

Why Do Some People Object to the Franklin Avenue Project

In its March 26th “pee tunnel” opinion piece, the Source asked the above question. Here are why some people object to this project. “Some people” factcheck. First, this project does not eliminate the “pee tunnel”. Pedestrians and bicyclists will still use the tunnel, and the tunnel will still provide a location for individuals to relieve themselves.

The April 7th open house listed safer walking and biking as the main benefit of the Franklin Avenue project. Bicyclists get “buffered bike lanes”, but the only other design measure is more paint at intersections.

The engineers ignored the findings of the Bend Area Transportation Safety Action Plan which said, “89% of crashes occur within 250 feet of an intersection.” Franklin will end up being a less safe street because adding paint doesn’t offset the bad driving or bad bicycling from increased congestion as the Greenwood Avenue pilot road diet proved. Also, the design fails to address the poor sight distance on both sides of the overpass. Then the designers added on-street parking spaces which increases the number of potential “conflicts points” and violates the Transportation System Plan’s mobility goal #9.

The designers demonstrate “tunnel vision” by focusing on buffered bike lanes when thinking “outside the tunnel” would lead to a safer design. Here is a safer design. <https://accountability4bend.com/wp-content/uploads/2026/04/Case-Study-of-the-Franklin-Avenue-040272026.pdf>

This is one of the “just the facts” studies posted on Accountability4Bend.com, an educational website providing data-driven factchecking to the city’s vision-driven agenda.