

## Traffic Safety Issues/Mountain View Neighborhood

### Current CTAC planning includes:

- Core plan for MV neighborhood: Finish Purcell, complete connection of Empire to 27<sup>th</sup>, and do the improvements to the Neff/Purcell intersection.
- Hybrid scenario: 3<sup>rd</sup>, Greenwood; Butler Mkt intersection capacity improvement; bicycle development; 5-lane road from Hwy. 97/Empire to 27/Empire connection, 27<sup>th</sup> south. Might Hamby be widened instead? MVNA board will not support widening 27<sup>th</sup>.
- Low-stress network: protection for bicyclists from cars. Is it correct that Bend Metro Parks and Recreation District wants to become a partner in fixing east/west travel for bicycles and pedestrians?

### Concerns to share at Jan. 24th CTAC workshop:

**\*\*\*Potential By-pass on NE 27<sup>th</sup> Street** – MVNA is NOT in favor of having 27<sup>th</sup> Street widened to five lanes given that it borders two schools at the northern end (Mt. View High School and St. Francis Catholic School). Instead, we would like to see steps to reduce speeds and improve safety for pedestrians, bikers, and drivers. Some potential improvements could include: a light at 27<sup>th</sup> & Conners to address neighbor concerns about safety, especially with the increased traffic that construction of an Extended Hotel adjacent to that intersection will bring; installation of right turn only signs at all intersections crossing 27<sup>th</sup> Street that lack traffic signals; designs to narrow rather than widen this street to calm and slow traffic. If the CTAC/City of Bend want an eastside byway, MVNA recommends going further east, perhaps to Hamby road.

**\*\*\*Wells Acres/Butler Mkt intersection** – MVNA supported the Safe Passages group's request for a roundabout at this intersection but the City approved an intersection that many neighborhood residents now perceive as potentially dangerous and thus avoid with cut through traffic into our neighborhoods. When the 54-unit housing development currently under construction on the north side of this intersection is completed, we expect additional traffic and additional difficulty with left-hand turns from Wells Acre onto Butler Market. MVNA supports several possible improvements to this intersection including a traffic light and a lighted, pedestrian-activated crosswalk.

**\*\*\*Neff Rd/Purcell Blvd. intersection** – MVNA notes that City planning for this intersection has long called for dedicated turn lanes and bike safety improvements.

**\*\*\*Excessive speed on Purcell** – MVNA has received complaints from residents using and/or living on both the northern and southern portions of Purcell. There are complaints of excessive speeding on Purcell from Butler Market to Wells Acre and again from Full Moon Drive to Hwy. 20. Purcell currently does not go completely through but the CTAC plan as currently envisioned calls for it to be finished. MVNA would like to suggest that Purcell, once it is punched through, become an eastside safe corridor for pedestrians and bikers.

**\*\*\*Crosswalk at 27<sup>th</sup> and Wells Acres** – MVNA proposes a lighted, pedestrian-activated crosswalk at this intersection which is used by many students attending the two schools at that location (Mt. View High School on the west side of 27<sup>th</sup> Street and St. Francis Catholic School on the east side). The current crosswalk in the middle of the block might be used for this purpose or could be moved to the intersection.

**\*\*\*Increased funding for street calming measures overall in the MV neighborhood** - Pedestrian, bicycle, biking corridors? Could Purcell become the eastside safe-corridor for walking and biking? Can '20 Is Plenty' be established on our residential streets?

**\*\*\*Can sidewalks be retro-fitted so they are away from the street** (closer to property than the street)? Property-tight sidewalks are within the new city code so we should have them wherever possible.

\*\*\***Daggett Lane** – Daggett is on the low-stress list of Bend streets but is not really a low-stress street. Despite traffic calming efforts in the past, the MVNA continues to receive complaints from neighbors and users of this street about excessive speeding. The traffic circles installed have become targets for drivers to see how fast they can navigate around them. We need solutions for this street that work. Current speeding occurs from Wells Acre to Al Moody Park.

\*\*\***Tucson** – Neighbors report this street is congested with drivers using it as a cut through because they cannot turn left safely onto 27<sup>th</sup> Street from either NE Yellow Ribbon or NE Conners. Often drivers are traveling at excessive speeds for a residential street. Neighbors are concerned that the proposed second exit from the St. Francis Catholic Church property onto NE Tucson will exacerbate this problem substantially.

\*\*\***Providence Drive/Dalton** – Neighbors are concerned about excessive speeding, cut-through traffic, and parking issues, especially along NE Dalton. Traffic calming measures, signage, and speed control efforts are all needed.

(Source information for these concerns includes a survey conducted at MVNA's Annual Meeting in May 2018 and a more recent online survey in December 2018 as part of MVNA's rollover grant application for a 'Please Slow Down, It's Our Town' pilot project for the MV neighborhood.)

PLEASE email us at [mtnviewneighborhood@gmail.com](mailto:mtnviewneighborhood@gmail.com) if there are additional traffic issues we have missed so we can add your concerns to this list. THANKS!

Additional concerns submitted by MV residents:

---I wonder where a parking structure in the St. Charles Hospital area falls. No, not moving transportation but absolutely a transportation concern. The hospital has expanded its parking facility on the 27<sup>th</sup> Street side and it is already full. Those of us living on the east side of 27<sup>th</sup> on Neff see those working in the area to be parking within our neighborhoods. Since those are public streets, there is no way to prohibit parking. There is also a proposed medical facility to be built between the power station and Jackson's Corner which will only exacerbate our parking issue.

I believe the city has a responsibility to provide parking for the folks who work in our area before they allow more development to congest our streets. Mid-Oregon Credit Union has had to hire security people at their own expense to keep customers of the Food Carts on 27<sup>th</sup> out of their parking lot. Cars have had to be towed from the Drive-Thru lanes on weekends so customers can use the machines. Jackson's Corners has had to fence off their property so customers have a place to park as Food Cart folks have inundated their area as well. Parking is a serious issue and a very very important part of our transportation plan.