

From: [REDACTED]
Sent: Wednesday, March 27, 2019 6:00:00 PM
To: Karen Swirsky
Subject: Fw: Went to the Mt. View Neighborhood meeting 1/24

I still have not seen the report on the results for the Mt. View Neighborhood. I am hoping you will send me a copy via this email address. I did go ahead and attach some info from that night in case you did not get it.

We are really done with the amount of traffic on Purcell Blvd. through the middle of our neighborhood exceeding the 25MPH speed limit. This morning, I witnessed a concrete mixing truck speeding on Purcell heading heading south to the Butler Mkt intersection and picking up more speed to make the light. The truck went through the yellow light well over 35 miles and by the time the truck crossed the intersection and entered our neighborhood on a red light and continued speeding south on Purcell. We keep hoping for some help to protect our neighbors, our children, and our students.

Thanks so much,

[REDACTED]

----- Forwarded Message -----

From: [REDACTED]
To: Mountain View Neighborhood Association <mtnviewneighborhood@gmail.com>
Sent: Sunday, January 27, 2019, 6:14:53 PM PST
Subject: Fw: Went to the Mt. View Neighborhood meeting 1/24

I will be unable to attend the meeting Monday night. But wanted to get my notes, etc off to the facilitators. It is by-no-means complete. And it is not my best due to time constraints on my part. I hope you can forward this to those looking for our input. I hope this will help save our neighborhood. Let me know if you can forward this email, or you can send me their direct email and I will forward it myself.

Thanks. [REDACTED]

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From: [REDACTED]
Sent: Sunday, January 27, 2019, 6:05:21 PM PST
Subject: Went to the Mt. View Neighborhood meeting 1/24

My husband and I were early so we would have time to look at the maps and discuss ideas with more neighbors and the facilitators.

I am including a copy of items that came up prior, during and at the final placement of dots on the map. My notes do not include everything from the meeting because I am tired now, and I know that ultimately it won't be our decisions anyway.

Also, I included a copy of previous notes and ideas at the bottom of this list and gave it to our facilitator Arron at the meeting last night for our Mt. View group.

This is my understanding of what we decided in our Mt. View group at the 1/24/2019 meeting. I have included some of the discussions as I remember from the groups and also from conversations with facilitators prior to the meeting.

Purcell Blvd does not have low to moderate traffic, it has higher traffic levels. Purcell was built to provide access to local residential properties; not a commuter route for the entire city and county. The road has blind curves, blind hills, and poor viability in several locations for connecting residential roads. It was not built to meet the volume of traffic. Collectors have a variety of signaled intersections, roundabouts, traffic circles, stop signs, and lower speed (20 mph) limits. We need all of these now on Purcell to keep our children, students, seniors, and others safe.

One point I was unable to talk about prior to and during group discussions was the problem with police coverage for so many streets, intersections, etc. It is much easier for law enforcement to cover few busier streets. Sending vehicles or heavy commuter traffic through neighborhoods to get somewhere else is a problem. The area between the hospital and medical offices and the shopping area on Hwy 20 along with the high density housing all in the same area using the same streets has created parking problems and the ability to drive through the streets. Employers in the area must provide enough on-site parking for employees and clients. Most streets have become one direction at a time. No more high density housing developments without 2 parking spaces per unit and another space for each additional bedroom. We discussed it in group and all agree that it is no longer safe for pedestrians, seniors, students, bikes and the rest.

A. Safety is first on our list including all streets in and around neighborhoods, schools, parks, and include the connecting streets. Please lower speed limits on all streets to 20 mph as soon as possible, include all of Purcell Blvd. from Yeoman to Hwy 20/Bear Creek Road. There needs to be some speed calming and a reduction of commuter and out of area traffic density through neighborhood streets. Traffic controls including lowering speed limits to 20 mph, round-about at Butler Mkt and Wells Acres (want asap); 27th and Wells Acres; maybe change Purcell Blvd and Wells Acres from a 4 way stop to a round-about; and another round-about at NE Full Moon and Purcell Blvd. NE Full Moon to Daggett was another major concern for those who commute through our neighborhood or drop kids at school. Also, we need a 3 way stop at Lynda Lane and Purcell Blvd. We did discuss a signal light at the west entrance of the shopping center near Costco to allow traffic to return to Hwy 20 instead of north on Purcell Blvd through several high density area problems, apartments, hospital, medical offices and heavy street parking areas, and adding to the Neff/Purcell intersection. The light could be timed to the lights at Hwy 20 and Purcell Blvd. All did want Purcell at the top of the list due to their experience in the area.

Butler Mkt and Purcell Blvd needs a dedicated signal light to allow traffic traveling south to make a turn left (east) on Butler Mkt. The intersection needs work to allow pedestrians, bikes and move traffic more efficiently. Commuters from north or south county, those heading to the dump, and semi-trucks, and others should not be going through Purcell or the neighborhood.

Purcell Blvd would be fun to ride or walk to and from Pine Nursery Park to neighborhoods and even have lunch at the local restaurants or food trucks near the hospital or Hwy 20. People have said it was fun to ride or walk the area prior to the excavation north of the hospital and we also had a lot of wildlife. We do still have a herd of deer that travel Purcell from Hwy 20 (south ?) to Pine Nursery Park and the surrounding area. We need "watch for deer signs" in the area. The worry is the amount of traffic and visibility (blind hills, curves, fences) of side streets feeding along north Purcell and an increase of traffic and speed once the Purcell connection is made. It is already not safe. Too many local streets feed into north Purcell. But people from the neighborhood want the street connected. In addition, the narrow bridge and the speed of traffic north of Butler Mkt was a big concern about Purcell Blvd. The speed north of Purcell should be lowered to 20 mph now. All would like to see Purcell be considered for a safe bike, pedestrian area because we have Pine Nursery Park and which attracts people from all over the city. Neighbors living on the street want to ensure that there is parking for those living on Purcell with driveways on Purcell. This is a big problem north of the current excavation area and more so between Butler Mkt and Wells Acres.

B. We spoke about the By-pass and want to know when the construction will begin. It was agreed that the construction should start now. We all recommended Hamby Rd and it should connect to the north with Deschutes Mkt Rd, Butler Mkt Rd and south at Reed Mkt and other streets farther south. My notes from previous conversations: The road should have few cuts and require frontage roads. 27th currently has lengthy waits and it is difficult to even make right hand turns due to the single lane in each direction due to speed and density of traffic.

Here are some recent notes from prior to the meeting.

I live in this neighborhood and I drive here everyday. I have seen it all. In my opinion, the city could do much better. Back in the 90's, Bend did not expect this kind of growth. If they had, these houses would not have been built on Lava flows, hills and blind curves. Bend has learned much over the years about building neighborhoods which is evident on the west-side, but the city should not build a collector through the center of the old neighborhoods with this amount of traffic. I put a list together that might help.

Our traffic is building and building again. The last few weeks we had heavy and speeding traffic between early morning to about 9:30-10 hours and approximately 2-3pm to about 7pm or later. The lunch hours are no fun either. Our street is already a problem due to the blind curves and hills, but now the volume of traffic is building back. The winter ice adds more problems around those same blind curves and hills. Last week, we witnessed the worse, a vehicle slid sideways from south of Lynda Lane intersection to well north of it and into the on coming lane. They

would have been t-boned. They sat on the side of the road for quite some time before moving on. I am sure they were counting themselves lucky that no one came around the blind curve while they were sliding. I called for cinders. They did get here. During the commute times (morning, lunch hours, and school/evening) we do have over 200 vehicles per hour. It will be interesting to see how this summer works out because we are seeing more contractors and others. Previously, it was all day long.

Well, last night was a repeat of sliding cars and trucks. I called for cinders earlier. We are a working class neighborhood. We people out on the road for work as early as 4am and out late. Lynda Lane intersection is an ice rink in the winter.

In my opinion, there are some items that the city needs to address. I listed each item north to south on Purcell Blvd at various points:

Slow traffic on Purcell north of Butler Market to 25mph or less. Vehicles are speeding through the park area, the school, over the narrow bridge, from Empire and also the traffic from the northeast.

The signal light at Butler Market going south should remain with a designated left turn all day long with northbound traffic stopped. It was great. All that redirected traffic during the Empire closure was the traffic we had on Purcell previously. Now, the traffic is coming back to Purcell south of Butler Mkt due to the fact that there is no easy or quick way to turn left on to Butler Mkt and continue to 27th.

Stop signs on Purcell at Lynda Lane. Need now. Too much cross traffic to and from the east side neighborhood. In the winter, this is an icy area.

Carrie Lane, Lynda Lane, NE Oakley Ct, NE Ocker Dr, and Jackson are streets entering/leaving Purcell, but do not have good views due to blind curves and hills or shrubbery or fences blocking views.

NE Full Moon Drive and Purcell needs an all stop intersection. There is too much north bound traffic making left turns across Purcell on to NE Full Moon Drive.

There is not as much traffic making left-hand turns into the clinic and hospital area across from the apartments as one would have thought. But a left-hand turn lane would be a very good idea. Drivers would not be trying to move to the right around them. There is more to this item.

Neff Road intersection at least has one direction at a time traffic moving through it most of the time. Left hand turns off of Neff can take time and be a problem. Definitely safer than the Butler Mkt intersection. One problem is the fact that there is too much traffic south of the intersection in the apartment area between Neff and Hwy 20. It starts with no signal light at the west entrance (near Costco) of the shopping center. Shoppers are choosing north on Purcell instead of returning to Hwy 20 because there is no signal to safely cross the road. This sends more traffic north on Purcell and turning west or east on Neff. In my opinion, it is important not to send more traffic into apartment or densely populated areas or hospital areas (doctor offices, rehab, senior, or other medical) due to the fact that these areas already make their own dense traffic and parking problems. Too many Bend businesses were allowed to build without ensuring they have enough on-site parking for staff and clients/customers. Try and drive around the streets south and east of the hospital at 10am or 2pm. The street problem extends all the way to the north side of the shopping center. And it is going to get worse unless the city takes steps to ensure there are 2 parking places off street for each apartment or addition.