

Mountain View NA Monthly Meeting: February 24, 2020

In Attendance: many attendees did not sign in to the MVNA guest list, but the collected sign-in list is below.

Board members: Beth Hoover, chair; Carol Elwood, land use; John Bennett, NART rep and parks; Steve Pine, treasurer; Jason Barber, social media; Sarah Spernak, secretary.

Attendees: Robin Lewis, Susanna Julber, Greg Bryant, Michael Whitter, Susan Westberg, Heidi Rieck, Michelle Hogarth, Patsy Kestner, Nicki Pistacchio, Janet Whitney, Carolyn Clontz, and Barb Campbell.

I. Meeting called to order by Beth Hoover.

1. Agenda: Empire Corridor Improvement Project – Linda Swearingen (with City of Bend); NSSP Proposed Crosswalk at Wells Acres and Weeping Willow – Robin Lewis (with City of Bend); Information on the GO Bond for the May ballot – Barb Campbell (City Councilor); Review of NSSP process used by the MVNA; Board business – approval of January minutes and reports: land use, NLA, and Jen Rusk training.

II. Empire Corridor Improvement Project

Linda Swearingen – Encourages people to sign up for email updates regarding the roundabout updates and introduces Jeff England from the City to give presentation.

1. Segment 1 and 2 - Bridge at Purcell Blvd. is closed, and first graphic shows the closed section and the new bridge that will go further downstream, east of Purcell. This work is in progress; canal work will be done by beginning of March so water can flow again. The bridge over Purcell Blvd is being widened with sidewalks and bike lanes on both sides with signing and striping on the Blvd on the north side of the canal to warn drivers that pedestrians cross from the canal trail. The other part of the work is the bridge/box culvert that will be new. An interesting feature of that is to have a crossing where pedestrians will be able to cross under the road – this is on the north side of the road – and will not have to cross the road itself. Purcell will be closed through April of this year.
  - i. Question is asked – will the speed limit on Purcell be lowered to 25 mph? He will find out and send info out via the email list.
2. Segment 3 – Roundabout at 27<sup>th</sup> and Empire. On the graphics, the sections in orange are what will be closed and in green is what will be open. Stage one will have no impact on traffic – goal is to construct as much as possible outside of the traffic and not impact travel. This work will be primarily in the month of April. Stage two will have more impact on traffic – the east leg of the intersection will be closed and the traffic will be limited; north to westbound and east to westbound will be open. This will be May – July (roughly). There will be coordination with the Petrosa development. Stage three will be July -September when the roundabout will be mostly closed, except for the west leg. This is when everything will start to come together. Stage four is the west leg will be closed for a short time and three legs of the intersection will be open. Stage four will be September – October. Mid-October is the completion goal. Final outcome: a double-lane roundabout with the connections to Purcell complete as well.

- i. Improvements to Purcell – from the canal and down to the intersection at Butler Market and Purcell – widening, bike lanes, sidewalks.
  - ii. Question – in stage three, how far does that go down along 27<sup>th</sup>? Answer – it goes to Jessica Ct/Jessica Lane. It truly is an intersection improvement and not improvements to 27<sup>th</sup>.
  - iii. Question – will Nathan be affected? Answer – no, people on Jessica can use Nathan to access 27<sup>th</sup>.
  - iv. Question – when you get to detours, as it concerns neighbors, can we have more signage regarding detours and slowing down (seems to be the gist of the question). She wants to make sure neighborhoods get signs and even a police presence to slow traffic down. She reiterates the speeding commuter traffic coming off the county roads. Answer – acknowledges her concerns and does assure there will be signage but also reminds they can only do so much with signing and striping, and then they will have to monitor the behavior and try to respond and adjust to improve the detour traffic. He refers the question asker to follow up with Linda Swearingen.
3. Next, maps with the new Petrosa development and how they will make frontage improvements on many of the roads (Eagle, Butler Market, etc); and will construct two new roundabouts at Butler Market and Eagle and Butler Market and Deschutes Market Road.
  - i. Question – when will those new roundabout start? Answer deferred for the presentation on detours and roundabout regarding Petrosa construction:
4. Roundabouts for Petrosa and the detours they will be causing:
  - i. April 1 – May 1 – when Petrosa will be constructing the roundabout at Butler and Eagle. At that time, Purcell Bridge will be closed. Detours will be in place. Petrosa will build a shoefly around that so one can go north-east or west-south and bypass the intersection.
  - ii. May – June – the other roundabout will be under construction – 27<sup>th</sup> and Deschutes Market will be closed.
  - iii. Questions asked about the detour going through a school zone and will the speed limit be lowered after all this construction. Yes, the detour will go through the school zone and yes, he imagines speed zones will drop due to urbanization.
  - iv. Question asked about detour but question not caught. Answer: There will be an official detour signed for Neff Road but he knows people will cut through Keyte(sp?). Negative response from question asker who wants more remedies provided to reduce the speeding through neighborhood streets. Question asker continues to comment on the increase of traffic and how the neighborhood is negatively affected.
  - v. Question – How will residents on Nassau Park get out of their neighborhood? Answer – yes, they will be relatively blocked off to one access route – Sandalwood. Question asker clarifies that the roundabout construction will not affect Sandalwood for turning left. He offers to

follow up with the question asker to discuss in more detail what that roundabout will look like for residents in that area.

- vi. Question – wants to reiterate the impact of the intersection of Butler Market and Yeoman and Purcell with the commuter traffic and school traffic. There is no question asked, but this is a comment to emphasize the need to have plan in place for the traffic.
5. July 1 – September – roundabout at Eagle and Butler will be completed by that time. There will still be a detour in place, but the major detour route should be Eagle to Neff to Wells Acres.
  6. The roundabout at Deschutes and Butler market would be open by then and other detours will still be in place...

### III. Street Safety Program update: Robin Lewis

1. Neighborhood Street Safety Program – asks who is familiar with it and gives a brief overview of the program. It started in May of 2019 at the request of neighborhoods and City officials, and the NAs worked with their neighbors to get ideas for projects that would make streets safer within neighborhoods at the neighborhood street level. Started with 362 applications in this first year – the felt this was a successful turnout. Some issues were clustered. NAs were asked to select 2 each, so the number went from 362 to 26. Then the NA leadership ranked those projects, costs were identified, and the \$800, 000 was divided up. The second project picked was the safe crossing by Mountain View Neighborhood. The other projects were overviewed (see NSSP Project List on their website). Anticipated date is 2021 for the Wells Acres safe crossing. Now, NSSP is trying to work with each NA to finalize proposals. There will be an open house to finalize and collect feedback.
2. The project: add a school zone – it currently is not marked as one; add illumination – there is currently very little lighting; enhance the crosswalk at the school by the bus stop; add buffered bike lanes.
  - i. Question asked if it will extend beyond that area. Answer – it is rather limited to the Wells Acres. Question asked if there is plan for a yellow line to be painted (lanes marked). Answer is no.
  - ii. Question – so the bus stop with the island adjacent will stop all traffic going westbound? Yes, because need to keep it safe for bus.
  - iii. Question – will the bike lanes stop parent-drop off behavior? Answer – no, it is legal for parents to pull into the bike lane to drop off, but they will do a massive outreach campaign and education.
  - iv. Question – how will bike lanes be marked? Answer – double striping.
  - v. Question – will this stop big trucks from using this area as a parking spot? Answer – yes.

### IV. GO Bond (General Obligation) presentation: Barb Campbell

1. Safe Travel and Traffic Improvements; Bend council unanimously voted to place the \$190 million general obligation bond for the May 2020 ballot. Reason - The community says traffic congestion and safety is Bend's most pressing problem

and wants projects that improve traffic flow and safety for people who drive, ride bicycles, and walk. Barb explains there were about two dozen citizens who committed to be on the citizen advisory committee in helping to shape this plan and prioritize the projects that are most needed and how to come up with funding. This part of the project took over a year. Barb acknowledges that the process is slow but that is very much because of the need for citizen feedback and participation in the process. Goal setting every two years for councilors and they decided that public safety and health, transportation and infrastructure, economic vitality and effective and efficient city operation are all connected. History of Bend's streets is quickly reviewed in that the first planning was done in a classic grid but then planning moved away from grid and investments become incremental and piecemeal of sorts and development revenue is volatile. Quick review of tax revenue rate and how it breaks down. Bend's is one of the lowest in the state for a city of our size – Bend's is \$609 whereas Redmond is \$890 – this is locked in by State law from measures 5 and 50 passed years ago.

2. The priorities for the bonds: east-west connections, traffic flow/intersection improvements, safe travel and access in neighborhoods – for pedestrians, bicycles, and motor vehicles.
3. Travel for east/west connections – improve reliability in travel time and flow; improved safety for neighborhoods and safe routes to schools...
4. Barb shared a map on the projects that will impact MVNA in particular. CIP (capital improvement projects) are already funded and in progress; CIP intersection improvements already in progress (example: improvements at the intersection at Neff and Purcell). Bond projects include examples like Purcell extension, intersection improvements, Butler Market/US 97 interchange).
5. Cost – citywide average is \$170 per year for property tax addition / \$0.47 per \$1,000 of taxable value.
6. Reviewed a list summary of the GO bond projects (available on the City website for better detail): east/west connections, 20 major intersections, 12 key bicycle and pedestrian routes, support for transit (CET investments; move into a mobility hub system rather than the wheel and spoke model; they are looking to start with 4 mobility hubs), interchange improvements (working with ODOT to improve Empire, Colorado, Butler Market, Reed Market, Powers, Murphy), citywide local residential safety improvement program (\$8 million for future NSSP projects), intelligent transportation systems investments (\$5 million for technology for safety and traffic flow signals).
7. There will be a citizen bond oversight committee created by the City Council to track progress and report to the community. Purpose is to ensure citizen satisfaction with the process of implementing the bond.
8. Six things to know about the
  - i. tackles the number one issue that Bend residents want the City to do something about traffic.
  - ii. Funds priority projects citywide
  - iii. Builds better east-west connections to reduce driving time and improve livability
  - iv. supports safe access to schools, parks, and jobs.

- v. Addresses congestion on main roads to reduce cut-through traffic on neighborhood streets
  - vi. Prepare for future growth
9. [www.bendoregon.gov/safe-travel](http://www.bendoregon.gov/safe-travel) has an interactive map where projects can be clicked on or a spot on the map can be clicked on to see what projects will go in that area.
- i. Question – how long will the bond last? Answer – 30 years for citizens to pay BUT the projects should be completed between 10 and 20 years.
  - ii. Reminder – the rate of pay will start lower than that \$170/year then go up and then go down again.
  - iii. Question – again, the Purcell issue is brought up that putting the road through to Neff is not going to improve bike traffic, etc. because the safety pieces are not put in place. Bottom line of question: why isn't Purcell and Pettigrew made into a greenway yet? Answer: there will be better bike lanes eventually that are buffered... Question asker persists that it simply is unsafe.
  - iv. Question: Is it the goal to use Purcell or Shepherd or 12<sup>th</sup> to relieve traffic on the larger streets because it seems like traffic will move off the major streets and into neighborhoods. Answer – the goal is to reduce cut-through traffic and it has to do with what streets are collectors and the goal IS to move traffic to the collector streets so there are multiple parallel routes to travel. Example, in MVNA the collectors are Purcell and look online for other street names. Barb reminds listeners that there are issues with development style from history of the suburb-style development of not having “complete neighborhoods” to reduce daily trips taken and that the new goal of all new developments is to avoid that.
- V. Beth Hoover resumes leading the meeting; to start the process of reviewing the NSSP process that was used this year; was it effective? She reviews the process we used to create our top priorities and the learning curve of how much the suggested projects cost. Beth asks participants to think over the project and how we can improve that process and report back to our next meeting.
1. Beth opens the floor to people for questions regarding the Empire Corridor Project. The maps will be on the website soon.
    - i. Question: How much traffic do they anticipate coming through that roundabout (average daily traffic)? Answer: He speculates but can follow up with Beth regarding that number.
    - ii. Question: On the people coming Butler Market – had a hard time understanding the question – but it was about the detour for people in that area.
- VI. 7:32 pm the presentations end/ move into more one-on-one questions with Jeff and conversation between attendees.
- VII. Board meeting business –
1. Sarah motions approval of minutes; Steve seconds, and vote is unanimous.
  2. Carol Elwood reviews her land use report and the big issue is the March 11 Petrosa meeting. Carol will attend.

3. Beth reports on NLA – not much new to add BUT Steve will apply to City to become the new NLA rep. Jason motions to have Steve proceed with NLA application and Beth seconds. Board votes unanimously.
  4. Jen Rusk training – Carol and Sarah both found it helpful and Carol will share her notes in future.
  5. Reminders that Jason is taking over the Facebook posting and John is going to attend NART.
- VIII. Meeting adjourned at 7:42 pm.