

NW Sisemore Street Sidewalk; Traffic Calming Options

BACKGROUND

The City of Bend is improving safety and enhancing livability by building small safety projects as part of the Neighborhood Street Safety Program (NSSP). One of the 2019-2021 NSSP projects is building a sidewalk on the east side of Sisemore Street and adding traffic calming on Sisemore.

NW SISEMORE STREET

NW Sisemore Street was prioritized by the community to fill in gaps in the sidewalk between Franklin and Colorado Avenues to connect people to neighborhood destinations. Sisemore has the highest traffic volumes of north-south Old Town neighborhood streets and is the most popular route (particularly in the PM Peak Hour) for travel all the way between Colorado and Franklin.

Daily traffic on Sisemore is between 1000 and 2000 vehicles. In comparison daily traffic on Staats or Chamberlain is between 200 and 400 vehicles.



The following turns were counted in the AM peak hour and the PM peak hour in early March, 2020:

- Traffic on Sisemore To/From Colorado:
 - (AM) 60 cars from Sisemore to Colorado + 60 cars from Colorado to Sisemore
 - (PM) 100 cars from Sisemore to Colorado + 80 cars from Colorado to Sisemore
- Traffic on Sisemore To/From Franklin:
 - (AM) 40 cars from Sisemore to Franklin + 40 cars from Franklin to Sisemore
 - (PM) 70 cars from Sisemore to Franklin + 70 cars from Franklin to Sisemore

Based on the high volume of traffic along Sisemore the traffic calming options for Sisemore as part of the NSSP project include:

- 1) Turn Restrictions at Colorado
- 2) Neck Downs on Sisemore (both sides)
- 3) Neck Downs on Sisemore (one side)

The next pages show a sketch and provide a brief description of each project.

Please review these options and provide your feedback by May 31, 2020 using Survey Monkey:

<https://www.surveymonkey.com/r/WCQ5YQG>

TRAFFIC CALMING CONCEPT FOR SISEMORE (Turn Restrictions from Colorado)



1) Sisemore Traffic Calming Option:

Turn Restrictions from Colorado Avenue

This option adds a traffic island on the east side of Sisemore just north of Colorado, paired with turn restriction signs to prevent entry into the neighborhood at Sisemore. Exiting from the neighborhood at Sisemore could be retained.



TRAFFIC CALMING CONCEPT FOR SISEMORE (Neck-Downs (both sides))



2) Sisemore Traffic Calming Option:

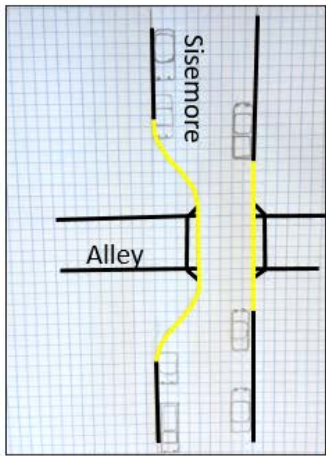
Neck-downs (both sides)

Option: Create Neck-down with curb extensions both sides of Sisemore at alleys north and south of Delaware.

The neck-down would narrow the street to the middle of the road similar to how on-street parking creates a narrower street. Sisemore is 36' wide, narrowing it at the neck-down can create a slow point, particularly when there is traffic in both directions. This slow-point is strategically placed to increase compliance with the stop signs at Florida and at Delaware. Any added delay and reduction in speed helps remove the time-savings incentive of cut-through traffic. The neck-downs would have driveway and alleyway aprons to create access to and from alleys. Design would accommodate sight lines and access.



TRAFFIC CALMING CONCEPT FOR SISEMORE (Neck-Downs (one side))

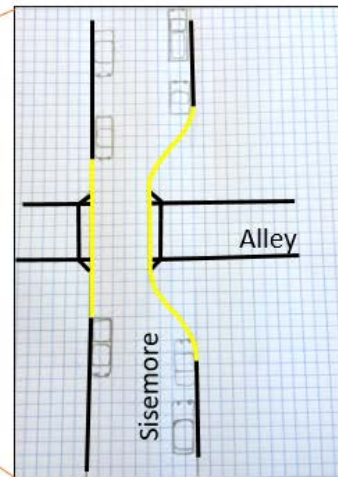


3) Sisemore Traffic Calming Option:

Neck-downs (one side)

Option: Create Neck-down with curb extension on one side of Sisemore at alleys north and south of Delaware.

The neck-down would be all on one side to create a shift in alignment, which adds a chicane to the neck-down.



The neck-downs would have driveway and alleyway aprons to create access to and from driveways and alleys. Design would accommodate sight lines and access.