

## Cut Through Traffic in Residential Areas, Chap 2 Mobility Policy 11

### (6-18-20 TSP Steering Committee Comments)

June 11, 2020

#### To Bend Transportation System Plan Steering Committee

#### From Richard Ross, Old Bend Neighborhood Assn (OBNA) Board Member

As the OBNA Contact for the **Sisemore Traffic Safety Project** I urge you to support and accelerate implementation of proposed System Plan Mobility Policy 11. ***“The City’s policy is to reduce the impact of cut-through traffic in residential neighborhoods”***. Sisemore is one of eight 2019 Neighborhood Street Safety projects selected from over 300 requests. The Sisemore project shows the challenges of building Complete Communities within Bend’s patchwork pedestrian system. In the past five years vehicle traffic on Sisemore has grown dramatically along with the new services on the Colorado/ Arizona corridor. Most Old Bend residents appreciate new services but not new, unmanaged cut-through traffic on quiet residential streets.

The Sisemore project has two goals: 1. Reduce cut through traffic; 2. Complete the only continuous, safe, North South ped route in Old Bend, East of Bond (200 ft sidewalk infill). Sisemore is quickly becoming a *de facto* collector, with estimated 1500-1900 ADT Average Daily Traffic (70-90% cut through at peak hour). OBNA has worked with the City to develop options for traffic reduction, and to co-sponsor a field test and neighborhood survey. 72 % of neighbors responding to the Project survey favored Access Restrictions from Colorado

The June 2020 Sisemore Project Status Report notes: ...

- *“once adopted, ( Policy #11) could allow development of cut-through traffic tolerance thresholds, acceptable local street traffic management techniques, and residential street traffic restriction strategies”*
- *“Particular unease (by OBNA) about Sisemore’s traffic volumes with the potential additional trips associated with the Infill Opportunity Area (located south of Arizona Avenue), and residents want to make sure Sisemore is protected from further traffic increases”*.

Because the City has no implementing strategies for residential traffic management, OBNA may need to wait another year for program strategies that enable an effective Sisemore project for cut through traffic. The OBNA Board is eager to see Strategies and tools catch up with the new Policy. The Neighborhood Traffic Safety Program is a great opportunity for Bend to use a variety of residential traffic management tools, that are employed in comparable cities. Implementing a new Cut Through policy, as effectively as possible now, is critical to progress in neighborhood safety and livability. Now is the time to build on the Neighborhood Street Safety Program’s successful start, and its strong Council and public support.

CC: Councilor Chris Piper, OBNA Board, Karen Swirsky, David Abbas, Robin Lewis