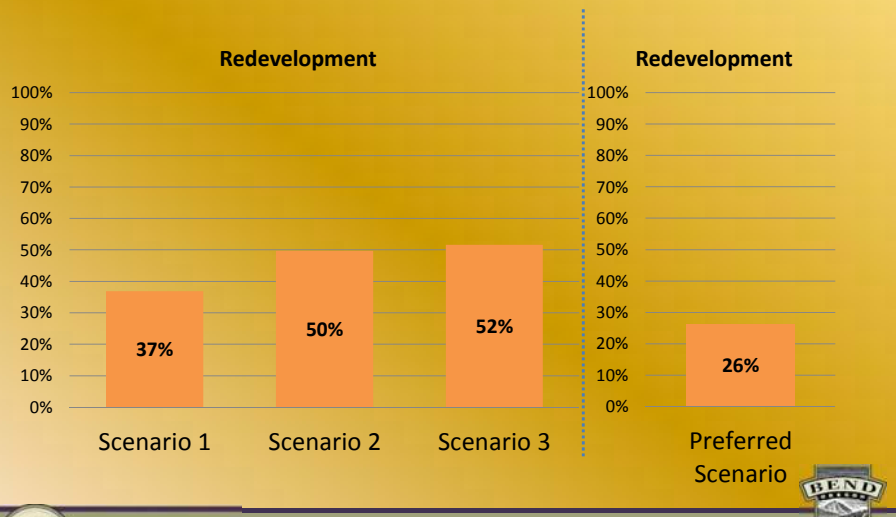
14

Percent of New Housing Through Redevelopment



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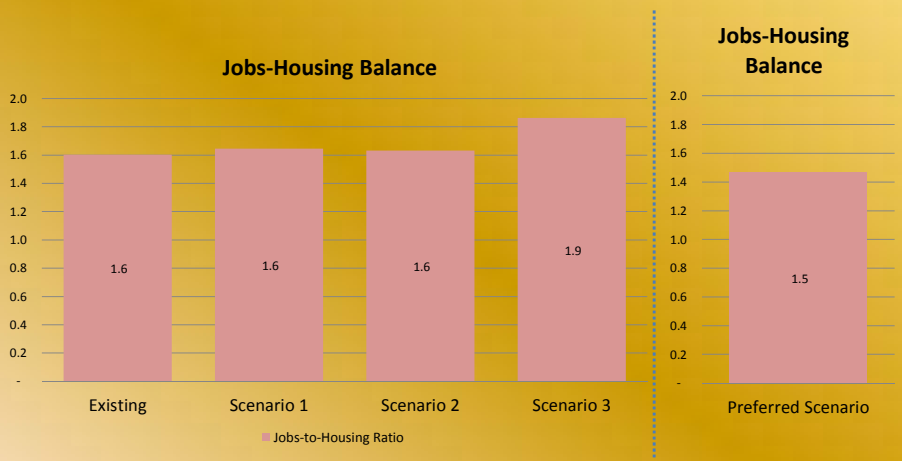
15

Jobs-Housing Balance



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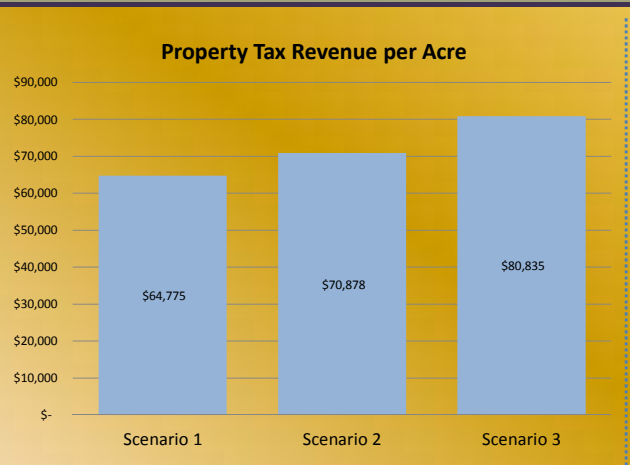
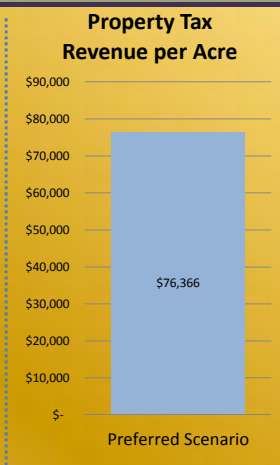
16

Property Tax Revenue per Acre

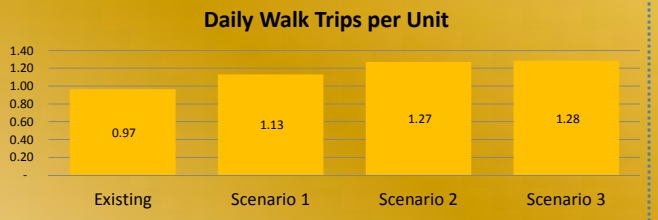


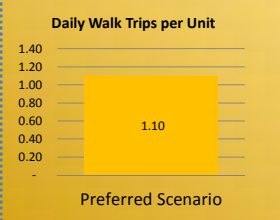


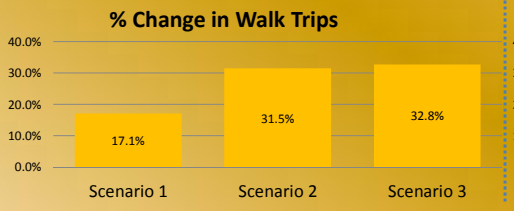
CENTRAL WESTSIDE PLAN

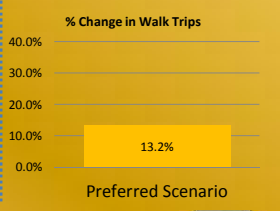
17

Change in Walk Trips





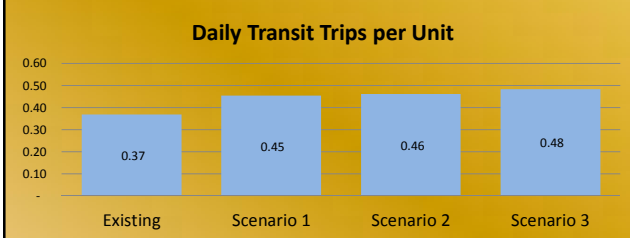


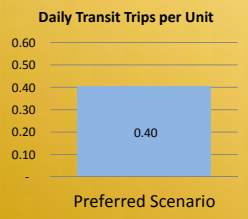


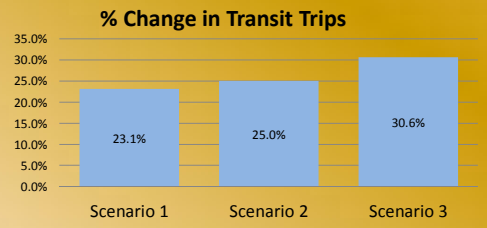
CENTRAL WESTSIDE PLAN

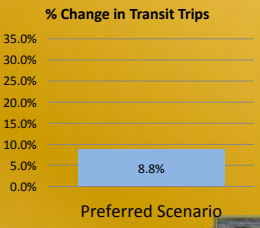
18

Change in Transit Trips





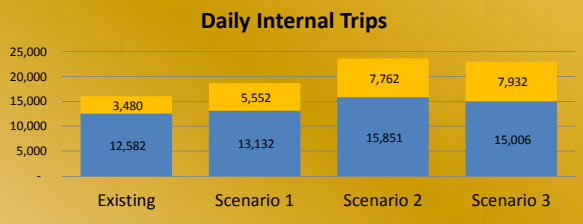


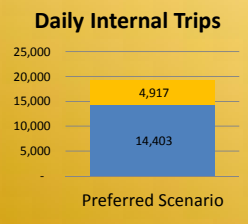


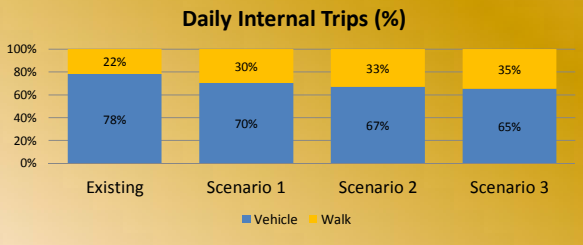
CENTRAL WESTSIDE PLAN

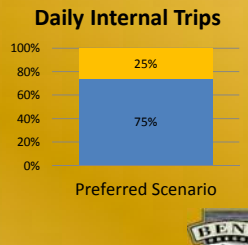
19

Mode Split of Internal Trips







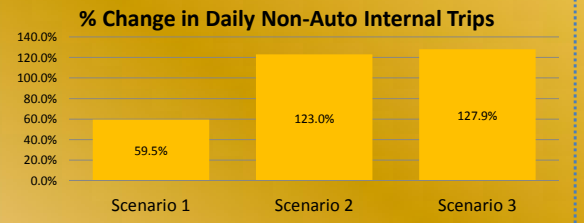


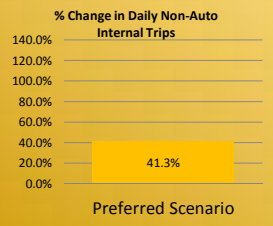
CENTRAL WESTSIDE PLAN

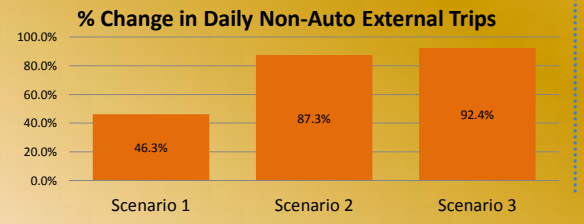
20

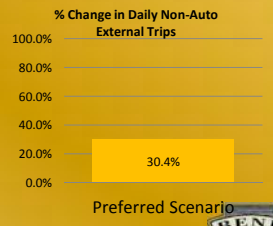
Change in Non-Auto Trips

Internal and External to the Neighborhood





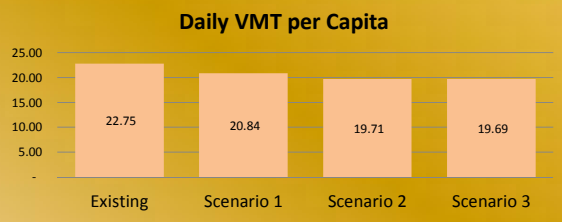


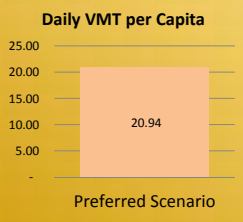


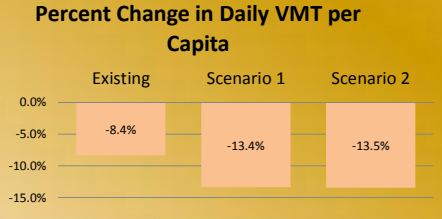
CENTRAL WESTSIDE PLAN

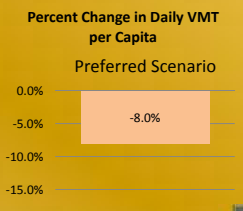
21

Change in Daily VMT





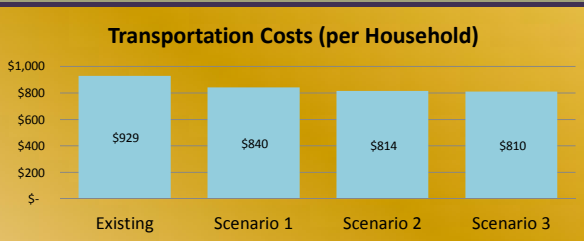


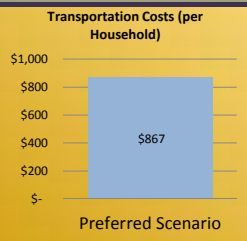


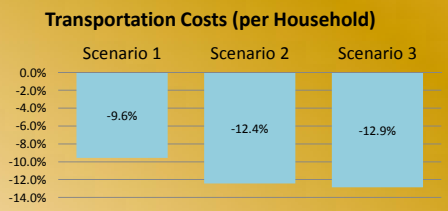
CENTRAL WESTSIDE PLAN

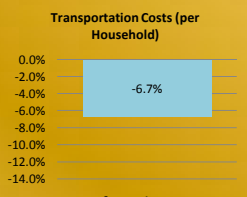
22

Changes to Household Transportation Costs





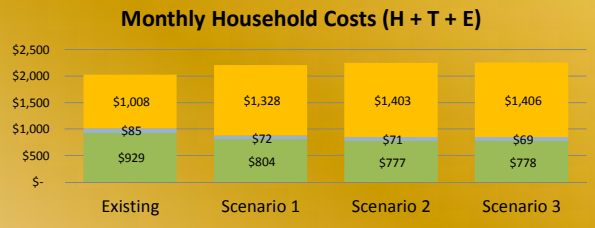


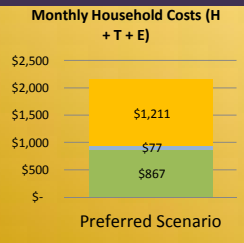


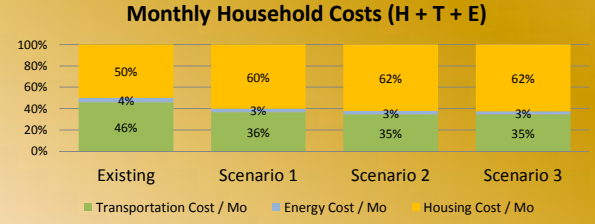
CENTRAL WESTSIDE PLAN

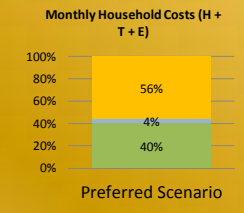
23

Change in Household Budget Composition









CENTRAL WESTSIDE PLAN

24

Boundary
CWP vs. UGB

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

25

Boundary
CWP vs. UGB

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

26

APPENDIX J: PERFORMANCE MEASURES MEMORANDUMS

Performance Measures Overview

Date:	June 12, 2015
To:	Community Advisory Committee
From:	Matt Kittelson, Joe Bessman & Ashleigh Griffin, Kittelson & Associates

The purpose of this memorandum is to introduce the concept of transportation performance measures, provide an overview of current application of transportation performance measures in Bend, and present background and case studies of different options going forward. The Community Advisory Committee (CAC) will have ongoing discussions about this topic throughout the Central Weside Plan process. This document will serve as the starting place for those discussions.

One of the primary objectives of the Central Westside Plan (CWP) is to redefine and create new transportation peformance measures. The following sections of this memorandum will describe what is meant by performance measures and how they are used. The reason the CWP is looking at performance measures is that traditional ways to evaluate vehicle traffic and propose solutions to remedy the traffic impacts has become increasingly out of balance with desired land use goals and transportation budgets. It is necessary to rethink the way the transportation system is analyzed beyond just vehicles. Vehicle congestion is important, however, how the system performs from a safety and land use measure is equally important. Consequently , the CWP is tasked with looking at different ways to measure the transportatation and land use systems work together.

The next several meetings will address transportation performance measures in the following way:

CAC Meeting #5: This meeting will discuss this memorandum and a general overview on transportation performance measures and what options exist.

CAC Meeting #6: The objective of this meeting will be to select transportation performance measures for evaluation of the transportation system on the Central Westside.

CAC Meeting #7: Transportation results using the transportation performance measures identified during CAC Meeting #6 will be discussed.

WHAT ARE TRANSPORTATION PERFORMANCE MEASURES?

Since the 1950's and the construction of the national freeway system, engineers and communities have looked for way to evaluate how well the transporation system is operating. This goal led to the development of **transportation performance measures**. These measures (which can vary by

community) are typically accompanied by **performance standards**, which provide a line in the sand as to what is and is not acceptable.

HOW ARE TRANSPORTATION PERFORMANCE MEASURES USED TODAY?

The current system of transportation evaluation typically relies on a single metric to determine the adequacy of the transportation system. In most communities this is either **volume-to-capacity ratio (V/C)**, **control delay, level of service (LOS),** or some combination of these. These are all technical terms that describe an analysis result for a given movement, intersection, or facility. The following provides a high level overview of what each of these terms mean:

- **Volume-to-capacity Ratio**: This measure reports a single ratio that describes the observed or projected traffic volume to the calculated capacity for a movement, intersection, or facility. This ratio is typically calculated for a 15-minute or hourly period.
- **Control Delay**: This measure reports the estimated delay for users of a movement, intersection, or facility based on observed or projected traffic volume and intersection control in use. This is typically reported in seconds per vehicle and is calculated for a 15-minute or hourly period.
- **Level-of-Service (LOS):** LOS is another common metric. It catergorizes the results of control delay (and in some agencies v/c ratio) with a rating of A through F.

Figure 1 depicts common associations between LOS and volume-to-capacity ratio and LOS and control delay. As shown, different LOS levels are typically based on volume-to-capacity ratio or control delay results. The increments assigned to “A” through “F” are generally arbitrary and not based on scientific research. This is an important point. The assignments of the letter grades in LOS or the breakdown of the v/c levels relate to perceived driver preferences. The increments assigned to LOS or v/c are based on the drivers perception of convenience or what the delay the community is willing to tolerate. Think of the procedure in two steps: The first step is to quantitatively measure the volume of vehicle traffic and the size of the roadway the traffic uses at a partcular time of day. The next step is to qualitativley assign a delay value to the traffic information gathered. Attempting to meet qualitative values has a direct cost (how much does it cost to construct roads and intersections to reduce the delay) and opportunity cost consequences (what land use and safety benefits are excluded when investments are made largely to reduce vehicle delays).

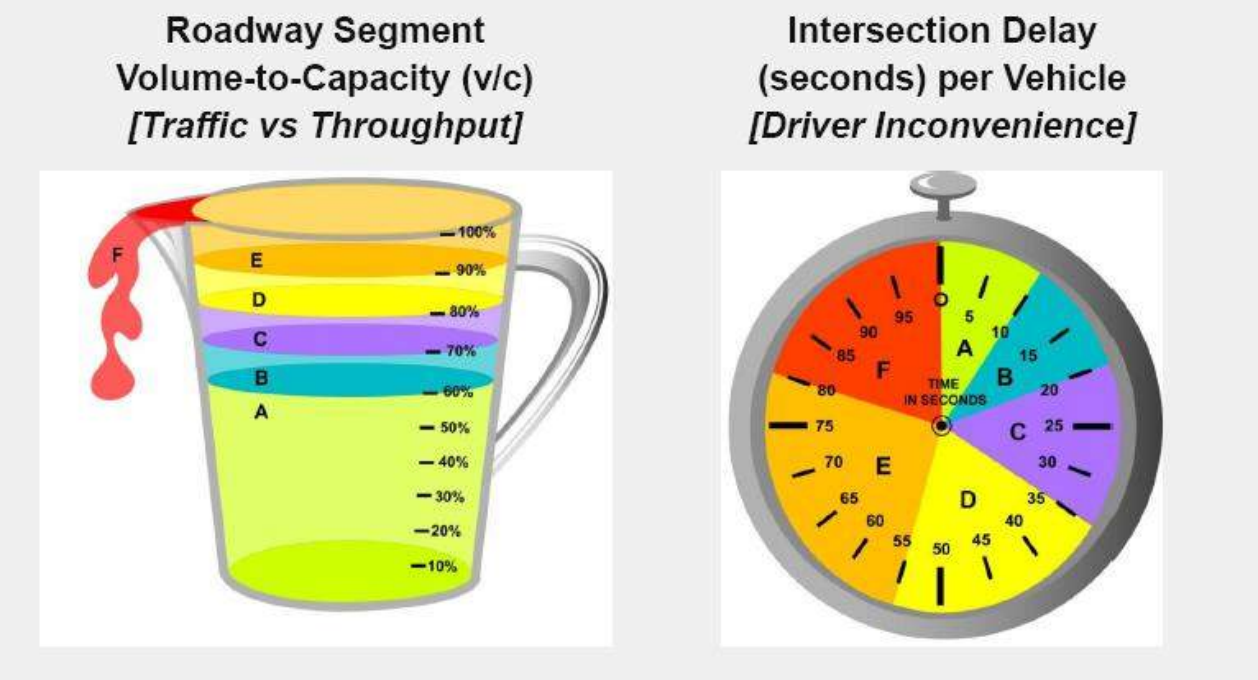


Figure 1 Traditional Highway Capacity Manual LOS Measures

These performance measures do not represent an exhaustive list of performance measures that can be used for transportation evaluation (far from it, in fact). However, these measures are the most common measures relied upon to describe the function of the transportation system.

What Do Typical Performance Measures Tell Us?

The typical performance measures described provide engineers, planners, and communities with important information. They are useful to:

- **Compare alternatives**: Performance measures provide a standard unit by which alternatives (i.e., roundabouts, traffic signals, stop signs, etc.) can be compared.
- **Communicate technical information**: Technical analyses can be easily communicated to non-technical individuals through metrics that are understood by most.
- **Provide clear and discrete decision points**: Performance standards are very easy to understand and clearly communicate when action is needed. For example, if the performance standard says control delay should be less than 55 seconds per vehicle, action is required if that metric reaches 56 seconds per vehicle.

This list could be expanded based on the perspective of the analyst and the information desired. Regardless of perspective, most would agree that valuable information can be gleaned from these types of analyses.

What Do Typical Performance Measures *Not* Tell Us?

While much useful information can be taken from the typical performance measures, much information is missing. These measures are not useful to:

- **Describe the function of non-auto modes:** While some information about pedestrian, bicycles, transit, and other users can be gleaned from volume-to-capacity ratios and control delay, the measures were not designed to provide an insightful look at modes beyond the auto mode. Typically, this multimodal information is only used to further quantify the impact of other modes on automobile travel.
- **Comprehensively consider tradeoffs:** While the typical measures can describe trade-offs from the perspective of auto performance, those measures alone do not consider impacts to other modes, costs, or safety, among others.
- **Evaluate the completeness of the transportation system:** An important aspect of the function of the transportation system is how complete the system is (i.e., roadway connectivity, pedestrian/bicycle networks, etc.). A complete transportation system generally provides options to users that can address spot intersection congestion.
- **Evaluate the transportation system over a broad period of time:** The typical measures are most commonly used to report the function of the auto system during relatively narrow windows of time. For example, a single volume-to-capacity analysis result may tell the reader about a single movement during a single hour on a single day of the year.
- **Evaluate the interaction of land uses and transportation system:** As mentioned above the way a street is designed and used with the adjoining land uses is not easily measured by the v/c or LOS measurements.

VOLUME-TO-CAPACITY AS AN EXAMPLE

Answering some questions using the volume-to-capacity ratio as an example performance measure provides insight as to why additional measures are needed in certain situations:

What goal(s) are being measured?	**Mobility** *Volume-to-capacity measures the degree to which the capacity of a segment or intersection is utilized.*
What travel mode(s) are being measured?	**Automobiles** *While other vehicles and transportation system users can affect the v/c ratio, the measure generally applies only to autos.*
What scale of measurement is being used?	**Roadway segments** *Applicable to system planning, project planning* **Roadway intersections** *Applicable to project planning, development review*

Volume-to-capacity ratio directly addresses a single system design goal (mobility) and one mode (autos). It is quantifiable, relatively easily measured, and useful for both comparisons and as a benchmark or standard for the performance of some aspects of the transportation system for motor vehicle trips.

Figure 2 shows the traffic profile of Century Drive, Simpson Avenue, and Mt. Washington Drive during a typical weekday during the school year.

- Mt. Washington, which is heavily influenced by nearby schools, peaks sharply for a short period of time in the morning and afternoon during school ingress and egress periods.
- Century Drive, which is largely a retail corridor, experiences a steady climb in demand to an afternoon peak that then quickly tails off.
- Simpson Avenue (between Mt. Washington and Century Drive) does not have many active uses along its length and thus does not have a sharp peak.

These roadway volume profiles help illustrate a more complete story as to how the transportation system operates. Typical performance measures may not assess the conditions of greatest concern to area residents, businesses, or through travelers. Roadway profiles along the Newport or Galveston corridors on a summer weekend would show patterns that are entirely different from those shown below, which would also vary from travel patterns on Century Drive during a winter weekend.

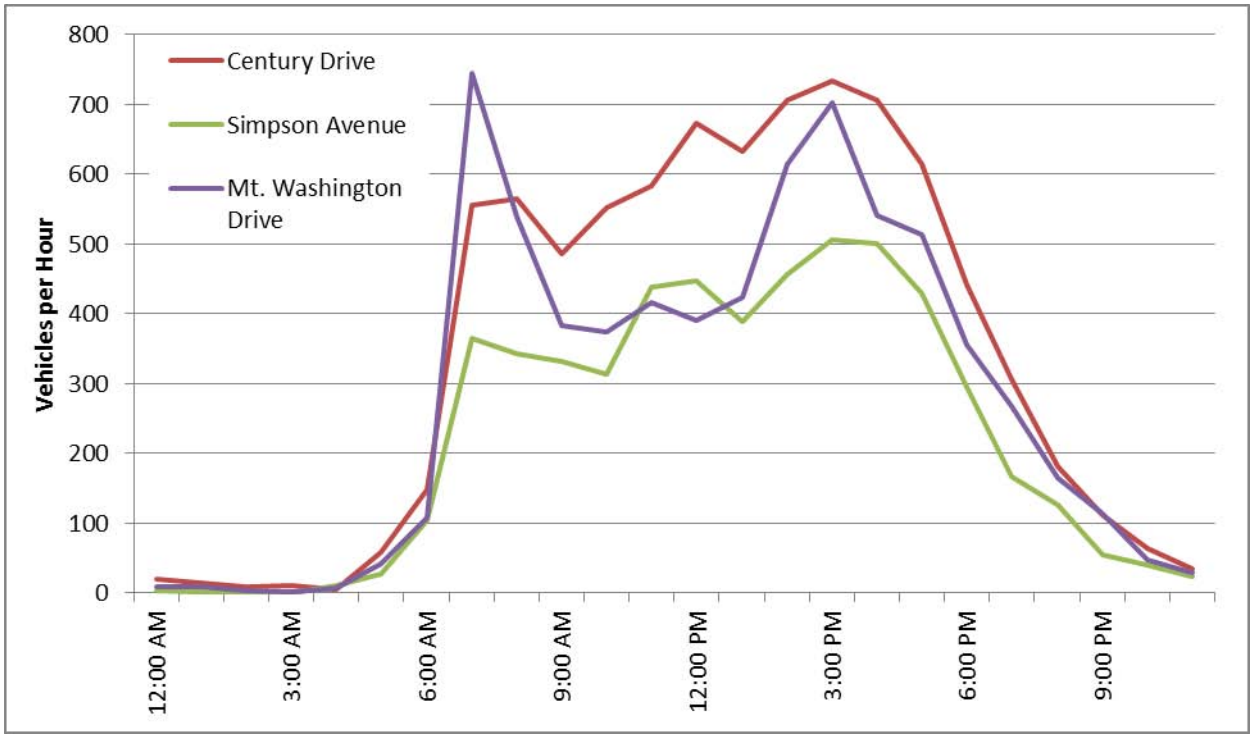


Figure 2 Sample Weekday Traffic Profiles within Central Westside

Much like the previous section, this list could be expanded based on the perspective and objective of the analyst. Nonetheless, most would agree that the typical performance measures do not describe all the aspects of the transportation system that users or decision-makers are interested in.

Current City of Bend Practice

Table 1 shows what performance standards the City of Bend currently requires for intersections under City jurisdiction.

Table 1: City of Bend Intersection Performance Standards

Control Type	Performance Measure	Performance Standard	Analysis Period	Notes
Two-Way Stop-Control	Control Delay	50 seconds for the highest delay movement at the intersection (typically a stop-controlled left-turn)	Highest traffic hour between 4:00 and 6:00 p.m. on a weekday	For side-street approaches with 100 or more peak trips during the peak hour
All-Way Stop-Control	Control Delay	80 seconds average delay per vehicle	Highest traffic hour between 4:00 and 6:00 p.m. on a weekday	Average for intersection as a whole during peak hour
Roundabout	Volume-to-Capacity	1.0 for the approach with the highest delay (critical movement)	Highest traffic hour between 4:00 and 6:00 p.m. on a weekday	For intersection as a whole during the peak hour
Traffic Signal	Volume-to-Capacity	1.0 for the intersection as a whole.	Highest traffic hour between 4:00 and 6:00 p.m. on a weekday	Analysis period depends on conformity with the Bend Urban Area Transportation System Plan and location of intersection.

City of Bend performance standards are further influenced by *concurrency* requirements. Concurrency requires that mitigation is in place when a facility exceeds the applicable performance standard, regardless of the level of impact a development contributes or the cost of the mitigation. This can result in a "last man in" scenario where development incrementally erodes system capacity until potentially major and unaffordable improvements are required. The City code does allow the developer to make incremental payments to meet the concurrency requirements but it is difficult to administer and must be legally consistent with the System Development Charge (SDC).

Pros and Cons of Discrete Performance Standards

The simplicity of the performance measures and performance standards employed by the City of Bend and other communities make communication to the public easy. For example, once an analysis is completed, the analyst can report if an intersection is operating within the applicable performance standard or if it is not. This makes intersection performance as simple as "yes" or "no."

However, most users would agree that the operation of the transportation system is anything but simple. Think about your drive to work or to the store; how long does it take? What about if you made the trip at a different time or on a different day? What if it is summer and not winter (or vice versa)? How about if you rode your bike instead of drove your car? Most would agree that the answer to these questions could have an impact on your perception of the transportation system. As such, describing the system as "working" or "not working" fails to consider much of what we know about variability in the transportation system.

Understanding Tradeoffs

We all know what it feels like to experience congestion. When sitting in your car in a long line of cars, it is easy to long for an extra lane on a road or through an intersection that would get you to your destination faster. Mobility-focused transportation performance measures (like the typical performance measures described previously) are great at helping identify transportation improvements that would solve isolated congestion issues. However, transportation improvements have effects far beyond isolated congestion relief whether those effects are intended or not. As previously noted, the typical performance measures employed by many jurisdictions do not capture these trade-offs within the decision-making process. These trade-offs might include:

- **Safety:** What are the effects of the improvement on the occurrence or severity of crashes? Recent and on-going advancements in analysis procedures can help analysts quantify this effect.
- **Connectivity:** Does the improvement provide additional transportation routes? Or does it enhance capacity along an existing route without providing alternatives?
- **Non-auto Modes**: Does the improvement have an effect on the viability of bicycle, pedestrian, or transit trips?
- **Non-peak Period Travel:** Will this improvement solve congestion that occurs broadly throughout a day, or is the improvement designed to address a problem that occurs during isolated times during the day?
- **Cost:** In an environment of increasingly limited resources for capital improvements, is this the best use of limited dollars? How much "bang for our buck" are we getting by solving this problem? What are the ongoing maintenance costs and how is that paid for?

Understanding these trade-offs can help a community decide what performance measures describe the things they care about in the transportation system.

CASE STUDIES

Through discussions with Bend staff and our own experience working with the adopted performance standards, we identified the following shortfalls with current City performance measures:

- Performance is focused entirely on automobile experience and delay
- Performance standards do not emphasize network connectivity or local system improvements
- Safety is largely reactive to reported crashes
- Sole emphasis on intersections and no emphasis on segments
- Single analysis time period that disregards surrounding area or corridor context

We have selected the following case study examples to highlight jurisdictions that have implemented alternative transportation performance measures to address these identified issues.

Washington County, Oregon

Washington County, Oregon has explored methods to incorporate multi-modal performance measures and standards into all levels of the planning process. During the development of the performance measures, the County recognized that performance measures serve different functions at different stages of the planning process, and therefore, performance measures for Transportation System Plans, Corridor Planning, and Development Review may all differ.

Additional details on Washington County are included in Appendix A.

POTENTIAL APPLICATION IN BEND

Washington County has done a significant amount of work that provides information related to the applicability and use of a wide variety of transportation performance measures, which resulted in the recommended measures shown in Table 3. The full list of performance measures evaluated by Washington County is included in Appendix A. The Central Westside Plan can use this information in the selection of transportation performance measures for its analysis.

Bellingham, Washington

The State of Washington has a Growth Management Act that requires concurrency for transportation facilities and services, which means that local jurisdictions must maintain intersection operations that

meet applicable standards, as defined by each jurisdiction. If standards aren't met, improvements must be completed before development can move forward. Washington's requirement lets jurisdictions decide how to achieve the goals of the comprehensive plan, but most have chosen to use LOS or v/c, resulting in conflicts with achieving comprehensive plan goals. For example, one goal is to encourage urban centers and urban infill, but the development cannot occur if the facility's performance exceeds identified traditional LOS standards, which is typically the case in successful urban areas.

The City of Bellingham identified long-term goals to increase infill density in specific areas and reduce the percentage of trips made by single-occupant vehicles while increasing the percentage of trips made by pedestrians, bicyclists, and transit riders. Bellingham planners realized that it is not possible to promote urban infill and satisfy their vision while also using auto-centric volume-centered performance standards that do not allow vehicle congestion beyond a certain threshold.

To achieve this goal, the City of Bellingham embarked on developing a new method for evaluating transportation concurrency from a multimodal perspective in order to align with the Comprehensive Plan land use and transportation goals and policies. The resulting Multimodal Transportation Concurrency method relies on "Person Trips Available by Concurrency Service Area" which is based on capacity for motorized modes (autos, transit) and the level of network completeness for pedestrian and bicycle modes, as summarized in Table 4.

Table 4: Multimodal Transportation Concurrency Measurements for Each Mode

Motorized	**Measurement**
Automobiles	Arterial volume-to-capacity measured during weekday p.m. peak hour based on data collected at designated concurrency measurement points in concurrency service areas
Public Transit	Seated capacity based on bus size and route frequency and ridership based on annual transit surveys measured during weekday p.m. peak hour based on data collected at designated concurrency measurement points for each concurrency service area
Non-motorized	**Measurement**
Bicycle	Credit person trips according to degree of bicycle network completeness for designated system facilities/routes for each concurrency service area
Pedestrian	Credit person trips according to degree of pedestrian network completeness for designated system facilities/routes for each concurrency service area
Trail Use	Credit person trips according to degree of trail network completeness, where trails serve a clear transportation function for a concurrency service area
Source: Bellingham Municipal Code 13.70 Multimodal Transportation Concurrency (2008)	

The City was divided into several Concurrency Service Areas (CSA), which each have unique land use patterns and transportation facilities, influencing the travel behavior and choices available in each CSA. These are shown in Figure 3. The CSA's are classified as Type 1 (dense urban areas with high pedestrian and bicyclist facilities and frequent transit service), 2 (transition areas), or 3 (fewer pedestrian and bicyclist options available, higher reliance on automobiles). The performance

measurements for the different three areas vary based on the relative importance of the mode in that area.

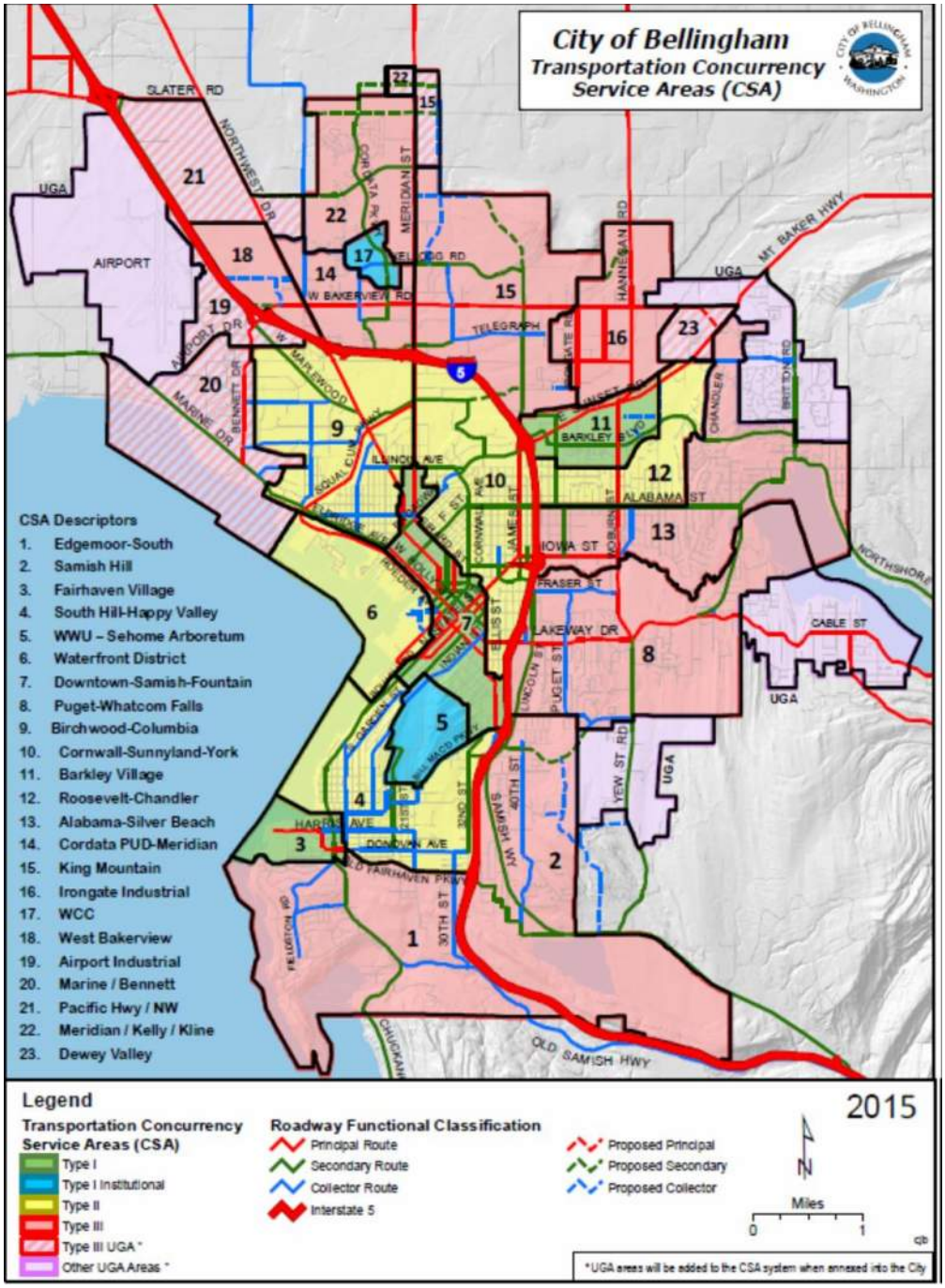


Figure 3 City of Bellingham Transportation Concurrency Service Areas

POTENTIAL APPLICATION IN BEND

The City of Bellingham has many similarities to Bend. As such, the application of Transportation Concurrency Service Areas is something that could translate to Bend and help the City and subareas within the City achieve their respective goals related to land use and transportation.

Caltrans (California Department of Transportation)

The California Department of Transportation (Caltrans) developed its Smart Mobility Framework to address long-range challenges and short-term programmatic actions and projects to implement multi-modal and sustainable transportation strategies in California. The framework is intended to guide and assess how well plans, programs, and projects meet a definition of "smart mobility." It is used by Caltrans as well as partner agencies throughout the state to help inform decisions. The principles and performance measures from the Smart Mobility Framework are summarized in Table 5.

Table 5: Smart Mobility Performance Measures

Principle	Performance Measure
Location Efficiency	1. Support for Sustainable Growth 2. Transit Mode Share 3. Accessibility and Connectivity
Reliable Mobility	4. Multi-Modal Travel Mobility 5. Multi-Modal Travel Reliability 6. Multi-Modal Service Quality
Health and Safety	7. Multi-Modal Safety 8. Design and Speed Suitability 9. Pedestrian & Bicycle Mode Share
Environmental Stewardship	10. Climate and Energy Conservation 11. Emissions Reduction
Social Equity	12. Equitable Distribution of Impacts 13. Equitable Distribution of Benefits
Robust Economy	14. Congestion effects on Productivity 15. Efficient Use of System Resources 16. Network Performance 17. Return on Investment

POTENTIAL APPLICATION IN BEND

Caltrans has recognized the linkage between the transportation system, the environment, and the economy. These elements were also reflected within the indicators selected by the CAC. Some or several of the performance measures used within the Caltrans Smart Mobility framework may be applicable to the City of Bend.

TRIP97

The Transportation Reinvestment Innovation and Planning (TRIP) 97 effort developed an alternative evaluation approach for the US 97 corridor between Madras and La Pine. The purpose of TRIP97 was to address the high growth that has occurred throughout Central Oregon that, coupled with stringent analysis requirements, had shown a need for costly transportation solutions. TRIP97 established shared goals and a vision for the US 97 corridor based on functional areas (rather than physical highway characteristics), along with three primary supporting elements: 1) Performance Measures, 2) Funding, and 3) Governance that collectively would serve as the overall management framework.

Performance Measures for TRIP97 are the most relevant element for the Central Westside Plan. The performance measures expand on ODOT's currently adopted volume-to-capacity metric to reflect other Statewide and local goals and policies. The recommended performance measures from TRIP97 are shown in Table 6.

Table 6: TRIP97 Performance Measures

Goal Area	Performance Measure
Mobility	▪ Average Travel Time ▪ Travel Time Reliability ▪ Side-Street Delay
Economy	▪ Job Potential/Funding Plan Revenue
Safety	▪ Predicted Crash Frequency and Severity
Environment	▪ Carbon Dioxide Emissions
Network Redundancy	▪ Percent of north-south travel on US 97
Accessibility	▪ Public street turning movement opportunities per mile
Travel Options	▪ Multimodal Level of Service

POTENTIAL APPLICATION IN BEND

The concept of TRIP97 is very applicable to the local system within the City of Bend. Specifically, TRIP97 allows for a number of performance measures to be considered for an analysis. These performance measures are then weighted based on the specific goals of the highway segment for which the analysis is being conducted. For example, safety may be weighted higher within segments where pedestrian activities are high or where many crashes have been reported. Conversely, mobility may be weighted high in areas where traffic volumes are high and vehicle movements are a priority.

Case Studies Summary

As shown in these examples, jurisdictions around the country have started developing their own performance measures to align with the goals of the community. This shift highlights the value that multiple transportation performance measures can provide. Where jurisdictions historically relied on a single measure to describe their transportation system, they are now working to find performance measures that describe the things that their community cares about. This free form approach brings challenges, but also rewards as "*what gets measured gets done."*

PERFORMANCE MEASURE OPTIONS

A number of transportation performance measures options exist and can be calculated. As cited in the case study discussion, Washington County has done much work in this area already that we can build from. To provide a broader understanding of options, Appendix A includes some of the background material developed for the Washington County case study. This material provides insights into the plethora of transportation performance measures that are available and their respective applicability.

We'll discuss performance measure options more as the project moves forward. The intent now is to get familiar with the options that are available.

Appendix A

Washington County
Performance Measure
Evaluation Material

Multimodal Performance Measures and Standards

Washington County Department of Land Use and Transportation

December 2014

Prepared by: Kittelson & Associates, Inc.

PROJECT BACKGROUND

The Portland Metro area has adopted a wide range of transportation goals, many of which are related to reducing single-occupant motor vehicle travel and related to multimodal transportation. Measuring non-auto travel quantitatively and applying those metrics has remained difficult. Transportation performance measures tend to be dominated by auto related measures, as the techniques for assessing the auto system have been established and data for such measures is typically available.

Increasingly, Washington County and other jurisdictions are finding a need to assess non-auto system performance. Multimodal system goals and community aspirations call for creating multimodal urban environments and making tradeoffs between system improvements. Multimodal measures are needed to assess the impacts and desirability of these tradeoffs and inform decision making.

Washington County has begun exploring methods to incorporate multimodal performance measures and standards into all levels of planning processes. In the context of this report, performance measures are methods to objectively measure the transportation system. Standards describe an acknowledged or accepted level of performance for a measure.

The Final Report for the Washington County Multimodal Performance Measures and Standards project contains three sections:

1. Policy Context and Performance Measure Assessment
2. Applying Measures: Lessons Learned
3. Recommended Measures and Implementation Framework

POLICY CONTEXT & PERFORMANCE MEASURE ASSESSMENT

The study assessed over 160 different performance measures in a two-tiered evaluation process. The first tier of the assessment evaluated:

- Washington County's Transportation System Plan (TSP) Goals
- Mode(s) addressed
- Data availability and/or cost
- Understandability of measure
- Reflectiveness of user experience
- Applicability to different planning uses

Following the evaluation of a broad spectrum of potential performance measures, a subset was selected for more in-depth testing. The second tier of tests considered a number of hypothetical planning situations, including transportation system planning, corridor planning, and a variety of site development scenarios. The process involved developing hypothetical scenarios, testing different measures in these circumstances and comparing results. The evaluation of the results considered how a measure might be applied within unincorporated Washington County, and also considered potential application by cities within Washington County.

APPLYING MEASURES: LESSONS LEARNED

This section documents the "lessons learned" from the process of applying measures to hypothetical scenarios.

Different measures are best for different planning applications.

The primary functions of performance measures consist of prioritization, comparison, benchmarks and standards. Most measures do not perform all of these functions. Planning applications vary in scale and scope from large scale transportation system plans to developing conditions of approval for development on smaller properties. Multimodal performance measures are best applied consistent with the function they serve and at an appropriate scale.

Different measures may be needed to assess the same goal.

Few multimodal measures work well across multiple types and scales of planning applications. Transportation goals may need to be measured with different objectives and/or standards depending on the type and scale of application.

Consider the measurement techniques when establishing multimodal system objectives or standards.

Different measurement techniques are appropriate for different types of planning applications. Objectives and standards need to consider the measurement technique that will be applied, and implications of that measurement. Considering hypothetical scenarios is a useful exercise for determining potential effect of measures when setting multimodal transportation objectives and standards.

Functions of performance measures by planning application

Application	Prioritization	Comparison	Long-term Benchmark	Near-team Standard or Threshold
Transportation System Planning / Subarea Plans / Multi-jurisdictional Corridor Planning	■		■	
Project / Corridor Planning		■		
Plan Amendments / Zone changes			■	■
Development Review		■		■

For project / corridor planning, select measures that reflect the study goals.

When comparing alternatives, as in a corridor study, identified priorities and goals can be used to assist with the selection of the performance measures. Therefore, select measures that reflect the goals of the project, and consider weighting the measures according to the priorities of the project stakeholders. This can assist with the selection of an alternative driven by community goals and priorities, based on a diverse set of quantitative measures.

For development review and plan amendments, incorporating multimodal measures poses a challenge.

In long term transportation system plans or corridor plans, performance measures are used to inform a decision. When applying conditions to development, performance measures are used to make a decision. The measures selected and applied at the development review stage must be able to demonstrate a nexus between the impact of the development and the condition of approval.

The lessons learned from the performance measure assessment helped inform the recommended measures for further consideration.

APPLY MEASURES: TYPES OF MEASURES & DETERMINING SYSTEM ADEQUACY

Most automobile measures assess the performance of an existing or proposed system. Multimodal measures fall into two general categories:

1. System Completeness

These types of measures assess the presence, absence or deficiencies of the system. Examples include:

- Sidewalk coverage
- Bicycle facility coverage
- Percent ADA accessible facilities

2. System Performance

These types of measures assess how well the system performs for a particular mode. Examples include:

- Pedestrian delay
- Transit Headway
- Bicycle level of traffic stress
- Average travel time

System assessment depends on the type of measure selected. System completeness measures will primarily require new or upgraded facilities in order to improve the system. System performance measures, however, could result in different types of mitigations, for instance, changes that reduce delays for non-auto travelers seeking to cross a major arterial. Mitigation strategies depend on both the measures selected and the definition of the impact area.

APPLY MEASURES: METHODS FOR DEFINING AN IMPACT AREA

The impact area definition should match the type and scale of analysis being performed. In an auto centric system assessment the impact area is typically defined by affected intersections. In a multimodal planning context other approaches should be considered, four different approaches for defining the impact area were identified:

1. **District Based**
   Pre-defined districts based on land use.
2. **Radius from site**
   Established radius parameters based on the size of study or development.
3. **Distance along the network**
   Determine distance thresholds based on the size of study or development.
4. **Path to essential destinations**
   Identify routes most likely to be used.

The method selected to define the impact area is likely to affect the outcome. The definition should consider the type of measure to be applied, the availability of data and the size and scope of the study or development.

WASHINGTON COUNTY RECOMMENDED MEASURES AND IMPLEMENTATION FRAMEWORK

Recommended measures are summarized by application type in the table. Furthermore, Washington County should consider the following general recommendations:

- Update the development review process to include multimodal performance measures that align with Transportation System Plan goals.
- Take proactive steps to develop data for emerging measures that currently lack data.
- Continue applying multimodal measures in system and corridor planning.

Transportation System Planning

The Washington County Transportation System Plan currently incorporates most of the identified measures. Future updates may also be able to track changes in these system performance measures.

Project / Corridor Planning

A process that defines the appropriate measures for each project / study can be applied at the onset. This process should consider:

1. Size and scope of the study
2. Surrounding land uses, needs, and primary users served by the project/corridor
3. Input from stakeholders to determine priorities
4. Goals of the project / study

Based on this evaluation, performance measures can be selected according to the needs and requirements of the project or study.

Plan Amendments / Development Review

A process for assessing conditions of development approval should consider the following steps:

1. **Determine the development impact** – Estimate person-trips generated based on adopted goals for mode split and estimate trip routing.
2. **Determine impact area** – Identify facilities affected.
3. **Assess existing conditions** – Evaluate existing facilities, system completeness and/or performance, by mode, against applicable performance standards.
4. **Determine improvements** – Identify improvement options to mitigate impacts, and identify a set of development conditions.

Washington County Recommended Measures by Planning Application

Measure	Transportation System Planning	Corridor Planning	Development Review / Plan Amendment
Mode Share*	■		■
Sidewalk completeness*	■	■	■
Crossings completeness	■	■	■
Bicycle facility completeness*	■	■	■
Intersection completeness	■	■	■
Crash frequency*	■		■
Predicted Crash Rate		■	
Pedestrian delay		■	■
Pedestrian crossing distance		■	■
Pedestrian MMLOS		■	
Bicycle MMLOS		■	
Transit Accessibility*	■		
Bicycle Level of Traffic Stress	■	■	
Travel time reliability – buffer index	■	■	■
Accessibility to destinations / diverse uses	■		
Affordability	■		
Vehicle hours of delay per capita*	■		
Vehicle miles traveled per capita*	■		
Average Travel Time	■		
Demand to capacity ratio*	■		

* Measures currently included in the 2014 TSP update.

Shading indicates top candidate measures for testing.

Usefulness for Transportation System Planning
(Sum of prioritization and long-term benchmark rating)

	2	3	4	5	6
6	• 100 Percent bicycle trips connected	• 32 Changes in total value of exports and imports • 46 Crash Rates* • 112 Population and/or Employment Density • 123 Resiliency of the Network • 147 Transit Productivity	• 37 Congestion Duration (Hours of Congestion) • 38 Congestion Extent • 90 Non-residential Intensity • 137 System Completeness • 138 System Completeness • 139 System Completeness • 140 System Preservation		
5	• 4 Accessibility to Freight Network • 5 Accessibility to Freight Terminals • 89 Non-Recurring Delay • 98 Passengers per transit vehicle mile • 103 Percent nodes connected • 111 Population and employment within X miles of a transit stop served by at least X vehicles per day* • 125 Ride Quality • 148 Transit Reliability • 163 Work Accessibility	• 6 Accessibility to Frequent Transit Service • 14 Average number of transfers • 45 Crash Frequency • 53 Destination Travel Times • 54 Destination Travel Times • 71 Labor Force Accessibility • 73 Land Use Mix/Balance • 85 Multiple Route Choices • 95 Off-peak transit availability • 152 Transportation Accessibility Index • 156 Vehicle Hours of Delay (VHD)*	• 9 Affordability • 39 Connectivity: Intersections per linear-mile • 40 Connectivity: Intersections per square mile* • 42 Connectivity: Network locations without dead ends* • 63 Failure/On-Time Measures • 80 Misery Index • 96 On-Time Arrivals • 130 Skew Statistic	• 8 Adjacent Sites with Connectivity • 81 Mode choice availability • 107 Person Throughput • 117 Queues	
4	• 11 Air Quality • 17 Average Trip Length • 18 Average vehicle occupancy • 24 Bike Storage Facility Utilization • 26 Buffer Index • 28 Change in Employment Density • 29 Change in Population Density • 34 Clean Air • 35 Congested Traffic (percent) • 36 Congestion • 44 Cost of Delay to Economy • 64 Freeway Lane Miles with ITS • 65 Fuel Consumption per VMT or PMT • 77 Lives saved due to active transportation • 83 MPO Location with Low VMT • 93 Number of violations of weight restrictions • 106 Person Hours of Travel (PHT) • 113 Population within 45 minutes of work and home • 119 Reduced incidence of disease due to active transportation • 120 Relative Land Value Change • 124 Retail Activity • 132 Speed Consistency • 141 Tons of Pollutants Generated	• 2 95th Percentile Travel Time • 51 Demand to Capacity Ratio* • 61 Excess Proportions of Specific Crash Types • 70 Jobs Housing Balance • 79 Miles of bicycle facilities* • 110 Planning Time Index • 118 Recurring Delay • 133 Speed suitability • 151 Transit Supply • 155 User Costs • 157 Vehicle Hours Traveled (VHT) • 158 Vehicle Miles Traveled (VMT) / VMT per capita*	• 7 Accessibility to Transit • 41 Connectivity: Link to node ratio • 43 Connectivity: Road Density* • 48 Critical Rate • 50 Delay on Regional Freight Network • 56 Emergency Management Systems • 62 Expected Average Crash Frequency with Empirical Bayes Adjustment • 82 Mode Share* • 86 Natural, Cultural, Built, and Resources at Risk • 99 Pedestrian Crossings Completeness • 101 Percent Effective Network • 105 Percent of Transportation Projects that Impact High Value Habitat Areas • 116 Quality of the Travel Environment • 144 Transfer time • 145 Transit Access* • 146 Transit Frequency	• 15 Average Speed • 57 Equivalent Property Damage Only Average Crash Frequency with EB Adjustment • 58 Excess Expected Average Crash Frequency with Empirical Bayes Adjustment • 59 Excess Predicted Average Crash Frequency Using Method of Moments • 60 Excess Predicted Average Crash Frequency Using Safety Performance Functions • 102 Percent Miles Bicycle Accommodation (bicycle coverage)*	• 21 Bicycle Level of Traffic Stress • 47 Critical Movement Delay • 74 Level of Service (LOS) • 75 Level of Service of Safety (LOSS) • 84 Multi-Modal Level of Service (LOS) • 121 Relative Severity Index • 129 Sidewalk Coverage • 160 Volume to Capacity (v/c)
3	• 13 Average Incident Clearance Times • 16 Average transit travel time; travel time reliability • 31 Changes in productivity from increased connectivity • 52 Designated High-Priority Locations • 97 Overweight permits • 104 Percent of Residential Areas within a mile of an elementary school • 142 Total Freeway lane-Miles • 161 Waiting Time	• 33 Changes in transportation costs by industry • 91 Number of jobs associated with a plan or project • 92 Number of residents displaced by a transportation project • 94 Off/On Street Parking V/C • 135 Street connectivity • 150 Transit Station Parking V/C	• 10 Agricultural land conservation • 19 Bicycle access to destinations • 20 Bicycle access to schools/employments • 22 Bicycle Network • 25 Bike/ Pedestrian Route Directness • 30 Changes in employment by industry and wage category • 67 Hours of Service • 68 House and jobs proximity • 76 Lifecycle Costs • 128 Share of funding that is new or recycled • 143 Total Revenues • 154 Travel Time Ratio	• 1 80th Percentile Travel Time Index • 23 Bicycle storage • 27 Capital Costs • 55 Driveway Density • 72 Land Consumption • 87 Nearby Neighborhood Assets • 126 Seat Capacity • 153 Travel Time* • 162 Walkable streets	• 3 Accessibility to Destinations/Daily Needs* • 49 Crosswalk spacing* • 69 Infill Sites • 127 Shade and Shelter • 131 Spatial enclosure
2			• 66 Highway Runoff • 88 Noise Impacts • 108 Person Travel Time • 115 Projected Transit Ridership • 122 Residents Impacted by Noise • 136 Street Layout	• 78 Local Traffic Diversion • 109 Physically Permeable Frontage • 114 Project location type • 149 Transit Service Density • 159 Visually Active Frontage	• 12 Auto Trips Generated • 134 Square Feet of Paths/Sidewalks, Bike Lanes, and Roadways

Usefulness for Development Review
(Sum of comparison and near-term standard or threshold rating)

* Measures currently proposed in the Washington County TSP, including measures that track progress towards regional goals and measures to be used within specific study areas.

CITY OF BEND
CENTRAL WESTSIDE PLAN
2015

RECOMMENDED PERFORMANCE MEASURES

Date	September 17, 2015
To:	City of Bend Staff & Central Westside Plan CAC Members
From:	Ashleigh Griffin, Matt Kittelson, & Joe Bessman

INTRODUCTION

The Central Westside Plan performance measure development process began with a review of the transportation performance measures used by the City of Bend and several other locations to measure and manage important outcomes toward a shared vision for the study area. These findings were documented in a June 12, 2015 memorandum to the Central Westside Plan Community Advisory Committee. Next, an extensive list of potential performance measures was reviewed that are either currently in use or being considered throughout the country. Finally, we narrowed this list to respond to input and comments from the Community Advisory Committee (CAC). This memorandum focuses on the recommended list of performance measures, which we expect to use to assess, manage, and ultimately improve the transportation system while implementing the preferred land use scenario.

GOALS AND OBJECTIVES

Transportation performance measures are used to evaluate how well the transportation network meets community goals and objectives. The performance measures should be easy to implement, reflect the user's experience with the transportation system, and provide explicit quantifiable outputs where possible.

Central Westside Plan Goals

The CAC for the Central Westside Plan has previously established goals for the study area, as listed below.

- Support **livable neighborhoods** with access to nature, parks, and open spaces and a small town feel;
- Create and maintain **well-planned, attractive neighborhoods**;
- Develop a **safe, convenient multimodal transportation system**; and
- Identify a land use and transportation plan that is **financially feasible**.

Performance Measure Objectives

The following objectives were defined for the transportation performance measures to determine which measures are most effective for use in evaluating the preferred land use scenario for the Central Westside plan.

- **Easy to Understand**: Performance measures should be intuitive and use common terms that are readily understood by the public.
- **Easy to Implement**: Performance measures should include a clear framework or method for evaluation and rely on data that is easily obtained or readily available. In addition, measures should be able to be monitored over time.
- **Reflect User Experience**: Performance measures should reflect how the user perceives the function of the system relative to trip purpose.
- **Useful for Prioritization**: Performance measures should allow the Project Management Team and Community Advisory Committee to prioritize transportation improvement projects within the study area.
- **Useful as a Threshold or Standard**: Performance measures should clearly indicate when additional transportation improvements are needed.
- **System Completeness**: Performance measures should inform needs or priorities to build a transportation system that support a variety of mode and route choices for users.
- **Safety**: Performance measures should provide information on the likelihood and severity of crashes throughout the transportation system.
- **Multimodal Transportation System**: Performance measures should provide information on the experience of freight, passenger autos, cyclists, pedestrians, and transit.
- **Adaptable**: Performance measures should be easily modified or implemented for use in different subareas around the City for future projects.

RECOMMENDED PERFORMANCE MEASURES

Table 1 summarizes the recommended performance measures for the Central Westside Plan. The table describes each performance measure and the goals the performance measures evaluate. The green, yellow, and red circles contained in the table have the following meaning;

Performance measure satisfies objective.

Performance measure somewhat satisfies objective.

Performance measure does not satisfy/address objective.

Table 1 Recommended Performance Measures

Measure	Description of Measure	Goals Addressed[1]	Modes	Understandability	Ease of Implementation	Reflective of User Experience	Useful for Prioritization	Useful as Threshold or Standard	System Completeness	Safety	Multimodal Transportation System	Adaptable	Notes
Mode Share	Percentage of trips made via each mode, also calculated in aggregate (single occupancy vehicle vs non-single occupancy vehicle mode share).	▪Livable neighborhoods ▪Well-planned, attractive neighborhoods ▪Safe, convenient multimodal system	▪Auto ▪Transit ▪Bike ▪Ped ▪Freight	🟢	🟡	🔴	🟡	🟡	🟡	🔴	🟢	🟢	Measure will be implemented based on assumed changes in mode share due to planned improvements, location of development, etc.
Sidewalk Completeness	Percent of priority pedestrian facilities or improvements that are built.	▪Livable neighborhoods ▪Well-planned, attractive neighborhoods ▪Safe, convenient multimodal system	▪Ped	🟢	🟢	🟡	🟢	🟢	🟢	🟡	🟢	🟢	Implementation of measure will likely include identifying needed sidewalk improvements to achieve a complete system.
Crossing Completeness	Crossings Completeness is the percentage of priority pedestrian crossings or improvements that are built. This measure includes improved intersection crossings and midblock crossings.	▪Livable neighborhoods ▪Well-planned, attractive neighborhoods ▪Safe, convenient multimodal system	▪Ped	🟢	🟢	🟡	🟢	🟢	🟢	🟢	🟢	🟢	Implementation of measure will likely include identifying needed crossing improvements to achieve a complete system.
Bicycle Facility Network Completeness	Percent of priority bicycle facilities or improvements that are built.	▪Livable neighborhoods ▪Well-planned, attractive neighborhoods ▪Safe, convenient multimodal system	▪Bike	🟢	🟢	🟡	🟢	🟢	🟢	🟡	🟢	🟢	Implementation of measure will likely include identifying needed bicycle improvements to achieve a complete system.
Intersection Completeness	Percent of intersections of arterials/collectors that have capacity enhancements (signals, roundabouts, etc.) and meet minimum spacing requirements for a connected network.	▪Livable neighborhoods ▪Well-planned, attractive neighborhoods ▪Safe, convenient multimodal system	▪Auto ▪Transit ▪Bike ▪Ped	🟢	🟢	🟡	🟢	🟢	🟢	🟡	🟢	🟢	Implementation of measure will likely include identifying needed intersection improvements (collector & arterial intersections) to achieve a complete system.

Measure	Description of Measure	Goals Addressed[1]	Modes	Understandability	Ease of Implementation	Reflective of User Experience	Useful for Prioritization	Useful as Threshold or Standard	System Completeness	Safety	Multimodal Transportation System	Adaptable	Notes
Crash Frequency	The number of crashes occurring at a site, facility, or network in a one year period. Can be differentiated by severity.	▪Safe, convenient multimodal system	▪Auto ▪Transit ▪Bike ▪Ped ▪Freight	🟢	🟢	🟡	🟢	🟡	🔴	🟢	🟡	🟢	This measure is reactive to crash history; it does not account for crash prediction or risk.
Predicted Crash Frequency	The predicted (or expected) number of crashes expected to occur at a site, facility, or network in a one year period. Can be differentiated by severity.	▪Safe, convenient multimodal system	▪Auto ▪Transit ▪Bike ▪Ped ▪Freight	🟢	🟡	🟡	🟢	🟡	🔴	🟢	🟡	🟢	Accounts for crash prediction but would require additional information on geometric characteristics.
Transit Accessibility	Percent of population/employess and retail living/existing within "X" miles or "Y" minutes that can access fixed-route transit. Could also be defined for a specific site -- whether that site is within a certain distance or time of fixed-route or high-frequency transit. (..."and the service at these stops meets a minimum level")	▪Safe, convenient multimodal system	▪Transit	🟢	🟢	🟡	🟡	🟡	🟢	🔴	🟢	🟢	Measure will be implemented based on relative change in access to transit via modal or infrastructure improvements.
Vehicle Hours of Delay per Trip	Vehicle hours of delay per trip during 2-hour weekday p.m. peak period, per trip	▪Livable neighborhoods ▪Safe, convenient multimodal system	▪Auto ▪Freight	🟢	🟡	🟡	🟢	🟢	🔴	🔴	🟢	🟢	Based on travel demand model outputs.
Average Travel Time	Average travel time is a relatable measure to the public and a good indicator of the system or individual corridor performance. (travel time: travel time required to traverse a segment)	▪Livable neighborhoods ▪Safe, convenient multimodal system	▪Auto ▪Transit ▪Bike ▪Ped ▪Freight	🟢	🟡	🟢	🟢	🟡	🟡	🔴	🟢	🟢	Implementation of measure will require identification of key travel corridors to evaluate.
Demand to Capacity Ratio	Ratio of the forecast future demand of a segment or intersection to its capacity	▪Livable neighborhoods ▪Safe, convenient multimodal system	▪Auto ▪Freight	🟡	🟢	🟡	🟢	🟢	🟡	🟡	🟢	🟢	This could be implemented at an intersection and/or segment level. It could reflect the peak hour or the 2nd highest peak hour, etc. Note that additional data collection would be required if it went beyond the peak hour.

[1]The goal to identify a land use and transportation plan that is financially feasible is not directly achieved by a single measure. Rather, the projects necessary to meet the objectives of these measures will be compared against financial realities.

NEXT STEPS

Please review the recommended performance measures and then provide your feedback via the online survey at https://www.surveymonkey.com/r/CWPTransPerform. We will use this feedback to formulate our approach to the transportation analysis for the Central Westside Plan.

APPENDIX K: TRANSPORTATION ANALYSIS MEMORANDUM

CITY OF BEND
CENTRAL WESTSIDE PLAN
2015

UPDATED DRAFT Transportation Analysis Results

Meeting Date:	February 29, 2016
To:	Central Westside Plan Community Advisory Committee
From:	Matt Kittelson, Ashleigh Griffin, & Joe Bessman
CC:	City of Bend Staff

This memorandum documents the transportation analysis conducted as part of the Central Westside Plan (CWP). The intent of the analysis is to evaluate the future impacts of the preferred land use scenario within the transportation study area and identify transportation improvements or programs needed to sustain a functional transportation system in the Central Westside planning area through the horizon year (2040).

Findings in this memorandum are preliminary. The project team is anticipating additional modeling data from the State that may alter the results presented, although this is not expected to change the general findings. In addition, results may be modified based on a revised list of improvements as directed by input from the Community Advisory Committee (CAC) and/or through the planned public forums in early March.

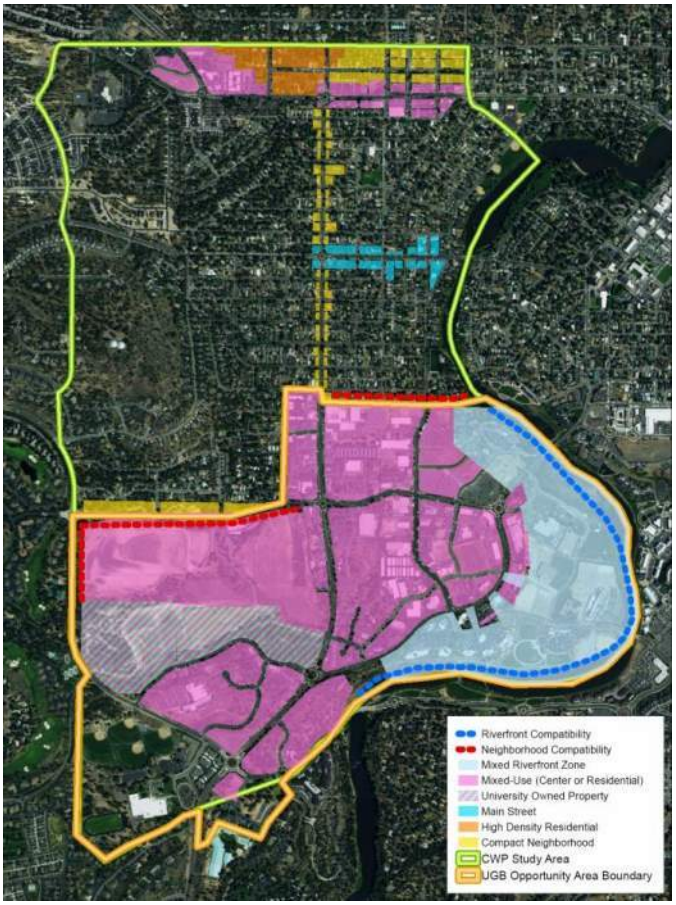


Exhibit 1 – Preferred Land Use Scenario

BACKGROUND

Over the past year, the CWP CAC has been developing and refining a preferred land use scenario for the study area. The scenario is shown in Exhibit 1. The scenario is generally intended to create a mixed-use district on the southern portion of the study area and provide for more mixed-use development of varying scale along the Galveston Avenue, 14th Street, and Newport Avenue corridors.

RELATIONSHIP TO OTHER PLANNING EFFORTS

The CWP is focused on the land uses and the multimodal transportation system to support those uses within the Central Westside of the city. Other studies have, are, and will be conducted that address the City's land use and associated transportation needs at a more regional or citywide scale.

Metropolitan Transportation Plan (Year 2040)

Most recently, the Bend Metropolitan Planning Organization (MPO) updated its Metropolitan Transportation Plan (MTP). The MTP evaluated the transportation system within the MPO boundary (roughly aligned with the City's boundary and including Deschutes River Woods area) at a regional scale.[1] The findings and needs identified in the MTP for the CWP area are comparable to those presented herein, even with the intensified uses assumed by the CWP. Plainly stated, initial results indicate that even with the intensified land uses identified as part of the Central Westside Plan the primary citywide transportation needs remain the same as those documented in the MTP. For example, the CWP transportation analysis and the MTP analysis show very similar demand forecasts at bridge crossings in the future.

Urban Growth Boundary Analysis

The City's ongoing Urban Growth Boundary (UGB) effort is also evaluating transportation needs at a regional level. This analysis evaluates transportation and land use needs through the horizon year 2028. Despite the shorter horizon year, the CWP is closely coordinated with the UGB efforts to ensure the more near-term UGB makes sense in the context on the more long range CWP. The CWP's preferred land use scenario has been incorporated into the UGB planning and modeling efforts to identify the regional implications. The UGB analysis also assumes other mixed-use areas within the city similar to the CWP.

City Transportation System Plan

Finally, the City of Bend maintains a Transportation System Plan (TSP), documenting relevant projects and policies related to the transportation system needed to support buildout of the Comprehensive Plan land uses within the UGB. The TSP is scheduled to be updated following adoption of the UGB effort, and will incorporate the work of previously completed efforts including the CWP. The updated TSP will address transportation policies and projects needed to support the Comprehensive Plan through the year 2040. The CWP is supportive of these efforts.

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[1] Though the MTP was completed prior to the current City of Bend Urban Growth Boundary (UGB) expansion effort, the MTP did make broad assumptions about growth external to the UGB, including lands west of the CWP area.

TRANSPORTATION ANALYSIS RESULTS

The following analysis presents the year 2040 transportation policies and projects in the CWP to support the preferred land use scenario. These were identified through review of a wide range of existing transportation data as well as an analysis of year 2040 transportation conditions. The following subsections outline the transportation analysis and key findings.

Data Collection

A review was conducted of exisitng traffic, pedestrian and bicycle volumes at 38 intersections, 9 streets, and 3 pedestrian bridges to provide an understanding of current usage of key Central Westside vehicle, bicycle and pedestrian facilities. Data from the intersections and bridges was reviewed for the afternoon and evening peak period (generally 2:00 PM to 6:00 PM) whereas street volumes and speeds were reviewed over a 24-hour peroid. Exhibit 2 shows the locations where traffic counts were collected.

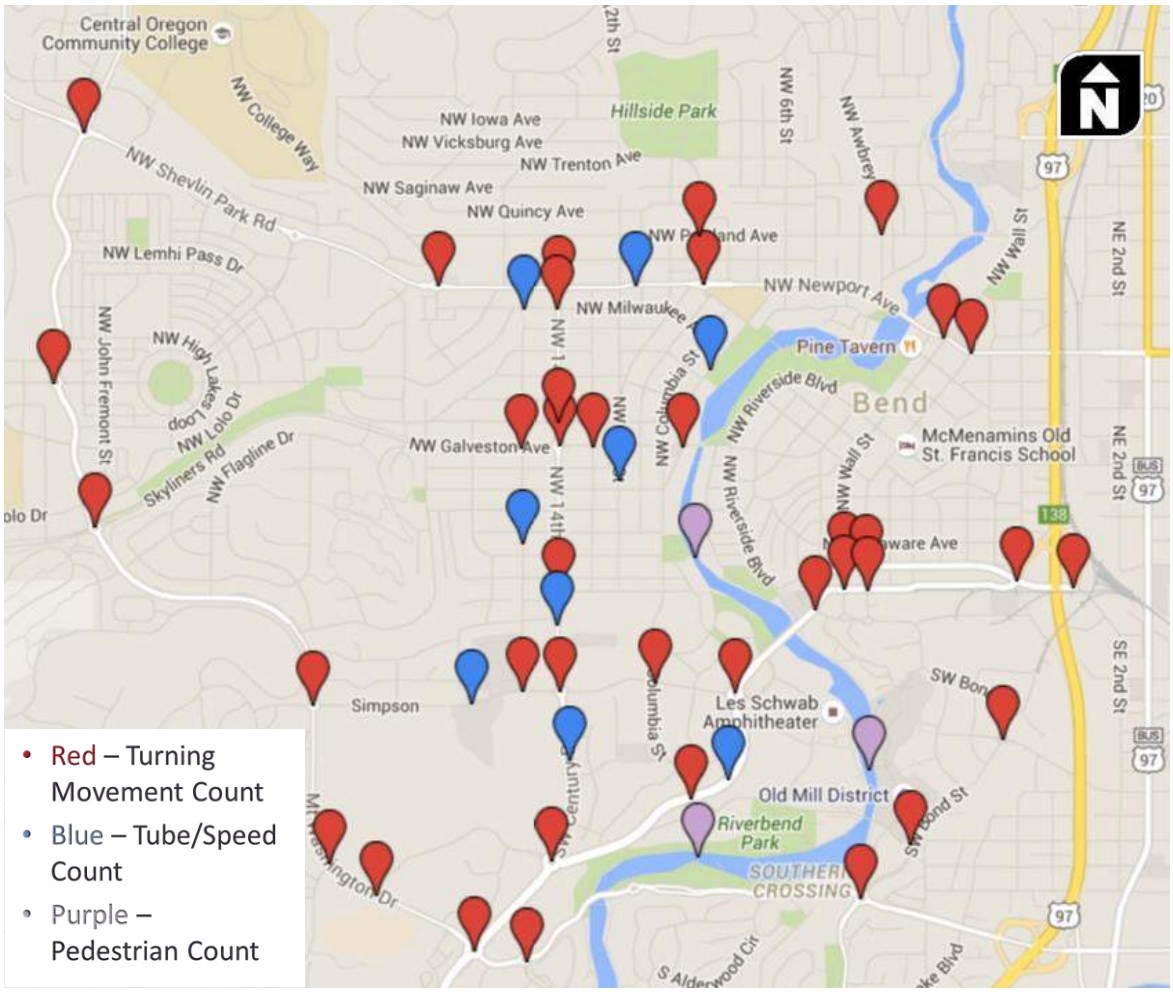

Exhibit 2 – Traffic Count Locations

Analysis Approach

The CWP Transportation analysis is intended to holistically consider and plan for the transportation system needed to support the CWP preferred scenario and the City wide land uses through the year 2040. Prior technical memoranda have provided context for this analysis[2]. The following analysis identifies a broad range of transportation system characteristics and facility needs with the intent of providing a complete and connected system for users of all ages, abilities, and income levels. This analysis is compared to a set of performance measures intended to help prioritize and select the preferred transportation projects and policies. A description of the transportation performance measures and how each was applied in this analysis is included in the appendix.

Future Transportation Volumes

The City of Bend and the MPO use a tool called a travel demand model to estimate future traffic volumes on streets within the UGB. The inputs to this tool include information about existing and future land uses, by geographical location and existing and future transportation facilities. The outputs are estimations of year 2040 traffic volumes that can be used as one measure to identify and appropriately plan improvements and modifications to the transportation system. The travel demand model is primarily used to measure traffic on highways and major arterial streets and is not used to measure traffic on local or neighborhood streets. Other models and methods are used for a more defined level of analysis such as for site plan traffic analysis.The CWP process is using two models to analyze land use and transportation: the travel demand model and the EnvisionTomorrow model. The Envision model has been used to develop land use scenarios and measure walking and transit uses. The travel demand model, mentioned in this analysis, measures regional traffic. The models compliment each other.

Specific data related to the CWP preferred land use scenario was input into the travel demand forecasting model for the entire UGB area. The resultant traffic volumes from the preferred land use scenario were compared to traffic volumes that assume the current land use designations remain in-place.[3] The relevent findings of this comparison were used to help identify how the transportation projects and policies may need to be modified to support implementation of the preferred CWP land use scenario. Further details are provided below.

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[2] Prior technical memoranda are available at www.bendoregon.gov/westsideplan under the meeting material for the June 18, 2015 and October 22, 2015 meetings.

[3] Though this analysis is focused on the Central Westside, the travel demand tool considers land use and travel demand growth citywide.

Key Findings & Needs

Given the location of schools and employers within the CWP, some of the intersections experience relatively brief, sharp, and localized peaks in congestion coincident with shift changes and/or school releasing for the day. These peaks can at times push intersection approaches near their carrying-capacity for short intervals, typically limited to ten to twenty minute periods. While there are localized periods of congestion, users of the overall transportation within the CWP generally do not experience widespread or sustained congestion.

A comparison of future transportation conditions revealed that the preferred land use scenario would not materially change the congestion levels or create additional traffic issues beyond the locations identified as part of citywide planning efforts (as found within the recently completed Bend MPO MTP discussed previously).

More detailed descriptions of these findings are included below. *Detailed summary maps that support the analysis are included in Appendix 1.*

EFFECT OF PREFERRED LAND USE SCENARIO

The transition from a generally industrial area to a mixed-use district was modeled within the Bend travel demand model described previously. Generally, the modeling analyses revealed that the Preferred Land Use scenario accomplishes the following:

- Reduces single occupancy vehicle usage and increases the viability of walking, biking, and transit as available mode choices
- Reduces the length of vehicular trips associated with residents, employees, and shoppers in the study area
- Reduces vehicle miles travelled per capita citywide. This measure evaluates both the frequency and length of trips made by each person within the UGB

These findings were also confirmed by the EnvisionTomorrow model .

EAST-WEST CORRIDORS

Prior city long-range transportation planning efforts have identified future congestion along east-west corridors throughout the city and into and out of the study area. Most recently, the MTP found that all east-west corridors (i.e., Portland Avenue, Newport Avenue, Galveston Avenue, and Reed Market Road) would exceed capacity by about 2040. The CWP transportation analysis verified the extents of future congestion but also noted that the preferred land use scenario does not materially increase the anticipated levels of congestion.

Congestion along east-west corridors remains a long-term issue for the City especially at bridge crossing locations. The City's upcoming TSP provides the appropriate forum to address this need.

Further details on both north-south and east-west corridors as well as key intersections are provided below.

NEWPORT AVENUE CORRIDOR

EXISTING

Newport Avenue is a major east/west corridor within the Central Westside and the city as a whole. The facility provides a river crossing, access to downtown, crossings of the Parkway and 3rd Street, access to Central Oregon Community College, and a transition into US 20 on the east side of the City. Given its regional role in providing multimodal travel needs, traffic volumes at the key roundabouts on Newport Avenue were observed to be near capacity for brief intervals during the peak hour. However, the corridor was not observed to experience sustained or widespread congestion.

FUTURE

As a major east-west corridor, traffic volumes on Newport Avenue are expected to increase to levels that could exceed the capacity of the roadway. These congestion levels are expected to occur with or without the changes proposed by the CWP preferred land use scenario and projected to occur closer to 2040. Policies have been established within the City's Comprehensive Plan that prohibits the widening of Newport Avenue for additional vehicular lanes. Therefore, providing alternatives to single occupancy vehicle travel and the CWP preferred land use scenario will be essential to ensuring the long-term performance of Newport Avenue as a multimodal corridor. Additional options along Portland Avenue, such as transit improvements, can also benefit the Newport Avenue corridor by providing an alternate route or creating route choices for travel

BICYCLE AND PEDESTRIAN

Newport Avenue has a relatively complete bicycle and pedestrian system, though some gaps exist west of 12th Street. As a transit route, these sidewalk gaps should continue to be filled. The City has funding identified in the existing Capital Improvement Program (CIP) for sidewalk improvements. Given existing and projected increases in traffic on Newport Avenue, parallel bicycle routes that would be more comfortable for "recreational" or less experienced cyclists should also be developed. The Milwaukee Avenue corridor located immediately south of Newport Avenue is recommended to serve such a purpose within this plan.

KEY NEEDS

- Identify opportunities to increase east-west "person" capacity through multimodal provisions or improvements to parallel routes, such as Portland Avenue.
- Provide a parallel route for bicycle and pedestrian users in addition to maintaining the current multimodal system on Newport Avenue.

PORTLAND AVENUE CORRIDOR

EXISTING

Portland Avenue is an east-west corridor that provides parallel capacity to Newport Avenue, serving COCC and providing access across the river and to the Parkway. Portland Avenue transitions into Neff Road east of US 97, connecting to the region's largest employer (St. Charles) and the 27th Street corridor. Today, intersections on Portland Avenue are mostly side-street stop-controlled with all-way stop intersections at NW 9th Street and NW 11th Street. At these two intersections, periods of congestion were observed during the 5:00 to 6:00 PM period. The series of stop-controlled intersection along Portland Avenue generally result in inefficient travel for all users.

FUTURE

Like Newport Avenue, congestion is expected to increase on Portland Avenue with or without the preferred CWP land use scenario. Also like Newport Avenue, the level of congestion expected is consistent with that identified in prior planning efforts, most notably the MPO MTP.

As a river crossing and east-west corridor, Portland Avenue provides an opportunity to alleviate some vehicular congestion from Newport Avenue with better and more consistent streetscape definition. Such an improvement would improve multimodal efficiency on Portland Avenue by identifying specific intersection improvements and enhancements to the bicycle and pedestrian system. This streetscape design would best be developed through a corridor study that could better address the context-specific needs throughout the route.

BICYCLE AND PEDESTRIAN

Portland Avenue has an incomplete bicycle and pedestrian system today with gaps throughout the corridor. A key focus of a future corridor study should be to identify ways to fill these gaps and what types of bicycle facilities would best serve all ages and abilities of cyclists.

KEY NEEDS

- Conduct a corridor study to identify a future configuration for Portland Avenue that improves vehicle capacity and considers options for filling bicycle and pedestrian gaps.

GALVESTON AVENUE CORRIDOR

EXISTING

Galveston Avenue is a major east/west corridor within the Central Westside and provides a connection across the Deschutes River to downtown Bend. The road ultimately connects to the Franklin Avenue corridor which extends west to NE 8th Street. The corridor was not observed to experience widespread congestion today. However, Galveston Avenue was the subject of a recent corridor study that identified improvements to improve accessibility for all users and be more supportive of adjacent land uses. The Galveston Avenue Corridor Report was created last summer and presented to the City Council. It can be found on the city's Galveston web site. This work is ongoing. The City Council has approved further design for the corridor in 2016 with possible improvements in 2017 or 2018.

FUTURE

As one of the few east-west corridors in the area, Galveston is expected to see increased travel demand in the future. This increase could result in the corridor, particularly at the 14th Street intersection, potentially exceeding vehicular capacity. Like the Newport Avenue corridor, this condition is expected to occur with or without the changes proposed by the CWP preferred land use scenario, as found within the MPO MTP. Also like Newport Avenue, policies have been established within the City's Comprehensive Plan prohibiting the widening of Galveston Avenue for additional vehicular lanes. As such, local improvements along this corridor should focus on improving multimodal travel options which is consistent with the Galveston Avenue Corridor report and recommendations.

BICYCLE AND PEDESTRIAN

Sidewalks are generally complete along Galveston Avenue with a few gaps noted on the south side of the facility near the river. Even so, the high amount of retail use and active store fronts create opportunities to improve the multimodal system to better serve users and businesses along the corridor. The ongoing corridor planning effort is focused in large part on capitalizing on those opportunities.

Retail and residential uses are located both north and south of the corridor, creating a vibrant, active feel for visitors and residents. As such, there is a need for convenient and efficient crossing

opportunities for bicycles and pedestrians, again consistent with the Galveston Avenue Corridor Report.

KEY NEEDS

- Identify opportunities to improve multimodal travel choices.
- Improve parallel routes for all travel modes.
- Provide convenient and efficient crossing opportunities for bicycles and pedestrians.

COLUMBIA STREET CORRIDOR

EXISTING

Columbia Street provides access to the Old Mill area, a river crossing, and a parallel route to 14th Street in the southern half of the study area. Columbia Street is privately owned south and east of Colorado Avenue, and contains older traffic calming measures as it traverses an existing neighborhood north of Commerce Avenue. Nonetheless, Columbia Street is a highly used river crossing and was observed to experience regular congestion at Colorado Avenue (side-street stop-controlled intersection) and Simpson Avenue (all-way stop intersection). Roundabouts are planned for both intersections within the City's Transportation System Plan (TSP). .

FUTURE

Like all roads linking to river crossings in the study area, traffic volumes along Columbia Street near the river are expected to reach or exceed capacity in the future, as also identified within the MPO MTP. The built residential neighborhood north of Commerce Avenue prevents Columbia Street from serving as a major north-south connection, but the corridor could benefit from improvements for local and multimodal trips. The specifics of these improvements require a more detailed study and consideration of corridor-specific context. The study should also consider gateway treatments in the vicinity of Commerce Avenue that account for the transition to/from the existing neighborhood to the north.

BICYCLE AND PEDESTRIAN

Columbia Street provides a secondary north-south connection to 14th Street for cyclists and pedestrians. The current City bike and pedestrian plan identifies Columbia Street as a high priority bike corridor. The traffic calming also helps maintain relatively low traffic speeds, which enhances the comfort levels for cyclists and walkers. Gaps in the sidewalk system exist along the route, and completion of these gaps will require close coordination with property owners to preserve the mature landscaping that provides neighborhood character. Pedestrian and bicycle crossing

treatments where Columbia Street intersects with east-west arterials would also be beneficial to future multimodal travel.

KEY NEEDS

- Conduct a corridor study in collaboration with area residents to determine an appropriate streetscape configuration that incorporates gateway treatments near Commerce Avenue, cyclist accommodations, pedestrian crossing treatments at key intersections, and completion of missing sidewalk gaps.

14TH STREET CORRIDOR

EXISTING

Aside from the Newport Avenue roundabout, the 14th Street corridor was not observed to experience high levels of congestion. Vehicular delays along the corridor appeared to be related more to the multiple private accesses. By the end of the evaluation period (near 6:00 p.m.), 14th Street was observed to operate with relatively low traffic volumes compared to available capacity. The corridor is scheduled for design and improvements as part of the City Transportation General Obligation (GO) Bond program. Design will begin in 2016 with construction possibly in 2017 or 2018. The CWP preferred land use scenario will be used to influence the design.

FUTURE

The future traffic volumes do not indicate that the 14th Street corridor will exceed capacity in the future. However, congestion is expected to increase at individual intersections due to limited alternative routes for users. In the future, 14th Street will remain the major north-south corridor within the study area. Like Galveston Avenue and Newport Avenue, policies have been established within the City's Comprehensive Plan prohibiting the widening of 14th Street for additional vehicular lanes. As such, increased north-south connectivity, particularly for non-auto modes, will be critical.

BICYCLE & PEDESTRIAN

A current GO Bond project will fill many of the sidewalks gaps along 14th Street between Commerce Avenue and Newport Avenue. Future improvements for bicycle and pedestrian users should be focused on parallel side-streets, such as 15th Street, to provide a more comfortable environment. Improved crossings of 14th Street for pedestrians and bicycles are also needed to prevent this route from serving as a barrier to neighborhood connectivity.

KEY NEEDS

- Development of alternate north-south routes, especially for non-auto modes.
- Improved crossings for pedestrians and bicycles throughout the corridor.

BOND STREET/REED MARKET ROAD INTERSECTION

EXISTING

This intersection was observed to have relatively constant vehicular demand during the weekday PM peak hour. In particular, the eastbound and southbound intersection approaches experience regular delay and long queues. Demand is funneled to this roundabout from the Reed Market corridor from the east, Mt. Washington corridor from the west, employment and retail uses within the Old Mill from the north, and the Brookswood corridor from the south. As such, the capacity constraints observed at this location are symptomatic of limited roadway connectivity and route choices more than the physical intersection configuration. About ten years ago the City developed a preliminary design for adding lanes and increasing capacity at this intersection and found there were significant costs associated with cutting and filling the areas of the roundabout to add travel lanes.

FUTURE

The roundabout continues to operate at its carrying capacity under future conditions with or without the proposed CWP land use scenario. It is expected that without the development of parallel routes queuing and vehicular delays will continue to increase both in intensity and duration.

KEY NEEDS:

- Identify opportunities to enhance capacity and/or efficiency at the intersection
- Identify roadway connectivity improvements to disperse traffic volumes across multiple corridors. The City's upcoming Transportation System Plan provides the appropriate forum to address this systematic need as these routes are likely to be outside of the CWP.

MT. WASHINGTON DRIVE CORRIDOR

EXISTING

Mt. Washington Drive was observed to operate with relatively low delay today. Areas of isolated, brief, and sharp congestion were observed near the Skyliners Road roundabout around school dismissal periods. However, the corridor as a whole was observed to have relatively low demand compared to available capacity.

FUTURE

Traffic volumes along this roadway are expected to be below the capacity of the roadway but increased intersection delay related to school ingress and egress during arrival and departure times is anticipated. The duration and extent of these delays will depend on future modal choices, staggering of start and end times, attendance boundaries, and other management strategies employed by the school district.

BICYCLE & PEDESTRIAN

Bicycle lanes are in place throughout the length of Mt. Washington Drive within the study area. Sidewalks are also provided except for along the east side of the road between Simpson Avenue and 14th Street. This gap should be filled and coupled with strategic crossing treatments, particularly near school areas.

KEY NEEDS

- Address on site school area circulation and management concerns to alleviate offsite congestion spillover. Provide strategic crossings of Mt. Washington Drive for pedestrians and bicycles, especially in the vicinity of area schools.

COLORADO AVENUE CORRIDOR

EXISTING

Colorado Avenue provides a direct route from US 97 in the east to the 14th Street/Century Drive corridor in the west. Traffic volumes along the corridor are below the capacity of the roadway. Limited congestion was observed at the intersection with Columbia Street.

FUTURE

Traffic volumes along Colorado Avenue are expected to continue to be within capacity into the future, with the exception of at the Columbia Street intersection. This intersection operates as a side-street stop-controlled facility today but is planned for a roundabout in the future. This improvement would accommodate future demand at the intersection.

Like all east/west connections into and out of the Central Westside, Colorado Avenue is expected to see congestion across the Deschutes River in the future. As discussed, this is a citywide constraint that should be addressed within a more regional planning effort. Colorado Avenue could be noted as an opportunity as part of regional planning efforts for its ability to provide additional capacity across the river in the future.

BICYCLE & PEDESTRIAN

Colorado Avenue has relatively complete bicycle and pedestrian systems. However, as a relatively high speed facility, Colorado Avenue is not a comfortable facility for all bicycle and pedestrian users, particularly casual bicyclists.

KEY NEEDS

- Improve the Colorado Avenue/Columbia Street intersection.
- Provide alternative bicycle and pedestrian facilities.
- Consider regional need for additional capacity across Deschutes River.

OTHER FINDINGS

IMPROVED ROADWAY CONNECTIVITY

Connectivity is a key objective of the Central Westside Plan to provide more modal and route choices for all users and to make more efficient use of the existing transportation system. Within a built environment such as the Central Westside, connectivity can be improved by providing intersection improvements that provide access between Arterial, Collector, and other high functioning roadways as well as key crossing improvements for pedestrians and cyclists.

Within the study area, many of the key intersections have been constructed as roundabouts. Additional intersection improvements to enhance multimodal connectivity are shown in Figure 10 (within Appendix 1).

TRANSIT NEEDS

Transit improvements have been a priority within the City of Bend and specifically within the Central Westside area. Recent transit improvements (shown in Exhibit 1) have improved transit access within the study area. In particular, the recent improvements have decreased headways between buses, expanded service hours, and provided more north-south and east-west connections, most notably between COCC and the OSU-Cascades campus, as well as to downtown Bend and the Hawthorne Station transit hub. These transit improvements help increase person-capacity along key corridors within the Central Westside while maintaining local street character.

Even with the recent improvements, transit needs remain within the Central Westside plan area. The identified preferred land use plan makes this area well poised to implement further transit projects. Specific projects that should be evaluated include:

- **Feasibility and location of a transit center:** The presence of two higher education facilities, popular retail corridors, and a proposed mixed-use area make the Central Westside a prime candidate to support a secondary transit hub. The feasibility and location of such a center should be further evaluated.
- **Feasibility of transit priority lanes:** These lanes should be evaluated particularly along east-west corridors to help improve capacity into and out of the Central Westside plan area.
- **Enhanced transit stops:** Identify locations of potentially high use that would benefit from additional features such as a transit shelters, bicycle storage, expanded platforms/sidewalks, or improved crossings nearby.
- **Improved headways:** Identify funding to further improve transit headways (more bus frequency) with the Central Westside Plan area.

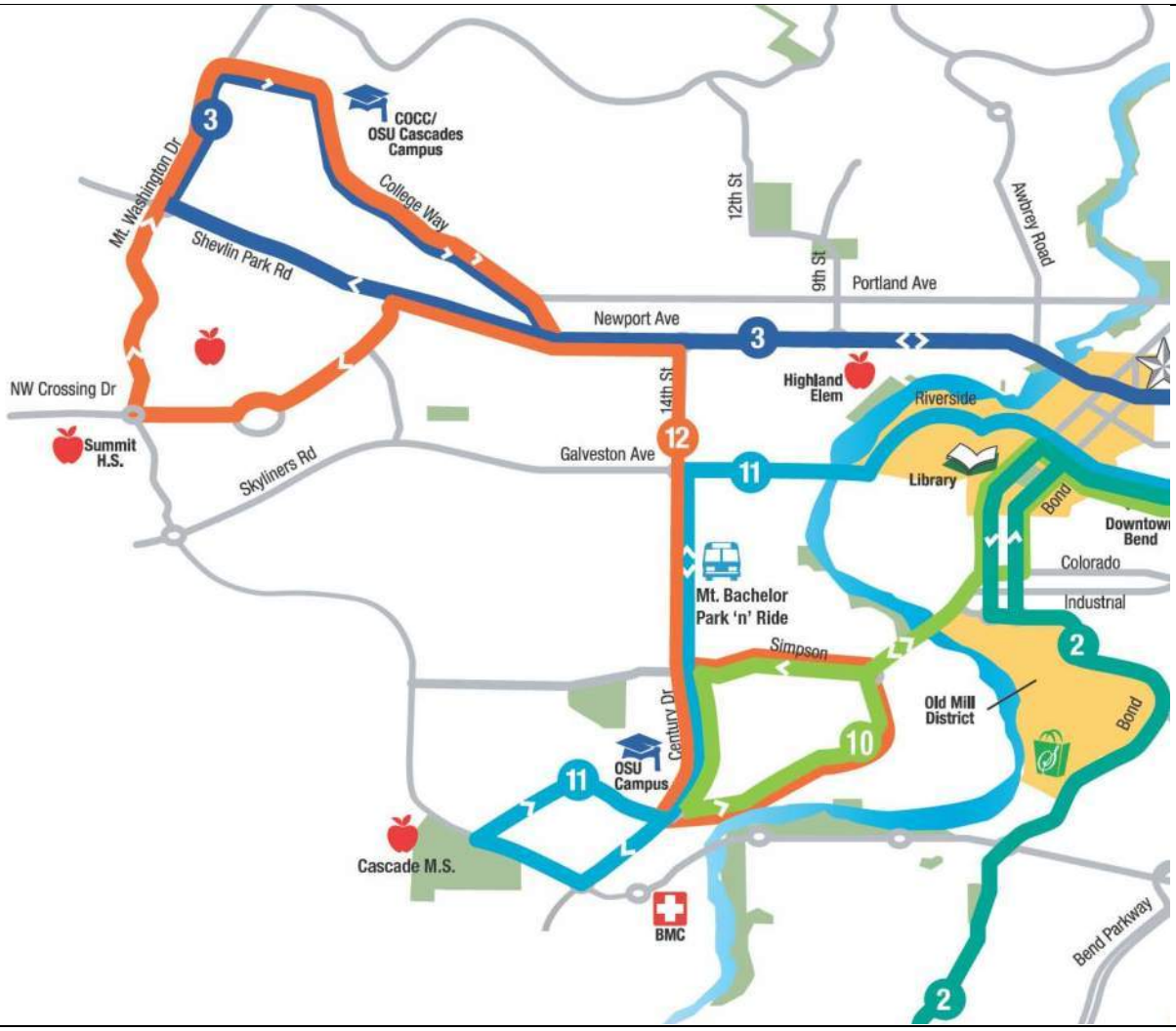


Exhibit 1 – Current CET Transit Service Near CWP Area

OLD MILL CONNECTION

Traffic into and out of the Old Mill area is constrained by the limited east-west connections, funneling much of the area traffic to the congested intersections of Reed Market Road/Bond Street, Reed Market Road/3rd Street, Wilson Avenue/3rd Street, and the Arizona Avenue/Colorado Avenue corridor.

Aune Street provides an alternate undercrossing of the Parkway today, but is underutilized due to the roadway configuration and the existing Hooker Creek facility. In the event that property redevelops, a new connection could be constructed that would reduce traffic demand at the congested intersections by providing an alternate route to 3rd Street.

Conclusions

The transportation system within the study area needed to serve both citywide land uses as well as the CWP preferred land use scenario could benefit from a number of multimodal improvements both along key corridors as well as specific improvements. These improvements are irrespective of the preferred land use scenario and will be essential to improving travel choices for users of all ages, abilities and income levels.

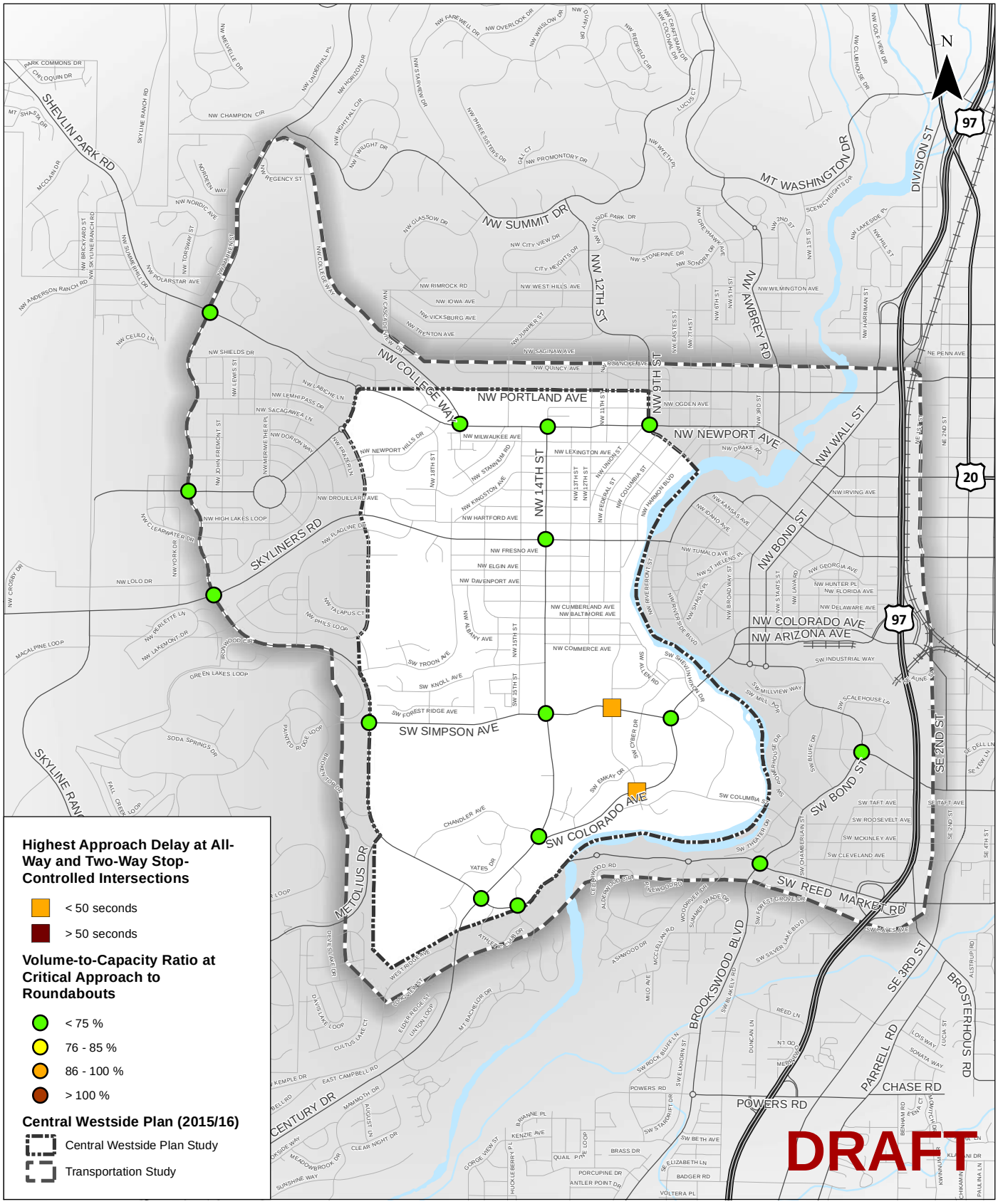
The preferred land use scenario recommends a mixed-use pattern of development predominately within the southern half of the study area. The CWP analysis has found that the preferred land use scenario would, lower household transportation costs, increase the viability of non-auto modes, reduce trip lengths, and reduce greenhouse gas emissions Transportation improvements that enhance walking and biking safety, mode choice, and mobility for all users support the preferred land use scenario.

Preliminary recommendations of the analysis herein include:

- Many of the key corridors could benefit from a streetscape and multimodal improvement study that provides for a more detailed focus on specific solutions.
- Key gaps in the sidewalk and bicycle system need to be addressed to ensure comfortable and convenient choices are available for future cyclists and pedestrians.
- To support the vibrant economy and neighborhood vitality in the central westside, pedestrian and bicycle crossing improvements are needed at key intersections.
- Intersection improvements at key intersections can help provide for future multimodal travel.
- Transit improvements are needed within the corridor to enable users to conveniently travel between home, work, school and shopping.
- The City TSP can help address regional solutions, such as river crossing capacity.

We will review these findings in more detail at public open houses scheduled for March and begin to establish project priorities and refinements to the transportation improvements that can support the preferred land use scenario in addition to city wide needs.

Appendix 1
Supporting Figures



CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Existing Conditions Operations Analysis
2:00 - 3:00 PM, with PHF = 1.0
Bend, OR

Figure **1**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
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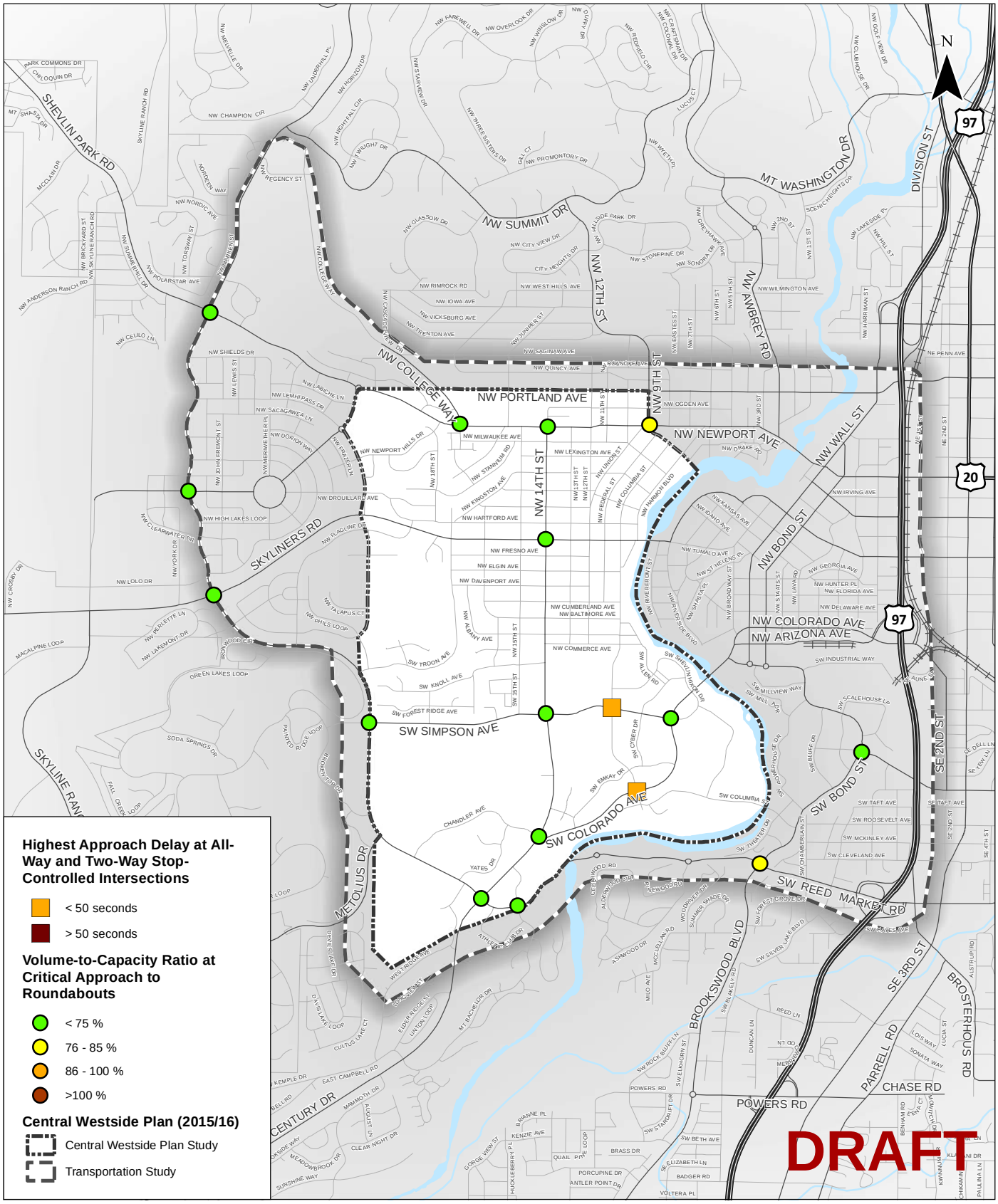

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Existing Conditions Operations Analysis
3:00 - 4:00 PM, with PHF = 1.0
Bend, OR

Figure **2**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: Delete if there isn't one.

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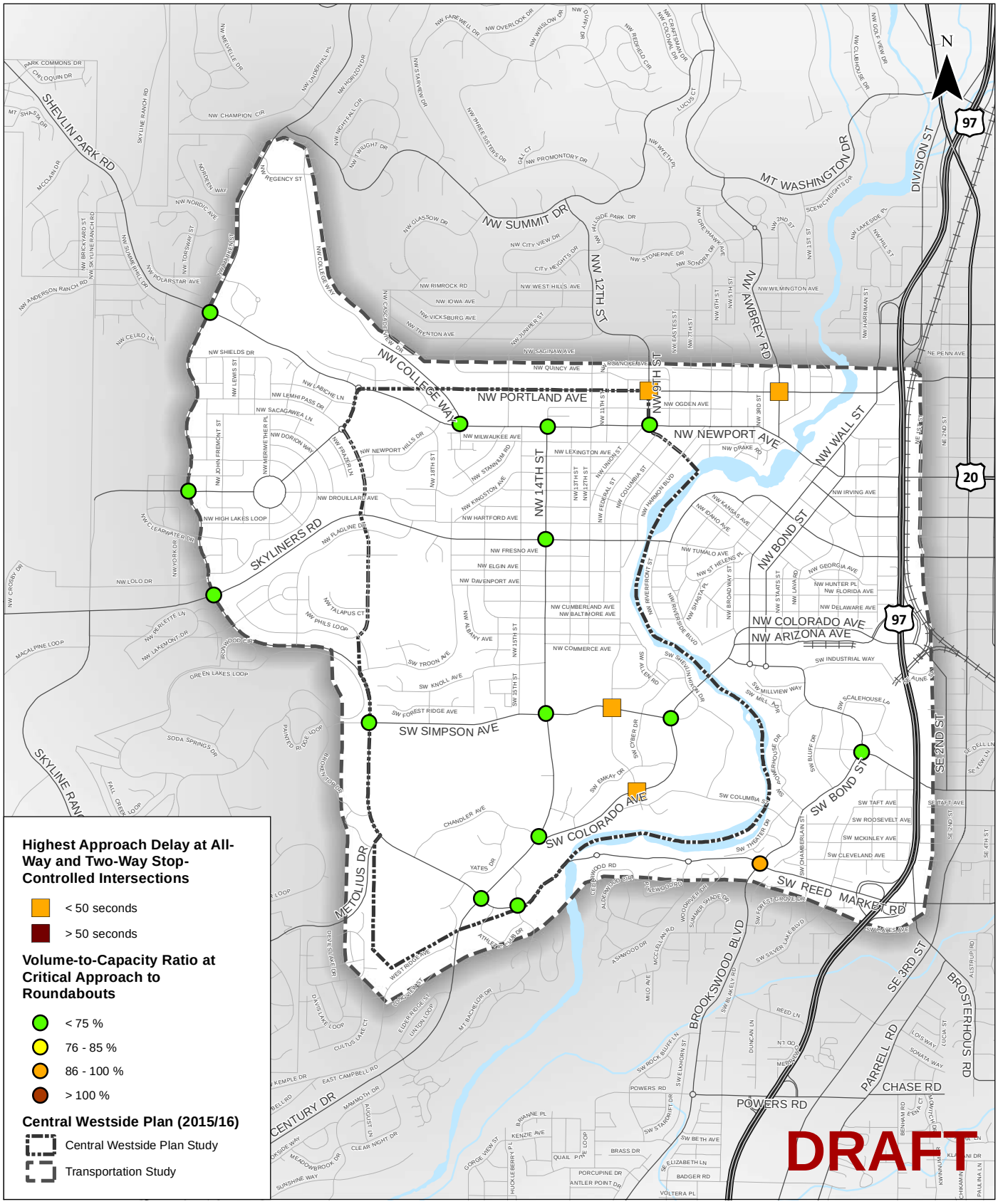

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Existing Conditions Operations Analysis
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Bend, OR

Figure **3**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: Delete if there isn't one.

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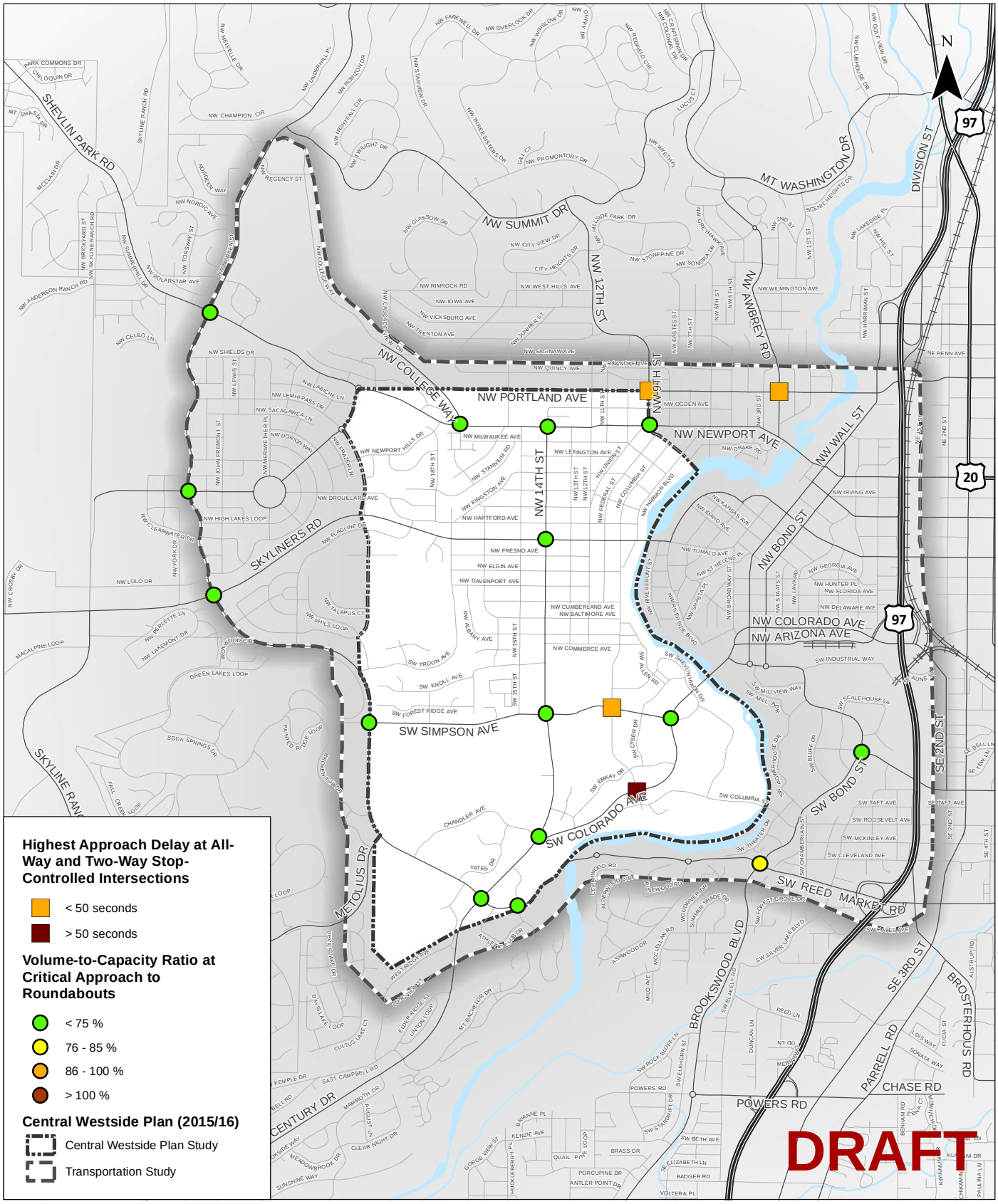

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Existing Conditions Operations Analysis
5:00 - 6:00 PM, with PHF = 1.0
Bend, OR

Figure **4**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: Delete if there isn't one.

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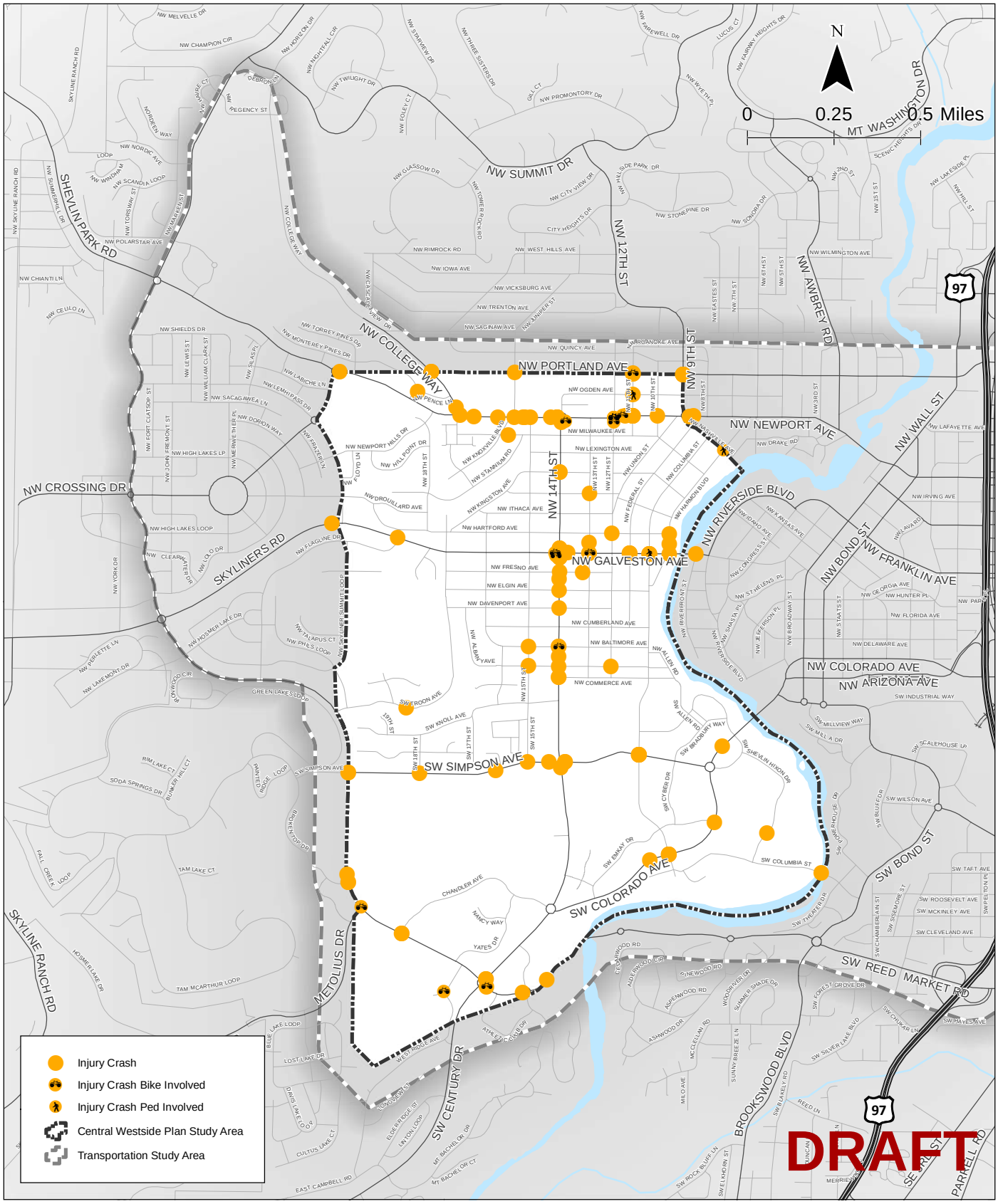


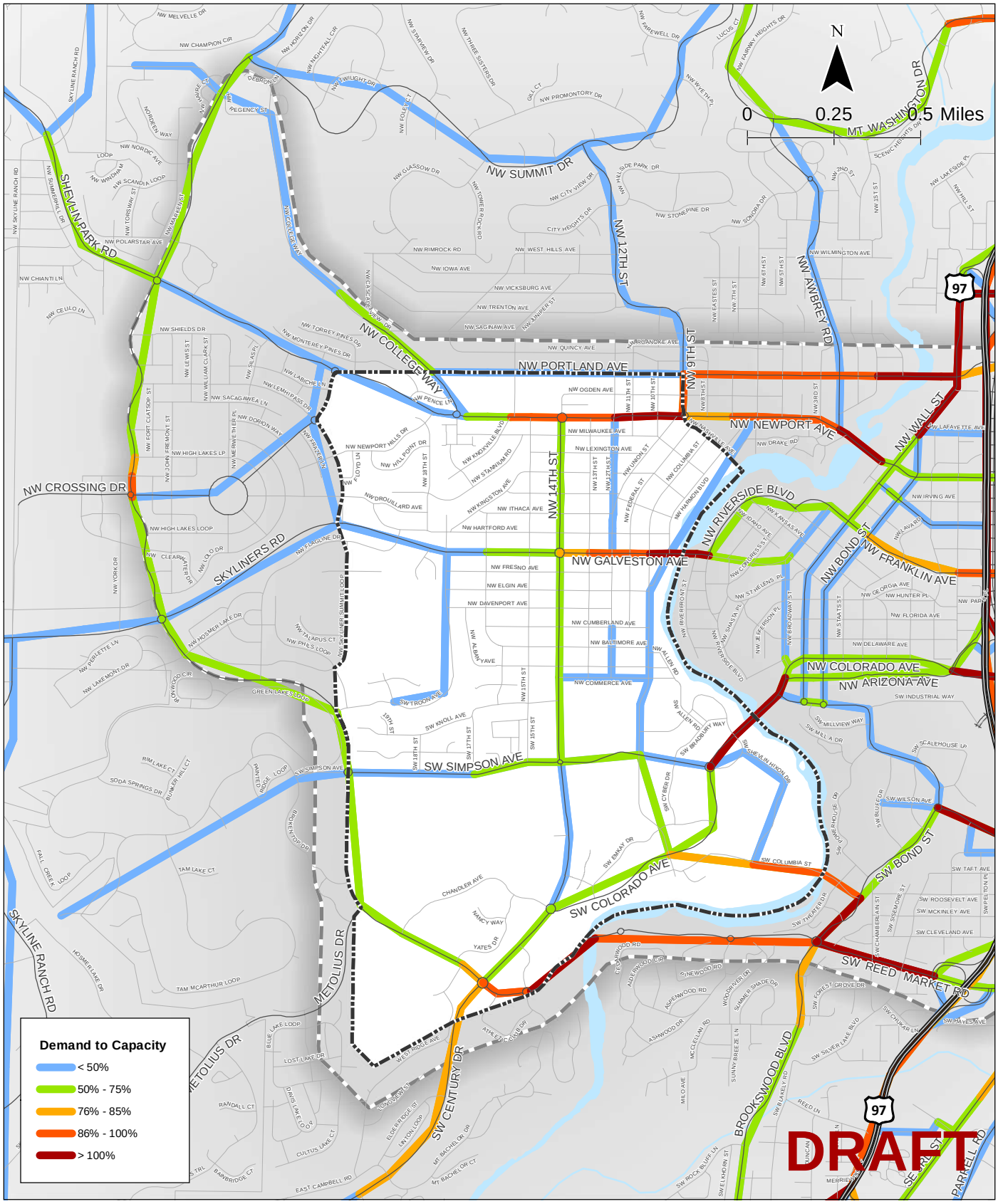
CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Injury Crashes by Mode
April 2009 to September 2014
Bend, OR

Figure **5**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: Oregon Department of Transportation

H:\profile\17841 - City of Bend West Side TGM\gis\05 Crashes by Severity and Mode.mxd - jsommerville - 3:57 PM 1/22/2016



CITY OF BEND CENTRAL WESTSIDE PLAN 2015

2040 Preferred Land Use (No Transit Improvements) Demand to Capacity Bend, OR

Figure **6**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

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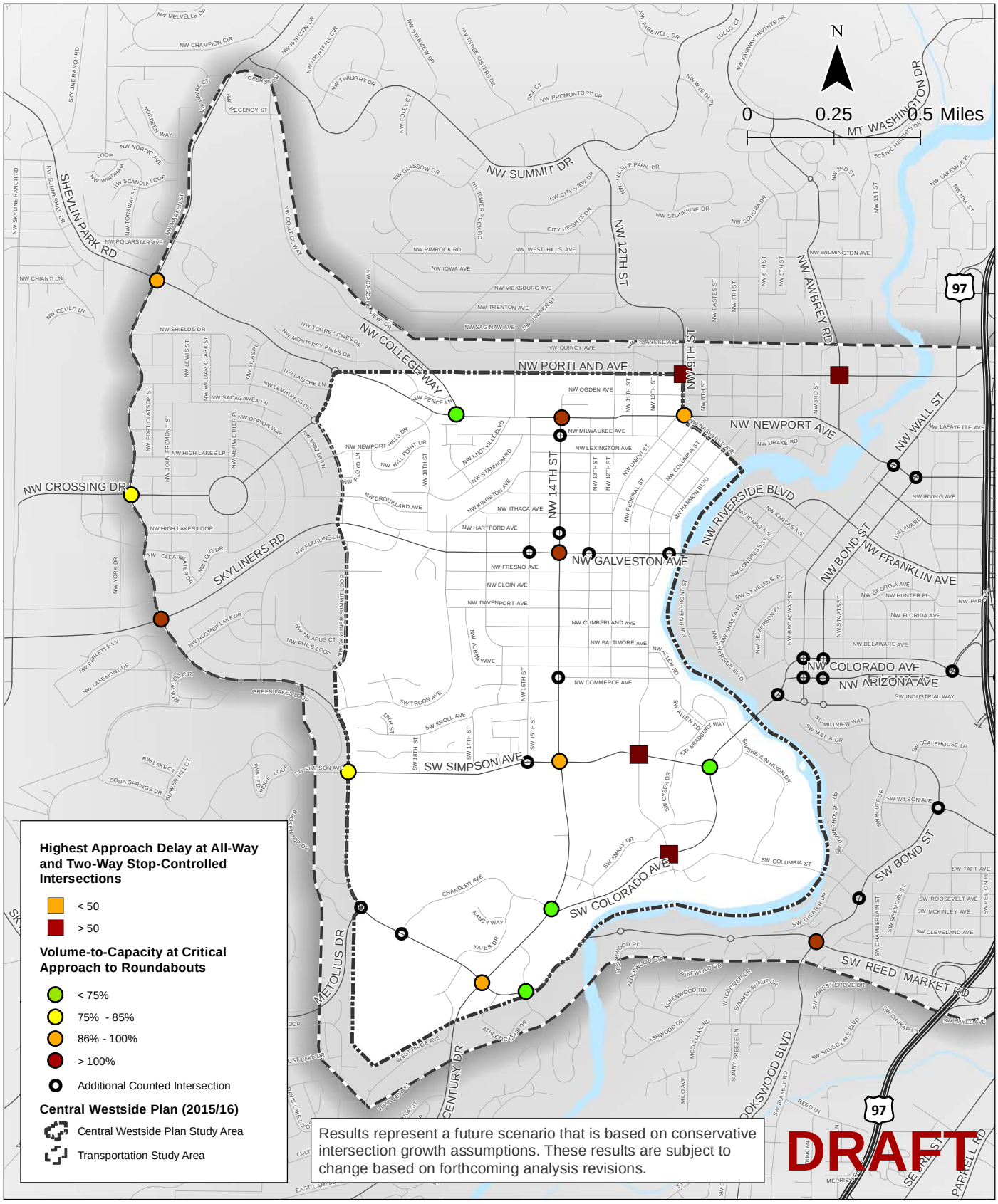

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

2040 Intersection Operations Bend, OR

Figure **7**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

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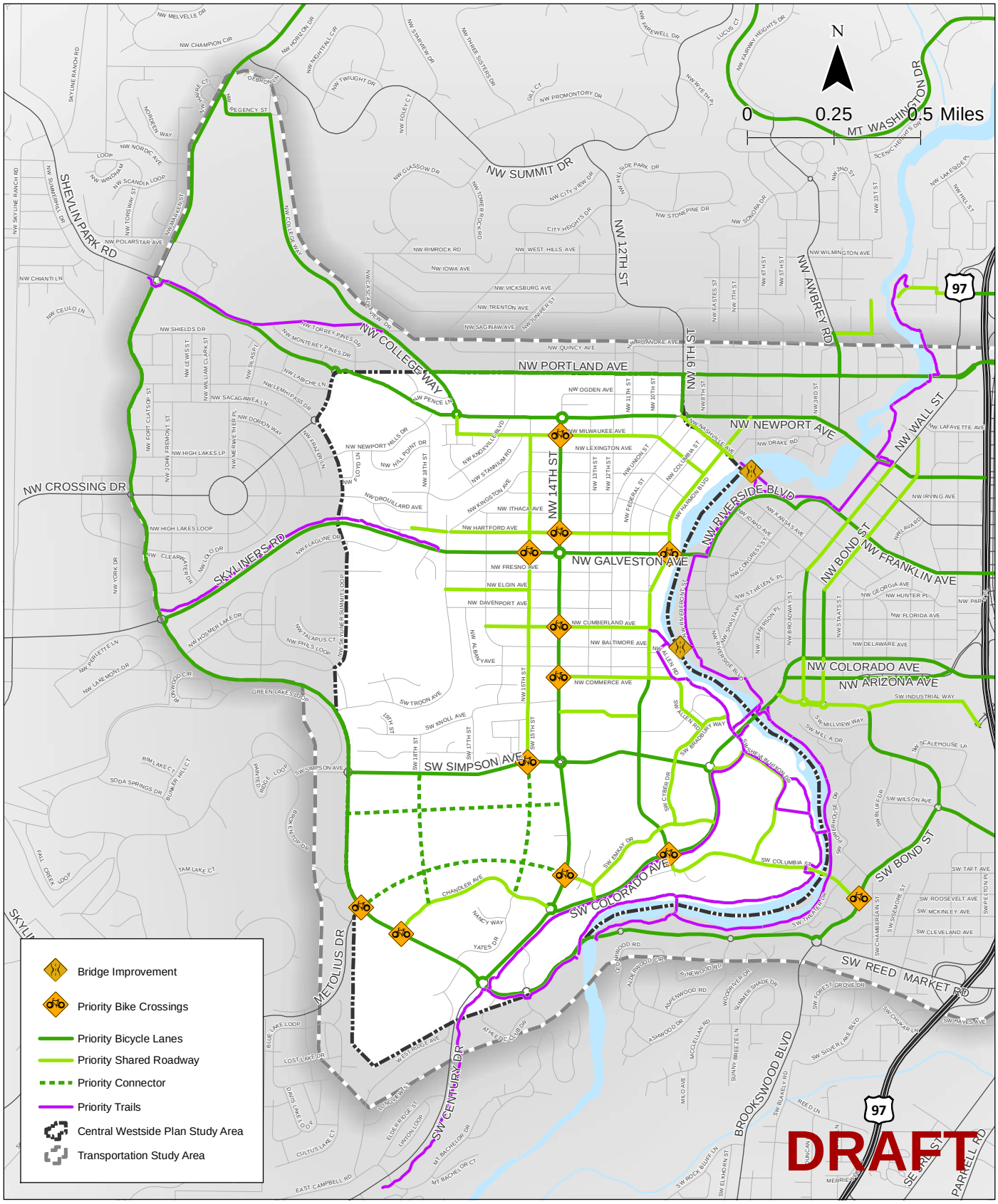

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Future Priority Bicycle Networks Bend, OR

Figure **8**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

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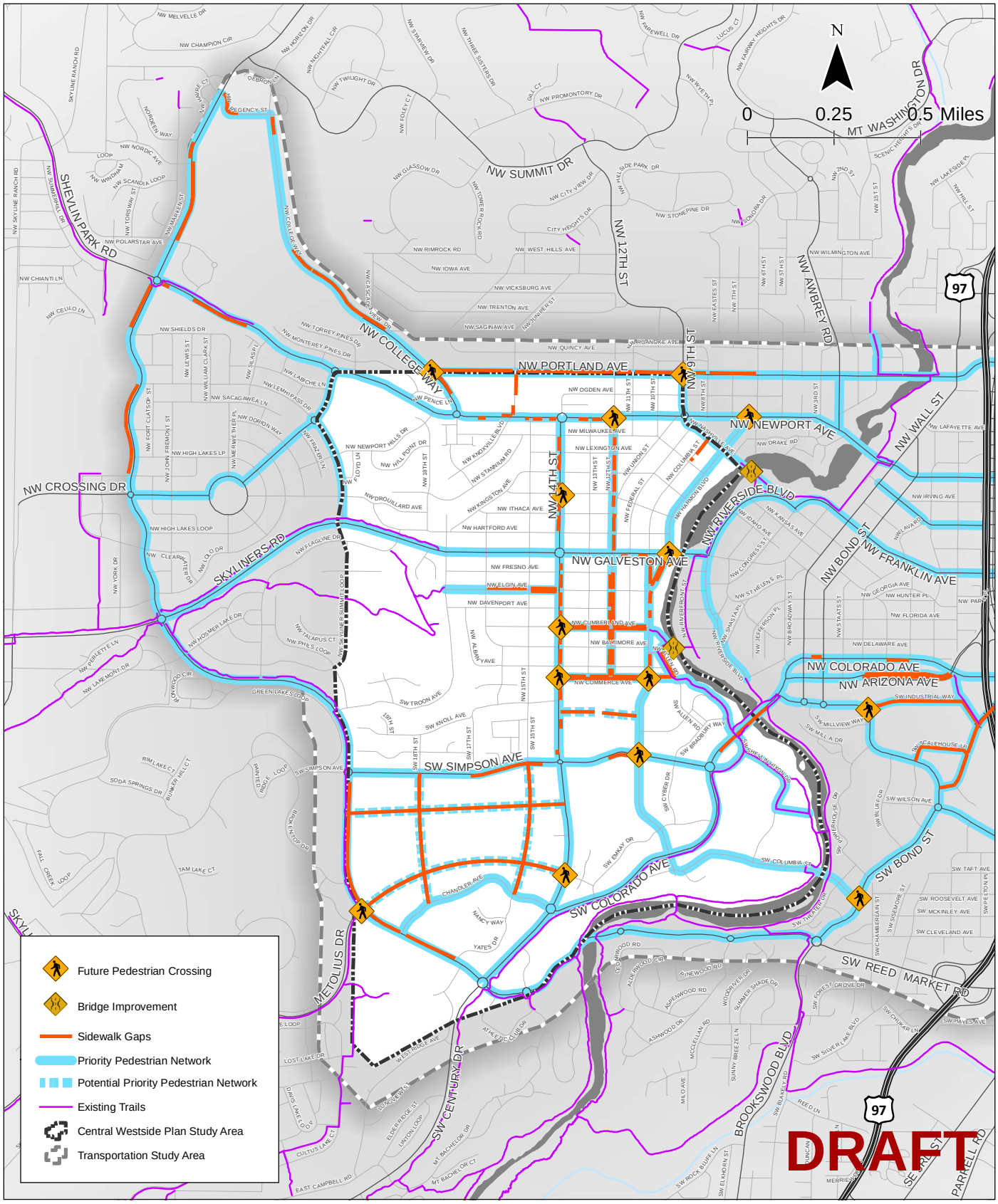

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Future Priority Pedestrian Networks and Gaps Bend, OR

Figure **9**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

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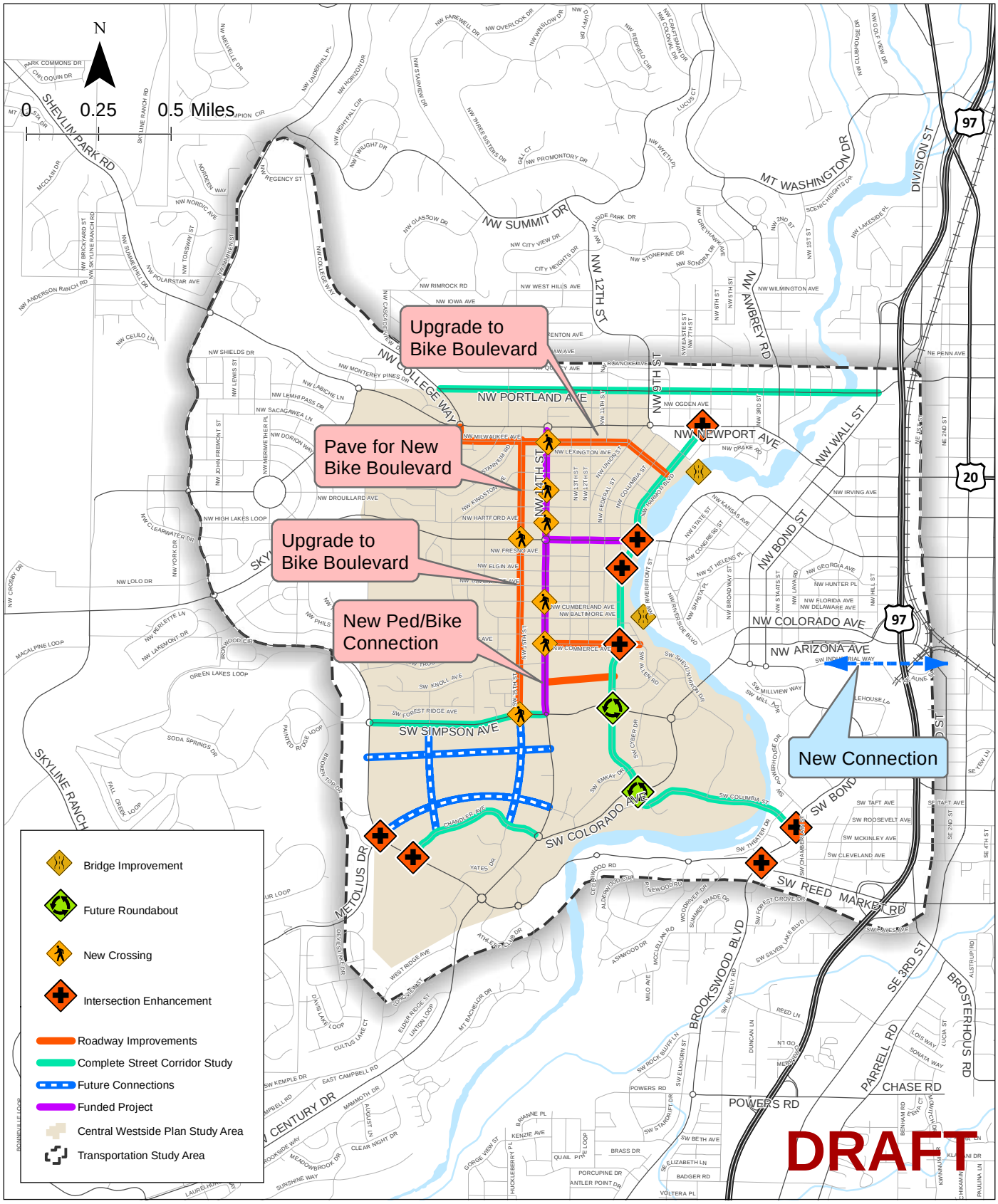

CITY OF BEND CENTRAL WESTSIDE PLAN 2015

Future Project Needs
Bend, OR

Figure **10**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl
Data Source: City of Bend, Deschutes County

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Appendix 2
Transportation Performance Measure Overview

This appendix describes the application of transportation performance measures within this memorandum. Additional analytical details will be provided as this analysis is finalized.

- **Mode Share:** Outputs from the Bend Travel Demand Model and the EnvisionTomorrow analysis tool indicate a shift in mode share from auto trips to walking, biking, and transit trips. Bend Travel Demand Model outputs are still being quantified, but EnvisionTomorrow analysis results indicate the following changes in mode share based on the Preferred Land Use Scenario:
    - 13% increase in walking trips
    - 9% increase in transit trips
    - 30% increase in non-auto external trips
- **Sidewalk Completeness, Crossing Completeness, & Bicycle Facility Completeness:** Priority bicycle and sidewalk routes were identified through technical review, advisory committee input, and community input. These routes are identified in Figures 8 and 9 in Appendix 1. The CWP will identify the needed improvements to achieve these networks, including sidewalk infill projects, bicycle boulevard construction, and other improvement projects. Also included in these networks are recommended crossing locations to provide connectivity for bicycle and pedestrian users.
- **Intersection Completeness:** Improved intersections allow for the efficient use of the transportation system by allowing vehicles to make appropriate turns and by providing crossing opportunities for all users. The need for intersection improvements at the junction of high order or high functioning facilities were identified within this analysis (noted on Figure 10). These improvements improve system functionality by providing a more connected and redundant network.
- **Crash Frequency & Predicted Crash Frequency:** The occurrence and severity of crashes can be an indicator of the functionality of the transportation system. The City of Bend creates and maintains a citywide database of priority safety projects. This effort did not duplicate that effort, but did user crash records to inform local projects. Most notably, it was observed that most crashes occurred along the 14th Street, Newport Avenue, and Galveston Avenue corridors. As such, alternative or improved routes for bicycle and pedestrian users on these routes were prioritized to provide comfortable routes for users.
- **Transit Accessibility:** The City of Bend as a whole and, recently, the Central Westside plan area were the subject of transit planning exercises. The CWP effort is not intended to duplicate those activities. Rather, this analysis focused on making transit routes accessible for all modes through the priority bicycle and pedestrian networks. In addition, the Preferred Land Use Scenario provides several transit supportive areas that can help to provide opportunities for further transit enhancements in the future, as noted.

- **Vehicle Hours of Delay per Trip, Average Travel time, & Demand to Capacity Ratio:** Vehicular mobility measures were evaluated through extensive data collection and ongoing modeling efforts. The preliminary outcome of this analysis has shown that prior regional planning efforts found very similar results to what has been found within the CWP specific analysis. As such, the prior capital improvements planned for the area have been retained and further enhanced upon as noted within the body of this memorandum. Most notably, several additional intersection capacity projects are presented as well as the potential upgrade of Portland Avenue. In addition, the proposed Old Mill Connection would provide a notable increase in capacity into and out of the study area. All these projects aim to improve vehicular mobility.

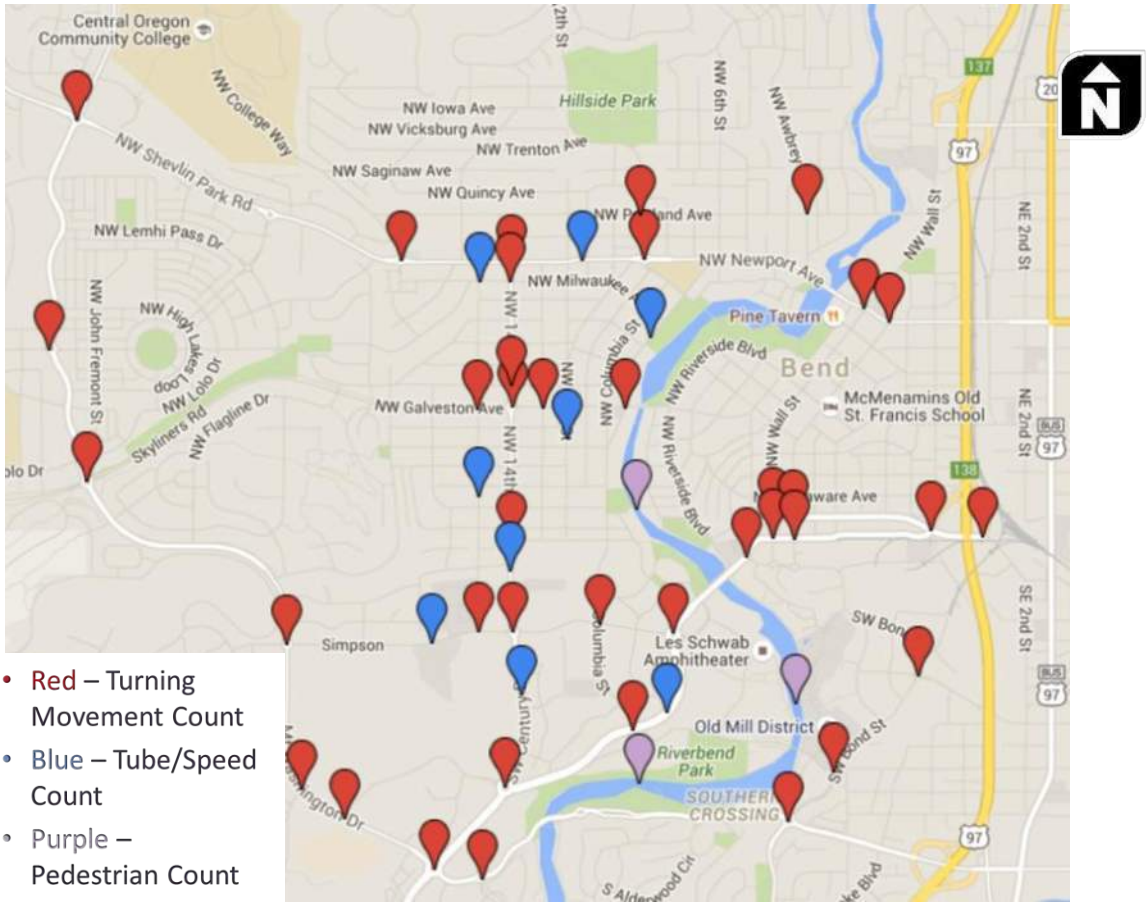
APPENDIX L: DATA COLLECTION

Existing 2015 Traffic Counts and Volume to Capacity Performance Measure

The following describes the data collection effort conduct to evaluate the existing transportation system within the study area. Also described are the findings of intersection performance based on current city standards.

DATA COLLECTION

A review was conducted of exisitng traffic, pedestrian and bicycle volumes at 38 intersections, 9 streets, and 3 pedestrian bridges to provide an understanding of current usage of key Central Westside vehicle, bicycle and pedestrian facilities. Data from the intersections and bridges was reviewed for the afternoon and evening peak period (generally 2:00 PM to 6:00 PM) whereas street volumes and speeds were reviewed over a 24-hour peroid. Exhibit 1 shows the locations where traffic counts were collected. A complete set of count data is includd in this Appendix.



- Red – Turning Movement Count
- Blue – Tube/Speed Count
- Purple – Pedestrian Count

Exhibit 1 – Traffic Count Locations

KEY FINDINGS

The following describes key findings based on the 2015 traffic data collection effort:

- All intersections were found to operate within applicable City of Bend mobility standards.
- Areas of isolated congestion were observed around specific peaking events. For example, short term congestion was noted around the egress period from local schools. The system was found to recover quickly once demand dissipated.
- Side-street stop-controlled intersections and all-way stop-controlled intersections along Portland Avenue and Columbia Avenue were found to operate will relatively high delay due to the inefficient design of those facilities.
- Vehicle speeds were found to be near posted speed limits within the established northern neighborhoods. Speeds were most notably above the posted speed limit along Simpson Avenue west of 14th Street.
- Most reported crashes occurred along the busiest roads, most notably 14th Street and Newport Avenue.

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW Chandler Ave -- Mt Washington Dr

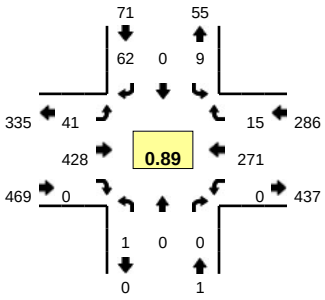
QC JOB #: 13576235

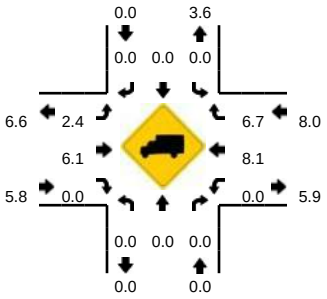
CITY/STATE: Bend, OR

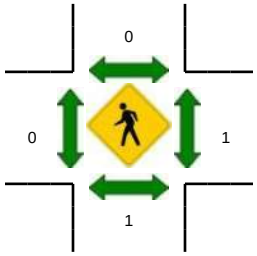
DATE: Tue, Sep 29 2015

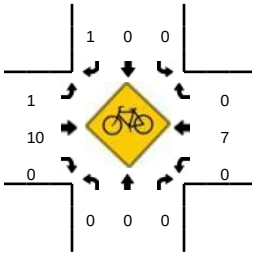
Peak-Hour: 2:50 PM -- 3:50 PM

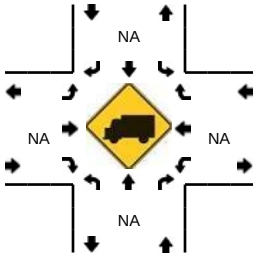
Peak 15-Min: 2:50 PM -- 3:05 PM

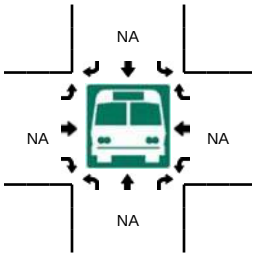












5-Min Count Period Beginning At	SW Chandler Ave (Northbound)				SW Chandler Ave (Southbound)				Mt Washington Dr (Eastbound)				Mt Washington Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	0	0	0	0	2	0	3	0	2	21	0	0	0	18	4	0	50	
2:25 PM	0	0	0	0	1	0	5	0	2	20	0	0	0	13	4	0	45	
2:30 PM	0	0	0	0	1	0	6	0	6	17	0	0	1	18	0	0	49	
2:35 PM	0	0	0	0	0	0	6	0	2	27	0	0	0	23	0	0	58	
2:40 PM	0	0	0	0	4	0	4	0	1	23	0	0	0	25	2	0	59	
2:45 PM	0	0	0	0	0	0	4	0	4	21	0	0	0	35	1	0	65	
2:50 PM	1	0	0	0	0	0	5	0	4	43	0	0	0	21	1	0	75	
2:55 PM	0	0	0	0	1	0	5	0	1	42	0	0	0	24	0	0	73	639
3:00 PM	0	0	0	0	1	0	7	0	2	53	0	0	0	21	0	0	84	673
3:05 PM	0	0	0	0	0	0	5	0	6	45	0	1	0	16	1	0	74	704
3:10 PM	0	0	0	0	1	0	3	0	2	26	0	0	0	28	2	0	62	738
3:15 PM	0	0	0	0	0	0	8	0	3	31	0	0	0	29	2	0	73	767
3:20 PM	0	0	0	0	2	0	3	0	1	25	0	0	0	28	0	0	59	776
3:25 PM	0	0	0	0	1	0	9	0	4	25	0	0	0	22	1	0	62	793
3:30 PM	0	0	0	0	0	0	5	0	2	23	0	0	0	24	1	0	55	799
3:35 PM	0	0	0	0	0	0	5	0	3	25	0	0	0	15	1	0	49	790
3:40 PM	0	0	0	0	0	0	2	0	11	43	0	0	0	29	2	0	87	818
3:45 PM	0	0	0	0	3	0	5	0	1	47	0	0	0	14	4	0	74	827
3:50 PM	0	0	0	0	4	0	3	0	6	30	0	0	0	31	0	0	74	826
3:55 PM	0	0	0	0	1	0	5	0	3	27	0	0	0	14	2	0	52	805
4:00 PM	0	0	0	0	2	0	4	0	6	20	0	0	0	22	2	0	56	777
4:05 PM	0	0	0	0	2	0	12	1	1	35	0	0	0	16	1	0	68	771
4:10 PM	0	0	0	0	1	0	6	0	3	32	0	0	0	18	3	0	63	772
4:15 PM	0	0	0	0	1	0	1	0	2	26	0	1	0	24	2	0	57	756

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	0	0	8	0	68	0	28	552	0	0	0	264	4	0	928
Heavy Trucks	0	0	0		0	0	0		0	52	0		0	32	0		84
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	4	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

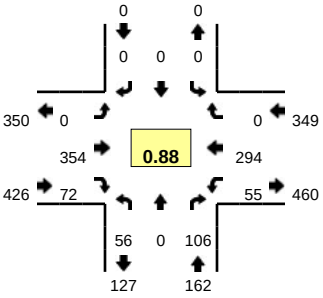
LOCATION: Metolious Dr -- Mt Washington Dr

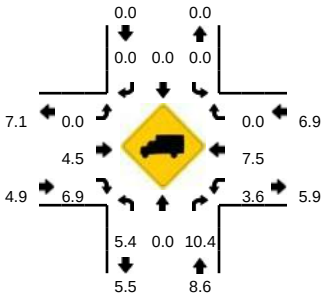
QC JOB #: 13576236

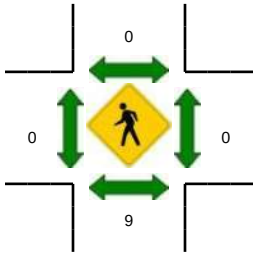
CITY/STATE: Bend, OR

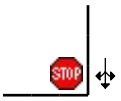
DATE: Tue, Sep 29 2015

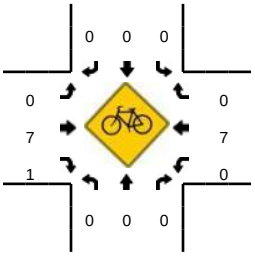
Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:40 PM -- 3:55 PM

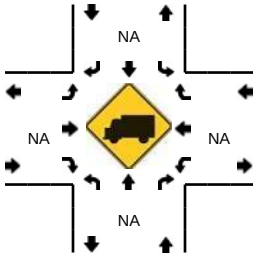


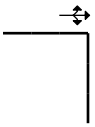


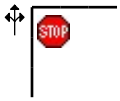


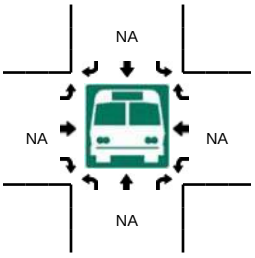












5-Min Count Period Beginning At	Metolious Dr (Northbound)				Metolious Dr (Southbound)				Mt Washington Dr (Eastbound)				Mt Washington Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:25 PM	6	0	2	0	0	0	0	0	0	22	2	0	1	15	0	0	48	
2:30 PM	3	0	6	0	0	1	0	0	0	17	3	0	7	18	0	0	55	
2:35 PM	3	0	6	0	0	0	0	0	0	23	1	0	5	21	0	0	59	
2:40 PM	3	0	3	0	0	0	0	0	0	21	3	0	4	21	0	0	55	
2:45 PM	2	0	4	0	0	0	0	0	0	23	1	0	8	33	0	0	71	
2:50 PM	4	0	6	0	0	0	0	0	0	42	8	0	5	21	0	0	86	
2:55 PM	4	0	7	0	0	0	0	0	0	32	4	0	6	24	0	0	77	683
3:00 PM	5	0	10	0	0	0	0	0	0	46	6	0	7	21	0	0	95	732
3:05 PM	4	0	6	0	0	0	0	0	0	46	2	0	3	16	0	0	77	762
3:10 PM	6	0	7	0	0	0	0	0	0	23	10	0	2	31	0	0	79	804
3:15 PM	4	0	11	0	0	0	0	0	0	24	6	0	7	34	0	0	86	843
3:20 PM	6	0	4	0	0	0	0	0	0	20	2	0	4	28	0	0	64	852
3:25 PM	5	0	12	0	0	0	0	0	0	17	4	0	7	23	0	0	68	872
3:30 PM	4	0	8	0	0	0	0	0	0	19	3	0	3	27	0	0	64	881
3:35 PM	5	0	7	0	0	0	0	0	0	20	9	0	5	15	0	0	61	883
3:40 PM	2	0	15	0	0	0	0	0	0	38	6	0	2	26	0	0	89	917
3:45 PM	4	0	6	0	0	0	0	0	0	45	10	0	2	19	0	0	86	932
3:50 PM	7	0	13	0	0	0	0	0	0	24	10	0	7	30	0	0	91	937
3:55 PM	5	0	7	0	0	0	0	0	0	21	3	0	6	11	0	0	53	913
4:00 PM	12	0	5	0	0	0	0	0	0	21	5	0	6	20	0	0	69	887
4:05 PM	1	0	12	0	0	0	0	0	0	27	8	0	6	21	0	0	75	885
4:10 PM	4	0	10	0	0	0	0	0	0	23	5	0	7	19	0	0	68	874
4:15 PM	4	1	5	0	0	0	0	0	0	25	6	0	5	20	0	0	66	854
4:20 PM	4	0	8	0	0	1	0	0	0	25	2	0	1	23	0	0	64	854

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	0	136	0	0	0	0	0	0	428	104	0	44	300	0	0	1064
Heavy Trucks	4	0	16		0	0	0		0	20	12		0	12	0		64
Pedestrians		16				0				0				0			16
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW Columbia St -- SW Simpson Ave

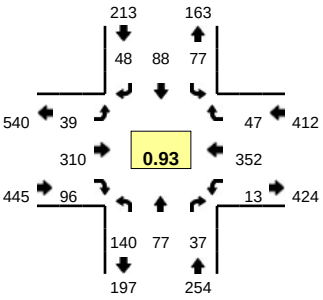
CITY/STATE: Bend, OR

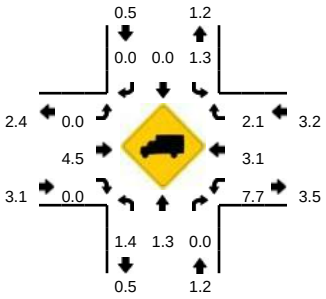
QC JOB #: 13576237

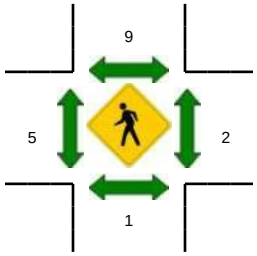
DATE: Tue, Sep 29 2015

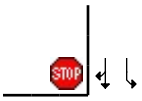
Peak-Hour: 4:30 PM -- 5:30 PM

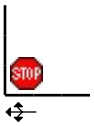
Peak 15-Min: 5:15 PM -- 5:30 PM

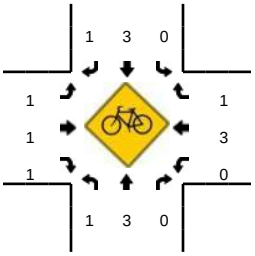


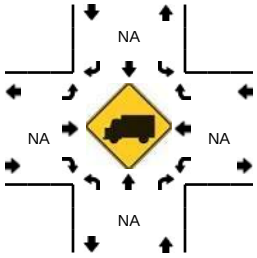


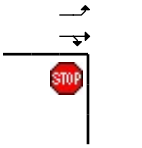


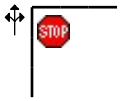


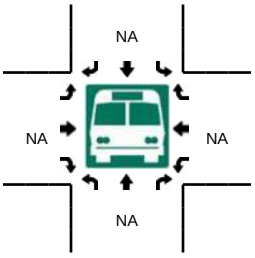












5-Min Count Period Beginning At	SW Columbia St (Northbound)				SW Columbia St (Southbound)				SW Simpson Ave (Eastbound)				SW Simpson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	8	7	0	6	4	7	0	2	23	8	0	1	22	3	0	94	1234
4:05 PM	11	7	2	0	4	4	4	0	1	22	11	0	0	29	5	0	100	1224
4:10 PM	9	10	6	0	1	6	0	0	3	28	11	0	0	24	3	0	101	1216
4:15 PM	8	10	3	0	2	7	4	0	2	26	5	0	1	19	4	0	91	1202
4:20 PM	10	6	1	0	3	5	3	0	5	20	3	0	0	27	3	0	86	1188
4:25 PM	8	2	0	0	7	7	2	0	2	17	7	0	1	32	11	0	96	1184
4:30 PM	7	4	7	0	13	8	7	0	2	16	10	0	1	26	3	0	104	1182
4:35 PM	9	2	1	0	16	5	2	0	4	34	6	0	2	30	4	0	115	1204
4:40 PM	9	4	1	0	8	6	3	0	2	16	9	0	2	38	2	0	100	1216
4:45 PM	12	2	2	0	3	8	4	0	3	23	7	0	1	36	5	0	106	1209
4:50 PM	9	6	2	0	4	4	6	0	5	21	5	0	2	36	3	0	103	1195
4:55 PM	16	7	1	0	3	5	3	0	4	24	10	0	0	29	4	0	106	1202
5:00 PM	10	10	3	0	6	10	3	0	5	37	5	0	1	23	4	0	117	1225
5:05 PM	11	7	7	0	5	10	1	0	3	32	4	0	1	30	4	0	115	1240
5:10 PM	11	10	4	0	2	7	2	0	3	16	10	0	1	30	7	0	103	1242
5:15 PM	18	8	2	0	2	7	3	0	1	35	8	0	0	27	6	0	117	1268
5:20 PM	20	11	5	0	7	3	2	0	3	27	9	0	0	21	2	0	110	1292
5:25 PM	8	6	2	0	8	15	12	0	4	29	13	0	2	26	3	0	128	1324
5:30 PM	11	5	4	0	5	7	3	0	2	21	5	0	0	38	1	0	102	1322
5:35 PM	12	4	1	0	5	5	2	0	2	19	8	0	1	25	8	0	92	1299
5:40 PM	12	4	3	0	4	5	3	0	1	23	5	0	1	35	6	0	102	1301
5:45 PM	12	3	5	0	3	5	3	0	4	22	7	0	1	22	5	0	92	1287
5:50 PM	13	4	0	0	5	3	2	0	1	27	4	0	0	23	5	0	87	1271
5:55 PM	10	6	2	0	6	6	4	0	5	19	14	0	0	26	1	0	99	1264

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	184	100	36	0	68	100	68	0	32	364	120	0	8	296	44	0	1420
Heavy Trucks	0	4	0		0	0	0		0	12	0		0	16	0		32
Pedestrians		0				28				8				4			40
Bicycles	0	0	0		0	0	0		1	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

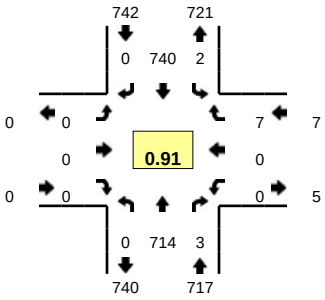
LOCATION: NW 14th St -- SW Commerce Ave

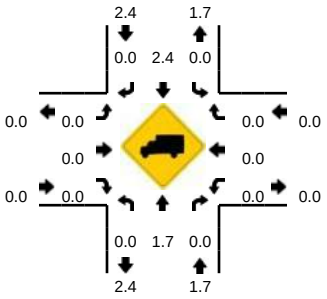
QC JOB #: 13576238

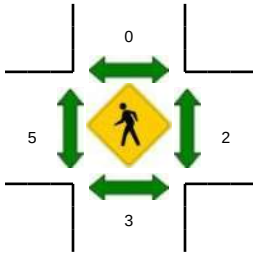
CITY/STATE: Bend, OR

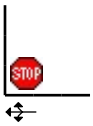
DATE: Tue, Sep 29 2015

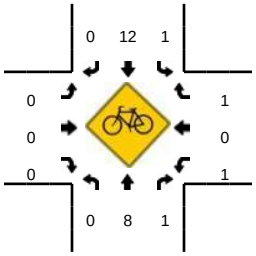
Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 2:50 PM -- 3:05 PM

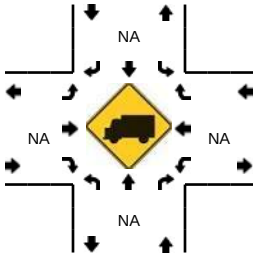


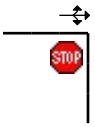


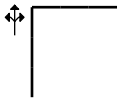


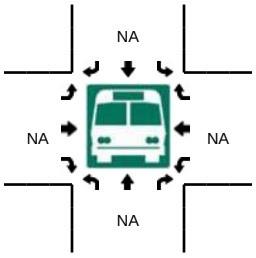












5-Min Count Period Beginning At	NW 14th St (Northbound)				NW 14th St (Southbound)				SW Commerce Ave (Eastbound)				SW Commerce Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	0	67	1	0	0	44	0	0	0	0	0	0	0	0	0	0	112	
2:25 PM	0	51	0	0	0	64	0	0	0	0	0	0	0	0	0	0	115	
2:30 PM	0	45	2	0	1	57	0	0	0	0	0	0	1	0	0	0	106	
2:35 PM	0	52	0	0	0	57	0	0	0	0	0	0	0	0	1	0	110	
2:40 PM	0	49	0	0	2	57	0	0	0	0	0	0	0	0	0	0	108	
2:45 PM	0	49	1	0	0	58	0	0	0	0	0	0	1	0	0	0	109	
2:50 PM	0	64	0	0	0	70	0	0	0	0	0	0	0	0	0	0	134	
2:55 PM	0	57	1	0	0	73	0	0	0	0	0	0	0	0	1	0	132	1313
3:00 PM	0	71	0	0	0	67	0	0	0	0	0	0	0	0	0	0	138	1363
3:05 PM	0	63	0	0	0	61	0	0	0	0	0	0	0	0	1	0	125	1407
3:10 PM	0	71	0	0	0	58	0	0	0	0	0	0	0	0	1	0	130	1431
3:15 PM	0	57	0	0	0	53	0	0	0	0	0	0	0	0	0	0	110	1429
3:20 PM	0	59	0	0	0	60	0	0	0	0	0	0	0	0	0	0	119	1436
3:25 PM	0	66	1	0	1	53	0	0	0	0	0	0	0	0	2	0	123	1444
3:30 PM	0	60	0	0	1	58	0	0	0	0	0	0	0	0	1	0	120	1458
3:35 PM	0	46	0	0	0	50	0	0	0	0	0	0	0	0	1	0	97	1445
3:40 PM	0	50	0	0	0	70	0	0	0	0	0	0	0	0	0	0	120	1457
3:45 PM	0	50	1	0	0	67	0	0	0	0	0	0	0	0	0	0	118	1466
3:50 PM	0	38	1	0	0	59	0	0	0	0	0	0	0	0	0	0	98	1430
3:55 PM	0	46	0	0	0	64	0	0	0	0	0	0	0	0	1	0	111	1409
4:00 PM	0	55	1	0	0	63	0	0	0	0	0	0	0	0	2	0	121	1392
4:05 PM	0	62	0	0	0	68	0	0	0	0	0	0	0	0	0	0	130	1397
4:10 PM	0	54	1	0	0	56	0	0	0	0	0	0	0	0	0	0	111	1378
4:15 PM	0	44	0	0	0	55	0	0	0	0	0	0	0	0	1	0	100	1368

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	768	4	0	0	840	0	0	0	0	0	0	0	0	4	0	1616
Heavy Trucks	0	12	0		0	20	0		0	0	0		0	0	0		32
Pedestrians		0				0				4				0			4
Bicycles	0	3	1		0	6	0		0	0	0		0	0	0		10
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

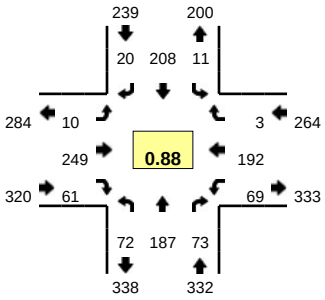
Method for determining peak hour: Total Entering Volume

LOCATION: SW Columbia St -- SW Colorado Ave

CITY/STATE: Bend, OR

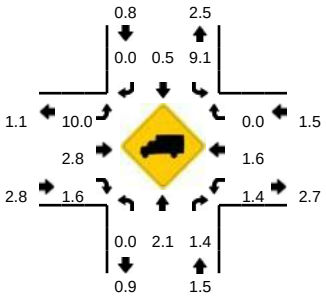
QC JOB #: 13576239

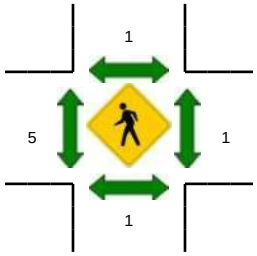
DATE: Tue, Sep 29 2015

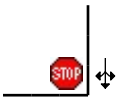


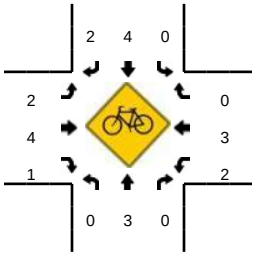
Peak-Hour: 4:35 PM -- 5:35 PM

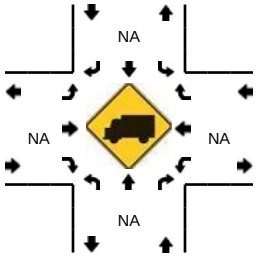
Peak 15-Min: 5:05 PM -- 5:20 PM

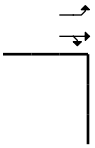


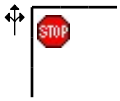


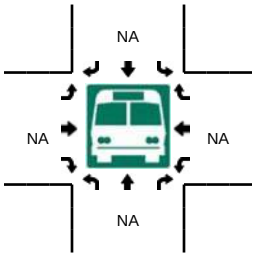












5-Min Count Period Beginning At	SW Columbia St (Northbound)				SW Columbia St (Southbound)				SW Colorado Ave (Eastbound)				SW Colorado Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	11	6	0	1	17	1	0	0	12	2	0	8	18	0	0	82	1020
4:05 PM	5	15	3	0	0	11	3	0	2	21	6	0	5	20	2	0	93	1026
4:10 PM	5	13	2	0	0	14	5	0	0	19	10	0	4	16	1	0	89	1039
4:15 PM	6	18	2	0	0	14	1	0	0	14	9	0	6	17	0	0	87	1042
4:20 PM	4	16	5	0	3	13	1	0	2	12	9	0	3	18	0	0	86	1045
4:25 PM	6	10	2	0	0	9	2	0	0	15	3	0	3	8	0	0	58	1018
4:30 PM	3	8	2	0	3	22	1	0	1	18	3	0	8	7	0	0	76	1021
4:35 PM	2	13	6	0	1	16	0	0	0	24	1	0	8	14	0	0	85	1018
4:40 PM	8	13	2	0	1	17	0	0	0	15	7	0	5	12	0	0	80	1018
4:45 PM	2	15	2	0	3	16	1	0	0	14	4	0	4	13	0	0	74	992
4:50 PM	2	17	6	0	0	16	2	0	2	18	5	0	5	16	0	0	89	990
4:55 PM	7	18	5	0	0	12	2	0	0	21	3	0	5	13	0	0	86	985
5:00 PM	4	8	11	0	0	22	3	0	2	22	6	0	8	16	2	0	104	1007
5:05 PM	8	16	4	0	1	17	3	0	0	31	10	0	10	9	0	0	109	1023
5:10 PM	7	16	7	0	1	17	2	0	2	28	5	0	5	20	0	0	110	1044
5:15 PM	8	23	12	0	2	20	1	0	1	23	2	0	3	16	0	0	111	1068
5:20 PM	8	17	9	0	2	13	2	0	2	21	7	0	4	18	1	0	104	1086
5:25 PM	10	15	6	0	0	21	2	0	1	19	3	0	6	24	0	0	107	1135
5:30 PM	6	16	3	0	0	21	2	0	0	13	8	0	6	21	0	0	96	1155
5:35 PM	6	13	2	0	1	13	2	0	0	28	4	0	1	13	1	0	84	1154
5:40 PM	7	21	3	0	0	10	0	0	0	16	3	0	2	14	0	0	76	1150
5:45 PM	5	10	3	0	0	14	3	0	0	15	3	0	0	20	0	0	73	1149
5:50 PM	6	12	5	0	0	10	1	0	0	9	3	0	3	16	0	0	65	1125
5:55 PM	1	11	4	0	0	16	2	0	3	8	5	0	1	15	0	0	66	1105

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	92	220	92	0	16	216	24	0	12	328	68	0	72	180	0	0	1320
Heavy Trucks	0	8	4		0	0	0		0	0	4		4	0	0		20
Pedestrians		0				4				8				4			16
Bicycles	0	0	0		0	1	0		0	1	0		1	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

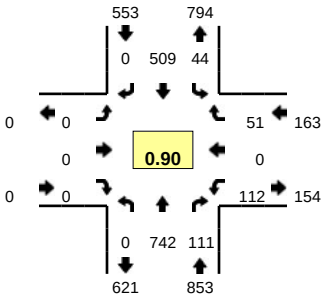
LOCATION: SW Colorado Ave -- SW Industrial Way

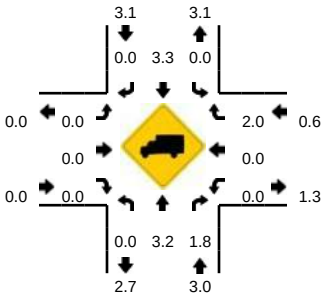
QC JOB #: 13576240

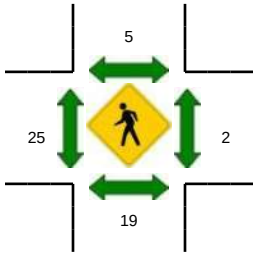
CITY/STATE: Bend, OR

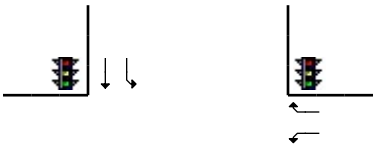
DATE: Tue, Sep 29 2015

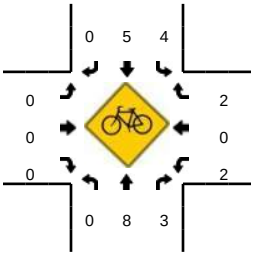
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

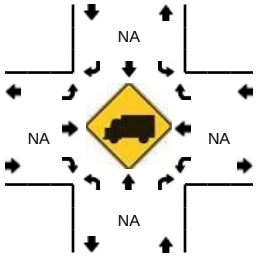


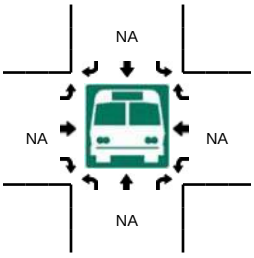












5-Min Count Period Beginning At	SW Colorado Ave (Northbound)				SW Colorado Ave (Southbound)				SW Industrial Way (Eastbound)				SW Industrial Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	55	5	0	5	45	0	0	0	0	0	0	13	0	6	0	129	1422
4:05 PM	0	61	10	0	5	45	0	0	0	0	0	0	6	0	1	0	128	1428
4:10 PM	0	47	9	0	5	42	0	0	0	0	0	0	4	0	4	0	111	1428
4:15 PM	0	43	6	0	3	44	0	0	0	0	0	0	5	0	3	0	104	1405
4:20 PM	0	36	10	0	4	50	0	0	0	0	0	0	10	0	3	0	113	1402
4:25 PM	0	47	17	0	3	47	0	0	0	0	0	0	5	0	4	0	123	1416
4:30 PM	0	47	5	0	3	46	0	0	0	0	0	0	7	0	3	0	111	1409
4:35 PM	0	72	9	0	2	42	0	0	0	0	0	0	7	0	8	0	140	1430
4:40 PM	0	67	8	0	3	46	0	0	0	0	0	0	12	0	1	0	137	1445
4:45 PM	0	39	3	0	0	42	0	0	0	0	0	0	11	0	3	0	98	1424
4:50 PM	0	54	7	0	5	43	0	1	0	0	0	0	10	0	3	0	123	1434
4:55 PM	0	57	8	0	4	53	0	0	0	0	0	0	6	0	5	0	133	1450
5:00 PM	0	53	12	0	1	40	0	0	0	0	0	0	13	0	5	0	124	1445
5:05 PM	0	87	9	0	8	35	0	0	0	0	0	0	8	0	4	0	151	1468
5:10 PM	0	78	9	0	4	36	0	0	0	0	0	0	5	0	4	0	136	1493
5:15 PM	0	71	8	0	5	43	0	0	0	0	0	0	18	0	5	0	150	1539
5:20 PM	0	62	12	0	4	33	0	0	0	0	0	0	4	0	6	0	121	1547
5:25 PM	0	55	15	0	4	49	0	0	0	0	0	0	5	0	2	0	130	1554
5:30 PM	0	47	11	0	3	47	0	0	0	0	0	0	13	0	5	0	126	1569
5:35 PM	0	52	11	0	1	36	0	0	0	0	0	0	7	0	3	0	110	1539
5:40 PM	0	50	5	0	5	42	0	0	0	0	0	0	11	0	5	0	118	1520
5:45 PM	0	39	10	0	7	40	0	0	0	0	0	0	7	0	3	0	106	1528
5:50 PM	0	40	9	0	1	43	0	0	0	0	0	0	4	0	0	0	97	1502
5:55 PM	0	34	7	0	5	28	0	0	0	0	0	0	7	0	3	0	84	1453

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	944	104	0	68	456	0	0	0	0	0	0	124	0	52	0	1748
Heavy Trucks	0	4	0		0	16	0		0	0	0		0	0	0		20
Pedestrians		4				0				24				0			28
Bicycles	0	2	1		1	1	0		0	0	0		1	0	0		6
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

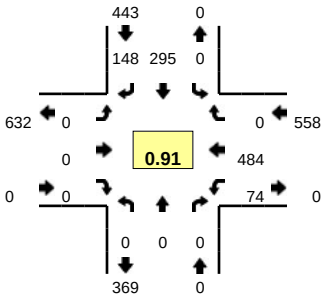
LOCATION: NW Wall St -- NW Colorado Ave

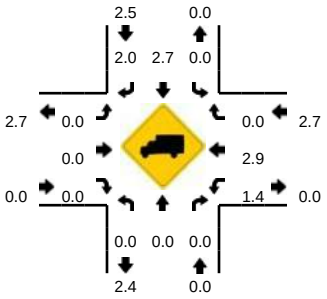
QC JOB #: 13576241

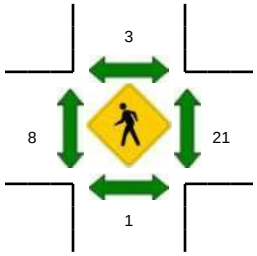
CITY/STATE: Deschutes, OR

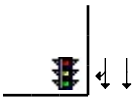
DATE: Tue, Sep 29 2015

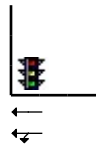
Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:35 PM -- 3:50 PM

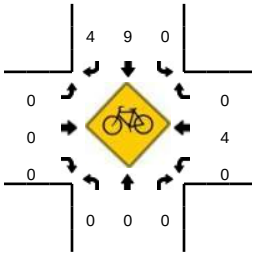


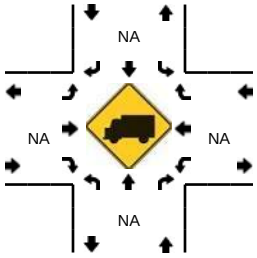


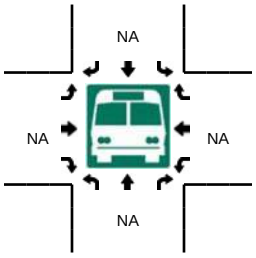












5-Min Count Period Beginning At	NW Wall St (Northbound)				NW Wall St (Southbound)				NW Colorado Ave (Eastbound)				NW Colorado Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	0	12	8	0	0	0	0	0	3	40	0	0	63	885
3:05 PM	0	0	0	0	0	34	13	0	0	0	0	0	7	41	0	0	95	905
3:10 PM	0	0	0	0	0	22	7	0	0	0	0	0	7	31	0	0	67	902
3:15 PM	0	0	0	0	0	17	19	0	0	0	0	0	1	46	0	0	83	936
3:20 PM	0	0	0	0	0	22	11	0	0	0	0	0	6	34	0	0	73	941
3:25 PM	0	0	0	0	0	22	13	0	0	0	0	0	2	38	0	0	75	941
3:30 PM	0	0	0	0	0	24	8	0	0	0	0	0	3	41	0	0	76	943
3:35 PM	0	0	0	0	0	38	14	0	0	0	0	0	8	35	0	0	95	959
3:40 PM	0	0	0	0	0	30	15	0	0	0	0	0	5	43	0	0	93	984
3:45 PM	0	0	0	0	0	23	11	0	0	0	0	0	1	52	0	0	87	981
3:50 PM	0	0	0	0	0	21	11	0	0	0	0	0	6	34	0	0	72	967
3:55 PM	0	0	0	0	0	22	11	0	0	0	0	0	12	38	0	0	83	962
4:00 PM	0	0	0	0	0	20	9	0	0	0	0	0	9	45	0	0	83	982
4:05 PM	0	0	0	0	0	27	14	0	0	0	0	0	6	39	0	0	86	973
4:10 PM	0	0	0	0	0	22	15	0	0	0	0	0	3	39	0	0	79	985
4:15 PM	0	0	0	0	0	21	15	0	0	0	0	0	6	35	0	0	77	979
4:20 PM	0	0	0	0	0	25	18	0	0	0	0	0	4	39	0	0	86	992
4:25 PM	0	0	0	0	0	22	7	0	0	0	0	0	11	44	0	0	84	1001
4:30 PM	0	0	0	0	0	18	12	0	0	0	0	0	5	38	0	0	73	998
4:35 PM	0	0	0	0	0	24	21	0	0	0	0	0	1	27	0	0	73	976
4:40 PM	0	0	0	0	0	22	7	0	0	0	0	0	7	43	0	0	79	962
4:45 PM	0	0	0	0	0	26	8	0	0	0	0	0	9	33	0	0	76	951
4:50 PM	0	0	0	0	0	27	11	0	0	0	0	0	8	37	0	0	83	962
4:55 PM	0	0	0	0	0	19	13	0	0	0	0	0	5	33	0	0	70	949

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	364	160	0	0	0	0	0	56	520	0	0	1100
Heavy Trucks	0	0	0		0	8	4		0	0	0		0	12	0		24
Pedestrians		0				0				4				4			8
Bicycles	0	0	0		0	3	1		0	0	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Bond St -- NW Colorado Ave

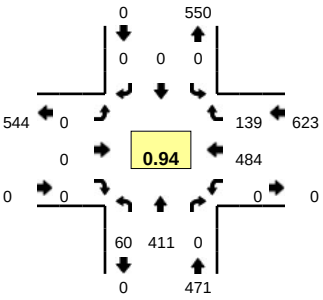
CITY/STATE: Deschutes, OR

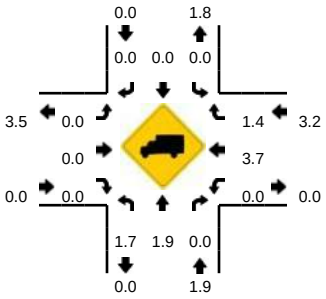
QC JOB #: 13576242

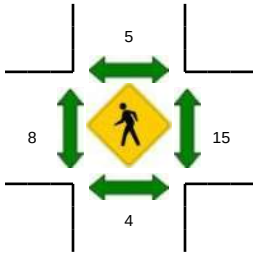
DATE: Tue, Sep 29 2015

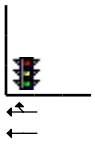
Peak-Hour: 3:05 PM -- 4:05 PM

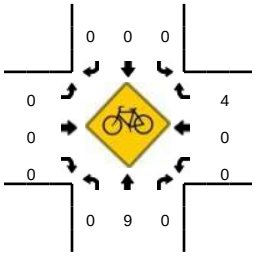
Peak 15-Min: 3:05 PM -- 3:20 PM

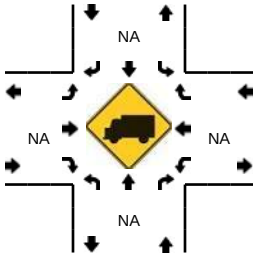


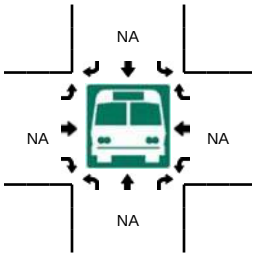












5-Min Count Period Beginning At	NW Bond St (Northbound)				NW Bond St (Southbound)				NW Colorado Ave (Eastbound)				NW Colorado Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:35 PM	7	31	0	0	0	0	0	0	0	0	0	0	0	32	13	0	83	
2:40 PM	6	29	0	0	0	0	0	0	0	0	0	0	0	26	14	0	75	
2:45 PM	2	21	0	0	0	0	0	0	0	0	0	0	0	51	12	0	86	
2:50 PM	5	21	0	0	0	0	0	0	0	0	0	0	0	42	11	0	79	
2:55 PM	4	28	0	0	0	0	0	0	0	0	0	0	0	44	8	0	84	933
3:00 PM	4	27	0	0	0	0	0	0	0	0	0	0	0	41	7	0	79	929
3:05 PM	5	44	0	0	0	0	0	0	0	0	0	0	0	42	9	0	100	952
3:10 PM	9	39	0	0	0	0	0	0	0	0	0	0	0	36	14	0	98	982
3:15 PM	4	40	0	0	0	0	0	0	0	0	0	0	0	36	12	0	92	1002
3:20 PM	4	41	0	0	0	0	0	0	0	0	0	0	0	37	11	0	93	1018
3:25 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	42	15	0	78	1026
3:30 PM	7	33	0	0	0	0	0	0	0	0	0	0	0	35	14	0	89	1036
3:35 PM	4	21	0	0	0	0	0	0	0	0	0	0	0	40	10	0	75	1028
3:40 PM	6	38	0	0	0	0	0	0	0	0	0	0	0	46	13	0	103	1056
3:45 PM	5	41	0	0	0	0	0	0	0	0	0	0	0	42	5	0	93	1063
3:50 PM	6	30	0	0	0	0	0	0	0	0	0	0	0	42	11	0	89	1073
3:55 PM	7	27	0	0	0	0	0	0	0	0	0	0	0	43	9	0	86	1075
4:00 PM	3	36	0	0	0	0	0	0	0	0	0	0	0	43	16	0	98	1094
4:05 PM	4	32	0	0	0	0	0	0	0	0	0	0	0	44	4	0	84	1078
4:10 PM	3	36	0	0	0	0	0	0	0	0	0	0	0	39	9	0	87	1067
4:15 PM	7	44	0	0	0	0	0	0	0	0	0	0	0	31	8	0	90	1065
4:20 PM	4	30	0	0	0	0	0	0	0	0	0	0	0	41	12	0	87	1059
4:25 PM	3	30	0	0	0	0	0	0	0	0	0	0	0	53	8	0	94	1075
4:30 PM	1	42	0	0	0	0	0	0	0	0	0	0	0	38	6	0	87	1073

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	492	0	0	0	0	0	0	0	0	0	0	0	456	140	0	1160
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	16	0		20
Pedestrians		4				8				4				16			32
Bicycles	0	2	0		0	0	0		0	0	0		0	0	1		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Wall St -- NW Arizona Ave

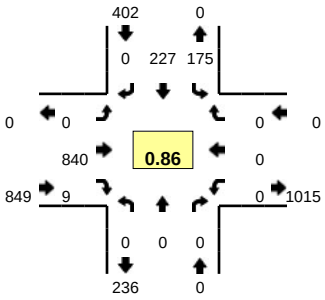
CITY/STATE: Deschutes, OR

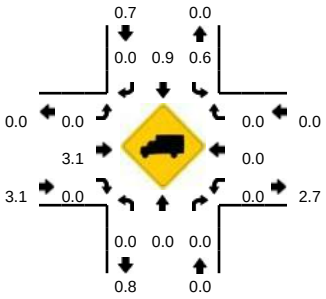
QC JOB #: 13576243

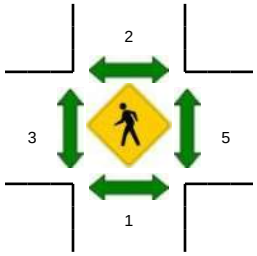
DATE: Tue, Sep 29 2015

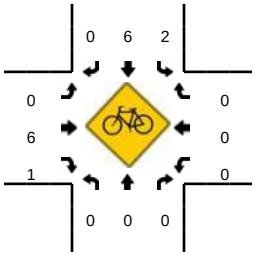
Peak-Hour: 4:35 PM -- 5:35 PM

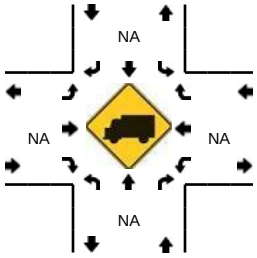
Peak 15-Min: 5:05 PM -- 5:20 PM

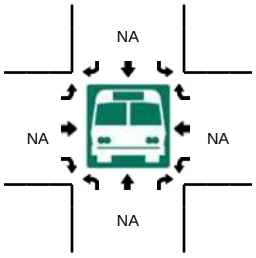












5-Min Count Period Beginning At	NW Wall St (Northbound)				NW Wall St (Southbound)				NW Arizona Ave (Eastbound)				NW Arizona Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	18	10	0	0	0	70	0	0	0	0	0	0	98	1075
4:05 PM	0	0	0	0	14	16	0	0	0	66	2	0	0	0	0	0	98	1073
4:10 PM	0	0	0	0	16	15	0	0	0	47	2	0	0	0	0	0	80	1067
4:15 PM	0	0	0	0	13	14	0	0	0	55	2	0	0	0	0	0	84	1079
4:20 PM	0	0	0	0	10	21	0	0	0	41	2	0	0	0	0	0	74	1057
4:25 PM	0	0	0	0	13	19	0	0	0	45	0	0	0	0	0	0	77	1063
4:30 PM	0	0	0	0	11	11	0	0	0	55	1	0	0	0	0	0	78	1056
4:35 PM	0	0	0	0	9	17	0	0	0	73	3	0	0	0	0	0	102	1046
4:40 PM	0	0	0	0	9	19	0	0	0	77	0	0	0	0	0	0	105	1049
4:45 PM	0	0	0	0	11	23	0	0	0	47	0	0	0	0	0	0	81	1054
4:50 PM	0	0	0	0	22	18	0	0	0	61	1	0	0	0	0	0	102	1066
4:55 PM	0	0	0	0	8	18	0	0	0	62	0	0	0	0	0	0	88	1067
5:00 PM	0	0	0	0	12	14	0	0	0	69	1	0	0	0	0	0	96	1065
5:05 PM	0	0	0	0	19	22	0	0	0	81	0	0	0	0	0	0	122	1089
5:10 PM	0	0	0	0	12	18	0	0	0	97	0	0	0	0	0	0	127	1136
5:15 PM	0	0	0	0	22	13	0	0	0	81	0	0	0	0	0	0	116	1168
5:20 PM	0	0	0	0	22	25	0	0	0	73	2	0	0	0	0	0	122	1216
5:25 PM	0	0	0	0	14	16	0	0	0	70	2	0	0	0	0	0	102	1241
5:30 PM	0	0	0	0	15	24	0	0	0	49	0	0	0	0	0	0	88	1251
5:35 PM	0	0	0	0	12	20	0	0	0	57	3	0	0	0	0	0	92	1241
5:40 PM	0	0	0	0	12	17	0	0	0	70	2	0	0	0	0	0	101	1237
5:45 PM	0	0	0	0	12	18	0	0	0	43	2	0	0	0	0	0	75	1231
5:50 PM	0	0	0	0	10	9	0	0	0	36	1	0	0	0	0	0	56	1185
5:55 PM	0	0	0	0	9	17	0	0	0	46	0	0	0	0	0	0	72	1169

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	212	212	0	0	0	1036	0	0	0	0	0	0	1460
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		1	2	0		0	1	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

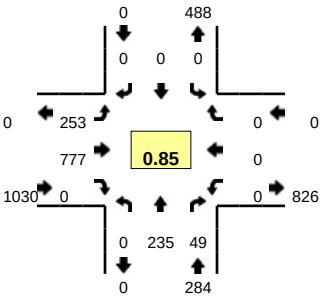
LOCATION: NW Bond St -- NW Arizona Ave

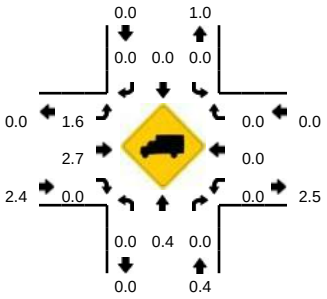
CITY/STATE: Deschutes, OR

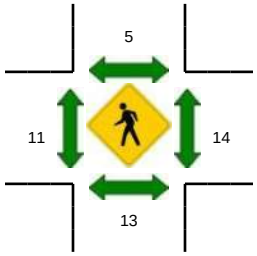
QC JOB #: 13576244

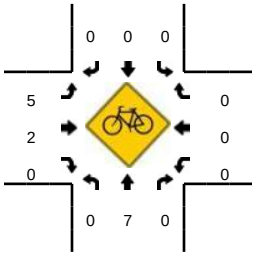
DATE: Tue, Sep 29 2015

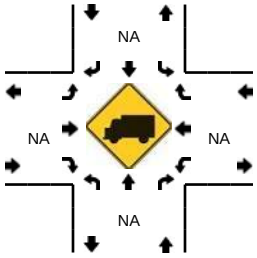
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

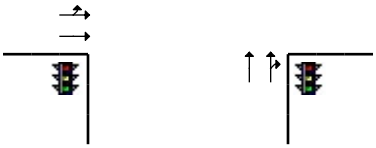


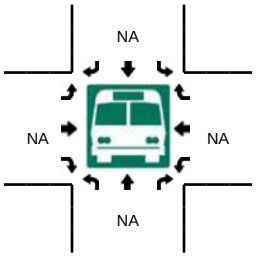












5-Min Count Period Beginning At	NW Bond St (Northbound)				NW Bond St (Southbound)				NW Arizona Ave (Eastbound)				NW Arizona Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	1	0	0	0	0	0	23	57	0	0	0	0	0	0	97	1120
4:05 PM	0	11	5	0	0	0	0	0	23	70	0	0	0	0	0	0	109	1133
4:10 PM	0	28	4	0	0	0	0	0	20	40	0	0	0	0	0	0	92	1122
4:15 PM	0	21	4	0	0	0	0	0	20	39	0	0	0	0	0	0	84	1125
4:20 PM	0	19	6	0	0	0	0	0	16	46	0	0	0	0	0	0	87	1116
4:25 PM	0	20	2	0	0	0	0	0	10	48	0	0	0	0	0	0	80	1130
4:30 PM	0	28	3	0	0	0	0	0	15	44	0	0	0	0	0	0	90	1117
4:35 PM	0	24	4	0	0	0	0	0	16	76	0	0	0	0	0	0	120	1147
4:40 PM	0	24	9	0	0	0	0	0	17	69	0	0	0	0	0	0	119	1153
4:45 PM	0	17	0	0	0	0	0	0	16	44	0	0	0	0	0	0	77	1136
4:50 PM	0	22	3	0	0	0	0	0	23	56	0	0	0	0	0	0	104	1144
4:55 PM	0	25	2	0	0	0	0	0	17	52	0	0	0	0	0	0	96	1155
5:00 PM	0	19	5	0	0	0	0	0	25	52	0	0	0	0	0	0	101	1159
5:05 PM	0	14	3	0	0	0	0	0	33	74	0	0	0	0	0	0	124	1174
5:10 PM	0	19	2	0	0	0	0	0	24	82	0	0	0	0	0	0	127	1209
5:15 PM	0	19	9	0	0	0	0	0	25	81	0	0	0	0	0	0	134	1259
5:20 PM	0	20	2	0	0	0	0	0	23	77	0	0	0	0	0	0	122	1294
5:25 PM	0	8	3	0	0	0	0	0	16	63	0	0	0	0	0	0	90	1304
5:30 PM	0	24	7	0	0	0	0	0	18	51	0	0	0	0	0	0	100	1314
5:35 PM	0	16	5	0	0	0	0	0	24	47	0	0	0	0	0	0	92	1286
5:40 PM	0	29	6	0	0	0	0	0	16	55	0	0	0	0	0	0	106	1273
5:45 PM	0	18	5	0	0	0	0	0	18	48	0	0	0	0	0	0	89	1285
5:50 PM	0	22	4	0	0	0	0	0	16	30	0	0	0	0	0	0	72	1253
5:55 PM	0	20	0	0	0	0	0	0	11	40	0	0	0	0	0	0	71	1228

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	208	56	0	0	0	0	0	328	948	0	0	0	0	0	0	1540
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		4				4				12				12			32
Bicycles	0	1	0		0	0	0		1	2	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

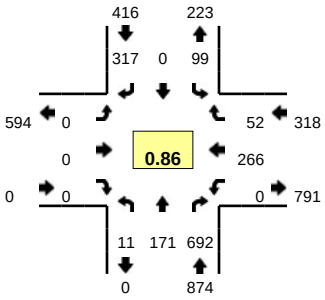
LOCATION: NW Arizona Ave -- SW Colorado Ave

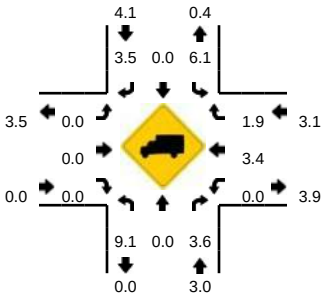
QC JOB #: 13576250

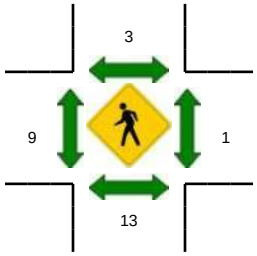
CITY/STATE: Deschutes, OR

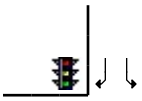
DATE: Tue, Sep 29 2015

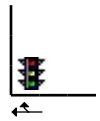
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

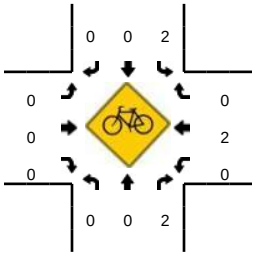


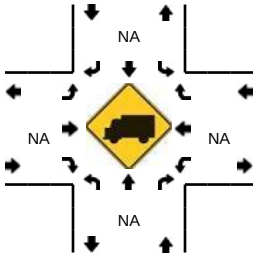


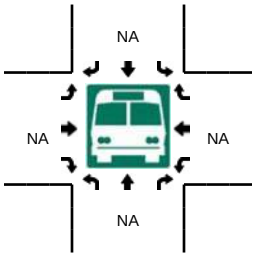












5-Min Count Period Beginning At	NW Arizona Ave (Northbound)				NW Arizona Ave (Southbound)				SW Colorado Ave (Eastbound)				SW Colorado Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	45	0	11	0	28	0	0	0	0	0	0	32	4	0	127	1450
4:05 PM	0	9	62	0	9	0	32	0	0	0	0	0	0	22	5	0	139	1470
4:10 PM	0	20	56	0	15	0	22	0	0	0	0	0	0	22	3	0	138	1489
4:15 PM	0	10	38	0	10	0	25	0	0	0	0	0	0	30	5	0	118	1487
4:20 PM	1	11	32	0	14	0	27	0	0	0	0	0	0	17	5	0	107	1476
4:25 PM	0	8	45	0	14	0	36	0	0	0	0	0	0	26	2	0	131	1495
4:30 PM	0	8	42	0	10	0	24	0	0	0	0	0	0	14	6	0	104	1470
4:35 PM	2	14	63	0	11	0	17	0	0	0	0	0	0	15	4	0	126	1466
4:40 PM	2	14	65	0	9	0	30	0	0	0	0	0	0	39	4	0	163	1509
4:45 PM	2	8	54	0	13	0	28	0	0	0	0	0	0	18	2	0	125	1525
4:50 PM	0	6	45	0	9	0	23	0	0	0	0	0	0	22	2	0	107	1507
4:55 PM	1	12	53	0	3	0	20	0	0	0	0	0	0	21	6	0	116	1501
5:00 PM	0	11	36	0	8	0	26	0	0	0	0	0	0	19	7	0	107	1481
5:05 PM	1	21	66	0	6	0	26	0	0	0	0	0	0	11	5	0	136	1478
5:10 PM	2	12	72	0	7	0	27	0	0	0	0	0	0	24	5	0	149	1489
5:15 PM	1	16	67	0	14	0	33	0	0	0	0	0	0	19	5	0	155	1526
5:20 PM	0	19	76	0	9	0	27	0	0	0	0	0	0	25	6	0	162	1581
5:25 PM	0	24	56	0	4	0	26	0	0	0	0	0	0	28	3	0	141	1591
5:30 PM	0	14	39	0	6	0	34	0	0	0	0	0	0	25	3	0	121	1608
5:35 PM	0	15	49	0	12	0	19	0	0	0	0	0	0	28	0	0	123	1605
5:40 PM	0	13	45	0	3	0	23	0	0	0	0	0	0	24	3	0	111	1553
5:45 PM	0	13	47	0	2	0	27	0	0	0	0	0	0	17	1	0	107	1535
5:50 PM	0	7	31	0	8	0	26	0	0	0	0	0	0	21	1	0	94	1522
5:55 PM	0	8	34	0	7	0	14	0	0	0	0	0	0	26	2	0	91	1497

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	188	860	0	120	0	348	0	0	0	0	0	0	272	64	0	1864
Heavy Trucks	0	0	8		8	0	12		0	0	0		0	4	0		32
Pedestrians		36				0				20				4			60
Bicycles	0	0	0		1	0	0		0	0	0		0	1	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

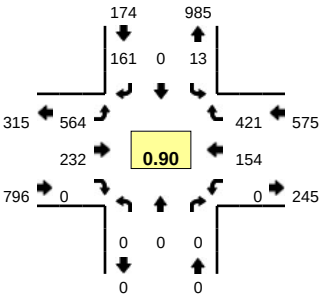
LOCATION: US 97 NB Off Ramps -- NE Scott St

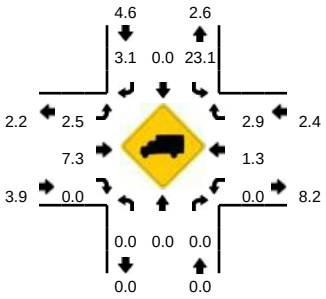
QC JOB #: 13576251

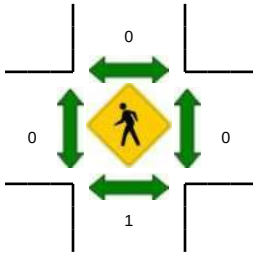
CITY/STATE: Deschutes, OR

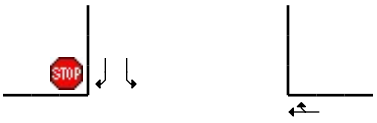
DATE: Tue, Sep 29 2015

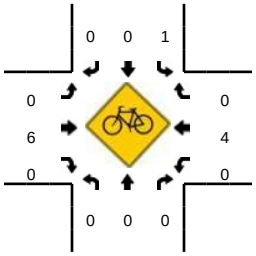
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

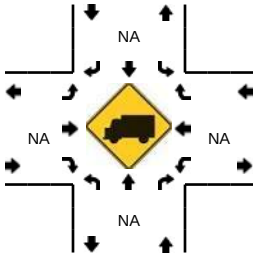


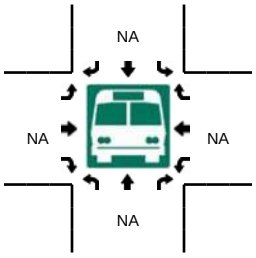












5-Min Count Period Beginning At	US 97 NB Off Ramps (Northbound)				US 97 NB Off Ramps (Southbound)				NE Scott St (Eastbound)				NE Scott St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	5	0	16	0	29	27	0	0	0	16	16	0	109	1298
4:05 PM	0	0	0	0	1	0	10	0	48	22	0	0	0	14	29	0	124	1312
4:10 PM	0	0	0	0	4	0	14	0	41	26	0	0	0	16	33	0	134	1339
4:15 PM	0	0	0	0	2	0	15	0	35	16	0	0	0	15	28	0	111	1336
4:20 PM	0	0	0	0	2	0	16	0	29	16	0	0	0	9	30	0	102	1333
4:25 PM	0	0	0	0	3	0	15	0	28	26	0	0	0	8	29	0	109	1352
4:30 PM	0	0	0	0	1	0	8	0	41	17	0	0	0	12	28	0	107	1348
4:35 PM	0	0	0	0	1	0	11	0	46	24	0	0	0	11	44	0	137	1360
4:40 PM	0	0	0	0	0	0	25	0	54	23	0	0	0	21	40	0	163	1413
4:45 PM	0	0	0	0	2	0	6	0	45	25	0	0	0	7	30	0	115	1430
4:50 PM	0	0	0	0	1	0	16	0	41	18	0	0	0	10	16	0	102	1427
4:55 PM	0	0	0	0	1	0	15	0	40	11	0	0	0	10	27	0	104	1417
5:00 PM	0	0	0	0	0	0	8	0	26	18	0	0	0	21	47	0	120	1428
5:05 PM	0	0	0	0	3	0	6	0	55	16	0	0	0	8	42	0	130	1434
5:10 PM	0	0	0	0	1	0	15	0	63	13	0	0	0	15	42	0	149	1449
5:15 PM	0	0	0	0	1	0	11	0	67	24	0	0	0	14	29	0	146	1484
5:20 PM	0	0	0	0	0	0	19	0	53	23	0	0	0	13	27	0	135	1517
5:25 PM	0	0	0	0	1	0	15	0	39	21	0	0	0	11	37	0	124	1532
5:30 PM	0	0	0	0	2	0	14	0	35	16	0	0	0	13	40	0	120	1545
5:35 PM	0	0	0	0	0	0	19	0	36	23	0	0	0	10	30	0	118	1526
5:40 PM	0	0	0	0	1	0	14	0	37	17	0	0	0	12	28	0	109	1472
5:45 PM	0	0	0	0	2	0	10	0	39	11	0	0	0	9	25	0	96	1453
5:50 PM	0	0	0	0	1	0	12	0	29	13	0	0	0	9	26	0	90	1441
5:55 PM	0	0	0	0	1	0	17	0	20	20	0	0	0	11	20	0	89	1426

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	180	0	732	240	0	0	0	168	392	0	1720
Heavy Trucks	0	0	0		0	0	8		0	16	0		0	0	8		32
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

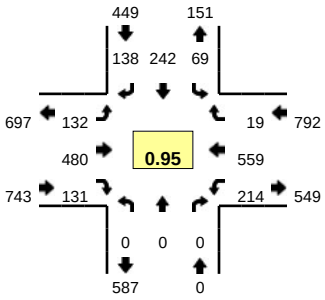
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

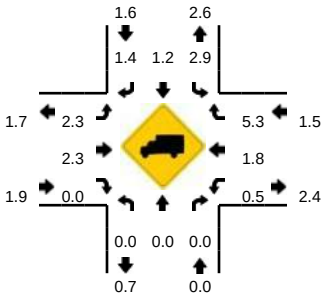
Method for determining peak hour: Total Entering Volume

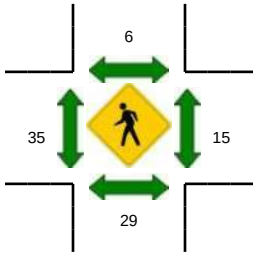
LOCATION: NW Wall St -- NW Greenwood Ave
CITY/STATE: Deschutes, OR

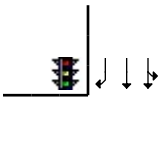
QC JOB #: 13576252
DATE: Tue, Sep 29 2015

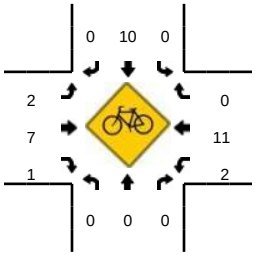


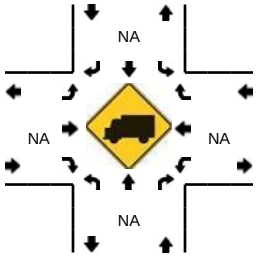
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

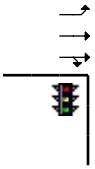


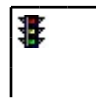


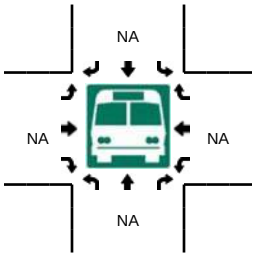












5-Min Count Period Beginning At	NW Wall St (Northbound)				NW Wall St (Southbound)				NW Greenwood Ave (Eastbound)				NW Greenwood Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:55 PM	0	0	0	0	3	26	11	0	7	32	9	0	14	43	0	0	145	1928
4:00 PM	0	0	0	0	5	22	10	0	8	39	21	0	12	42	1	0	160	1915
4:05 PM	0	0	0	0	10	22	4	0	7	31	13	0	14	46	2	0	149	1919
4:10 PM	0	0	0	0	12	22	12	0	12	32	14	0	11	37	1	0	153	1904
4:15 PM	0	0	0	0	6	28	17	0	9	37	8	0	12	41	2	0	160	1893
4:20 PM	0	0	0	0	10	20	13	0	12	42	10	0	15	31	1	0	154	1866
4:25 PM	0	0	0	0	6	20	17	0	11	34	12	0	22	47	3	0	172	1888
4:30 PM	0	0	0	0	6	22	17	0	10	42	13	0	18	36	1	0	165	1906
4:35 PM	0	0	0	0	7	20	8	0	5	28	6	0	23	44	4	0	145	1902
4:40 PM	0	0	0	0	4	14	11	0	11	35	11	0	20	54	3	0	163	1897
4:45 PM	0	0	0	0	6	14	9	0	16	34	13	0	20	46	1	0	159	1906
4:50 PM	0	0	0	0	9	29	8	0	15	39	10	0	14	43	2	0	169	1894
4:55 PM	0	0	0	0	2	24	6	0	11	26	6	0	23	47	1	0	146	1895
5:00 PM	0	0	0	0	5	22	14	0	10	48	9	0	24	48	1	0	181	1916
5:05 PM	0	0	0	0	9	24	9	0	13	54	9	0	12	55	1	0	186	1953
5:10 PM	0	0	0	0	4	15	13	0	11	49	14	0	9	41	1	0	157	1957
5:15 PM	0	0	0	0	8	23	11	0	9	35	13	0	14	53	0	0	166	1963
5:20 PM	0	0	0	0	3	15	15	0	10	56	15	0	15	45	1	0	175	1984
5:25 PM	0	0	0	0	4	22	8	0	15	39	10	0	9	45	2	0	154	1966
5:30 PM	0	0	0	0	2	24	14	0	12	39	5	0	12	41	2	0	151	1952
5:35 PM	0	0	0	0	4	28	15	0	5	31	8	0	11	49	0	0	151	1958
5:40 PM	0	0	0	0	5	18	10	0	9	30	9	0	14	47	1	0	143	1938
5:45 PM	0	0	0	0	4	18	13	0	11	27	10	0	14	49	1	0	147	1926
5:50 PM	0	0	0	0	6	28	13	0	12	31	8	0	19	48	0	0	165	1922

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	72	244	144	0	136	604	128	0	180	576	12	0	2096
Heavy Trucks	0	0	0		4	0	0		0	12	0		0	16	0		32
Pedestrians		44				4				32				16			96
Bicycles	0	0	0		0	3	0		1	2	0		0	5	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

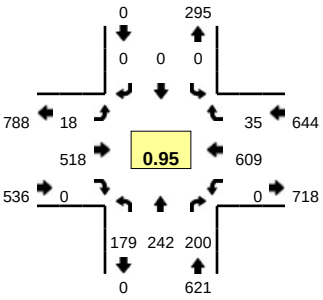
LOCATION: NW Bond St -- NW Greenwood Ave

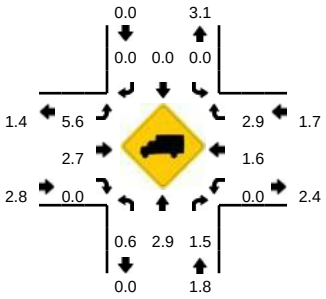
QC JOB #: 13576253

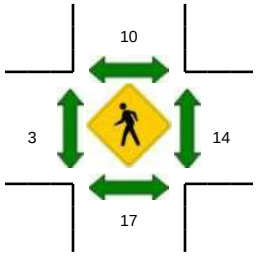
CITY/STATE: Deschutes, OR

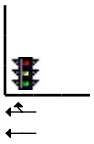
DATE: Tue, Sep 29 2015

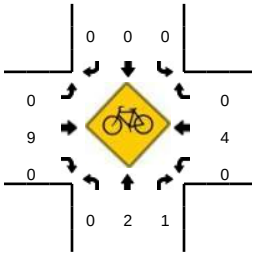
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

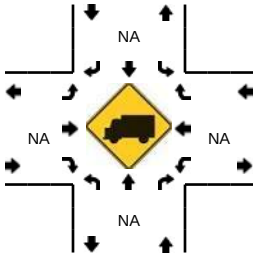


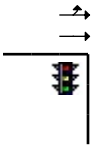


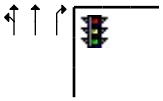


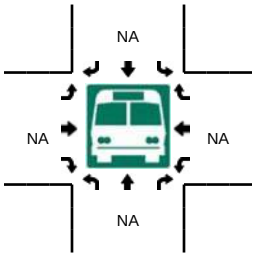












5-Min Count Period Beginning At	NW Bond St (Northbound)				NW Bond St (Southbound)				NW Greenwood Ave (Eastbound)				NW Greenwood Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:55 PM	15	22	17	0	0	0	0	0	1	39	0	0	0	40	6	0	140	1676
4:00 PM	14	16	21	0	0	0	0	0	3	42	0	0	0	38	3	0	137	1663
4:05 PM	19	27	12	0	0	0	0	0	2	37	0	0	0	40	2	0	139	1667
4:10 PM	15	14	15	0	0	0	0	0	0	41	0	0	0	42	4	0	131	1671
4:15 PM	20	31	15	0	0	0	0	0	1	47	0	0	0	30	1	0	145	1658
4:20 PM	16	18	18	0	0	0	0	0	1	53	0	0	0	31	1	0	138	1644
4:25 PM	19	18	11	0	0	0	0	0	1	36	0	0	0	50	5	0	140	1649
4:30 PM	16	12	16	0	0	0	0	0	1	39	0	0	0	56	2	0	142	1665
4:35 PM	13	22	19	0	0	0	0	0	1	34	0	0	0	54	2	0	145	1679
4:40 PM	18	28	16	0	0	0	0	0	1	40	0	0	0	54	5	0	162	1699
4:45 PM	18	25	21	0	0	0	0	0	1	40	0	0	0	43	2	0	150	1716
4:50 PM	12	21	21	0	0	0	0	0	2	38	0	0	0	56	3	0	153	1722
4:55 PM	15	19	23	0	0	0	0	0	2	30	0	0	0	54	4	0	147	1729
5:00 PM	13	21	14	0	0	0	0	0	2	53	0	0	0	51	3	0	157	1749
5:05 PM	22	21	15	0	0	0	0	0	2	56	0	0	0	51	3	0	170	1780
5:10 PM	11	18	18	0	0	0	0	0	1	51	0	0	0	40	3	0	142	1791
5:15 PM	14	20	15	0	0	0	0	0	1	49	0	0	0	51	2	0	152	1798
5:20 PM	8	17	11	0	0	0	0	0	3	52	0	0	0	49	1	0	141	1801
5:25 PM	13	18	11	0	0	0	0	0	0	48	0	0	0	50	0	0	140	1801
5:30 PM	9	22	17	0	0	0	0	0	1	35	0	0	0	50	2	0	136	1795
5:35 PM	17	20	15	0	0	0	0	0	0	39	0	0	0	44	2	0	137	1787
5:40 PM	10	23	12	0	0	0	0	0	1	39	0	0	0	45	3	0	133	1758
5:45 PM	28	21	16	0	0	0	0	0	2	29	0	0	0	44	3	0	143	1751
5:50 PM	11	13	12	0	0	0	0	0	0	35	0	0	0	47	4	0	122	1720

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	200	244	208	0	0	0	0	0	24	556	0	0	0	624	40	0	1896
Heavy Trucks	4	12	4		0	0	0		0	20	0		0	12	4		56
Pedestrians		24				8				12				20			64
Bicycles	0	0	0		0	0	0		0	3	0		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

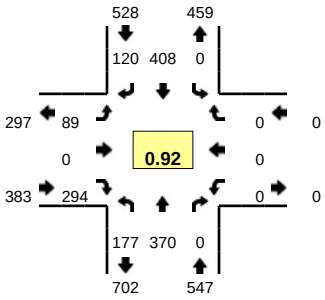
Method for determining peak hour: Total Entering Volume

LOCATION: SW Bond St -- SW Columbia St

QC JOB #: 13576256

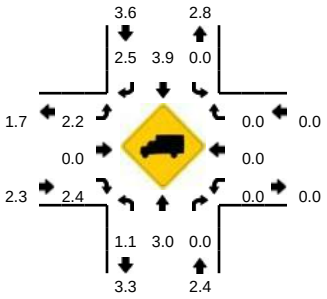
CITY/STATE: Deschutes, OR

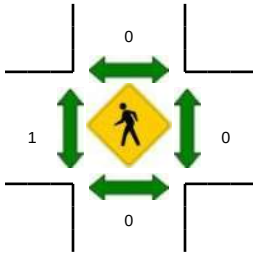
DATE: Tue, Sep 29 2015

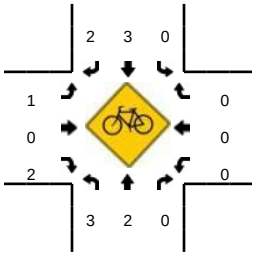


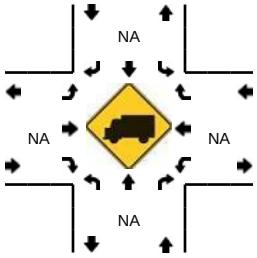
Peak-Hour: 2:40 PM -- 3:40 PM

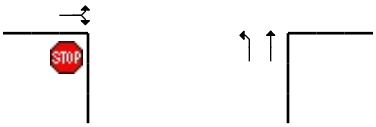
Peak 15-Min: 2:50 PM -- 3:05 PM

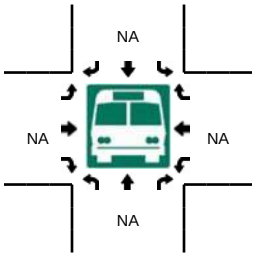












5-Min Count Period Beginning At	SW Bond St (Northbound)				SW Bond St (Southbound)				SW Columbia St (Eastbound)				SW Columbia St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:10 PM	10	26	0	0	0	36	12	0	7	0	19	0	0	0	0	0	110	
2:15 PM	18	27	0	0	0	26	9	0	10	0	21	0	0	0	0	0	111	
2:20 PM	11	29	0	0	0	38	9	0	4	0	22	0	0	0	0	0	113	
2:25 PM	10	41	0	0	0	27	14	0	3	0	11	0	0	0	0	0	106	
2:30 PM	14	23	0	0	0	30	8	0	6	0	12	0	0	0	0	0	93	
2:35 PM	8	21	0	0	0	36	9	0	11	0	21	0	0	0	0	0	106	
2:40 PM	8	27	0	0	0	27	11	0	5	0	15	0	0	0	0	0	93	
2:45 PM	12	24	0	0	0	31	16	0	8	0	18	0	0	0	0	0	109	
2:50 PM	23	44	0	0	0	28	11	0	12	0	35	0	0	0	0	0	153	
2:55 PM	17	20	0	0	0	35	12	0	8	0	30	0	0	0	0	0	122	1344
3:00 PM	16	29	0	0	0	39	7	0	5	0	24	0	0	0	0	0	120	1343
3:05 PM	15	32	0	0	0	38	8	0	3	0	29	0	0	0	0	0	125	1361
3:10 PM	14	28	0	0	0	40	17	0	8	0	35	0	0	0	0	0	142	1393
3:15 PM	12	33	0	0	0	39	8	0	2	0	26	0	0	0	0	0	120	1402
3:20 PM	16	28	0	0	0	47	11	0	10	0	20	0	0	0	0	0	132	1421
3:25 PM	17	27	0	0	0	35	9	0	10	0	30	0	0	0	0	0	128	1443
3:30 PM	9	36	0	0	0	28	3	0	11	0	18	0	0	0	0	0	105	1455
3:35 PM	18	42	0	0	0	21	7	0	7	0	14	0	0	0	0	0	109	1458
3:40 PM	5	27	0	0	0	31	7	0	2	0	15	0	0	0	0	0	87	1452
3:45 PM	9	22	0	0	0	36	6	0	2	0	10	0	0	0	0	0	85	1428
3:50 PM	15	29	0	0	0	34	16	0	8	0	11	0	0	0	0	0	113	1388
3:55 PM	15	23	0	0	0	37	16	0	7	0	25	0	0	0	0	0	123	1389
4:00 PM	21	26	0	0	0	38	10	0	8	0	30	0	0	0	0	0	133	1402
4:05 PM	9	36	0	0	0	43	10	0	5	0	21	0	0	0	0	0	124	1401

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	224	372	0	0	0	408	120	0	100	0	356	0	0	0	0	0	1580
Heavy Trucks	4	4	0		0	12	4		0	0	16		0	0	0		40
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

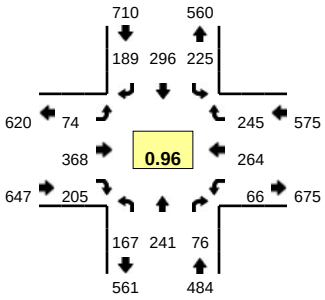
LOCATION: SW Bond St -- SW Reed Market Rd

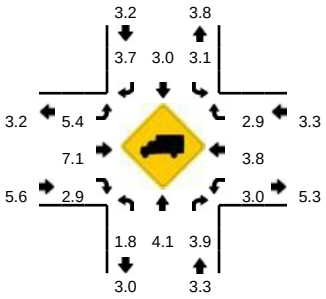
QC JOB #: 13576257

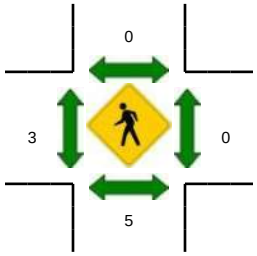
CITY/STATE: Bend, OR

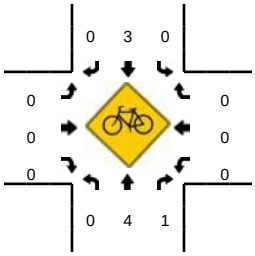
DATE: Tue, Sep 29 2015

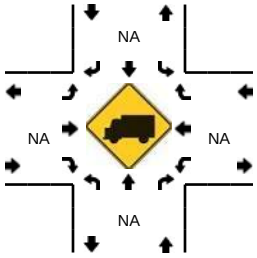
Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 4:10 PM -- 4:25 PM

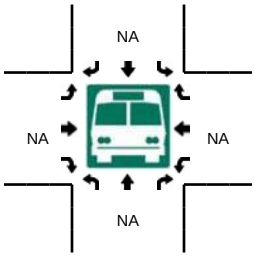












5-Min Count Period Beginning At	SW Bond St (Northbound)				SW Bond St (Southbound)				SW Reed Market Rd (Eastbound)				SW Reed Market Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:55 PM	16	17	6	0	16	19	11	0	4	26	13	0	2	20	17	0	167	2069
3:00 PM	12	24	6	0	20	30	17	0	2	31	12	0	6	23	14	2	199	2131
3:05 PM	11	20	4	0	21	31	14	0	9	22	12	0	9	23	21	0	197	2145
3:10 PM	7	23	3	0	23	41	15	0	2	25	13	0	6	20	15	2	195	2169
3:15 PM	12	16	8	0	20	27	11	0	9	29	9	0	4	15	23	0	183	2171
3:20 PM	9	23	9	0	21	21	14	0	5	38	10	0	7	17	20	2	196	2217
3:25 PM	12	19	6	0	21	31	18	0	4	31	13	0	5	12	20	0	192	2239
3:30 PM	13	24	5	0	17	30	15	0	13	29	11	0	7	21	23	0	208	2280
3:35 PM	14	22	11	0	14	21	21	0	7	24	12	0	2	21	27	0	196	2300
3:40 PM	20	20	7	0	20	15	18	0	6	27	12	0	3	25	24	0	197	2314
3:45 PM	15	19	5	0	25	24	15	0	6	27	17	0	4	16	24	1	198	2339
3:50 PM	14	23	7	0	11	19	13	0	6	40	19	0	3	32	23	1	211	2339
3:55 PM	13	14	9	0	24	19	21	0	9	32	11	0	6	21	19	0	198	2370
4:00 PM	13	16	4	0	17	28	13	0	8	27	23	0	8	24	21	0	202	2373
4:05 PM	14	20	6	0	18	20	16	0	7	25	17	0	5	22	18	0	188	2364
4:10 PM	16	17	5	0	28	30	11	0	3	39	19	0	2	21	13	0	204	2373
4:15 PM	12	24	3	0	21	32	15	0	2	31	23	0	12	22	15	4	216	2406
4:20 PM	11	23	8	0	9	27	13	0	3	36	28	0	3	27	18	0	206	2416
4:25 PM	7	21	3	0	21	25	12	0	7	31	13	0	9	21	22	0	192	2416
4:30 PM	7	15	8	0	23	29	10	0	5	37	9	0	6	22	15	0	186	2394
4:35 PM	9	24	5	0	28	37	14	0	2	37	17	0	5	15	20	0	213	2411
4:40 PM	12	24	7	0	24	25	8	0	5	25	16	0	7	20	17	0	190	2404
4:45 PM	11	19	6	0	28	30	9	0	3	34	10	0	7	25	23	0	205	2411
4:50 PM	15	22	2	0	22	32	18	0	4	33	11	0	7	15	16	1	198	2398

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	156	256	64	0	232	356	156	0	32	424	280	0	68	280	184	16	2504
Heavy Trucks	0	16	0		8	12	4		0	28	4		0	12	12		96
Pedestrians		8				0				0				0			8
Bicycles	0	1	1		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

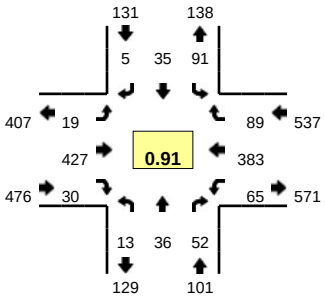
LOCATION: Mt Bachelor Dr -- SW Reed Market Rd

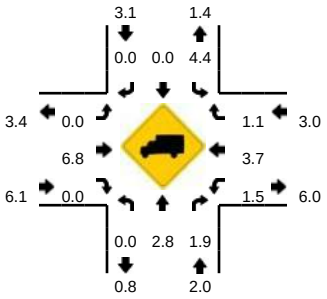
QC JOB #: 13576258

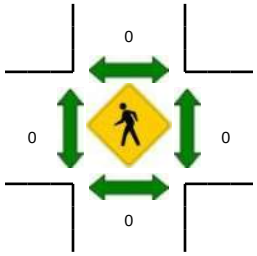
CITY/STATE: Bend, OR

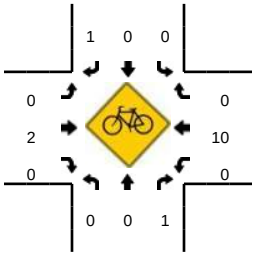
DATE: Tue, Sep 29 2015

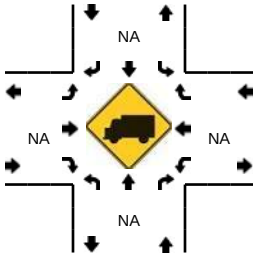
Peak-Hour: 3:25 PM -- 4:25 PM
Peak 15-Min: 3:40 PM -- 3:55 PM

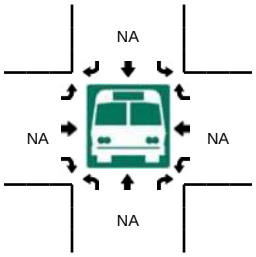












5-Min Count Period Beginning At	Mt Bachelor Dr (Northbound)				Mt Bachelor Dr (Southbound)				SW Reed Market Rd (Eastbound)				SW Reed Market Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:55 PM	4	7	7	0	8	1	1	0	0	46	4	0	5	35	5	0	123	1166
3:00 PM	3	0	7	0	6	1	0	0	2	44	3	0	2	22	11	0	101	1175
3:05 PM	1	0	4	0	6	4	1	0	2	46	8	1	5	20	8	0	106	1201
3:10 PM	0	1	7	0	8	1	0	0	1	37	2	0	4	23	10	0	94	1211
3:15 PM	0	5	1	0	5	2	0	0	0	41	5	1	7	22	7	1	97	1230
3:20 PM	2	3	3	0	6	2	0	0	0	39	2	0	5	20	9	0	91	1227
3:25 PM	0	3	5	0	6	4	2	0	2	41	2	0	3	28	4	0	100	1238
3:30 PM	0	4	4	0	7	2	1	0	4	25	2	0	2	31	10	0	92	1224
3:35 PM	1	1	1	0	6	5	0	0	0	33	5	0	7	22	16	0	97	1233
3:40 PM	2	1	6	0	9	1	0	0	2	32	2	1	6	38	6	0	106	1240
3:45 PM	1	4	5	0	7	4	0	0	2	43	4	0	4	38	5	0	117	1234
3:50 PM	4	5	2	0	12	5	0	0	0	37	5	2	8	36	4	0	120	1244
3:55 PM	0	2	4	0	5	2	0	0	0	35	6	0	9	26	8	0	97	1218
4:00 PM	3	5	6	0	5	6	0	0	2	23	1	1	4	36	6	1	99	1216
4:05 PM	0	4	6	0	10	2	2	0	1	47	1	1	1	31	9	0	115	1225
4:10 PM	2	2	5	0	7	2	0	0	0	36	0	1	10	36	7	0	108	1239
4:15 PM	0	4	3	0	12	1	0	0	0	36	0	0	6	25	7	0	94	1236
4:20 PM	0	1	5	0	5	1	0	0	0	39	2	0	4	36	7	0	100	1245
4:25 PM	1	2	3	0	6	2	0	0	1	37	2	1	5	24	6	0	90	1235
4:30 PM	1	3	6	0	3	2	1	0	2	26	1	1	5	26	8	0	85	1228
4:35 PM	1	6	5	0	8	0	0	0	0	26	2	2	2	31	4	0	87	1218
4:40 PM	0	0	3	0	9	2	0	0	2	33	3	0	1	22	8	0	83	1195
4:45 PM	2	3	2	0	8	3	0	0	1	28	1	0	2	21	4	0	75	1153
4:50 PM	1	3	4	0	7	1	0	0	1	35	3	2	2	32	9	0	100	1133

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	40	52	0	112	40	0	0	16	448	44	12	72	448	60	0	1372
Heavy Trucks	0	4	0		4	0	0		0	28	0		0	4	4		44
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	1		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

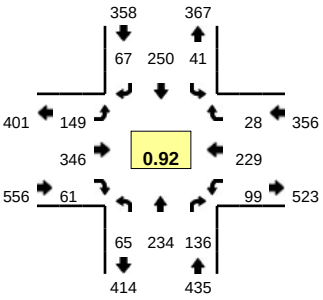
LOCATION: SW Century Blvd -- SW Reed Market Rd

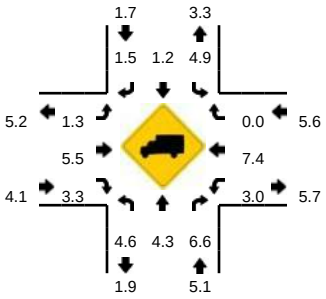
QC JOB #: 13576259

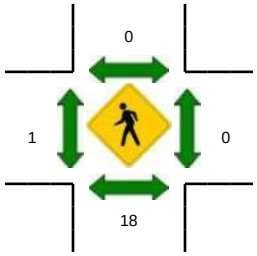
CITY/STATE: Bend, OR

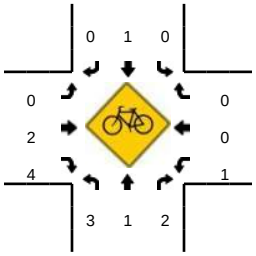
DATE: Tue, Sep 29 2015

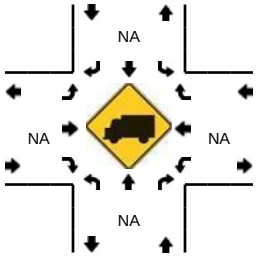
Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:40 PM -- 3:55 PM

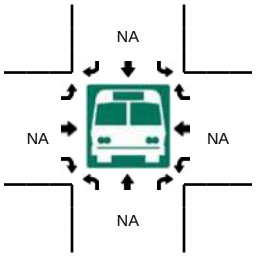












5-Min Count Period Beginning At	SW Century Blvd (Northbound)				SW Century Blvd (Southbound)				SW Reed Market Rd (Eastbound)				SW Reed Market Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:25 PM	3	12	8	1	4	16	4	0	3	13	4	0	12	18	2	0	100	
2:30 PM	2	12	10	0	4	16	9	0	3	17	1	0	10	21	3	0	108	
2:35 PM	6	7	16	0	1	18	6	0	5	14	7	0	9	26	2	0	117	
2:40 PM	6	18	13	0	1	20	11	0	4	20	3	0	11	25	7	0	139	
2:45 PM	5	18	13	0	3	16	2	0	19	20	3	8	11	29	3	0	150	
2:50 PM	5	21	21	0	3	17	8	0	13	26	5	2	10	18	1	0	150	
2:55 PM	5	20	9	0	2	18	7	0	11	36	8	0	8	30	4	0	158	1398
3:00 PM	5	13	8	2	2	21	8	0	8	37	6	1	5	17	2	0	135	1443
3:05 PM	8	16	6	0	5	20	5	0	5	36	8	3	7	16	0	0	135	1495
3:10 PM	9	22	12	1	2	16	10	0	9	28	2	7	8	13	2	0	141	1554
3:15 PM	8	17	15	0	2	17	4	0	18	27	4	9	2	16	3	0	142	1599
3:20 PM	5	27	12	0	6	23	5	0	12	29	2	6	5	14	4	0	150	1625
3:25 PM	3	22	9	0	3	24	2	0	12	29	2	6	9	16	1	0	138	1663
3:30 PM	3	20	8	0	5	18	2	0	8	15	6	2	9	20	3	0	119	1674
3:35 PM	1	18	11	1	3	25	4	0	7	26	3	4	8	14	0	0	125	1682
3:40 PM	6	16	14	0	5	21	2	0	5	27	7	3	13	19	4	0	142	1685
3:45 PM	4	21	14	0	4	27	7	0	4	31	5	0	13	27	3	0	160	1695
3:50 PM	4	22	18	0	2	20	11	0	6	25	8	3	12	27	2	0	160	1705
3:55 PM	3	17	7	0	4	22	2	0	9	22	7	0	8	16	2	0	119	1666
4:00 PM	4	15	8	0	1	26	10	0	7	16	4	1	8	30	3	0	133	1664
4:05 PM	3	20	17	0	4	31	4	0	4	31	2	0	14	18	2	0	150	1679
4:10 PM	6	20	12	0	5	22	16	0	11	25	1	1	7	26	5	0	157	1695
4:15 PM	1	17	9	0	4	21	8	0	6	33	3	4	6	18	2	0	132	1685
4:20 PM	5	18	13	0	3	11	2	0	4	22	4	1	9	17	6	0	115	1650

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	236	184	0	44	272	80	0	60	332	80	24	152	292	36	0	1848
Heavy Trucks	0	0	16		0	12	0		4	20	0		0	4	0		56
Pedestrians		28				0				4				0			32
Bicycles	0	1	0		0	0	0		0	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW Century Blvd -- SW Colorado Ave

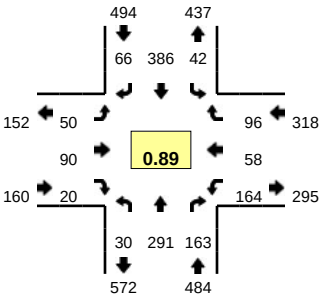
CITY/STATE: Bend, OR

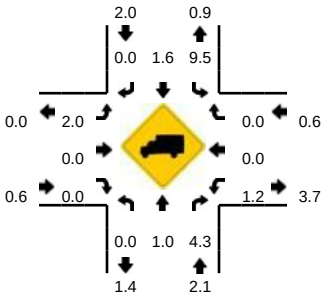
QC JOB #: 13576260

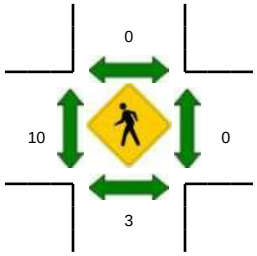
DATE: Tue, Sep 29 2015

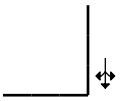
Peak-Hour: 4:50 PM -- 5:50 PM

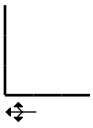
Peak 15-Min: 5:10 PM -- 5:25 PM

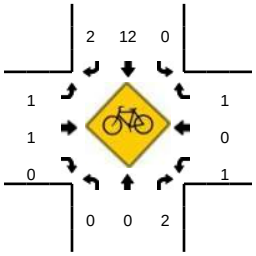


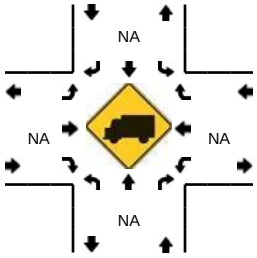


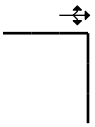


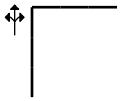


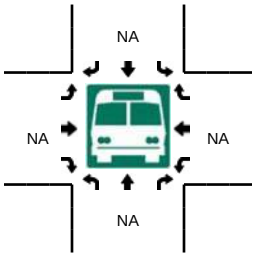












5-Min Count Period Beginning At	SW Century Blvd (Northbound)				SW Century Blvd (Southbound)				SW Colorado Ave (Eastbound)				SW Colorado Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	23	9	1	5	32	6	0	6	6	4	0	12	3	3	0	111	1328
4:05 PM	1	25	9	2	9	41	7	0	4	3	4	0	19	5	3	0	132	1353
4:10 PM	5	30	18	0	5	32	11	0	3	11	3	0	19	7	7	0	151	1407
4:15 PM	1	22	11	0	1	33	2	0	5	0	2	0	9	5	6	0	97	1403
4:20 PM	3	23	11	0	4	15	7	0	4	6	1	0	7	5	3	0	89	1370
4:25 PM	0	21	9	0	2	28	7	0	3	5	2	0	11	5	5	0	98	1356
4:30 PM	1	27	16	0	2	22	1	0	3	6	1	0	4	0	7	0	90	1328
4:35 PM	4	27	14	0	3	32	4	0	12	9	3	0	10	4	4	0	126	1334
4:40 PM	0	20	12	0	5	31	4	0	3	5	1	0	15	1	2	0	99	1347
4:45 PM	4	19	10	0	4	22	5	0	2	5	2	0	12	2	9	0	96	1314
4:50 PM	0	19	14	0	9	37	1	0	2	2	0	0	7	4	9	0	104	1298
4:55 PM	2	18	15	0	2	25	6	0	2	8	2	0	10	3	9	0	102	1295
5:00 PM	1	29	16	0	1	24	4	0	7	11	5	0	16	5	7	0	126	1310
5:05 PM	2	37	17	0	3	23	2	0	7	10	3	0	10	6	8	0	128	1306
5:10 PM	6	21	22	1	4	40	10	0	5	5	3	0	18	5	9	0	149	1304
5:15 PM	1	26	13	0	1	31	4	0	6	8	0	0	16	4	6	0	116	1323
5:20 PM	4	29	15	0	4	31	9	0	7	11	1	0	15	8	8	0	142	1376
5:25 PM	6	28	8	1	3	30	4	0	1	9	3	0	18	5	10	0	126	1404
5:30 PM	3	18	9	0	3	46	5	0	2	7	1	0	16	3	6	0	119	1433
5:35 PM	1	19	12	0	5	36	9	0	3	13	2	0	14	6	7	0	127	1434
5:40 PM	1	26	11	0	5	35	3	0	4	5	0	0	9	1	9	0	109	1444
5:45 PM	1	21	11	0	2	28	9	0	4	1	0	0	15	8	8	0	108	1456
5:50 PM	2	32	9	0	2	26	2	0	1	5	1	0	12	3	9	0	104	1456
5:55 PM	1	14	9	0	4	24	4	0	4	4	1	0	11	4	2	0	82	1436

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	304	200	4	36	408	92	0	72	96	16	0	196	68	92	0	1628
Heavy Trucks	0	0	4		4	8	0		4	0	0		0	0	0		20
Pedestrians		8				0				20				0			28
Bicycles	0	0	1		0	6	2		0	0	0		0	0	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

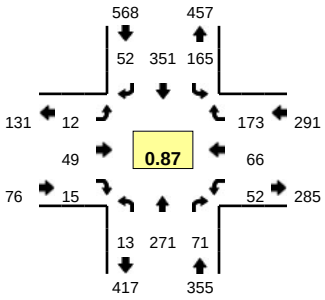
LOCATION: Mt Washington Dr -- SW Simpson Ave

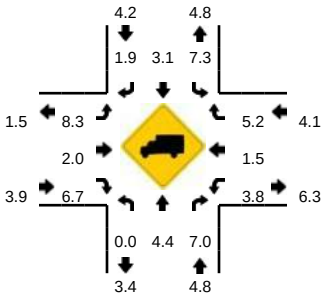
QC JOB #: 13576261

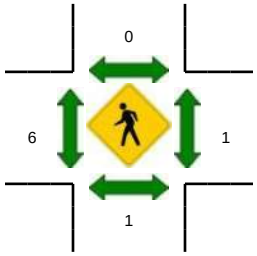
CITY/STATE: Bend, OR

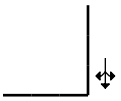
DATE: Tue, Sep 29 2015

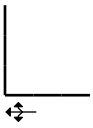
Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 2:55 PM -- 3:10 PM

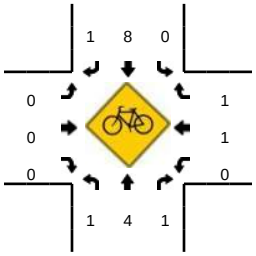


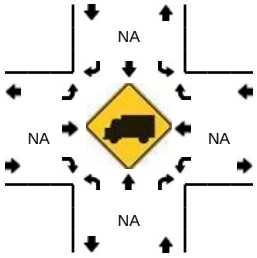


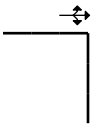


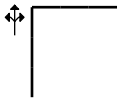


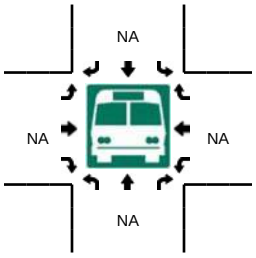












5-Min Count Period Beginning At	Mt Washington Dr (Northbound)				Mt Washington Dr (Southbound)				SW Simpson Ave (Eastbound)				SW Simpson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:25 PM	1	13	4	0	5	19	2	1	0	5	1	0	7	5	14	0	77	
2:30 PM	0	18	7	0	11	18	3	0	2	3	2	0	4	5	11	0	84	
2:35 PM	1	20	7	0	11	19	1	0	1	6	2	0	4	4	12	0	88	
2:40 PM	0	23	5	0	11	19	2	0	0	0	1	0	5	6	8	0	80	
2:45 PM	2	22	4	0	16	20	6	0	2	5	1	0	2	6	16	0	102	
2:50 PM	0	21	4	0	13	41	6	0	0	3	1	0	7	7	11	0	114	
2:55 PM	0	20	6	0	16	34	6	0	1	8	3	0	1	9	17	0	121	979
3:00 PM	0	27	6	0	21	52	6	0	0	3	0	0	3	5	13	0	136	1064
3:05 PM	0	16	6	0	24	31	2	0	0	5	3	0	3	5	17	0	112	1109
3:10 PM	2	20	6	0	13	30	9	0	0	2	1	0	8	7	14	0	112	1155
3:15 PM	1	34	8	0	10	19	1	1	6	4	0	0	1	5	15	0	105	1196
3:20 PM	2	27	5	0	2	17	5	0	2	6	0	0	5	4	18	1	94	1225
3:25 PM	0	25	5	0	11	16	2	0	0	4	2	0	4	5	12	0	86	1234
3:30 PM	0	23	4	0	7	23	5	0	1	6	1	0	5	7	16	0	98	1248
3:35 PM	1	16	5	0	11	17	3	0	0	1	4	0	5	9	16	0	88	1248
3:40 PM	1	19	4	0	16	37	4	0	1	5	0	0	4	3	6	0	100	1268
3:45 PM	2	15	7	0	20	45	6	0	1	3	1	0	6	5	12	0	123	1289
3:50 PM	4	29	9	0	13	30	3	0	0	2	0	0	6	2	17	0	115	1290
3:55 PM	3	18	5	2	12	14	5	0	1	1	2	0	3	7	10	0	83	1252
4:00 PM	2	19	12	0	13	22	4	0	0	1	2	0	9	6	16	0	106	1222
4:05 PM	0	18	8	0	8	25	1	0	1	3	2	0	5	3	11	1	86	1196
4:10 PM	2	19	4	0	8	19	2	0	0	5	1	0	10	6	20	0	96	1180
4:15 PM	2	17	6	0	12	24	5	0	1	2	2	0	7	7	9	0	94	1169
4:20 PM	1	16	9	0	4	21	3	0	0	2	1	0	3	6	8	0	74	1149

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	252	72	0	244	468	56	0	4	64	24	0	28	76	188	0	1476
Heavy Trucks	0	16	4		16	24	0		4	0	4		0	0	16		84
Pedestrians		0				0				4				0			4
Bicycles	0	2	1		0	3	0		0	0	0		0	0	1		7
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

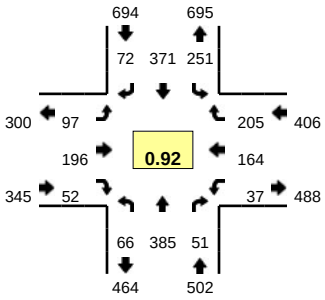
LOCATION: SW 14th St -- SW Simpson Ave

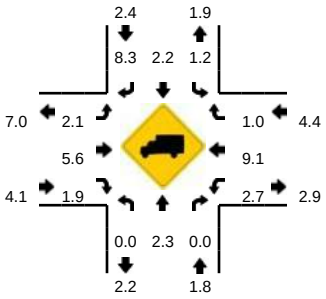
QC JOB #: 13576262

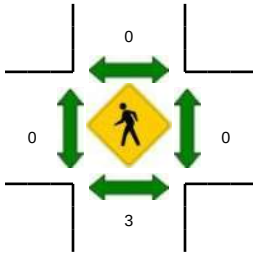
CITY/STATE: Deschutes, OR

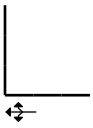
DATE: Tue, Sep 29 2015

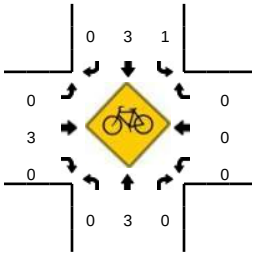
Peak-Hour: 2:35 PM -- 3:35 PM
Peak 15-Min: 2:55 PM -- 3:10 PM

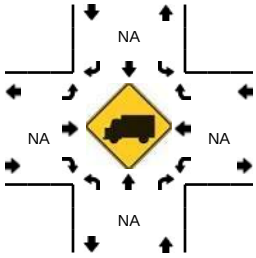


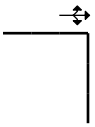


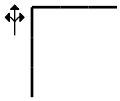


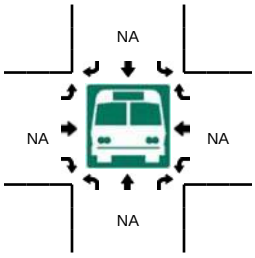












5-Min Count Period Beginning At	SW 14th St (Northbound)				SW 14th St (Southbound)				SW Simpson Ave (Eastbound)				SW Simpson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:05 PM	4	20	6	1	23	24	6	0	9	12	2	0	2	13	13	0	135	
2:10 PM	4	21	3	1	20	25	7	1	4	12	1	0	3	9	17	0	128	
2:15 PM	3	27	4	1	20	25	1	0	2	10	0	0	6	7	12	0	118	
2:20 PM	0	34	2	0	14	19	4	3	8	7	2	0	1	8	20	0	122	
2:25 PM	5	24	2	0	23	29	4	0	7	10	4	0	2	13	19	0	142	
2:30 PM	1	27	0	2	18	31	5	2	2	16	2	0	4	14	15	0	139	
2:35 PM	5	26	3	0	13	39	6	1	8	15	5	0	3	14	19	0	157	
2:40 PM	6	24	4	0	20	26	8	1	9	16	2	0	4	12	11	0	143	
2:45 PM	5	24	3	1	25	29	7	0	9	15	6	1	1	10	11	0	147	
2:50 PM	3	36	4	0	21	31	7	1	2	12	3	0	10	19	28	0	177	
2:55 PM	5	35	5	0	24	33	9	2	12	18	3	0	2	12	16	0	176	1721
3:00 PM	6	29	1	1	26	34	3	2	12	29	3	0	2	13	14	0	175	1759
3:05 PM	5	38	6	0	27	30	4	2	10	19	8	0	3	14	14	0	180	1804
3:10 PM	4	38	7	1	22	32	6	0	4	19	7	0	3	14	16	0	173	1849
3:15 PM	4	34	2	0	15	21	5	1	2	17	3	1	3	19	16	0	143	1874
3:20 PM	6	33	8	1	15	34	8	0	8	11	4	0	5	11	28	0	172	1924
3:25 PM	7	35	2	0	14	32	2	0	7	14	5	0	1	14	20	0	153	1935
3:30 PM	6	33	6	0	19	30	7	0	12	11	3	0	0	12	12	0	151	1947
3:35 PM	7	21	4	0	17	30	7	0	7	12	3	0	0	12	17	0	137	1927
3:40 PM	5	25	3	1	17	26	5	0	9	19	2	0	1	7	14	0	134	1918
3:45 PM	9	37	2	0	29	29	7	0	6	18	2	0	3	11	15	0	168	1939
3:50 PM	5	22	4	1	29	29	6	0	5	15	2	0	5	9	17	0	149	1911
3:55 PM	3	39	1	0	21	29	5	0	6	16	6	0	7	14	10	1	158	1893
4:00 PM	2	36	3	0	11	36	10	0	7	18	11	0	3	9	10	0	156	1874

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	408	48	4	308	388	64	24	136	264	56	0	28	156	176	0	2124
Heavy Trucks	0	0	0		12	4	8		4	12	0		0	8	4		52
Pedestrians		4				0				0				0			4
Bicycles	0	1	0		1	0	0		0	2	0		0	0	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

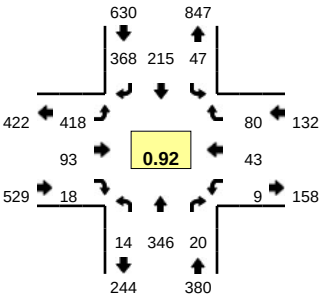
LOCATION: SW Colorado Ave -- SW Simpson Ave

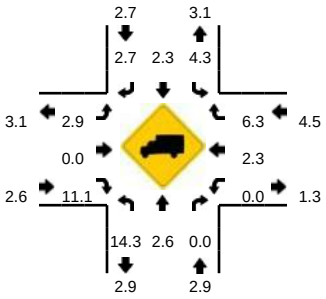
QC JOB #: 13576263

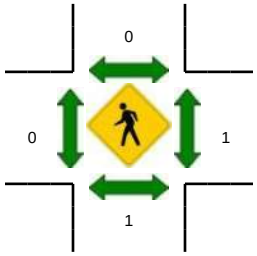
CITY/STATE: Bend, OR

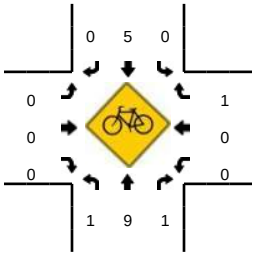
DATE: Tue, Sep 29 2015

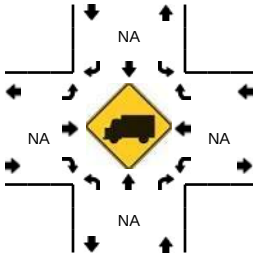
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

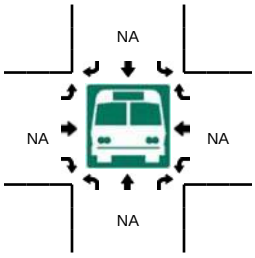












5-Min Count Period Beginning At	SW Colorado Ave (Northbound)				SW Colorado Ave (Southbound)				SW Simpson Ave (Eastbound)				SW Simpson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	0	1	7	24	26	0	36	7	2	0	1	5	4	0	136	1556
4:05 PM	3	23	1	1	1	28	26	0	37	5	3	0	2	5	3	1	139	1567
4:10 PM	0	21	4	0	2	19	23	0	25	5	0	0	1	3	4	0	107	1546
4:15 PM	0	21	2	0	0	19	26	1	27	7	1	0	2	0	4	0	110	1522
4:20 PM	1	16	3	1	6	27	28	0	31	4	2	0	0	4	3	0	126	1528
4:25 PM	1	22	1	0	4	8	39	0	26	2	1	0	1	3	3	0	111	1503
4:30 PM	0	16	4	1	3	12	36	0	41	7	0	0	0	0	3	0	123	1498
4:35 PM	1	29	1	0	3	16	31	0	51	8	4	0	1	2	6	0	153	1519
4:40 PM	1	31	0	0	6	15	37	0	34	4	0	0	1	7	4	0	140	1538
4:45 PM	2	16	0	0	3	13	35	0	20	12	2	0	0	2	5	0	110	1515
4:50 PM	1	28	3	0	8	18	33	2	31	6	0	0	2	2	4	1	139	1516
4:55 PM	1	29	0	1	2	19	36	1	27	7	1	0	0	2	5	0	131	1525
5:00 PM	0	32	5	1	2	18	27	0	40	5	2	1	0	4	6	0	143	1532
5:05 PM	0	31	0	0	4	17	27	0	52	15	3	0	1	3	13	0	166	1559
5:10 PM	1	42	0	1	2	15	29	0	20	7	1	0	1	6	7	0	132	1584
5:15 PM	0	39	2	0	3	20	27	1	41	8	1	0	0	6	6	0	154	1628
5:20 PM	0	28	3	0	3	19	24	0	35	7	1	0	0	2	9	0	131	1633
5:25 PM	2	21	4	0	4	22	22	0	34	8	2	0	1	4	10	1	135	1657
5:30 PM	1	20	2	1	3	23	40	0	32	6	1	0	0	3	5	0	137	1671
5:35 PM	1	34	2	0	3	13	27	0	25	1	1	0	0	6	3	0	116	1634
5:40 PM	1	27	1	0	4	18	35	0	30	7	0	0	0	2	3	0	128	1622
5:45 PM	2	14	2	0	0	19	26	0	28	4	0	0	0	1	1	0	97	1609
5:50 PM	0	15	2	0	3	17	28	0	32	4	0	0	0	1	4	0	106	1576
5:55 PM	3	13	1	0	0	15	18	0	27	3	0	0	0	4	2	0	86	1531

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	448	8	4	36	208	332	4	452	120	20	0	8	60	104	0	1808
Heavy Trucks	0	4	0		4	8	4		4	0	4		0	4	0		32
Pedestrians		0				0				0				0			0
Bicycles	1	2	0		0	1	0		0	0	0		0	0	1		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

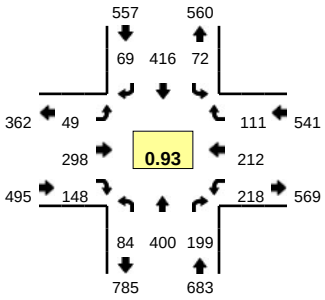
LOCATION: NW 14th St -- NW Galveston Ave

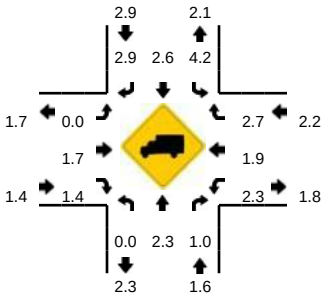
QC JOB #: 13576264

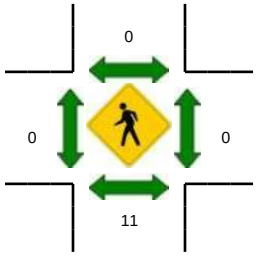
CITY/STATE: Deschutes, OR

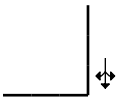
DATE: Tue, Sep 29 2015

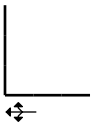
Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 2:50 PM -- 3:05 PM

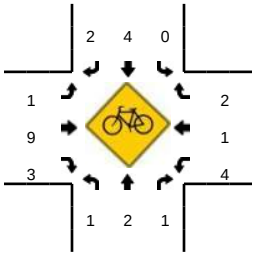


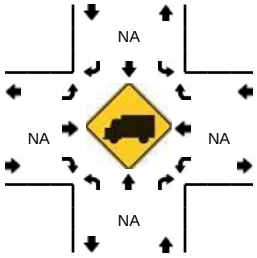


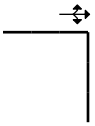


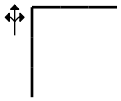


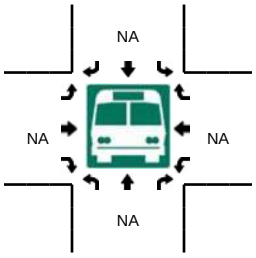












5-Min Count Period Beginning At	NW 14th St (Northbound)				NW 14th St (Southbound)				NW Galveston Ave (Eastbound)				NW Galveston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	8	26	22	1	8	28	3	0	1	18	7	0	14	14	8	0	158	
2:25 PM	5	31	10	0	6	40	7	0	1	17	4	0	17	19	5	0	162	
2:30 PM	6	24	13	2	8	29	9	0	2	10	3	0	19	16	6	0	147	
2:35 PM	9	31	14	0	8	27	4	0	4	12	4	0	24	14	15	0	166	
2:40 PM	3	18	16	0	8	38	2	0	1	12	3	0	15	19	13	0	148	
2:45 PM	9	25	21	0	7	45	10	0	5	13	3	0	19	14	8	2	181	
2:50 PM	7	33	18	0	2	37	4	0	6	31	21	0	20	15	10	0	204	
2:55 PM	11	35	15	1	6	41	3	0	5	31	19	0	20	16	12	0	215	1954
3:00 PM	8	36	22	0	8	30	3	0	6	19	14	0	13	19	13	0	191	2016
3:05 PM	5	32	17	0	4	40	4	0	3	27	16	0	11	9	10	0	178	2059
3:10 PM	7	43	12	0	7	28	10	0	3	22	3	0	24	21	5	0	185	2090
3:15 PM	7	32	20	0	6	35	7	0	7	21	5	0	17	26	12	0	195	2130
3:20 PM	10	23	21	0	10	34	12	0	4	35	8	0	20	19	9	0	205	2177
3:25 PM	6	38	19	0	9	32	7	0	0	20	13	0	16	23	8	0	191	2206
3:30 PM	6	39	17	2	5	32	3	0	4	15	7	0	20	17	7	0	174	2233
3:35 PM	5	31	16	0	4	28	8	0	2	20	7	0	17	12	12	0	162	2229
3:40 PM	4	34	8	0	3	46	4	0	5	25	18	0	18	20	5	0	190	2271
3:45 PM	5	24	14	0	8	33	4	0	4	32	17	0	22	15	8	0	186	2276
3:50 PM	6	23	15	0	4	34	5	0	2	28	16	0	22	28	13	0	196	2268
3:55 PM	7	24	16	0	11	29	5	0	2	17	7	0	25	17	5	0	165	2218
4:00 PM	4	27	16	1	3	34	4	0	6	17	3	0	20	15	10	1	161	2188
4:05 PM	5	35	9	0	6	48	9	0	8	13	4	1	19	20	7	0	184	2194
4:10 PM	8	34	13	0	5	28	3	0	8	23	8	0	15	14	4	0	163	2172
4:15 PM	6	18	12	0	3	31	8	0	1	19	5	0	12	15	4	1	135	2112

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	416	220	4	64	432	40	0	68	324	216	0	212	200	140	0	2440
Heavy Trucks	0	8	4		0	12	0		0	4	4		4	0	4		40
Pedestrians		4				0				0				0			4
Bicycles	0	2	0		0	1	1		1	3	0		3	0	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 14th St -- Newport Ave

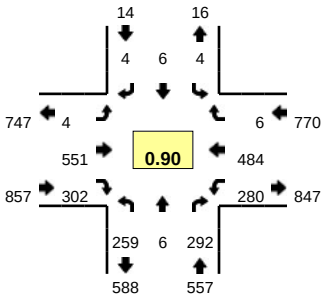
CITY/STATE: Deschutes, OR

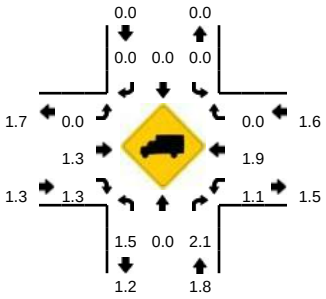
QC JOB #: 13576265

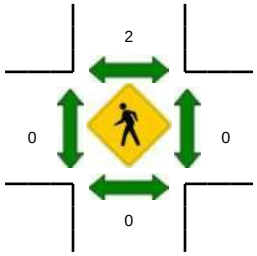
DATE: Tue, Sep 29 2015

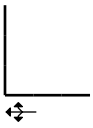
Peak-Hour: 4:35 PM -- 5:35 PM

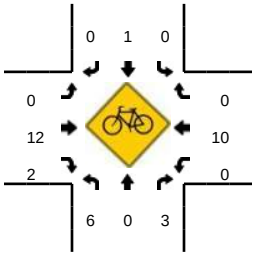
Peak 15-Min: 5:10 PM -- 5:25 PM

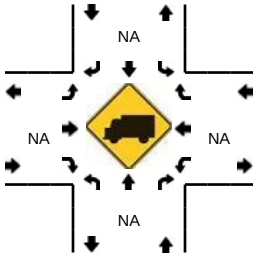


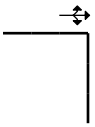


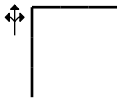


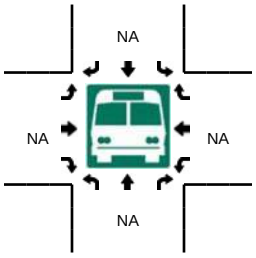












5-Min Count Period Beginning At	NW 14th St (Northbound)				NW 14th St (Southbound)				Newport Ave (Eastbound)				Newport Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	13	1	30	0	0	0	0	0	0	37	14	0	22	34	0	0	151	1910
4:05 PM	14	0	21	0	0	0	0	0	0	42	31	0	26	30	0	0	164	1906
4:10 PM	18	0	34	0	0	0	0	0	1	36	17	0	20	35	2	0	163	1901
4:15 PM	9	1	18	0	0	0	1	0	2	37	23	0	18	19	0	0	128	1849
4:20 PM	22	1	22	0	0	0	0	0	0	35	21	0	27	25	1	0	154	1823
4:25 PM	13	2	23	0	0	0	0	0	0	39	28	0	21	35	0	0	161	1829
4:30 PM	12	0	26	0	0	0	1	0	0	33	23	0	16	31	0	0	142	1824
4:35 PM	15	1	14	0	0	0	1	0	0	44	25	0	24	40	0	0	164	1832
4:40 PM	21	0	29	0	0	0	0	0	0	36	24	0	23	35	1	0	169	1835
4:45 PM	22	0	19	0	1	0	1	0	0	49	24	0	22	34	2	0	174	1853
4:50 PM	19	2	22	0	1	1	0	0	2	46	20	0	17	45	0	0	175	1889
4:55 PM	21	2	20	0	0	0	1	0	0	47	29	0	20	33	0	0	173	1918
5:00 PM	22	0	18	0	0	0	0	0	0	52	27	0	19	38	0	0	176	1943
5:05 PM	17	0	30	0	0	2	0	0	0	55	26	0	25	32	0	0	187	1966
5:10 PM	19	0	33	0	0	1	0	0	0	49	30	0	22	50	1	0	205	2008
5:15 PM	25	0	31	0	1	1	0	0	2	41	23	0	33	41	0	0	198	2078
5:20 PM	29	0	29	0	0	1	0	0	0	56	21	0	29	39	1	0	205	2129
5:25 PM	26	0	23	0	0	0	1	0	0	39	30	0	23	48	1	0	191	2159
5:30 PM	23	1	24	0	1	0	0	0	0	37	23	0	23	49	0	0	181	2198
5:35 PM	21	0	29	0	1	0	0	0	0	32	30	0	22	28	1	0	164	2198
5:40 PM	19	1	13	0	0	1	0	0	0	37	18	0	26	36	1	0	152	2181
5:45 PM	20	0	23	0	0	0	0	0	0	33	14	0	23	44	1	0	158	2165
5:50 PM	15	0	25	0	0	0	1	0	0	36	10	0	21	37	1	0	146	2136
5:55 PM	18	1	25	0	0	0	1	0	0	32	14	0	27	28	0	0	146	2109

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	292	0	372	0	4	12	0	0	8	584	296	0	336	520	8	0	2432
Heavy Trucks	4	0	4		0	0	0		0	8	12		8	4	0		40
Pedestrians		0				0				0				0			0
Bicycles	0	0	2		0	0	0		0	2	1		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 9th St -- Newport Ave

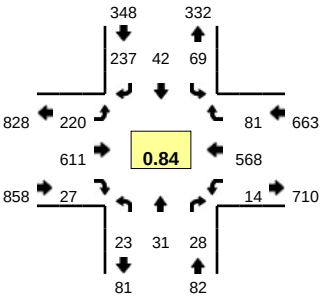
CITY/STATE: Deschutes, OR

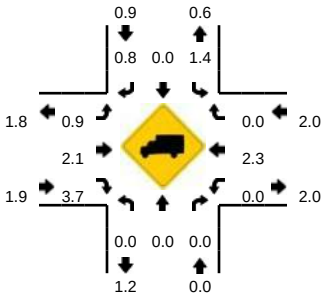
QC JOB #: 13576266

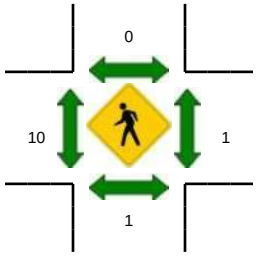
DATE: Tue, Sep 29 2015

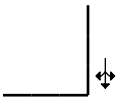
Peak-Hour: 4:40 PM -- 5:40 PM

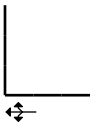
Peak 15-Min: 5:10 PM -- 5:25 PM

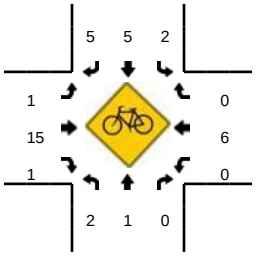


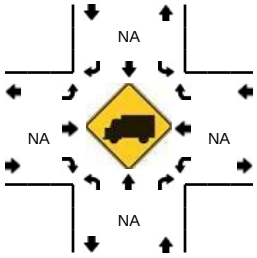


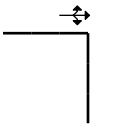


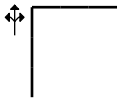


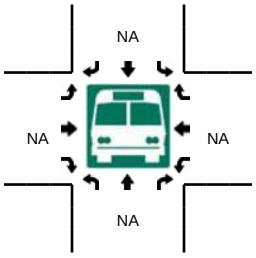












5-Min Count Period Beginning At	NW 9th St (Northbound)				NW 9th St (Southbound)				Newport Ave (Eastbound)				Newport Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	3	5	0	2	2	20	0	22	48	1	0	0	35	3	0	145	1847
4:05 PM	7	3	1	0	0	1	14	0	31	38	3	0	2	31	6	0	137	1854
4:10 PM	2	1	4	0	3	0	21	0	14	51	2	0	4	47	5	0	154	1834
4:15 PM	1	5	3	0	5	2	16	0	17	46	3	0	0	33	8	0	139	1797
4:20 PM	0	10	1	0	1	5	16	0	19	47	0	0	2	33	6	0	140	1764
4:25 PM	0	1	0	0	8	2	22	0	22	42	2	0	2	47	4	0	152	1768
4:30 PM	4	1	2	0	2	2	19	0	11	40	1	0	1	29	6	0	118	1742
4:35 PM	0	6	0	0	3	2	19	0	16	45	1	0	0	44	3	1	140	1723
4:40 PM	3	4	0	0	6	3	17	0	24	48	2	0	0	39	4	0	150	1728
4:45 PM	1	1	3	0	6	5	24	0	14	50	2	0	1	48	12	0	167	1737
4:50 PM	2	6	4	0	7	3	16	0	16	58	1	0	2	49	3	0	167	1748
4:55 PM	3	3	3	0	4	3	14	0	16	49	0	0	0	38	3	1	137	1746
5:00 PM	0	6	3	0	1	0	14	0	23	51	2	0	2	35	6	0	143	1744
5:05 PM	3	0	2	0	9	4	16	0	20	48	4	0	1	47	4	0	158	1765
5:10 PM	2	1	0	0	9	8	25	0	11	56	3	0	2	67	9	1	194	1805
5:15 PM	4	3	4	0	5	3	19	0	30	54	5	0	2	48	10	0	187	1853
5:20 PM	1	3	2	0	7	2	35	0	16	63	2	0	0	54	12	0	197	1910
5:25 PM	0	1	4	0	5	3	23	0	14	46	4	0	0	58	6	0	164	1922
5:30 PM	3	1	0	0	3	3	21	0	13	46	0	0	0	44	4	0	138	1942
5:35 PM	1	2	3	0	7	5	13	0	23	42	2	0	2	41	8	0	149	1951
5:40 PM	3	2	0	0	5	2	16	0	19	31	2	0	2	47	1	0	130	1931
5:45 PM	2	3	1	0	6	4	20	0	16	29	4	0	1	49	4	0	139	1903
5:50 PM	3	2	1	0	6	1	25	0	15	39	1	0	1	42	9	0	145	1881
5:55 PM	3	3	1	0	4	3	27	0	15	46	5	0	0	38	1	0	146	1890

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	28	24	0	84	52	316	0	228	692	40	0	16	676	124	4	2312
Heavy Trucks	0	0	0		0	0	4		0	16	4		0	4	0		28
Pedestrians		0				0				20				0			20
Bicycles	1	0	0		0	1	1		1	3	0		0	1	0		8
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

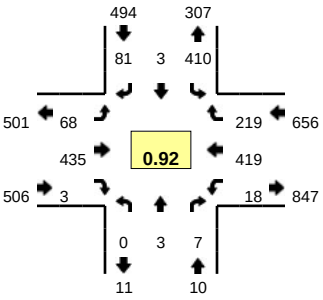
Type of peak hour being reported: Intersection Peak

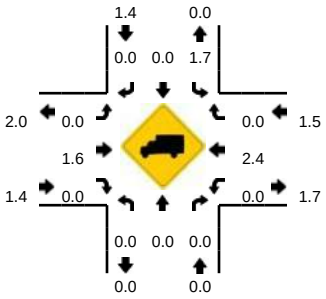
Method for determining peak hour: Total Entering Volume

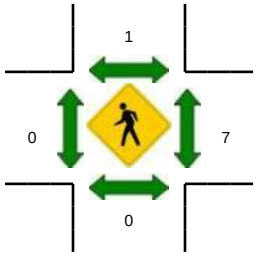
LOCATION: NW College Way -- Newport Ave
CITY/STATE: Deschutes, OR

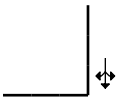
QC JOB #: 13576267
DATE: Thu, Oct 01 2015

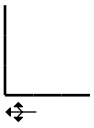
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

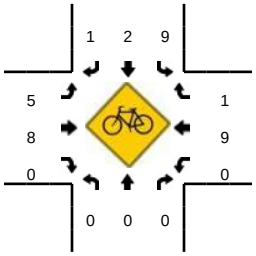


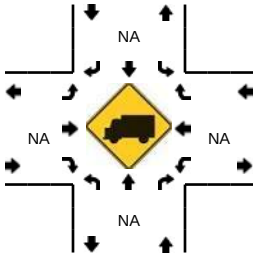


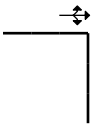


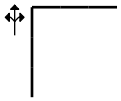


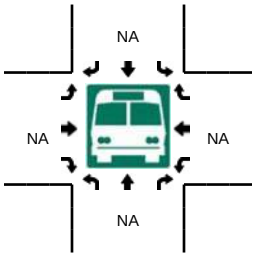












5-Min Count Period Beginning At	NW College Way (Northbound)				NW College Way (Southbound)				Newport Ave (Eastbound)				Newport Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	11	0	4	1	6	42	1	0	3	35	11	0	115	1483
4:05 PM	1	0	2	0	15	0	9	0	3	40	0	0	1	33	12	1	117	1450
4:10 PM	0	1	0	0	19	1	3	0	3	47	0	0	1	31	10	0	116	1431
4:15 PM	0	3	0	0	17	1	10	0	4	50	1	0	1	39	9	0	135	1422
4:20 PM	0	3	1	0	19	0	5	2	7	25	1	0	1	32	19	0	115	1424
4:25 PM	0	0	1	0	13	0	2	0	4	30	0	0	0	28	14	1	93	1379
4:30 PM	0	1	1	0	18	0	3	0	2	36	0	0	0	31	15	1	108	1364
4:35 PM	0	1	0	0	39	0	9	1	4	71	0	1	2	34	17	1	180	1433
4:40 PM	0	0	0	0	38	0	0	0	3	29	1	0	0	27	7	1	106	1428
4:45 PM	0	0	2	0	33	0	7	0	8	33	0	0	1	32	19	1	136	1429
4:50 PM	0	0	1	0	29	2	3	2	6	28	0	0	1	28	15	0	115	1435
4:55 PM	0	1	2	0	26	0	6	4	5	38	0	0	0	37	16	0	135	1471
5:00 PM	0	0	0	0	44	0	12	2	4	41	0	0	0	34	17	1	155	1511
5:05 PM	0	0	0	0	50	0	11	3	9	32	0	0	0	33	17	1	156	1550
5:10 PM	0	0	1	0	27	1	6	2	4	35	2	0	0	42	17	3	140	1574
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5:25 PM	0	0	0	0	25	0	6	0	6	27	0	0	0	41	22	1	128	1637
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5:35 PM	0	0	1	0	16	0	10	0	8	38	0	0	1	41	24	1	140	1626
5:40 PM	0	0	0	0	29	0	7	1	3	32	0	0	0	47	13	1	133	1653
5:45 PM	0	1	1	0	14	0	3	1	1	30	1	0	0	46	16	1	115	1632
5:50 PM	0	0	0	0	20	0	6	1	5	30	0	0	3	39	12	0	116	1633
5:55 PM	0	0	2	0	11	0	2	1	3	26	1	0	1	30	8	1	86	1584

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	4	0	484	4	116	28	68	432	8	0	0	436	204	20	1804
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	20	0		28
Pedestrians		0				0				0				12			12
Bicycles	0	0	0		4	1	1		0	1	0		0	2	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

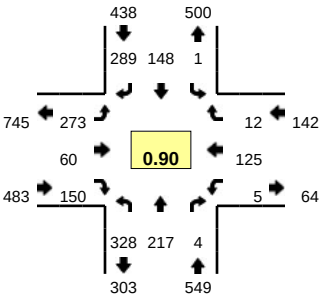
LOCATION: SW Bond St -- SW Wilson Ave

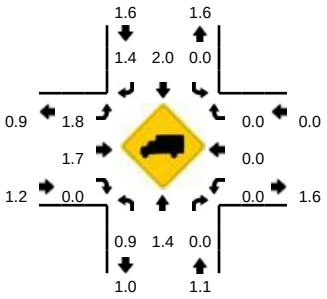
QC JOB #: 13576268

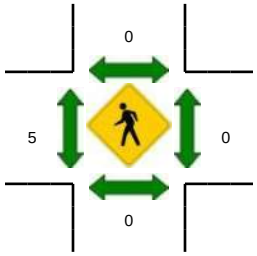
CITY/STATE: Bend, OR

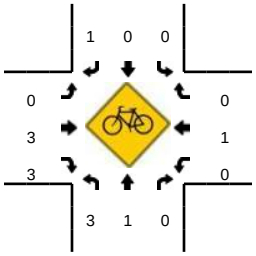
DATE: Tue, Sep 29 2015

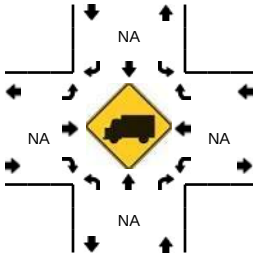
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

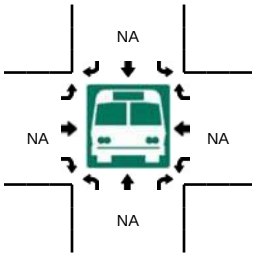












5-Min Count Period Beginning At	SW Bond St (Northbound)				SW Bond St (Southbound)				SW Wilson Ave (Eastbound)				SW Wilson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	18	2	0	0	9	13	0	27	7	8	0	1	8	0	0	112	1400
4:05 PM	27	13	0	0	0	12	19	0	20	3	19	0	0	7	3	0	123	1411
4:10 PM	18	11	0	0	0	6	17	0	23	5	12	0	1	5	2	0	100	1390
4:15 PM	21	14	0	0	0	14	15	0	33	6	16	0	0	7	2	0	128	1404
4:20 PM	18	15	1	0	1	9	26	0	23	3	14	0	2	8	0	0	120	1388
4:25 PM	18	20	1	0	1	13	16	0	17	3	19	0	0	6	1	0	115	1389
4:30 PM	22	13	0	0	0	14	20	0	11	2	9	1	0	8	0	0	100	1364
4:35 PM	40	15	1	0	0	16	15	0	20	2	7	0	0	7	2	0	125	1369
4:40 PM	17	10	1	0	0	12	22	0	16	4	12	1	1	5	0	0	101	1357
4:45 PM	30	14	1	0	0	13	16	0	21	9	15	1	0	6	1	0	127	1380
4:50 PM	15	7	1	0	0	19	22	0	23	4	17	0	0	5	1	0	114	1377
4:55 PM	23	19	0	0	0	11	20	0	27	7	14	0	1	7	3	0	132	1397
5:00 PM	33	20	1	0	0	10	19	0	19	2	8	0	2	16	0	0	130	1415
5:05 PM	32	27	0	0	0	12	16	0	17	3	12	1	0	22	0	0	142	1434
5:10 PM	28	28	0	0	0	17	34	0	22	6	6	0	0	17	1	0	159	1493
5:15 PM	28	9	1	0	0	16	36	0	20	7	18	0	0	12	0	0	147	1512
5:20 PM	27	18	0	0	0	12	20	0	25	7	17	0	1	11	3	0	141	1533
5:25 PM	27	27	0	0	0	11	28	0	19	3	12	0	0	9	1	0	137	1555
5:30 PM	30	6	0	0	0	8	20	0	28	9	10	1	0	4	1	0	117	1572
5:35 PM	37	27	0	0	0	9	33	1	24	1	7	0	0	6	1	0	146	1593
5:40 PM	18	15	0	0	0	10	25	0	25	2	14	0	1	10	0	0	120	1612
5:45 PM	19	13	0	0	0	12	17	0	24	3	9	0	0	8	0	0	105	1590
5:50 PM	17	9	0	0	0	10	12	0	33	6	8	0	1	10	0	0	106	1582
5:55 PM	16	13	0	0	0	13	23	0	18	4	9	0	0	6	0	0	102	1552

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	352	256	4	0	0	180	344	0	236	64	144	4	0	204	4	0	1792
Heavy Trucks	0	4	0		0	0	4		8	0	0		0	0	0		16
Pedestrians		0				0				0				0			0
Bicycles	1	0	0		0	0	0		0	0	1		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

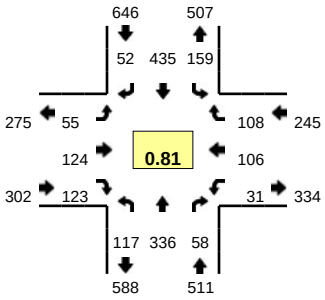
LOCATION: NW Mt Washington Dr -- Skyliners Rd

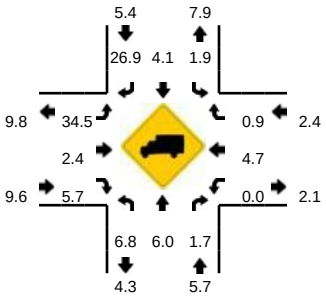
QC JOB #: 13576269

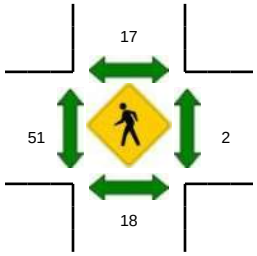
CITY/STATE: Bend, OR

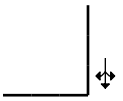
DATE: Tue, Sep 29 2015

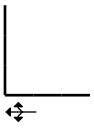
Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 2:50 PM -- 3:05 PM

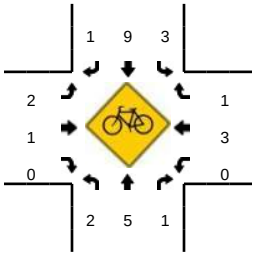


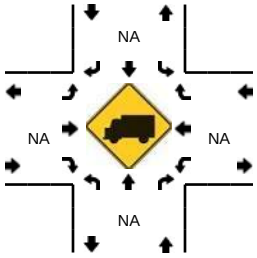


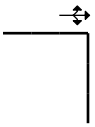


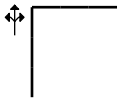


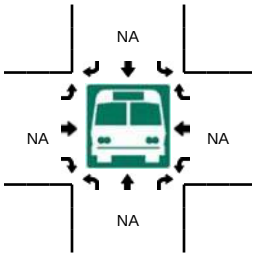












5-Min Count Period Beginning At	NW Mt Washington Dr (Northbound)				NW Mt Washington Dr (Southbound)				Skyliners Rd (Eastbound)				Skyliners Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	3	21	3	1	6	22	5	0	5	6	1	0	2	7	7	1	90	
2:25 PM	11	11	2	0	4	17	2	3	8	6	3	0	2	6	8	0	83	
2:30 PM	10	19	2	0	3	28	8	0	4	4	4	0	3	7	10	0	102	
2:35 PM	10	20	2	0	4	25	8	0	3	2	1	0	1	10	6	0	92	
2:40 PM	11	28	4	0	6	22	3	0	4	8	7	0	4	6	6	0	109	
2:45 PM	6	38	4	0	14	34	3	1	3	15	9	0	2	7	12	0	148	
2:50 PM	9	25	6	0	14	57	4	2	9	14	13	0	1	8	14	1	177	
2:55 PM	8	27	5	0	19	66	3	0	8	8	8	0	0	6	9	0	167	1268
3:00 PM	4	29	11	0	20	63	4	1	2	17	11	0	3	6	13	0	184	1369
3:05 PM	3	35	5	0	15	34	5	1	4	12	9	0	1	7	9	0	140	1444
3:10 PM	10	27	4	0	12	30	4	0	6	3	4	0	5	12	9	0	126	1500
3:15 PM	15	33	2	0	10	25	6	1	4	4	4	0	2	8	9	0	123	1541
3:20 PM	30	28	5	0	6	14	5	0	1	6	1	0	3	14	13	0	126	1577
3:25 PM	14	29	6	0	10	24	5	0	0	5	3	0	1	9	8	0	114	1608
3:30 PM	9	23	1	0	7	21	6	0	2	4	11	0	6	14	9	0	113	1619
3:35 PM	6	32	4	0	8	27	3	2	9	12	13	0	2	9	4	0	131	1658
3:40 PM	4	18	1	0	18	33	3	1	5	21	24	0	4	3	7	0	142	1691
3:45 PM	5	30	8	0	12	41	4	0	5	18	22	0	2	10	4	0	161	1704
3:50 PM	10	30	6	0	7	35	5	0	4	13	5	0	0	6	7	0	128	1655
3:55 PM	1	24	6	0	7	24	3	0	0	2	5	0	1	10	9	0	92	1580
4:00 PM	7	22	7	0	3	25	5	0	3	6	4	0	2	10	2	0	96	1492
4:05 PM	6	22	13	0	10	24	12	2	4	6	8	0	6	8	10	0	131	1483
4:10 PM	8	25	3	0	5	23	2	0	4	12	4	0	4	7	5	0	102	1459
4:15 PM	8	23	5	0	6	27	6	0	4	8	4	0	0	9	8	0	108	1444

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	324	88	0	212	744	44	12	76	156	128	0	16	80	144	4	2112
Heavy Trucks	8	24	0		4	40	16		32	4	0		0	4	0		132
Pedestrians		36				52				56				8			152
Bicycles	1	4	0		2	3	0		0	0	0		0	0	1		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW Mt Washington Dr -- NW Crossing Dr

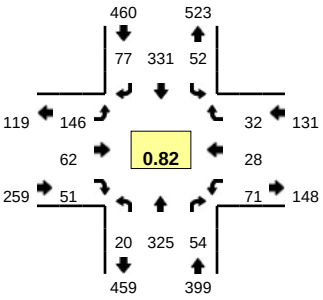
QC JOB #: 13576270

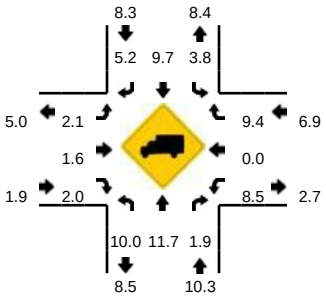
CITY/STATE: Bend, OR

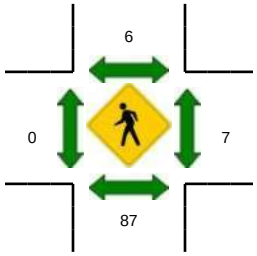
DATE: Tue, Sep 29 2015

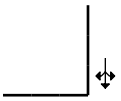
Peak-Hour: 2:50 PM -- 3:50 PM

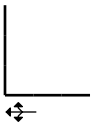
Peak 15-Min: 2:50 PM -- 3:05 PM

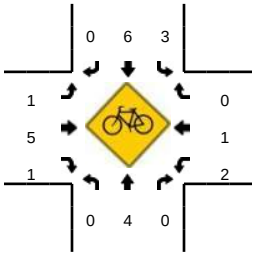


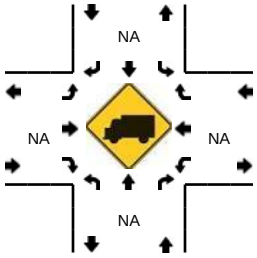


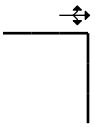


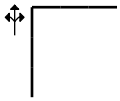


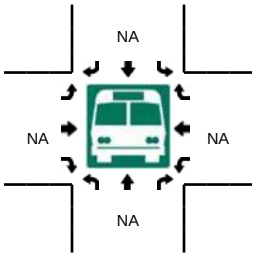












5-Min Count Period Beginning At	NW Mt Washington Dr (Northbound)				NW Mt Washington Dr (Southbound)				NW Crossing Dr (Eastbound)				NW Crossing Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	3	15	1	3	6	17	2	0	3	0	0	0	7	0	2	1	60	
2:25 PM	4	23	4	0	2	22	6	0	3	0	1	0	1	3	1	0	70	
2:30 PM	4	21	4	0	3	28	3	0	1	1	2	0	4	3	0	0	74	
2:35 PM	3	15	4	2	4	27	10	0	2	3	3	0	3	5	5	0	86	
2:40 PM	1	20	3	1	3	26	9	0	5	0	4	0	3	5	1	0	81	
2:45 PM	0	26	3	1	1	22	14	1	12	6	6	0	1	6	2	1	102	
2:50 PM	1	27	4	1	2	31	5	3	18	12	7	0	4	3	3	0	121	
2:55 PM	3	25	5	1	7	37	8	8	12	11	3	0	6	2	1	0	129	971
3:00 PM	0	29	3	1	5	35	9	6	17	12	7	0	5	1	2	0	132	1048
3:05 PM	3	35	5	0	0	31	5	0	9	8	1	0	5	2	3	0	107	1090
3:10 PM	0	26	3	0	5	27	5	1	7	1	2	0	8	4	1	0	90	1121
3:15 PM	3	27	5	0	3	21	6	0	12	3	3	0	2	1	4	0	90	1142
3:20 PM	1	25	7	1	3	20	5	0	11	1	4	0	6	3	3	0	90	1172
3:25 PM	1	20	3	0	3	22	10	0	2	1	4	0	3	3	1	0	73	1175
3:30 PM	1	36	8	0	0	27	6	0	5	3	0	0	2	1	3	0	92	1193
3:35 PM	1	30	3	0	1	18	9	1	25	2	7	0	11	2	5	0	115	1222
3:40 PM	0	20	3	1	2	31	3	0	15	6	9	0	11	2	4	0	107	1248
3:45 PM	0	25	5	1	1	31	6	1	13	2	4	0	8	4	2	0	103	1249
3:50 PM	2	28	1	0	4	39	5	0	15	1	2	0	2	2	4	0	105	1233
3:55 PM	0	24	4	1	4	18	8	0	8	2	4	0	3	5	3	0	84	1188
4:00 PM	1	23	3	1	3	17	3	0	7	3	0	1	4	3	3	0	72	1128
4:05 PM	0	22	2	1	3	21	5	0	4	1	0	0	5	3	4	0	71	1092
4:10 PM	3	28	2	0	5	21	3	0	9	2	0	0	0	2	4	0	79	1081
4:15 PM	0	23	2	1	1	24	7	0	8	6	4	0	4	1	0	0	81	1072

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	324	48	12	56	412	88	68	188	140	68	0	60	24	24	0	1528
Heavy Trucks	4	44	0		8	56	0		0	0	4		4	0	0		120
Pedestrians		204				8				0				0			212
Bicycles	0	0	0		0	1	0		0	0	1		1	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

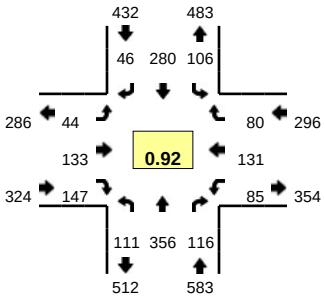
LOCATION: NW Mt Washington Dr -- NW Shelvin Park Rd

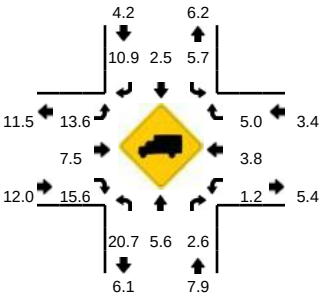
QC JOB #: 13576271

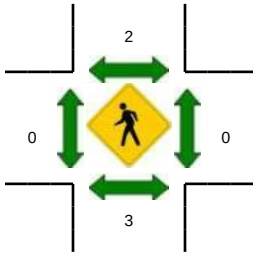
CITY/STATE: Bend, OR

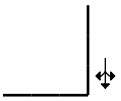
DATE: Tue, Sep 29 2015

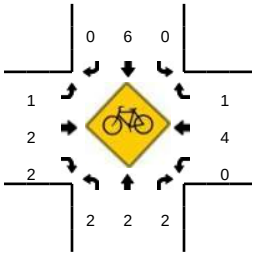
Peak-Hour: 2:50 PM -- 3:50 PM
Peak 15-Min: 3:35 PM -- 3:50 PM

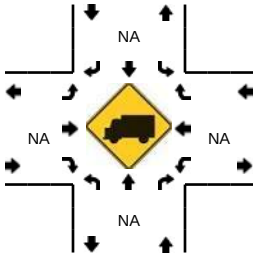


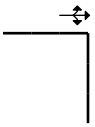


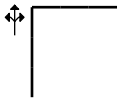


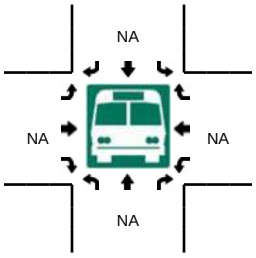












5-Min Count Period Beginning At	NW Mt Washington Dr (Northbound)				NW Mt Washington Dr (Southbound)				NW Shelvin Park Rd (Eastbound)				NW Shelvin Park Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:20 PM	12	8	3	0	4	17	2	0	2	5	5	0	4	17	5	0	84	
2:25 PM	10	10	3	0	5	25	0	1	6	10	11	0	6	10	8	0	105	
2:30 PM	3	14	4	0	5	27	2	0	5	9	11	0	9	10	5	0	104	
2:35 PM	9	9	8	2	7	21	6	2	4	9	8	0	7	9	11	0	112	
2:40 PM	6	16	4	0	5	24	4	0	0	11	8	0	10	14	9	0	111	
2:45 PM	11	23	4	0	8	20	10	0	5	5	12	0	10	16	3	0	127	
2:50 PM	3	44	14	0	4	24	5	1	7	9	11	0	9	8	3	0	142	
2:55 PM	9	28	11	0	13	28	5	0	2	7	13	0	8	3	7	0	134	1243
3:00 PM	14	29	14	0	5	21	2	0	3	9	12	0	13	16	5	0	143	1302
3:05 PM	13	20	9	0	10	19	6	0	1	13	15	0	12	14	6	0	138	1370
3:10 PM	12	22	8	1	10	20	4	0	3	10	9	0	5	4	2	0	110	1401
3:15 PM	10	30	13	0	16	22	5	0	3	12	12	0	3	16	4	1	147	1457
3:20 PM	10	21	5	0	8	35	3	0	5	10	9	0	7	16	8	1	138	1511
3:25 PM	6	12	0	1	6	26	3	0	8	17	26	0	5	13	6	0	129	1535
3:30 PM	6	14	9	0	6	24	5	0	2	20	6	0	7	7	6	0	112	1543
3:35 PM	9	44	13	0	11	18	2	2	2	7	8	0	4	13	8	0	141	1572
3:40 PM	9	53	13	0	4	19	4	0	4	8	19	0	3	15	14	0	165	1626
3:45 PM	8	39	7	0	10	24	2	0	4	11	7	0	7	6	11	0	136	1635
3:50 PM	7	24	9	0	5	23	2	0	2	10	4	0	3	11	4	0	104	1597
3:55 PM	19	17	5	0	5	18	1	0	2	12	4	0	2	7	5	0	97	1560
4:00 PM	9	21	9	0	11	11	4	0	0	9	5	0	7	13	5	1	105	1522
4:05 PM	9	20	7	0	5	22	5	0	1	7	12	0	4	12	5	1	110	1494
4:10 PM	8	15	8	1	6	18	6	0	2	4	9	0	5	15	7	0	104	1488
4:15 PM	11	24	10	1	4	15	3	0	3	10	10	0	6	9	4	0	110	1451

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	104	544	132	0	100	244	32	8	40	104	136	0	56	136	132	0	1768
Heavy Trucks	8	28	0		4	8	8		4	0	28		0	0	8		96
Pedestrians		4				8				0				0			12
Bicycles	0	0	0		0	2	0		0	0	0		0	3	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

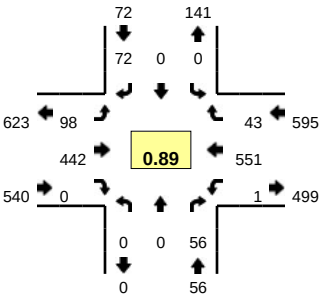
LOCATION: NW Harmon Blvd -- NW Galveston Ave

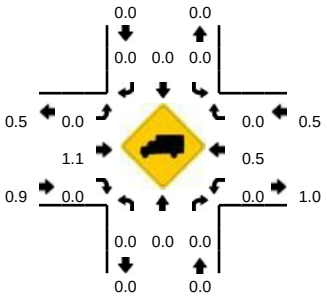
QC JOB #: 13576280

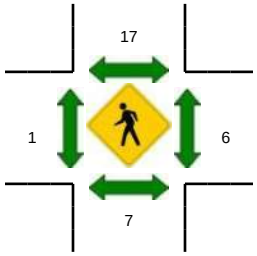
CITY/STATE: Bend, OR

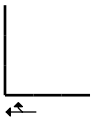
DATE: Tue, Sep 29 2015

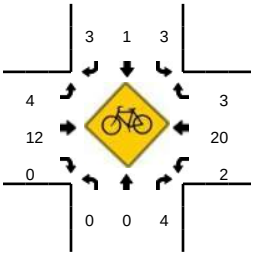
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

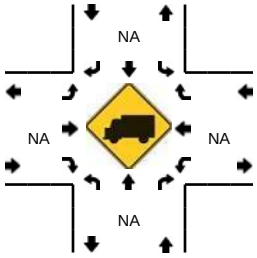


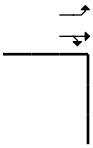


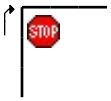


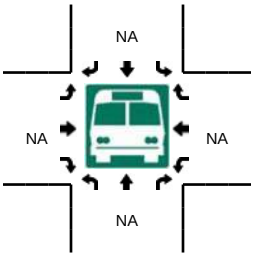












5-Min Count Period Beginning At	NW Harmon Blvd (Northbound)				NW Harmon Blvd (Southbound)				NW Galveston Ave (Eastbound)				NW Galveston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	3	0	0	0	6	0	9	41	1	0	0	48	7	0	115	
4:05 PM	0	0	8	0	0	0	7	0	2	42	0	0	0	50	3	0	112	
4:10 PM	0	0	3	0	0	0	11	0	3	39	0	0	0	39	4	0	99	
4:15 PM	0	0	3	0	0	0	7	0	7	33	1	0	0	33	2	0	86	
4:20 PM	0	0	3	0	0	0	9	0	5	33	0	0	0	54	5	0	109	
4:25 PM	0	0	6	0	0	0	6	0	10	29	0	0	0	41	3	0	95	
4:30 PM	0	0	3	0	0	0	4	0	6	35	0	0	0	40	4	0	92	
4:35 PM	0	0	7	0	0	0	6	0	5	37	0	0	0	43	1	0	99	
4:40 PM	0	0	6	0	0	0	3	0	2	35	0	0	0	36	2	0	84	
4:45 PM	0	0	4	0	0	0	4	0	5	30	0	0	0	40	3	0	86	
4:50 PM	0	0	4	0	0	0	5	0	5	40	0	0	0	40	5	0	99	
4:55 PM	0	0	4	0	0	0	2	0	2	36	0	0	0	42	1	0	87	1163
5:00 PM	0	0	6	0	0	0	10	0	8	38	0	0	0	44	3	0	109	1157
5:05 PM	0	0	7	0	0	0	4	0	12	39	0	0	0	45	5	0	112	1157
5:10 PM	0	0	2	0	0	0	4	0	9	40	0	0	0	41	2	1	99	1157
5:15 PM	0	0	4	0	0	0	6	0	14	35	0	0	0	57	9	0	125	1196
5:20 PM	0	0	8	0	0	0	6	0	8	45	0	0	0	47	4	0	118	1205
5:25 PM	0	0	7	0	0	0	9	0	11	37	0	0	0	44	4	0	112	1222
5:30 PM	0	0	3	0	0	0	2	0	9	33	0	0	0	43	1	0	91	1221
5:35 PM	0	0	3	0	0	0	11	0	6	31	0	0	0	48	1	0	100	1222
5:40 PM	0	0	4	0	0	0	6	0	7	35	0	0	0	45	5	0	102	1240
5:45 PM	0	0	4	0	0	0	7	0	7	33	0	0	0	55	3	0	109	1263
5:50 PM	0	0	6	0	0	0	11	0	3	33	0	0	0	36	3	0	92	1256
5:55 PM	0	0	8	0	0	0	5	0	4	22	0	0	0	40	7	0	86	1255

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	76	0	0	0	84	0	132	468	0	0	0	592	68	0	1420
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Pedestrians		16				36				0				16			68
Bicycles	0	0	1		0	0	0		1	2	0		0	7	1		12
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

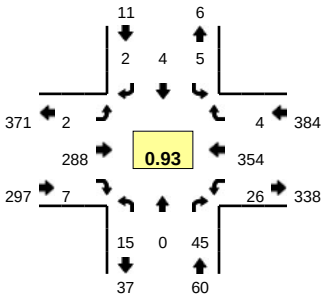
LOCATION: NW 15th St -- NW Galveston Ave

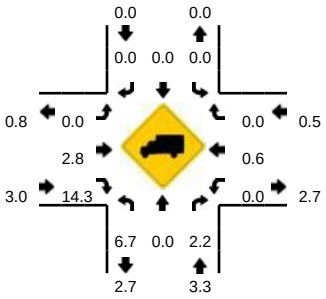
CITY/STATE: Bend, OR

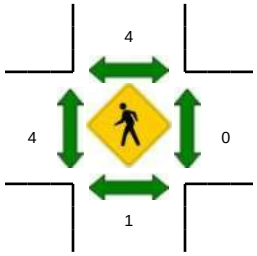
QC JOB #: 13576281

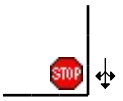
DATE: Tue, Sep 29 2015

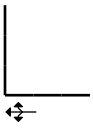
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

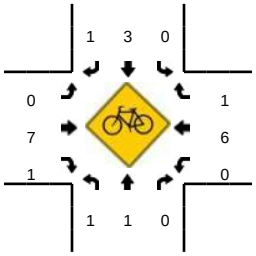


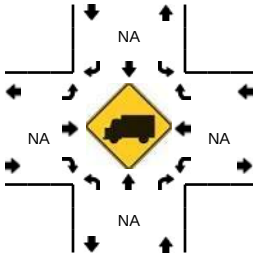


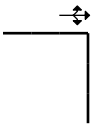


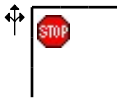


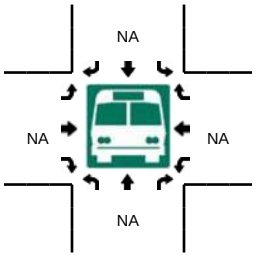












5-Min Count Period Beginning At	NW 15th St (Northbound)				NW 15th St (Southbound)				NW Galveston Ave (Eastbound)				NW Galveston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	2	0	0	0	0	0	0	19	2	0	0	23	1	0	48	
4:05 PM	0	2	7	0	0	0	1	0	1	22	0	0	2	29	1	0	65	
4:10 PM	2	0	5	0	0	1	0	0	0	26	0	0	2	18	0	1	55	
4:15 PM	0	0	5	0	1	0	0	0	0	15	0	0	1	27	0	0	49	
4:20 PM	0	0	2	0	0	0	0	0	0	20	0	0	0	25	1	0	48	
4:25 PM	0	0	3	0	0	0	0	0	0	11	0	0	3	27	3	0	47	
4:30 PM	0	0	4	0	1	0	0	0	0	21	0	0	1	20	0	0	47	
4:35 PM	1	0	3	0	0	0	0	0	0	15	1	0	2	22	0	0	44	
4:40 PM	1	0	3	0	0	1	0	0	0	20	0	0	1	21	1	0	48	
4:45 PM	0	0	2	0	0	0	0	0	0	31	1	0	2	20	0	0	56	
4:50 PM	0	0	3	0	0	0	0	0	0	27	0	0	2	22	0	0	54	
4:55 PM	3	0	2	0	0	0	0	0	0	21	0	0	3	34	0	0	63	624
5:00 PM	4	0	5	0	0	0	0	0	0	30	0	0	3	24	0	0	66	642
5:05 PM	1	0	4	0	1	1	1	0	0	33	1	0	1	28	0	0	71	648
5:10 PM	1	0	4	0	0	0	0	0	0	26	0	0	0	34	1	0	66	659
5:15 PM	0	0	3	0	0	1	0	0	1	22	1	0	2	26	0	0	56	666
5:20 PM	2	0	2	0	0	1	1	0	0	30	2	0	6	33	1	0	78	696
5:25 PM	1	0	5	0	0	1	0	0	0	13	0	0	1	32	1	0	54	703
5:30 PM	0	0	8	0	2	0	0	0	0	11	0	0	2	40	0	0	63	719
5:35 PM	1	0	2	0	1	0	0	0	1	23	1	0	1	37	0	0	67	742
5:40 PM	2	0	5	0	1	0	0	0	0	21	1	0	3	24	1	0	58	752
5:45 PM	1	0	8	0	0	0	0	0	0	20	0	0	3	22	0	0	54	750
5:50 PM	0	1	5	0	0	0	0	0	0	17	0	0	2	30	0	0	55	751
5:55 PM	2	0	2	0	0	0	0	0	0	16	0	0	1	18	2	0	41	729

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	0	52	0	4	4	4	0	0	356	4	0	16	344	4	0	812
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Pedestrians		0				4				8				0			12
Bicycles	0	0	0		0	2	1		0	0	1		0	2	0		6
Railroad Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

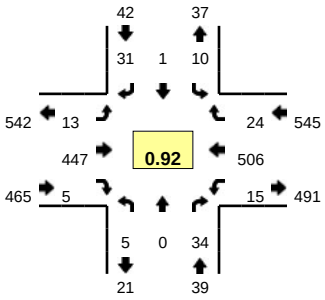
LOCATION: NW 13th St -- NW Galveston Ave

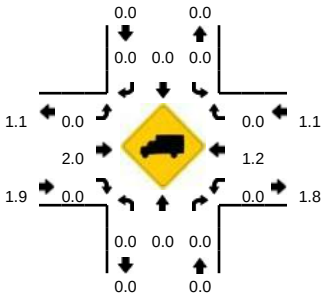
QC JOB #: 13576282

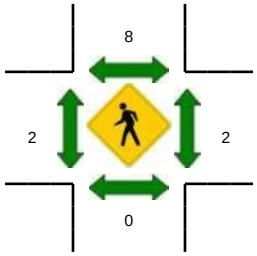
CITY/STATE: Bend, OR

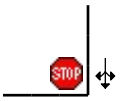
DATE: Tue, Sep 29 2015

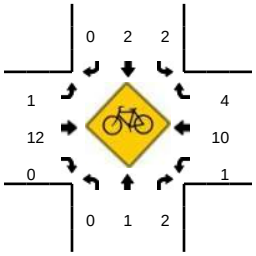
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

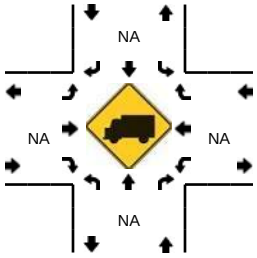


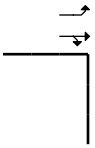


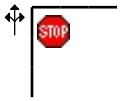


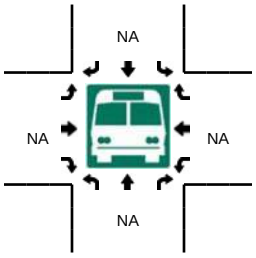












5-Min Count Period Beginning At	NW 13th St (Northbound)				NW 13th St (Southbound)				NW Galveston Ave (Eastbound)				NW Galveston Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	1	0	4	0	1	0	1	36	1	0	2	44	2	0	93	
4:05 PM	0	0	1	0	1	0	3	0	1	29	0	0	1	43	0	0	79	
4:10 PM	0	0	3	0	2	0	1	0	1	35	1	0	1	30	1	0	75	
4:15 PM	0	0	3	0	0	0	0	0	3	37	0	0	1	29	4	0	77	
4:20 PM	1	0	3	0	0	0	1	0	1	30	2	0	1	47	1	0	87	
4:25 PM	0	0	2	0	0	0	3	0	1	33	2	0	2	31	1	0	75	
4:30 PM	0	0	2	0	0	0	2	0	1	31	0	0	1	36	1	0	74	
4:35 PM	0	0	3	0	1	0	3	0	0	32	0	0	5	33	0	0	77	
4:40 PM	0	1	0	0	1	1	2	0	0	37	0	0	3	29	1	0	75	
4:45 PM	1	0	1	0	1	0	0	0	0	27	0	0	0	42	0	0	72	
4:50 PM	3	0	1	0	0	0	3	0	0	40	0	0	1	46	1	0	95	
4:55 PM	0	0	1	0	2	1	0	0	0	36	0	0	3	38	1	0	82	961
5:00 PM	0	0	1	0	2	0	1	0	1	46	0	0	1	41	1	0	94	962
5:05 PM	0	0	6	0	1	0	3	0	1	36	0	0	2	41	3	0	93	976
5:10 PM	0	0	6	0	0	0	4	0	2	40	0	0	1	37	2	0	92	993
5:15 PM	1	0	5	0	0	0	5	0	1	37	1	0	0	44	1	0	95	1011
5:20 PM	0	0	2	0	0	0	1	0	3	42	1	0	3	39	2	0	93	1017
5:25 PM	0	0	1	0	1	0	3	0	0	40	1	0	2	56	3	0	107	1049
5:30 PM	0	0	5	0	0	0	5	0	4	31	0	0	1	37	4	0	87	1062
5:35 PM	1	0	2	0	1	0	3	0	1	28	1	0	1	48	2	0	88	1073
5:40 PM	0	0	1	0	2	0	0	0	0	40	0	0	0	33	0	0	76	1074
5:45 PM	0	0	3	0	1	0	3	0	0	31	1	0	0	46	4	0	89	1091
5:50 PM	0	0	0	0	0	0	2	0	2	36	0	0	0	33	0	0	73	1069
5:55 PM	0	0	1	0	2	0	2	0	3	23	0	0	0	30	2	0	63	1050

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	32	0	4	0	36	0	16	476	12	0	20	556	24	0	1180
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	4	0		16
Pedestrians		0				4				0				0			4
Bicycles	0	1	0		0	1	0		1	7	0		1	1	1		13
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

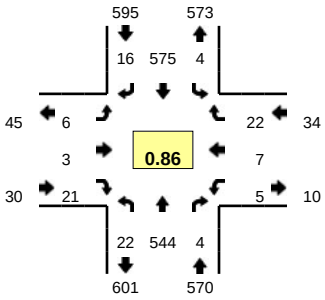
LOCATION: NW 14th St -- NW Milwaukee Ave

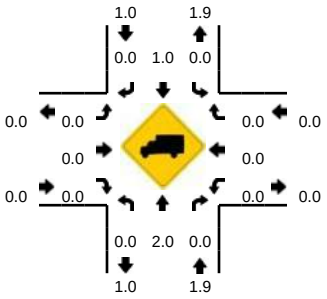
QC JOB #: 13576283

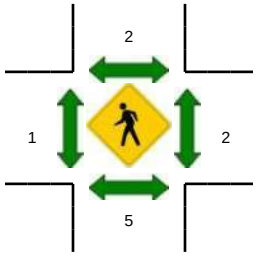
CITY/STATE: Bend, OR

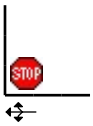
DATE: Tue, Sep 29 2015

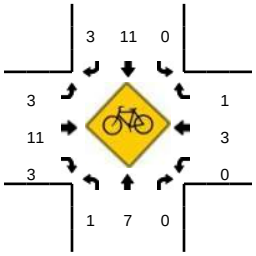
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

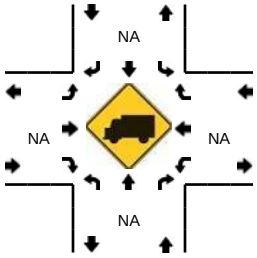


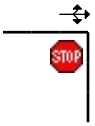


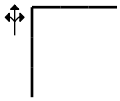


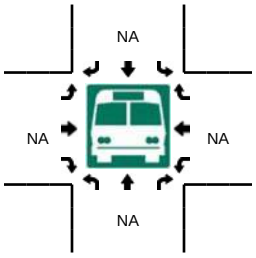












5-Min Count Period Beginning At	NW 14th St (Northbound)				NW 14th St (Southbound)				NW Milwaukee Ave (Eastbound)				NW Milwaukee Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	40	0	0	0	34	0	0	0	0	3	0	0	0	1	0	78	
4:05 PM	0	36	0	0	0	56	2	0	0	0	0	0	1	1	0	0	96	
4:10 PM	2	52	0	0	0	39	1	0	0	0	0	0	0	1	2	0	97	
4:15 PM	4	21	0	0	1	38	1	0	1	0	0	0	0	0	3	0	69	
4:20 PM	4	46	1	0	1	42	0	0	0	0	5	0	0	0	0	0	99	
4:25 PM	1	35	0	0	0	51	0	0	0	0	3	0	1	0	1	0	92	
4:30 PM	0	36	0	0	0	37	0	0	0	0	0	0	2	0	3	0	78	
4:35 PM	3	30	0	0	0	45	2	0	0	0	3	0	0	0	0	0	83	
4:40 PM	2	50	0	0	0	44	0	0	1	0	0	0	0	0	1	0	98	
4:45 PM	0	39	0	0	0	44	1	0	0	1	2	0	1	0	2	0	90	
4:50 PM	1	44	0	0	0	42	1	0	0	0	0	0	0	0	0	0	88	
4:55 PM	0	40	0	0	0	46	2	0	0	1	1	0	1	2	1	0	94	1062
5:00 PM	3	38	1	0	0	43	2	0	0	1	1	0	0	1	0	0	90	1074
5:05 PM	5	45	0	0	0	50	0	0	1	0	0	0	0	1	2	0	104	1082
5:10 PM	1	50	2	0	1	53	1	1	0	0	6	0	0	2	1	0	118	1103
5:15 PM	2	49	0	0	0	60	2	0	0	0	6	0	1	0	6	0	126	1160
5:20 PM	5	49	1	0	2	48	1	0	1	0	2	0	0	0	5	0	114	1175
5:25 PM	1	40	0	0	0	51	3	0	3	0	1	0	2	0	2	0	103	1186
5:30 PM	2	52	0	0	0	44	2	0	0	0	1	0	0	0	1	0	102	1210
5:35 PM	0	48	0	0	0	50	1	0	0	0	1	0	0	1	1	0	102	1229
5:40 PM	2	31	0	0	0	45	1	0	0	0	2	0	0	0	0	0	81	1212
5:45 PM	2	44	0	0	0	35	3	0	0	0	1	0	0	0	1	0	86	1208
5:50 PM	1	39	0	0	0	32	1	0	0	0	1	0	0	1	0	0	75	1195
5:55 PM	0	44	0	0	0	40	1	0	0	0	1	0	0	0	1	0	87	1188

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	592	12	0	12	644	16	4	4	0	56	0	4	8	48	0	1432
Heavy Trucks	0	8	0		0	20	0		0	0	0		0	0	0		28
Pedestrians		0				8				0				4			12
Bicycles	0	1	0		0	5	0		3	5	3		0	1	0		18
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: NW 9th St -- NW Portland Ave

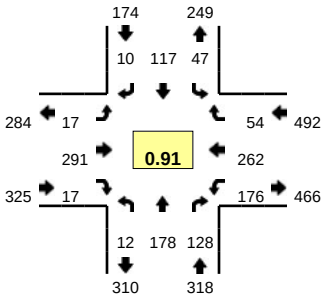
CITY/STATE: Bend, OR

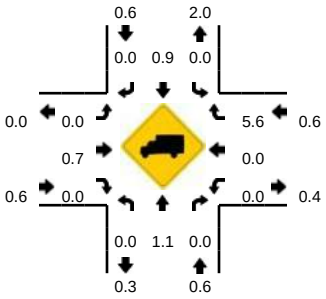
QC JOB #: 13576284

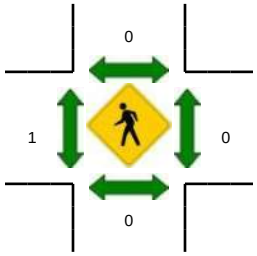
DATE: Tue, Sep 29 2015

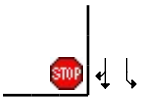
Peak-Hour: 4:40 PM -- 5:40 PM

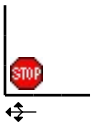
Peak 15-Min: 5:05 PM -- 5:20 PM

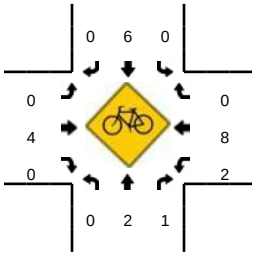


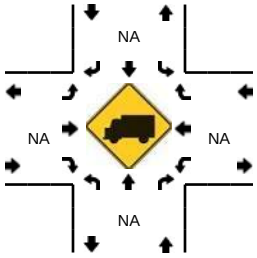


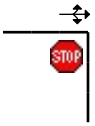


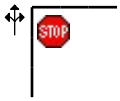


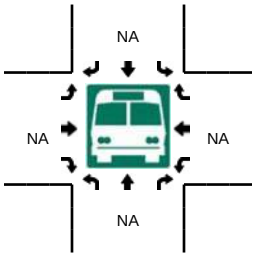












5-Min Count Period Beginning At	NW 9th St (Northbound)				NW 9th St (Southbound)				NW Portland Ave (Eastbound)				NW Portland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	10	14	0	4	7	1	0	0	23	0	0	13	16	2	0	90	
4:05 PM	1	14	19	0	0	4	0	0	2	16	0	0	16	8	3	0	83	
4:10 PM	0	15	14	0	4	8	0	0	2	25	2	0	15	10	7	0	102	
4:15 PM	1	16	10	0	5	9	0	0	2	10	0	0	13	14	3	0	83	
4:20 PM	1	10	13	0	3	4	0	0	1	11	0	0	16	16	6	0	81	
4:25 PM	0	12	14	0	2	8	1	0	0	16	2	0	16	7	3	0	81	
4:30 PM	1	8	10	0	3	3	1	0	0	20	1	0	15	13	2	0	77	
4:35 PM	1	17	7	0	0	4	0	0	0	29	0	0	14	18	6	0	96	
4:40 PM	1	14	15	0	3	8	0	0	1	20	4	0	17	19	4	0	106	
4:45 PM	0	13	11	0	7	10	2	0	0	15	1	0	16	16	6	0	97	
4:50 PM	1	16	11	0	4	10	2	0	2	22	1	0	10	29	6	0	114	
4:55 PM	0	17	7	0	1	9	0	0	3	38	1	0	11	22	6	0	115	1125
5:00 PM	1	14	10	0	7	4	0	0	1	31	1	0	10	23	7	0	109	1144
5:05 PM	3	10	10	0	6	14	1	0	1	34	1	0	19	16	2	0	117	1178
5:10 PM	0	12	12	0	3	16	1	0	2	32	0	0	16	19	4	0	117	1193
5:15 PM	2	20	10	0	4	12	2	0	4	28	4	0	16	17	5	0	124	1234
5:20 PM	1	17	10	0	4	11	1	0	0	25	0	0	13	26	3	0	111	1264
5:25 PM	1	15	9	0	4	8	0	0	2	20	0	0	12	33	1	0	105	1288
5:30 PM	1	9	7	0	1	7	0	0	1	13	2	0	21	25	6	0	93	1304
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5:45 PM	0	14	10	0	2	15	0	0	0	6	1	0	15	19	5	0	87	1270
5:50 PM	0	18	9	0	2	8	1	0	1	7	0	0	14	16	3	0	79	1235
5:55 PM	0	13	9	0	3	10	1	0	2	9	2	0	13	17	1	0	80	1200

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	168	128	0	52	168	16	0	28	376	20	0	204	208	44	0	1432
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	4		12
Pedestrians		0				0				0				0			0
Bicycles	0	1	0		0	2	0		0	2	0		0	4	0		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

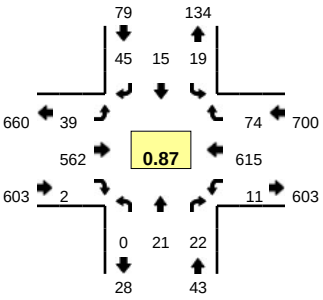
LOCATION: NW Awbery Rd -- NW Portland Ave

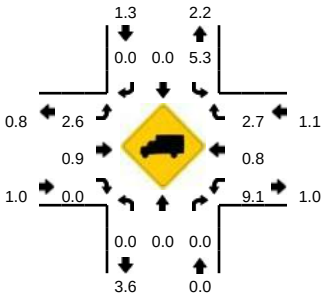
QC JOB #: 13576285

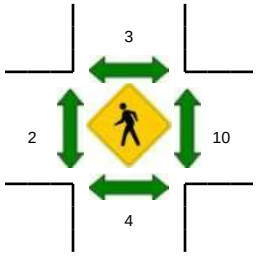
CITY/STATE: Bend, OR

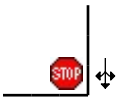
DATE: Tue, Sep 29 2015

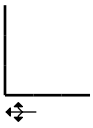
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

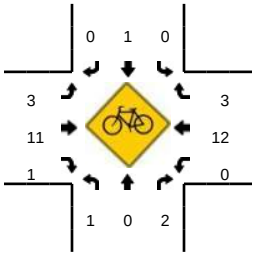


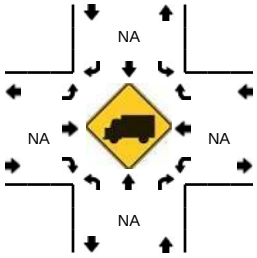


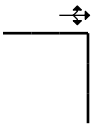


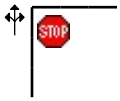


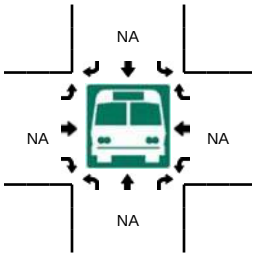












5-Min Count Period Beginning At	NW Awbery Rd (Northbound)				NW Awbery Rd (Southbound)				NW Portland Ave (Eastbound)				NW Portland Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	4	0	0	0	3	4	0	3	37	1	0	1	39	2	0	95	
4:05 PM	0	4	1	0	2	0	1	0	2	36	0	0	1	43	3	0	93	
4:10 PM	0	1	3	0	3	2	2	0	4	46	0	0	0	35	7	0	103	
4:15 PM	1	2	1	0	2	0	2	0	3	33	1	0	1	38	7	0	91	
4:20 PM	0	1	0	0	4	4	2	0	1	34	0	0	1	47	1	0	95	
4:25 PM	0	2	3	0	3	2	3	0	3	32	2	0	0	30	3	0	83	
4:30 PM	0	2	2	0	1	2	3	0	1	44	0	0	1	48	6	0	110	
4:35 PM	0	1	1	0	2	0	3	0	5	32	0	0	0	46	2	0	92	
4:40 PM	0	2	1	0	1	1	1	0	2	47	0	0	0	41	7	0	103	
4:45 PM	0	2	1	0	1	1	4	0	2	37	0	0	0	46	5	0	99	
4:50 PM	0	4	1	0	4	3	2	0	2	45	0	0	2	44	7	0	114	
4:55 PM	0	2	2	0	2	0	2	0	1	54	0	0	0	47	5	0	115	1193
5:00 PM	0	1	2	0	2	3	5	0	3	62	0	0	0	55	4	0	137	1235
5:05 PM	0	1	0	0	0	1	5	0	2	50	1	0	1	66	8	0	135	1277
5:10 PM	0	0	2	0	2	0	5	0	7	48	0	0	2	58	9	0	133	1307
5:15 PM	0	1	4	0	2	0	4	0	3	55	1	0	3	63	7	0	143	1359
5:20 PM	0	1	2	0	1	1	8	0	7	48	0	0	1	42	10	0	121	1385
5:25 PM	0	4	4	0	1	3	3	0	4	40	0	0	1	59	4	0	123	1425
5:30 PM	0	3	4	0	3	4	3	0	4	27	0	0	0	52	7	0	107	1422
5:35 PM	0	2	1	0	6	2	4	0	5	31	0	0	0	37	3	0	91	1421
5:40 PM	0	2	2	0	0	0	5	0	6	33	0	0	0	37	5	0	90	1408
5:45 PM	0	0	2	0	2	5	1	0	4	22	0	0	3	55	4	0	98	1407
5:50 PM	1	3	0	0	4	2	4	0	2	26	0	0	0	32	8	0	82	1375
5:55 PM	0	4	1	0	4	2	2	0	2	27	0	0	1	51	4	0	98	1358

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	24	0	16	4	56	0	48	612	8	0	24	748	96	0	1644
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	2	0		0	5	2		9
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

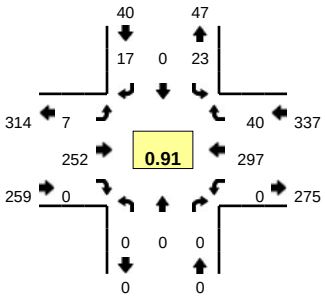
Method for determining peak hour: Total Entering Volume

LOCATION: SW 15th St -- SW Simpson Ave

CITY/STATE: Deschutes, OR

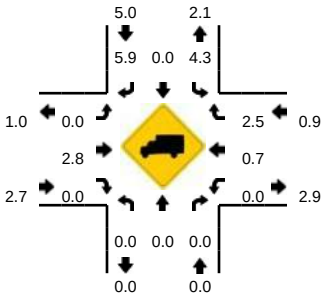
QC JOB #: 13576286

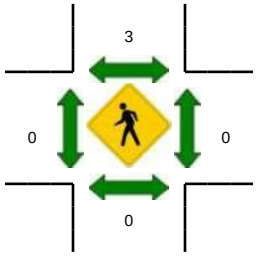
DATE: Tue, Sep 29 2015

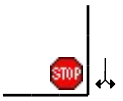


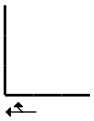
Peak-Hour: 4:45 PM -- 5:45 PM

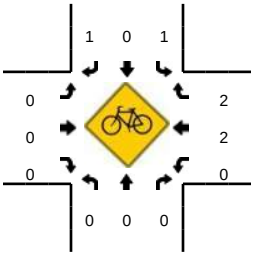
Peak 15-Min: 5:25 PM -- 5:40 PM

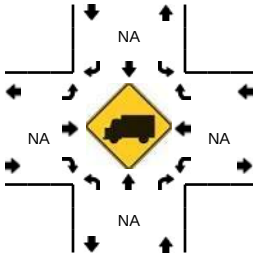


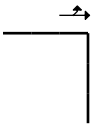


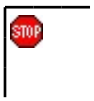


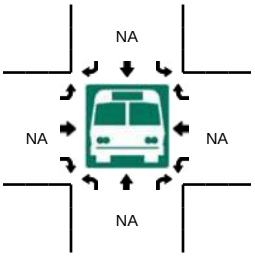












5-Min Count Period Beginning At	SW 15th St (Northbound)				SW 15th St (Southbound)				SW Simpson Ave (Eastbound)				SW Simpson Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	7	0	0	0	1	30	0	0	0	18	3	0	59	
4:05 PM	0	0	0	0	1	0	1	0	1	22	0	0	0	22	0	0	47	
4:10 PM	0	0	0	0	2	0	3	0	0	25	0	0	0	26	2	0	58	
4:15 PM	0	0	0	0	2	0	1	1	0	20	0	0	0	27	1	0	52	
4:20 PM	0	0	0	0	1	0	1	0	0	13	0	0	0	26	1	0	42	
4:25 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	36	
4:30 PM	0	0	0	0	1	0	1	1	0	14	0	0	0	28	1	0	46	
4:35 PM	0	0	0	1	0	0	3	0	0	19	0	0	0	21	2	0	46	
4:40 PM	0	0	0	0	1	0	0	0	1	13	0	0	0	32	5	0	52	
4:45 PM	0	0	0	0	1	0	0	0	0	20	0	0	0	32	3	0	56	
4:50 PM	0	0	0	0	1	0	1	0	1	18	0	0	0	24	3	0	48	
4:55 PM	0	0	0	0	6	0	1	0	1	17	0	0	0	29	3	0	57	599
5:00 PM	0	0	0	0	0	0	1	0	0	16	0	0	0	19	2	0	38	578
5:05 PM	0	0	0	0	2	0	1	0	0	21	0	0	0	16	5	0	45	576
5:10 PM	0	0	0	0	1	0	2	0	0	25	0	0	0	24	3	0	55	573
5:15 PM	0	0	0	0	1	0	1	0	0	20	0	0	0	29	1	0	52	573
5:20 PM	0	0	0	0	4	0	1	0	1	25	0	0	0	20	4	0	55	586
5:25 PM	0	0	0	0	2	0	1	0	2	25	0	0	0	25	4	0	59	609
5:30 PM	0	0	0	0	1	0	0	0	1	20	0	0	0	24	5	0	51	614
5:35 PM	0	0	0	0	2	0	6	0	0	20	0	0	0	32	4	0	64	632
5:40 PM	0	0	0	0	2	0	2	0	1	25	0	0	0	23	3	0	56	636
5:45 PM	0	0	0	0	3	0	2	0	1	18	0	0	0	25	4	0	53	633
5:50 PM	0	0	0	0	3	0	1	0	0	18	0	0	0	21	0	0	43	628
5:55 PM	0	0	0	0	2	0	1	0	1	23	0	0	0	31	4	0	62	633

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	28	0	12	260	0	0	0	324	52	0	696
Heavy Trucks	0	0	0		0	0	4		0	0	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		1	0	1		0	0	0		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

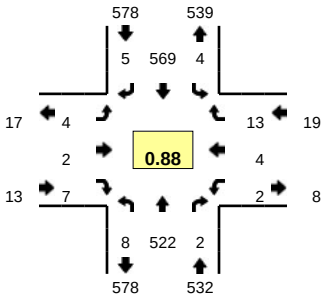
Method for determining peak hour: Total Entering Volume

LOCATION: NW 14th St -- NW Hartford Ave

QC JOB #: 13576287

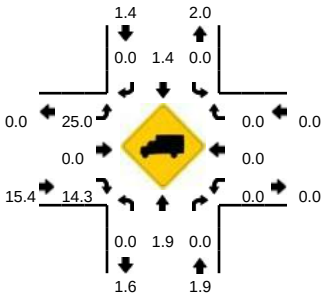
CITY/STATE: Deschutes, OR

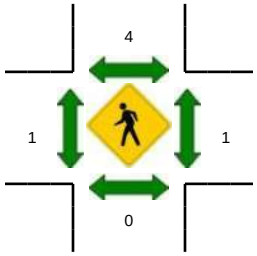
DATE: Tue, Sep 29 2015

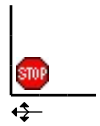


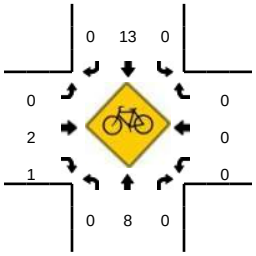
Peak-Hour: 4:45 PM -- 5:45 PM

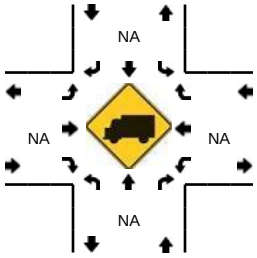
Peak 15-Min: 5:10 PM -- 5:25 PM

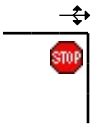


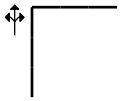


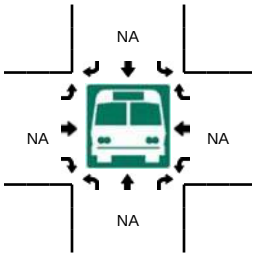












5-Min Count Period Beginning At	NW 14th St (Northbound)				NW 14th St (Southbound)				NW Hartford Ave (Eastbound)				NW Hartford Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	41	1	0	0	38	0	0	0	1	0	0	0	0	0	0	81	
4:05 PM	1	39	0	0	1	49	0	0	0	0	0	0	0	0	1	0	91	
4:10 PM	0	52	0	0	1	38	0	0	0	0	1	0	0	0	0	0	92	
4:15 PM	1	22	0	0	0	36	1	0	1	0	0	0	0	0	0	0	61	
4:20 PM	0	51	0	0	1	48	1	0	1	0	0	0	1	0	0	0	103	
4:25 PM	0	32	1	0	1	48	0	0	0	0	0	0	0	0	0	0	82	
4:30 PM	0	41	0	0	0	37	1	0	0	0	0	0	0	0	0	0	79	
4:35 PM	0	33	1	0	0	44	1	0	0	0	0	0	1	0	0	0	80	
4:40 PM	0	48	0	0	0	38	0	0	0	0	0	0	0	0	0	0	86	
4:45 PM	2	40	0	0	0	51	1	0	0	0	0	0	0	0	1	0	95	
4:50 PM	0	46	1	0	0	41	0	0	0	0	1	0	0	0	1	0	90	
4:55 PM	0	41	0	0	0	48	0	0	1	0	1	0	1	0	1	0	93	1033
5:00 PM	1	41	1	0	0	42	0	0	0	0	0	0	0	1	1	0	87	1039
5:05 PM	0	45	0	0	1	45	1	0	0	0	0	0	0	0	1	0	93	1041
5:10 PM	1	53	0	0	1	52	1	0	0	0	1	0	0	0	0	0	109	1058
5:15 PM	0	50	0	0	0	60	0	0	1	0	0	0	0	0	0	0	111	1108
5:20 PM	0	48	0	0	0	50	0	0	1	1	1	0	0	2	1	0	104	1109
5:25 PM	1	37	0	0	0	39	1	0	1	0	2	0	0	0	3	0	84	1111
5:30 PM	1	48	0	0	0	48	0	0	0	0	0	0	0	0	1	0	98	1130
5:35 PM	0	37	0	0	1	42	1	0	0	1	1	0	1	1	2	0	87	1137
5:40 PM	2	36	0	0	1	51	0	0	0	0	0	0	0	0	1	0	91	1142
5:45 PM	0	46	1	0	0	38	0	0	0	0	1	0	0	0	2	0	88	1135
5:50 PM	0	41	0	0	0	35	0	0	0	1	0	0	0	0	0	0	77	1122
5:55 PM	0	37	1	0	1	35	1	0	0	0	0	0	1	0	0	0	76	1105

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	604	0	0	4	648	4	0	8	4	8	0	0	8	4	0	1296
Heavy Trucks	0	8	0		0	24	0		4	0	0		0	0	0		36
Pedestrians		0				8				0				4			12
Bicycles	0	2	0		0	9	0		0	0	0		0	0	0		11
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/12/2015 3:07 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	1	8	22	14	0	0	0	0	0	0	0	0	0	46	26-35	35
1:00 AM	0	2	3	16	2	0	0	0	0	0	0	0	0	0	23	21-30	19
2:00 AM	0	0	1	9	4	1	0	0	0	0	0	0	0	0	15	26-35	13
3:00 AM	2	0	0	1	5	1	0	0	0	0	0	0	0	0	9	26-35	6
4:00 AM	2	2	5	7	14	2	0	0	0	0	0	0	0	0	32	26-35	21
5:00 AM	10	3	21	64	34	5	0	0	0	0	0	0	0	0	137	26-35	98
6:00 AM	30	15	84	211	**65**	**10**	0	0	0	0	0	0	0	0	415	21-30	295
7:00 AM	161	96	309	346	61	2	0	0	0	0	0	0	0	0	975	21-30	655
8:00 AM	215	95	357	327	46	0	0	0	0	0	0	0	0	0	1040	21-30	684
9:00 AM	170	69	362	348	58	2	**1**	0	0	0	0	0	0	0	1010	21-30	709
10:00 AM	179	87	326	**362**	56	4	0	0	0	0	0	0	0	0	1014	21-30	688
11:00 AM	**218**	**119**	**418**	261	31	0	0	0	0	0	0	0	0	0	**1047**	21-30	679
12:00 PM	299	**159**	428	276	26	1	0	0	0	0	0	0	0	0	1189	21-30	704
1:00 PM	251	115	391	270	17	1	0	0	0	0	0	0	0	0	1045	21-30	661
2:00 PM	232	92	387	383	48	2	0	0	0	0	0	0	0	0	1144	21-30	769
3:00 PM	**315**	133	**471**	256	23	1	0	0	0	0	0	0	0	0	1199	21-30	727
4:00 PM	240	95	383	**411**	**57**	**4**	0	0	0	0	0	0	0	0	1190	21-30	794
5:00 PM	302	123	374	372	51	2	**1**	0	0	0	0	0	0	0	**1225**	21-30	746
6:00 PM	196	96	381	270	34	2	0	0	0	0	0	0	0	0	979	21-30	651
7:00 PM	90	54	292	270	27	2	0	0	0	0	0	0	0	0	735	21-30	562
8:00 PM	45	19	136	243	39	1	0	0	0	0	0	0	0	0	483	21-30	379
9:00 PM	17	6	61	170	40	3	1	0	0	0	0	0	0	0	298	21-30	231
10:00 PM	12	7	40	76	26	4	0	0	0	0	0	0	0	0	165	21-30	115
11:00 PM	1	2	18	48	14	0	0	0	0	0	0	0	0	0	83	21-30	66
Day Total	2988	1390	5256	5019	792	50	3	0	0	0	0	0	0	0	15498	21-30	10274
Percent	19.3%	9.0%	33.9%	32.4%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 15498																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	6:00 AM	9:00 AM								11:00 AM		
Volume	218	119	418	362	65	10	1								1047		
PM Peak	3:00 PM	12:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM								5:00 PM		
Volume	315	159	471	411	57	4	1								1225		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2988	1390	5256	5019	792	50	3	0	0	0	0	0	0	0	15498	21-30	10274
Percent	19.3%	9.0%	33.9%	32.4%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.3%	28.2%	62.2%	94.5%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 15498

85th Percentile 28 MPH

Mean Speed(Average) 21 MPH

Median 23 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: EB/WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46				46			46	
1:00 AM		23				23			23	
2:00 AM		15				15			15	
3:00 AM		9				9			9	
4:00 AM		32				32			32	
5:00 AM		137				137			137	
6:00 AM		415				415			415	
7:00 AM		975				975			975	
8:00 AM		1040				1040			1040	
9:00 AM		1010				1010			1010	
10:00 AM		1014				1014			1014	
11:00 AM		**1047**				**1047**			**1047**	
12:00 PM		1189				1189			1189	
1:00 PM		1045				1045			1045	
2:00 PM		1144				1144			1144	
3:00 PM		1199				1199			1199	
4:00 PM		1190				1190			1190	
5:00 PM		**1225**				**1225**			**1225**	
6:00 PM		979				979			979	
7:00 PM		735				735			735	
8:00 PM		483				483			483	
9:00 PM		298				298			298	
10:00 PM		165				165			165	
11:00 PM		83				83			83	
Day Total		15498				15498			15498	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 1047				11:00 AM 1047			11:00 AM 1047	
PM Peak Volume		5:00 PM 1225				5:00 PM 1225			5:00 PM 1225	

Comments:

LOCATION: NW Newport Ave btwn 12th St & 11th St
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
CITY/STATE: Bend, OR

QC JOB #: 13576278
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	6	16	6	0	0	0	0	0	0	0	0	0	29	26-35	22
1:00 AM	0	1	2	11	2	0	0	0	0	0	0	0	0	0	16	26-35	12
2:00 AM	0	0	0	6	0	1	0	0	0	0	0	0	0	0	7	21-30	6
3:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
4:00 AM	1	0	2	4	4	1	0	0	0	0	0	0	0	0	12	26-35	8
5:00 AM	7	1	14	30	13	1	0	0	0	0	0	0	0	0	66	21-30	44
6:00 AM	14	8	52	86	**25**	**6**	0	0	0	0	0	0	0	0	191	21-30	137
7:00 AM	94	**54**	183	**196**	22	0	0	0	0	0	0	0	0	0	**549**	21-30	379
8:00 AM	**106**	52	195	156	15	0	0	0	0	0	0	0	0	0	524	21-30	351
9:00 AM	81	36	**234**	149	16	0	0	0	0	0	0	0	0	0	516	21-30	382
10:00 AM	80	44	164	138	13	2	0	0	0	0	0	0	0	0	441	21-30	302
11:00 AM	91	49	206	92	8	0	0	0	0	0	0	0	0	0	446	21-30	297
12:00 PM	153	**100**	**255**	90	7	1	0	0	0	0	0	0	0	0	606	16-25	355
1:00 PM	113	59	204	97	5	1	0	0	0	0	0	0	0	0	479	21-30	300
2:00 PM	117	41	215	159	17	1	0	0	0	0	0	0	0	0	550	21-30	373
3:00 PM	146	45	239	97	14	1	0	0	0	0	0	0	0	0	542	21-30	335
4:00 PM	131	58	203	**174**	22	**3**	0	0	0	0	0	0	0	0	591	21-30	376
5:00 PM	**157**	76	212	170	**24**	1	0	0	0	0	0	0	0	0	**640**	21-30	382
6:00 PM	100	38	192	119	14	1	0	0	0	0	0	0	0	0	464	21-30	310
7:00 PM	52	31	151	126	5	1	0	0	0	0	0	0	0	0	366	21-30	277
8:00 PM	25	10	72	125	14	1	0	0	0	0	0	0	0	0	247	21-30	197
9:00 PM	7	2	35	95	17	1	**1**	0	0	0	0	0	0	0	158	21-30	130
10:00 PM	6	4	28	45	13	3	0	0	0	0	0	0	0	0	99	21-30	73
11:00 PM	0	0	12	31	8	0	0	0	0	0	0	0	0	0	51	21-30	43
Day Total	1484	709	2876	2212	286	26	1	0	0	0	0	0	0	0	7594	21-30	5087
Percent	19.5%	9.3%	37.9%	29.1%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7594																	
AM Peak	8:00 AM	7:00 AM	9:00 AM	7:00 AM	6:00 AM	6:00 AM									7:00 AM		
Volume	106	54	234	196	25	6									549		
PM Peak	5:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM	4:00 PM	9:00 PM								5:00 PM		
Volume	157	100	255	174	24	3	1								640		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1484	709	2876	2212	286	26	1	0	0	0	0	0	0	0	7594	21-30	5087
Percent	19.5%	9.3%	37.9%	29.1%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.5%	28.9%	66.8%	95.9%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 7594

85th Percentile 28 MPH

Mean Speed(Average) 20 MPH

Median 22 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		29				29			29	
1:00 AM		16				16			16	
2:00 AM		7				7			7	
3:00 AM		4				4			4	
4:00 AM		12				12			12	
5:00 AM		66				66			66	
6:00 AM		191				191			191	
7:00 AM		**549**				**549**			**549**	
8:00 AM		524				524			524	
9:00 AM		516				516			516	
10:00 AM		441				441			441	
11:00 AM		446				446			446	
12:00 PM		606				606			606	
1:00 PM		479				479			479	
2:00 PM		550				550			550	
3:00 PM		542				542			542	
4:00 PM		591				591			591	
5:00 PM		**640**				**640**			**640**	
6:00 PM		464				464			464	
7:00 PM		366				366			366	
8:00 PM		247				247			247	
9:00 PM		158				158			158	
10:00 PM		99				99			99	
11:00 PM		51				51			51	
Day Total		7594				7594			7594	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		549				549			549	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		640				640			640	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	21-30	2
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
4:00 AM	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
5:00 AM	0	1	3	5	1	1	**1**	0	0	0	0	0	0	0	12	21-30	8
6:00 AM	2	4	12	13	2	0	0	**1**	0	0	0	0	0	0	34	21-30	25
7:00 AM	6	6	24	**33**	**6**	0	0	0	0	0	0	0	0	0	75	21-30	56
8:00 AM	**12**	**18**	**56**	26	5	0	0	0	0	0	0	0	0	0	**117**	21-30	81
9:00 AM	6	5	37	15	4	**2**	0	0	0	0	0	0	0	0	69	21-30	52
10:00 AM	4	7	26	22	2	0	0	0	0	0	0	0	0	0	61	21-30	48
11:00 AM	6	12	42	32	5	0	0	0	0	0	0	0	0	0	97	21-30	74
12:00 PM	7	9	35	**42**	6	0	0	0	0	0	0	0	0	0	99	21-30	77
1:00 PM	9	10	36	36	**8**	**1**	0	0	0	0	0	0	0	0	100	21-30	72
2:00 PM	7	10	52	33	5	0	0	0	0	0	0	0	0	0	107	21-30	84
3:00 PM	17	**32**	64	40	4	0	0	0	0	0	0	0	0	0	**157**	21-30	104
4:00 PM	11	25	58	26	0	1	0	0	0	0	0	0	0	0	121	21-30	83
5:00 PM	**21**	30	**76**	23	3	0	0	0	0	0	0	0	0	0	153	16-25	105
6:00 PM	13	26	49	36	3	0	0	0	0	0	0	0	0	0	127	21-30	84
7:00 PM	7	7	36	23	3	0	0	0	0	0	0	0	0	0	76	21-30	58
8:00 PM	4	4	21	12	4	0	0	0	0	0	0	0	0	0	45	21-30	33
9:00 PM	2	4	8	9	0	1	0	0	0	0	0	0	0	0	24	21-30	17
10:00 PM	0	3	11	6	1	1	0	0	0	0	0	0	0	0	22	21-30	17
11:00 PM	2	0	5	1	0	0	0	0	0	0	0	0	0	0	8	21-30	5
Day Total	138	214	656	439	64	7	1	1	0	0	0	0	0	0	1520	21-30	1095
Percent	9.1%	14.1%	43.2%	28.9%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 1520																	
AM Peak	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	5:00 AM	6:00 AM							8:00 AM		
Volume	12	18	56	33	6	2	1	1							117		
PM Peak	5:00 PM	3:00 PM	5:00 PM	12:00 PM	1:00 PM	1:00 PM									3:00 PM		
Volume	21	32	76	42	8	1									157		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	138	214	656	439	64	7	1	1	0	0	0	0	0	0	1520	21-30	1095
Percent	9.1%	14.1%	43.2%	28.9%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.1%	23.2%	66.3%	95.2%	99.4%	99.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 1520

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
1:00 AM		1				1			1	
2:00 AM		4				4			4	
3:00 AM		3				3			3	
4:00 AM		5				5			5	
5:00 AM		12				12			12	
6:00 AM		34				34			34	
7:00 AM		75				75			75	
8:00 AM		**117**				**117**			**117**	
9:00 AM		69				69			69	
10:00 AM		61				61			61	
11:00 AM		97				97			97	
12:00 PM		99				99			99	
1:00 PM		100				100			100	
2:00 PM		107				107			107	
3:00 PM		**157**				**157**			**157**	
4:00 PM		121				121			121	
5:00 PM		153				153			153	
6:00 PM		127				127			127	
7:00 PM		76				76			76	
8:00 PM		45				45			45	
9:00 PM		24				24			24	
10:00 PM		22				22			22	
11:00 PM		8				8			8	
Day Total		1520				1520			1520	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		117				117			117	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		157				157			157	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8	26-35	4
1:00 AM	1	1	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
2:00 AM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	23-32	5
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
4:00 AM	2	0	2	2	1	0	0	0	0	0	0	0	0	0	7	21-30	4
5:00 AM	0	3	6	5	3	1	**1**	0	0	0	0	0	0	0	19	21-30	11
6:00 AM	5	5	18	27	5	0	0	**1**	0	0	0	0	0	0	61	21-30	45
7:00 AM	13	7	38	64	12	1	0	0	0	0	0	0	0	0	135	21-30	102
8:00 AM	**19**	**29**	**90**	**66**	**13**	0	0	0	0	0	0	0	0	0	**217**	21-30	155
9:00 AM	9	10	58	43	8	**2**	0	0	0	0	0	0	0	0	130	21-30	100
10:00 AM	15	15	42	43	13	0	0	0	0	0	0	0	0	0	128	21-30	84
11:00 AM	11	20	61	56	8	0	0	0	0	0	0	0	0	0	156	21-30	116
12:00 PM	17	23	70	**73**	**17**	**2**	0	0	0	0	0	0	0	0	202	21-30	143
1:00 PM	17	12	73	69	13	1	0	0	0	0	0	0	0	0	185	21-30	142
2:00 PM	11	27	86	56	10	2	0	0	0	0	0	0	0	0	192	21-30	141
3:00 PM	38	54	111	58	7	0	0	0	0	0	0	0	0	0	268	21-30	169
4:00 PM	27	43	98	46	4	1	0	0	0	0	0	0	0	0	219	21-30	143
5:00 PM	**46**	**57**	**130**	40	5	0	0	0	0	0	0	0	0	0	**278**	16-25	187
6:00 PM	21	41	86	54	4	0	0	0	0	0	0	0	0	0	206	21-30	140
7:00 PM	10	14	60	39	4	0	0	0	0	0	0	0	0	0	127	21-30	99
8:00 PM	8	8	38	16	10	1	0	0	0	0	0	0	0	0	81	21-30	54
9:00 PM	3	5	17	16	2	1	0	0	0	0	0	0	0	0	44	21-30	33
10:00 PM	1	5	17	15	3	1	0	0	0	0	0	0	0	0	42	21-30	32
11:00 PM	4	0	9	5	0	1	0	0	0	0	0	0	0	0	19	21-30	14
Day Total	278	380	1118	801	146	15	1	1	0	0	0	0	0	0	2740	21-30	1918
Percent	10.1%	13.9%	40.8%	29.2%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 2740																	
AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	5:00 AM	6:00 AM							8:00 AM		
Volume	19	29	90	66	13	2	1	1							217		
PM Peak	5:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM									5:00 PM		
Volume	46	57	130	73	17	2									278		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	278	380	1118	801	146	15	1	1	0	0	0	0	0	0	2740	21-30	1918
Percent	10.1%	13.9%	40.8%	29.2%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	10.1%	24.0%	64.8%	94.1%	99.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 2740

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8				8			8	
1:00 AM		6				6			6	
2:00 AM		7				7			7	
3:00 AM		3				3			3	
4:00 AM		7				7			7	
5:00 AM		19				19			19	
6:00 AM		61				61			61	
7:00 AM		135				135			135	
8:00 AM		**217**				**217**			**217**	
9:00 AM		130				130			130	
10:00 AM		128				128			128	
11:00 AM		156				156			156	
12:00 PM		202				202			202	
1:00 PM		185				185			185	
2:00 PM		192				192			192	
3:00 PM		268				268			268	
4:00 PM		219				219			219	
5:00 PM		**278**				**278**			**278**	
6:00 PM		206				206			206	
7:00 PM		127				127			127	
8:00 PM		81				81			81	
9:00 PM		44				44			44	
10:00 PM		42				42			42	
11:00 PM		19				19			19	
Day Total		2740				2740			2740	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 217				8:00 AM 217			8:00 AM 217	
PM Peak Volume		5:00 PM 278				5:00 PM 278			5:00 PM 278	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	0	2	**1**	0	0	0	0	0	0	0	0	5	31-40	3
1:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
2:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	1
5:00 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7	18-27	4
6:00 AM	3	1	6	14	3	0	0	0	0	0	0	0	0	0	27	21-30	20
7:00 AM	7	1	14	31	6	1	0	0	0	0	0	0	0	0	60	21-30	45
8:00 AM	7	**11**	**34**	**40**	8	0	0	0	0	0	0	0	0	0	**100**	21-30	74
9:00 AM	3	5	21	28	4	0	0	0	0	0	0	0	0	0	61	21-30	48
10:00 AM	**11**	8	16	21	**11**	0	0	0	0	0	0	0	0	0	67	21-30	37
11:00 AM	5	8	19	24	3	0	0	0	0	0	0	0	0	0	59	21-30	42
12:00 PM	10	14	35	31	**11**	**2**	0	0	0	0	0	0	0	0	103	21-30	66
1:00 PM	8	2	37	**33**	5	0	0	0	0	0	0	0	0	0	85	21-30	69
2:00 PM	4	17	34	23	5	2	0	0	0	0	0	0	0	0	85	21-30	56
3:00 PM	21	22	47	18	3	0	0	0	0	0	0	0	0	0	111	16-25	69
4:00 PM	16	18	40	20	4	0	0	0	0	0	0	0	0	0	98	21-30	60
5:00 PM	**25**	**27**	**54**	17	2	0	0	0	0	0	0	0	0	0	**125**	16-25	81
6:00 PM	8	15	37	18	1	0	0	0	0	0	0	0	0	0	79	21-30	54
7:00 PM	3	7	24	16	1	0	0	0	0	0	0	0	0	0	51	21-30	40
8:00 PM	4	4	17	4	6	1	0	0	0	0	0	0	0	0	36	16-25	21
9:00 PM	1	1	9	7	2	0	0	0	0	0	0	0	0	0	20	21-30	15
10:00 PM	1	2	6	9	2	0	0	0	0	0	0	0	0	0	20	21-30	15
11:00 PM	2	0	4	4	0	1	0	0	0	0	0	0	0	0	11	21-30	8
Day Total	140	166	462	362	82	8	0	0	0	0	0	0	0	0	1220	21-30	824
Percent	11.5%	13.6%	37.9%	29.7%	6.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 1220																	
AM Peak	10:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	12:00 AM									8:00 AM		
Volume	11	11	34	40	11	1									100		
PM Peak	5:00 PM	5:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM									5:00 PM		
Volume	25	27	54	33	11	2									125		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	140	166	462	362	82	8	0	0	0	0	0	0	0	0	1220	21-30	824
Percent	11.5%	13.6%	37.9%	29.7%	6.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	11.5%	25.1%	63.0%	92.6%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 1220

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

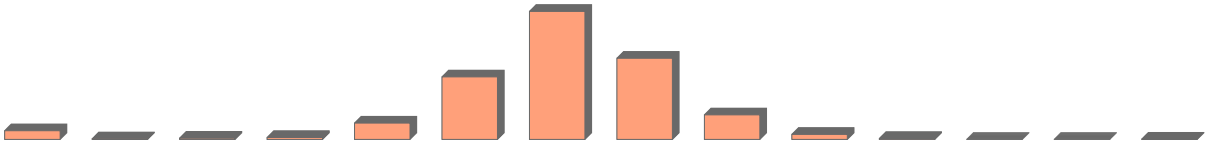
LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		5				5			5	
2:00 AM		3				3			3	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		7				7			7	
6:00 AM		27				27			27	
7:00 AM		60				60			60	
8:00 AM		**100**				**100**			**100**	
9:00 AM		61				61			61	
10:00 AM		67				67			67	
11:00 AM		59				59			59	
12:00 PM		103				103			103	
1:00 PM		85				85			85	
2:00 PM		85				85			85	
3:00 PM		111				111			111	
4:00 PM		98				98			98	
5:00 PM		**125**				**125**			**125**	
6:00 PM		79				79			79	
7:00 PM		51				51			51	
8:00 PM		36				36			36	
9:00 PM		20				20			20	
10:00 PM		20				20			20	
11:00 PM		11				11			11	
Day Total		1220				1220			1220	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		100				100			100	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		125				125			125	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	1	1	0	0	1	0	0	0	0	4	36-45	2
1:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	26-35	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
4:00 AM	0	0	0	1	1	2	2	2	0	0	0	0	0	0	8	41-50	4
5:00 AM	0	0	0	0	4	5	13	4	6	2	0	0	0	0	34	36-45	18
6:00 AM	1	0	0	0	6	15	27	13	8	1	0	0	0	**1**	72	36-45	42
7:00 AM	4	0	0	**2**	16	**58**	91	49	12	1	0	0	0	0	233	36-45	148
8:00 AM	3	0	**4**	1	**20**	56	110	50	13	3	0	0	0	0	**260**	36-45	166
9:00 AM	2	0	0	1	5	43	81	54	15	3	**1**	0	0	0	205	41-50	135
10:00 AM	5	0	1	0	18	38	82	47	**16**	3	1	0	0	0	211	41-50	129
11:00 AM	**8**	0	0	1	7	32	**114**	**68**	15	**4**	0	0	0	0	249	41-50	182
12:00 PM	8	0	0	1	12	42	92	55	20	**4**	1	0	0	0	235	41-50	147
1:00 PM	6	0	0	0	4	29	84	**74**	15	4	0	0	0	0	216	41-50	158
2:00 PM	9	1	0	0	5	**60**	92	40	16	4	0	0	0	**1**	228	36-45	152
3:00 PM	**16**	**3**	**5**	**7**	**16**	50	**99**	55	17	4	0	0	0	0	**272**	41-50	154
4:00 PM	4	1	0	0	8	39	66	59	16	3	0	0	0	0	196	41-50	125
5:00 PM	8	0	0	1	4	37	93	56	**24**	0	2	0	0	0	225	41-50	148
6:00 PM	3	0	1	0	10	28	63	55	11	2	**3**	0	0	0	176	41-50	118
7:00 PM	1	0	0	1	3	15	27	30	10	2	0	0	0	0	89	41-50	57
8:00 PM	0	0	0	1	2	7	5	9	4	1	0	0	0	0	29	41-50	14
9:00 PM	0	0	0	0	2	3	7	5	1	0	0	0	0	0	18	41-50	12
10:00 PM	0	0	0	0	0	1	2	5	1	2	0	0	0	0	11	41-50	7
11:00 PM	0	0	0	0	2	1	2	1	1	0	0	0	0	0	7	41-50	3
Day Total	78	5	11	17	147	563	1153	731	221	45	8	0	0	2	2981	41-50	1883
Percent	2.6%	0.2%	0.4%	0.6%	4.9%	18.9%	38.7%	24.5%	7.4%	1.5%	0.3%	0.0%	0.0%	0.1%			
ADT 2981																	
AM Peak	11:00 AM		8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	9:00 AM			6:00 AM	8:00 AM		
Volume	8		4	2	20	58	114	68	16	4	1			1	260		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	3:00 PM	1:00 PM	5:00 PM	12:00 PM	6:00 PM			2:00 PM	3:00 PM		
Volume	16	3	5	7	16	60	99	74	24	4	3			1	272		

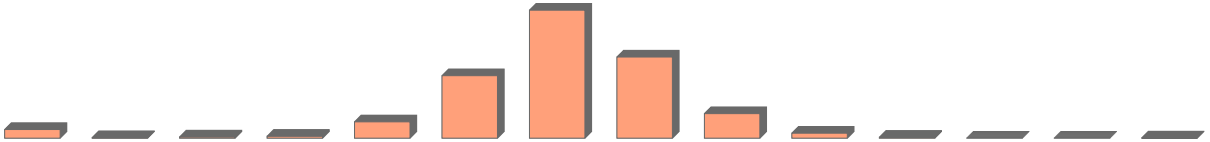
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	78	5	11	17	147	563	1153	731	221	45	8	0	0	2	2981	41-50	1883
Percent	2.6%	0.2%	0.4%	0.6%	4.9%	18.9%	38.7%	24.5%	7.4%	1.5%	0.3%	0.0%	0.0%	0.1%			
Cumulative Percent	2.6%	2.8%	3.2%	3.7%	8.7%	27.5%	66.2%	90.7%	98.2%	99.7%	99.9%	99.9%	99.9%	100.0%			

ADT 2981



85th Percentile 48 MPH

Mean Speed(Average) 42 MPH

Median 42 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: EB

CITY/STATE: Bend, OR

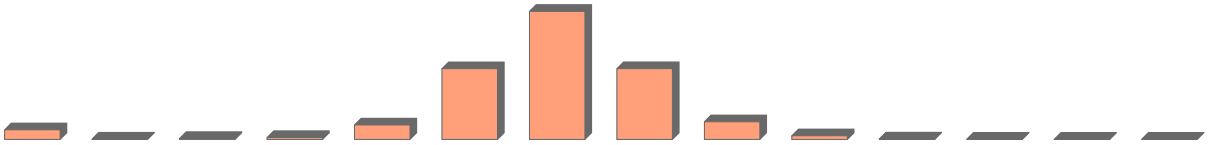
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		2				2			2	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		8				8			8	
5:00 AM		34				34			34	
6:00 AM		72				72			72	
7:00 AM		233				233			233	
8:00 AM		**260**				**260**			**260**	
9:00 AM		205				205			205	
10:00 AM		211				211			211	
11:00 AM		249				249			249	
12:00 PM		235				235			235	
1:00 PM		216				216			216	
2:00 PM		228				228			228	
3:00 PM		**272**				**272**			**272**	
4:00 PM		196				196			196	
5:00 PM		225				225			225	
6:00 PM		176				176			176	
7:00 PM		89				89			89	
8:00 PM		29				29			29	
9:00 PM		18				18			18	
10:00 PM		11				11			11	
11:00 PM		7				7			7	
Day Total		2981				2981			2981	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 260				8:00 AM 260			8:00 AM 260	
PM Peak Volume		3:00 PM 272				3:00 PM 272			3:00 PM 272	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	3	2	1	1	1	0	0	0	0	9	36-45	5
1:00 AM	0	0	0	0	2	1	0	0	0	1	0	0	0	0	4	31-40	3
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
4:00 AM	0	0	0	1	2	3	6	3	1	1	0	0	0	0	17	37-46	9
5:00 AM	0	0	0	0	4	10	16	6	7	2	0	0	0	0	45	36-45	26
6:00 AM	2	0	0	1	9	30	46	24	8	1	0	0	0	**1**	122	36-45	76
7:00 AM	11	**1**	2	**8**	**31**	**114**	164	77	15	2	0	0	0	0	425	36-45	278
8:00 AM	8	0	**4**	2	26	94	180	81	16	3	0	**1**	0	0	415	36-45	274
9:00 AM	5	0	0	1	10	87	125	88	20	**5**	**1**	1	0	0	343	41-50	213
10:00 AM	9	0	1	1	24	86	159	73	**24**	3	1	0	0	0	381	36-45	245
11:00 AM	**23**	0	1	5	21	93	**208**	**113**	22	4	0	0	0	0	**490**	41-50	321
12:00 PM	20	0	0	3	18	115	**232**	116	23	6	1	0	0	0	534	41-50	348
1:00 PM	16	0	0	0	12	89	171	124	27	7	0	0	0	0	446	41-50	295
2:00 PM	20	1	0	1	8	114	200	95	26	6	0	0	0	**1**	472	36-45	314
3:00 PM	**32**	**3**	**8**	**8**	**28**	**123**	224	103	26	5	0	**1**	0	0	**561**	36-45	346
4:00 PM	10	1	0	0	19	112	210	125	31	**10**	0	0	0	0	518	41-50	335
5:00 PM	18	0	0	1	10	106	223	**139**	**37**	2	2	0	0	0	538	41-50	361
6:00 PM	11	0	1	1	20	73	147	102	23	3	**3**	0	0	0	384	41-50	248
7:00 PM	2	0	0	1	15	65	95	60	17	4	0	0	**1**	0	260	36-45	160
8:00 PM	1	0	0	1	11	41	45	25	11	1	0	0	0	0	136	36-45	86
9:00 PM	0	0	0	0	8	14	37	17	4	2	0	0	0	0	82	41-50	54
10:00 PM	0	0	0	1	2	7	10	10	5	2	0	0	0	0	37	41-50	20
11:00 PM	0	0	0	0	2	3	5	3	1	0	0	0	0	0	14	36-45	8
Day Total	188	6	17	36	283	1384	2506	1385	345	71	8	3	1	2	6235	41-50	3891
Percent	3.0%	0.1%	0.3%	0.6%	4.5%	22.2%	40.2%	22.2%	5.5%	1.1%	0.1%	0.0%	0.0%	0.0%			
ADT 6235																	
AM Peak	11:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM		6:00 AM	11:00 AM		
Volume	23	1	4	8	31	114	208	113	24	5	1	1		1	490		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	5:00 PM	5:00 PM	4:00 PM	6:00 PM	3:00 PM	7:00 PM	2:00 PM	3:00 PM		
Volume	32	3	8	8	28	123	232	139	37	10	3	1	1	1	561		

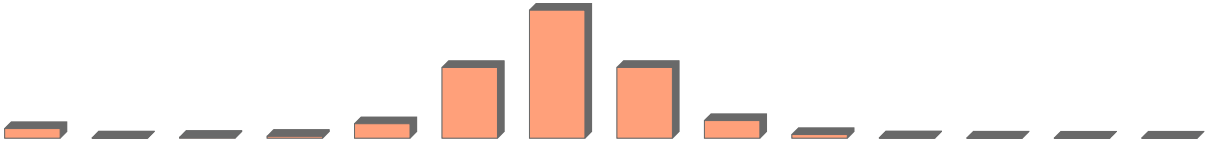
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	188	6	17	36	283	1384	2506	1385	345	71	8	3	1	2	6235	41-50	3891
Percent	3.0%	0.1%	0.3%	0.6%	4.5%	22.2%	40.2%	22.2%	5.5%	1.1%	0.1%	0.0%	0.0%	0.0%			
Cumulative Percent	3.0%	3.1%	3.4%	4.0%	8.5%	30.7%	70.9%	93.1%	98.6%	99.8%	99.9%	100.0%	100.0%	100.0%			

ADT 6235



85th Percentile 48 MPH

Mean Speed(Average) 41 MPH

Median 42 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: EB/WB

CITY/STATE: Bend, OR

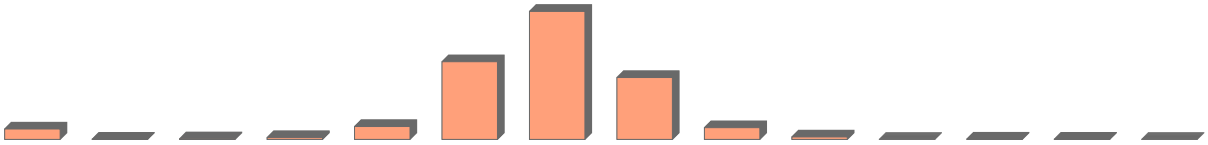
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	
1:00 AM		4				4			4	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		17				17			17	
5:00 AM		45				45			45	
6:00 AM		122				122			122	
7:00 AM		425				425			425	
8:00 AM		415				415			415	
9:00 AM		343				343			343	
10:00 AM		381				381			381	
11:00 AM		**490**				**490**			**490**	
12:00 PM		534				534			534	
1:00 PM		446				446			446	
2:00 PM		472				472			472	
3:00 PM		**561**				**561**			**561**	
4:00 PM		518				518			518	
5:00 PM		538				538			538	
6:00 PM		384				384			384	
7:00 PM		260				260			260	
8:00 PM		136				136			136	
9:00 PM		82				82			82	
10:00 PM		37				37			37	
11:00 PM		14				14			14	
Day Total		6235				6235			6235	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 490				11:00 AM 490			11:00 AM 490	
PM Peak Volume		3:00 PM 561				3:00 PM 561			3:00 PM 561	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5	36-45	3
1:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31-40	2
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	0	0	1	1	4	1	1	1	0	0	0	0	9	36-45	5
5:00 AM	0	0	0	0	0	5	3	2	1	0	0	0	0	0	11	37-46	7
6:00 AM	1	0	0	1	3	15	19	11	0	0	0	0	0	0	50	37-46	33
7:00 AM	7	**1**	**2**	**6**	**15**	56	73	28	3	1	0	0	0	0	192	36-45	129
8:00 AM	5	0	0	1	6	38	70	31	3	0	0	**1**	0	0	155	36-45	108
9:00 AM	3	0	0	0	5	44	44	34	5	**2**	0	1	0	0	138	36-45	88
10:00 AM	4	0	0	1	6	48	77	26	**8**	0	0	0	0	0	170	36-45	125
11:00 AM	**15**	0	1	4	14	**61**	**94**	**45**	7	0	0	0	0	0	**241**	36-45	155
12:00 PM	12	0	0	**2**	6	**73**	140	61	3	2	0	0	0	0	299	36-45	213
1:00 PM	10	0	0	0	8	60	87	50	12	3	0	0	0	0	230	36-45	147
2:00 PM	11	0	0	1	3	54	108	55	10	2	0	0	0	0	244	41-50	163
3:00 PM	**16**	0	**3**	1	**12**	73	125	48	9	1	0	**1**	0	0	289	36-45	198
4:00 PM	6	0	0	0	11	73	**144**	66	**15**	**7**	0	0	0	0	**322**	36-45	217
5:00 PM	10	0	0	0	6	69	130	**83**	13	2	0	0	0	0	313	41-50	213
6:00 PM	8	0	0	1	10	45	84	47	12	1	0	0	0	0	208	41-50	131
7:00 PM	1	0	0	0	12	50	68	30	7	2	0	0	**1**	0	171	36-45	117
8:00 PM	1	0	0	0	9	34	40	16	7	0	0	0	0	0	107	36-45	74
9:00 PM	0	0	0	0	6	11	30	12	3	2	0	0	0	0	64	41-50	42
10:00 PM	0	0	0	1	2	6	8	5	4	0	0	0	0	0	26	36-45	14
11:00 PM	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	41-50	5
Day Total	110	1	6	19	136	821	1353	654	124	26	0	3	1	0	3254	36-45	2174
Percent	3.4%	0.0%	0.2%	0.6%	4.2%	25.2%	41.6%	20.1%	3.8%	0.8%	0.0%	0.1%	0.0%	0.0%			
ADT 3254																	
AM Peak	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM		8:00 AM			11:00 AM		
Volume	15	1	2	6	15	61	94	45	8	2		1			241		
PM Peak	3:00 PM		3:00 PM	12:00 PM	3:00 PM	12:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM		3:00 PM	7:00 PM		4:00 PM		
Volume	16		3	2	12	73	144	83	15	7		1	1		322		

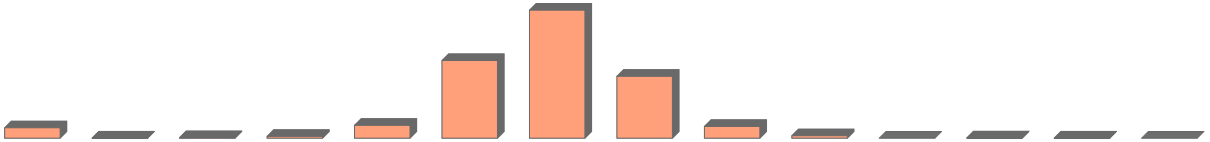
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	110	1	6	19	136	821	1353	654	124	26	0	3	1	0	3254	36-45	2174
Percent	3.4%	0.0%	0.2%	0.6%	4.2%	25.2%	41.6%	20.1%	3.8%	0.8%	0.0%	0.1%	0.0%	0.0%			
Cumulative Percent	3.4%	3.4%	3.6%	4.2%	8.4%	33.6%	75.2%	95.3%	99.1%	99.9%	99.9%	100.0%	100.0%	100.0%			

ADT 3254



85th Percentile 47 MPH

Mean Speed(Average) 41 MPH

Median 41 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		2				2			2	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		9				9			9	
5:00 AM		11				11			11	
6:00 AM		50				50			50	
7:00 AM		192				192			192	
8:00 AM		155				155			155	
9:00 AM		138				138			138	
10:00 AM		170				170			170	
11:00 AM		**241**				**241**			**241**	
12:00 PM		299				299			299	
1:00 PM		230				230			230	
2:00 PM		244				244			244	
3:00 PM		289				289			289	
4:00 PM		**322**				**322**			**322**	
5:00 PM		313				313			313	
6:00 PM		208				208			208	
7:00 PM		171				171			171	
8:00 PM		107				107			107	
9:00 PM		64				64			64	
10:00 PM		26				26			26	
11:00 PM		7				7			7	
Day Total		3254				3254			3254	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		241				241			241	
PM Peak		4:00 PM				4:00 PM			4:00 PM	
Volume		322				322			322	

Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6	26-35	5
1:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
2:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	31-40	4
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
4:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
5:00 AM	0	0	0	3	10	12	4	0	0	0	0	0	0	0	29	31-40	21
6:00 AM	1	0	1	9	29	33	12	**1**	0	0	0	0	0	0	86	31-40	61
7:00 AM	8	0	4	26	123	89	**18**	0	0	0	0	0	0	0	268	31-40	212
8:00 AM	7	1	5	16	134	**108**	18	0	0	0	0	0	0	0	289	31-40	242
9:00 AM	3	1	4	44	129	88	11	1	0	0	0	0	0	0	281	31-40	217
10:00 AM	10	0	11	59	139	65	16	1	0	0	0	0	0	0	301	31-40	204
11:00 AM	**15**	**2**	**13**	**84**	**173**	45	7	1	0	0	0	0	0	0	**340**	26-35	257
12:00 PM	9	**6**	**17**	**103**	198	89	7	1	0	0	0	0	0	0	430	26-35	301
1:00 PM	13	1	8	60	164	95	**16**	0	0	0	0	0	0	0	357	31-40	259
2:00 PM	6	4	13	64	167	91	12	1	0	0	0	0	0	0	358	31-40	258
3:00 PM	5	2	12	97	188	**96**	9	**2**	0	0	0	0	0	0	411	26-35	285
4:00 PM	10	5	3	59	**225**	85	6	0	0	0	0	0	0	0	393	31-40	310
5:00 PM	**16**	0	8	83	223	95	9	2	0	0	0	0	0	0	**436**	31-40	318
6:00 PM	12	1	13	73	139	55	12	0	0	0	0	0	0	0	305	26-35	212
7:00 PM	2	0	7	68	111	26	2	0	0	0	0	0	0	0	216	26-35	178
8:00 PM	2	0	1	28	46	15	1	0	0	0	0	0	0	0	93	26-35	74
9:00 PM	0	0	3	10	26	10	0	0	0	0	0	0	0	0	49	26-35	36
10:00 PM	0	0	0	3	9	8	1	0	0	0	0	0	0	0	21	31-40	17
11:00 PM	0	0	0	0	9	3	2	0	0	0	0	0	0	0	14	31-40	12
Day Total	119	23	123	893	2247	1111	165	10	0	0	0	0	0	0	4691	31-40	3357
Percent	2.5%	0.5%	2.6%	19.0%	47.9%	23.7%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 4691																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM							11:00 AM		
Volume	15	2	13	84	173	108	18	1							340		
PM Peak	5:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM	1:00 PM	3:00 PM							5:00 PM		
Volume	16	6	17	103	225	96	16	2							436		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	119	23	123	893	2247	1111	165	10	0	0	0	0	0	0	4691	31-40	3357
Percent	2.5%	0.5%	2.6%	19.0%	47.9%	23.7%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	2.5%	3.0%	5.6%	24.7%	72.6%	96.3%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 4691

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		2				2			2	
2:00 AM		4				4			4	
3:00 AM		1				1			1	
4:00 AM		1				1			1	
5:00 AM		29				29			29	
6:00 AM		86				86			86	
7:00 AM		268				268			268	
8:00 AM		289				289			289	
9:00 AM		281				281			281	
10:00 AM		301				301			301	
11:00 AM		**340**				**340**			**340**	
12:00 PM		430				430			430	
1:00 PM		357				357			357	
2:00 PM		358				358			358	
3:00 PM		411				411			411	
4:00 PM		393				393			393	
5:00 PM		**436**				**436**			**436**	
6:00 PM		305				305			305	
7:00 PM		216				216			216	
8:00 PM		93				93			93	
9:00 PM		49				49			49	
10:00 PM		21				21			21	
11:00 PM		14				14			14	
Day Total		4691				4691			4691	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		340				340			340	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		436				436			436	

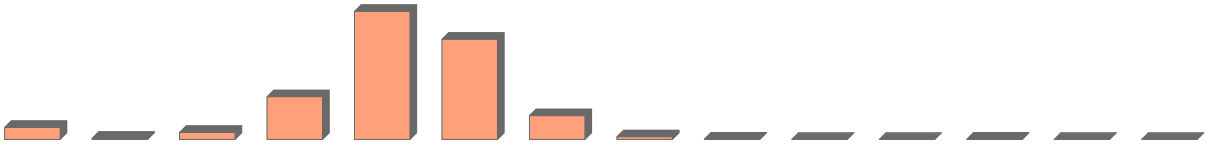
Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB/SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	4	5	5	3	0	0	0	0	0	0	0	17	31-40	10
1:00 AM	0	0	0	1	1	5	0	0	0	0	0	0	0	0	7	31-40	6
2:00 AM	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6	31-40	5
3:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	21-30	1
4:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	36-45	2
5:00 AM	0	0	0	4	19	25	9	0	0	0	0	0	0	0	57	31-40	44
6:00 AM	2	0	1	14	50	63	20	1	0	0	0	0	0	0	151	31-40	112
7:00 AM	19	0	5	38	188	191	**60**	**6**	**1**	0	0	0	0	0	508	31-40	379
8:00 AM	18	1	5	30	219	**212**	51	2	0	0	0	0	0	0	538	31-40	430
9:00 AM	19	2	14	67	201	189	44	6	0	0	0	0	0	0	542	31-40	389
10:00 AM	24	2	17	84	234	176	44	3	0	0	0	0	0	0	584	31-40	410
11:00 AM	**29**	**4**	**27**	**125**	**302**	140	21	2	0	0	0	0	0	0	**650**	31-40	442
12:00 PM	30	**6**	**29**	**145**	**344**	215	40	5	0	0	0	0	0	0	**814**	31-40	559
1:00 PM	39	1	9	86	290	227	55	3	0	0	0	0	0	0	710	31-40	517
2:00 PM	20	5	18	78	246	241	**65**	8	0	0	0	0	0	0	681	31-40	487
3:00 PM	21	2	19	114	279	**262**	58	**11**	**2**	0	0	0	0	0	768	31-40	541
4:00 PM	29	6	12	75	322	251	52	5	1	0	0	0	0	0	753	31-40	573
5:00 PM	**43**	0	12	105	342	228	48	6	0	0	0	0	0	0	784	31-40	570
6:00 PM	31	1	15	92	216	159	42	6	1	0	0	0	0	0	563	31-40	374
7:00 PM	8	0	7	81	176	88	24	4	0	0	0	0	0	0	388	31-40	264
8:00 PM	4	0	2	36	82	59	14	2	0	0	0	0	0	0	199	31-40	141
9:00 PM	0	0	4	13	52	46	7	1	0	0	0	0	0	0	123	31-40	97
10:00 PM	0	0	0	6	20	21	5	0	0	0	0	0	0	0	52	31-40	41
11:00 PM	0	0	0	1	14	12	4	0	0	0	0	**1**	0	0	32	31-40	25
Day Total	336	30	196	1201	3606	2819	668	72	5	0	0	1	0	0	8934	31-40	6424
Percent	3.8%	0.3%	2.2%	13.4%	40.4%	31.6%	7.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 8934



AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM						11:00 AM		
Volume	29	4	27	125	302	212	60	6	1						650		
PM Peak	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM			11:00 PM			12:00 PM		
Volume	43	6	29	145	344	262	65	11	2			1			814		

Comments:

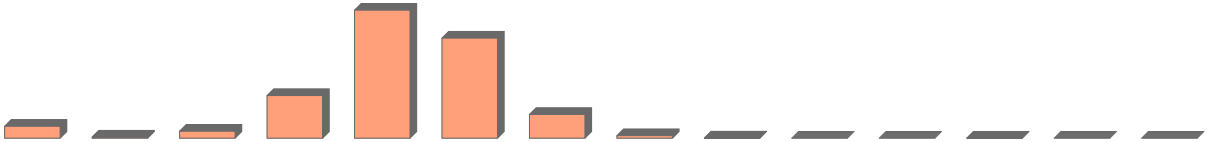
SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	336	30	196	1201	3606	2819	668	72	5	0	0	1	0	0	8934	31-40	6424
Percent	3.8%	0.3%	2.2%	13.4%	40.4%	31.6%	7.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.8%	4.1%	6.3%	19.7%	60.1%	91.6%	99.1%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 8934



85th Percentile 38 MPH

Mean Speed(Average) 33 MPH

Median 33 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		17				17			17	
1:00 AM		7				7			7	
2:00 AM		6				6			6	
3:00 AM		3				3			3	
4:00 AM		4				4			4	
5:00 AM		57				57			57	
6:00 AM		151				151			151	
7:00 AM		508				508			508	
8:00 AM		538				538			538	
9:00 AM		542				542			542	
10:00 AM		584				584			584	
11:00 AM		**650**				**650**			**650**	
12:00 PM		**814**				**814**			**814**	
1:00 PM		710				710			710	
2:00 PM		681				681			681	
3:00 PM		768				768			768	
4:00 PM		753				753			753	
5:00 PM		784				784			784	
6:00 PM		563				563			563	
7:00 PM		388				388			388	
8:00 PM		199				199			199	
9:00 PM		123				123			123	
10:00 PM		52				52			52	
11:00 PM		32				32			32	
Day Total		8934				8934			8934	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 650				11:00 AM 650			11:00 AM 650	
PM Peak Volume		12:00 PM 814				12:00 PM 814			12:00 PM 814	

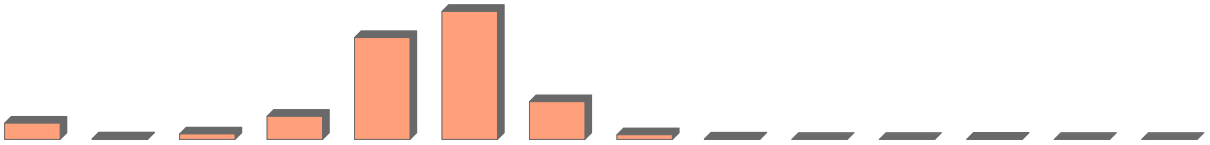
Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	3	5	2	0	0	0	0	0	0	0	11	31-40	8
1:00 AM	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5	31-40	4
2:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
3:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
4:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	31-40	2
5:00 AM	0	0	0	1	9	13	5	0	0	0	0	0	0	0	28	31-40	22
6:00 AM	1	0	0	5	21	30	8	0	0	0	0	0	0	0	65	31-40	51
7:00 AM	11	0	1	12	65	102	**42**	**6**	**1**	0	0	0	0	0	240	31-40	167
8:00 AM	11	0	0	14	85	104	33	2	0	0	0	0	0	0	249	31-40	189
9:00 AM	**16**	1	10	23	72	101	33	5	0	0	0	0	0	0	261	31-40	172
10:00 AM	14	**2**	6	25	95	**111**	28	2	0	0	0	0	0	0	283	31-40	205
11:00 AM	14	2	**14**	**41**	**129**	95	14	1	0	0	0	0	0	0	**310**	31-40	224
12:00 PM	21	0	**12**	**42**	**146**	126	33	4	0	0	0	0	0	0	**384**	31-40	272
1:00 PM	26	0	1	26	126	132	39	3	0	0	0	0	0	0	353	31-40	257
2:00 PM	14	**1**	5	14	79	150	**53**	7	0	0	0	0	0	0	323	31-40	229
3:00 PM	16	0	7	17	91	**166**	49	**9**	**2**	0	0	0	0	0	357	31-40	257
4:00 PM	19	1	9	16	97	166	46	5	1	0	0	0	0	0	360	31-40	263
5:00 PM	**27**	0	4	22	119	133	39	4	0	0	0	0	0	0	348	31-40	252
6:00 PM	19	0	2	19	77	104	30	6	1	0	0	0	0	0	258	31-40	181
7:00 PM	6	0	0	13	65	62	22	4	0	0	0	0	0	0	172	31-40	127
8:00 PM	2	0	1	8	36	44	13	2	0	0	0	0	0	0	106	31-40	80
9:00 PM	0	0	1	3	26	36	7	1	0	0	0	0	0	0	74	31-40	62
10:00 PM	0	0	0	3	11	13	4	0	0	0	0	0	0	0	31	31-40	24
11:00 PM	0	0	0	1	5	9	2	0	0	0	0	**1**	0	0	18	31-40	14
Day Total	217	7	73	308	1359	1708	503	62	5	0	0	1	0	0	4243	31-40	3067
Percent	5.1%	0.2%	1.7%	7.3%	32.0%	40.3%	11.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 4243



AM Peak	9:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	7:00 AM						11:00 AM		
Volume	16	2	14	41	129	111	42	6	1						310		
PM Peak	5:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM			11:00 PM			12:00 PM		
Volume	27	1	12	42	146	166	53	9	2			1			384		

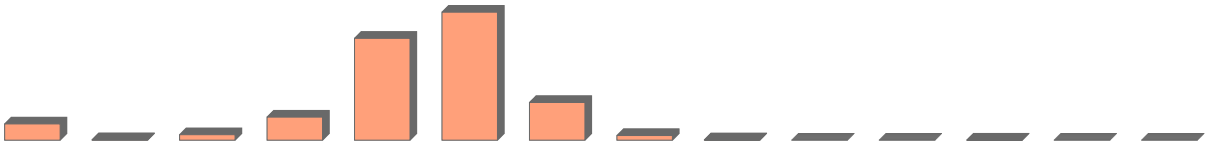
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	217	7	73	308	1359	1708	503	62	5	0	0	1	0	0	4243	31-40	3067
Percent	5.1%	0.2%	1.7%	7.3%	32.0%	40.3%	11.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	5.1%	5.3%	7.0%	14.3%	46.3%	86.5%	98.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 4243



85th Percentile 39 MPH

Mean Speed(Average) 34 MPH

Median 35 MPH

Mode: 38 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave

QC JOB #: 13576272

SPECIFIC LOCATION: SW Century Drive south of Simpson Ave

DIRECTION: SB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		11				11			11	
1:00 AM		5				5			5	
2:00 AM		2				2			2	
3:00 AM		2				2			2	
4:00 AM		3				3			3	
5:00 AM		28				28			28	
6:00 AM		65				65			65	
7:00 AM		240				240			240	
8:00 AM		249				249			249	
9:00 AM		261				261			261	
10:00 AM		283				283			283	
11:00 AM		**310**				**310**			**310**	
12:00 PM		**384**				**384**			**384**	
1:00 PM		353				353			353	
2:00 PM		323				323			323	
3:00 PM		357				357			357	
4:00 PM		360				360			360	
5:00 PM		348				348			348	
6:00 PM		258				258			258	
7:00 PM		172				172			172	
8:00 PM		106				106			106	
9:00 PM		74				74			74	
10:00 PM		31				31			31	
11:00 PM		18				18			18	
Day Total		4243				4243			4243	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 310				11:00 AM 310			11:00 AM 310	
PM Peak Volume		12:00 PM 384				12:00 PM 384			12:00 PM 384	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	3	2	9	1	0	0	0	0	0	0	0	0	16	26-35	11
1:00 AM	0	0	2	5	5	0	0	0	0	0	0	0	0	0	12	26-35	10
2:00 AM	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9	28-37	5
3:00 AM	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4	21-30	3
4:00 AM	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
5:00 AM	2	2	2	19	4	2	1	0	0	0	0	0	0	0	32	26-35	22
6:00 AM	5	4	19	41	36	7	0	0	0	0	0	0	0	0	112	26-35	77
7:00 AM	24	6	76	187	**105**	6	**2**	0	0	0	0	0	0	0	406	26-35	292
8:00 AM	39	14	104	224	91	**8**	0	0	0	0	0	0	0	0	480	21-30	328
9:00 AM	34	12	126	**279**	81	6	0	0	0	0	0	0	0	0	538	21-30	404
10:00 AM	44	16	110	199	69	4	0	0	0	0	0	0	0	0	442	21-30	309
11:00 AM	**61**	**36**	**230**	259	46	3	1	0	0	0	0	0	0	0	**636**	21-30	488
12:00 PM	79	**43**	**211**	225	36	1	0	0	0	0	0	0	0	0	595	21-30	436
1:00 PM	64	36	195	210	51	1	**1**	0	0	0	0	0	0	0	558	21-30	405
2:00 PM	40	21	151	239	77	**5**	0	0	0	0	0	0	0	0	533	21-30	389
3:00 PM	**83**	27	182	236	**82**	2	0	0	0	0	0	0	0	0	612	21-30	418
4:00 PM	67	28	130	281	75	5	0	0	0	0	0	0	0	0	586	21-30	411
5:00 PM	81	40	205	**300**	62	1	0	0	0	0	0	0	0	0	**689**	21-30	505
6:00 PM	49	20	144	218	65	5	0	0	0	0	0	0	0	0	501	21-30	362
7:00 PM	41	12	112	176	51	4	0	0	0	0	0	0	0	0	396	21-30	288
8:00 PM	13	16	31	124	72	5	0	0	0	0	0	0	0	0	261	26-35	195
9:00 PM	4	4	27	75	34	2	0	0	0	0	0	0	0	0	146	26-35	109
10:00 PM	4	2	14	42	34	3	0	0	**1**	0	0	0	0	0	100	26-35	76
11:00 PM	1	1	5	28	15	1	0	0	0	0	0	0	0	0	51	26-35	43
Day Total	737	340	2081	3378	1105	74	5	0	1	0	0	0	0	0	7721	21-30	5459
Percent	9.5%	4.4%	27.0%	43.8%	14.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7721																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM								11:00 AM		
Volume	61	36	230	279	105	8	2								636		
PM Peak	3:00 PM	12:00 PM	12:00 PM	5:00 PM	3:00 PM	2:00 PM	1:00 PM		10:00 PM						5:00 PM		
Volume	83	43	211	300	82	5	1		1						689		

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	13	7	0	0	0	0	0	0	0	0	0	23	26-35	19
1:00 AM	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8	27-36	6
2:00 AM	0	1	1	0	6	1	0	0	0	0	0	0	0	0	9	31-40	6
3:00 AM	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	26-35	2
4:00 AM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	26-35	5
5:00 AM	1	2	5	17	11	0	0	0	0	0	0	0	0	0	36	26-35	28
6:00 AM	3	1	19	34	24	7	2	0	0	0	0	0	0	0	90	26-35	57
7:00 AM	22	3	55	140	**90**	**10**	**3**	**1**	0	0	0	0	0	0	324	26-35	230
8:00 AM	30	12	79	221	88	5	1	0	0	0	0	0	0	0	436	26-35	309
9:00 AM	35	21	118	216	73	7	0	0	0	0	0	0	0	0	470	21-30	334
10:00 AM	49	21	102	226	65	4	1	0	0	0	0	0	0	0	468	21-30	328
11:00 AM	**62**	**33**	**205**	**245**	51	3	0	0	0	0	0	0	0	0	**599**	21-30	450
12:00 PM	**89**	43	176	250	45	1	0	0	0	0	0	0	0	0	604	21-30	426
1:00 PM	89	**62**	178	212	50	1	0	0	0	0	0	0	0	0	592	21-30	389
2:00 PM	87	45	197	**260**	**53**	**3**	0	0	0	0	0	0	0	0	**645**	21-30	457
3:00 PM	70	50	**225**	241	51	2	0	0	0	0	0	0	0	0	639	21-30	466
4:00 PM	22	8	36	71	13	2	0	0	**1**	0	0	0	0	0	153	21-30	106
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
9:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8-17	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	565	303	1398	2152	635	48	8	1	1	0	0	0	0	0	5111	21-30	3549
Percent	11.1%	5.9%	27.4%	42.1%	12.4%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5111																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM							11:00 AM		
Volume	62	33	205	245	90	10	3	1							599		
PM Peak	12:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM			4:00 PM						2:00 PM		
Volume	89	62	225	260	53	3			1						645		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1302	643	3479	5530	1740	122	13	1	2	0	0	0	0	0	12832	21-30	9009
Percent	10.1%	5.0%	27.1%	43.1%	13.6%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	10.1%	15.2%	42.3%	85.4%	98.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
6416

85th Percentile 29 MPH

Mean Speed(Average) 24 MPH

Median 25 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				16	23	20			20	
1:00 AM				12	8	10			10	
2:00 AM				9	9	9			9	
3:00 AM				4	3	4			4	
4:00 AM				6	6	6			6	
5:00 AM				32	36	34			34	
6:00 AM				112	90	101			101	
7:00 AM				406	324	365			365	
8:00 AM				480	436	458			458	
9:00 AM				538	470	504			504	
10:00 AM				442	468	455			455	
11:00 AM				**636**	**599**	**618**			**618**	
12:00 PM				595	604	600			600	
1:00 PM				558	592	575			575	
2:00 PM				533	**645**	589			589	
3:00 PM				612	639	**626**			**626**	
4:00 PM				586	153	370			370	
5:00 PM				**689**	0	345			345	
6:00 PM				501	1	251			251	
7:00 PM				396	0	198			198	
8:00 PM				261	1	131			131	
9:00 PM				146	4	75			75	
10:00 PM				100	0	50			50	
11:00 PM				51	0	26			26	
Day Total				7721	5111	6420			6420	
% Weekday Average				120.3%	79.6%					
% Week Average				120.3%	79.6%	100.0%				
AM Peak Volume				11:00 AM 636	11:00 AM 599	11:00 AM 618			11:00 AM 618	
PM Peak Volume				5:00 PM 689	2:00 PM 645	3:00 PM 626			3:00 PM 626	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	3	8	14	4	1	0	0	0	0	0	0	0	31	27-36	21
1:00 AM	0	0	2	7	11	3	**2**	0	0	0	0	0	0	0	25	26-35	18
2:00 AM	0	0	2	6	5	2	0	0	0	0	0	0	0	0	15	26-35	11
3:00 AM	1	0	0	3	2	0	0	0	0	0	0	0	0	0	6	26-35	5
4:00 AM	0	1	0	7	6	2	0	0	0	0	0	0	0	0	16	26-35	12
5:00 AM	4	4	5	32	34	6	2	0	0	0	0	0	0	0	87	26-35	66
6:00 AM	8	5	29	93	105	28	2	0	0	0	0	0	0	0	270	26-35	198
7:00 AM	57	10	115	321	**267**	**29**	2	0	0	0	0	0	0	0	801	26-35	588
8:00 AM	76	20	149	426	230	23	0	0	0	0	0	0	0	0	924	26-35	656
9:00 AM	75	15	180	**498**	213	19	1	0	0	0	0	0	0	0	1001	26-35	710
10:00 AM	109	48	194	404	177	16	0	0	0	0	0	0	0	0	948	21-30	597
11:00 AM	**151**	**73**	**346**	475	144	9	1	0	0	0	0	0	0	0	**1199**	21-30	821
12:00 PM	**272**	**88**	**372**	444	77	5	0	0	0	0	0	0	0	0	1258	21-30	815
1:00 PM	163	79	349	400	129	4	**1**	0	0	0	0	0	0	0	1125	21-30	749
2:00 PM	137	47	266	**511**	165	8	0	0	0	0	0	0	0	0	1134	21-30	777
3:00 PM	243	59	303	454	158	6	0	**1**	0	0	0	0	0	0	1224	21-30	756
4:00 PM	162	48	248	501	**167**	14	0	0	0	0	0	0	0	0	1140	21-30	749
5:00 PM	245	78	338	478	131	3	0	0	**1**	0	0	0	0	0	**1274**	21-30	815
6:00 PM	113	31	226	449	150	9	0	0	0	0	0	0	0	0	978	21-30	674
7:00 PM	81	22	148	323	140	13	1	0	0	0	0	0	0	0	728	21-30	471
8:00 PM	28	18	60	229	162	15	0	0	0	0	0	0	0	0	512	26-35	390
9:00 PM	7	7	46	162	86	**17**	1	0	0	0	0	0	0	0	326	26-35	247
10:00 PM	6	3	19	82	77	8	0	0	1	0	0	0	0	0	196	26-35	158
11:00 PM	2	1	10	49	34	7	1	0	0	0	0	0	0	0	104	26-35	83
Day Total	1941	657	3410	6362	2684	250	15	1	2	0	0	0	0	0	15322	21-30	9772
Percent	12.7%	4.3%	22.3%	41.5%	17.5%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 15322																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	7:00 AM	1:00 AM								11:00 AM		
Volume	151	73	346	498	267	29	2								1199		
PM Peak	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	9:00 PM	1:00 PM	3:00 PM	5:00 PM						5:00 PM		
Volume	272	88	372	511	167	17	1	1	1						1274		

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	5	27	18	4	1	0	0	0	0	0	0	0	56	26-35	44
1:00 AM	0	0	1	9	5	3	0	0	0	0	0	0	0	0	18	26-35	14
2:00 AM	0	1	2	0	9	2	0	0	0	0	0	0	0	0	14	31-40	10
3:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	26-35	3
4:00 AM	0	0	1	4	11	2	0	0	0	0	0	0	0	0	18	28-37	14
5:00 AM	2	3	9	41	37	2	2	0	0	0	0	0	0	0	96	26-35	78
6:00 AM	7	2	41	99	80	22	2	**1**	0	0	0	0	0	0	254	26-35	179
7:00 AM	43	4	76	290	261	**31**	**4**	1	0	0	0	0	0	0	710	26-35	551
8:00 AM	58	14	128	411	**286**	21	1	0	0	0	0	0	0	0	919	26-35	697
9:00 AM	89	32	178	420	248	18	0	0	0	0	0	0	0	0	985	26-35	667
10:00 AM	107	32	213	**459**	163	11	1	0	0	0	0	0	0	0	986	21-30	671
11:00 AM	**186**	**73**	**292**	444	129	10	0	0	0	0	0	0	0	0	**1134**	21-30	735
12:00 PM	**219**	82	362	480	90	6	0	0	0	0	0	0	0	0	1239	21-30	842
1:00 PM	217	**107**	372	432	103	4	0	0	0	0	0	0	0	0	1235	21-30	804
2:00 PM	176	69	325	**498**	**142**	**10**	0	0	0	0	0	0	0	0	1220	21-30	822
3:00 PM	166	89	**387**	462	130	7	0	0	0	0	0	0	0	0	**1241**	21-30	849
4:00 PM	36	11	65	123	47	4	0	0	**1**	0	0	0	0	0	287	21-30	188
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
9:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8-17	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1312	520	2457	4200	1761	157	12	2	1	0	0	0	0	0	10422	21-30	6657
Percent	12.6%	5.0%	23.6%	40.3%	16.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 10422																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM							11:00 AM		
Volume	186	73	292	459	286	31	4	1							1134		
PM Peak	12:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM			4:00 PM						3:00 PM		
Volume	219	107	387	498	142	10			1						1241		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	3253	1177	5867	10562	4445	407	27	3	3	0	0	0	0	0	25744	21-30	16429
Percent	12.6%	4.6%	22.8%	41.0%	17.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	12.6%	17.2%	40.0%	81.0%	98.3%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 12872

85th Percentile 31 MPH

Mean Speed(Average) 24 MPH

Median 26 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				31	56	44			44	
1:00 AM				25	18	22			22	
2:00 AM				15	14	15			15	
3:00 AM				6	4	5			5	
4:00 AM				16	18	17			17	
5:00 AM				87	96	92			92	
6:00 AM				270	254	262			262	
7:00 AM				801	710	756			756	
8:00 AM				924	919	922			922	
9:00 AM				1001	985	993			993	
10:00 AM				948	986	967			967	
11:00 AM				**1199**	**1134**	**1167**			**1167**	
12:00 PM				1258	1239	**1249**			**1249**	
1:00 PM				1125	1235	1180			1180	
2:00 PM				1134	1220	1177			1177	
3:00 PM				1224	**1241**	1233			1233	
4:00 PM				1140	287	714			714	
5:00 PM				**1274**	0	637			637	
6:00 PM				978	1	490			490	
7:00 PM				728	0	364			364	
8:00 PM				512	1	257			257	
9:00 PM				326	4	165			165	
10:00 PM				196	0	98			98	
11:00 PM				104	0	52			52	
Day Total				15322	10422	12878			12878	
% Weekday Average				119.0%	80.9%					
% Week Average				119.0%	80.9%	100.0%				
AM Peak Volume				11:00 AM 1199	11:00 AM 1134	11:00 AM 1167			11:00 AM 1167	
PM Peak Volume				5:00 PM 1274	3:00 PM 1241	12:00 PM 1249			12:00 PM 1249	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: SB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	6	5	3	1	0	0	0	0	0	0	0	15	26-35	11
1:00 AM	0	0	0	2	6	3	**2**	0	0	0	0	0	0	0	13	31-40	9
2:00 AM	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
4:00 AM	0	1	0	4	4	1	0	0	0	0	0	0	0	0	10	26-35	8
5:00 AM	2	2	3	13	30	4	1	0	0	0	0	0	0	0	55	26-35	43
6:00 AM	3	1	10	52	69	21	2	0	0	0	0	0	0	0	158	26-35	121
7:00 AM	33	4	39	134	**162**	**23**	0	0	0	0	0	0	0	0	395	26-35	295
8:00 AM	37	6	45	202	139	15	0	0	0	0	0	0	0	0	444	26-35	340
9:00 AM	41	3	54	**219**	132	13	1	0	0	0	0	0	0	0	463	26-35	350
10:00 AM	65	32	84	205	108	12	0	0	0	0	0	0	0	0	506	26-35	313
11:00 AM	**90**	**37**	**116**	216	98	6	0	0	0	0	0	0	0	0	**563**	21-30	332
12:00 PM	**193**	**45**	**161**	219	41	4	0	0	0	0	0	0	0	0	**663**	21-30	379
1:00 PM	99	43	154	190	78	3	0	0	0	0	0	0	0	0	567	21-30	344
2:00 PM	97	26	115	**272**	88	3	0	0	0	0	0	0	0	0	601	21-30	386
3:00 PM	160	32	121	218	76	4	0	**1**	0	0	0	0	0	0	612	21-30	339
4:00 PM	95	20	118	220	**92**	9	0	0	0	0	0	0	0	0	554	21-30	338
5:00 PM	164	38	133	178	69	2	0	0	**1**	0	0	0	0	0	585	21-30	311
6:00 PM	64	11	82	231	85	4	0	0	0	0	0	0	0	0	477	26-35	316
7:00 PM	40	10	36	147	89	9	**1**	0	0	0	0	0	0	0	332	26-35	236
8:00 PM	15	2	29	105	90	10	0	0	0	0	0	0	0	0	251	26-35	195
9:00 PM	3	3	19	87	52	**15**	1	0	0	0	0	0	0	0	180	26-35	139
10:00 PM	2	1	5	40	43	5	0	0	0	0	0	0	0	0	96	26-35	82
11:00 PM	1	0	5	21	19	6	1	0	0	0	0	0	0	0	53	26-35	39
Day Total	1204	317	1329	2984	1579	176	10	1	1	0	0	0	0	0	7601	26-35	4563
Percent	15.8%	4.2%	17.5%	39.3%	20.8%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 7601

AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	7:00 AM	1:00 AM			11:00 AM
Volume	90	37	116	219	162	23	2			563
PM Peak	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	9:00 PM	7:00 PM	3:00 PM	5:00 PM	12:00 PM
Volume	193	45	161	272	92	15	1	1	1	663

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: SB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	14	11	4	1	0	0	0	0	0	0	0	33	26-35	25
1:00 AM	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10	26-35	7
2:00 AM	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5	31-40	4
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
4:00 AM	0	0	1	3	7	1	0	0	0	0	0	0	0	0	12	26-35	10
5:00 AM	1	1	4	24	26	2	**2**	0	0	0	0	0	0	0	60	26-35	50
6:00 AM	4	1	22	65	56	15	0	**1**	0	0	0	0	0	0	164	26-35	120
7:00 AM	21	1	21	150	171	**21**	1	0	0	0	0	0	0	0	386	26-35	321
8:00 AM	28	2	49	190	**198**	16	0	0	0	0	0	0	0	0	483	26-35	388
9:00 AM	54	11	60	204	175	11	0	0	0	0	0	0	0	0	515	26-35	379
10:00 AM	58	11	**111**	**233**	98	7	0	0	0	0	0	0	0	0	518	21-30	344
11:00 AM	**124**	**40**	87	199	78	7	0	0	0	0	0	0	0	0	**535**	21-30	286
12:00 PM	**130**	39	186	230	45	5	0	0	0	0	0	0	0	0	635	21-30	416
1:00 PM	128	**45**	**194**	220	53	3	0	0	0	0	0	0	0	0	**643**	21-30	414
2:00 PM	89	24	128	**238**	**89**	**7**	0	0	0	0	0	0	0	0	575	21-30	366
3:00 PM	96	39	162	221	79	5	0	0	0	0	0	0	0	0	602	21-30	383
4:00 PM	14	3	29	52	34	2	0	0	0	0	0	0	0	0	134	26-35	86
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	747	217	1059	2048	1126	109	4	1	0	0	0	0	0	0	5311	26-35	3173
Percent	14.1%	4.1%	19.9%	38.6%	21.2%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5311																	
AM Peak	11:00 AM	11:00 AM	10:00 AM	10:00 AM	8:00 AM	7:00 AM	5:00 AM	6:00 AM							11:00 AM		
Volume	124	40	111	233	198	21	2	1							535		
PM Peak	12:00 PM	1:00 PM	1:00 PM	2:00 PM	2:00 PM	2:00 PM									1:00 PM		
Volume	130	45	194	238	89	7									643		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1951	534	2388	5032	2705	285	14	2	1	0	0	0	0	0	12912	26-35	7737
Percent	15.1%	4.1%	18.5%	39.0%	20.9%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	15.1%	19.2%	37.7%	76.7%	97.7%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 6456

85th Percentile 31 MPH

Mean Speed(Average) 24 MPH

Median 26 MPH

Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				15	33	24			24	
1:00 AM				13	10	12			12	
2:00 AM				6	5	6			6	
3:00 AM				2	1	2			2	
4:00 AM				10	12	11			11	
5:00 AM				55	60	58			58	
6:00 AM				158	164	161			161	
7:00 AM				395	386	391			391	
8:00 AM				444	483	464			464	
9:00 AM				463	515	489			489	
10:00 AM				506	518	512			512	
11:00 AM				**563**	**535**	**549**			**549**	
12:00 PM				**663**	635	**649**			**649**	
1:00 PM				567	**643**	605			605	
2:00 PM				601	575	588			588	
3:00 PM				612	602	607			607	
4:00 PM				554	134	344			344	
5:00 PM				585	0	293			293	
6:00 PM				477	0	239			239	
7:00 PM				332	0	166			166	
8:00 PM				251	0	126			126	
9:00 PM				180	0	90			90	
10:00 PM				96	0	48			48	
11:00 PM				53	0	27			27	
Day Total				7601	5311	6461			6461	
% Weekday Average				117.6%	82.2%					
% Week Average				117.6%	82.2%	100.0%				
AM Peak Volume				11:00 AM 563	11:00 AM 535	11:00 AM 549			11:00 AM 549	
PM Peak Volume				12:00 PM 663	1:00 PM 643	12:00 PM 649			12:00 PM 649	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
6:00 AM	0	3	4	4	0	0	0	0	0	0	0	0	0	0	11	21-30	8
7:00 AM	5	**8**	12	4	**3**	0	0	0	0	0	0	0	0	0	32	17-26	19
8:00 AM	1	6	19	4	1	0	0	0	0	0	0	0	0	0	31	18-27	24
9:00 AM	2	4	**21**	**10**	0	0	0	0	0	0	0	0	0	0	37	21-30	31
10:00 AM	**6**	7	20	6	0	0	0	0	0	0	0	0	0	0	**39**	16-25	27
11:00 AM	3	6	18	8	0	0	0	0	0	0	0	0	0	0	35	21-30	26
12:00 PM	7	10	24	8	0	0	0	0	0	0	0	0	0	0	49	16-25	34
1:00 PM	2	**15**	25	**15**	**2**	0	0	0	0	0	0	0	0	0	**59**	16-25	40
2:00 PM	2	14	20	6	1	0	0	0	0	0	0	0	0	0	43	16-25	34
3:00 PM	7	11	21	9	0	0	0	0	0	0	0	0	0	0	48	16-25	32
4:00 PM	2	13	28	5	0	0	0	0	0	0	0	0	0	0	48	16-25	41
5:00 PM	**8**	9	**29**	8	1	0	0	0	0	0	0	0	0	0	55	16-25	38
6:00 PM	7	13	19	4	0	0	0	0	0	0	0	0	0	0	43	16-25	31
7:00 PM	1	9	15	6	0	0	0	0	0	0	0	0	0	0	31	16-25	24
8:00 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9	17-26	8
9:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
10:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
Day Total	53	134	289	99	8	0	0	0	0	0	0	0	0	0	583	16-25	422
Percent	9.1%	23.0%	49.6%	17.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 583																	
AM Peak	10:00 AM	7:00 AM	9:00 AM	9:00 AM	7:00 AM										10:00 AM		
Volume	6	8	21	10	3										39		
PM Peak	5:00 PM	1:00 PM	5:00 PM	1:00 PM	1:00 PM										1:00 PM		
Volume	8	15	29	15	2										59		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	53	134	289	99	8	0	0	0	0	0	0	0	0	0	583	16-25	422
Percent	9.1%	23.0%	49.6%	17.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.1%	32.1%	81.6%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
583

85th Percentile 25 MPH

Mean Speed(Average) 20 MPH

Median 21 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
1:00 AM		0				0			0	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		11				11			11	
7:00 AM		32				32			32	
8:00 AM		31				31			31	
9:00 AM		37				37			37	
10:00 AM		**39**				**39**			**39**	
11:00 AM		35				35			35	
12:00 PM		49				49			49	
1:00 PM		**59**				**59**			**59**	
2:00 PM		43				43			43	
3:00 PM		48				48			48	
4:00 PM		48				48			48	
5:00 PM		55				55			55	
6:00 PM		43				43			43	
7:00 PM		31				31			31	
8:00 PM		9				9			9	
9:00 PM		3				3			3	
10:00 PM		3				3			3	
11:00 PM		3				3			3	
Day Total		583				583			583	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		10:00 AM				10:00 AM			10:00 AM	
Volume		39				39			39	
PM Peak		1:00 PM				1:00 PM			1:00 PM	
Volume		59				59			59	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	6	21-30	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
5:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
6:00 AM	0	4	6	6	0	0	0	0	0	0	0	0	0	0	16	21-30	11
7:00 AM	7	**10**	17	4	**3**	0	0	0	0	0	0	0	0	0	41	16-25	26
8:00 AM	5	10	**29**	7	1	0	0	0	0	0	0	0	0	0	52	16-25	39
9:00 AM	2	8	26	**16**	0	0	0	0	0	0	0	0	0	0	52	21-30	42
10:00 AM	**9**	9	24	8	0	0	0	0	0	0	0	0	0	0	50	16-25	33
11:00 AM	7	10	23	15	1	0	0	0	0	0	0	0	0	0	**56**	21-30	38
12:00 PM	11	14	31	13	1	0	0	0	0	0	0	0	0	0	70	16-25	45
1:00 PM	6	17	30	**17**	**2**	0	0	0	0	0	0	0	0	0	72	21-30	47
2:00 PM	2	18	28	8	2	0	0	0	0	0	0	0	0	0	58	16-25	45
3:00 PM	13	13	29	14	0	0	0	0	0	0	0	0	0	0	69	21-30	42
4:00 PM	7	17	35	7	0	0	0	0	0	0	0	0	0	0	66	16-25	52
5:00 PM	**16**	15	**44**	10	1	0	0	0	0	0	0	0	0	0	**86**	16-25	58
6:00 PM	10	**20**	26	6	1	0	0	0	0	0	0	0	0	0	63	16-25	46
7:00 PM	2	12	22	8	0	0	0	0	0	0	0	0	0	0	44	16-25	34
8:00 PM	1	5	8	2	0	0	0	0	0	0	0	0	0	0	16	16-25	13
9:00 PM	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8	16-25	7
10:00 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
11:00 PM	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	4
Day Total	102	188	395	146	12	0	0	0	0	0	0	0	0	0	843	16-25	583
Percent	12.1%	22.3%	46.9%	17.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 843																	
AM Peak Volume	10:00 AM 9	7:00 AM 10	8:00 AM 29	9:00 AM 16	7:00 AM 3										11:00 AM 56		
PM Peak Volume	5:00 PM 16	6:00 PM 20	5:00 PM 44	1:00 PM 17	1:00 PM 2										5:00 PM 86		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	102	188	395	146	12	0	0	0	0	0	0	0	0	0	843	16-25	583
Percent	12.1%	22.3%	46.9%	17.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	12.1%	34.4%	81.3%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 843

85th Percentile 26 MPH

Mean Speed(Average) 20 MPH

Median 21 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		3				3			3	
6:00 AM		16				16			16	
7:00 AM		41				41			41	
8:00 AM		52				52			52	
9:00 AM		52				52			52	
10:00 AM		50				50			50	
11:00 AM		**56**				**56**			**56**	
12:00 PM		70				70			70	
1:00 PM		72				72			72	
2:00 PM		58				58			58	
3:00 PM		69				69			69	
4:00 PM		66				66			66	
5:00 PM		**86**				**86**			**86**	
6:00 PM		63				63			63	
7:00 PM		44				44			44	
8:00 PM		16				16			16	
9:00 PM		8				8			8	
10:00 PM		6				6			6	
11:00 PM		6				6			6	
Day Total		843				843			843	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		56				56			56	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		86				86			86	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4	6-15	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
6:00 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21-30	4
7:00 AM	2	2	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
8:00 AM	**4**	**4**	**10**	3	0	0	0	0	0	0	0	0	0	0	**21**	16-25	14
9:00 AM	0	4	5	6	0	0	0	0	0	0	0	0	0	0	15	21-30	10
10:00 AM	3	2	4	2	0	0	0	0	0	0	0	0	0	0	11	21-30	6
11:00 AM	4	4	5	**7**	**1**	0	0	0	0	0	0	0	0	0	21	22-31	11
12:00 PM	4	4	7	**5**	**1**	0	0	0	0	0	0	0	0	0	21	21-30	12
1:00 PM	4	2	5	2	0	0	0	0	0	0	0	0	0	0	13	21-30	7
2:00 PM	0	4	8	2	1	0	0	0	0	0	0	0	0	0	15	16-25	12
3:00 PM	6	2	8	5	0	0	0	0	0	0	0	0	0	0	21	21-30	13
4:00 PM	5	4	7	2	0	0	0	0	0	0	0	0	0	0	18	18-27	10
5:00 PM	**8**	6	**15**	2	0	0	0	0	0	0	0	0	0	0	**31**	16-25	21
6:00 PM	3	**7**	7	2	1	0	0	0	0	0	0	0	0	0	20	16-25	13
7:00 PM	1	3	7	2	0	0	0	0	0	0	0	0	0	0	13	16-25	10
8:00 PM	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7	21-30	4
9:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	49	54	106	47	4	0	0	0	0	0	0	0	0	0	260	16-25	159
Percent	18.8%	20.8%	40.8%	18.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 260

AM Peak	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	8:00 AM
Volume	4	4	10	7	1	21
PM Peak	5:00 PM	6:00 PM	5:00 PM	12:00 PM	12:00 PM	5:00 PM
Volume	8	7	15	5	1	31

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	49	54	106	47	4	0	0	0	0	0	0	0	0	0	260	16-25	159
Percent	18.8%	20.8%	40.8%	18.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	18.8%	39.6%	80.4%	98.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 260

85th Percentile 26 MPH

Mean Speed(Average) 19 MPH

Median 21 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		2				2			2	
6:00 AM		5				5			5	
7:00 AM		9				9			9	
8:00 AM		**21**				**21**			**21**	
9:00 AM		15				15			15	
10:00 AM		11				11			11	
11:00 AM		21				21			21	
12:00 PM		21				21			21	
1:00 PM		13				13			13	
2:00 PM		15				15			15	
3:00 PM		21				21			21	
4:00 PM		18				18			18	
5:00 PM		**31**				**31**			**31**	
6:00 PM		20				20			20	
7:00 PM		13				13			13	
8:00 PM		7				7			7	
9:00 PM		5				5			5	
10:00 PM		3				3			3	
11:00 PM		3				3			3	
Day Total		260				260			260	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		21				21			21	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		31				31			31	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
6:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
7:00 AM	1	**11**	1	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11
8:00 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
9:00 AM	**2**	11	**6**	**1**	0	0	0	0	0	0	0	0	0	0	**20**	16-25	17
10:00 AM	2	7	1	1	0	0	0	0	0	0	0	0	0	0	11	16-25	7
11:00 AM	1	9	3	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
12:00 PM	6	8	**7**	0	0	0	0	0	0	0	0	0	0	0	21	16-25	14
1:00 PM	**13**	9	7	**1**	0	0	0	0	0	0	0	0	0	0	**30**	16-25	15
2:00 PM	7	9	3	0	0	0	0	0	0	0	0	0	0	0	19	16-25	12
3:00 PM	5	1	5	1	0	0	0	0	0	0	0	0	0	0	12	16-25	6
4:00 PM	6	7	6	0	0	0	0	0	0	0	0	0	0	0	19	16-25	12
5:00 PM	10	**11**	6	1	0	0	0	0	0	0	0	0	0	0	28	16-25	17
6:00 PM	10	11	4	0	0	0	0	0	0	0	0	0	0	0	25	16-25	15
7:00 PM	8	9	0	0	0	0	0	0	0	0	0	0	0	0	17	12-21	11
8:00 PM	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11	6-15	6
9:00 PM	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
10:00 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
Day Total	88	121	60	5	0	0	0	0	0	0	0	0	0	0	274	16-25	181
Percent	32.1%	44.2%	21.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 274																	
AM Peak Volume	9:00 AM 2	7:00 AM 11	9:00 AM 6	9:00 AM 1											9:00 AM 20		
PM Peak Volume	1:00 PM 13	5:00 PM 11	12:00 PM 7	1:00 PM 1											1:00 PM 30		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	88	121	60	5	0	0	0	0	0	0	0	0	0	0	274	16-25	181
Percent	32.1%	44.2%	21.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	32.1%	76.3%	98.2%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
274

85th Percentile 21 MPH

Mean Speed(Average) 15 MPH

Median 17 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 12th St btwn Fresno & Elgin
QC JOB #: 13576275
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		0				0			0	
5:00 AM		1				1			1	
6:00 AM		3				3			3	
7:00 AM		13				13			13	
8:00 AM		9				9			9	
9:00 AM		**20**				**20**			**20**	
10:00 AM		11				11			11	
11:00 AM		13				13			13	
12:00 PM		21				21			21	
1:00 PM		**30**				**30**			**30**	
2:00 PM		19				19			19	
3:00 PM		12				12			12	
4:00 PM		19				19			19	
5:00 PM		28				28			28	
6:00 PM		25				25			25	
7:00 PM		17				17			17	
8:00 PM		11				11			11	
9:00 PM		12				12			12	
10:00 PM		5				5			5	
11:00 PM		2				2			2	
Day Total		274				274			274	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:00 AM				9:00 AM			9:00 AM	
Volume		20				20			20	
PM Peak		1:00 PM				1:00 PM			1:00 PM	
Volume		30				30			30	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB/SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
6:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
7:00 AM	4	12	1	0	0	0	0	0	0	0	0	0	0	0	17	15-24	13
8:00 AM	3	8	8	2	0	0	0	0	0	0	0	0	0	0	21	16-25	16
9:00 AM	4	16	**10**	**3**	0	0	0	0	0	0	0	0	0	0	33	16-25	26
10:00 AM	3	12	6	1	0	0	0	0	0	0	0	0	0	0	22	16-25	18
11:00 AM	**12**	**19**	8	0	0	0	0	0	0	0	0	0	0	0	**39**	16-25	27
12:00 PM	15	15	**15**	0	0	0	0	0	0	0	0	0	0	0	45	16-25	30
1:00 PM	21	15	13	2	0	0	0	0	0	0	0	0	0	0	51	16-25	28
2:00 PM	10	22	10	0	0	0	0	0	0	0	0	0	0	0	42	16-25	32
3:00 PM	14	13	15	2	0	0	0	0	0	0	0	0	0	0	44	16-25	28
4:00 PM	14	14	14	0	0	0	0	0	0	0	0	0	0	0	42	16-25	27
5:00 PM	32	**32**	11	**3**	0	0	0	0	0	0	0	0	0	0	**78**	16-25	43
6:00 PM	28	22	13	0	0	0	0	0	0	0	0	0	0	0	63	16-25	35
7:00 PM	**33**	21	4	0	0	0	0	0	0	0	0	0	0	0	58	11-20	32
8:00 PM	19	8	3	0	0	0	0	0	0	0	0	0	0	0	30	11-20	14
9:00 PM	9	11	3	1	0	0	0	0	0	0	0	0	0	0	24	16-25	14
10:00 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
11:00 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
Day Total	225	248	143	14	0	0	0	0	0	0	0	0	0	0	630	16-25	391
Percent	35.7%	39.4%	22.7%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 630																	
AM Peak Volume	11:00 AM 12	11:00 AM 19	9:00 AM 10	9:00 AM 3											11:00 AM 39		
PM Peak Volume	7:00 PM 33	5:00 PM 32	12:00 PM 15	5:00 PM 3											5:00 PM 78		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	225	248	143	14	0	0	0	0	0	0	0	0	0	0	630	16-25	391
Percent	35.7%	39.4%	22.7%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	35.7%	75.1%	97.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
630

85th Percentile 22 MPH

Mean Speed(Average) 15 MPH

Median 16 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 12th St btwn Fresno & Elgin

QC JOB #: 13576275

SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin

DIRECTION: NB/SB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		0				0			0	
5:00 AM		1				1			1	
6:00 AM		5				5			5	
7:00 AM		17				17			17	
8:00 AM		21				21			21	
9:00 AM		33				33			33	
10:00 AM		22				22			22	
11:00 AM		**39**				**39**			**39**	
12:00 PM		45				45			45	
1:00 PM		51				51			51	
2:00 PM		42				42			42	
3:00 PM		44				44			44	
4:00 PM		42				42			42	
5:00 PM		**78**				**78**			**78**	
6:00 PM		63				63			63	
7:00 PM		58				58			58	
8:00 PM		30				30			30	
9:00 PM		24				24			24	
10:00 PM		7				7			7	
11:00 PM		4				4			4	
Day Total		630				630			630	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		39				39			39	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		78				78			78	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
7:00 AM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	2
8:00 AM	2	2	**6**	**2**	0	0	0	0	0	0	0	0	0	0	12	16-25	8
9:00 AM	2	5	4	2	0	0	0	0	0	0	0	0	0	0	13	16-25	9
10:00 AM	1	5	5	0	0	0	0	0	0	0	0	0	0	0	11	16-25	10
11:00 AM	**11**	**10**	5	0	0	0	0	0	0	0	0	0	0	0	**26**	16-25	15
12:00 PM	9	7	8	0	0	0	0	0	0	0	0	0	0	0	24	16-25	15
1:00 PM	8	6	6	1	0	0	0	0	0	0	0	0	0	0	21	16-25	11
2:00 PM	3	13	7	0	0	0	0	0	0	0	0	0	0	0	23	16-25	19
3:00 PM	9	12	**10**	1	0	0	0	0	0	0	0	0	0	0	32	16-25	22
4:00 PM	8	7	8	0	0	0	0	0	0	0	0	0	0	0	23	16-25	15
5:00 PM	22	**21**	5	**2**	0	0	0	0	0	0	0	0	0	0	**50**	11-20	28
6:00 PM	18	11	9	0	0	0	0	0	0	0	0	0	0	0	38	16-25	19
7:00 PM	**25**	12	4	0	0	0	0	0	0	0	0	0	0	0	41	11-20	20
8:00 PM	9	8	2	0	0	0	0	0	0	0	0	0	0	0	19	11-20	11
9:00 PM	5	4	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	6
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
11:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
Day Total	137	127	83	9	0	0	0	0	0	0	0	0	0	0	356	16-25	210
Percent	38.5%	35.7%	23.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 356																	
AM Peak Volume	11:00 AM 11	11:00 AM 10	8:00 AM 6	8:00 AM 2											11:00 AM 26		
PM Peak Volume	7:00 PM 25	5:00 PM 21	3:00 PM 10	5:00 PM 2											5:00 PM 50		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	137	127	83	9	0	0	0	0	0	0	0	0	0	0	356	16-25	210
Percent	38.5%	35.7%	23.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	38.5%	74.2%	97.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
356

85th Percentile 22 MPH

Mean Speed(Average) 15 MPH

Median 16 MPH
Mode: 8 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

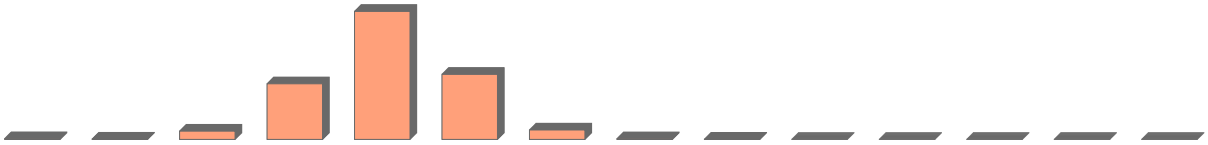
LOCATION: NW 12th St btwn Fresno & Elgin
QC JOB #: 13576275
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
1:00 AM		0				0			0	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		0				0			0	
5:00 AM		0				0			0	
6:00 AM		2				2			2	
7:00 AM		4				4			4	
8:00 AM		12				12			12	
9:00 AM		13				13			13	
10:00 AM		11				11			11	
11:00 AM		**26**				**26**			**26**	
12:00 PM		24				24			24	
1:00 PM		21				21			21	
2:00 PM		23				23			23	
3:00 PM		32				32			32	
4:00 PM		23				23			23	
5:00 PM		**50**				**50**			**50**	
6:00 PM		38				38			38	
7:00 PM		41				41			41	
8:00 PM		19				19			19	
9:00 PM		12				12			12	
10:00 PM		2				2			2	
11:00 PM		2				2			2	
Day Total		356				356			356	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		26				26			26	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		50				50			50	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	26-35	4
1:00 AM	0	0	1	0	4	6	0	0	0	0	0	0	0	0	11	32-41	9
2:00 AM	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10	31-40	8
3:00 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	31-40	2
4:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6	26-35	4
5:00 AM	0	0	0	4	7	8	4	**1**	0	0	0	0	0	0	24	31-40	15
6:00 AM	0	0	2	6	24	26	7	1	0	0	0	0	0	0	66	31-40	50
7:00 AM	0	0	3	27	82	61	**10**	0	**1**	0	0	0	0	0	184	31-40	142
8:00 AM	0	0	4	23	80	**62**	6	0	0	0	0	0	0	0	175	31-40	142
9:00 AM	**1**	**1**	**10**	47	86	44	7	0	0	0	0	0	0	0	196	27-36	132
10:00 AM	0	0	10	56	113	37	5	0	0	0	0	0	0	0	221	26-35	169
11:00 AM	0	0	7	**66**	**130**	49	2	0	0	0	0	0	0	0	**254**	26-35	196
12:00 PM	1	**1**	5	58	124	49	6	**2**	0	0	0	0	0	0	246	26-35	182
1:00 PM	1	0	**15**	63	126	42	4	0	0	0	0	0	0	0	251	26-35	188
2:00 PM	0	0	6	57	108	43	10	0	0	0	0	0	0	0	224	26-35	165
3:00 PM	**2**	0	8	60	116	66	13	0	0	0	0	0	0	0	265	31-40	181
4:00 PM	1	1	5	28	**144**	80	1	0	0	0	0	0	0	0	260	31-40	224
5:00 PM	0	0	2	**65**	139	**87**	**14**	0	0	0	0	0	0	0	**307**	31-40	225
6:00 PM	1	0	6	25	62	26	5	2	0	0	0	0	0	0	127	31-40	87
7:00 PM	0	0	3	22	45	16	5	0	0	0	0	0	0	0	91	26-35	67
8:00 PM	0	0	6	6	21	6	0	0	0	0	0	0	0	0	39	31-40	27
9:00 PM	1	0	0	8	10	6	1	0	0	0	0	0	0	0	26	26-35	18
10:00 PM	0	0	0	0	6	5	1	1	0	0	0	0	0	0	13	31-40	11
11:00 PM	0	0	0	1	5	4	3	0	0	0	0	0	0	0	13	31-40	9
Day Total	8	3	93	626	1441	732	106	7	1	0	0	0	0	0	3017	31-40	2173
Percent	0.3%	0.1%	3.1%	20.7%	47.8%	24.3%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 3017																	
AM Peak	9:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	5:00 AM	7:00 AM						11:00 AM		
Volume	1	1	10	66	130	62	10	1	1						254		
PM Peak	3:00 PM	12:00 PM	1:00 PM	5:00 PM	4:00 PM	5:00 PM	5:00 PM	12:00 PM							5:00 PM		
Volume	2	1	15	65	144	87	14	2							307		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	8	3	93	626	1441	732	106	7	1	0	0	0	0	0	3017	31-40	2173
Percent	0.3%	0.1%	3.1%	20.7%	47.8%	24.3%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	0.3%	0.4%	3.4%	24.2%	72.0%	96.2%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 3017

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

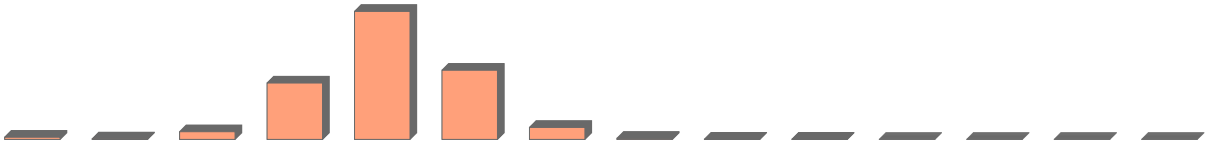
LOCATION: SW Colorado Ave east of Columbia
QC JOB #: 13576276
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		11				11			11	
2:00 AM		10				10			10	
3:00 AM		3				3			3	
4:00 AM		6				6			6	
5:00 AM		24				24			24	
6:00 AM		66				66			66	
7:00 AM		184				184			184	
8:00 AM		175				175			175	
9:00 AM		196				196			196	
10:00 AM		221				221			221	
11:00 AM		**254**				**254**			**254**	
12:00 PM		246				246			246	
1:00 PM		251				251			251	
2:00 PM		224				224			224	
3:00 PM		265				265			265	
4:00 PM		260				260			260	
5:00 PM		**307**				**307**			**307**	
6:00 PM		127				127			127	
7:00 PM		91				91			91	
8:00 PM		39				39			39	
9:00 PM		26				26			26	
10:00 PM		13				13			13	
11:00 PM		13				13			13	
Day Total		3017				3017			3017	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		254				254			254	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		307				307			307	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	3	15	6	2	0	0	0	0	0	0	0	27	31-40	21
1:00 AM	0	0	2	2	6	10	0	0	0	0	0	0	0	0	20	31-40	16
2:00 AM	0	0	0	1	4	6	1	0	0	0	0	0	0	0	12	32-41	9
3:00 AM	0	0	0	2	0	3	1	0	0	0	0	0	0	0	6	36-45	4
4:00 AM	0	0	0	1	4	2	2	2	0	0	0	0	0	0	11	31-40	6
5:00 AM	3	0	0	8	20	21	6	1	0	0	0	0	0	0	59	31-40	41
6:00 AM	5	0	2	9	46	53	15	1	**1**	0	0	0	0	0	132	31-40	98
7:00 AM	**10**	0	5	52	189	139	**27**	**5**	1	**1**	0	0	0	0	429	31-40	327
8:00 AM	7	0	5	57	165	**144**	20	2	0	0	0	0	0	0	400	31-40	309
9:00 AM	2	**3**	**20**	108	181	89	14	0	0	0	0	0	0	0	417	26-35	289
10:00 AM	0	0	15	102	197	81	10	0	0	0	0	0	0	0	405	26-35	298
11:00 AM	2	0	13	**111**	**217**	95	13	0	0	0	0	0	0	0	**451**	26-35	327
12:00 PM	1	1	13	102	237	105	12	2	0	0	0	0	0	0	473	31-40	342
1:00 PM	2	0	18	110	236	90	15	1	0	0	0	0	0	0	472	26-35	346
2:00 PM	1	0	6	105	205	97	20	0	0	0	0	0	0	0	434	26-35	310
3:00 PM	**4**	1	12	**121**	225	121	21	1	0	0	0	0	0	0	506	31-40	346
4:00 PM	2	**4**	**19**	83	237	136	17	0	0	0	0	0	0	0	498	31-40	373
5:00 PM	1	0	8	101	**255**	**166**	**29**	**3**	**1**	0	0	0	0	0	**564**	31-40	421
6:00 PM	1	1	8	43	118	50	9	2	0	0	0	0	0	0	232	31-40	168
7:00 PM	2	0	8	46	94	33	10	1	0	0	0	0	0	0	194	26-35	140
8:00 PM	0	0	10	16	43	8	2	0	0	0	0	0	0	0	79	26-35	59
9:00 PM	1	0	1	20	32	14	4	0	0	0	0	0	0	0	72	26-35	52
10:00 PM	0	0	0	2	10	10	3	1	0	0	0	0	0	0	26	31-40	20
11:00 PM	2	0	0	5	12	6	4	0	0	0	0	0	0	0	29	31-40	18
Day Total	47	10	165	1210	2748	1485	257	22	3	1	0	0	0	0	5948	31-40	4233
Percent	0.8%	0.2%	2.8%	20.3%	46.2%	25.0%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5948																	
AM Peak	7:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM					11:00 AM		
Volume	10	3	20	111	217	144	27	5	1	1					451		
PM Peak	3:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM						5:00 PM		
Volume	4	4	19	121	255	166	29	3	1						564		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB/WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	47	10	165	1210	2748	1485	257	22	3	1	0	0	0	0	5948	31-40	4233
Percent	0.8%	0.2%	2.8%	20.3%	46.2%	25.0%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	0.8%	1.0%	3.7%	24.1%	70.3%	95.2%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 5948

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

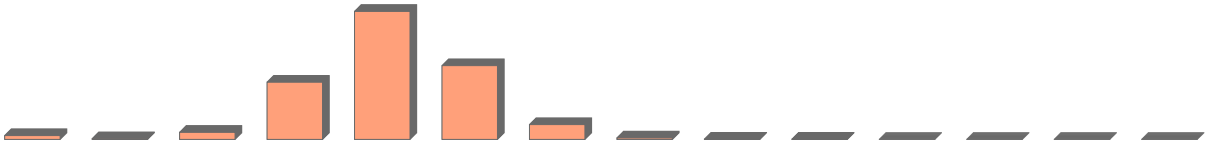
LOCATION: SW Colorado Ave east of Columbia
QC JOB #: 13576276
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		29-Sep-15								
12:00 AM		27				27			27	
1:00 AM		20				20			20	
2:00 AM		12				12			12	
3:00 AM		6				6			6	
4:00 AM		11				11			11	
5:00 AM		59				59			59	
6:00 AM		132				132			132	
7:00 AM		429				429			429	
8:00 AM		400				400			400	
9:00 AM		417				417			417	
10:00 AM		405				405			405	
11:00 AM		**451**				**451**			**451**	
12:00 PM		473				473			473	
1:00 PM		472				472			472	
2:00 PM		434				434			434	
3:00 PM		506				506			506	
4:00 PM		498				498			498	
5:00 PM		**564**				**564**			**564**	
6:00 PM		232				232			232	
7:00 PM		194				194			194	
8:00 PM		79				79			79	
9:00 PM		72				72			72	
10:00 PM		26				26			26	
11:00 PM		29				29			29	
Day Total		5948				5948			5948	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 451				11:00 AM 451			11:00 AM 451	
PM Peak Volume		5:00 PM 564				5:00 PM 564			5:00 PM 564	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	2	12	5	2	0	0	0	0	0	0	0	22	31-40	17
1:00 AM	0	0	1	2	2	4	0	0	0	0	0	0	0	0	9	31-40	6
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31-40	2
3:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	36-45	2
4:00 AM	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	41-50	3
5:00 AM	3	0	0	4	13	13	2	0	0	0	0	0	0	0	35	31-40	26
6:00 AM	5	0	0	3	22	27	8	0	**1**	0	0	0	0	0	66	31-40	49
7:00 AM	**10**	0	2	25	**107**	78	**17**	**5**	0	**1**	0	0	0	0	**245**	31-40	185
8:00 AM	7	0	1	34	85	**82**	14	2	0	0	0	0	0	0	225	31-40	166
9:00 AM	1	**2**	**10**	**61**	95	45	7	0	0	0	0	0	0	0	221	26-35	156
10:00 AM	0	0	5	46	84	44	5	0	0	0	0	0	0	0	184	26-35	130
11:00 AM	2	0	6	45	87	46	11	0	0	0	0	0	0	0	197	31-40	132
12:00 PM	0	0	8	44	113	56	6	0	0	0	0	0	0	0	227	31-40	168
1:00 PM	1	0	3	47	110	48	11	1	0	0	0	0	0	0	221	31-40	158
2:00 PM	1	0	0	48	97	54	10	0	0	0	0	0	0	0	210	31-40	151
3:00 PM	**2**	1	4	**61**	109	55	8	1	0	0	0	0	0	0	241	26-35	170
4:00 PM	1	**3**	**14**	55	93	56	**16**	0	0	0	0	0	0	0	238	31-40	148
5:00 PM	1	0	6	36	**116**	**79**	15	**3**	**1**	0	0	0	0	0	**257**	31-40	195
6:00 PM	0	1	2	18	56	24	4	0	0	0	0	0	0	0	105	31-40	80
7:00 PM	2	0	5	24	49	17	5	1	0	0	0	0	0	0	103	26-35	73
8:00 PM	0	0	4	10	22	2	2	0	0	0	0	0	0	0	40	26-35	31
9:00 PM	0	0	1	12	22	8	3	0	0	0	0	0	0	0	46	26-35	34
10:00 PM	0	0	0	2	4	5	2	0	0	0	0	0	0	0	13	31-40	9
11:00 PM	2	0	0	4	7	2	1	0	0	0	0	0	0	0	16	28-37	10
Day Total	39	7	72	584	1307	753	151	15	2	1	0	0	0	0	2931	31-40	2060
Percent	1.3%	0.2%	2.5%	19.9%	44.6%	25.7%	5.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 2931																	
AM Peak	7:00 AM	9:00 AM	9:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM					7:00 AM		
Volume	10	2	10	61	107	82	17	5	1	1					245		
PM Peak	3:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	5:00 PM	4:00 PM	5:00 PM	5:00 PM						5:00 PM		
Volume	2	3	14	61	116	79	16	3	1						257		

Comments:

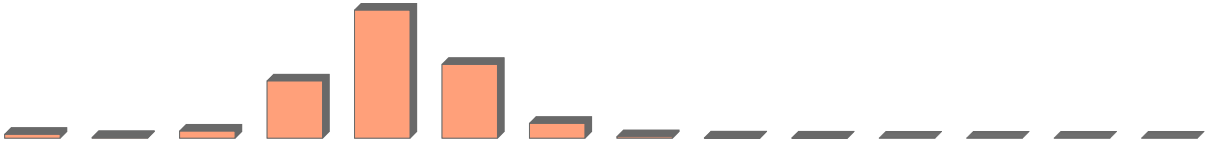
SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	39	7	72	584	1307	753	151	15	2	1	0	0	0	0	2931	31-40	2060
Percent	1.3%	0.2%	2.5%	19.9%	44.6%	25.7%	5.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	1.3%	1.6%	4.0%	24.0%	68.5%	94.2%	99.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 2931



85th Percentile 38 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Colorado Ave east of Columbia

QC JOB #: 13576276

SPECIFIC LOCATION: SW Colorado Ave east of Columbia

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		29-Sep-15								
12:00 AM		22				22			22	
1:00 AM		9				9			9	
2:00 AM		2				2			2	
3:00 AM		3				3			3	
4:00 AM		5				5			5	
5:00 AM		35				35			35	
6:00 AM		66				66			66	
7:00 AM		**245**				**245**			**245**	
8:00 AM		225				225			225	
9:00 AM		221				221			221	
10:00 AM		184				184			184	
11:00 AM		197				197			197	
12:00 PM		227				227			227	
1:00 PM		221				221			221	
2:00 PM		210				210			210	
3:00 PM		241				241			241	
4:00 PM		238				238			238	
5:00 PM		**257**				**257**			**257**	
6:00 PM		105				105			105	
7:00 PM		103				103			103	
8:00 PM		40				40			40	
9:00 PM		46				46			46	
10:00 PM		13				13			13	
11:00 PM		16				16			16	
Day Total		2931				2931			2931	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		245				245			245	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		257				257			257	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
6:00 AM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
7:00 AM	4	9	6	0	0	0	0	0	0	0	0	0	0	0	19	16-25	14
8:00 AM	6	**10**	6	1	0	0	0	0	0	0	0	0	0	0	**23**	16-25	15
9:00 AM	1	5	**7**	**3**	0	0	0	0	0	0	0	0	0	0	16	18-27	11
10:00 AM	3	5	5	0	0	0	0	0	0	0	0	0	0	0	13	16-25	10
11:00 AM	**8**	4	4	1	0	0	0	0	0	0	0	0	0	0	17	16-25	8
12:00 PM	8	7	4	3	0	0	0	0	0	0	0	0	0	0	22	16-25	11
1:00 PM	5	5	8	0	0	0	0	0	0	0	0	0	0	0	18	16-25	13
2:00 PM	8	8	**9**	1	0	0	0	0	0	0	0	0	0	0	26	16-25	17
3:00 PM	**14**	8	7	1	0	0	0	0	0	0	0	0	0	0	**30**	16-25	14
4:00 PM	3	**12**	6	1	0	0	0	0	0	0	0	0	0	0	22	16-25	18
5:00 PM	5	10	8	**4**	0	0	0	0	0	0	0	0	0	0	27	16-25	18
6:00 PM	3	7	7	1	0	0	0	0	0	0	0	0	0	0	18	16-25	13
7:00 PM	9	6	5	1	0	0	0	0	0	0	0	0	0	0	21	16-25	11
8:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
Day Total	80	107	88	19	0	0	0	0	0	0	0	0	0	0	294	16-25	195
Percent	27.2%	36.4%	29.9%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 294																	
AM Peak Volume	11:00 AM 8	8:00 AM 10	9:00 AM 7	9:00 AM 3											8:00 AM 23		
PM Peak Volume	3:00 PM 14	4:00 PM 12	2:00 PM 9	5:00 PM 4											3:00 PM 30		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	80	107	88	19	0	0	0	0	0	0	0	0	0	0	294	16-25	195
Percent	27.2%	36.4%	29.9%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	27.2%	63.6%	93.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
294

85th Percentile 23 MPH

Mean Speed(Average) 16 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		0				0			0	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		10				10			10	
7:00 AM		19				19			19	
8:00 AM		**23**				**23**			**23**	
9:00 AM		16				16			16	
10:00 AM		13				13			13	
11:00 AM		17				17			17	
12:00 PM		22				22			22	
1:00 PM		18				18			18	
2:00 PM		26				26			26	
3:00 PM		**30**				**30**			**30**	
4:00 PM		22				22			22	
5:00 PM		27				27			27	
6:00 PM		18				18			18	
7:00 PM		21				21			21	
8:00 PM		5				5			5	
9:00 PM		2				2			2	
10:00 PM		0				0			0	
11:00 PM		1				1			1	
Day Total		294				294			294	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		23				23			23	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		30				30			30	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
5:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
6:00 AM	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
7:00 AM	9	13	**12**	0	0	0	0	0	0	0	0	0	0	0	34	16-25	24
8:00 AM	**12**	**16**	11	3	0	0	0	0	0	0	0	0	0	0	**42**	16-25	27
9:00 AM	4	10	9	**4**	**1**	0	0	0	0	0	0	0	0	0	28	16-25	19
10:00 AM	8	8	11	0	0	0	0	0	0	0	0	0	0	0	27	16-25	19
11:00 AM	10	11	8	2	0	0	0	0	0	0	0	0	0	0	31	16-25	19
12:00 PM	15	22	14	5	0	0	0	0	0	0	0	0	0	0	56	16-25	35
1:00 PM	8	15	16	1	**1**	0	0	0	0	0	0	0	0	0	41	16-25	31
2:00 PM	17	20	19	2	0	0	0	0	0	0	0	0	0	0	58	16-25	38
3:00 PM	**25**	20	17	3	0	0	0	0	0	0	0	0	0	0	65	16-25	37
4:00 PM	12	23	11	6	0	0	0	0	0	0	0	0	0	0	52	16-25	34
5:00 PM	11	**31**	**25**	**8**	0	0	0	0	0	0	0	0	0	0	**75**	16-25	56
6:00 PM	12	22	19	1	0	0	0	0	0	0	0	0	0	0	54	16-25	40
7:00 PM	17	20	13	2	1	0	0	0	0	0	0	0	0	0	53	16-25	33
8:00 PM	4	15	10	1	0	0	0	0	0	0	0	0	0	0	30	16-25	25
9:00 PM	1	9	3	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
10:00 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
11:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	21-30	3
Day Total	172	270	210	40	3	0	0	0	0	0	0	0	0	0	695	16-25	480
Percent	24.7%	38.8%	30.2%	5.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 695																	
AM Peak Volume	8:00 AM 12	8:00 AM 16	7:00 AM 12	9:00 AM 4	9:00 AM 1										8:00 AM 42		
PM Peak Volume	3:00 PM 25	5:00 PM 31	5:00 PM 25	5:00 PM 8	1:00 PM 1										5:00 PM 75		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB/WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	172	270	210	40	3	0	0	0	0	0	0	0	0	0	695	16-25	480
Percent	24.7%	38.8%	30.2%	5.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	24.7%	63.6%	93.8%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
695

85th Percentile 23 MPH

Mean Speed(Average) 17 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		2				2			2	
5:00 AM		2				2			2	
6:00 AM		11				11			11	
7:00 AM		34				34			34	
8:00 AM		**42**				**42**			**42**	
9:00 AM		28				28			28	
10:00 AM		27				27			27	
11:00 AM		31				31			31	
12:00 PM		56				56			56	
1:00 PM		41				41			41	
2:00 PM		58				58			58	
3:00 PM		65				65			65	
4:00 PM		52				52			52	
5:00 PM		**75**				**75**			**75**	
6:00 PM		54				54			54	
7:00 PM		53				53			53	
8:00 PM		30				30			30	
9:00 PM		13				13			13	
10:00 PM		10				10			10	
11:00 PM		4				4			4	
Day Total		695				695			695	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		42				42			42	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		75				75			75	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
7:00 AM	5	4	**6**	0	0	0	0	0	0	0	0	0	0	0	15	17-26	9
8:00 AM	**6**	6	5	**2**	0	0	0	0	0	0	0	0	0	0	**19**	16-25	11
9:00 AM	3	5	2	1	**1**	0	0	0	0	0	0	0	0	0	12	16-25	7
10:00 AM	5	3	6	0	0	0	0	0	0	0	0	0	0	0	14	17-26	8
11:00 AM	2	**7**	4	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11
12:00 PM	7	15	10	2	0	0	0	0	0	0	0	0	0	0	34	16-25	25
1:00 PM	3	10	8	1	**1**	0	0	0	0	0	0	0	0	0	23	16-25	18
2:00 PM	9	12	10	1	0	0	0	0	0	0	0	0	0	0	32	16-25	22
3:00 PM	**11**	12	10	2	0	0	0	0	0	0	0	0	0	0	35	16-25	22
4:00 PM	9	11	5	**5**	0	0	0	0	0	0	0	0	0	0	30	16-25	16
5:00 PM	6	**21**	**17**	4	0	0	0	0	0	0	0	0	0	0	**48**	16-25	38
6:00 PM	9	15	12	0	0	0	0	0	0	0	0	0	0	0	36	16-25	26
7:00 PM	8	14	8	1	1	0	0	0	0	0	0	0	0	0	32	16-25	22
8:00 PM	4	12	9	0	0	0	0	0	0	0	0	0	0	0	25	16-25	20
9:00 PM	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11	16-25	10
10:00 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
11:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	92	163	122	21	3	0	0	0	0	0	0	0	0	0	401	16-25	284
Percent	22.9%	40.6%	30.4%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 401																	
AM Peak Volume	8:00 AM 6	11:00 AM 7	7:00 AM 6	8:00 AM 2	9:00 AM 1										8:00 AM 19		
PM Peak Volume	3:00 PM 11	5:00 PM 21	5:00 PM 17	4:00 PM 5	1:00 PM 1										5:00 PM 48		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	92	163	122	21	3	0	0	0	0	0	0	0	0	0	401	16-25	284
Percent	22.9%	40.6%	30.4%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	22.9%	63.6%	94.0%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
401

85th Percentile 23 MPH

Mean Speed(Average) 17 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		1				1			1	
7:00 AM		15				15			15	
8:00 AM		**19**				**19**			**19**	
9:00 AM		12				12			12	
10:00 AM		14				14			14	
11:00 AM		14				14			14	
12:00 PM		34				34			34	
1:00 PM		23				23			23	
2:00 PM		32				32			32	
3:00 PM		35				35			35	
4:00 PM		30				30			30	
5:00 PM		**48**				**48**			**48**	
6:00 PM		36				36			36	
7:00 PM		32				32			32	
8:00 PM		25				25			25	
9:00 PM		11				11			11	
10:00 PM		10				10			10	
11:00 PM		3				3			3	
Day Total		401				401			401	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		19				19			19	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		48				48			48	

Comments:

LOCATION: NW Newport Ave btwn 12th St & 11th St
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
CITY/STATE: Bend, OR

QC JOB #: 13576278
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	6	8	0	0	0	0	0	0	0	0	0	17	26-35	14
1:00 AM	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7	21-30	6
2:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	26-35	7
3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	26-35	4
4:00 AM	1	2	3	3	10	1	0	0	0	0	0	0	0	0	20	26-35	13
5:00 AM	3	2	7	34	21	**4**	0	0	0	0	0	0	0	0	71	26-35	55
6:00 AM	16	7	32	125	40	4	0	0	0	0	0	0	0	0	224	26-35	165
7:00 AM	67	42	126	150	39	2	0	0	0	0	0	0	0	0	426	21-30	276
8:00 AM	109	43	162	171	31	0	0	0	0	0	0	0	0	0	516	21-30	333
9:00 AM	89	33	128	199	42	2	**1**	0	0	0	0	0	0	0	494	21-30	327
10:00 AM	99	43	162	**224**	**43**	2	0	0	0	0	0	0	0	0	573	21-30	385
11:00 AM	**127**	**70**	**212**	169	23	0	0	0	0	0	0	0	0	0	**601**	21-30	380
12:00 PM	146	59	173	186	19	0	0	0	0	0	0	0	0	0	583	21-30	359
1:00 PM	138	56	187	173	12	0	0	0	0	0	0	0	0	0	566	21-30	360
2:00 PM	115	51	172	224	31	1	0	0	0	0	0	0	0	0	594	21-30	395
3:00 PM	**169**	**88**	**232**	159	9	0	0	0	0	0	0	0	0	0	**657**	21-30	390
4:00 PM	109	37	180	**237**	**35**	1	0	0	0	0	0	0	0	0	599	21-30	416
5:00 PM	145	47	162	202	27	1	**1**	0	0	0	0	0	0	0	585	21-30	363
6:00 PM	96	58	189	151	20	1	0	0	0	0	0	0	0	0	515	21-30	340
7:00 PM	38	23	141	144	22	1	0	0	0	0	0	0	0	0	369	21-30	285
8:00 PM	20	9	64	118	25	0	0	0	0	0	0	0	0	0	236	21-30	182
9:00 PM	10	4	26	75	23	**2**	0	0	0	0	0	0	0	0	140	21-30	101
10:00 PM	6	3	12	31	13	1	0	0	0	0	0	0	0	0	66	26-35	43
11:00 PM	1	2	6	17	6	0	0	0	0	0	0	0	0	0	32	26-35	23
Day Total	1504	681	2380	2807	506	24	2	0	0	0	0	0	0	0	7904	21-30	5186
Percent	19.0%	8.6%	30.1%	35.5%	6.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7904																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	5:00 AM	9:00 AM								11:00 AM		
Volume	127	70	212	224	43	4	1								601		
PM Peak	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	9:00 PM	5:00 PM								3:00 PM		
Volume	169	88	232	237	35	2	1								657		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1504	681	2380	2807	506	24	2	0	0	0	0	0	0	0	7904	21-30	5186
Percent	19.0%	8.6%	30.1%	35.5%	6.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.0%	27.6%	57.8%	93.3%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 7904

85th Percentile 28 MPH

Mean Speed(Average) 21 MPH

Median 23 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: EB

CITY/STATE: Bend, OR

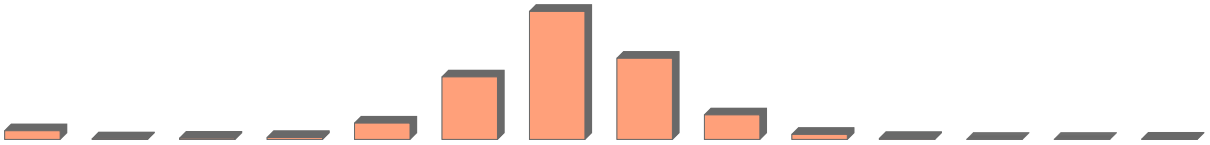
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		17				17			17	
1:00 AM		7				7			7	
2:00 AM		8				8			8	
3:00 AM		5				5			5	
4:00 AM		20				20			20	
5:00 AM		71				71			71	
6:00 AM		224				224			224	
7:00 AM		426				426			426	
8:00 AM		516				516			516	
9:00 AM		494				494			494	
10:00 AM		573				573			573	
11:00 AM		**601**				**601**			**601**	
12:00 PM		583				583			583	
1:00 PM		566				566			566	
2:00 PM		594				594			594	
3:00 PM		**657**				**657**			**657**	
4:00 PM		599				599			599	
5:00 PM		585				585			585	
6:00 PM		515				515			515	
7:00 PM		369				369			369	
8:00 PM		236				236			236	
9:00 PM		140				140			140	
10:00 PM		66				66			66	
11:00 PM		32				32			32	
Day Total		7904				7904			7904	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 601				11:00 AM 601			11:00 AM 601	
PM Peak Volume		3:00 PM 657				3:00 PM 657			3:00 PM 657	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	1	1	0	0	1	0	0	0	0	4	36-45	2
1:00 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	26-35	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
4:00 AM	0	0	0	1	1	2	2	2	0	0	0	0	0	0	8	41-50	4
5:00 AM	0	0	0	0	4	5	13	4	6	2	0	0	0	0	34	36-45	18
6:00 AM	1	0	0	0	6	15	27	13	8	1	0	0	0	**1**	72	36-45	42
7:00 AM	4	0	0	**2**	16	**58**	91	49	12	1	0	0	0	0	233	36-45	148
8:00 AM	3	0	**4**	1	**20**	56	110	50	13	3	0	0	0	0	**260**	36-45	166
9:00 AM	2	0	0	1	5	43	81	54	15	3	**1**	0	0	0	205	41-50	135
10:00 AM	5	0	1	0	18	38	82	47	**16**	3	1	0	0	0	211	41-50	129
11:00 AM	**8**	0	0	1	7	32	**114**	**68**	15	**4**	0	0	0	0	249	41-50	182
12:00 PM	8	0	0	1	12	42	92	55	20	**4**	1	0	0	0	235	41-50	147
1:00 PM	6	0	0	0	4	29	84	**74**	15	4	0	0	0	0	216	41-50	158
2:00 PM	9	1	0	0	5	**60**	92	40	16	4	0	0	0	**1**	228	36-45	152
3:00 PM	**16**	**3**	**5**	**7**	**16**	50	**99**	55	17	4	0	0	0	0	**272**	41-50	154
4:00 PM	4	1	0	0	8	39	66	59	16	3	0	0	0	0	196	41-50	125
5:00 PM	8	0	0	1	4	37	93	56	**24**	0	2	0	0	0	225	41-50	148
6:00 PM	3	0	1	0	10	28	63	55	11	2	**3**	0	0	0	176	41-50	118
7:00 PM	1	0	0	1	3	15	27	30	10	2	0	0	0	0	89	41-50	57
8:00 PM	0	0	0	1	2	7	5	9	4	1	0	0	0	0	29	41-50	14
9:00 PM	0	0	0	0	2	3	7	5	1	0	0	0	0	0	18	41-50	12
10:00 PM	0	0	0	0	0	1	2	5	1	2	0	0	0	0	11	41-50	7
11:00 PM	0	0	0	0	2	1	2	1	1	0	0	0	0	0	7	41-50	3
Day Total	78	5	11	17	147	563	1153	731	221	45	8	0	0	2	2981	41-50	1883
Percent	2.6%	0.2%	0.4%	0.6%	4.9%	18.9%	38.7%	24.5%	7.4%	1.5%	0.3%	0.0%	0.0%	0.1%			
ADT 2981																	
AM Peak	11:00 AM		8:00 AM	7:00 AM	8:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM	9:00 AM			6:00 AM	8:00 AM		
Volume	8		4	2	20	58	114	68	16	4	1			1	260		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	2:00 PM	3:00 PM	1:00 PM	5:00 PM	12:00 PM	6:00 PM			2:00 PM	3:00 PM		
Volume	16	3	5	7	16	60	99	74	24	4	3			1	272		

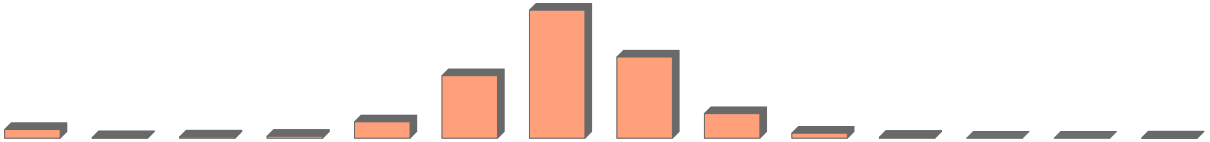
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	78	5	11	17	147	563	1153	731	221	45	8	0	0	2	2981	41-50	1883
Percent	2.6%	0.2%	0.4%	0.6%	4.9%	18.9%	38.7%	24.5%	7.4%	1.5%	0.3%	0.0%	0.0%	0.1%			
Cumulative Percent	2.6%	2.8%	3.2%	3.7%	8.7%	27.5%	66.2%	90.7%	98.2%	99.7%	99.9%	99.9%	99.9%	100.0%			

ADT 2981



85th Percentile 48 MPH

Mean Speed(Average) 42 MPH

Median 42 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: EB

CITY/STATE: Bend, OR

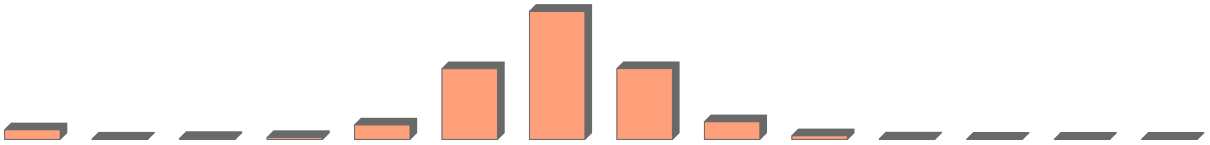
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		2				2			2	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		8				8			8	
5:00 AM		34				34			34	
6:00 AM		72				72			72	
7:00 AM		233				233			233	
8:00 AM		**260**				**260**			**260**	
9:00 AM		205				205			205	
10:00 AM		211				211			211	
11:00 AM		249				249			249	
12:00 PM		235				235			235	
1:00 PM		216				216			216	
2:00 PM		228				228			228	
3:00 PM		**272**				**272**			**272**	
4:00 PM		196				196			196	
5:00 PM		225				225			225	
6:00 PM		176				176			176	
7:00 PM		89				89			89	
8:00 PM		29				29			29	
9:00 PM		18				18			18	
10:00 PM		11				11			11	
11:00 PM		7				7			7	
Day Total		2981				2981			2981	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 260				8:00 AM 260			8:00 AM 260	
PM Peak Volume		3:00 PM 272				3:00 PM 272			3:00 PM 272	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	3	2	1	1	1	0	0	0	0	9	36-45	5
1:00 AM	0	0	0	0	2	1	0	0	0	1	0	0	0	0	4	31-40	3
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
4:00 AM	0	0	0	1	2	3	6	3	1	1	0	0	0	0	17	37-46	9
5:00 AM	0	0	0	0	4	10	16	6	7	2	0	0	0	0	45	36-45	26
6:00 AM	2	0	0	1	9	30	46	24	8	1	0	0	0	**1**	122	36-45	76
7:00 AM	11	**1**	2	**8**	**31**	**114**	164	77	15	2	0	0	0	0	425	36-45	278
8:00 AM	8	0	**4**	2	26	94	180	81	16	3	0	**1**	0	0	415	36-45	274
9:00 AM	5	0	0	1	10	87	125	88	20	**5**	**1**	1	0	0	343	41-50	213
10:00 AM	9	0	1	1	24	86	159	73	**24**	3	1	0	0	0	381	36-45	245
11:00 AM	**23**	0	1	5	21	93	**208**	**113**	22	4	0	0	0	0	**490**	41-50	321
12:00 PM	20	0	0	3	18	115	**232**	116	23	6	1	0	0	0	534	41-50	348
1:00 PM	16	0	0	0	12	89	171	124	27	7	0	0	0	0	446	41-50	295
2:00 PM	20	1	0	1	8	114	200	95	26	6	0	0	0	**1**	472	36-45	314
3:00 PM	**32**	**3**	**8**	**8**	**28**	**123**	224	103	26	5	0	**1**	0	0	**561**	36-45	346
4:00 PM	10	1	0	0	19	112	210	125	31	**10**	0	0	0	0	518	41-50	335
5:00 PM	18	0	0	1	10	106	223	**139**	**37**	2	2	0	0	0	538	41-50	361
6:00 PM	11	0	1	1	20	73	147	102	23	3	**3**	0	0	0	384	41-50	248
7:00 PM	2	0	0	1	15	65	95	60	17	4	0	0	**1**	0	260	36-45	160
8:00 PM	1	0	0	1	11	41	45	25	11	1	0	0	0	0	136	36-45	86
9:00 PM	0	0	0	0	8	14	37	17	4	2	0	0	0	0	82	41-50	54
10:00 PM	0	0	0	1	2	7	10	10	5	2	0	0	0	0	37	41-50	20
11:00 PM	0	0	0	0	2	3	5	3	1	0	0	0	0	0	14	36-45	8
Day Total	188	6	17	36	283	1384	2506	1385	345	71	8	3	1	2	6235	41-50	3891
Percent	3.0%	0.1%	0.3%	0.6%	4.5%	22.2%	40.2%	22.2%	5.5%	1.1%	0.1%	0.0%	0.0%	0.0%			
ADT 6235																	
AM Peak	11:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM	9:00 AM	8:00 AM		6:00 AM	11:00 AM		
Volume	23	1	4	8	31	114	208	113	24	5	1	1		1	490		
PM Peak	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM	12:00 PM	5:00 PM	5:00 PM	4:00 PM	6:00 PM	3:00 PM	7:00 PM	2:00 PM	3:00 PM		
Volume	32	3	8	8	28	123	232	139	37	10	3	1	1	1	561		

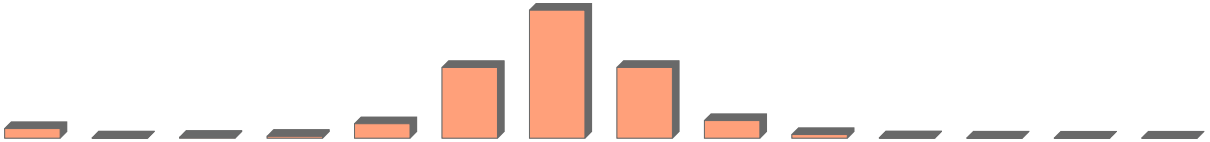
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	188	6	17	36	283	1384	2506	1385	345	71	8	3	1	2	6235	41-50	3891
Percent	3.0%	0.1%	0.3%	0.6%	4.5%	22.2%	40.2%	22.2%	5.5%	1.1%	0.1%	0.0%	0.0%	0.0%			
Cumulative Percent	3.0%	3.1%	3.4%	4.0%	8.5%	30.7%	70.9%	93.1%	98.6%	99.8%	99.9%	100.0%	100.0%	100.0%			

ADT 6235



85th Percentile 48 MPH

Mean Speed(Average) 41 MPH

Median 42 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: EB/WB

CITY/STATE: Bend, OR

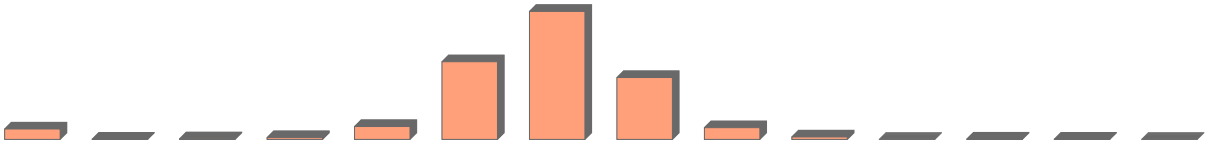
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9				9			9	
1:00 AM		4				4			4	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		17				17			17	
5:00 AM		45				45			45	
6:00 AM		122				122			122	
7:00 AM		425				425			425	
8:00 AM		415				415			415	
9:00 AM		343				343			343	
10:00 AM		381				381			381	
11:00 AM		**490**				**490**			**490**	
12:00 PM		534				534			534	
1:00 PM		446				446			446	
2:00 PM		472				472			472	
3:00 PM		**561**				**561**			**561**	
4:00 PM		518				518			518	
5:00 PM		538				538			538	
6:00 PM		384				384			384	
7:00 PM		260				260			260	
8:00 PM		136				136			136	
9:00 PM		82				82			82	
10:00 PM		37				37			37	
11:00 PM		14				14			14	
Day Total		6235				6235			6235	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 490				11:00 AM 490			11:00 AM 490	
PM Peak Volume		3:00 PM 561				3:00 PM 561			3:00 PM 561	

Comments:

LOCATION: SW Simpson Ave btwn 18th St & 15th St
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
CITY/STATE: Bend, OR

QC JOB #: 13576234
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5	36-45	3
1:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31-40	2
2:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	0	0	1	1	4	1	1	1	0	0	0	0	9	36-45	5
5:00 AM	0	0	0	0	0	5	3	2	1	0	0	0	0	0	11	37-46	7
6:00 AM	1	0	0	1	3	15	19	11	0	0	0	0	0	0	50	37-46	33
7:00 AM	7	**1**	**2**	**6**	**15**	56	73	28	3	1	0	0	0	0	192	36-45	129
8:00 AM	5	0	0	1	6	38	70	31	3	0	0	**1**	0	0	155	36-45	108
9:00 AM	3	0	0	0	5	44	44	34	5	**2**	0	1	0	0	138	36-45	88
10:00 AM	4	0	0	1	6	48	77	26	**8**	0	0	0	0	0	170	36-45	125
11:00 AM	**15**	0	1	4	14	**61**	**94**	**45**	7	0	0	0	0	0	**241**	36-45	155
12:00 PM	12	0	0	**2**	6	**73**	140	61	3	2	0	0	0	0	299	36-45	213
1:00 PM	10	0	0	0	8	60	87	50	12	3	0	0	0	0	230	36-45	147
2:00 PM	11	0	0	1	3	54	108	55	10	2	0	0	0	0	244	41-50	163
3:00 PM	**16**	0	**3**	1	**12**	73	125	48	9	1	0	**1**	0	0	289	36-45	198
4:00 PM	6	0	0	0	11	73	**144**	66	**15**	**7**	0	0	0	0	**322**	36-45	217
5:00 PM	10	0	0	0	6	69	130	**83**	13	2	0	0	0	0	313	41-50	213
6:00 PM	8	0	0	1	10	45	84	47	12	1	0	0	0	0	208	41-50	131
7:00 PM	1	0	0	0	12	50	68	30	7	2	0	0	**1**	0	171	36-45	117
8:00 PM	1	0	0	0	9	34	40	16	7	0	0	0	0	0	107	36-45	74
9:00 PM	0	0	0	0	6	11	30	12	3	2	0	0	0	0	64	41-50	42
10:00 PM	0	0	0	1	2	6	8	5	4	0	0	0	0	0	26	36-45	14
11:00 PM	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7	41-50	5
Day Total	110	1	6	19	136	821	1353	654	124	26	0	3	1	0	3254	36-45	2174
Percent	3.4%	0.0%	0.2%	0.6%	4.2%	25.2%	41.6%	20.1%	3.8%	0.8%	0.0%	0.1%	0.0%	0.0%			
ADT 3254																	
AM Peak	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	9:00 AM		8:00 AM			11:00 AM		
Volume	15	1	2	6	15	61	94	45	8	2		1			241		
PM Peak	3:00 PM		3:00 PM	12:00 PM	3:00 PM	12:00 PM	4:00 PM	5:00 PM	4:00 PM	4:00 PM		3:00 PM	7:00 PM		4:00 PM		
Volume	16		3	2	12	73	144	83	15	7		1	1		322		

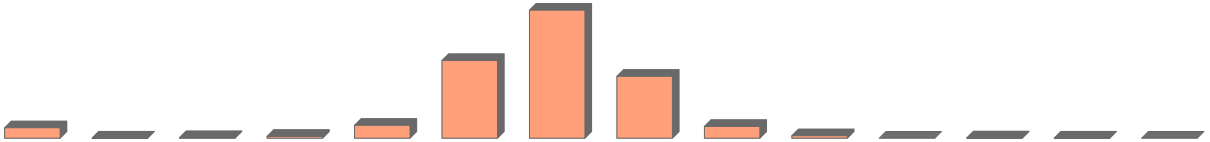
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Simpson Ave btwn 18th St & 15th St
QC JOB #: 13576234
SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	110	1	6	19	136	821	1353	654	124	26	0	3	1	0	3254	36-45	2174
Percent	3.4%	0.0%	0.2%	0.6%	4.2%	25.2%	41.6%	20.1%	3.8%	0.8%	0.0%	0.1%	0.0%	0.0%			
Cumulative Percent	3.4%	3.4%	3.6%	4.2%	8.4%	33.6%	75.2%	95.3%	99.1%	99.9%	99.9%	100.0%	100.0%	100.0%			

ADT 3254



85th Percentile 47 MPH

Mean Speed(Average) 41 MPH

Median 41 MPH

Mode: 43 MPH

Comments:

Report generated on 10/12/2015 6:04 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Simpson Ave btwn 18th St & 15th St

QC JOB #: 13576234

SPECIFIC LOCATION: SW Simpson Ave btwn 18th St & 15th St

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		2				2			2	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		9				9			9	
5:00 AM		11				11			11	
6:00 AM		50				50			50	
7:00 AM		192				192			192	
8:00 AM		155				155			155	
9:00 AM		138				138			138	
10:00 AM		170				170			170	
11:00 AM		**241**				**241**			**241**	
12:00 PM		299				299			299	
1:00 PM		230				230			230	
2:00 PM		244				244			244	
3:00 PM		289				289			289	
4:00 PM		**322**				**322**			**322**	
5:00 PM		313				313			313	
6:00 PM		208				208			208	
7:00 PM		171				171			171	
8:00 PM		107				107			107	
9:00 PM		64				64			64	
10:00 PM		26				26			26	
11:00 PM		7				7			7	
Day Total		3254				3254			3254	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		241				241			241	
PM Peak		4:00 PM				4:00 PM			4:00 PM	
Volume		322				322			322	

Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6	26-35	5
1:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
2:00 AM	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	31-40	4
3:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
4:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
5:00 AM	0	0	0	3	10	12	4	0	0	0	0	0	0	0	29	31-40	21
6:00 AM	1	0	1	9	29	33	12	**1**	0	0	0	0	0	0	86	31-40	61
7:00 AM	8	0	4	26	123	89	**18**	0	0	0	0	0	0	0	268	31-40	212
8:00 AM	7	1	5	16	134	**108**	18	0	0	0	0	0	0	0	289	31-40	242
9:00 AM	3	1	4	44	129	88	11	1	0	0	0	0	0	0	281	31-40	217
10:00 AM	10	0	11	59	139	65	16	1	0	0	0	0	0	0	301	31-40	204
11:00 AM	**15**	**2**	**13**	**84**	**173**	45	7	1	0	0	0	0	0	0	**340**	26-35	257
12:00 PM	9	**6**	**17**	**103**	198	89	7	1	0	0	0	0	0	0	430	26-35	301
1:00 PM	13	1	8	60	164	95	**16**	0	0	0	0	0	0	0	357	31-40	259
2:00 PM	6	4	13	64	167	91	12	1	0	0	0	0	0	0	358	31-40	258
3:00 PM	5	2	12	97	188	**96**	9	**2**	0	0	0	0	0	0	411	26-35	285
4:00 PM	10	5	3	59	**225**	85	6	0	0	0	0	0	0	0	393	31-40	310
5:00 PM	**16**	0	8	83	223	95	9	2	0	0	0	0	0	0	**436**	31-40	318
6:00 PM	12	1	13	73	139	55	12	0	0	0	0	0	0	0	305	26-35	212
7:00 PM	2	0	7	68	111	26	2	0	0	0	0	0	0	0	216	26-35	178
8:00 PM	2	0	1	28	46	15	1	0	0	0	0	0	0	0	93	26-35	74
9:00 PM	0	0	3	10	26	10	0	0	0	0	0	0	0	0	49	26-35	36
10:00 PM	0	0	0	3	9	8	1	0	0	0	0	0	0	0	21	31-40	17
11:00 PM	0	0	0	0	9	3	2	0	0	0	0	0	0	0	14	31-40	12
Day Total	119	23	123	893	2247	1111	165	10	0	0	0	0	0	0	4691	31-40	3357
Percent	2.5%	0.5%	2.6%	19.0%	47.9%	23.7%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 4691																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	6:00 AM							11:00 AM		
Volume	15	2	13	84	173	108	18	1							340		
PM Peak	5:00 PM	12:00 PM	12:00 PM	12:00 PM	4:00 PM	3:00 PM	1:00 PM	3:00 PM							5:00 PM		
Volume	16	6	17	103	225	96	16	2							436		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	119	23	123	893	2247	1111	165	10	0	0	0	0	0	0	4691	31-40	3357
Percent	2.5%	0.5%	2.6%	19.0%	47.9%	23.7%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	2.5%	3.0%	5.6%	24.7%	72.6%	96.3%	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 4691

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		2				2			2	
2:00 AM		4				4			4	
3:00 AM		1				1			1	
4:00 AM		1				1			1	
5:00 AM		29				29			29	
6:00 AM		86				86			86	
7:00 AM		268				268			268	
8:00 AM		289				289			289	
9:00 AM		281				281			281	
10:00 AM		301				301			301	
11:00 AM		**340**				**340**			**340**	
12:00 PM		430				430			430	
1:00 PM		357				357			357	
2:00 PM		358				358			358	
3:00 PM		411				411			411	
4:00 PM		393				393			393	
5:00 PM		**436**				**436**			**436**	
6:00 PM		305				305			305	
7:00 PM		216				216			216	
8:00 PM		93				93			93	
9:00 PM		49				49			49	
10:00 PM		21				21			21	
11:00 PM		14				14			14	
Day Total		4691				4691			4691	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		340				340			340	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		436				436			436	

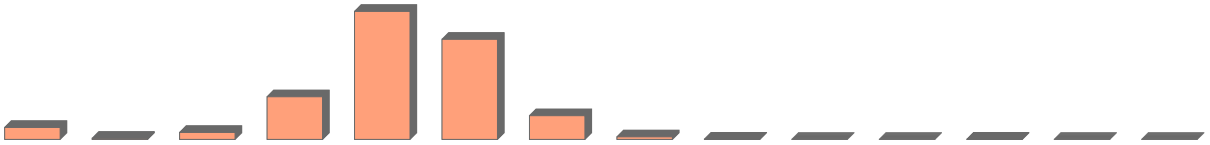
Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB/SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	4	5	5	3	0	0	0	0	0	0	0	17	31-40	10
1:00 AM	0	0	0	1	1	5	0	0	0	0	0	0	0	0	7	31-40	6
2:00 AM	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6	31-40	5
3:00 AM	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	21-30	1
4:00 AM	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	36-45	2
5:00 AM	0	0	0	4	19	25	9	0	0	0	0	0	0	0	57	31-40	44
6:00 AM	2	0	1	14	50	63	20	1	0	0	0	0	0	0	151	31-40	112
7:00 AM	19	0	5	38	188	191	**60**	**6**	**1**	0	0	0	0	0	508	31-40	379
8:00 AM	18	1	5	30	219	**212**	51	2	0	0	0	0	0	0	538	31-40	430
9:00 AM	19	2	14	67	201	189	44	6	0	0	0	0	0	0	542	31-40	389
10:00 AM	24	2	17	84	234	176	44	3	0	0	0	0	0	0	584	31-40	410
11:00 AM	**29**	**4**	**27**	**125**	**302**	140	21	2	0	0	0	0	0	0	**650**	31-40	442
12:00 PM	30	**6**	**29**	**145**	**344**	215	40	5	0	0	0	0	0	0	**814**	31-40	559
1:00 PM	39	1	9	86	290	227	55	3	0	0	0	0	0	0	710	31-40	517
2:00 PM	20	5	18	78	246	241	**65**	8	0	0	0	0	0	0	681	31-40	487
3:00 PM	21	2	19	114	279	**262**	58	**11**	**2**	0	0	0	0	0	768	31-40	541
4:00 PM	29	6	12	75	322	251	52	5	1	0	0	0	0	0	753	31-40	573
5:00 PM	**43**	0	12	105	342	228	48	6	0	0	0	0	0	0	784	31-40	570
6:00 PM	31	1	15	92	216	159	42	6	1	0	0	0	0	0	563	31-40	374
7:00 PM	8	0	7	81	176	88	24	4	0	0	0	0	0	0	388	31-40	264
8:00 PM	4	0	2	36	82	59	14	2	0	0	0	0	0	0	199	31-40	141
9:00 PM	0	0	4	13	52	46	7	1	0	0	0	0	0	0	123	31-40	97
10:00 PM	0	0	0	6	20	21	5	0	0	0	0	0	0	0	52	31-40	41
11:00 PM	0	0	0	1	14	12	4	0	0	0	0	**1**	0	0	32	31-40	25
Day Total	336	30	196	1201	3606	2819	668	72	5	0	0	1	0	0	8934	31-40	6424
Percent	3.8%	0.3%	2.2%	13.4%	40.4%	31.6%	7.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 8934



AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	7:00 AM						11:00 AM		
Volume	29	4	27	125	302	212	60	6	1						650		
PM Peak	5:00 PM	12:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM			11:00 PM			12:00 PM		
Volume	43	6	29	145	344	262	65	11	2			1			814		

Comments:

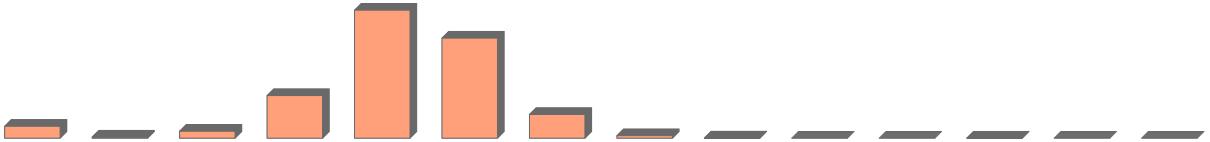
SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	336	30	196	1201	3606	2819	668	72	5	0	0	1	0	0	8934	31-40	6424
Percent	3.8%	0.3%	2.2%	13.4%	40.4%	31.6%	7.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	3.8%	4.1%	6.3%	19.7%	60.1%	91.6%	99.1%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 8934



85th Percentile 38 MPH

Mean Speed(Average) 33 MPH

Median 33 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		17				17			17	
1:00 AM		7				7			7	
2:00 AM		6				6			6	
3:00 AM		3				3			3	
4:00 AM		4				4			4	
5:00 AM		57				57			57	
6:00 AM		151				151			151	
7:00 AM		508				508			508	
8:00 AM		538				538			538	
9:00 AM		542				542			542	
10:00 AM		584				584			584	
11:00 AM		**650**				**650**			**650**	
12:00 PM		**814**				**814**			**814**	
1:00 PM		710				710			710	
2:00 PM		681				681			681	
3:00 PM		768				768			768	
4:00 PM		753				753			753	
5:00 PM		784				784			784	
6:00 PM		563				563			563	
7:00 PM		388				388			388	
8:00 PM		199				199			199	
9:00 PM		123				123			123	
10:00 PM		52				52			52	
11:00 PM		32				32			32	
Day Total		8934				8934			8934	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 650				11:00 AM 650			11:00 AM 650	
PM Peak Volume		12:00 PM 814				12:00 PM 814			12:00 PM 814	

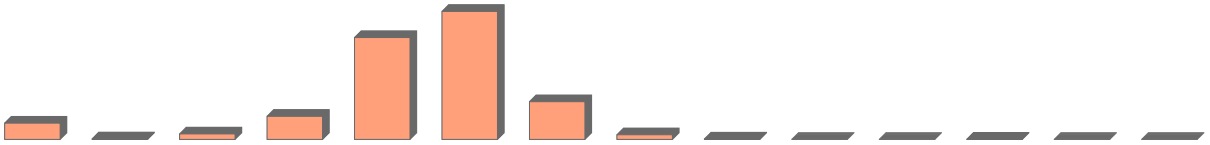
Comments:

LOCATION: SW Century Drive south of Simpson Ave
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
CITY/STATE: Bend, OR

QC JOB #: 13576272
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	3	5	2	0	0	0	0	0	0	0	11	31-40	8
1:00 AM	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5	31-40	4
2:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
3:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
4:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	31-40	2
5:00 AM	0	0	0	1	9	13	5	0	0	0	0	0	0	0	28	31-40	22
6:00 AM	1	0	0	5	21	30	8	0	0	0	0	0	0	0	65	31-40	51
7:00 AM	11	0	1	12	65	102	**42**	**6**	**1**	0	0	0	0	0	240	31-40	167
8:00 AM	11	0	0	14	85	104	33	2	0	0	0	0	0	0	249	31-40	189
9:00 AM	**16**	1	10	23	72	101	33	5	0	0	0	0	0	0	261	31-40	172
10:00 AM	14	**2**	6	25	95	**111**	28	2	0	0	0	0	0	0	283	31-40	205
11:00 AM	14	2	**14**	**41**	**129**	95	14	1	0	0	0	0	0	0	**310**	31-40	224
12:00 PM	21	0	**12**	**42**	**146**	126	33	4	0	0	0	0	0	0	**384**	31-40	272
1:00 PM	26	0	1	26	126	132	39	3	0	0	0	0	0	0	353	31-40	257
2:00 PM	14	**1**	5	14	79	150	**53**	7	0	0	0	0	0	0	323	31-40	229
3:00 PM	16	0	7	17	91	**166**	49	**9**	**2**	0	0	0	0	0	357	31-40	257
4:00 PM	19	1	9	16	97	166	46	5	1	0	0	0	0	0	360	31-40	263
5:00 PM	**27**	0	4	22	119	133	39	4	0	0	0	0	0	0	348	31-40	252
6:00 PM	19	0	2	19	77	104	30	6	1	0	0	0	0	0	258	31-40	181
7:00 PM	6	0	0	13	65	62	22	4	0	0	0	0	0	0	172	31-40	127
8:00 PM	2	0	1	8	36	44	13	2	0	0	0	0	0	0	106	31-40	80
9:00 PM	0	0	1	3	26	36	7	1	0	0	0	0	0	0	74	31-40	62
10:00 PM	0	0	0	3	11	13	4	0	0	0	0	0	0	0	31	31-40	24
11:00 PM	0	0	0	1	5	9	2	0	0	0	0	**1**	0	0	18	31-40	14
Day Total	217	7	73	308	1359	1708	503	62	5	0	0	1	0	0	4243	31-40	3067
Percent	5.1%	0.2%	1.7%	7.3%	32.0%	40.3%	11.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 4243



AM Peak	9:00 AM	10:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	7:00 AM	7:00 AM	7:00 AM						11:00 AM		
Volume	16	2	14	41	129	111	42	6	1						310		
PM Peak	5:00 PM	2:00 PM	12:00 PM	12:00 PM	12:00 PM	3:00 PM	2:00 PM	3:00 PM	3:00 PM			11:00 PM			12:00 PM		
Volume	27	1	12	42	146	166	53	9	2			1			384		

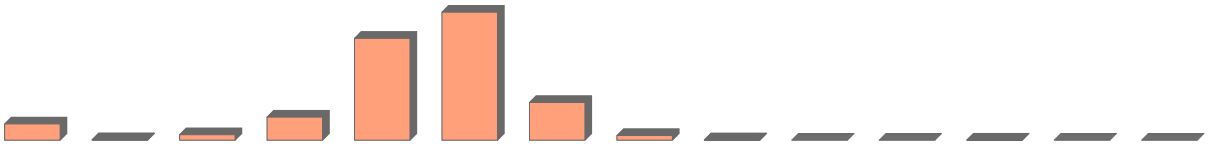
Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Century Drive south of Simpson Ave
QC JOB #: 13576272
SPECIFIC LOCATION: SW Century Drive south of Simpson Ave
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	217	7	73	308	1359	1708	503	62	5	0	0	1	0	0	4243	31-40	3067
Percent	5.1%	0.2%	1.7%	7.3%	32.0%	40.3%	11.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	5.1%	5.3%	7.0%	14.3%	46.3%	86.5%	98.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 4243



85th Percentile 39 MPH

Mean Speed(Average) 34 MPH

Median 35 MPH

Mode: 38 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Century Drive south of Simpson Ave

QC JOB #: 13576272

SPECIFIC LOCATION: SW Century Drive south of Simpson Ave

DIRECTION: SB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		11				11			11	
1:00 AM		5				5			5	
2:00 AM		2				2			2	
3:00 AM		2				2			2	
4:00 AM		3				3			3	
5:00 AM		28				28			28	
6:00 AM		65				65			65	
7:00 AM		240				240			240	
8:00 AM		249				249			249	
9:00 AM		261				261			261	
10:00 AM		283				283			283	
11:00 AM		**310**				**310**			**310**	
12:00 PM		**384**				**384**			**384**	
1:00 PM		353				353			353	
2:00 PM		323				323			323	
3:00 PM		357				357			357	
4:00 PM		360				360			360	
5:00 PM		348				348			348	
6:00 PM		258				258			258	
7:00 PM		172				172			172	
8:00 PM		106				106			106	
9:00 PM		74				74			74	
10:00 PM		31				31			31	
11:00 PM		18				18			18	
Day Total		4243				4243			4243	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 310				11:00 AM 310			11:00 AM 310	
PM Peak Volume		12:00 PM 384				12:00 PM 384			12:00 PM 384	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	3	2	9	1	0	0	0	0	0	0	0	0	16	26-35	11
1:00 AM	0	0	2	5	5	0	0	0	0	0	0	0	0	0	12	26-35	10
2:00 AM	0	0	2	3	3	1	0	0	0	0	0	0	0	0	9	28-37	5
3:00 AM	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4	21-30	3
4:00 AM	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
5:00 AM	2	2	2	19	4	2	1	0	0	0	0	0	0	0	32	26-35	22
6:00 AM	5	4	19	41	36	7	0	0	0	0	0	0	0	0	112	26-35	77
7:00 AM	24	6	76	187	**105**	6	**2**	0	0	0	0	0	0	0	406	26-35	292
8:00 AM	39	14	104	224	91	**8**	0	0	0	0	0	0	0	0	480	21-30	328
9:00 AM	34	12	126	**279**	81	6	0	0	0	0	0	0	0	0	538	21-30	404
10:00 AM	44	16	110	199	69	4	0	0	0	0	0	0	0	0	442	21-30	309
11:00 AM	**61**	**36**	**230**	259	46	3	1	0	0	0	0	0	0	0	**636**	21-30	488
12:00 PM	79	**43**	**211**	225	36	1	0	0	0	0	0	0	0	0	595	21-30	436
1:00 PM	64	36	195	210	51	1	**1**	0	0	0	0	0	0	0	558	21-30	405
2:00 PM	40	21	151	239	77	**5**	0	0	0	0	0	0	0	0	533	21-30	389
3:00 PM	**83**	27	182	236	**82**	2	0	0	0	0	0	0	0	0	612	21-30	418
4:00 PM	67	28	130	281	75	5	0	0	0	0	0	0	0	0	586	21-30	411
5:00 PM	81	40	205	**300**	62	1	0	0	0	0	0	0	0	0	**689**	21-30	505
6:00 PM	49	20	144	218	65	5	0	0	0	0	0	0	0	0	501	21-30	362
7:00 PM	41	12	112	176	51	4	0	0	0	0	0	0	0	0	396	21-30	288
8:00 PM	13	16	31	124	72	5	0	0	0	0	0	0	0	0	261	26-35	195
9:00 PM	4	4	27	75	34	2	0	0	0	0	0	0	0	0	146	26-35	109
10:00 PM	4	2	14	42	34	3	0	0	**1**	0	0	0	0	0	100	26-35	76
11:00 PM	1	1	5	28	15	1	0	0	0	0	0	0	0	0	51	26-35	43
Day Total	737	340	2081	3378	1105	74	5	0	1	0	0	0	0	0	7721	21-30	5459
Percent	9.5%	4.4%	27.0%	43.8%	14.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7721																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM								11:00 AM		
Volume	61	36	230	279	105	8	2								636		
PM Peak	3:00 PM	12:00 PM	12:00 PM	5:00 PM	3:00 PM	2:00 PM	1:00 PM		10:00 PM						5:00 PM		
Volume	83	43	211	300	82	5	1		1						689		

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	13	7	0	0	0	0	0	0	0	0	0	23	26-35	19
1:00 AM	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8	27-36	6
2:00 AM	0	1	1	0	6	1	0	0	0	0	0	0	0	0	9	31-40	6
3:00 AM	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	26-35	2
4:00 AM	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	26-35	5
5:00 AM	1	2	5	17	11	0	0	0	0	0	0	0	0	0	36	26-35	28
6:00 AM	3	1	19	34	24	7	2	0	0	0	0	0	0	0	90	26-35	57
7:00 AM	22	3	55	140	**90**	**10**	**3**	**1**	0	0	0	0	0	0	324	26-35	230
8:00 AM	30	12	79	221	88	5	1	0	0	0	0	0	0	0	436	26-35	309
9:00 AM	35	21	118	216	73	7	0	0	0	0	0	0	0	0	470	21-30	334
10:00 AM	49	21	102	226	65	4	1	0	0	0	0	0	0	0	468	21-30	328
11:00 AM	**62**	**33**	**205**	**245**	51	3	0	0	0	0	0	0	0	0	**599**	21-30	450
12:00 PM	**89**	43	176	250	45	1	0	0	0	0	0	0	0	0	604	21-30	426
1:00 PM	89	**62**	178	212	50	1	0	0	0	0	0	0	0	0	592	21-30	389
2:00 PM	87	45	197	**260**	**53**	**3**	0	0	0	0	0	0	0	0	**645**	21-30	457
3:00 PM	70	50	**225**	241	51	2	0	0	0	0	0	0	0	0	639	21-30	466
4:00 PM	22	8	36	71	13	2	0	0	**1**	0	0	0	0	0	153	21-30	106
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
9:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8-17	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	565	303	1398	2152	635	48	8	1	1	0	0	0	0	0	5111	21-30	3549
Percent	11.1%	5.9%	27.4%	42.1%	12.4%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5111																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	7:00 AM							11:00 AM		
Volume	62	33	205	245	90	10	3	1							599		
PM Peak	12:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM			4:00 PM						2:00 PM		
Volume	89	62	225	260	53	3			1						645		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1302	643	3479	5530	1740	122	13	1	2	0	0	0	0	0	12832	21-30	9009
Percent	10.1%	5.0%	27.1%	43.1%	13.6%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	10.1%	15.2%	42.3%	85.4%	98.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
6416

85th Percentile 29 MPH

Mean Speed(Average) 24 MPH

Median 25 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				16	23	20			20	
1:00 AM				12	8	10			10	
2:00 AM				9	9	9			9	
3:00 AM				4	3	4			4	
4:00 AM				6	6	6			6	
5:00 AM				32	36	34			34	
6:00 AM				112	90	101			101	
7:00 AM				406	324	365			365	
8:00 AM				480	436	458			458	
9:00 AM				538	470	504			504	
10:00 AM				442	468	455			455	
11:00 AM				**636**	**599**	**618**			**618**	
12:00 PM				595	604	600			600	
1:00 PM				558	592	575			575	
2:00 PM				533	**645**	589			589	
3:00 PM				612	639	**626**			**626**	
4:00 PM				586	153	370			370	
5:00 PM				**689**	0	345			345	
6:00 PM				501	1	251			251	
7:00 PM				396	0	198			198	
8:00 PM				261	1	131			131	
9:00 PM				146	4	75			75	
10:00 PM				100	0	50			50	
11:00 PM				51	0	26			26	
Day Total				7721	5111	6420			6420	
% Weekday Average				120.3%	79.6%					
% Week Average				120.3%	79.6%	100.0%				
AM Peak Volume				11:00 AM 636	11:00 AM 599	11:00 AM 618			11:00 AM 618	
PM Peak Volume				5:00 PM 689	2:00 PM 645	3:00 PM 626			3:00 PM 626	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	3	8	14	4	1	0	0	0	0	0	0	0	31	27-36	21
1:00 AM	0	0	2	7	11	3	**2**	0	0	0	0	0	0	0	25	26-35	18
2:00 AM	0	0	2	6	5	2	0	0	0	0	0	0	0	0	15	26-35	11
3:00 AM	1	0	0	3	2	0	0	0	0	0	0	0	0	0	6	26-35	5
4:00 AM	0	1	0	7	6	2	0	0	0	0	0	0	0	0	16	26-35	12
5:00 AM	4	4	5	32	34	6	2	0	0	0	0	0	0	0	87	26-35	66
6:00 AM	8	5	29	93	105	28	2	0	0	0	0	0	0	0	270	26-35	198
7:00 AM	57	10	115	321	**267**	**29**	2	0	0	0	0	0	0	0	801	26-35	588
8:00 AM	76	20	149	426	230	23	0	0	0	0	0	0	0	0	924	26-35	656
9:00 AM	75	15	180	**498**	213	19	1	0	0	0	0	0	0	0	1001	26-35	710
10:00 AM	109	48	194	404	177	16	0	0	0	0	0	0	0	0	948	21-30	597
11:00 AM	**151**	**73**	**346**	475	144	9	1	0	0	0	0	0	0	0	**1199**	21-30	821
12:00 PM	**272**	**88**	**372**	444	77	5	0	0	0	0	0	0	0	0	1258	21-30	815
1:00 PM	163	79	349	400	129	4	**1**	0	0	0	0	0	0	0	1125	21-30	749
2:00 PM	137	47	266	**511**	165	8	0	0	0	0	0	0	0	0	1134	21-30	777
3:00 PM	243	59	303	454	158	6	0	**1**	0	0	0	0	0	0	1224	21-30	756
4:00 PM	162	48	248	501	**167**	14	0	0	0	0	0	0	0	0	1140	21-30	749
5:00 PM	245	78	338	478	131	3	0	0	**1**	0	0	0	0	0	**1274**	21-30	815
6:00 PM	113	31	226	449	150	9	0	0	0	0	0	0	0	0	978	21-30	674
7:00 PM	81	22	148	323	140	13	1	0	0	0	0	0	0	0	728	21-30	471
8:00 PM	28	18	60	229	162	15	0	0	0	0	0	0	0	0	512	26-35	390
9:00 PM	7	7	46	162	86	**17**	1	0	0	0	0	0	0	0	326	26-35	247
10:00 PM	6	3	19	82	77	8	0	0	1	0	0	0	0	0	196	26-35	158
11:00 PM	2	1	10	49	34	7	1	0	0	0	0	0	0	0	104	26-35	83
Day Total	1941	657	3410	6362	2684	250	15	1	2	0	0	0	0	0	15322	21-30	9772
Percent	12.7%	4.3%	22.3%	41.5%	17.5%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 15322																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	7:00 AM	1:00 AM								11:00 AM		
Volume	151	73	346	498	267	29	2								1199		
PM Peak	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	9:00 PM	1:00 PM	3:00 PM	5:00 PM						5:00 PM		
Volume	272	88	372	511	167	17	1	1	1						1274		

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	5	27	18	4	1	0	0	0	0	0	0	0	56	26-35	44
1:00 AM	0	0	1	9	5	3	0	0	0	0	0	0	0	0	18	26-35	14
2:00 AM	0	1	2	0	9	2	0	0	0	0	0	0	0	0	14	31-40	10
3:00 AM	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	26-35	3
4:00 AM	0	0	1	4	11	2	0	0	0	0	0	0	0	0	18	28-37	14
5:00 AM	2	3	9	41	37	2	2	0	0	0	0	0	0	0	96	26-35	78
6:00 AM	7	2	41	99	80	22	2	**1**	0	0	0	0	0	0	254	26-35	179
7:00 AM	43	4	76	290	261	**31**	**4**	1	0	0	0	0	0	0	710	26-35	551
8:00 AM	58	14	128	411	**286**	21	1	0	0	0	0	0	0	0	919	26-35	697
9:00 AM	89	32	178	420	248	18	0	0	0	0	0	0	0	0	985	26-35	667
10:00 AM	107	32	213	**459**	163	11	1	0	0	0	0	0	0	0	986	21-30	671
11:00 AM	**186**	**73**	**292**	444	129	10	0	0	0	0	0	0	0	0	**1134**	21-30	735
12:00 PM	**219**	82	362	480	90	6	0	0	0	0	0	0	0	0	1239	21-30	842
1:00 PM	217	**107**	372	432	103	4	0	0	0	0	0	0	0	0	1235	21-30	804
2:00 PM	176	69	325	**498**	**142**	**10**	0	0	0	0	0	0	0	0	1220	21-30	822
3:00 PM	166	89	**387**	462	130	7	0	0	0	0	0	0	0	0	**1241**	21-30	849
4:00 PM	36	11	65	123	47	4	0	0	**1**	0	0	0	0	0	287	21-30	188
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
9:00 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8-17	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	1312	520	2457	4200	1761	157	12	2	1	0	0	0	0	0	10422	21-30	6657
Percent	12.6%	5.0%	23.6%	40.3%	16.9%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 10422																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM							11:00 AM		
Volume	186	73	292	459	286	31	4	1							1134		
PM Peak	12:00 PM	1:00 PM	3:00 PM	2:00 PM	2:00 PM	2:00 PM			4:00 PM						3:00 PM		
Volume	219	107	387	498	142	10			1						1241		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: NB/SB
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	3253	1177	5867	10562	4445	407	27	3	3	0	0	0	0	0	25744	21-30	16429
Percent	12.6%	4.6%	22.8%	41.0%	17.3%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	12.6%	17.2%	40.0%	81.0%	98.3%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 12872

85th Percentile 31 MPH

Mean Speed(Average) 24 MPH

Median 26 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				31	56	44			44	
1:00 AM				25	18	22			22	
2:00 AM				15	14	15			15	
3:00 AM				6	4	5			5	
4:00 AM				16	18	17			17	
5:00 AM				87	96	92			92	
6:00 AM				270	254	262			262	
7:00 AM				801	710	756			756	
8:00 AM				924	919	922			922	
9:00 AM				1001	985	993			993	
10:00 AM				948	986	967			967	
11:00 AM				**1199**	**1134**	**1167**			**1167**	
12:00 PM				1258	1239	**1249**			**1249**	
1:00 PM				1125	1235	1180			1180	
2:00 PM				1134	1220	1177			1177	
3:00 PM				1224	**1241**	1233			1233	
4:00 PM				1140	287	714			714	
5:00 PM				**1274**	0	637			637	
6:00 PM				978	1	490			490	
7:00 PM				728	0	364			364	
8:00 PM				512	1	257			257	
9:00 PM				326	4	165			165	
10:00 PM				196	0	98			98	
11:00 PM				104	0	52			52	
Day Total				15322	10422	12878			12878	
% Weekday Average				119.0%	80.9%					
% Week Average				119.0%	80.9%	100.0%				
AM Peak Volume				11:00 AM 1199	11:00 AM 1134	11:00 AM 1167			11:00 AM 1167	
PM Peak Volume				5:00 PM 1274	3:00 PM 1241	12:00 PM 1249			12:00 PM 1249	

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: SB
DATE: Oct 01 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	6	5	3	1	0	0	0	0	0	0	0	15	26-35	11
1:00 AM	0	0	0	2	6	3	**2**	0	0	0	0	0	0	0	13	31-40	9
2:00 AM	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6	26-35	5
3:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	26-35	2
4:00 AM	0	1	0	4	4	1	0	0	0	0	0	0	0	0	10	26-35	8
5:00 AM	2	2	3	13	30	4	1	0	0	0	0	0	0	0	55	26-35	43
6:00 AM	3	1	10	52	69	21	2	0	0	0	0	0	0	0	158	26-35	121
7:00 AM	33	4	39	134	**162**	**23**	0	0	0	0	0	0	0	0	395	26-35	295
8:00 AM	37	6	45	202	139	15	0	0	0	0	0	0	0	0	444	26-35	340
9:00 AM	41	3	54	**219**	132	13	1	0	0	0	0	0	0	0	463	26-35	350
10:00 AM	65	32	84	205	108	12	0	0	0	0	0	0	0	0	506	26-35	313
11:00 AM	**90**	**37**	**116**	216	98	6	0	0	0	0	0	0	0	0	**563**	21-30	332
12:00 PM	**193**	**45**	**161**	219	41	4	0	0	0	0	0	0	0	0	**663**	21-30	379
1:00 PM	99	43	154	190	78	3	0	0	0	0	0	0	0	0	567	21-30	344
2:00 PM	97	26	115	**272**	88	3	0	0	0	0	0	0	0	0	601	21-30	386
3:00 PM	160	32	121	218	76	4	0	**1**	0	0	0	0	0	0	612	21-30	339
4:00 PM	95	20	118	220	**92**	9	0	0	0	0	0	0	0	0	554	21-30	338
5:00 PM	164	38	133	178	69	2	0	0	**1**	0	0	0	0	0	585	21-30	311
6:00 PM	64	11	82	231	85	4	0	0	0	0	0	0	0	0	477	26-35	316
7:00 PM	40	10	36	147	89	9	**1**	0	0	0	0	0	0	0	332	26-35	236
8:00 PM	15	2	29	105	90	10	0	0	0	0	0	0	0	0	251	26-35	195
9:00 PM	3	3	19	87	52	**15**	1	0	0	0	0	0	0	0	180	26-35	139
10:00 PM	2	1	5	40	43	5	0	0	0	0	0	0	0	0	96	26-35	82
11:00 PM	1	0	5	21	19	6	1	0	0	0	0	0	0	0	53	26-35	39
Day Total	1204	317	1329	2984	1579	176	10	1	1	0	0	0	0	0	7601	26-35	4563
Percent	15.8%	4.2%	17.5%	39.3%	20.8%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 7601

AM Peak	11:00 AM	11:00 AM	11:00 AM	9:00 AM	7:00 AM	7:00 AM	1:00 AM			11:00 AM
Volume	90	37	116	219	162	23	2			563
PM Peak	12:00 PM	12:00 PM	12:00 PM	2:00 PM	4:00 PM	9:00 PM	7:00 PM	3:00 PM	5:00 PM	12:00 PM
Volume	193	45	161	272	92	15	1	1	1	663

Comments:

LOCATION: SW 14th St btwn Knoll & Simpson
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
CITY/STATE: Bend, OR

QC JOB #: 13576273
DIRECTION: SB
DATE: Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	3	14	11	4	1	0	0	0	0	0	0	0	33	26-35	25
1:00 AM	0	0	1	5	2	2	0	0	0	0	0	0	0	0	10	26-35	7
2:00 AM	0	0	1	0	3	1	0	0	0	0	0	0	0	0	5	31-40	4
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
4:00 AM	0	0	1	3	7	1	0	0	0	0	0	0	0	0	12	26-35	10
5:00 AM	1	1	4	24	26	2	**2**	0	0	0	0	0	0	0	60	26-35	50
6:00 AM	4	1	22	65	56	15	0	**1**	0	0	0	0	0	0	164	26-35	120
7:00 AM	21	1	21	150	171	**21**	1	0	0	0	0	0	0	0	386	26-35	321
8:00 AM	28	2	49	190	**198**	16	0	0	0	0	0	0	0	0	483	26-35	388
9:00 AM	54	11	60	204	175	11	0	0	0	0	0	0	0	0	515	26-35	379
10:00 AM	58	11	**111**	**233**	98	7	0	0	0	0	0	0	0	0	518	21-30	344
11:00 AM	**124**	**40**	87	199	78	7	0	0	0	0	0	0	0	0	**535**	21-30	286
12:00 PM	**130**	39	186	230	45	5	0	0	0	0	0	0	0	0	635	21-30	416
1:00 PM	128	**45**	**194**	220	53	3	0	0	0	0	0	0	0	0	**643**	21-30	414
2:00 PM	89	24	128	**238**	**89**	**7**	0	0	0	0	0	0	0	0	575	21-30	366
3:00 PM	96	39	162	221	79	5	0	0	0	0	0	0	0	0	602	21-30	383
4:00 PM	14	3	29	52	34	2	0	0	0	0	0	0	0	0	134	26-35	86
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
Day Total	747	217	1059	2048	1126	109	4	1	0	0	0	0	0	0	5311	26-35	3173
Percent	14.1%	4.1%	19.9%	38.6%	21.2%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5311																	
AM Peak	11:00 AM	11:00 AM	10:00 AM	10:00 AM	8:00 AM	7:00 AM	5:00 AM	6:00 AM							11:00 AM		
Volume	124	40	111	233	198	21	2	1							535		
PM Peak	12:00 PM	1:00 PM	1:00 PM	2:00 PM	2:00 PM	2:00 PM									1:00 PM		
Volume	130	45	194	238	89	7									643		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1951	534	2388	5032	2705	285	14	2	1	0	0	0	0	0	12912	26-35	7737
Percent	15.1%	4.1%	18.5%	39.0%	20.9%	2.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	15.1%	19.2%	37.7%	76.7%	97.7%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 6456

85th Percentile 31 MPH

Mean Speed(Average) 24 MPH

Median 26 MPH

Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW 14th St btwn Knoll & Simpson
QC JOB #: 13576273
SPECIFIC LOCATION: SW 14th St btwn Knoll & Simpson
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Oct 01 2015 - Oct 02 2015

Start Time	Mon	Tue	Wed	Thu 01-Oct-15	Fri 02-Oct-15	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				15	33	24			24	
1:00 AM				13	10	12			12	
2:00 AM				6	5	6			6	
3:00 AM				2	1	2			2	
4:00 AM				10	12	11			11	
5:00 AM				55	60	58			58	
6:00 AM				158	164	161			161	
7:00 AM				395	386	391			391	
8:00 AM				444	483	464			464	
9:00 AM				463	515	489			489	
10:00 AM				506	518	512			512	
11:00 AM				**563**	**535**	**549**			**549**	
12:00 PM				**663**	635	**649**			**649**	
1:00 PM				567	**643**	605			605	
2:00 PM				601	575	588			588	
3:00 PM				612	602	607			607	
4:00 PM				554	134	344			344	
5:00 PM				585	0	293			293	
6:00 PM				477	0	239			239	
7:00 PM				332	0	166			166	
8:00 PM				251	0	126			126	
9:00 PM				180	0	90			90	
10:00 PM				96	0	48			48	
11:00 PM				53	0	27			27	
Day Total				7601	5311	6461			6461	
% Weekday Average				117.6%	82.2%					
% Week Average				117.6%	82.2%	100.0%				
AM Peak Volume				11:00 AM 563	11:00 AM 535	11:00 AM 549			11:00 AM 549	
PM Peak Volume				12:00 PM 663	1:00 PM 643	12:00 PM 649			12:00 PM 649	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	21-30	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
5:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
6:00 AM	0	3	4	4	0	0	0	0	0	0	0	0	0	0	11	21-30	8
7:00 AM	5	**8**	12	4	**3**	0	0	0	0	0	0	0	0	0	32	17-26	19
8:00 AM	1	6	19	4	1	0	0	0	0	0	0	0	0	0	31	18-27	24
9:00 AM	2	4	**21**	**10**	0	0	0	0	0	0	0	0	0	0	37	21-30	31
10:00 AM	**6**	7	20	6	0	0	0	0	0	0	0	0	0	0	**39**	16-25	27
11:00 AM	3	6	18	8	0	0	0	0	0	0	0	0	0	0	35	21-30	26
12:00 PM	7	10	24	8	0	0	0	0	0	0	0	0	0	0	49	16-25	34
1:00 PM	2	**15**	25	**15**	**2**	0	0	0	0	0	0	0	0	0	**59**	16-25	40
2:00 PM	2	14	20	6	1	0	0	0	0	0	0	0	0	0	43	16-25	34
3:00 PM	7	11	21	9	0	0	0	0	0	0	0	0	0	0	48	16-25	32
4:00 PM	2	13	28	5	0	0	0	0	0	0	0	0	0	0	48	16-25	41
5:00 PM	**8**	9	**29**	8	1	0	0	0	0	0	0	0	0	0	55	16-25	38
6:00 PM	7	13	19	4	0	0	0	0	0	0	0	0	0	0	43	16-25	31
7:00 PM	1	9	15	6	0	0	0	0	0	0	0	0	0	0	31	16-25	24
8:00 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9	17-26	8
9:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
10:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
Day Total	53	134	289	99	8	0	0	0	0	0	0	0	0	0	583	16-25	422
Percent	9.1%	23.0%	49.6%	17.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 583																	
AM Peak	10:00 AM	7:00 AM	9:00 AM	9:00 AM	7:00 AM										10:00 AM		
Volume	6	8	21	10	3										39		
PM Peak	5:00 PM	1:00 PM	5:00 PM	1:00 PM	1:00 PM										1:00 PM		
Volume	8	15	29	15	2										59		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	53	134	289	99	8	0	0	0	0	0	0	0	0	0	583	16-25	422
Percent	9.1%	23.0%	49.6%	17.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.1%	32.1%	81.6%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
583

85th Percentile 25 MPH

Mean Speed(Average) 20 MPH

Median 21 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		2				2			2	
1:00 AM		0				0			0	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		11				11			11	
7:00 AM		32				32			32	
8:00 AM		31				31			31	
9:00 AM		37				37			37	
10:00 AM		**39**				**39**			**39**	
11:00 AM		35				35			35	
12:00 PM		49				49			49	
1:00 PM		**59**				**59**			**59**	
2:00 PM		43				43			43	
3:00 PM		48				48			48	
4:00 PM		48				48			48	
5:00 PM		55				55			55	
6:00 PM		43				43			43	
7:00 PM		31				31			31	
8:00 PM		9				9			9	
9:00 PM		3				3			3	
10:00 PM		3				3			3	
11:00 PM		3				3			3	
Day Total		583				583			583	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		10:00 AM				10:00 AM			10:00 AM	
Volume		39				39			39	
PM Peak		1:00 PM				1:00 PM			1:00 PM	
Volume		59				59			59	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0	6	21-30	3
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
5:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
6:00 AM	0	4	6	6	0	0	0	0	0	0	0	0	0	0	16	21-30	11
7:00 AM	7	**10**	17	4	**3**	0	0	0	0	0	0	0	0	0	41	16-25	26
8:00 AM	5	10	**29**	7	1	0	0	0	0	0	0	0	0	0	52	16-25	39
9:00 AM	2	8	26	**16**	0	0	0	0	0	0	0	0	0	0	52	21-30	42
10:00 AM	**9**	9	24	8	0	0	0	0	0	0	0	0	0	0	50	16-25	33
11:00 AM	7	10	23	15	1	0	0	0	0	0	0	0	0	0	**56**	21-30	38
12:00 PM	11	14	31	13	1	0	0	0	0	0	0	0	0	0	70	16-25	45
1:00 PM	6	17	30	**17**	**2**	0	0	0	0	0	0	0	0	0	72	21-30	47
2:00 PM	2	18	28	8	2	0	0	0	0	0	0	0	0	0	58	16-25	45
3:00 PM	13	13	29	14	0	0	0	0	0	0	0	0	0	0	69	21-30	42
4:00 PM	7	17	35	7	0	0	0	0	0	0	0	0	0	0	66	16-25	52
5:00 PM	**16**	15	**44**	10	1	0	0	0	0	0	0	0	0	0	**86**	16-25	58
6:00 PM	10	**20**	26	6	1	0	0	0	0	0	0	0	0	0	63	16-25	46
7:00 PM	2	12	22	8	0	0	0	0	0	0	0	0	0	0	44	16-25	34
8:00 PM	1	5	8	2	0	0	0	0	0	0	0	0	0	0	16	16-25	13
9:00 PM	0	1	6	1	0	0	0	0	0	0	0	0	0	0	8	16-25	7
10:00 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6	16-25	6
11:00 PM	1	2	2	1	0	0	0	0	0	0	0	0	0	0	6	16-25	4
Day Total	102	188	395	146	12	0	0	0	0	0	0	0	0	0	843	16-25	583
Percent	12.1%	22.3%	46.9%	17.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 843																	
AM Peak Volume	10:00 AM 9	7:00 AM 10	8:00 AM 29	9:00 AM 16	7:00 AM 3										11:00 AM 56		
PM Peak Volume	5:00 PM 16	6:00 PM 20	5:00 PM 44	1:00 PM 17	1:00 PM 2										5:00 PM 86		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	102	188	395	146	12	0	0	0	0	0	0	0	0	0	843	16-25	583
Percent	12.1%	22.3%	46.9%	17.3%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	12.1%	34.4%	81.3%	98.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 843

85th Percentile 26 MPH

Mean Speed(Average) 20 MPH

Median 21 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		6				6			6	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		3				3			3	
6:00 AM		16				16			16	
7:00 AM		41				41			41	
8:00 AM		52				52			52	
9:00 AM		52				52			52	
10:00 AM		50				50			50	
11:00 AM		**56**				**56**			**56**	
12:00 PM		70				70			70	
1:00 PM		72				72			72	
2:00 PM		58				58			58	
3:00 PM		69				69			69	
4:00 PM		66				66			66	
5:00 PM		**86**				**86**			**86**	
6:00 PM		63				63			63	
7:00 PM		44				44			44	
8:00 PM		16				16			16	
9:00 PM		8				8			8	
10:00 PM		6				6			6	
11:00 PM		6				6			6	
Day Total		843				843			843	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		56				56			56	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		86				86			86	

Comments:

LOCATION: NW 15th St btwn Cumberland & Baltimore
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
CITY/STATE: Bend, OR

QC JOB #: 13576274
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4	6-15	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
6:00 AM	0	1	2	2	0	0	0	0	0	0	0	0	0	0	5	21-30	4
7:00 AM	2	2	5	0	0	0	0	0	0	0	0	0	0	0	9	16-25	7
8:00 AM	**4**	**4**	**10**	3	0	0	0	0	0	0	0	0	0	0	**21**	16-25	14
9:00 AM	0	4	5	6	0	0	0	0	0	0	0	0	0	0	15	21-30	10
10:00 AM	3	2	4	2	0	0	0	0	0	0	0	0	0	0	11	21-30	6
11:00 AM	4	4	5	**7**	**1**	0	0	0	0	0	0	0	0	0	21	22-31	11
12:00 PM	4	4	7	**5**	**1**	0	0	0	0	0	0	0	0	0	21	21-30	12
1:00 PM	4	2	5	2	0	0	0	0	0	0	0	0	0	0	13	21-30	7
2:00 PM	0	4	8	2	1	0	0	0	0	0	0	0	0	0	15	16-25	12
3:00 PM	6	2	8	5	0	0	0	0	0	0	0	0	0	0	21	21-30	13
4:00 PM	5	4	7	2	0	0	0	0	0	0	0	0	0	0	18	18-27	10
5:00 PM	**8**	6	**15**	2	0	0	0	0	0	0	0	0	0	0	**31**	16-25	21
6:00 PM	3	**7**	7	2	1	0	0	0	0	0	0	0	0	0	20	16-25	13
7:00 PM	1	3	7	2	0	0	0	0	0	0	0	0	0	0	13	16-25	10
8:00 PM	1	2	2	2	0	0	0	0	0	0	0	0	0	0	7	21-30	4
9:00 PM	0	1	3	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
11:00 PM	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	49	54	106	47	4	0	0	0	0	0	0	0	0	0	260	16-25	159
Percent	18.8%	20.8%	40.8%	18.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

ADT 260

AM Peak	8:00 AM	8:00 AM	8:00 AM	11:00 AM	11:00 AM	8:00 AM
Volume	4	4	10	7	1	21
PM Peak	5:00 PM	6:00 PM	5:00 PM	12:00 PM	12:00 PM	5:00 PM
Volume	8	7	15	5	1	31

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	49	54	106	47	4	0	0	0	0	0	0	0	0	0	260	16-25	159
Percent	18.8%	20.8%	40.8%	18.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	18.8%	39.6%	80.4%	98.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 260

85th Percentile 26 MPH

Mean Speed(Average) 19 MPH

Median 21 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 15th St btwn Cumberland & Baltimore
QC JOB #: 13576274
SPECIFIC LOCATION: NW 15th St btwn Cumberland & Baltimore
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		2				2			2	
6:00 AM		5				5			5	
7:00 AM		9				9			9	
8:00 AM		**21**				**21**			**21**	
9:00 AM		15				15			15	
10:00 AM		11				11			11	
11:00 AM		21				21			21	
12:00 PM		21				21			21	
1:00 PM		13				13			13	
2:00 PM		15				15			15	
3:00 PM		21				21			21	
4:00 PM		18				18			18	
5:00 PM		**31**				**31**			**31**	
6:00 PM		20				20			20	
7:00 PM		13				13			13	
8:00 PM		7				7			7	
9:00 PM		5				5			5	
10:00 PM		3				3			3	
11:00 PM		3				3			3	
Day Total		260				260			260	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		21				21			21	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		31				31			31	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
6:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
7:00 AM	1	**11**	1	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11
8:00 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9	16-25	8
9:00 AM	**2**	11	**6**	**1**	0	0	0	0	0	0	0	0	0	0	**20**	16-25	17
10:00 AM	2	7	1	1	0	0	0	0	0	0	0	0	0	0	11	16-25	7
11:00 AM	1	9	3	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
12:00 PM	6	8	**7**	0	0	0	0	0	0	0	0	0	0	0	21	16-25	14
1:00 PM	**13**	9	7	**1**	0	0	0	0	0	0	0	0	0	0	**30**	16-25	15
2:00 PM	7	9	3	0	0	0	0	0	0	0	0	0	0	0	19	16-25	12
3:00 PM	5	1	5	1	0	0	0	0	0	0	0	0	0	0	12	16-25	6
4:00 PM	6	7	6	0	0	0	0	0	0	0	0	0	0	0	19	16-25	12
5:00 PM	10	**11**	6	1	0	0	0	0	0	0	0	0	0	0	28	16-25	17
6:00 PM	10	11	4	0	0	0	0	0	0	0	0	0	0	0	25	16-25	15
7:00 PM	8	9	0	0	0	0	0	0	0	0	0	0	0	0	17	12-21	11
8:00 PM	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11	6-15	6
9:00 PM	4	7	1	0	0	0	0	0	0	0	0	0	0	0	12	15-24	8
10:00 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
Day Total	88	121	60	5	0	0	0	0	0	0	0	0	0	0	274	16-25	181
Percent	32.1%	44.2%	21.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 274																	
AM Peak Volume	9:00 AM 2	7:00 AM 11	9:00 AM 6	9:00 AM 1											9:00 AM 20		
PM Peak Volume	1:00 PM 13	5:00 PM 11	12:00 PM 7	1:00 PM 1											1:00 PM 30		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	88	121	60	5	0	0	0	0	0	0	0	0	0	0	274	16-25	181
Percent	32.1%	44.2%	21.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	32.1%	76.3%	98.2%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
274

85th Percentile 21 MPH

Mean Speed(Average) 15 MPH

Median 17 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 12th St btwn Fresno & Elgin
QC JOB #: 13576275
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		0				0			0	
5:00 AM		1				1			1	
6:00 AM		3				3			3	
7:00 AM		13				13			13	
8:00 AM		9				9			9	
9:00 AM		**20**				**20**			**20**	
10:00 AM		11				11			11	
11:00 AM		13				13			13	
12:00 PM		21				21			21	
1:00 PM		**30**				**30**			**30**	
2:00 PM		19				19			19	
3:00 PM		12				12			12	
4:00 PM		19				19			19	
5:00 PM		28				28			28	
6:00 PM		25				25			25	
7:00 PM		17				17			17	
8:00 PM		11				11			11	
9:00 PM		12				12			12	
10:00 PM		5				5			5	
11:00 PM		2				2			2	
Day Total		274				274			274	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		9:00 AM				9:00 AM			9:00 AM	
Volume		20				20			20	
PM Peak		1:00 PM				1:00 PM			1:00 PM	
Volume		30				30			30	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB/SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
6:00 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
7:00 AM	4	12	1	0	0	0	0	0	0	0	0	0	0	0	17	15-24	13
8:00 AM	3	8	8	2	0	0	0	0	0	0	0	0	0	0	21	16-25	16
9:00 AM	4	16	**10**	**3**	0	0	0	0	0	0	0	0	0	0	33	16-25	26
10:00 AM	3	12	6	1	0	0	0	0	0	0	0	0	0	0	22	16-25	18
11:00 AM	**12**	**19**	8	0	0	0	0	0	0	0	0	0	0	0	**39**	16-25	27
12:00 PM	15	15	**15**	0	0	0	0	0	0	0	0	0	0	0	45	16-25	30
1:00 PM	21	15	13	2	0	0	0	0	0	0	0	0	0	0	51	16-25	28
2:00 PM	10	22	10	0	0	0	0	0	0	0	0	0	0	0	42	16-25	32
3:00 PM	14	13	15	2	0	0	0	0	0	0	0	0	0	0	44	16-25	28
4:00 PM	14	14	14	0	0	0	0	0	0	0	0	0	0	0	42	16-25	27
5:00 PM	32	**32**	11	**3**	0	0	0	0	0	0	0	0	0	0	**78**	16-25	43
6:00 PM	28	22	13	0	0	0	0	0	0	0	0	0	0	0	63	16-25	35
7:00 PM	**33**	21	4	0	0	0	0	0	0	0	0	0	0	0	58	11-20	32
8:00 PM	19	8	3	0	0	0	0	0	0	0	0	0	0	0	30	11-20	14
9:00 PM	9	11	3	1	0	0	0	0	0	0	0	0	0	0	24	16-25	14
10:00 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	6
11:00 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
Day Total	225	248	143	14	0	0	0	0	0	0	0	0	0	0	630	16-25	391
Percent	35.7%	39.4%	22.7%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 630																	
AM Peak Volume	11:00 AM 12	11:00 AM 19	9:00 AM 10	9:00 AM 3											11:00 AM 39		
PM Peak Volume	7:00 PM 33	5:00 PM 32	12:00 PM 15	5:00 PM 3											5:00 PM 78		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	225	248	143	14	0	0	0	0	0	0	0	0	0	0	630	16-25	391
Percent	35.7%	39.4%	22.7%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	35.7%	75.1%	97.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
630

85th Percentile 22 MPH

Mean Speed(Average) 15 MPH

Median 16 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW 12th St btwn Fresno & Elgin

QC JOB #: 13576275

SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin

DIRECTION: NB/SB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		0				0			0	
5:00 AM		1				1			1	
6:00 AM		5				5			5	
7:00 AM		17				17			17	
8:00 AM		21				21			21	
9:00 AM		33				33			33	
10:00 AM		22				22			22	
11:00 AM		**39**				**39**			**39**	
12:00 PM		45				45			45	
1:00 PM		51				51			51	
2:00 PM		42				42			42	
3:00 PM		44				44			44	
4:00 PM		42				42			42	
5:00 PM		**78**				**78**			**78**	
6:00 PM		63				63			63	
7:00 PM		58				58			58	
8:00 PM		30				30			30	
9:00 PM		24				24			24	
10:00 PM		7				7			7	
11:00 PM		4				4			4	
Day Total		630				630			630	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		39				39			39	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		78				78			78	

Comments:

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: SB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
7:00 AM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	2
8:00 AM	2	2	**6**	**2**	0	0	0	0	0	0	0	0	0	0	12	16-25	8
9:00 AM	2	5	4	2	0	0	0	0	0	0	0	0	0	0	13	16-25	9
10:00 AM	1	5	5	0	0	0	0	0	0	0	0	0	0	0	11	16-25	10
11:00 AM	**11**	**10**	5	0	0	0	0	0	0	0	0	0	0	0	**26**	16-25	15
12:00 PM	9	7	8	0	0	0	0	0	0	0	0	0	0	0	24	16-25	15
1:00 PM	8	6	6	1	0	0	0	0	0	0	0	0	0	0	21	16-25	11
2:00 PM	3	13	7	0	0	0	0	0	0	0	0	0	0	0	23	16-25	19
3:00 PM	9	12	**10**	1	0	0	0	0	0	0	0	0	0	0	32	16-25	22
4:00 PM	8	7	8	0	0	0	0	0	0	0	0	0	0	0	23	16-25	15
5:00 PM	22	**21**	5	**2**	0	0	0	0	0	0	0	0	0	0	**50**	11-20	28
6:00 PM	18	11	9	0	0	0	0	0	0	0	0	0	0	0	38	16-25	19
7:00 PM	**25**	12	4	0	0	0	0	0	0	0	0	0	0	0	41	11-20	20
8:00 PM	9	8	2	0	0	0	0	0	0	0	0	0	0	0	19	11-20	11
9:00 PM	5	4	2	1	0	0	0	0	0	0	0	0	0	0	12	16-25	6
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
11:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
Day Total	137	127	83	9	0	0	0	0	0	0	0	0	0	0	356	16-25	210
Percent	38.5%	35.7%	23.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 356																	
AM Peak Volume	11:00 AM 11	11:00 AM 10	8:00 AM 6	8:00 AM 2											11:00 AM 26		
PM Peak Volume	7:00 PM 25	5:00 PM 21	3:00 PM 10	5:00 PM 2											5:00 PM 50		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW 12th St btwn Fresno & Elgin
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
CITY/STATE: Bend, OR

QC JOB #: 13576275
DIRECTION: SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	137	127	83	9	0	0	0	0	0	0	0	0	0	0	356	16-25	210
Percent	38.5%	35.7%	23.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	38.5%	74.2%	97.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
356

85th Percentile 22 MPH

Mean Speed(Average) 15 MPH

Median 16 MPH
Mode: 8 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

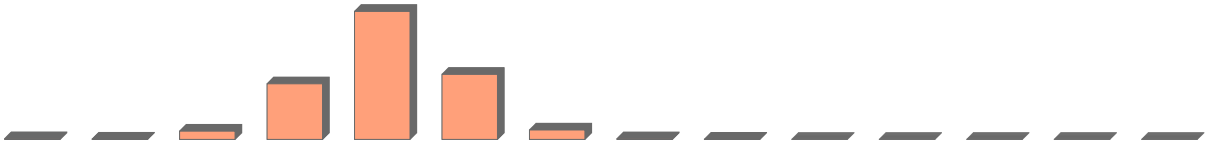
LOCATION: NW 12th St btwn Fresno & Elgin
QC JOB #: 13576275
SPECIFIC LOCATION: NW 12th St btwn Fresno & Elgin
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0				0			0	
1:00 AM		0				0			0	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		0				0			0	
5:00 AM		0				0			0	
6:00 AM		2				2			2	
7:00 AM		4				4			4	
8:00 AM		12				12			12	
9:00 AM		13				13			13	
10:00 AM		11				11			11	
11:00 AM		**26**				**26**			**26**	
12:00 PM		24				24			24	
1:00 PM		21				21			21	
2:00 PM		23				23			23	
3:00 PM		32				32			32	
4:00 PM		23				23			23	
5:00 PM		**50**				**50**			**50**	
6:00 PM		38				38			38	
7:00 PM		41				41			41	
8:00 PM		19				19			19	
9:00 PM		12				12			12	
10:00 PM		2				2			2	
11:00 PM		2				2			2	
Day Total		356				356			356	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		26				26			26	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		50				50			50	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	26-35	4
1:00 AM	0	0	1	0	4	6	0	0	0	0	0	0	0	0	11	32-41	9
2:00 AM	0	0	0	1	3	5	1	0	0	0	0	0	0	0	10	31-40	8
3:00 AM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	31-40	2
4:00 AM	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6	26-35	4
5:00 AM	0	0	0	4	7	8	4	**1**	0	0	0	0	0	0	24	31-40	15
6:00 AM	0	0	2	6	24	26	7	1	0	0	0	0	0	0	66	31-40	50
7:00 AM	0	0	3	27	82	61	**10**	0	**1**	0	0	0	0	0	184	31-40	142
8:00 AM	0	0	4	23	80	**62**	6	0	0	0	0	0	0	0	175	31-40	142
9:00 AM	**1**	**1**	**10**	47	86	44	7	0	0	0	0	0	0	0	196	27-36	132
10:00 AM	0	0	10	56	113	37	5	0	0	0	0	0	0	0	221	26-35	169
11:00 AM	0	0	7	**66**	**130**	49	2	0	0	0	0	0	0	0	**254**	26-35	196
12:00 PM	1	**1**	5	58	124	49	6	**2**	0	0	0	0	0	0	246	26-35	182
1:00 PM	1	0	**15**	63	126	42	4	0	0	0	0	0	0	0	251	26-35	188
2:00 PM	0	0	6	57	108	43	10	0	0	0	0	0	0	0	224	26-35	165
3:00 PM	**2**	0	8	60	116	66	13	0	0	0	0	0	0	0	265	31-40	181
4:00 PM	1	1	5	28	**144**	80	1	0	0	0	0	0	0	0	260	31-40	224
5:00 PM	0	0	2	**65**	139	**87**	**14**	0	0	0	0	0	0	0	**307**	31-40	225
6:00 PM	1	0	6	25	62	26	5	2	0	0	0	0	0	0	127	31-40	87
7:00 PM	0	0	3	22	45	16	5	0	0	0	0	0	0	0	91	26-35	67
8:00 PM	0	0	6	6	21	6	0	0	0	0	0	0	0	0	39	31-40	27
9:00 PM	1	0	0	8	10	6	1	0	0	0	0	0	0	0	26	26-35	18
10:00 PM	0	0	0	0	6	5	1	1	0	0	0	0	0	0	13	31-40	11
11:00 PM	0	0	0	1	5	4	3	0	0	0	0	0	0	0	13	31-40	9
Day Total	8	3	93	626	1441	732	106	7	1	0	0	0	0	0	3017	31-40	2173
Percent	0.3%	0.1%	3.1%	20.7%	47.8%	24.3%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 3017																	
AM Peak	9:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	5:00 AM	7:00 AM						11:00 AM		
Volume	1	1	10	66	130	62	10	1	1						254		
PM Peak	3:00 PM	12:00 PM	1:00 PM	5:00 PM	4:00 PM	5:00 PM	5:00 PM	12:00 PM							5:00 PM		
Volume	2	1	15	65	144	87	14	2							307		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	8	3	93	626	1441	732	106	7	1	0	0	0	0	0	3017	31-40	2173
Percent	0.3%	0.1%	3.1%	20.7%	47.8%	24.3%	3.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	0.3%	0.4%	3.4%	24.2%	72.0%	96.2%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 3017

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

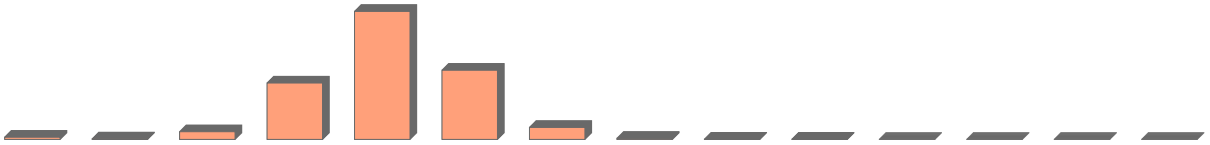
LOCATION: SW Colorado Ave east of Columbia
QC JOB #: 13576276
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		11				11			11	
2:00 AM		10				10			10	
3:00 AM		3				3			3	
4:00 AM		6				6			6	
5:00 AM		24				24			24	
6:00 AM		66				66			66	
7:00 AM		184				184			184	
8:00 AM		175				175			175	
9:00 AM		196				196			196	
10:00 AM		221				221			221	
11:00 AM		**254**				**254**			**254**	
12:00 PM		246				246			246	
1:00 PM		251				251			251	
2:00 PM		224				224			224	
3:00 PM		265				265			265	
4:00 PM		260				260			260	
5:00 PM		**307**				**307**			**307**	
6:00 PM		127				127			127	
7:00 PM		91				91			91	
8:00 PM		39				39			39	
9:00 PM		26				26			26	
10:00 PM		13				13			13	
11:00 PM		13				13			13	
Day Total		3017				3017			3017	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		11:00 AM				11:00 AM			11:00 AM	
Volume		254				254			254	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		307				307			307	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	3	15	6	2	0	0	0	0	0	0	0	27	31-40	21
1:00 AM	0	0	2	2	6	10	0	0	0	0	0	0	0	0	20	31-40	16
2:00 AM	0	0	0	1	4	6	1	0	0	0	0	0	0	0	12	32-41	9
3:00 AM	0	0	0	2	0	3	1	0	0	0	0	0	0	0	6	36-45	4
4:00 AM	0	0	0	1	4	2	2	2	0	0	0	0	0	0	11	31-40	6
5:00 AM	3	0	0	8	20	21	6	1	0	0	0	0	0	0	59	31-40	41
6:00 AM	5	0	2	9	46	53	15	1	**1**	0	0	0	0	0	132	31-40	98
7:00 AM	**10**	0	5	52	189	139	**27**	**5**	1	**1**	0	0	0	0	429	31-40	327
8:00 AM	7	0	5	57	165	**144**	20	2	0	0	0	0	0	0	400	31-40	309
9:00 AM	2	**3**	**20**	108	181	89	14	0	0	0	0	0	0	0	417	26-35	289
10:00 AM	0	0	15	102	197	81	10	0	0	0	0	0	0	0	405	26-35	298
11:00 AM	2	0	13	**111**	**217**	95	13	0	0	0	0	0	0	0	**451**	26-35	327
12:00 PM	1	1	13	102	237	105	12	2	0	0	0	0	0	0	473	31-40	342
1:00 PM	2	0	18	110	236	90	15	1	0	0	0	0	0	0	472	26-35	346
2:00 PM	1	0	6	105	205	97	20	0	0	0	0	0	0	0	434	26-35	310
3:00 PM	**4**	1	12	**121**	225	121	21	1	0	0	0	0	0	0	506	31-40	346
4:00 PM	2	**4**	**19**	83	237	136	17	0	0	0	0	0	0	0	498	31-40	373
5:00 PM	1	0	8	101	**255**	**166**	**29**	**3**	**1**	0	0	0	0	0	**564**	31-40	421
6:00 PM	1	1	8	43	118	50	9	2	0	0	0	0	0	0	232	31-40	168
7:00 PM	2	0	8	46	94	33	10	1	0	0	0	0	0	0	194	26-35	140
8:00 PM	0	0	10	16	43	8	2	0	0	0	0	0	0	0	79	26-35	59
9:00 PM	1	0	1	20	32	14	4	0	0	0	0	0	0	0	72	26-35	52
10:00 PM	0	0	0	2	10	10	3	1	0	0	0	0	0	0	26	31-40	20
11:00 PM	2	0	0	5	12	6	4	0	0	0	0	0	0	0	29	31-40	18
Day Total	47	10	165	1210	2748	1485	257	22	3	1	0	0	0	0	5948	31-40	4233
Percent	0.8%	0.2%	2.8%	20.3%	46.2%	25.0%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 5948																	
AM Peak	7:00 AM	9:00 AM	9:00 AM	11:00 AM	11:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM					11:00 AM		
Volume	10	3	20	111	217	144	27	5	1	1					451		
PM Peak	3:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM						5:00 PM		
Volume	4	4	19	121	255	166	29	3	1						564		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: EB/WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	47	10	165	1210	2748	1485	257	22	3	1	0	0	0	0	5948	31-40	4233
Percent	0.8%	0.2%	2.8%	20.3%	46.2%	25.0%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	0.8%	1.0%	3.7%	24.1%	70.3%	95.2%	99.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 5948

85th Percentile 37 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

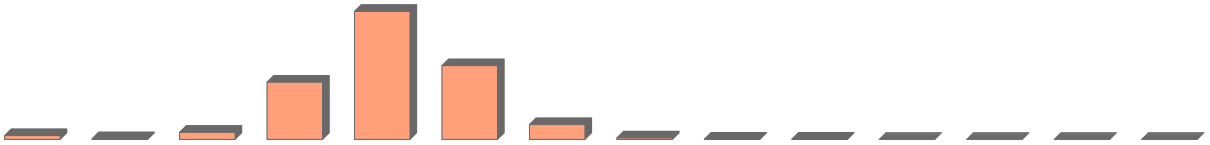
LOCATION: SW Colorado Ave east of Columbia
QC JOB #: 13576276
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		29-Sep-15								
12:00 AM		27				27			27	
1:00 AM		20				20			20	
2:00 AM		12				12			12	
3:00 AM		6				6			6	
4:00 AM		11				11			11	
5:00 AM		59				59			59	
6:00 AM		132				132			132	
7:00 AM		429				429			429	
8:00 AM		400				400			400	
9:00 AM		417				417			417	
10:00 AM		405				405			405	
11:00 AM		**451**				**451**			**451**	
12:00 PM		473				473			473	
1:00 PM		472				472			472	
2:00 PM		434				434			434	
3:00 PM		506				506			506	
4:00 PM		498				498			498	
5:00 PM		**564**				**564**			**564**	
6:00 PM		232				232			232	
7:00 PM		194				194			194	
8:00 PM		79				79			79	
9:00 PM		72				72			72	
10:00 PM		26				26			26	
11:00 PM		29				29			29	
Day Total		5948				5948			5948	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 451				11:00 AM 451			11:00 AM 451	
PM Peak Volume		5:00 PM 564				5:00 PM 564			5:00 PM 564	

Comments:

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	2	12	5	2	0	0	0	0	0	0	0	22	31-40	17
1:00 AM	0	0	1	2	2	4	0	0	0	0	0	0	0	0	9	31-40	6
2:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	31-40	2
3:00 AM	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	36-45	2
4:00 AM	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5	41-50	3
5:00 AM	3	0	0	4	13	13	2	0	0	0	0	0	0	0	35	31-40	26
6:00 AM	5	0	0	3	22	27	8	0	**1**	0	0	0	0	0	66	31-40	49
7:00 AM	**10**	0	2	25	**107**	78	**17**	**5**	0	**1**	0	0	0	0	**245**	31-40	185
8:00 AM	7	0	1	34	85	**82**	14	2	0	0	0	0	0	0	225	31-40	166
9:00 AM	1	**2**	**10**	**61**	95	45	7	0	0	0	0	0	0	0	221	26-35	156
10:00 AM	0	0	5	46	84	44	5	0	0	0	0	0	0	0	184	26-35	130
11:00 AM	2	0	6	45	87	46	11	0	0	0	0	0	0	0	197	31-40	132
12:00 PM	0	0	8	44	113	56	6	0	0	0	0	0	0	0	227	31-40	168
1:00 PM	1	0	3	47	110	48	11	1	0	0	0	0	0	0	221	31-40	158
2:00 PM	1	0	0	48	97	54	10	0	0	0	0	0	0	0	210	31-40	151
3:00 PM	**2**	1	4	**61**	109	55	8	1	0	0	0	0	0	0	241	26-35	170
4:00 PM	1	**3**	**14**	55	93	56	**16**	0	0	0	0	0	0	0	238	31-40	148
5:00 PM	1	0	6	36	**116**	**79**	15	**3**	**1**	0	0	0	0	0	**257**	31-40	195
6:00 PM	0	1	2	18	56	24	4	0	0	0	0	0	0	0	105	31-40	80
7:00 PM	2	0	5	24	49	17	5	1	0	0	0	0	0	0	103	26-35	73
8:00 PM	0	0	4	10	22	2	2	0	0	0	0	0	0	0	40	26-35	31
9:00 PM	0	0	1	12	22	8	3	0	0	0	0	0	0	0	46	26-35	34
10:00 PM	0	0	0	2	4	5	2	0	0	0	0	0	0	0	13	31-40	9
11:00 PM	2	0	0	4	7	2	1	0	0	0	0	0	0	0	16	28-37	10
Day Total	39	7	72	584	1307	753	151	15	2	1	0	0	0	0	2931	31-40	2060
Percent	1.3%	0.2%	2.5%	19.9%	44.6%	25.7%	5.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 2931																	
AM Peak	7:00 AM	9:00 AM	9:00 AM	9:00 AM	7:00 AM	8:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM					7:00 AM		
Volume	10	2	10	61	107	82	17	5	1	1					245		
PM Peak	3:00 PM	4:00 PM	4:00 PM	3:00 PM	5:00 PM	5:00 PM	4:00 PM	5:00 PM	5:00 PM						5:00 PM		
Volume	2	3	14	61	116	79	16	3	1						257		

Comments:

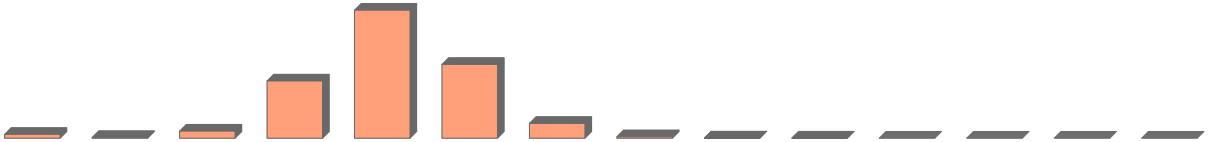
SUMMARY - Tube Count - Speed Data

LOCATION: SW Colorado Ave east of Columbia
SPECIFIC LOCATION: SW Colorado Ave east of Columbia
CITY/STATE: Bend, OR

QC JOB #: 13576276
DIRECTION: WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	39	7	72	584	1307	753	151	15	2	1	0	0	0	0	2931	31-40	2060
Percent	1.3%	0.2%	2.5%	19.9%	44.6%	25.7%	5.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	1.3%	1.6%	4.0%	24.0%	68.5%	94.2%	99.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 2931



85th Percentile 38 MPH

Mean Speed(Average) 32 MPH

Median 32 MPH
Mode: 33 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: SW Colorado Ave east of Columbia

QC JOB #: 13576276

SPECIFIC LOCATION: SW Colorado Ave east of Columbia

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
		29-Sep-15								
12:00 AM		22				22			22	
1:00 AM		9				9			9	
2:00 AM		2				2			2	
3:00 AM		3				3			3	
4:00 AM		5				5			5	
5:00 AM		35				35			35	
6:00 AM		66				66			66	
7:00 AM		**245**				**245**			**245**	
8:00 AM		225				225			225	
9:00 AM		221				221			221	
10:00 AM		184				184			184	
11:00 AM		197				197			197	
12:00 PM		227				227			227	
1:00 PM		221				221			221	
2:00 PM		210				210			210	
3:00 PM		241				241			241	
4:00 PM		238				238			238	
5:00 PM		**257**				**257**			**257**	
6:00 PM		105				105			105	
7:00 PM		103				103			103	
8:00 PM		40				40			40	
9:00 PM		46				46			46	
10:00 PM		13				13			13	
11:00 PM		16				16			16	
Day Total		2931				2931			2931	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		245				245			245	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		257				257			257	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
6:00 AM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
7:00 AM	4	9	6	0	0	0	0	0	0	0	0	0	0	0	19	16-25	14
8:00 AM	6	**10**	6	1	0	0	0	0	0	0	0	0	0	0	**23**	16-25	15
9:00 AM	1	5	**7**	**3**	0	0	0	0	0	0	0	0	0	0	16	18-27	11
10:00 AM	3	5	5	0	0	0	0	0	0	0	0	0	0	0	13	16-25	10
11:00 AM	**8**	4	4	1	0	0	0	0	0	0	0	0	0	0	17	16-25	8
12:00 PM	8	7	4	3	0	0	0	0	0	0	0	0	0	0	22	16-25	11
1:00 PM	5	5	8	0	0	0	0	0	0	0	0	0	0	0	18	16-25	13
2:00 PM	8	8	**9**	1	0	0	0	0	0	0	0	0	0	0	26	16-25	17
3:00 PM	**14**	8	7	1	0	0	0	0	0	0	0	0	0	0	**30**	16-25	14
4:00 PM	3	**12**	6	1	0	0	0	0	0	0	0	0	0	0	22	16-25	18
5:00 PM	5	10	8	**4**	0	0	0	0	0	0	0	0	0	0	27	16-25	18
6:00 PM	3	7	7	1	0	0	0	0	0	0	0	0	0	0	18	16-25	13
7:00 PM	9	6	5	1	0	0	0	0	0	0	0	0	0	0	21	16-25	11
8:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5	16-25	4
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	11-20	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
Day Total	80	107	88	19	0	0	0	0	0	0	0	0	0	0	294	16-25	195
Percent	27.2%	36.4%	29.9%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 294																	
AM Peak Volume	11:00 AM 8	8:00 AM 10	9:00 AM 7	9:00 AM 3											8:00 AM 23		
PM Peak Volume	3:00 PM 14	4:00 PM 12	2:00 PM 9	5:00 PM 4											3:00 PM 30		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	80	107	88	19	0	0	0	0	0	0	0	0	0	0	294	16-25	195
Percent	27.2%	36.4%	29.9%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	27.2%	63.6%	93.5%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
294

85th Percentile 23 MPH

Mean Speed(Average) 16 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1				1			1	
1:00 AM		0				0			0	
2:00 AM		1				1			1	
3:00 AM		0				0			0	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		10				10			10	
7:00 AM		19				19			19	
8:00 AM		**23**				**23**			**23**	
9:00 AM		16				16			16	
10:00 AM		13				13			13	
11:00 AM		17				17			17	
12:00 PM		22				22			22	
1:00 PM		18				18			18	
2:00 PM		26				26			26	
3:00 PM		**30**				**30**			**30**	
4:00 PM		22				22			22	
5:00 PM		27				27			27	
6:00 PM		18				18			18	
7:00 PM		21				21			21	
8:00 PM		5				5			5	
9:00 PM		2				2			2	
10:00 PM		0				0			0	
11:00 PM		1				1			1	
Day Total		294				294			294	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		23				23			23	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		30				30			30	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB/WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	16-25	4
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	2
5:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
6:00 AM	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
7:00 AM	9	13	**12**	0	0	0	0	0	0	0	0	0	0	0	34	16-25	24
8:00 AM	**12**	**16**	11	3	0	0	0	0	0	0	0	0	0	0	**42**	16-25	27
9:00 AM	4	10	9	**4**	**1**	0	0	0	0	0	0	0	0	0	28	16-25	19
10:00 AM	8	8	11	0	0	0	0	0	0	0	0	0	0	0	27	16-25	19
11:00 AM	10	11	8	2	0	0	0	0	0	0	0	0	0	0	31	16-25	19
12:00 PM	15	22	14	5	0	0	0	0	0	0	0	0	0	0	56	16-25	35
1:00 PM	8	15	16	1	**1**	0	0	0	0	0	0	0	0	0	41	16-25	31
2:00 PM	17	20	19	2	0	0	0	0	0	0	0	0	0	0	58	16-25	38
3:00 PM	**25**	20	17	3	0	0	0	0	0	0	0	0	0	0	65	16-25	37
4:00 PM	12	23	11	6	0	0	0	0	0	0	0	0	0	0	52	16-25	34
5:00 PM	11	**31**	**25**	**8**	0	0	0	0	0	0	0	0	0	0	**75**	16-25	56
6:00 PM	12	22	19	1	0	0	0	0	0	0	0	0	0	0	54	16-25	40
7:00 PM	17	20	13	2	1	0	0	0	0	0	0	0	0	0	53	16-25	33
8:00 PM	4	15	10	1	0	0	0	0	0	0	0	0	0	0	30	16-25	25
9:00 PM	1	9	3	0	0	0	0	0	0	0	0	0	0	0	13	16-25	12
10:00 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
11:00 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4	21-30	3
Day Total	172	270	210	40	3	0	0	0	0	0	0	0	0	0	695	16-25	480
Percent	24.7%	38.8%	30.2%	5.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 695																	
AM Peak Volume	8:00 AM 12	8:00 AM 16	7:00 AM 12	9:00 AM 4	9:00 AM 1										8:00 AM 42		
PM Peak Volume	3:00 PM 25	5:00 PM 31	5:00 PM 25	5:00 PM 8	1:00 PM 1										5:00 PM 75		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: EB/WB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	172	270	210	40	3	0	0	0	0	0	0	0	0	0	695	16-25	480
Percent	24.7%	38.8%	30.2%	5.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	24.7%	63.6%	93.8%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
695

85th Percentile 23 MPH

Mean Speed(Average) 17 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		4				4			4	
1:00 AM		1				1			1	
2:00 AM		1				1			1	
3:00 AM		1				1			1	
4:00 AM		2				2			2	
5:00 AM		2				2			2	
6:00 AM		11				11			11	
7:00 AM		34				34			34	
8:00 AM		**42**				**42**			**42**	
9:00 AM		28				28			28	
10:00 AM		27				27			27	
11:00 AM		31				31			31	
12:00 PM		56				56			56	
1:00 PM		41				41			41	
2:00 PM		58				58			58	
3:00 PM		65				65			65	
4:00 PM		52				52			52	
5:00 PM		**75**				**75**			**75**	
6:00 PM		54				54			54	
7:00 PM		53				53			53	
8:00 PM		30				30			30	
9:00 PM		13				13			13	
10:00 PM		10				10			10	
11:00 PM		4				4			4	
Day Total		695				695			695	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		42				42			42	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		75				75			75	

Comments:

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
CITY/STATE: Bend, OR

QC JOB #: 13576277
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11-20	1
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16-25	1
7:00 AM	5	4	**6**	0	0	0	0	0	0	0	0	0	0	0	15	17-26	9
8:00 AM	**6**	6	5	**2**	0	0	0	0	0	0	0	0	0	0	**19**	16-25	11
9:00 AM	3	5	2	1	**1**	0	0	0	0	0	0	0	0	0	12	16-25	7
10:00 AM	5	3	6	0	0	0	0	0	0	0	0	0	0	0	14	17-26	8
11:00 AM	2	**7**	4	1	0	0	0	0	0	0	0	0	0	0	14	16-25	11
12:00 PM	7	15	10	2	0	0	0	0	0	0	0	0	0	0	34	16-25	25
1:00 PM	3	10	8	1	**1**	0	0	0	0	0	0	0	0	0	23	16-25	18
2:00 PM	9	12	10	1	0	0	0	0	0	0	0	0	0	0	32	16-25	22
3:00 PM	**11**	12	10	2	0	0	0	0	0	0	0	0	0	0	35	16-25	22
4:00 PM	9	11	5	**5**	0	0	0	0	0	0	0	0	0	0	30	16-25	16
5:00 PM	6	**21**	**17**	4	0	0	0	0	0	0	0	0	0	0	**48**	16-25	38
6:00 PM	9	15	12	0	0	0	0	0	0	0	0	0	0	0	36	16-25	26
7:00 PM	8	14	8	1	1	0	0	0	0	0	0	0	0	0	32	16-25	22
8:00 PM	4	12	9	0	0	0	0	0	0	0	0	0	0	0	25	16-25	20
9:00 PM	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11	16-25	10
10:00 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	10	16-25	7
11:00 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	21-30	2
Day Total	92	163	122	21	3	0	0	0	0	0	0	0	0	0	401	16-25	284
Percent	22.9%	40.6%	30.4%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 401																	
AM Peak Volume	8:00 AM 6	11:00 AM 7	7:00 AM 6	8:00 AM 2	9:00 AM 1										8:00 AM 19		
PM Peak Volume	3:00 PM 11	5:00 PM 21	5:00 PM 17	4:00 PM 5	1:00 PM 1										5:00 PM 48		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	92	163	122	21	3	0	0	0	0	0	0	0	0	0	401	16-25	284
Percent	22.9%	40.6%	30.4%	5.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	22.9%	63.6%	94.0%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT
401

85th Percentile 23 MPH

Mean Speed(Average) 17 MPH

Median 18 MPH
Mode: 18 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
QC JOB #: 13576277
SPECIFIC LOCATION: NW Milwaukee Ave btwn 15th St & 14th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
1:00 AM		1				1			1	
2:00 AM		0				0			0	
3:00 AM		1				1			1	
4:00 AM		1				1			1	
5:00 AM		1				1			1	
6:00 AM		1				1			1	
7:00 AM		15				15			15	
8:00 AM		**19**				**19**			**19**	
9:00 AM		12				12			12	
10:00 AM		14				14			14	
11:00 AM		14				14			14	
12:00 PM		34				34			34	
1:00 PM		23				23			23	
2:00 PM		32				32			32	
3:00 PM		35				35			35	
4:00 PM		30				30			30	
5:00 PM		**48**				**48**			**48**	
6:00 PM		36				36			36	
7:00 PM		32				32			32	
8:00 PM		25				25			25	
9:00 PM		11				11			11	
10:00 PM		10				10			10	
11:00 PM		3				3			3	
Day Total		401				401			401	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		19				19			19	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		48				48			48	

Comments:

LOCATION: NW Newport Ave btwn 12th St & 11th St
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
CITY/STATE: Bend, OR

QC JOB #: 13576278
DIRECTION: EB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	6	8	0	0	0	0	0	0	0	0	0	17	26-35	14
1:00 AM	0	1	1	5	0	0	0	0	0	0	0	0	0	0	7	21-30	6
2:00 AM	0	0	1	3	4	0	0	0	0	0	0	0	0	0	8	26-35	7
3:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5	26-35	4
4:00 AM	1	2	3	3	10	1	0	0	0	0	0	0	0	0	20	26-35	13
5:00 AM	3	2	7	34	21	**4**	0	0	0	0	0	0	0	0	71	26-35	55
6:00 AM	16	7	32	125	40	4	0	0	0	0	0	0	0	0	224	26-35	165
7:00 AM	67	42	126	150	39	2	0	0	0	0	0	0	0	0	426	21-30	276
8:00 AM	109	43	162	171	31	0	0	0	0	0	0	0	0	0	516	21-30	333
9:00 AM	89	33	128	199	42	2	**1**	0	0	0	0	0	0	0	494	21-30	327
10:00 AM	99	43	162	**224**	**43**	2	0	0	0	0	0	0	0	0	573	21-30	385
11:00 AM	**127**	**70**	**212**	169	23	0	0	0	0	0	0	0	0	0	**601**	21-30	380
12:00 PM	146	59	173	186	19	0	0	0	0	0	0	0	0	0	583	21-30	359
1:00 PM	138	56	187	173	12	0	0	0	0	0	0	0	0	0	566	21-30	360
2:00 PM	115	51	172	224	31	1	0	0	0	0	0	0	0	0	594	21-30	395
3:00 PM	**169**	**88**	**232**	159	9	0	0	0	0	0	0	0	0	0	**657**	21-30	390
4:00 PM	109	37	180	**237**	**35**	1	0	0	0	0	0	0	0	0	599	21-30	416
5:00 PM	145	47	162	202	27	1	**1**	0	0	0	0	0	0	0	585	21-30	363
6:00 PM	96	58	189	151	20	1	0	0	0	0	0	0	0	0	515	21-30	340
7:00 PM	38	23	141	144	22	1	0	0	0	0	0	0	0	0	369	21-30	285
8:00 PM	20	9	64	118	25	0	0	0	0	0	0	0	0	0	236	21-30	182
9:00 PM	10	4	26	75	23	**2**	0	0	0	0	0	0	0	0	140	21-30	101
10:00 PM	6	3	12	31	13	1	0	0	0	0	0	0	0	0	66	26-35	43
11:00 PM	1	2	6	17	6	0	0	0	0	0	0	0	0	0	32	26-35	23
Day Total	1504	681	2380	2807	506	24	2	0	0	0	0	0	0	0	7904	21-30	5186
Percent	19.0%	8.6%	30.1%	35.5%	6.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7904																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	10:00 AM	5:00 AM	9:00 AM								11:00 AM		
Volume	127	70	212	224	43	4	1								601		
PM Peak	3:00 PM	3:00 PM	3:00 PM	4:00 PM	4:00 PM	9:00 PM	5:00 PM								3:00 PM		
Volume	169	88	232	237	35	2	1								657		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1504	681	2380	2807	506	24	2	0	0	0	0	0	0	0	7904	21-30	5186
Percent	19.0%	8.6%	30.1%	35.5%	6.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.0%	27.6%	57.8%	93.3%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 7904

85th Percentile 28 MPH

Mean Speed(Average) 21 MPH

Median 23 MPH
Mode: 28 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: EB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		17				17			17	
1:00 AM		7				7			7	
2:00 AM		8				8			8	
3:00 AM		5				5			5	
4:00 AM		20				20			20	
5:00 AM		71				71			71	
6:00 AM		224				224			224	
7:00 AM		426				426			426	
8:00 AM		516				516			516	
9:00 AM		494				494			494	
10:00 AM		573				573			573	
11:00 AM		**601**				**601**			**601**	
12:00 PM		583				583			583	
1:00 PM		566				566			566	
2:00 PM		594				594			594	
3:00 PM		**657**				**657**			**657**	
4:00 PM		599				599			599	
5:00 PM		585				585			585	
6:00 PM		515				515			515	
7:00 PM		369				369			369	
8:00 PM		236				236			236	
9:00 PM		140				140			140	
10:00 PM		66				66			66	
11:00 PM		32				32			32	
Day Total		7904				7904			7904	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 601				11:00 AM 601			11:00 AM 601	
PM Peak Volume		3:00 PM 657				3:00 PM 657			3:00 PM 657	

Comments:

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	1	8	22	14	0	0	0	0	0	0	0	0	0	46	26-35	35
1:00 AM	0	2	3	16	2	0	0	0	0	0	0	0	0	0	23	21-30	19
2:00 AM	0	0	1	9	4	1	0	0	0	0	0	0	0	0	15	26-35	13
3:00 AM	2	0	0	1	5	1	0	0	0	0	0	0	0	0	9	26-35	6
4:00 AM	2	2	5	7	14	2	0	0	0	0	0	0	0	0	32	26-35	21
5:00 AM	10	3	21	64	34	5	0	0	0	0	0	0	0	0	137	26-35	98
6:00 AM	30	15	84	211	**65**	**10**	0	0	0	0	0	0	0	0	415	21-30	295
7:00 AM	161	96	309	346	61	2	0	0	0	0	0	0	0	0	975	21-30	655
8:00 AM	215	95	357	327	46	0	0	0	0	0	0	0	0	0	1040	21-30	684
9:00 AM	170	69	362	348	58	2	**1**	0	0	0	0	0	0	0	1010	21-30	709
10:00 AM	179	87	326	**362**	56	4	0	0	0	0	0	0	0	0	1014	21-30	688
11:00 AM	**218**	**119**	**418**	261	31	0	0	0	0	0	0	0	0	0	**1047**	21-30	679
12:00 PM	299	**159**	428	276	26	1	0	0	0	0	0	0	0	0	1189	21-30	704
1:00 PM	251	115	391	270	17	1	0	0	0	0	0	0	0	0	1045	21-30	661
2:00 PM	232	92	387	383	48	2	0	0	0	0	0	0	0	0	1144	21-30	769
3:00 PM	**315**	133	**471**	256	23	1	0	0	0	0	0	0	0	0	1199	21-30	727
4:00 PM	240	95	383	**411**	**57**	**4**	0	0	0	0	0	0	0	0	1190	21-30	794
5:00 PM	302	123	374	372	51	2	**1**	0	0	0	0	0	0	0	**1225**	21-30	746
6:00 PM	196	96	381	270	34	2	0	0	0	0	0	0	0	0	979	21-30	651
7:00 PM	90	54	292	270	27	2	0	0	0	0	0	0	0	0	735	21-30	562
8:00 PM	45	19	136	243	39	1	0	0	0	0	0	0	0	0	483	21-30	379
9:00 PM	17	6	61	170	40	3	1	0	0	0	0	0	0	0	298	21-30	231
10:00 PM	12	7	40	76	26	4	0	0	0	0	0	0	0	0	165	21-30	115
11:00 PM	1	2	18	48	14	0	0	0	0	0	0	0	0	0	83	21-30	66
Day Total	2988	1390	5256	5019	792	50	3	0	0	0	0	0	0	0	15498	21-30	10274
Percent	19.3%	9.0%	33.9%	32.4%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 15498																	
AM Peak	11:00 AM	11:00 AM	11:00 AM	10:00 AM	6:00 AM	6:00 AM	9:00 AM								11:00 AM		
Volume	218	119	418	362	65	10	1								1047		
PM Peak	3:00 PM	12:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	5:00 PM								5:00 PM		
Volume	315	159	471	411	57	4	1								1225		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: EB/WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	2988	1390	5256	5019	792	50	3	0	0	0	0	0	0	0	15498	21-30	10274
Percent	19.3%	9.0%	33.9%	32.4%	5.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.3%	28.2%	62.2%	94.5%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 15498

85th Percentile 28 MPH

Mean Speed(Average) 21 MPH

Median 23 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: EB/WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		46				46			46	
1:00 AM		23				23			23	
2:00 AM		15				15			15	
3:00 AM		9				9			9	
4:00 AM		32				32			32	
5:00 AM		137				137			137	
6:00 AM		415				415			415	
7:00 AM		975				975			975	
8:00 AM		1040				1040			1040	
9:00 AM		1010				1010			1010	
10:00 AM		1014				1014			1014	
11:00 AM		**1047**				**1047**			**1047**	
12:00 PM		1189				1189			1189	
1:00 PM		1045				1045			1045	
2:00 PM		1144				1144			1144	
3:00 PM		1199				1199			1199	
4:00 PM		1190				1190			1190	
5:00 PM		**1225**				**1225**			**1225**	
6:00 PM		979				979			979	
7:00 PM		735				735			735	
8:00 PM		483				483			483	
9:00 PM		298				298			298	
10:00 PM		165				165			165	
11:00 PM		83				83			83	
Day Total		15498				15498			15498	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		11:00 AM 1047				11:00 AM 1047			11:00 AM 1047	
PM Peak Volume		5:00 PM 1225				5:00 PM 1225			5:00 PM 1225	

Comments:

LOCATION: NW Newport Ave btwn 12th St & 11th St
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
CITY/STATE: Bend, OR

QC JOB #: 13576278
DIRECTION: WB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	6	16	6	0	0	0	0	0	0	0	0	0	29	26-35	22
1:00 AM	0	1	2	11	2	0	0	0	0	0	0	0	0	0	16	26-35	12
2:00 AM	0	0	0	6	0	1	0	0	0	0	0	0	0	0	7	21-30	6
3:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	26-35	2
4:00 AM	1	0	2	4	4	1	0	0	0	0	0	0	0	0	12	26-35	8
5:00 AM	7	1	14	30	13	1	0	0	0	0	0	0	0	0	66	21-30	44
6:00 AM	14	8	52	86	**25**	**6**	0	0	0	0	0	0	0	0	191	21-30	137
7:00 AM	94	**54**	183	**196**	22	0	0	0	0	0	0	0	0	0	**549**	21-30	379
8:00 AM	**106**	52	195	156	15	0	0	0	0	0	0	0	0	0	524	21-30	351
9:00 AM	81	36	**234**	149	16	0	0	0	0	0	0	0	0	0	516	21-30	382
10:00 AM	80	44	164	138	13	2	0	0	0	0	0	0	0	0	441	21-30	302
11:00 AM	91	49	206	92	8	0	0	0	0	0	0	0	0	0	446	21-30	297
12:00 PM	153	**100**	**255**	90	7	1	0	0	0	0	0	0	0	0	606	16-25	355
1:00 PM	113	59	204	97	5	1	0	0	0	0	0	0	0	0	479	21-30	300
2:00 PM	117	41	215	159	17	1	0	0	0	0	0	0	0	0	550	21-30	373
3:00 PM	146	45	239	97	14	1	0	0	0	0	0	0	0	0	542	21-30	335
4:00 PM	131	58	203	**174**	22	**3**	0	0	0	0	0	0	0	0	591	21-30	376
5:00 PM	**157**	76	212	170	**24**	1	0	0	0	0	0	0	0	0	**640**	21-30	382
6:00 PM	100	38	192	119	14	1	0	0	0	0	0	0	0	0	464	21-30	310
7:00 PM	52	31	151	126	5	1	0	0	0	0	0	0	0	0	366	21-30	277
8:00 PM	25	10	72	125	14	1	0	0	0	0	0	0	0	0	247	21-30	197
9:00 PM	7	2	35	95	17	1	**1**	0	0	0	0	0	0	0	158	21-30	130
10:00 PM	6	4	28	45	13	3	0	0	0	0	0	0	0	0	99	21-30	73
11:00 PM	0	0	12	31	8	0	0	0	0	0	0	0	0	0	51	21-30	43
Day Total	1484	709	2876	2212	286	26	1	0	0	0	0	0	0	0	7594	21-30	5087
Percent	19.5%	9.3%	37.9%	29.1%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 7594																	
AM Peak	8:00 AM	7:00 AM	9:00 AM	7:00 AM	6:00 AM	6:00 AM									7:00 AM		
Volume	106	54	234	196	25	6									549		
PM Peak	5:00 PM	12:00 PM	12:00 PM	4:00 PM	5:00 PM	4:00 PM	9:00 PM								5:00 PM		
Volume	157	100	255	174	24	3	1								640		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Newport Ave btwn 12th St & 11th St
QC JOB #: 13576278
SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St
DIRECTION: WB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	1484	709	2876	2212	286	26	1	0	0	0	0	0	0	0	7594	21-30	5087
Percent	19.5%	9.3%	37.9%	29.1%	3.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	19.5%	28.9%	66.8%	95.9%	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 7594

85th Percentile 28 MPH

Mean Speed(Average) 20 MPH

Median 22 MPH

Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Newport Ave btwn 12th St & 11th St

QC JOB #: 13576278

SPECIFIC LOCATION: NW Newport Ave btwn 12th St & 11th St

DIRECTION: WB

CITY/STATE: Bend, OR

DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		29				29			29	
1:00 AM		16				16			16	
2:00 AM		7				7			7	
3:00 AM		4				4			4	
4:00 AM		12				12			12	
5:00 AM		66				66			66	
6:00 AM		191				191			191	
7:00 AM		**549**				**549**			**549**	
8:00 AM		524				524			524	
9:00 AM		516				516			516	
10:00 AM		441				441			441	
11:00 AM		446				446			446	
12:00 PM		606				606			606	
1:00 PM		479				479			479	
2:00 PM		550				550			550	
3:00 PM		542				542			542	
4:00 PM		591				591			591	
5:00 PM		**640**				**640**			**640**	
6:00 PM		464				464			464	
7:00 PM		366				366			366	
8:00 PM		247				247			247	
9:00 PM		158				158			158	
10:00 PM		99				99			99	
11:00 PM		51				51			51	
Day Total		7594				7594			7594	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		549				549			549	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		640				640			640	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	21-30	2
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15-24	0
2:00 AM	0	0	2	1	1	0	0	0	0	0	0	0	0	0	4	21-30	3
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
4:00 AM	1	0	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
5:00 AM	0	1	3	5	1	1	**1**	0	0	0	0	0	0	0	12	21-30	8
6:00 AM	2	4	12	13	2	0	0	**1**	0	0	0	0	0	0	34	21-30	25
7:00 AM	6	6	24	**33**	**6**	0	0	0	0	0	0	0	0	0	75	21-30	56
8:00 AM	**12**	**18**	**56**	26	5	0	0	0	0	0	0	0	0	0	**117**	21-30	81
9:00 AM	6	5	37	15	4	**2**	0	0	0	0	0	0	0	0	69	21-30	52
10:00 AM	4	7	26	22	2	0	0	0	0	0	0	0	0	0	61	21-30	48
11:00 AM	6	12	42	32	5	0	0	0	0	0	0	0	0	0	97	21-30	74
12:00 PM	7	9	35	**42**	6	0	0	0	0	0	0	0	0	0	99	21-30	77
1:00 PM	9	10	36	36	**8**	**1**	0	0	0	0	0	0	0	0	100	21-30	72
2:00 PM	7	10	52	33	5	0	0	0	0	0	0	0	0	0	107	21-30	84
3:00 PM	17	**32**	64	40	4	0	0	0	0	0	0	0	0	0	**157**	21-30	104
4:00 PM	11	25	58	26	0	1	0	0	0	0	0	0	0	0	121	21-30	83
5:00 PM	**21**	30	**76**	23	3	0	0	0	0	0	0	0	0	0	153	16-25	105
6:00 PM	13	26	49	36	3	0	0	0	0	0	0	0	0	0	127	21-30	84
7:00 PM	7	7	36	23	3	0	0	0	0	0	0	0	0	0	76	21-30	58
8:00 PM	4	4	21	12	4	0	0	0	0	0	0	0	0	0	45	21-30	33
9:00 PM	2	4	8	9	0	1	0	0	0	0	0	0	0	0	24	21-30	17
10:00 PM	0	3	11	6	1	1	0	0	0	0	0	0	0	0	22	21-30	17
11:00 PM	2	0	5	1	0	0	0	0	0	0	0	0	0	0	8	21-30	5
Day Total	138	214	656	439	64	7	1	1	0	0	0	0	0	0	1520	21-30	1095
Percent	9.1%	14.1%	43.2%	28.9%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 1520																	
AM Peak	8:00 AM	8:00 AM	8:00 AM	7:00 AM	7:00 AM	9:00 AM	5:00 AM	6:00 AM							8:00 AM		
Volume	12	18	56	33	6	2	1	1							117		
PM Peak	5:00 PM	3:00 PM	5:00 PM	12:00 PM	1:00 PM	1:00 PM									3:00 PM		
Volume	21	32	76	42	8	1									157		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	138	214	656	439	64	7	1	1	0	0	0	0	0	0	1520	21-30	1095
Percent	9.1%	14.1%	43.2%	28.9%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	9.1%	23.2%	66.3%	95.2%	99.4%	99.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 1520

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3				3			3	
1:00 AM		1				1			1	
2:00 AM		4				4			4	
3:00 AM		3				3			3	
4:00 AM		5				5			5	
5:00 AM		12				12			12	
6:00 AM		34				34			34	
7:00 AM		75				75			75	
8:00 AM		**117**				**117**			**117**	
9:00 AM		69				69			69	
10:00 AM		61				61			61	
11:00 AM		97				97			97	
12:00 PM		99				99			99	
1:00 PM		100				100			100	
2:00 PM		107				107			107	
3:00 PM		**157**				**157**			**157**	
4:00 PM		121				121			121	
5:00 PM		153				153			153	
6:00 PM		127				127			127	
7:00 PM		76				76			76	
8:00 PM		45				45			45	
9:00 PM		24				24			24	
10:00 PM		22				22			22	
11:00 PM		8				8			8	
Day Total		1520				1520			1520	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		117				117			117	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		157				157			157	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	1	2	2	2	1	0	0	0	0	0	0	0	0	8	26-35	4
1:00 AM	1	1	1	2	1	0	0	0	0	0	0	0	0	0	6	26-35	3
2:00 AM	0	0	3	3	1	0	0	0	0	0	0	0	0	0	7	23-32	5
3:00 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	21-30	3
4:00 AM	2	0	2	2	1	0	0	0	0	0	0	0	0	0	7	21-30	4
5:00 AM	0	3	6	5	3	1	**1**	0	0	0	0	0	0	0	19	21-30	11
6:00 AM	5	5	18	27	5	0	0	**1**	0	0	0	0	0	0	61	21-30	45
7:00 AM	13	7	38	64	12	1	0	0	0	0	0	0	0	0	135	21-30	102
8:00 AM	**19**	**29**	**90**	**66**	**13**	0	0	0	0	0	0	0	0	0	**217**	21-30	155
9:00 AM	9	10	58	43	8	**2**	0	0	0	0	0	0	0	0	130	21-30	100
10:00 AM	15	15	42	43	13	0	0	0	0	0	0	0	0	0	128	21-30	84
11:00 AM	11	20	61	56	8	0	0	0	0	0	0	0	0	0	156	21-30	116
12:00 PM	17	23	70	**73**	**17**	**2**	0	0	0	0	0	0	0	0	202	21-30	143
1:00 PM	17	12	73	69	13	1	0	0	0	0	0	0	0	0	185	21-30	142
2:00 PM	11	27	86	56	10	2	0	0	0	0	0	0	0	0	192	21-30	141
3:00 PM	38	54	111	58	7	0	0	0	0	0	0	0	0	0	268	21-30	169
4:00 PM	27	43	98	46	4	1	0	0	0	0	0	0	0	0	219	21-30	143
5:00 PM	**46**	**57**	**130**	40	5	0	0	0	0	0	0	0	0	0	**278**	16-25	187
6:00 PM	21	41	86	54	4	0	0	0	0	0	0	0	0	0	206	21-30	140
7:00 PM	10	14	60	39	4	0	0	0	0	0	0	0	0	0	127	21-30	99
8:00 PM	8	8	38	16	10	1	0	0	0	0	0	0	0	0	81	21-30	54
9:00 PM	3	5	17	16	2	1	0	0	0	0	0	0	0	0	44	21-30	33
10:00 PM	1	5	17	15	3	1	0	0	0	0	0	0	0	0	42	21-30	32
11:00 PM	4	0	9	5	0	1	0	0	0	0	0	0	0	0	19	21-30	14
Day Total	278	380	1118	801	146	15	1	1	0	0	0	0	0	0	2740	21-30	1918
Percent	10.1%	13.9%	40.8%	29.2%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 2740																	
AM Peak	8:00 AM	8:00 AM	8:00 AM	8:00 AM	8:00 AM	9:00 AM	5:00 AM	6:00 AM							8:00 AM		
Volume	19	29	90	66	13	2	1	1							217		
PM Peak	5:00 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM									5:00 PM		
Volume	46	57	130	73	17	2									278		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: NB/SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	278	380	1118	801	146	15	1	1	0	0	0	0	0	0	2740	21-30	1918
Percent	10.1%	13.9%	40.8%	29.2%	5.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	10.1%	24.0%	64.8%	94.1%	99.4%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 2740

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: NB/SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		8				8			8	
1:00 AM		6				6			6	
2:00 AM		7				7			7	
3:00 AM		3				3			3	
4:00 AM		7				7			7	
5:00 AM		19				19			19	
6:00 AM		61				61			61	
7:00 AM		135				135			135	
8:00 AM		**217**				**217**			**217**	
9:00 AM		130				130			130	
10:00 AM		128				128			128	
11:00 AM		156				156			156	
12:00 PM		202				202			202	
1:00 PM		185				185			185	
2:00 PM		192				192			192	
3:00 PM		268				268			268	
4:00 PM		219				219			219	
5:00 PM		**278**				**278**			**278**	
6:00 PM		206				206			206	
7:00 PM		127				127			127	
8:00 PM		81				81			81	
9:00 PM		44				44			44	
10:00 PM		42				42			42	
11:00 PM		19				19			19	
Day Total		2740				2740			2740	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		8:00 AM 217				8:00 AM 217			8:00 AM 217	
PM Peak Volume		5:00 PM 278				5:00 PM 278			5:00 PM 278	

Comments:

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	2	0	2	**1**	0	0	0	0	0	0	0	0	5	31-40	3
1:00 AM	0	1	1	2	1	0	0	0	0	0	0	0	0	0	5	26-35	3
2:00 AM	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	21-30	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	16-25	1
5:00 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7	18-27	4
6:00 AM	3	1	6	14	3	0	0	0	0	0	0	0	0	0	27	21-30	20
7:00 AM	7	1	14	31	6	1	0	0	0	0	0	0	0	0	60	21-30	45
8:00 AM	7	**11**	**34**	**40**	8	0	0	0	0	0	0	0	0	0	**100**	21-30	74
9:00 AM	3	5	21	28	4	0	0	0	0	0	0	0	0	0	61	21-30	48
10:00 AM	**11**	8	16	21	**11**	0	0	0	0	0	0	0	0	0	67	21-30	37
11:00 AM	5	8	19	24	3	0	0	0	0	0	0	0	0	0	59	21-30	42
12:00 PM	10	14	35	31	**11**	**2**	0	0	0	0	0	0	0	0	103	21-30	66
1:00 PM	8	2	37	**33**	5	0	0	0	0	0	0	0	0	0	85	21-30	69
2:00 PM	4	17	34	23	5	2	0	0	0	0	0	0	0	0	85	21-30	56
3:00 PM	21	22	47	18	3	0	0	0	0	0	0	0	0	0	111	16-25	69
4:00 PM	16	18	40	20	4	0	0	0	0	0	0	0	0	0	98	21-30	60
5:00 PM	**25**	**27**	**54**	17	2	0	0	0	0	0	0	0	0	0	**125**	16-25	81
6:00 PM	8	15	37	18	1	0	0	0	0	0	0	0	0	0	79	21-30	54
7:00 PM	3	7	24	16	1	0	0	0	0	0	0	0	0	0	51	21-30	40
8:00 PM	4	4	17	4	6	1	0	0	0	0	0	0	0	0	36	16-25	21
9:00 PM	1	1	9	7	2	0	0	0	0	0	0	0	0	0	20	21-30	15
10:00 PM	1	2	6	9	2	0	0	0	0	0	0	0	0	0	20	21-30	15
11:00 PM	2	0	4	4	0	1	0	0	0	0	0	0	0	0	11	21-30	8
Day Total	140	166	462	362	82	8	0	0	0	0	0	0	0	0	1220	21-30	824
Percent	11.5%	13.6%	37.9%	29.7%	6.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
ADT 1220																	
AM Peak	10:00 AM	8:00 AM	8:00 AM	8:00 AM	10:00 AM	12:00 AM									8:00 AM		
Volume	11	11	34	40	11	1									100		
PM Peak	5:00 PM	5:00 PM	5:00 PM	1:00 PM	12:00 PM	12:00 PM									5:00 PM		
Volume	25	27	54	33	11	2									125		

Comments:

SUMMARY - Tube Count - Speed Data

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
CITY/STATE: Bend, OR

QC JOB #: 13576279
DIRECTION: SB
DATE: Sep 29 2015 - Sep 29 2015

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	140	166	462	362	82	8	0	0	0	0	0	0	0	0	1220	21-30	824
Percent	11.5%	13.6%	37.9%	29.7%	6.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Cumulative Percent	11.5%	25.1%	63.0%	92.6%	99.3%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%			

ADT 1220

85th Percentile 28 MPH

Mean Speed(Average) 22 MPH

Median 23 MPH
Mode: 23 MPH

Comments:

Report generated on 10/12/2015 6:05 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
QC JOB #: 13576279
SPECIFIC LOCATION: NW Harmon Blvd btwn Kingston & Milwaukee
DIRECTION: SB
CITY/STATE: Bend, OR
DATE: Sep 29 2015 - Sep 29 2015

Start Time	Mon	Tue 29-Sep-15	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		5				5			5	
2:00 AM		3				3			3	
3:00 AM		0				0			0	
4:00 AM		2				2			2	
5:00 AM		7				7			7	
6:00 AM		27				27			27	
7:00 AM		60				60			60	
8:00 AM		**100**				**100**			**100**	
9:00 AM		61				61			61	
10:00 AM		67				67			67	
11:00 AM		59				59			59	
12:00 PM		103				103			103	
1:00 PM		85				85			85	
2:00 PM		85				85			85	
3:00 PM		111				111			111	
4:00 PM		98				98			98	
5:00 PM		**125**				**125**			**125**	
6:00 PM		79				79			79	
7:00 PM		51				51			51	
8:00 PM		36				36			36	
9:00 PM		20				20			20	
10:00 PM		20				20			20	
11:00 PM		11				11			11	
Day Total		1220				1220			1220	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		8:00 AM				8:00 AM			8:00 AM	
Volume		100				100			100	
PM Peak		5:00 PM				5:00 PM			5:00 PM	
Volume		125				125			125	

Comments:

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
971-223-0003
www.qualitycounts.net

Sitecode: 13586601
Location: Bridge from Farewell Bend Park to Riverbend Park
Date: 10/2/2015

	Pedestrians		Bicycles					
	Heading South	Heading North	Heading South	Heading North	Interval Total	Hourly Totals	Hourly Total_Peds	Hourly Total_Bikes
2:00 PM	3	1	0	0	4			
2:05 PM	1	7	0	0	8			
2:10 PM	0	0	1	0	1			
2:15 PM	2	2	0	0	4			
2:20 PM	0	4	0	0	4			
2:25 PM	1	3	0	0	4			
2:30 PM	2	6	0	0	8			
2:35 PM	0	1	0	1	2			
2:40 PM	2	6	0	0	8			
2:45 PM	2	0	0	0	2			
2:50 PM	5	2	0	1	8			
2:55 PM	0	4	1	1	6	59	54	5
3:00 PM	2	3	0	1	6	61	55	6
3:05 PM	3	3	0	0	6	59	53	6
3:10 PM	0	2	0	2	4	62	55	7
3:15 PM	4	3	0	0	7	65	58	7
3:20 PM	5	17	1	0	23	84	76	8
3:25 PM	0	4	0	0	4	84	76	8
3:30 PM	4	3	0	0	7	83	75	8
3:35 PM	0	1	0	0	1	82	75	7
3:40 PM	1	3	0	0	4	78	71	7
3:45 PM	0	1	0	0	1	77	70	7
3:50 PM	4	5	0	0	9	78	72	6
3:55 PM	1	5	1	0	7	79	74	5
4:00 PM	3	4	1	0	8	81	76	5
4:05 PM	6	3	1	0	10	85	79	6
4:10 PM	0	3	0	0	3	84	80	4
4:15 PM	10	0	0	2	12	89	83	6
4:20 PM	3	1	0	0	4	70	65	5
4:25 PM	3	5	0	2	10	76	69	7
4:30 PM	5	8	0	1	14	83	75	8
4:35 PM	4	1	0	0	5	87	79	8
4:40 PM	1	1	0	0	2	85	77	8
4:45 PM	5	4	0	0	9	93	85	8
4:50 PM	2	1	0	1	4	88	79	9
4:55 PM	0	6	0	0	6	87	79	8
5:00 PM	1	3	0	1	5	84	76	8
5:05 PM	0	3	2	0	5	79	70	9
5:10 PM	2	4	0	0	6	82	73	9
5:15 PM	10	1	1	0	12	82	74	8
5:20 PM	1	3	0	0	4	82	74	8
5:25 PM	3	4	0	0	7	79	73	6
5:30 PM	4	3	0	0	7	72	67	5
5:35 PM	0	0	0	0	0	67	62	5
5:40 PM	0	0	0	0	0	65	60	5
5:45 PM	2	0	0	0	2	58	53	5
5:50 PM	6	0	1	0	7	61	56	5
5:55 PM	0	10	2	4	16	71	60	11
Totals	113	154	12	17				
						93	85	11

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
971-223-0003
www.qualitycounts.net

Sitecode: 13586602
Location: Bridge to Old Mill District
Date: 10/2/2015

	Pedestrians		Bicycles					
	Heading East	Heading West	Heading East	Heading West	Interval Total	Hourly Totals	Hourly Total_Peds	Hourly Total_Bikes
2:00 PM	0	0	0	**0**	0			
2:05 PM	2	0	0	0	2			
2:10 PM	12	9	0	0	21			
2:15 PM	4	2	0	1	7			
2:20 PM	5	4	0	0	9			
2:25 PM	4	0	1	0	5			
2:30 PM	6	1	1	0	8			
2:35 PM	0	4	3	4	11			
2:40 PM	1	30	1	0	32			
2:45 PM	6	9	1	0	16			
2:50 PM	5	0	0	0	5			
2:55 PM	7	6	2	2	17	133	117	16
3:00 PM	5	11	1	2	19	152	133	19
3:05 PM	4	5	0	3	12	162	140	22
3:10 PM	7	6	3	0	16	157	132	25
3:15 PM	12	5	3	2	22	172	143	29
3:20 PM	18	8	1	1	28	191	160	31
3:25 PM	3	3	3	0	9	195	162	33
3:30 PM	10	7	2	6	25	212	172	40
3:35 PM	30	8	2	0	40	241	206	35
3:40 PM	5	2	2	0	9	218	182	36
3:45 PM	9	3	0	2	14	216	179	37
3:50 PM	3	6	2	1	12	223	183	40
3:55 PM	1	4	0	0	5	211	175	36
4:00 PM	6	3	0	0	9	201	168	33
4:05 PM	2	13	3	5	23	212	174	38
4:10 PM	3	6	4	5	18	214	170	44
4:15 PM	6	4	0	1	11	203	163	40
4:20 PM	2	4	0	0	6	181	143	38
4:25 PM	8	4	1	0	13	185	149	36
4:30 PM	4	5	0	1	10	170	141	29
4:35 PM	6	6	3	1	16	146	115	31
4:40 PM	5	20	0	4	29	166	133	33
4:45 PM	4	14	2	3	23	175	139	36
4:50 PM	8	3	0	2	13	176	141	35
4:55 PM	6	8	0	0	14	185	150	35
5:00 PM	11	3	0	3	17	193	155	38
5:05 PM	4	15	1	0	20	190	159	31
5:10 PM	10	5	0	2	17	189	165	24
5:15 PM	14	7	0	0	21	199	176	23
5:20 PM	8	11	4	0	23	216	189	27
5:25 PM	15	3	1	1	20	223	195	28
5:30 PM	5	5	0	0	10	223	196	27
5:35 PM	14	3	0	2	19	226	201	25
5:40 PM	25	8	1	0	34	231	209	22
5:45 PM	19	14	0	0	33	241	224	17
5:50 PM	15	14	1	0	30	258	242	16
5:55 PM	9	19	0	0	28	272	256	16
Totals	368	330	49	54				
							256	44

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
971-223-0003
www.qualitycounts.net

Sitecode: 13586603
Location: Bridge From Columbia Park
Date: 10/2/2015

	Pedestrians		Bicycles					
	Heading East	Heading West	Heading East	Heading West	Interval Total	Hourly Totals	Hourly Total_Peds	Hourly Total_Bikes
2:00 PM	0	1	1	0	2			
2:05 PM	0	0	0	0	0			
2:10 PM	0	1	0	0	1			
2:15 PM	3	0	0	0	3			
2:20 PM	0	0	1	1	2			
2:25 PM	2	0	0	0	2			
2:30 PM	0	0	0	1	1			
2:35 PM	0	3	1	0	4			
2:40 PM	0	0	0	0	0			
2:45 PM	1	0	0	0	1			
2:50 PM	5	0	2	0	7			
2:55 PM	4	0	1	0	5	28	20	8
3:00 PM	3	0	0	0	3	29	22	7
3:05 PM	0	0	1	0	1	30	22	8
3:10 PM	0	0	0	0	0	29	21	8
3:15 PM	5	1	1	1	8	34	24	10
3:20 PM	1	0	0	0	1	33	25	8
3:25 PM	0	0	0	0	0	31	23	8
3:30 PM	2	0	4	1	7	37	25	12
3:35 PM	2	0	0	1	3	36	24	12
3:40 PM	2	0	0	2	4	40	26	14
3:45 PM	0	0	3	0	3	42	25	17
3:50 PM	3	1	1	0	5	40	24	16
3:55 PM	4	0	0	3	7	42	24	18
4:00 PM	1	4	0	0	5	44	26	18
4:05 PM	2	0	0	1	3	46	28	18
4:10 PM	8	4	0	0	12	58	40	18
4:15 PM	0	0	0	0	0	50	34	16
4:20 PM	0	0	0	1	1	50	33	17
4:25 PM	1	1	0	0	2	52	35	17
4:30 PM	0	2	0	0	2	47	35	12
4:35 PM	0	0	1	0	1	45	33	12
4:40 PM	0	3	0	0	3	44	34	10
4:45 PM	1	0	0	1	2	43	35	8
4:50 PM	0	2	1	1	4	42	33	9
4:55 PM	0	2	2	1	5	40	31	9
5:00 PM	4	0	2	0	6	41	30	11
5:05 PM	2	1	2	1	6	44	31	13
5:10 PM	0	3	2	3	8	40	22	18
5:15 PM	7	6	4	5	22	62	35	27
5:20 PM	7	6	2	0	15	76	48	28
5:25 PM	0	4	0	2	6	80	50	30
5:30 PM	0	2	0	1	3	81	50	31
5:35 PM	0	2	0	2	4	84	52	32
5:40 PM	0	0	0	0	0	81	49	32
5:45 PM	1	0	3	0	4	83	49	34
5:50 PM	2	0	1	0	3	82	49	33
5:55 PM	1	0	1	0	2	79	48	31
Totals	74	49	37	29				
							52	34

APPENDIX M: PHASE 2 CONCEPT

Central Westside Plan Funding Evaluation

Date 5 April 2016
To Matt Kittelson, Kittelson Associates
From Leland Consulting Group and Angelo Planning Group

Introduction

Leland Consulting Group (LCG) and Angelo Planning Group were engaged by the City of Bend and Kittelson Associates (KAI) to prepare this Infrastructure Funding Evaluation for the Bend Central Westside Plan (CWP).

The plan calls for Bend's central westside to grow and change considerably in coming decades. The area, which today includes numerous vacant light industrial parcels and a wide range of residential and commercial areas, will be home to the OSU Cascades campus in Fall 2016. The area includes a large, nearly 100-acre vacant parcel that was the Deschutes County land fill site. This and other sites are expected to accommodate a significant amount of infill development and redevelopment.

This new development will require a range of transportation projects, including pedestrian and bicycle facilities, new roads, and roundabouts and other intersection improvements. The purpose of this memorandum is to summarize several different ways that this infrastructure could be funded, so that CWP stakeholders and policy makers can evaluate, refine, and select from those options in the future.

This memorandum is organized into the following sections:

- Needed Infrastructure
- Funding Infrastructure for Special Districts
- Existing Funding Sources and Processes
- District Tools
- Potential New Citywide Revenue Sources
- Conclusions
- Appendices

Needed Infrastructure

As stated above, the CWP will call for a range of different transportation infrastructure, and different approaches may be appropriate to fund different scales (i.e., local roads versus arterials) and modes (i.e., auto, pedestrian, or bicycle). The following is a grouping of projects by types. In the future, a specific and comprehensive list of projects within the CWP area will be developed and prioritized.

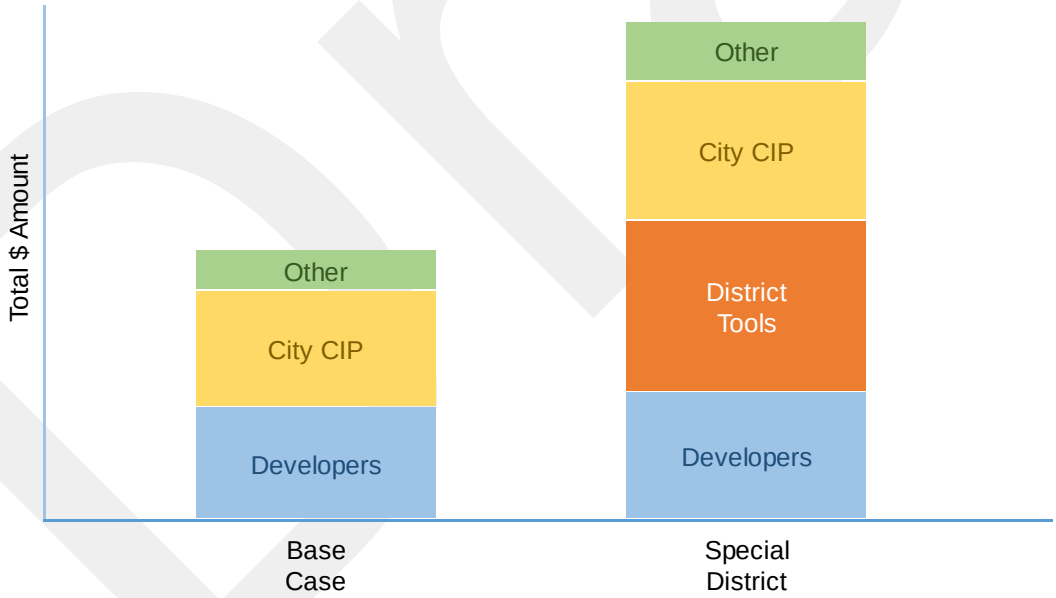
- Transit improvements
- Bike improvements
- Walking improvements
- Intersection improvements
- Safety improvements
- Transportation Demand Management (TDM) programs
- Streetscape and improved connections projects

Funding Infrastructure for Special Districts

Areas and districts within Pacific Northwest cities that feature unique destinations or uses, are growing or changing quickly, or require transportation improvements beyond those already planned and budgeted by the city can be called "special districts." These areas often require a higher level of transportation investment and therefore different funding strategies to accommodate significant upfront costs. Downtowns are the most common example of special districts, and other examples include high density residential neighborhoods, urban university campuses, urban growth boundary expansion areas, and corridors with high level of service expectations for several different modes of travel. These areas often feature high quality pedestrian, bicycle transit, and auto infrastructure, and Bend's central westside seems to be such a district.

Figure 1 below shows a simplified, typical approach to infrastructure funding in "base case" and "special district" scenarios. This figure is illustrative: the sources that take up more vertical space generally provide more funds, but the ratios are not intended to be precise. In most city districts or neighborhoods, as illustrated by the base case, most transportation infrastructure is funded by a combination of private-sector developers (who typically pay for and construct local roads as part of their development, as well as some share of the cost of collectors and arterials); the city's CIP (which funds a range of multi-modal improvements of citywide importance such as arterial roads and citywide bike facilities); and a variety of "other" tools, which usually make up a smaller share of the total funding mix. "Other" tools may include regional, state, or federal grants, or philanthropic funds.

Figure 1. Approaches to District Infrastructure Funding



Based on LCG's review, many of Oregon's "special districts" follow the second approach, in which district funding tools are used. Such district tools are critically important for two reasons. First, as illustrated below, they provide a significant amount of additional funding. Second, and no less important, they can enable district champions to secure additional funding from developers, the City CIP, grants, and other sources. When decision makers who manage other funding sources perceive that their investments will be matched and therefore amplified by funding from district tools, they are sometimes willing to invest more.

The "district tools" category may include, but is not limited to, the following:

- Transportation systems development charge (TSDC or SDC) reimbursements or credits (which is allowed by the Bend SDC code),
- Area-specific SDC overlays,
- Tax increment financing,
- Local improvement districts (LID),
- Parking revenue capturing,
- Transportation management association (TMA), and others.

While there are many differences between these tools (described in greater detail on page 11), they are grouped together because they all capture funds that are largely generated by real estate development, or other activity, that takes place within the district. For example, an area-specific SDC assigns an additional per-unit or per-square foot charge to new development, and captures the additional revenue generated within the defined district. Likewise, revenues from parking meters, structures, fees, and fines can be captured within a district and be used to fund transportation projects.

In order to illustrate this general district funding concept, LCG reviewed the following special districts in Oregon. The conditions and funding approaches used in these districts are summarized below.

- South Hillsboro, Hillsboro, Oregon
- Innovation Quadrant / South Waterfront, Portland, Oregon
- Impact Fee Reduction Program, Bellingham, Washington
- Bend's "westside consortium" model, circa 2000
- Portland Streetcar, Portland, Oregon
- Lloyd District, Portland, Portland, Oregon

Figure 2 below shows which transportation infrastructure funding tools were used in the special districts reviewed by LCG.

Figure 2. Funding Sources used by Special Districts

Funding Sources		Westside Consortium	Innovation Quadrant/ S.Waterfront	Portland Streetcar	Lloyd District
Other	Grants: Region/State/Fed.		✔		✔
City	City CIP / General Fund	✔	✔	✔	✔
District	SDC Reimbursement or Credit	✔		✔	
	Area Specific SDC		✔		
	Reimbursement District				
	Tax Increment Financing		✔	✔	
	Local Improvement District (LID)	✔		✔	
	Parking Revenues			✔	✔
	TMA / BID / ESD		✔		✔

Source: Leland Consulting Group. The terms "BID" (Business Improvement District) and "ESD" (Enhanced Service District) are synonymous and are described further below.

South Hillsboro

South Hillsboro is a 1,400 acre area located at the southeastern edge of the City of Hillsboro. It is the largest primarily undeveloped area in the city and in this portion of the Portland Metro region. Planning for the "SoHi" area began in the late 1990s and resulted in adoption of the South Hillsboro Community Plan in 2012. The Plan was updated in 2015 to include more detailed plans for land uses, parks, trails, roads and other infrastructure. Future public infrastructure investments in South Hillsboro total an estimated $300 million for new or improved roads, parks, trails, sewer and water lines and stormwater facilities. With a future buildout of over 10,000 new homes, and town center and village center developments, the projected private investment in new homes, commercial and other development is expected to reach approximately $10 billion. Major new transportation improvements will include extension of a major arterial (Cornelius Pass Road), railroad crossings and bridges over local streams.

While the South Hillsboro area includes a significant number of property owners (approximately 150), a significant portion of the area (over 650 acres) is owned and controlled by two major owners. The city has worked with these and other property owners during the last several years to refine plans for the area and negotiate a series of agreements to guide future development and financing. The City of Hillsboro has also made a pledge to community members throughout the city that new development will pay for the cost of future infrastructure, and existing residents will not. The primary financing mechanism for new development was initially assumed to be a combination of base and supplemental System Development Charges (SDCs). However, given the magnitude of projected SDC fees, additional funding mechanisms are being proposed in a Finance Plan being prepared for the area.

The following revenue sources are currently being proposed as part of this plan to pay for capital improvements. Note that this funding plan remains under consideration by the City of Hillsboro and is subject to change.

- Base SDCs including city-wide charges for parks, sewer, water and stormwater facilities.
- Transportation Development Tax (TDT). This tax charged by Washington County helps fund projects constructed that are on the TDT Capital Improvement Projects list. Although the TDT is a tax, rather than a fee, it essentially serves as the transportation SDC for the area. Similar to SDCs, a portion of the TDTs are creditable to developers if they pay for construction of eligible transportation improvements.
- Supplemental SDCs that apply to the SoHi area have been adopted for parks and transportation facilities.
- A Local Improvement District (LID) will be used as an alternative to supplemental SDCs. Essentially, developers may choose to either participate in the LID, or pay a higher supplemental SDC. The effect of the LID is to pass portions of the cost on to end-users (e.g., future home owners and commercial property owners) who may pay the entire LID fee at the time a new dwelling unit is purchased or may amortize the LID cost over many years. Participation in the LID will be entirely voluntary and the City will establish a reserve account for use in the event that property owners default on their required LID payment.

The City is using peak hour trips as the basis for calculating base and supplemental transportation SDCs. In general, one peak hour trip corresponds to one single family dwelling unit; multifamily units typically generate fewer peak hour trips. The following table summarizes the distribution of infrastructure costs and fees for a single family unit. In addition to fees paid for by developers or

future homeowners/property users, County Major Street Transportation Improvement Program (MSTIP) funds are projected to contribute approximately $63 million towards the cost of transportation improvements, including a $21.4 million local share.

Figure 3. Infrastructure Fees and Taxes for a Single Family Unit

Funding Element	Cost Per Unit
Water SDC	$6,830
Sewer SDC	$5,100
Stormwater SDC	$500
Transportation Development Tax (TDT)	$8,275
Parks SDC	$4,647
Supplemental Transportation SDC	$11,731
Supplemental Parks SDC	$8,605
LID (optional, see above)	
Total Fees	**$45,688**

Source: Interview with City of Hillsboro, APG, Leland Consulting Group.

The City considered two additional financing mechanisms that were ultimately eliminated from the Finance Plan: A Community Sustainability Fee and a Local Option Levy. However, the City determined that both mechanisms would affect the fees and taxes by residents of the entire city, not just South Hillsboro, and therefore they were determined to be inequitable. The South Hillsboro Financing Plan will be presented to the Hillsboro City Council for adoption in April, 2016.

Portland Innovation Quadrant / South Waterfront

In 2011, the City of Portland adopted one of two SDC overlays for development in the Innovation Quadrant, which straddles Portland's southwest and southeast waterfront, linked by the new Tilikum Crossing bridge. The SDC overlay is a funding tool designed to collect local dollars to leverage other federal, state, and local dollars to fully fund these multi-modal transportation improvement projects.

The simplified fee calculation can be summarized as follows. (A more thorough summary of the SDC calculation methodology is included in the appendices beginning page 21.)

- Identify the transportation projects needed to serve new development; transportation projects may include auto, transit, pedestrian, and bicycle facilities;
- Determine the cost of the projects that serve the new development;
- Calculate the cost per new trip end (auto, transit, or non-auto); and,
- Calculate the TSDC rate for each new type of development and each mode based on the cost per trip end.

The SDC overlay must be paid in addition to the city's "base" SDC. Developers are required to pay both the base and overlay SDC to the city at the time of building permit issuance, or via an established payment plan thereafter.

Portland's Innovation Quadrant enhances the connections and collaboration between higher-education institutions, workforce development providers and private sector partners that are currently located in four districts in the Central City. The quadrant extends across the Willamette River. On the west side, Portland State University's University District and Oregon Health & Science University's Marquam Hill and Schnitzer campuses form the general boundaries. On the river's east side, in the Central Eastside Industrial District, the quadrant contains the Oregon Museum of Science and Industry, Portland Opera and Portland Community College. PSU, OHSU and PCC are the three largest higher education providers for the region. Their collaboration with one another and with the private sector represent the economic engine that drives the Innovative Quadrant. Together, the four districts of the quadrant are projected to grow by approximately 30,000 jobs and 11,000 households over the next 25 years.

Bellingham, WA

The City of Bend has highlighted at least two features of the City of Bellingham, Washington's transportation funding system that are of interest and may be applicable to the CWP: Impact fee reductions, and a Transportation Benefits District (TBD).

Impact Fee Reduction Program. Bellingham provides impact fee credits for projects that are built in certain areas or implement programs that the City has concluded will reduce vehicle trips. Such projects should require less additional transportation infrastructure. (The term "transportation impact fees" is used in Washington, whereas the term "systems development charges" is used in Oregon.) Figure 4 below summarizes Bellingham's trip reduction credits program.

Figure 4. Location Factors and Performance Measures to Reduce Vehicle Trips

Location Factor / Performance Measure	Maximum Credit
Mixed Use Urban Village Location	15%
Transit Proximity	10%
Employer Mandatory Commitment to Commute Trip Reduction	10%
Voluntary Annual Transit Pass Provision	See formula
Voluntary Car Share Participation or Provision	See formula
Reductions are additive and may not exceed	**50%**

Source: City of Bellingham, Leland Consulting Group.

The reduction methodology is based on Institute of Transportation Engineers (ITE) Trip Generation Manual, Trip Generation Handbook, and other research conducted by ITE and the City.

The city's 2015 standard impact fee for a single family house is $2,017. Therefore, the fee after a 25 percent reduction would be $1,513; and the fee after the maximum 50 reduction would be $1,009. Such a reduction provides a financial incentive for developers to build in locations that have high quality pedestrian and transit infrastructure, and to implement programs that encourage their residents and tenants to make more trips by non-auto modes. The program was implemented

in 2011, and as of a review completed in 2013, several large, centrally located residential projects had taken place of the program.

Transportation Benefit District. Bellingham, Washington's Transportation Benefit District (TBD) number 1 was created in 2010. In Washington, TBDs are authorized and governed by state law, which empowers cities and counties to form TBDs--quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects. While TBDs per se are not authorized in Oregon, some concepts are applicable to Bend's westside.

TBDs may generate revenue via sales taxes, vehicle license fees, impact fees, a gas tax, tolls, bonds or property taxes. Bellingham's TBD relies on a .2% sales tax that will be collected for ten years and is estimated to generate $4 million per year. This revenue will pay for transportation improvement projects that are outlined in the City's Transportation Improvement Program, focusing primarily on arterial resurfacing, transit enhancement, and non-motorized transportation options. Bellingham's TBD is managed by the City Council, which serves as its Board of Directors, and advised by the City's Transportation Commission.

Westside Consortium

In 2000, a collection of 13 property owners on the west side of Bend joined together to create a solution for funding transportation improvements. Based on an analysis that projected impacts far beyond the current transportation system's capacity, they and the City understood that the amount of transportation system mitigation that would be required to keep the system as a whole functioning was more than could be exacted from any single development. The consortium of property owners identified 11 distinct west side transportation improvements that could be financed and constructed under the auspices of a series of developer agreements between property owners and the City. The Westside Consortium proposed creating two LIDs, one for intersections and one for a bridge, in order to create a geographic boundary of responsibility. The proposal then assigned a percentage of financial responsibility for each project based on the impacts projected for each property owner's proposed developments. Developers paid the upfront cost of constructing street and intersection projects. The City then reimbursed them for a portion of the costs by collecting SDCs from within the LID areas, which were projected to be well beyond the costs of transportation mitigation. Reimbursement was used instead of SDC crediting in this case. The Consortium successfully funded 10 single lane roundabouts and a bridge, opening the way for new development on the Central Westside.

The ability to successfully use this solution came in large part from having a limited number of property owners, but now that much of their development has gone in, there are perhaps hundreds of property owners. Not all of them (i.e., residential owners) would be responsible for additional traffic mitigation. However, the value of this case study is its use of a geographically designated SDC area to collect and fund specific projects in that area. Bend has considered using an SDC overlay and may again consider it for the Central Westside, in conjunction with developer agreements with the area's next round of prospective developers.

Portland Streetcar

A creative spirit is evident in the phasing of the streetcar capital budget. Where parking revenue bonds made up the majority of construction costs in the first phase, tax increment financing made

the second phase happen, and the third's driving financial force is regional transportation funds. The shifting funding mix shows that there is no single, magic formula. Instead, public and private managers of such projects need to be creative in identifying and securing a broad variety of sources.

Figure 5. Portland Streetcar: Capital Funding Sources

All funding figures in millions of $.	Phase I (NW Portland to PSU)		RiverPlace extension		Gibbs extension	
City Parking Lot Bonds	$28.6	50.3%				
Local Improvement District	9.6	16.9%	$3.0	18.8%	$2.0	12.7%
TIF - South Park Blocks URA	7.5	13.2%				
TIF - South Waterfront URA			8.4	52.5%	3.8	24.1%
City - General Funds/Dept. Funds	5.5	9.7%	0.6	3.8%		
TriMet (from Federal Transportation Funds)	5.0	8.8%			10.0	63.3%
Transportation Land Sale			3.1	19.4%		
U.S. HUD Grant	0.5	0.9%	0.8	5.0%		
Miscellaneous	0.2	0.4%	0.1	0.6%		
Total	**$56.9**		**$16.0**		**$15.8**	

Source: Portland Streetcar Inc., Leland Consulting Group.

It's also important to emphasize the need to pass the hat around when it comes to funding. The costs of building the streetcar have been widely drawn from a number of different sources. Perhaps the most notable and infrequently used is the LID, in which property owners voluntarily opted to levy a new assessment on themselves to help build the line. But money has also come from city-owned parking lots, new parking meters, tax increment financing, a transportation land sale, the federal and regional levels, and several different city funds. When a project has value and merit, a variety of sources can come together to make it happen.

Lloyd District

In 1994, property owners and businesses within the Lloyd District in Portland initiated a partnership with the City of Portland and TriMet to encourage more urban development types, and effect significant changes to commute mode choices over a 20-year period. The resulting Lloyd District Partnership Plan, adopted in 1997, was a comprehensive partnership agreement intended to manage growth while preserving and enhancing livability and access for this growing inner-city area. The Plan was driven by private sector business owners, who realized that unless they encouraged employees to use non-auto modes, surrounding roads would be too congested to accommodate more development, and the amount of surface parking needed would restrict future development.

Between 1994 and 1997, the Lloyd District stakeholders formed the Lloyd Transportation Management Agency (LTMA) as an interim organization to pursue the goal of reducing congestion as an economic development strategy to support jobs and housing growth in the district. The interim LTMA was funded through a $250,000 three year CMAQ grant from Metro. Per projected growth and congestion estimates, Lloyd District business interests were clearly motivated to address the impacts of transportation access and economic growth.

While the other case studies discussed above highlight strategies that can help cities and special districts to raise capital construction funds, the Lloyd District's TMA is primarily a tool to help manage ongoing district "operations" such as increased transit service and ridership, reduced auto

mode share, and parking management. Nonetheless, these operational approaches have had significant impacts on capital needs in the Lloyd District—largely by reducing costly improvements to road infrastructure.

The LMTA employed a variety of strategies to incentivize transit usage instead of driving:

- Jobs/housing goals
- Mode split targets
- Eliminate free commuter parking (install meters)
- Support parking maximums
- Eliminate parking minimums
- Prohibit new surface parking
- Local improvement district
- Business Energy Tax Credits

As an incentive for businesses to sell transit passes, TriMet and the LTMA negotiated a partnership that linked the number of new employee transit passes sold in the district to the provision of new transit service to the district. The Partnership Plan provided one new direct route bus line to the district for every 2,000 new passes sold. To date, this partnership has resulted in the addition of three new bus lines to the Lloyd District.

The decision to introduce parking meters into the district and commit to aggressive transit pass sales goals/targets led to agreements with the City of Portland to "allocate the majority of net meter revenue back to the Lloyd District." As such, in return for the agreement to meter the on-street parking system, stakeholders are allowed to share in meter revenue. For the Lloyd District, net meter revenues are allocated to the LTMA to support its operations and programs. Additional net revenue is allocated directly to district priority projects, programs and capital improvements.

LTMA's primary revenues have been derived from the following sources:

- Parking meter revenues
- An Enhanced Service District (ESD) in which commercial properties pay an annual assessment (formerly called a Business Improvement District in Oregon);
- A 3 percent share of transit passes sold to property owners, business owners, and employees
- Grants and donations, including a CMAQ grant.

While the other case studies discussed above highlight strategies that can help cities and special districts to raise capital construction funds, the Lloyd District's TMA is primarily a tool to help manage ongoing district operations such as distributing transit passes, helping to plan new transit service, and managing district parking policies.

Resources:
Lloyd District Case Study: http://www.wsdot.wa.gov/NR/rdonlyres/38F3D76C-080D-49B9-8344-1820492BBEA5/0/Lloyd_District_White_Paper.pdf
Go Lloyd web site: http://www.golloyd.org/

Existing Funding Sources and Processes

Capital Improvement Plan

The Bend Capital Improvement Program (CIP) represents a five-year planning forecast of prioritized transportation system improvements. It addresses transportation elements that include construction and modernization needs of roads, sidewalks and bike lanes. Bend's CIP is updated annually along with the biennial budget and is coordinated with other departments within the City, various committees as well as stakeholders, the Bend Metropolitan Planning Organization (MPO) and Deschutes County. Bend's 2013-2015 CIP is separated into two types of transportation capital budgets: the transportation construction program and the general obligation bond construction fund. Little if any funds from the general obligation bond remain available for CWP projects.

CIP transportation construction program projects are funded primarily through:

- Systems development charges
- Franchise fees
- Other intergovernmental funds.

General obligation bond construction projects are funded entirely by long-term debt.

System Development Charges

A system development charge is a one-time payment required of developers to pay for a new development's fair share of capital transportation facilities based on the needs associated with growth. SDCs account for an estimated 64 percent of Bend's transportation funding sources. According to the City's draft Transportation System Plan (TSP) documents, the City's current SDC was set by City Council at 55 percent of the maximum "unconstrained" SDC that could be charged based on the most recent TSDC rate study.

While SDCs are paid by individual developers, for the purposes of this evaluation, they are considered to be a part of the City's CIP.

Bend uses an SDC methodology based on a combined reimbursement and improvement structure. The objective of the reimbursement fee is to require new users to contribute an equitable share of the capital costs of existing facilities. Revenue may be used to retire existing debt or to fund other capital needs. The improvement fee is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future customers. Revenues generated through the improvement fees are dedicated to funding capacity-increasing capital improvements of the repayment of debt on capacity-increasing improvements. SDCs are a relatively variable funding source given fluctuations in development due to the economy.

Consistent with the Oregon Revised Statutes, the transportation SDC for an individual development is based on a unit cost per trip – the SDC cost basis divided by the system-wide growth in trips – and the number of trips attributable to a particular development. At one point, Bend performed an analysis for a possible transportation SDC overlay area as an equitable funding option for improvements around the intersection of US 97 and Cooley Road. The analysis concluded that it would have been an effective revenue source, unfortunately, the effects of the Recession reduced the rationale for the SDC. At this time, Bend has no geographically differentiated transportation SDCs. In the future, if local development pressure increases once again and other funding cannot be made available, an overlay SDC may be reconsidered as a viable option.

District Tools

Area-Specific or Overlay SDC

Area-specific SDCs are similar to the SDCs discussed above, and Portland's Innovation Quadrant SDC overlay described above is one example. The difference is that area-specific SDCs are assessed only within a designated area and in addition to existing fees and charges. These geographic SDCs are appropriate for funding transportation infrastructure within areas:

- With a concentration of residential, commercial, or other land uses that create transportation demand greater than the city average;
- Where new transportation infrastructure is needed, but the infrastructure is not already included in the city's list of SDC-eligible projects or CIP.

Area-specific SDCs are charged to developers in addition to the "base" SDCs charged citywide, and therefore, there can be resistance to this additional fee. However, stakeholders will be more likely to support area-specific SDCs when:

- There is a clear linkage between new development and the new infrastructure needed to support the development;
- They understand that, by contributing via an area-specific SDC, the pace of building approvals, infrastructure build-out, and development will be faster and more predictable;
- They gain greater certainty about the costs of development, i.e., the area-specific SDC eliminates the possibility that development will be assessed with additional, unpredictable infrastructure charges later on.

Implementation Actions

- Update CIP to include planning projects within District
- Estimate the portion of the facility cost that is necessitated by new growth or additional capacity to serve new growth
- Calculate differential cost of in-district improvements vs. out-of-district improvements; divide cost differential by projected growth in residential units and amount of non-residential development to establish supplemental fee
- Update and adopt City's SDC methodology to incorporate supplemental fee structure by ordinance.
- The City anticipates creating a project list based on other measures of transportation impacts (i.e, safety or pedestrian trips), rather than volume to capacity metrics during p.m. peak travel times.

Mechanics of Collecting Fees

Fee collection is the same as for regular transportation SDCs.

Example Communities

- Hillsboro (South Hillsboro area)
- Portland, Portland Innovation Quadrant, https://www.portlandoregon.gov/transportation/article/386068
- Wilsonville (I-5/Wilsonville Road Interchange project)

Authorizing State Statute and Local Code

Oregon: ORS 223.297-223.314
Bend: Ordinance NS-2161 (SDC Methodology)

Urban Renewal and Tax Increment Financing

Under the auspices of ORS 457, the purpose of urban renewal is to improve specific areas of a city that are poorly or under developed or lack adequate infrastructure. Urban renewal provides the authority to use tax increment financing (TIF) to finance improvement projects. In the past, Bend has used urban renewal areas for the Central Bend Development Program, Juniper Ridge, and Murphy Crossing.

Implementation Actions

- Prepare an urban renewal plan for the area, including area boundaries and legal description, projects to be funded through urban renewal, project costs, the tax increment to be dedicated to implementing the plan, and the maximum amount of indebtedness which can be incurred.
- Assess the financial feasibility and impacts of implementing the plan.
- Amend the City's General Plan, if needed to ensure consistency between the urban renewal plan and Comprehensive Plan.
- Consult and confer with affected taxing districts.
- Adopt the Urban Renewal Plan by ordinance through a public hearings process with the City Council.
- Implement the plan, including prioritizing projects, allocating resources available through TIF or other review sources and reporting on implementation of the plan and status of financing.

Mechanics of Collecting Fees

Urban renewal funds are transferred from property tax revenues based on the approved tax rate for the urban renewal area. The City already undertakes this process for several existing urban renewal areas in Bend.

Example Communities

Bend, Urban Renewal Plans for Downtown, Juniper Ridge and Murphy Road
Numerous other Oregon communities

Authorizing State Statute and Local Code

Oregon: ORS 457.420-457.455 (TIF)
Bend: Ordinance NS-1499 (Downtown Bend Urban Renewal Area/Central Bend Development Program Area)

Local Improvement District

A local improvement district or business improvement district (LID or BID) is a small geographic area where the cost of infrastructure that benefits multiple property owners is divided among those property owners in an equitable manner, and paid by an additional assessment on top of property taxes. Local street infrastructure improvements that benefit specific properties in a defined area may be funded by LID assessments. Bend Code 2.10.005 provides the governing rules and procedures to create an LID for funding street improvements. Generally, a street LID would be initiated by property owners and, if approved by City Council, the local street improvement is planned, designed and constructed by the City and an LID assessment is charged to benefited property owners over a period of ten years to finance local street improvement. LIDs require local buy-in, create reliable revenue and are usually politically feasible because improvements are paid for by those who directly benefit from additional investment.

Implementation Actions

- Determine the improvements which would be subject to an LID and the geographic boundaries of the District.
- Estimate the cost of improvements subject to the LID and determine the average cost per square foot or linear foot for fee assessment and collection purposes.
- Work with local property owners to determine the potential support for and feasibility of establishing the district. Because approval by a majority of property owners in the district is required to establish the district, support is essential.
- If a majority of support is expected, assist property owners in preparing a petition to establish the LID.
- Prepare waivers of remonstrance for the formation of the LID and work with supportive property owners to sign the waivers.

Mechanics of Collecting Fees

- Once a project is completed, all property owners within the LID are responsible for paying for their share of the project costs. Typically, property owners may pay the fee in full to the City or the City may work with property owners to finance the cost and pay it over a specified length of time (e.g., 5, 10 or 20 years). This would require the City to establish a financing mechanism and payment schedule for individual property owners.
- If a property is sold, the fee remains with the property.
- If a property owner does not pay for their share of the project cost, the City may put a lien on the property for future payment at the time of sale of the property.

Example Communities

Portland, https://www.portlandoregon.gov/transportation/35715
Albany, http://www.cityofalbany.net/departments/public-works/engineering/local-improvement-districts

Authorizing State Statute and Local Code

Oregon: ORS 223.378-223.401, ORS 223.225-223.295
Bend: Bend Code Chapter 2.10

Reimbursement District

An area where either the City or a developer builds infrastructure that benefits multiple property owners who then reimburse the original party as they develop their properties.

Implementation Actions

- Prepare and adopt municipal code requirements that govern how reimbursement districts will be created and how fees will be established and collected.
- For a given reimbursement district, calculate the costs of improvements specific to the District that will not be included in and subject to SDCs which will be subject to the reimbursement district fees.
- For a given district, calculate the reimbursement fee by dividing the cost of improvements subject to the fee by the total frontage or total acreage of properties in the Reimbursement District.
- Determine whether the City or another party will pay for the initial cost of improvements governed by the district. If another party will pay the costs, prepare and execute an agreement between the responsible party and the City, describing how the responsible party will be reimbursed as additional development within the district proceeds.
- Conduct outreach with property owners within the reimbursement to ensure general or majority support for the reimbursement district. Benefits to property owners include a higher level of infrastructure or services and the ability of the City or other party to fund initial improvements, allowing development to occur more expeditiously.
- For a given development, calculate the development's pro-rated share of the reimbursement fee and collect the fee.

Mechanics of Collecting Fees

Similar to SDCs, reimbursement District Fees are paid by the property owner at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system, or when seeking an expansion of a certain percentage of the size of an existing development, or obtaining a new development permit.

Example Communities

Reimbursement District for Streets and other utilities, Wilsonville, Oregon, http://www.ci.wilsonville.or.us/DocumentCenter/View/34
Canby, North Redwood Storm Drainage District

Authorizing State Statute and Local Code

Oregon: ORS 223.387-223.401
Bend: Bend Code Chapter 2.20, Ordinance NS-2182

Transportation Management Association

A TMA is a non-profit, member-controlled organization that works to reduce SOV trips in a particular area, such as a commercial district. They are generally public-private partnerships, consisting primarily of area businesses with local government support. Things they do include advocating for better transit service, promoting carpooling and car sharing, marketing, parking coordination and management, business outreach, and other services. A TMA, and the TMA board in particular, is one type of governance that could play an advisory or decision making role on certain issues in the CWP such as setting fees in the district, managing programs with those fees. In some cases, such as the creation of an SDC overlay, decisions would be made by the Bend City Council, however, a TMA could play an important advisory role.

Implementation Actions

- Define the geographic area for the TMA.
- Undertake a site audit and assessment of the proposed area, including trip generation, mode split, public transit services and facilities, and existing infrastructure to support alternative transportation modes and transportation demand management strategies.
- Establish contact with the business community through an existing business forum or chamber of commerce.
- Invite local stakeholders and community leaders to become involved in the management of the TMA.
- Work in partnership with the local transportation, planning, and transit agencies to secure seed funding and policy objectives for the TMA.
- Establish funding streams and mechanisms for ongoing funding of the TMA before it is launched.
- Work with stakeholders and potential members to create a business plan for the TMA (how to raise funds and prioritize how the money will be spent) and obtain commitments.
- Set up an interim board of directors via consultation with interested parties.
- Establish the TMA as a non-profit organization and launch efforts to raise awareness of the organization to businesses through local media.
- Establish a database of businesses in within the TMA, with information regarding size, location, parking availability, and whether or not they have TDM policies current in place.
- Work with the TMA members to refine the TMA concept, undertake initial travel surveys, and refine individual strategies.
- Request sponsorship and seek further funding opportunities.
- Work with members to prepare individual strategies.

Mechanics of Collecting Fees

Collection of fees or revenues will depend on the TMA's financing plan and revenue sources.

Example Communities

Portland, Lloyd District TMA (now called Go Lloyd), http://www.golloyd.org/
Washington County, Westside Transportation Alliance

Authorizing State Statute and Local Code

Oregon: ORS 223.144: Economic Improvement District (aka Business Improvement District), one typical funding source for TMAs.
Bend: NA

Potential New Citywide Revenue Sources

The Bend Urban Area Transportation System Plan identifies a number of potential new revenue transportation funding sources, which are summarized below.

LCG's assumption is that, since these additional revenue sources would almost certainly apply to the entire City of Bend (or perhaps a larger area, such as the MPO or County), they would therefore be directed to the CIP, and then dispersed to eligible projects citywide. Therefore, while these tools would increase the total amount of transportation funds available, they would likely not change the structure of transportation funding in Bend.

Local Fuel Tax

The City could pursue a local fuel tax as a method of raising additional funding for the transportation system. Under the City's current charter, voter approval is required for the City to enact such a low.

Transportation Utility Fee

A TUF is a fee assessed monthly through utility bills. Approximately 19 cities in Oregon use a TUF to fund street maintenance and improvements. The City Council has the authority to enact a TUF when it is deemed necessary to meet transportation needs.

Local Option Levy

Local governments may ask voters for either a five or ten-year local option levy for general government operations. These levies can include street maintenance and transportation improvements.

Local Vehicle Registration Fee

The City considered a local vehicle registration fee in 2000 but decided against it. However, in Oregon, current state law now only permits counties (not cities) to implement local vehicle registration fees. Adoption of local vehicle registration fees can now only be imposed by counties with a population of less than 350,000 if they are supported by the voters of the respective counties.

Pedestrian and Bike Infrastructure

Bend's CIP includes modernization projects, which are construction of roadways to urban and/or complete street standards. As such, many of the planned improvements are typically focused on bike, pedestrian and safety improvements.

Conclusions and Recommendations

Based on LCG's review of Bend's current transportation funding structure and special districts around the state, our preliminary recommendations are:

- Review and select an appropriate funding approach to each of the primary improvements in the district (see Figure 6 below);
- If necessary, pursue the establishment of one or more district funding tools;
- Regardless of whether district funding tools for capital improvements are sought, consider implementing a TMA;
- If necessary, pursue the establishment of one or more citywide funding tools, in a way that is coordinated with transportation needs elsewhere in the City; and
- Continue to assertively pursue grants and other funding sources to supplement the above funding source.

Figure 6. CWP Primary Transportation Improvements – Funding Options

Project	Notes	Funding Option 1	Funding Option 2	Comparable CIP project
Bike/Pedestrian Improvements	Bike/ped demand difficult to attribute to individual development projects	Add to SDC-eligible and CIP lists; fund via CIP.	Establish area-specific SDC, reimbursement district, or other district tool.	3rd Street Multimodal 18AX; Sidewalk design and projects (ST14CX); Riverside/Franklin (ST11FA).
Street Improvements	Collector-level improvement	"	Establish area-specific SDC, reimbursement district, or other district tool.	Galveston Corridor Improvements (ST11GA)
Intersection Improvements	Arterial-level improvement	"	"	Simpson/Mt. Washington roundabout (ST12CC); Powers/Brookswood roundabout (ST12CD)
Street Improvements	Arterial-level improvement	"	As above. Since only some demand for this improvement would likely come the westside, the area-specific SDC should only pay for a proportional share.	Murphy road corridor improvements (ST11JA)
Street Improvements	Local facility	Developers/property owners fund road; seek credit via City's "proportional share" policy.	NA	None known.

Network Improvement	Local facility	"	"	None known.

Appendices

Notes

Figure 7 below shows an estimate of the amount of SDCs that could be generated in the central westside, based on the amount of new development in the current preferred land use plan. This estimate uses the SDC rates published in the city's 2011 TSDC Final Methodology Report, since no more recent figures are available from other city sources. Per the land use plan, no new office space is assumed; however, LCG believes that this office assumption should be revisited as office space typically complements residential and retail space. Figure 7 does not account for SDC credits or reimbursements earned by developers for making SDC credit eligible improvements.

Figure 7. CWP TSDC Revenue – Preliminary estimate

Use	TSDC Fee		Central Westside Growth		TSDC Revenue
Residential					
Single-family Detached	$4,490	/ du	182	du	$817,180
Townhouse/Duplex/Condo	$2,310	/ du	212	du	$489,720
Apartment	$2,760	/ du	629	du	$1,736,040
Subtotal					$3,042,940
Commercial					
Specialty Retail	$4,220	/ KSF			
Supermarket	$14,700	/ KSF			
Retail - Estimated Average (LCG)	$5,000	/ KSF	906,000	SF	$4,530,000
General Office	$3,250	/ KSF		SF	$0
Institutional					
University/College	$750	/ student	5,000	students	$3,750,000
Total					**$14,365,880**

Sources: TSDC Final Methodology Report, 2011, DKS and Deb Galardi. .

Other Infrastructure

Water, sanitary sewer, stormwater, and parks infrastructure may also be needed in order to enable the CWP to move forward. According to the League of Oregon Cities, while transportation infrastructure typically comprises the largest share of cities' capital costs, these other types of infrastructure are also costly. LCG recommends that these infrastructure needs, costs, and funding also be evaluated.

Selected Sources

Bend Transportation System Plan. Undated draft; estimated 2012 to 2015.
http://www.bendoregon.gov/modules/showdocument.aspx?documentid=12473

Bend Transportation System Plan, 2000; last amended, 2007.
http://www.ci.bend.or.us/modules/showdocument.aspx?documentid=4091

TSDC: Final Methodology Report, 2011.
http://bendoregon.gov/modules/showdocument.aspx?documentid=6686

Innovation Quadrant Transportation System Development Charge Overlay Project Report, Portland, Oregon, 2011.
https://www.portlandoregon.gov/transportation/article/386084
https://www.portlandoregon.gov/transportation/article/386069

Figure 8. Portland Innovation Quadrant: SDC Rate Calculations Summary 1

This chapter contains the formulas, variables and data used to calculate the TSDC Overlay rates for the City of Portland. The TSDC Overlay area is a subset of the whole City and the calculations shown in this chapter are aimed at just the cost attributable to the TSDC Overlay area. The chapter begins with an overview of how the TSDC rates were calculated. The balance of the chapter presents the formulas, variables, data, and rate schedule for the TSDC Overlay.

OVERVIEW OF TSDC CALCULATIONS

The TSDCs for the overlay area were calculated using the following steps. These are diagrammed in **Figure 4-1**.

1) Identify transportation projects that are needed to serve new development.
2) Analyze each project to determine what portion of its cost should be allocated to the modes of travel: motorized, transit, and non-motorized (pedestrian and bicycle).
3) Determine the portion of the project costs that serves growth and the portion that addresses existing deficiencies. The growth portion becomes the basis of the TSDCs. The deficiency portion is excluded from TSDCs, and must be paid by other sources of revenue.
4) Identify the portion of the growth travel that begins and/or ends within the TSDC Overlay area versus the "through" trips that do not start or stop in that area. Trips that pass through the Overlay area without stopping are excluded from TSDC Overlay calculations and must be paid by other sources of revenue.
5) Calculate the amount of the project cost that can be attributable to growth within the Overlay area. This calculation removes the deficiencies (step 3), "through" trips (step 4), and any adjustment for other revenues.
6) Estimate the growth in trip ends[3] (over 20 years) that will be generated for each mode of travel in the TSDC Overlay area.
7) Calculate the cost per new trip end (for each mode) by dividing the costs that are eligible for TSDCs (from steps 1 to 5 above) by the number of new trip ends (from Step 6).
8) Calculate the number of new trip ends that are generated by various types of development. These trip ends are estimated for each modal type using the percentage of usage by each mode.
9) Calculate the TSDC rate for each type of development and for each mode. The trip rates per development type (Step 8) are multiplied times the cost per trip end (Step 7) to produce TSDC rates. The TSDC rates are expressed in terms of costs per unit of development (e.g., housing units, square feet).
10) Combine the TSDC rates for each mode to determine the total TSDC for each type of development. The result is the composite TSDC that can be published as the TSDC rate schedule for the Overlay.

The remainder of this chapter describes these steps in greater detail.

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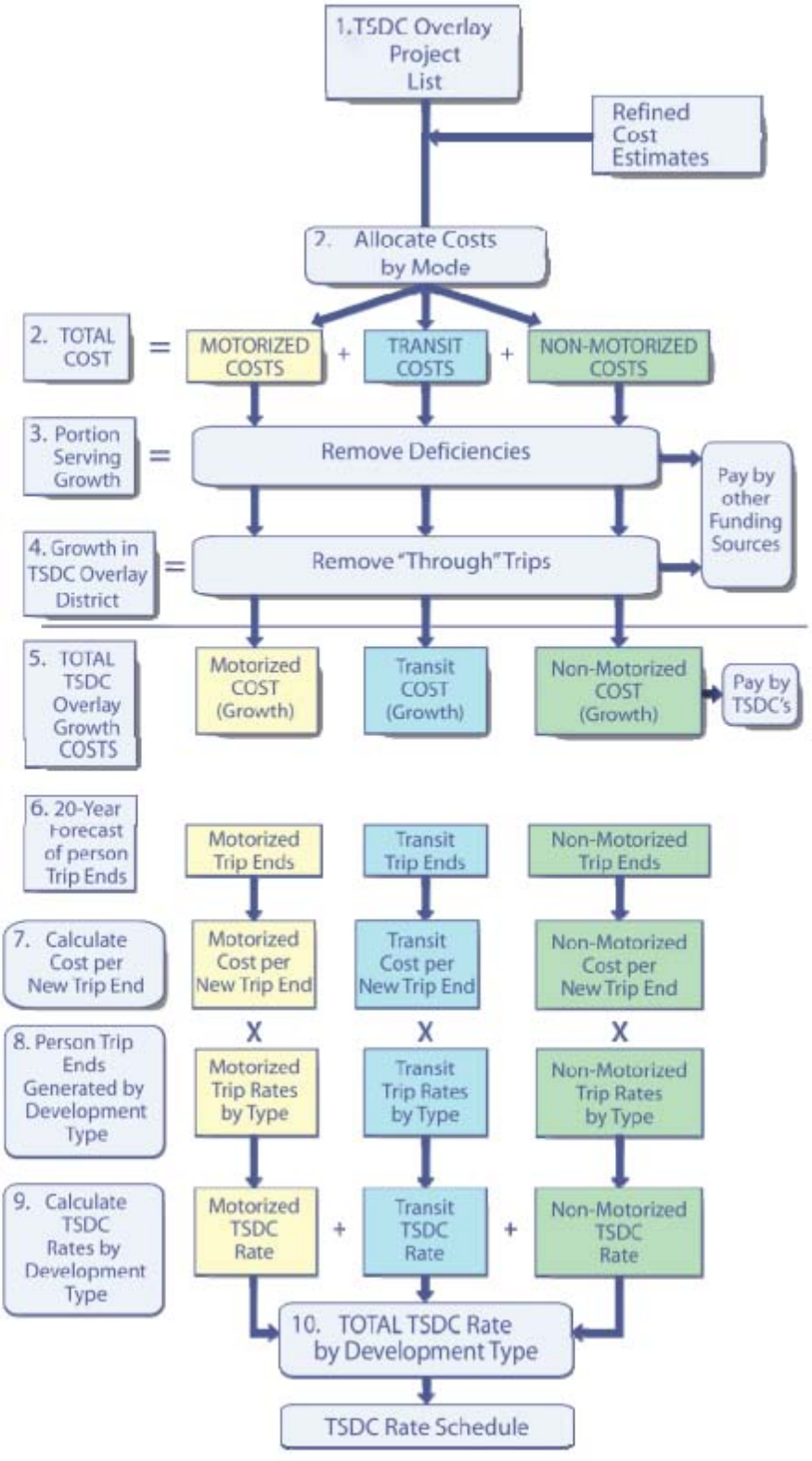
[3] A trip travels between an origin and a destination. Each trip has two trip ends, one each at the origin and destination. Trip ends are used in the calculation of TSDC rates.

Source: Innovation Quadrant Transportation System Development Charge Overlay Project Report, Portland, Oregon, 2011.

Figure 9. Portland Innovation Quadrant: SDC Rate Calculations Summary 2



Source: Innovation Quadrant Transportation System Development Charge Overlay Project Report, Portland, Oregon, 2011.

Figure 10. City of Bellingham, Impact Fee Reduction: Urban Villages Map

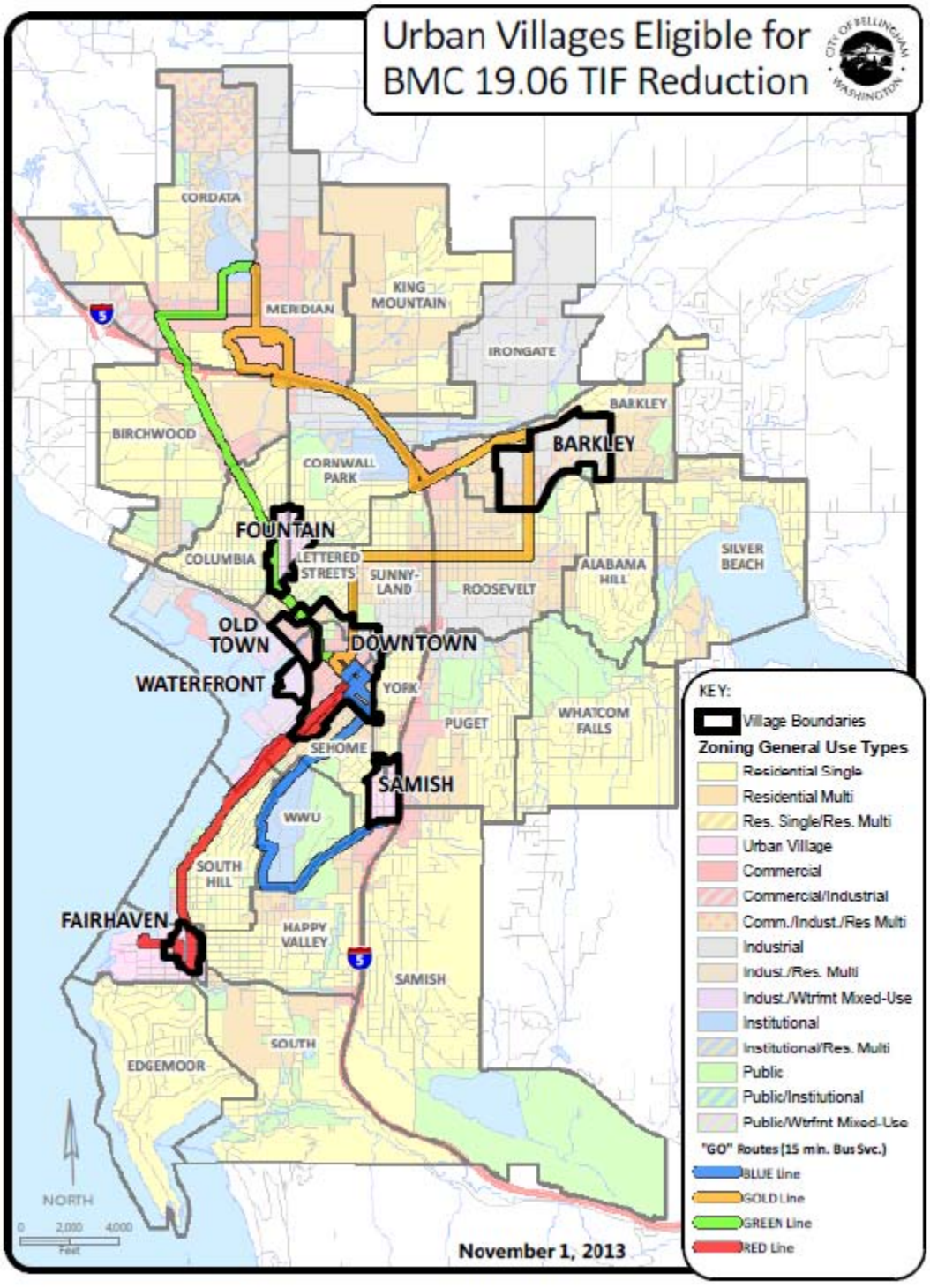


Figure 11. City of Bellingham, Impact Fee Reduction: Trip Reduction Credits

TABLE 2 – URBAN VILLAGE VEHICLE TRIP REDUCTION CREDITS	CREDIT
Menu of Location Factors and Performance Measures to Reduce Vehicle Trips	
Note: Reductions below are additive and may not exceed a total of 50%	
1.) MIXED USE URBAN VILLAGE LOCATION	**15%**
(Based on ITE Internal Trip Capture - Mixed Use Urban Environment)	
2.) WTA TRANSIT PROXIMITY (Only one transit proximity reduction below may be used)	
Development fronts on a high-frequency WTA GO Line	**10%**
Development within 1/4-mile of WTA GO Line	**7%**
Development fronts on standard WTA Route (30 - 60 min)	**5%**
Development within 1/4-mile5 of standard WTA Route (30 - 60 min)	**2%**
3.) EMPLOYER MANDATORY COMMITMENT TO COMMUTE TRIP REDUCTION (CTR)	
CTR/TDM commitment combining economic incentives with transportation services	**10%**
4.) VOLUNTARY ANNUAL WTA TRANSIT PASS PROVISION (Non-CTR)	
2-year transit pass provided for residential units = 1% per unit pass	**1%**
2-year transit pass provided for employees = 1% per employee pass	**1%**
5.) VOLUNTARY CAR SHARE PARTICIPATION OR PROVISION (Non-CTR)	
Car Share Vehicle(s) Parked On Residential or Employment Site = 2% per vehicle	**2%**
Car Share membership fee provided for residential units = 2% per unit	**2%**
Car Share membership fee provided for employees = 2% per employee	**2%**

2016 URBAN VILLAGE TRANSPORTATION IMPACT FEE (BMC 19.06) REDUCTION FOR URBAN INFILL TOOLKIT HOUSING

Urban Infill Toolkit Housing Forms	ITE Trip Gen. Code	ITE Land Use Category	ITE Trip Rate	Standard 2015 TIF Per Unit	Urban Village Within ¼-mile High-Frequency Transit (Reduced 22%)	Urban Village Abuts High-Frequency Transit (Reduced 25%)	Urban Village Voluntary TDM Performance Measures (Reduced Up to 50%)
(For Comparison) Traditional Single Family Detached House	210	Single Family House	1.0	$2,017	$1,573	$1,513	$1,009
Single Family Detached Small & Smaller Lot House	210	Single Family House	1.0	$2,017	$1,573	$1,513	$1,009
Single Family Detached Shared Courtyard	231	Low-Rise Condo or Townhouse	0.78	$1,573	$1,227	$1,180	$787
Single Family Detached Cottage Housing	231	Low-Rise Condo or Townhouse	0.78	$1,573	$1,227	$1,180	$787
Single Family Attached Townhouse/Condominium	231	Low-Rise Condo or Townhouse	0.78	$1,573	$1,227	$1,180	$787
If above is 3 stories or more	232	Mid-Rise Condo	0.38	$766	$598	$575	$383
Detached Accessory Dwelling Unit	221	Low-Rise Apartment	0.58	$1,170	$912	$877	$585
Detached Carriage House	221	Low-Rise Apartment	0.58	$1,170	$912	$877	$585
Multifamily Attached Garden Courtyard	221	Low-Rise Apartments	0.58	$1,170	$912	$877	$585
If above is 3 stories or more	223	Mid-Rise Apartments	0.39	$787	$614	$590	$393
Multifamily Duplex/Triplex	221	Low-Rise Apartments	0.58	$1,170	$912	$877	$585
If above is 3 stories or more	223	Mid-Rise Apartments	0.39	$787	$614	$590	$393