

MVNA minutes – August 26th.

- What: Minutes for Mountain View Neighborhood Association monthly board meeting
- When: August 26th, 2019
- Where: Common House at Higher Ground community on Daggett Lane, Bend, Oregon
- Who:
 - Board members in attendance – Beth Hoover, Carol Elwood, Steve Pine, Sarah Spernak; Board Community Liaisons – David Gurule, Carolyn Clontz, Pat Miner
 - Special Guests – Officer Mike Landholt with Bend PD and Officer Clint Burleigh
 - Guests – (some spellings may be incorrect due to legibility) Dova Butler, Janet Whitney, Nancy Stevens, Rebecca Parker, Carol Cavoretto, Alex Thomas, John Schubert, Casey Davis, Spencer Davis, Sarah Maz.
 - Reports – see end of minutes for emailed reports from committee members

Sarah (secretary) - arrived late and minutes not started until about 6:15 pm. Meeting began at 6:00 pm.

1. Crime discussion

- a. Discussion of broken windows on Daggett Lane – Officer Landholt shares that only two broken window reports which does not match what we are seeing as neighbors. Discussion about putting dash cams in car windows, but Officer Landholt says resources are limited but we can try out a camera for surveillance. Carolyn Clontz asks if they monitor NextDoor and officers can't monitor it. This means we need to report what we are seeing on NextDoor. Our board can monitor those types of posts and respond to the neighbors, asking them to report the crimes to the police. Nancy suggests finding old emails because people may not be reporting because of frustration. Officer Landholt agrees he will work with us but we need more information on where and when the incidents are happening.
- b. Al Moody Park – Beth reviews the reports of drug paraphernalia and Sarah shares about the graffiti in the park.
 - i. Someone suggests an outreach in our neighborhood to educate people on how easy a police report is to make.
 - ii. Officer Burleigh suggests taking pictures of the graffiti before altering it and submitting the photos with the report.
 1. A question is asked if there is a place in Bend where people can do graffiti and a short discussion follows about that.
 - iii. Officer Landholt says he will be meeting with the Bend Parks and Rec and will bring up Al Moody park and share our concerns.
- c. Nancy reiterates the idea of public outreach and how it may help. Officer Landholt asks what is the goal? Deter = more patrols or Catch = more surveillance with possible damage incurred
- d. Officer Burleigh reminds that increase of people in town means officers are very busy, but this new task force that deals mostly with misdemeanors (like vandalism) – quality of life crimes are being followed up on whereas a patrol officer may not have time. That is why the reporting these vandalisms are super important.

- e. New topic of not using the traffic circles correctly – what can neighbors do regarding that?
 - i. Need to know data that helps – what time of day and days help. Pass the data to traffic via Officer Landholt. Cannot be photos. This is called an extra patrol request. To be effective, giving them a day and time that fits peak hours of that behavior.
 - f. A new topic – a private citizen can have a summons? (I am not sure about this topic?) Sounds like it is something like Person A can accuse Person B of something and summon Person B to court without officer involvement.
 - g. Fireworks – what else can we do? Anecdotally, seems like it was better but there is a cultural issue at hand that needs to be dealt with, according to Officer Burleigh. Question is asked for clarification on illegal fireworks, why they are illegal. Officer Burleigh reviews one reason is an increase in veterans living in the area; pets are another reason; fire danger is a major reason.
 - h. John asks about overloud vehicles; do we have a decibel limit. Also, he asks about exhaust systems that blow smoke. Officer Burleigh reiterates that for violations, he has to see it to ticket it. So, again give as much information as possible and the police can follow up and witness it.
2. Beth shortens rest of meeting agenda items due to time being short.
 3. Sarah reminds everyone to take the survey on our listening sessions.
 4. David reviews the Neighborhood Street Safety Program. He reminds all what the deadlines are and how the form works. Applications will be screened and then it will come back to the NAs to decide which one we will do. David shares that we will need a process to decide which ones we will choose as an NA. David has a list of the problem streets that have been selected by our neighbors over the years and he has cross-referenced that with what the CTAC/city transportation planning will do with those areas. Beth shares that we can also choose more than one/group them together if they are low cost. Sarah shares how application works. Beth clarifies that the education component means that the proposals need to significantly impact the traffic flow/how traffic works in an area.
 5. Treasurer's Report: Steve tells us we need to put together a budget on how we want to spend our money. Beth shares that our budget has been doubled by the city this year – now we have over \$11,000 in our budget. Carolyn Clontz shares that last fiscal year was the last time we overspent but we used it all on effective expenses. Carol asks for a deadline. Carolyn, Steve, and Beth will meet at Barnes and Noble to plan a budget on Friday, Sept. 13 at 11 am.
 6. Please Slow Down; It's Our Town – Pat Miner. Pat begins with an overview of the campaign; Pat emphasizes that an essential piece for this campaign is social media, to have a communication platform ready and having distribution sites ready where people can get stickers. Need a separate Facebook page for Slow Down; It's Our Town. A separate page is needed for branding, Pat reports. Alex Thomas is with Attract Interact, a communications company.
 - a. Alex shares his background on social media/web presence. To be a successful campaign, it needs a place for people to go (get more info, etc.). This is number

one reason why Slow Down needs its own Facebook page. He offers that he will build the page and curate the page for a given amount of time. Alex proposes \$475- flat fee and \$775 to work for the MVNA page as needed; four months = September, October, November, December and re-evaluate at end of December. Alex would be administrator of the page(s) and would loop us in an educate us on running the page, too.

- b. Beth moves to vote on the Please Slow Down to start and discuss the option of having Alex work on our MVNA site at a later time.
7. MOTION: Sarah motions that we approve \$475 for Alex to do the Please Slow Down social media campaign. Steve seconds the motion.
 - a. Carol clarifies that we are doing \$475 for his services from Aug 26 to end of December and wants to know more about the campaign. Alex clarifies that his objective is to get people to slow down by raising awareness of the problem AND that there is somebody doing something about this and we need to get more information about this, etc. He wants to create a Facebook page where all the information regarding this campaign will be located.
8. VOTE: An unanimous vote follows and it is approved.
9. Beth suggests we decide on whether we want to do a park event or not. There are some dates in September available. Board decides not to go forward with a park date in September.
10. Pat is also asking for money (\$25) for some receptacles for the stickers to be put at the distribution sites and she would like to use the email list for the campaign. Beth says she will do the email so that it will come from MVNA.
 - a. Beth suggests holding off on the \$25 for the campaign because the rollover grant is mainly for the presentation of the campaign concept and MVNA is not supposed to be funding the whole thing.
 - b. Discussion follows that Pat needs help to reach out to businesses to be a distribution center. She will focus on bike shops.

11. Steve motions to adjourn at 7:52.

Reports:

#1 – NLA from Beth Hoover

Neighborhood Leadership Alliance report

For MVNA 8/22 Board Meeting

The NLA heard an overview from City staff Josh Romero about adjusting NA boundaries at its last meeting. Josh said a code change is required if the City adjusts boundaries. The current City code states that NAs define their boundaries and the City recognizes them. MVNA's current boundaries are defined in our bylaws. With City boundaries being adjusted as urban growth areas are annexed into the City, NAs will need to look at whether they want to take on developments that abut their present boundaries. Pahlisch Homes proposed Petrosa development is an example. It will abut our northern boundary at Butler Market/Eagle Road and will bring approximately 1400 new tax lots into the City. Josh Romero is available to come

MVNA minutes – August 26th.

talk with our board about adjusting our boundaries. One possibility to think about is dividing MVNA. We are the largest NA in the City, currently have nearly double the number of tax lots as the next largest NA. Note that tax lots is not doors. We have more multifamily housing than any NA, making our population density even greater than tax lots would indicate.

Neighborhood Association	# Tax Lots	Last Year's Funding	This Year's Funding
Awbrey Butte	3,119	\$3,446	\$7,146
Boyd Acres	4,257	\$4,745	\$9,753
Century West	2,266	\$2,506	\$5,191
Larkspur	3,817	\$4,276	\$8,745
Mountain View	5,146	\$5,754	\$11,790
Old Bend	891	\$998	\$2,041
Old Farm District	4,158	\$4,631	\$9,526
Orchard District	2,933	\$3,221	\$6,720
River West	4,231	\$4,725	\$9,693
Southeast Bend	1,599	\$1,746	\$3,663
Southern Crossing	1,848	\$2,050	\$4,234
Southwest Bend	3,476	\$3,754	\$7,964
Summit West	2,852	\$3,148	\$6,534

The Neighborhood Streets Safety Program was launched successfully on 8/5. As of the 8/13 meeting, 10 applications had already been submitted from residents in our NA. The application period ends 9/20 and we will receive all the applications submitted from our area. We need to have our top two projects prioritized by October 15th. We will need to set up a process for prioritization, maybe a subcommittee.

Larkspur NA has developed a new Welcome card which I think MVNA should emulate. I will bring a copy to show at our meeting.

----- END NLA REPORT -----

#2 – Bend Parkway from Deirdre Nauman:

This project is currently in finishing up with evaluation of Level 1 evaluation of potential product identified in 2018.

Table 2 shows the overreaching goals of the Parkway project:

MVNA minutes – August 26th.

Table 2: Level 1 Screening Evaluation Criteria

Goal	Objectives	Qualitative Evaluation Criteria (Level 1)	Evaluation Criteria (Level 2)
1. Improve safety for all modes	Reduce the frequency and severity of crashes for all modes with an emphasis on severe and fatal injuries	Potential to reduce crashes N/A	Reduction in crash frequency (all modes) Reduction in crash severity (all modes)
2. Support economic development throughout the region and state	Support efficient movement of people, goods and services, and recreational traffic to, within and through the City of Bend Develop strategies to accommodate planned growth through provision of transportation options now, and into the future	Ability to improve travel time reliability on US 97 N/A	Travel Time Reliability measures on the Bend Parkway (planning time index) Percent through traffic on congested segments (modeled demand/capacity ratio ≥ 1.0) of the Bend Parkway
3. Manage transportation mobility into the future	Evaluate the ability to achieve ODOT volume/capacity (V/C) targets and develop alternative mobility measures and targets, where appropriate Assess impacts on local system	Enhances travel for multiple modes Would reduce congestion on US 97 Would reduce congestion on City streets	Degree to which the alternative enhances travel for multiple modes (qualitative assessment) Ability to meet ODOT v/c targets Ability to meet Bend mobility standards (v/c ratios and LOS)
4. Consider accessibility to key destinations now and in the future	Evaluate and assess reliable travel times between key destinations during peak periods	N/A	Travel Time Reliability measures (planning time index) for specific routes during PM peak hour
5. Facilitate the use of multimodal travel options	Enhance transit, bicycle and pedestrian facilities along, parallel to, and across, US 97 Look for transportation demand management opportunities	Supports implementation of low-stress pedestrian and bicycle crossings of US 97 Supports implementation of a parallel low-stress walking and biking network along the US 97 corridor Supports travel demand management strategies (or supports the transit system)	Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower) Miles of north-south bike and pedestrian facilities with low Level of Traffic Stress within 0.25 miles of the Bend Parkway Does the alternative allow for transportation demand management strategies?
6. Enhance the environment	Reduce emissions through reduction of vehicular delay, improved connections in the local system, and the use of alternative modes Minimize right of way impacts Design projects to avoid, mitigate and minimize impacts	N/A Potential to reduce Vehicle Miles Traveled (VMT) Would impact property Would impact the environment	Total PM peak hour vehicle delay (vehicle hours) Total PM peak hour vehicle miles traveled (regional measure) Approximate degree of right of way impacts (order of magnitude costs)
7. Identify cost effective solutions	Prioritize low cost, high benefit solutions Prioritize solutions that that leverage existing planned projects and programs	Order of magnitude cost N/A	Total cost Does alternative leverage existing planned projects and programs?
8. Develop an implementation plan	Consider available funding sources and existing planned project and programs Recommend potential future funding sources Include partner commitments to short term actions	Ability to construct in reasonably affordable phases N/A N/A	Can the alternative be separated into reasonably fundable and constructible phases? Does the alternative have local agency support?
Additional Criteria (from Scope of Work)		Can be constructed to comply with design standards (geometric feasibility) Would impact freight movement Substantial conflicts with ODOT, City, or County policies and regulations	

In previous meetings including the Sounding Board meeting in October 2018, projects were identified as having the potential to meet the goals. These projects, their proposed costs and quantitative scores are shown below. Those highlighted in green will advance to level to evaluation; those in red will not. Projects highlighted in yellow are tabled. Relevant figures on subsequent pages.

- Transportation Systems Management and Operations Projects
 - Shoulders Built to Standard Widths (\$2,000,000 - \$10,000,000). Score = 3
 - Weather Warning System (\$5,000 - \$450,000 per sign)). Score = 3
 - Variable Speed Signs (\$500,000 - \$1,500,000 per sign)). Score = 4
 - Incident Management (\$50,000 - \$500,000 per year)). Score = 3
 - Freeway and Arterial Integrated Corridor Management (ICM) (\$2,000,000 - \$10,000,000)). Score = 1
 - Enhanced Traffic Signal Operations at Ramp Terminals (\$50,000 - \$100,000)). Score = 6
 - Traffic Signal Priority for Freight at Signalized Intersections on US 97 (\$8,000 - \$35,000 per signal)). Score = 6
 - Traffic Signal Priority for Transit at Signalized Intersections on US 97 (\$8,000 - \$35,000 per signal)). Score = 3
 - Traveler Information Signing (\$2,000 - \$30,000)). Score = 3
 - Roadside Traveler Information Dissemination (\$50,000 - \$150,000)). Score = 3
- Right-In/Right-Outs Closures (\$50,000 - \$250,000 PER LOCATION). Score = 5
 - Closure of Lafayette Avenue

- Closure of Hawthorne Avenue
 - Conversion of Lafayette or Hawthorne to right-in only
 - Closure of Truman Avenue, Reed Lane, and Nels Anderson Place
 - Closure of Pinebrook Boulevard and Badger Road (evaluate in coordination with Powers Road alternatives)
 - Closure of all intersections listed above
- Ramp Metering (\$100,000 - \$300,000, PER LOCATION). Score = 4
- Preferred Alternatives from US 97 Bend North Corridor FEIS (\$150,000,000 - \$200,000,000). Score = 6
- Butler Market Road @ US 97 Improvements (*Some of the Butler Market Road projects conflict with each other (i.e. cannot both be built). For example, a roundabout and a signal cannot both be constructed at the same intersection. The scores from the evaluation were used to develop recommendations of two mutually exclusive sets of projects (where necessary) to be analyze in the next task.*)
 - Northbound Off-Ramp Connecting US 97 to Butler Market Road (\$5,000,000 - \$10,000,000). Score = 1
 - Southbound Frontage Road at Butler Market Road Interchange (\$7,250,000). Score = 2
 - Formalized Two-Stage Left at Butler Market Road Interchange (\$765,000). Score = 6
 - Single Point Urban Interchange at Butler Market Road (\$19,680,000). Score = -1
 - Intersection Improvement at US 97 southbound Off-Ramp and Butler Market Road (\$1,110,000). Score = 3
- Revere Avenue @ US 97 Improvements (\$500,000 - \$2,000,000). Score = 4
- Colorado Avenue @ US 97 Improvements
 - Signal at US 97 northbound Ramps and Colorado Avenue. Score = 4
 - Roundabout at US 97 Northbound Ramps and Reed Market Road. Score = 3
 - Signal at US 97 southbound Off-Ramp and Butler Market Road
- Reed Market Road Projects
 - Widen northbound Off-Ramp at Reed Market Road Interchange (\$2,320,000). Score = 1
 - Roundabout at US 97 Northbound Ramps and Reed Market Road. Score = 3
 - Signal at US 97 Northbound Ramps and Reed Market Road. Score = 5
 - Single Point Urban Interchange at Reed Market Road Interchange (\$38,390,000). Score = 0
- Powers Road @ US 97 Improvements
 - Powers Road Overcrossing (\$15,025,000). Score = 4
 - Replace Powers Road At-Grade Intersection with an Interchange (\$21,650,000)
- China Hat Road @ US 97 Improvements.
 - Southern River Crossing near Powers Road (\$75,000,000 - \$150,000,000) Score = -1
- China Hat Road Projects
 - China Hat Road Overcrossing (\$12,500,000). Score = 2
 - Complete Southern Frontage System from China Hat Road to Baker Road (\$5,000,000 - \$10,000,000) Score = 4

- Other Projects

- Auxiliary Lane from Empire Boulevard to Butler Market Road (Southbound). Score = 3
- Auxiliary Lane from 3rd Street to Empire Boulevard (Northbound) . Score = 3
- Signals at US 97 Ramps at Baker Road/Knott Road Interchange. Score = 4
- Roundabouts at US 97 Ramps at Baker Road/Knott Road Interchange. Score = 4
- Dedicated Left Turn Lanes at Reed Market Road and 3rd Street. Score = 4
- Wilson Avenue Extension to the East. Score = -1
- Widen 3rd Street at Colorado Avenue Rail Crossing . Score = 1
- Signal at Butler Market Road and 4th Street. Score = 4
- Roundabout at Butler Market Road and 4th Street. Score = 4
- Ramps (Acceleration/Deceleration Lanes) Built to Standard Lengths. Score = 3
- Active Transportation Improvements (Variable) . Score = 5

- Congestion Pricing

Level 1 evaluation included qualitative screening for potential products. Level 2 screening will utilize quantitative screening. For example, a Level 1 screening criteria might be “potential to reduce crashes” (qualitative) instead of the Level 2 screening criteria of “reduction in crash frequency”(quantitative). Below is an example of Level 1 scoring. The projects with the highest ranking based on the evaluation criteria will be recommended to be grouped together to form the two bundled alternatives for further analysis.

Table 3: Level 1 Evaluation Criteria – Basis of Scoring

Qualitative Evaluation Criteria (Level 1)	Evaluation Score		
	1	0	-1
Potential to reduce crashes	Would likely reduce crashes (based on Crash Modification Factors)	No impact or impact unknown	Would likely increase crash frequency

This Level 1 qualitative scoring will be used to inform the selection of the projects to bundle into two (Project Bundle A and Project Bundle B) analysis alternatives for the detailed, quantitative analysis to be performed for the Level 2 evaluation.

The next step in the evaluation process is detailed quantitative analysis of the two recommended alternatives using the criteria highlighted in Table 17 (below). The recommendation is that each goal be weighted equally. Within each goal, performance measures would be scored equally. For example, for Goal 1 (Safety) the reduction in predicted crash frequency will provide 50% of the Goal 1 score, and the reduction in predicted severe crashes will provide the remaining 50%.

Table 17: Level 2 Screening Evaluation Criteria

Goal	Objectives	Evaluation Criteria (Level 2)	Weighting	
			By Criteria	By Goal
1. Improve safety for all modes	Reduce the frequency and severity of crashes for all modes with an emphasis on severe and fatal injuries	Reduction in crash frequency (all modes)	50%	11.1%
		Reduction in crash severity (all modes)	50%	
		Travel Time Reliability measures on the Bend Parkway (planning time index)	33%	
2. Support economic development throughout the region and state	Support efficient movement of people, goods and services, and recreational traffic to, within and through the City of Bend Develop strategies to accommodate planned growth through provision of transportation options now, and into the future	Percent through traffic on congested segments (modeled demand/capacity ratio ≥ 1.0) of the Bend Parkway	33%	11.1%
		Degree to which the alternative enhances travel for multiple modes (qualitative assessment)	33%	
3. Manage transportation mobility into the future	Evaluate the ability to achieve ODOT volume/capacity (V/C) targets and develop alternative mobility measures and targets, where appropriate	Ability to meet ODOT v/c targets	50%	11.1%
4. Consider accessibility to key destinations now and in the future	Assess impacts on local system	Ability to meet Bend mobility standards (V/C ratios and LOS)	50%	
5. Facilitate the use of multimodal travel options	Evaluate and assess reliable travel times between key destinations during peak periods	Travel Time Reliability measures (planning time index) for specific routes during PM peak hour	100%	11.1%
		Number of bike and pedestrian crossing locations on the Bend Parkway with low Level of Traffic Stress (LTS 2 or lower)	33%	11.1%
		Miles of north-south bike and pedestrian facilities with low Level of Traffic Stress within 0.25 miles of the Bend Parkway	33%	
		Does the alternative allow for transportation demand management strategies?	33%	
		Total PM peak hour vehicle delay (vehicle hours)	33%	
6. Enhance the environment	Enhance transit, bicycle and pedestrian facilities along, parallel to, and across, US 97	Total PM peak hour vehicle miles traveled (regional measure)	33%	11.1%
		Approximate degree of right of way impacts (order of magnitude costs)	33%	
			33%	
7. Identify cost effective solutions	Look for transportation demand management opportunities	Total cost	50%	11.1%
		Does alternative leverage existing planned projects and programs?	50%	
8. Develop an implementation plan	Reduce emissions through reduction of vehicular delay, improved connections in the local system, and the use of alternative modes	Can the alternative be separated into reasonably fundable and constructible phases?	33%	11.1%
		Minimize right of way impacts	33%	
		Design projects to avoid, mitigate and minimize impacts	33%	
		Does the alternative have local agency support?	33%	
Additional Criteria (from Scope of Work)	Prioritize low cost, high benefit solutions	Can be constructed to comply with design standards (geometric feasibility)	33%	11.1%
		Would impact freight movement	33%	
		Substantial conflicts with ODOT, City, or County policies and regulations	33%	

Figure 2: RIRO Projects

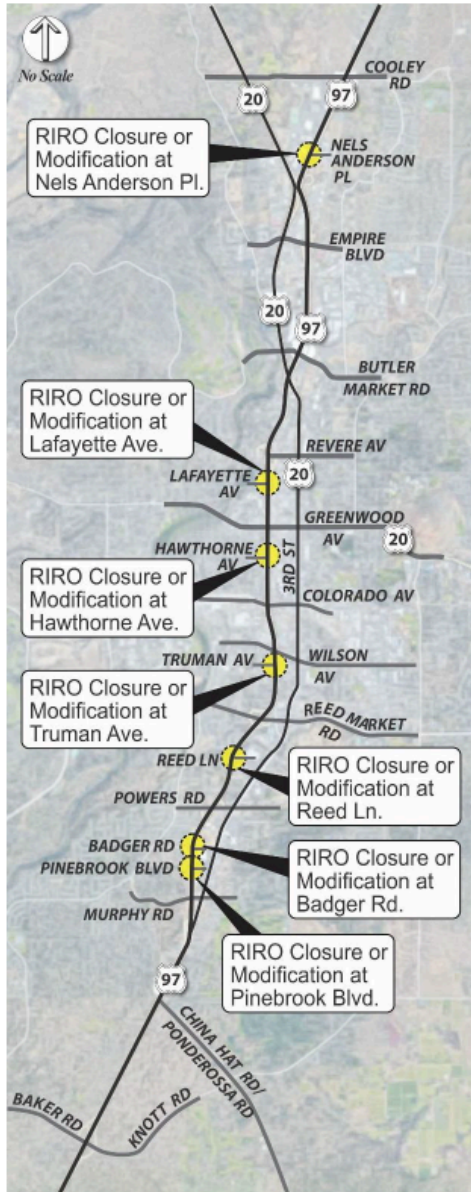
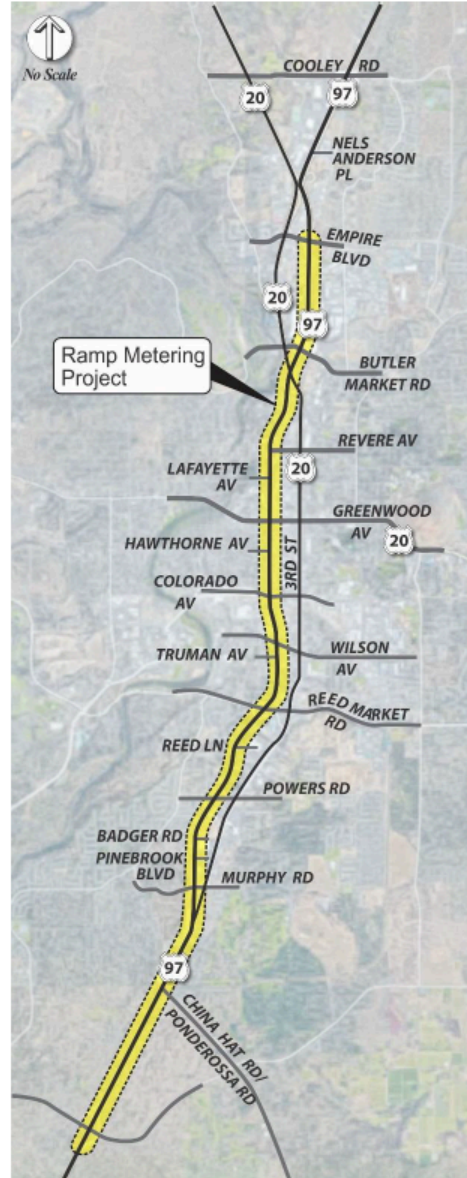
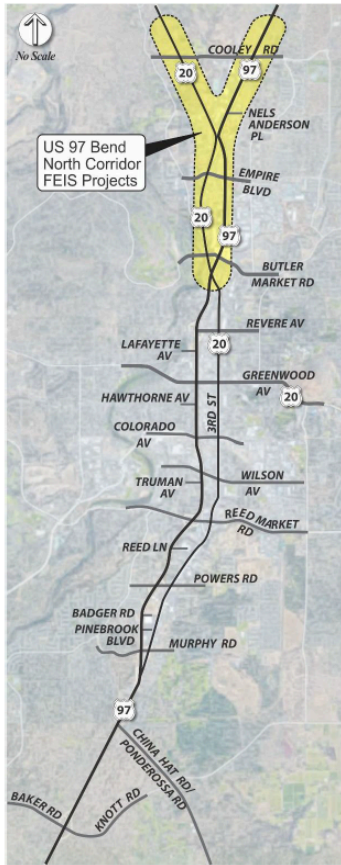


Figure 3: Ramp Meter Project



MVNA minutes – August 26th.

Figure 4: North Corridor FEIS Projects



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