

Mountain View NA Monthly Meeting: January 25, 2021

In Attendance: attendance based upon Zoom meeting participation (20 people in attendance, including board members)

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

Attendees: Roger Olson, Tina DeSouza, Joanne B, Candi Biever, Carolyn Clontz, Daniel and Jean Bissell, Randy Munch, Robin Lewis (City of Bend), Sarah Mason, Wiley and Teresa, David Garule, Alexandra Lloyd, phone in participant, Joanne Bulley

- I. Meeting called to order at 6:02 pm by Beth Hoover
- II. Sharing of Agenda and Introduction of Robin Lewis, City of Bend
- III. Roundabout at 27th and Empire Overview and Questions
 - a. Robin begins with reviewing multi-lane roundabouts and how they work
 - b. Roundabouts' work well because of their shape, increased driver focus, and reduced speeds which work together to reduce possibility of a crash; also reviews the geometrical angle for where cars enter to make it easier for cars to choose gaps
 - c. Question is asked: Is the roundabout specifically tailored to reduce speeds on entry or in? A: to control the speed on entry and which then affects how fast you can circle around and exit
 - d. Reminder that you never change lanes in an intersection; there are TWO lanes that exit and the outer lane is a problem when it does not yield to the other exiting lane that is the inner lane.
 - e. The key is if you want to turn LEFT you have to be in the LEFT lane – that seems like a common error people are making. (Roger Olson provides feedback regarding that and the visibility which makes it harder to focus attention).
 - f. Question: Candi Biever – why are there no speed signs before or within the roundabout? A: Robin – the rules/laws have changed and we are not allowed to put speed signs in them.
 - g. Question: Candi Biever– why are drivers not getting into the correct lane? A:
 - h. Question: Candi Biever – why are drivers stopping at the yield sign? A: Robin says it might be because it is new and people are not used to it yet. Robin says data does not support that this is not a common problem.
 - i. Question: Daniel Bisell – he has a concern about people exiting too quickly and Mary's Grace street traffic is concerned about getting rear-ended when turning right and taking a left out of that street is difficult. He requests a speed sign; Robin says no because speed of Butler is set. Jean B asks about a warning sign that Mary's Grace is coming up; Robin says that is a possibility. Daniel insists that based on audible evidence, cars are speeding up.
 - j. Question: Suzanne Lemagie. - Why are the roundabouts in Bend not consistent in their traffic patterns? Throughout Europe, the right lane is ALWAYS for a right turn/exit only. With two lanes that is the only way to prevent collisions, but it does require lane changes within the roundabout. A: Robin reminds that in the U.S., no lane changes are allowed within intersections, if you are following the rules of the road.

IV. Wells Acres Concerns

- a. Tina DeSouza presents the petition of 108 neighbors requesting speed humps on Wells Acres in regards to speeding traffic concerns. Tina clarifies the portion of Wells Acres – from 27th to Purcell and Purcell to Butler (west to east /east to west). Tina shares that level of traffic has not lessened with the opening of the roundabout on 27th nor is traffic lessened with school not being in session.
- b. Tina reads the petition in full for the group to hear. The gist of their request is to have speed humps installed. And, she reviews some of the mitigation efforts: increased patrol, speed radar signs, etc. Bottom line: their group wants solutions.
- c. Jason Barber shares that his observations that the average speed (according to data) is about 35 mph, which is the posted speed on some streets of that size. He personally doesn't think speed humps are a good solution. He suggests lane striping, bike lanes, and no on-street parking. He also notes that Wells Acres is considered a through street, so if we put speed humps it will affect the ability of all neighbors' usage of the road.
 - i. Robin shares that speed humps/bumps are not allowed on Collectors or Arterial streets per an agreement with Fire and Safety.
- d. Call-in attendee shares that he hears what Jason is saying, but he feels that the speed humps will slow things down.
- e. Sarah Spernak asks about the intended use for Wells Acres and if the amount of traffic has increased making the intended use no longer viable. Answer – Robin says it is on the City's list for Collector street (step down from a Butler Market) so it is supposed to serve traffic and have higher volumes, but because it is residential it must be 25 mph. As a Collector it should have bike facilities and it currently does not. Also, parents of Ensworth students say it is difficult to cross. The behavior of the motorists is what she is hearing us say is the problem.
 - i. School district has been in conversation with City on creating safe crossings
- f. Tina DeSouza shares that the increase of traffic has been recent rather than historical as she has lived here for a while. She is also concerned about removing parking.
- g. Beth asks Robin to ask what tools ARE available to help:
 - i. Crosswalks, chicanes, bike lanes,
 - ii. A man named Aron asks if we can have a speed radar sign going both ways; can we do photo speeding tickets – Robin says only possible if it is a manned camera with an officer.

V. Wells Acres and Butler Market Roundabout

- a. When will it be done? Robin is not sure at this moment. David Gurule weighs in that it is a funded project and he thinks it is 2022.

VI. Daggett Lane Concerns

- a. Carol Elwood begins with an overview of the concerns. People cutting the traffic circles. Carol shares how she asked to do an NSSP project for yellow striping to show traffic where to go. She made a citizen service request but got no feedback.

- b. Sara Mason shares her concerns about the danger of Daggett for pedestrians, especially regarding speed. She feels it is especially unsafe – an accident waiting to happen and it takes away from our good neighborhood feeling.
 - c. Joanne Bulley – her granddaughter was the one who was almost hit.
 - d. Sarah Spernak shares about the circles pushing traffic to the sidewalk and it is unsafe for children especially.
 - e. Tina DeSouza asks for a new traffic study to be done for both of those.
 - f. Beth asks Robin about the plans for the City having Daggett lane be a neighborhood greenway as part of the NSSP, but funding was an issue at first. Robin says there is more money in the new General Obligation Bond that was passed – she suggests strategizing those projects, but for two years. She shares that this is the difficult thing because in regards to immediacy of our concerns, it takes time for the funding. Robin says there are not enough Citizen Service Request funds for issues with Wells Acres and Daggett.
 - g. Robin does suggest that the Council is hearing these issues and also shares making them a priority.
 - h. Sarah Mason asks if there is anything we can do while we wait. What other strategies are available to us?
 - i. Robin does agree that reconstructing the traffic circles is the best solution as those circles have not worked to calm or slow traffic. Some of these things can be done withing the CSR funds.
 - j. Robin suggests we summarize these issues and submit them to the City Council
 - k. Carolyn Clontz shares information: Transportation Discussion: Laurie Harrer, M.S. (she/her/hers) - Program/Volunteer Coordinator 350 Deschutes lharrer@350deschutes.org 561-329-7873
 - l. Alexandra Lloyd – asks for calming measures for Providence. David G. shares that we do have one in the work for NSSP project. Robin confirms there is enough funding for Providence and Locksley for the next series of NSSP projects, but it may not be until 2023.
- VII. Next Steps – Steve Pine Requests that Robin Lewis give us our next steps.
- a. She suggests that we work on getting the two projects that are not in the queue as the next step AND to try to get smaller projects done in the immediacy. There will be discussion on how to get bike lanes on Purcell and Wells Acres, especially as Purcell gets finished.
 - b. Sarah Mason asks if we should submit our concerns to the City council as a group. Robin says it can't hurt, especially as Council does want to ensure geographic equity.
- VIII. Beth Hoover brings the meeting to a close, reminding all that we will follow up with a summary of the meeting to neighbors, Steve will follow up with NLA, and Sarah Mason is invited to create a small action group.
- IX. John Bennet motions for us to approve the November minutes; no second needed and motion passes.
- X. NART – John Bennet reports on the NART meeting – the discussed if they think City Council is going same direction as last Council; concerns about affordable housing; making sure each NA knows how their new City Council rep (ours is Megan Perkins) and that each rep shows up at least once per quarter they attend a meeting and if they can't

show up, sending them a quick run-down of the meeting so they know what we are discussing.

- XI. NLA – Steve Pine reports that a lot of time was spend on economic development, livability, transportation, parking, and land use – it was a sort of state of events and review of the issues we have in Bend. NA boundaries are still being discussed and there was a review of the recent listening session with Council. It was discussed if the NLA should make a statement regarding the homeless camp at Juniper Ridge, but no decision made. Steve brought up the issues with Wells Acres and Daggett.
- XII. Land Use – Carol Elwood (her notes are copied here in full):
- a. 12/15/20 announcement of 1/11/21 Planning Commission hearing on Code amendments: public meeting, notification, public comment process. Also, 12/22 and 12/30 announcements of same agenda hearing before Council 1/20. I did not attend either hearing.
 - b. 12/16/20 Modification of STR application for Cliff Drive; now listed as 4-BR instead of 5-BR.
 - c. 12/21/20 Application approved for STR at 21381 Pelican Drive.
 - d. 12/21/20 Application approved for temporary construction office, storage, and parking, while Bend Surgical Center is under renovation/expansion.
 - e. 12/22/20 Application approved for requested modifications to Reserves At Pilot Butte.
 - f. 12/31/20 announcement of Feb. 3rd hearing before City Council. Code amendments: Special Planned Districts, Public Improvement Standards, Transportation Analysis, Juniper Ridge Overlay zone, and lanes not authorized for lane expansion.
 - g. 1/4/21 Application approved for 30-lot subdivision on 4.93 acres, 2989 Wells Acres Rd.
 - h. 1/14/21 Announcement of Public Hearing before Planning Commission Monday Feb. 8th. Proposed Code Amendments Chapter 9.50, Signs.
 - i. 1/21/21 Application received, comment period open until February 4th, for 1865 NE Hwy 20, Lithia Motors 2-phase commercial development. Phase 1: vehicle inventory area, Phase 2: 15,000 sf building. Asking for waiver to Public Improvement Standard for reduced right of way width, and sidewalk on lone side only. This is on the south side of Hwy 20, adjacent but not in MVNA.
 - j. 1/21/21 application to modify previously-approved application for new rectory building at St. Francis, 2450 NE 27th. Asking to move construction to a different location, and a waiver of Public Improvement Standards, allowing additional water and sewer connections. Comment period open until February 4th, 2021.
 - k. 1/21/21 I attended a pre-application neighborhood meeting about a 16-lot subdivision SE of Butler Market and 27th. Two current dead-end streets, Leurres Place (off Mary's Grace), and Bain St. will connect, and access to the new homes will be via an alleyway off that connection. Concerns noted: Traffic is already difficult going on/off Butler Market from Mary's Grace. Parking will not be allowed on alleyway, and developer plans only the 2 on-site parking spaces/lot required by code, which includes garages. It was noted that code allows for a wider right of way, which could allow parking on one side; this was requested of

the developer, who declined to commit. Size of development does not require a major traffic analysis, and a Transportation Review is on order.

1. Carol shares that the new online system for the Land Use and Permitting; she also shares that there are some new features with a map system that will make the system more accessible but it isn't super user-friendly yet.
- XIII. City Council Goal Testimony – adding this to the meeting minutes as this was something we did in January.
- a. Update – added these as a separate item to the website but with the list of meeting minutes.
- XIV. Next meeting will be in February and Beth asks for meeting ideas if people have them.
- XV. Meeting adjourned at 7:41 pm