

3-10-2020

TFR and TIA Summery Comments for PZ-20-0102

Compatibility, traffic and safety are important issues for each Neighborhood Association in Bend. Some important traffic and safety concerns which are relevant to this development and Southwest Bend Neighborhood have been ignored in this TFR and TIA.

The Bend La Pine School District attendance area maps show Elk Meadow Elementary, Cascade Middle School and Bend High as the schools for this development. The most important concern under Major Intersections is the lack of analysis of Ponderosa St./Poplar St and Poplar St. and Brookwood Blvd. Those intersections are the very ones that will be used by children walking to Elk Meadow Elementary or parents taking them to school. Furthermore, there are no sidewalks on Ponderosa and only on one side of Poplar. It is unknown if the lack of sidewalks on Lodgepole Dr. until it gets close to Brookwood Blvd. could affect the safety of children getting picked up or let off from busses.

Using only peak PM traffic is questionable since people are using Brookwood Blvd. north for travel to work and delivering their children to both Elk Meadow and Pine Ridge schools and then south mid afternoon to pick up their children. The idea that Hollygrape St. then Larkwood Dr. (no sidewalk) be used as an alternative route to take pressure off Brookwood Blvd. is ludicrous as it encourages neighborhood cut through traffic and routes it by Pine Ridge Elementary School, then dumps it back onto Brookwood Blvd. again.

The following is a page by page comment on the TFR and TIA.

Comments on Transportation Facilities Report and Transportation Impact Analysis for the proposed Wishcamper multifamily development

The following are comments and question regarding this report.

Page 4 Why does Murphy Crossing Refinement Plan (MCRP) supersede City's Functional Classification Map for determining the width of Awood Dr. but not the current zoning map? When MCRP was adopted by City Council RM zoning was 7-15 units per gross acre as stated in the plan, now it is 21.7 units per gross acre plus a density bonus for affordable housing which didn't exist when MCRP was adopted. In one case the MCRP supersedes and in another it doesn't. That doesn't seem logically consistent or fair since both cases are to the developer's cost advantage.

Page 6 Table 1 uses weekday PM peak hours yet Brookwood Blvd. is very busy during the AM hours since people are going to work **and** taking their children to school while in the PM hours the children are home from school and only people are returning home from work. There are

two elementary school in this neighborhood located off Brookwood Blvd. Perhaps the weekday AM peak hours are greater than PM peak hours which could skew certain assumptions.

The major intersections map doesn't consider Brookwood Blvd/Poplar or Ponderosa/Poplar which is the logical route to Elk Meadow Elementary where the children in the development are assigned to attend. This is a critical missing piece of information. Further if and when the connection to Murphy Rd. happens that will not affect the route to Elk Meadow Elementary School.

Page 7 and 8 Again using only PM peak hours and not considering the future school traffic distribution from the development at intersections #1 and #2.

Page 9 Poplar St. is presently classified as a Local St within the City's Transportation System Plan, however with this development that could change with parents taking their children to school again contributing to peak AM traffic.

Page 10 As noted Ponderosa St. is a Major Collector but does not have sidewalks, bike lanes, curbs, adequate right of way width and is in poor condition. Ponderosa St. needs a major upgrade. There is no mention of Lodgepole Dr. which is being proposed as a connection to Ponderosa St. and no mention of Poplar St. which provides access to Elk Meadow Elementary School via Ponderosa St.

Page 11 Paragraph 2: Brookwood Blvd. does not have sidewalks on both sides of road by the school. There is an asphalt path leading to the school but no sidewalk in front of the playing field in front of the school. Paragraph 3: US 97 has a non standard inadequate deceleration lane to Ponderosa St. and no acceleration lane, also non standard, from Ponderosa to US 97. All of these conditions are unsafe.

Page 12 Since Poplar St. is a route to Elk Meadow School , it should be included in Table 2. As a condition of approval an extension of the multiuse pathway from Romaine Village Way to the development should be guaranteed.

Page 17 Based on the 1 mile circle shown on page 6 the intersection of Poplar St. and Brookwood Blvd. should be included as it is just on the border of 1 mile and is the route to Elk Meadow School from the development.

Page 18 See comments page 6 regarding peak hours and parents bringing and picking up children at Elk Meadow School. There are pedestrians crossing with school arrivals and dismissal, not many during the so called peak hours. Of course not many pedestrians during winter. At this time there is no opportunity to go north on US 97 except by going south to the Baker Rd. US 97 interchange or getting to Brookwood Blvd. via Poplar St. or Lodgepole Dr.

Page 23 Fig.16 proposes neighborhood cut through traffic on Hollygrape St. and Larkwood Dr. past Pine Ridge Elementary School as a solution to traffic exceeding City's Performance standards at Brookwood Blvd./Lodgepole Dr. intersection. Furthermore it suggests using

Poplar St., which hasn't been included in any of the analysis's, as an easier way of turning left from Brookwood Blvd. to travel east accessing the development. These proposals don't take into consideration that elementary school children are using these roads (Larkwood Dr., Poplar St., Ponderosa St.) with no sidewalks to and from school.

Page 23 & 24 The Traffic Facilities Report hints that mitigation of problems will be solved with development to the north of this proposal. However MCRP has been on the books since 2006 and no development has taken place. What should happen is development to the north be planned and started before any development of the southern most section of MCRP. That would provide proper exiting, two exits out of the affordable housing proposal rather than one. Given the vagaries of economic development cities can't always count on sequential logical progress with their plans. This proposal is putting the cart before the horse in the name of pushing affordable housing in an area that doesn't have the infrastructure to support it.

Thank you for your consideration of these issues,

Judy Clinton
SBNA land use chair