

## Summary of Dana Bartus' Proposal

Given that the current and projected data of vehicles on the road is so dramatically different at 7 am and 5 pm compared to the rest of the day, it seems that a more nuanced approach to the refinement plan is appropriate. The quantity of vehicles on the road literally decreases to *nearly zero* in the off times, so the development of a 4+ lane highway through town is overkill. Research from a Japanese traffic study shows that, "jams are more likely to form when people drive as fast as possible, then finally brake when necessary to avoid hitting the car in front of them, triggering a chain reaction." (<https://www.vox.com/2014/11/24/7276027/traffic-jam>). If traffic **speeds were slowed** down approaching town and there was **more room to move around at crucial points in town**, the local congestion would disperse. Analysis of the ODOT Terrebonne crash reports indicate that vehicles are moving too fast in town and approaching town.

### Description of Proposal

**Maintaining the Mainline 97 in Terrebonne with minor improvements that will drastically impact the flow of traffic include (from south to north, then looping back south at the north end of town- excluding Lower Bridge Way improvements):**

1. Add a right hand exit lane onto 11th street
2. Widen the right hand turn from 11th street onto 97 so that there is enough room for two cars, turning left and right
3. Add a "right hand turn only" lane on 97 NB turning onto Smith Rock Way east
4. Add a "right hand turn only" lane on Smith Rock Way west, turning onto 97N
5. Add a "right hand turn only" lane on C street, turning onto 97N
6. Add an additional travel lane on 97N from Central Ave.
7. Add a "right hand turn only" lane on C Ave, turning onto 97S
8. Add a "right hand turn only" lane on B Ave, turning onto 97S
9. Add an additional travel lane on 97S from B Ave.

### **Lower Bridge Way Improvements**

1. Build an overpass that allows 97 Mainline to continue without interruption, and 11th street to cross underneath into Lower Bridge Way
2. Add an onramp from 11th St. NB (Like the Colorado Street onramp on 97NB in Bend)
3. Left hand turn lane onto the 97N onramp from Lower Bridge Way
4. Add an extended off ramp lane from 97SB to turn left and right onto Lower Bridge Way
5. Add an extended on ramp lane that merges into 97SB (like in Culver 97 SB)
6. Signage on 97 SB that says " Lower Bridge Way All Turns Next Right" (See Attachment 7 for example)

### **Reduce Speed Limit to 25 MPH and extend progressive slowing into town**

See Attachment 4.

### **Cross Section Description (97 NB/SB Mainline)**

6' Sidewalk

8' Protected Bike Lane

6'-12' Varying Landscape Median

12' Single Travel Lane South (wider if possible)

16' Center Turn Lane

12' Single Travel Lane North (wider if possible)  
6'-12' Varying Landscape Median  
8' Protected Bike Lane  
6' Sidewalk

### **Cross Section Description (Minimum 11th Street Improvements)**

- Sidewalk
- Protected Bike Lane
- Varying Landscape Median
- Single Travel Lane South
- Single Travel Lane North
- Varying Landscape Median
- Protected Bike Lane
- Sidewalk

### **See Attached Documents:**

1. Overall Map 1 (See corresponding numbers with description above)
2. Overall Map 2 (Same as Map 1, just zoomed out)
3. Mainline Cross Section
4. Speed Limit Map
5. Bike Lane Proposal Map
6. Signage Examples In Folder

### **Notes on Signage**

The pedestrian flashing light at B Street is ineffective at slowing vehicles down because it only flashes when there are pedestrians present. People slow for flashing yellow lights when they are paired with MPH signs or the intersection sign (Example: Route 97 and Dover just south of Madras). Put signs outside of town that say "Slow down, keep traffic moving." At Lower Bridge Way 97 SB- Have sign that says local traffic exit here.

*Please continue reading for further reasoning behind the details listed above.*

### **A. Opposition for the couplet**

The couplet concept works well when there is enough room for the town to grow around it. Topographically, Terrebonne is limited in that it sits atop a micro-plateau with steep, rocky cliffs along either side within less than one square mile. This is literally the entire town, which has no room to grow due to this reason. The only place there is to generate a local commercial zone with pedestrian and biker access is on 11th Street. Since the commercial zone on Smithrock Way (east of 97 between 97 and the railroad tracks) has been rezoned to be residential again, 11th Street is literally the only option for local access to businesses. **Building a couplet will destroy the economic vitality of Terrebonne.**

The couplets in Redmond and Madras are ill-fit comparisons for the following reasons:

1. Their speed limits are both 25MPH.
2. They are larger towns. Their towns were established and are able to grow larger around the downtown area where the couplet was built, creating safe pedestrian zones for

commerce. The next blocks off of the highway in Terrebonne are residential.

**The proposed couplet through Terrebonne will create a thoroughfare infrastructure through Terrebonne and neglect the financial responsibility to the local businesses.**

### **B. Opposition for the roundabout downtown**

There is not enough room to build roundabouts without displacing the current infrastructure of businesses, especially given Terrebonne's septic issues. A roundabout would cause more congestion by forcing people to brake at the intersection instead of simply slowing down through town. The goal is to slow everything down, keep safe following distances between vehicles, and keep traffic on Route 97 moving, not implement infrastructure that causes stopping for a roundabout, or worse, a traffic light. People will slow to get through the roundabout, then speed up to get out of it, instead of maintaining a consistent slow speed through town.

### **C. Argument for a lower speed limit in town and why the data analysis will inherently be flawed.**

Just because vehicles are currently speeding into town does not mean that we should simply embrace it and add lanes, so that the speed limit can remain at a higher speed. It means that we need to adjust to a slower speed to address the current issue at hand.

The current speed zones do not allow for accurate data to be analyzed. Because the current speed limits are poorly set, the data received will be outrageously over the limit. The speeds coming into town are currently too high. Since there is not a tiered slowing structure, the data received in assessing the need to lower the speed limit would be inherently flawed. From either direction, vehicles are coming off of doing 55 MPH or more with a quick transition to what appears to continue at a 45MPH zone, which abruptly switches to 35 MPH directly in town, when it is imperative to slow and the data is already received as too fast. It causes abrupt slowing and bottlenecks. If this was assessed with slower zones further out including warning signs to a slower limit through town, then traffic could be managed in a much better way.

It may seem like slowing a 55 MPH highway to 25 MPH is counterintuitive, but it is already being done on the same exact road, 20 miles north in Madras. Another example includes Route 519 through Milford, NJ. This road continues along the Delaware River and changes into Route 29 through Frenchtown, New Jersey. These roads gain higher speeds in a similar fashion as 97 does through the desert, but still slows to 25 MPH through the tiny towns. Lower speeds are demanded by the pre-existing infrastructure of the rivers and towns that were built along the river before the road was developed. The topography of Terrebonne is extremely limiting in a similar fashion. Such things should be taken into consideration.

The speed limit on Route 97 through Madras is 25 MPH, likely due to the commercial zone and pedestrian usage. The same should be implemented in Terrebonne. If we look at the speed data in Madras, traffic is probably travelling generally at upwards of 5-10 MPH over the speed limit of 25 MPH. If this was implemented in Terrebonne, traffic would actually move at speeds that would make it possible to utilize the turning lane. With the speed limit set as it is currently at 35 MPH, vehicles travel upwards of 45 MPH, making it extremely challenging for vehicles to go from stopped to 45 MPH hour to turn and merge onto Route 97. If the limit was 25 MPH, making a 0 to 25MPH turn is much more feasible.

The speed zones approaching Terrebonne are not staged well enough to allow for non-locals (driving through Terrebonne for the first time) to be prepared to slow to the proper speed through town. The limits drop off rather quickly, and provide little awareness that there is a tiny town to be passed through. If the 45 MPH speed zones were set farther out of town, and incrementally decreased down to 25 MPH through the section of 11th, B, C and Central, then traffic would be able to keep moving. Vehicles would be able to keep moving on 97 north and southbound, and the slower speed would allow for easier turning on and off of 97. The problem with turning on and off of 97 is because people are entering town at too high of speeds, and then causing congestion by braking to slow down for turning traffic and people actually doing the speed limit. If the limit coming into town was 35 MPH and in town was 25MPH, navigating on/off 97 would be much easier. (See Attachment 4)

"If people anticipate higher traffic densities ahead, and take their feet off the gas earlier and leave more room in front of them — instead of waiting until they have to brake — that can prevent traffic jams from arising," says Benjamin Seibold, a mathematician at Temple University. (<https://www.vox.com/2014/11/24/7276027/traffic-jam>) Since Route 97 is straight and visibility allows for people to anticipate ahead of them, if there were **"25 MPH AHEAD signs" with flashing yellow lights**, vehicles would slow to an appropriate speed without sudden braking.

**D. Major intersections exceed the ODOT Critical Crash Rate over the past five-year period.**

ODOT's Crash Severity report shows that 44% of the crashes between 2012-2016 are Property Damage Only, which means that people are just going *slightly too fast*. Rear-end collisions are high because the speed limit is too high, and the turning movement collisions occur for the same reason, turning vehicles do not have enough time to turn because the people around them are going too fast and there is not enough room to maneuver. The actual injury rate is very low (with zero fatalities), which means that the speeds are not fast enough to cause injury, just fast enough to cause problems

**E. Opposition for 4 lanes of moving traffic—it will just keep allowing people to speed through town.**

With a couplet, or even a main street concept, adding an additional lane of traffic each direction will increase the feeling of maintaining a highway speed. In a main street concept, it would make the middle turning lane impossible. The couplet concept will create even more of a thoroughfare, removing the only local access road for commerce. Even with trees, bike lanes, and sidewalks, two lanes each direction will not encourage slower speeds. Increasing the number of lanes through town serves the freight and commuter traffic, it does not serve the local community or businesses.

**F. Why make 4 lanes of traffic when there is going to be a bypass?**

If a bypass is guaranteed to be constructed in the future, then the budget should be allocated to improvements that will support local pedestrian/biker, and business activity. The ODOT proposal analysis shows that the current green status concept does "not sufficiently address" the issues of local pedestrian/biker, and business activity. In fact, there is *no analysis shown at all for the A4A*, the only green-tiered couplet concept.

**G. A footbridge connecting the town together for pedestrians and bikers should be the highest priority.**

We need to be spending an appropriate proportion of the 20M on setting up a safe, climate-conscious passage for pedestrians and bikers. This problem would be solved with a covered (even heated) footbridge over B Ave, as well as sidewalks and bike lanes that cross under the highway overpass at

*Lower Bridge Way. If the funds allocated do nothing to address pedestrians crossing a dangerous road and go directly into building another dangerous road 250 feet away, then ODOT will have seriously failed the community of Terrebonne.*

#### **H. Does the proposal fit the criterion set by ODOT?**

The reports assessing the concepts from the September 13th meeting are not easily accessible online. The example on the powerpoint presentation was all that is currently available to the public. In every single concept analyzed on this slide(A1-A through A-3D) none “meet” the Goals and Objectives in ODOT’s evaluation criteria for Community & Livability, Accessibility, Financial Responsibility or Economic Vitality. They only “somewhat meet” the evaluation criteria. In fact, there are huge gaps in the Financial Responsibility or Economic Vitality where ODOT’s evaluation “does not meet” the evaluation criteria.

#### **I. Economic Vitality**

These funds could be utilized to actually establish bike lanes on the Scenic Bikeway connecting Sisters on Lower Bridge Road to Smithrock State Park. This would greatly support business activity in and around the community (e.g., the Smith Rock State Park) and also assist in decreasing the parking issues currently being addressed by the Smithrock Masterplan. Allotting a greater portion of the funds to increase pedestrian and/or bicycle access to businesses on 11th street would benefit Terrebonne more than the development of a multi-lane thoroughfare. There are many more items to be listed in this category as to why the improvements on 11th street would be a better investment than a couplet.

**Thank you,**

**Dana Bartus**

Dana moved to Bend from New Jersey in December 2010, where she lived for 6 years as the Director of Sales for the Where To Eat Guide. She has been in Terrebonne for the past 2 years working as a barista at Redpoint Climbers Supply, a climbing guide with Chockstone Climbing Guides, and a substitute teacher in Warm Springs, Madras, Redmond, Prineville and Bend.



**Save Terrebonne! Coalition  
Position Statement  
November 28, 2018**

The “Save Terrebonne! Coalition” was formed in November, 2018, as a coalition of citizens, businesses, and organizations whose common goal is to protect Terrebonne’s rural character. Compared to the rapidly changing character of the cities of Bend, Redmond, Madras, and Prineville, Terrebonne is distinctly different. Its informality, hospitality, and rural character are what make it special. Thanks to the efforts of local residents, businesses and their representatives, Terrebonne is fortunate to be the primary beneficiary of a \$20 million transportation funding project to improve the Lower Bridge Way intersection and make other needed improvements along Highway 97. This project is known as the Terrebonne Refinement Plan (TRP).

The position of the “Save Terrebonne! Coalition” is that ODOT's project goals of protecting and enhancing the safety, livability, and economic vitality of Terrebonne are of primary importance, and that these goals should be most heavily weighted in selecting the highway alignment, intersection designs and other improvements related to the TRP. The position of the “Save Terrebonne! Coalition” is **unanimously** reinforced by the results of an online survey conducted by the Terrebonne Neighborhood Alliance, the views of most citizens who attended our meeting with ODOT on November 7<sup>th</sup>, and a petition circulated by Jeff Jordan. Since the \$20 million allocation cannot fund a bypass, the position of the “Save Terrebonne! Coalition” is that the most financially responsible solution that maintains Terrebonne's rural character, and otherwise satisfies ODOT’s project goals is to:

1. Improve Highway 97 within its existing alignment, until funding for a bypass becomes available.
2. Do not convert 11th Street into a highway couplet.
3. Build an overpass at the Lower Bridge Way that connects Lower Bridge Way and 11th Street, and allows vehicles, bicycles, and pedestrians to travel under the highway to Terrebonne, and safely access Highway 97 in both directions from appropriately designed on and off ramps, as shown on Attachment A.
4. Do not convert the Lower Bridge Way intersection into a roundabout.
5. Make other safety and livability improvements along Highway 97 and 11th Street, including:

**A) Along Highway 97 (within the existing right-of-way)**

- (i) Extend slower speed zone further north and south of Terrebonne to slow traffic and consider the Dot System to reduce tailgating.
- (ii) Construct a pedestrian overcrossing or comparable safety feature at B Street.
- (iii) Improve the streetscape with trees and landscaping.

**B) Along 11<sup>th</sup> Street**

- (i) Add curbs, sidewalks and bike lanes within the existing right of way.
- (ii) Add crosswalks at A Street, Smith Rock Way, and C Street.
- (iii) Add other amenities as appropriate.

Signed,

The "Save Terrebonne! Coalition," and its supporters.



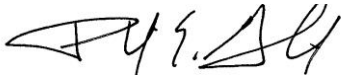
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Dana Bartus  
Terrebonne Resident



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Jeff Jordan  
Terrebonne Business Owner



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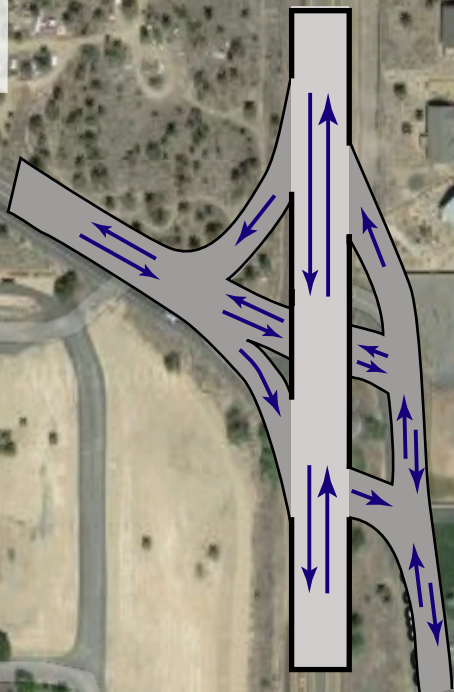
Phil Grillo  
Land Use Attorney  
Terrebonne Resident



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Carolyn Johnson  
Terrebonne Neighborhood Alliance

Lower Bridge Way



11th Street



**Attachment A**  
**Save Terrebonne!**  
Lower Bridge Way Improvements