

TO: MVNA Board Members

FR: Cynde Hargrave & Pat Miner

RE: Survey - What are your values and priorities about residential street safety?

The Street Safety Survey for the MVNA was made available to MVNA residents December 3-10, 2018. Notification of the survey was sent to all the 287 email addresses on file with the association. Notification was also posted to MVNA's website and Facebook page, and to Mountain View's Nextdoor.com site.

Of the 41.4% of residents (118) who clicked through the survey link, 107 residents responded. (Two responses came in on Dec. 12, or 2 days after the survey was officially closed. Nonetheless, they were included in findings since they occurred prior to this report.) Findings from the survey are provided below.

Question 1b. I consider traffic on my STREET to be:

42 respondents consider their home street **safe**.

1) 35 consider their street **dangerous because of speeding**.

The streets mentioned include Providence, NE Faith, Daggett, Red Oak Drive, NE Eagle Crossing Ave., NE Jackson Ave., NE Locksley, NE Cordata Place, NE Lotus dr., NE Williamson Blvd., Mountain Willow, NE Ocker Drive, Sandalwood, Meerkat Ave., Pikes Peak Rd., NE Tucson Way, Windy Tree Court (at Daggett), NE Stanton (at Providence), Stonebrook Drive, Keyte, and Post.

2) 3 consider their street **dangerous because of traffic volume**.

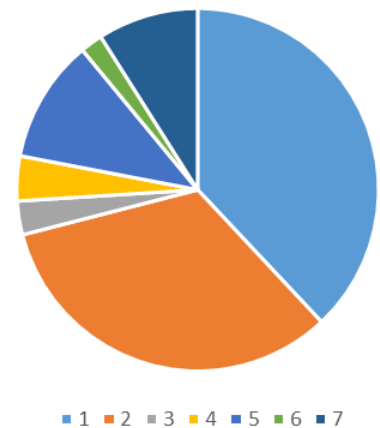
Streets mentioned include Eagle Road, Yellow Ribbon (at 27th), and 1330 NE Purcell Blvd. (an apartment).

3) 4 consider their street **dangerous because of traffic congestion**.

Streets mentioned include Tombstone Way (a cul de sac), NE Faith Drive, NE Lynda Lane, and 1330 NE Purcell Blvd. (an apartment).

4) 12 consider their street **dangerous because of speeding + traffic volume**.

Streets mentioned include Daggett, Paula Dr., Wells Acres Road, Purcell, NE Meerkat, Savannah Dr., NE Tucson Way, Eagle, and Providence.



- 5) 2 considers their street **dangerous because of speeding + traffic congestion**.
NE Bellevue drive was the street mentioned.

- 6) 9 consider their street **dangerous because of speeding + traffic volume + traffic congestion**.
These include Daggett Lane, Purcell Boulevard, NE Wintergreen Drive, Mark Court, and Paula Drive.

Question 2a. Respondents stated street safety to be an issue on the following streets.

6	27 th Avenue	4	Meerkat
1	NE Azure	4	Neff
8	Butler Market Road	1	Ocker at Purcell
3	Connors	2	Paula Drive
21	Daggett Lane	1	Post at Providence
2	Northeast Dalton	8	Providence
4	Eagle Road	12	Purcell
1	NE Eagle Crossing Avenue	2	NE Savannah Drive
1	Elk Drive	3	Shepard Road
1	NE Faith Drive	10	Tucson Way
1	Forum Drive	1	Thornhill
1	Hawkview	1	Watt
2	Jackson Avenue	2	Weeping Willow
1	NE Jill	11	Wells Acres Road
1	Kristin Court	1	Windy Tree
1	Lansing Court	1	NE Williamson Blvd.
5	Locksley	1	NE Wintergreen Park (only one access to 27 th)
2	NE Lotus Drive	3	Yellow Ribbon
2	Lynda Lane		
1	Mason at Corona		

Question 2b. Concerns about traffic on the above streets (in blue) were as follows:

Daggett Lane – Primarily speeding, about 50% traffic volume, and two mentions of traffic congestion

Purcell – Speeding above all else, but nearly matched with traffic volume and traffic congestion

Wells Acres Road – Primarily speeding, with mentions of traffic volume and traffic congestion

Tucson Way – Mix of speeding and traffic volume with mentions of traffic congestion

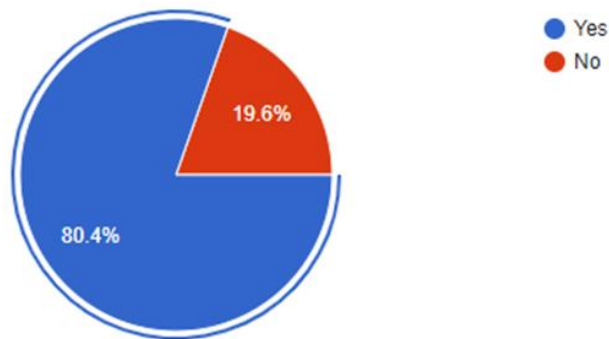
Butler Market Road – Speeding, traffic volume, and traffic congestion nearly equal

Providence – Primarily speeding along with 50/50 mentions of traffic volume and traffic congestion

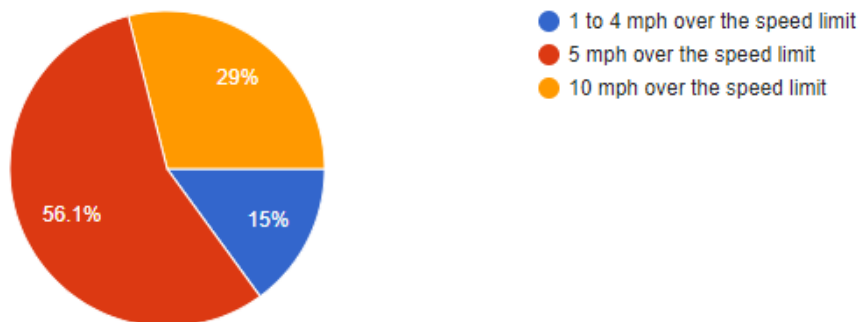
Question 3. Respondents' feelings about speeding drivers in their neighborhood:

Are disrespectful and noisy.	51.4%
Threaten my safety and that of my family members and pets.	74.8%
Jeopardize my family's safety to the point that I want to yell at them to "slow down."	56.1%
Make me feel unsafe to walk on my neighborhood sidewalks.	30.8%
Speeding drivers in my neighborhood don't bother me.	4.7%

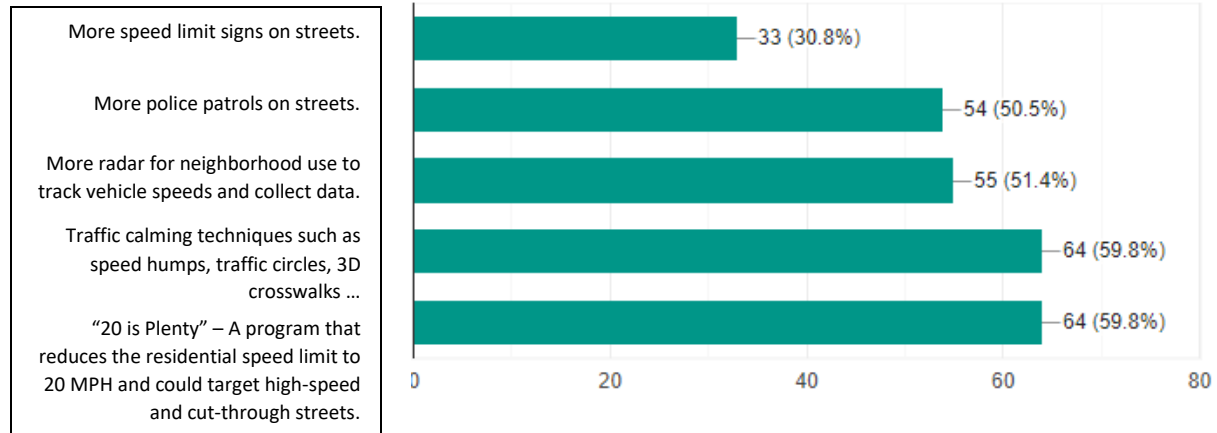
Question 4. Is there a need for a City-wide safe driving education-and-awareness campaign in Bend?



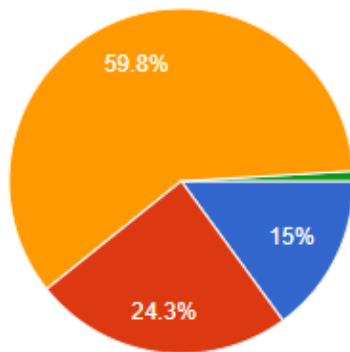
Question 5. At what speed should a vehicle exceeding the 25-mph speed limit in a residential zone be stopped, ticketed, and fined?



Question 6. Which of these neighborhood initiatives would best address residential street safety? [Check the 3 most important.]

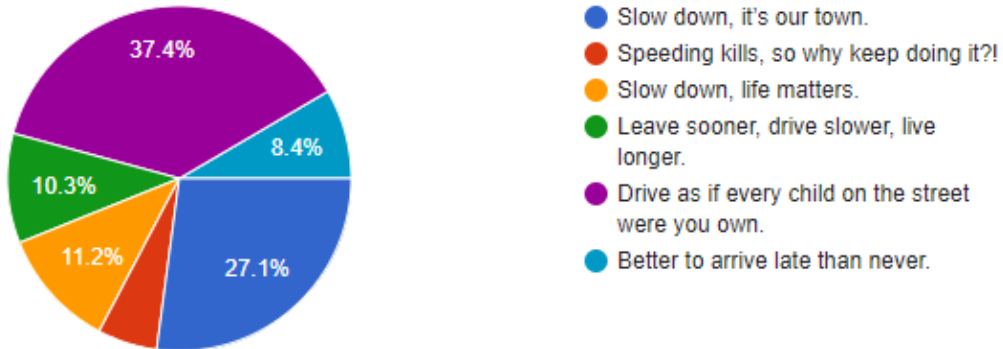


Question 7. If the "20 is Plenty" program were to be implemented on an unsafe residential street, which of the following would work best?

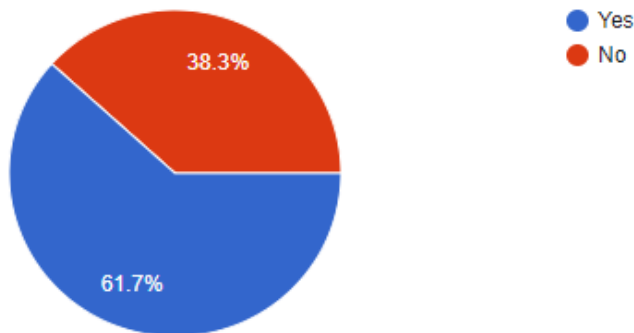


- Simply reduce residential speed limit from 25 to 20 mph.
- Reduce residential speed limit from 25 to 20 mph, combined with a City-wide safe driving education-and-awareness campaign AND occasional radar monitoring.
- Reduce residential speed limit from 25 to 20 mph, combined with a City-wide safe driving education-and-awareness campaign AND some police patrols.
- Reduce residential speed limit from 25 to 20 mph, combined with a City-wide safe driving education AND awareness campaign AND police patrols.

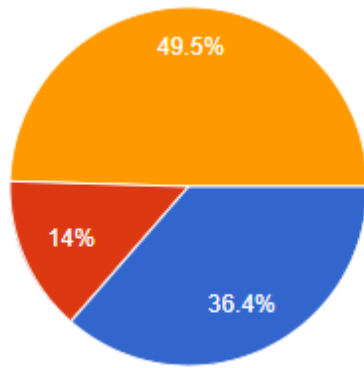
Question 8. Which of the following safety messages do you think is most effective?



Question 9. In the interest of reducing speeding, would you be willing to put a safety awareness sticker on your car's back window?



Question 10. Safety measures such as “20 is Plenty,” education and awareness campaigns, traffic calming, policing, and radar will require funding. When it comes to your street and neighborhood safety, what method of funding seems most reasonable for you?



- All safety measures should be covered by the taxes I pay.
- All safety measures should be covered by the taxes I pay with SOME exceptions, such as traffic calming on specific streets that would be covered by the taxes I pay AS WELL AS neighborhood cost-sharing.
- All safety measures should be covered by the taxes I pay AND cost-sharing between government agencies and businesses.

Finally, 38 respondents indicated their interest in participating in upcoming street safety workshops.