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January 22, 2021

Commissioners,

The Hunnell United Neighbors (HUNS) are looking to you for guidance.

The HUNS have been working to protect our neighborhood by resisting the county's plan to build Hunnell Rd as a collector in the county network. Over the last few months, we have submitted a compelling case that the county's Hunnell Road Improvement Project should be put on hold and re-evaluated. If Hunnell road were to be developed at some point, it should be as a local road, not a collector road. And we believe we have made a strong case that the project does not produce nearly enough benefit for the \$4.6 million price tag.

We'd like to know if the county has considered postponing and reevaluating the project as part of the TSP update. If so, we will gladly work with the County on this endeavor.

If the county is not going to re-evaluate the project, the HUNs want and need to be actively involved in its design, especially the overall design speed. We need to ensure that the final proposal minimizes harm to neighborhood's livability.

Please let us know by February 10<sup>th</sup> how the county wants to proceed so that we can adjust our efforts to best work with the county and our neighborhood.

Sincerely,  
The Hunnell United Neighbors

Sent by Michel Bayard, president of the HUNS cc: Tom Anderson, Chris Doty

## HUNNELL ROAD DEVELOPMENT PROJECT

January 17, 2021

Dear Deschutes County Commissioners,

I may have written to you before on the subject of the Hunnell Road Improvement Project. I apologize for having to contact you again, albeit with a letter lengthier than I would care. However, I cannot emphasize enough the importance of delaying and/or stopping this project. I say this not solely for myself and my family, but for my other neighbors and residents of Hunnell Road and, also, on behalf of the other individuals who live in the immediate vicinity of the proposed project. These areas include Tumalo Road to the north, Rogers road to the south, and the other small streets and areas with direct or indirect contact with Hunnell. All of them will, in some way, shape, or form, be negatively impacted by the connecting of Hunnell to the south.

My name is Max Robertson, and my wife and I currently reside at 64698 Hunnell Road with a connecting driveway heading south off Pohaku and paralleling Hunnell immediately to the east. We have a 24 acre farm, have built our farm from scratch, and have lived here 30 years. Prior to that we had 5 acres at 64614 Hunnell and lived there close to 8 years. I have lived in the Bend area since 1971. That's 50 years. I offer that information as possible "expert testimony", as I have seen many changes in Bend of which I am familiar.

I ask you to do a couple of things if, at all, possible. First, I would sincerely appreciate it if you would read this letter once and then read it again. I am sorry that it is quite lengthy, but it is that important to me. Thank you! Secondly, please know that the adage of, "It's not what you say, it's what you do" is thoroughly and immediately possible to be adopted by you and live on in your legacy. Why? Because, in my opinion, you possess the opportunity to choose between commercial and traffic interests versus the preservation of one of the last, if not the last, unique neighborhoods within miles of the urban Bend area. You would create more allies than you could ever imagine!

In my five decades in the area I have seen Bend transformed from a three stoplight town where one could, seriously, ride a bicycle any time of day on Third Street and not fear for ones life. Really! I remember when one could set a watch, yes, a watch, by the mill whistles when the shifts ran three times a day. I remember when there was not a jet in the sky and the night sky was entirely dark at night. I remember when Land Systems Nursery, just past 27<sup>th</sup>. Street and Highway 20 was the edge of town. Literally. It was farmland, bitterbrush, and sage past that. There was seemingly no one in town. The road west of College Way was almost wilderness. The road to Tumalo Falls was the same. Friends harvested deer where Mt. Washington Drive is now. Town ended close to Galveston Street and the last ski shop on 14<sup>th</sup>. There was nothing toward the mountain from there. And it is impossible to explain what this community was without you having seen it!

I had a friend with a farm just over the bridge by The Riverhouse, which, by the way, did not exist. The house was pretty much on the second fairway of River's Edge golf course. One could angle for and catch beautiful brown and rainbow trout anywhere in town and all the way down the Deschutes. Mt. Bachelor had \$5 dollar lift tickets. A Season Pass cost around \$110 dollars. Eddie's Garage was really a car garage. The Pilot Butte Inn was still here, and its stark beauty was something to behold. Fourth of July fireworks were shot off in Drake Park right by the footbridge. We anchored rafts in the river while embers fell all around us. Multi-generational businesses were the foundation of the downtown core. One could wave to, know, and recognize a multitude of others in a few blocks almost anywhere downtown. You get the picture. That's the way it was. This place was quiet! Recreating in the outdoors, even on weekends, was not a concern. There simply were not any crowds. Maybe you get the idea?

Then came the advertising blitz through the media, magazines, hotels and motels. Absolutely everywhere. Advertising touted Central Oregon. Local and statewide ads and articles popped up in national magazines such as Sunset magazine and Skiing. It took off, and it continues today. No one dreamed of this many people coming that quickly and in such numbers, yet it happened.

Many of the people and families who live out here have been here for a long time. They live here for a reason, to not be in Bend and escape what Bend has become (and will probably continue to be). We used to live a couple of blocks from Newport street in the early 1980s in west Bend. Julie and I moved out here after our children had numerous close calls with autos when Awbrey Butte was under high-power development. The 25 mph residential zone meant little! The same was true for our neighbors. Cars simply flew. The casualness of Bend began to change and with it an altered mentality of drivers coming to the area. Fast forward to driving in Bend today!

The people who live out here want a certain lifestyle, and that's why they are here. It's one thing to choose to live next to Empire Boulevard, Reed Market Road, or other thoroughfares in a home or apartment when the immediate vicinity is developed to capacity. One accepts it for what it is. Urban living. It's another thing entirely when one moves to a location such as the Hunnell area and then, potentially, have peace and solitude compromised by a road which, according to county standards, could be a 55 mph highway along the lines of Old Bend Redmond Highway! Solitude, rural living, tranquility, all of the aspects people desire in this area negated because of a major thoroughfare right smack down the middle of it!

There is a litany of reasons why I oppose this project. Here are a few. Some of them I have said in other communication, and I will try not to expound too much on them. But, for those who did not receive a prior letter from me, I'll attempt to make my conversation succinct and thorough.

1. Contrary to information previously stated by the county, there has been no contact with Hunnell residents despite records of hearings in 1998, 2004, and 2014. Pure and simple. We received no calls or e-mails. You may ask my neighbors.
2. Hunnell Road meets the criteria for a Local Road, not a Collector. One may look up those criteria through the county's Road CIP for 2021-2025. A 1996 poll referred to by Mr. Doty of Deschutes County Road Department reveals that Deschutes County citizens want local roads to remain local roads.
3. There has been no validation nor justification for this project in any of the county's prior documents. None.
4. The improvements to O.B.R. and Highway 20 roundabouts will vastly improve flow, safety, and capacity. Let's wait and see how things go before jumping on the Hunnell bandwagon. The same goes for other Highway 97 projects, which are hugely expansive in scope! Let's wait. Hunnell is a pittance in comparison.
5. This is a multi-million dollar project. For what? Eliminating 9 or 10 driveways off of 97? Yes, that's one of the county's criteria for Hunnell's development. Eliminating those driveways also compromises safe evacuation plans in the event of a fire. One way in and one way out is not wise and is a poor excuse for justification. Put in a frontage road. It's a way better option.
6. The county says the area between 20 and 97 is underserved and needs a collector (and) to provide improved connectivity for those in the area, despite the fact that there are few homes here. We have Rogers Road and Pohaku. They are only a mile and a half or so apart. That's hardly a need. The middle section of Hunnell can access O.B.R. or Tumalo Road in no time at all! And, again, no one has asked us on our opinion of the so-called "underserved" designation.
7. Deschutes County has NO historical or baseline auto numbers for Hunnell. None. The data presented to us regarding (close to) Hunnell traffic came from the Pohaku area only! It was stated at 400 cars a day. These numbers are biased because they come right off of Tumalo Road and involve only one short segment of Hunnell where Pohaku gets more traffic. There is another and second skew of the data due to high density residences in the trailer park by Tumalo Road. These residents use Pohaku to avoid the dangerous Tumalo Road/OBR interchange, which is now fixed due to the roundabout! Our trail cameras

have about 105 cars on an average per day and that's on Hunnell, not Pohaku. A 4.6 million dollar project to build a Collector to service these numbers? I think not. If I were a taxpayer, I would be livid about my money being spent here, given other dire needs elsewhere in the county!

8. The county and Mr. Doty forecast close to 900 trips per day on Hunnell. And it is ONLY a forecast. Our trail camera numbers refute this and bring this projection into serious question. Conversely, we have proof the area is a haven for a multitude of local and out-of-area walkers, bicyclists, joggers, and family recreationalists. We have data.
9. In an e-mail sent by Mr. Cody Smith to Mr. Chip Arthur he states that there are "at least 7 lots that are involved in the new Pohaku/Hunnell intersection". However, in the 11/18 Virtual Meeting, Mr. Doty responds to the question of how property values will be affected by stating, "This is debatable. Many factors influence property values." Here's MY answer....when a visual diagram and overlay, provided to me by Mr. Doty, depicts close to 600 feet of my driveway being cut off and a newly routed Hunnell bringing high speed traffic closer to my farm, What will happen to my property value? It certainly won't go up! My adjacent neighbor to the north stands to lose several acres of his field, given the proposed rerouting of Hunnell. I'll tell you one factor in determining lower property value. Yep, you guessed it!

Since the inception of this project first came to light, I have seen some communication from the county which directly contradicts that of ODOT. I have also seen communication from the county which is quite forward in the thinking that this road needs to go through, hell or high water. That's not right. And, just recently, I read the transcript testimony from the 11/18 Virtual Meeting. There, I found the responses from Mr. Doty to be alternatively repetitive, non-answers, or shallow in their depth. I also found some of them to be acceptant of nebulous data and forecasting.

I did not want to attempt to address all of the concerns I would like to challenge, for this letter has certainly been lengthier than intended. However, I felt I had to hit some key points. I also felt a much greater need to communicate my personal feelings in the first section of the letter. For me, that is the crux of the situation. My family and I have devoted years and years of hard work and sacrifice for what we have and where we are today. And we are no exception. I would hate to see a major road be developed through our neighborhood and destroy the dreams of those who have also worked so hard to adopt the lifestyle they so desire. This letter is from the heart, folks! Please go back and read paragraph number three if you are so able to do so. Make the right decision. Don't connect the road. Care about the citizens out here. If you are a commissioner, they are YOUR citizens. I'd be more than happy to speak to any of you about what this letter may mean outside of what I have conveyed here. Thank you for reading.

Respectfully,

Max Robertson

January 6, 2021

Dear Commissioners,

Since February 2020 the HUNS have persistently tried to make their objections to the Hunnell Road Improvement Project known to the County Road Department. In the last three months we have interacted with you to make you aware of our objections. We truly appreciate your willingness to hear our concerns, as well as the adjustments to the road design the County Road Department made as a result of our suggestions.

I will not repeat our objections in details but the main points are as follows:

- – Hunnell Road should be designed as a local road and not a collector. There was no public involvement of the neighborhood in determining this designation as required by the TSP.
- – The “High Priority” of the project was determined without public involvement of the neighborhood as required by the TSP.
- – The HUNS do not need a Hunnell Road improvement and are happy with the way it serves the needs of the neighborhood
- – Based on the traffic volumes supplied by the County Road Department (400 vehicles a day today versus 900 to 1100 after completion of the project), the improvement at a cost of \$4.6 million is clearly not justified. Using our own trail cameras we have measured less than 100 vehicles a day, and not 400, over the past few months.
- – Hunnell Road connects Tumalo Road to Rodgers Road. There is no road between Rodgers Road and Loco Road (just a dirt path) and the improvement would add a few miles to the system. The TSP states that “Deschutes County shall not add any miles of collectors unless the need for a road can be clearly demonstrated”. It has not been demonstrated in any way
- – The TSP also states that the “The vast majority of county collectors have sufficient capacity to accommodate the forecast 2030 traffic volumes. Some segments roles will require improvements”. But Hunnell Road is not mentioned as one of them. The Hunnell Road Improvement Project requires a lot of resources of the County Road Department that could be used to work on other needed projects. In view of our objections we feel that the improvement project should be stopped.
- Thank you for listening to the HUNS' assessment of the Hunnell Road Improvement Project and happy new year.

Michel Bayard  
President of the Hunnell United Neighbors

**Rocking K-T Ranch LLC  
64715 Hunnell Rd.  
Bend, Oregon 97703**

To: Deschutes County Commissioners  
1300 NW Wall Street  
Bend, Oregon 97703

Subject: Proposed Hunnell Road Improvements

Date: November 27<sup>th</sup>, 2020

**Part 1**

Thank you for your service to the citizens of Deschutes County. My name is Tom Andrade, my family and I have lived in Deschutes County on Hunnell Road since 1987.

This is a two part letter; part 1) a summary, part 2) a list of facts, issues, agreements, concerns, suggestions and requests regarding the proposed improvements to Hunnell Road and associated other related county actions.

To be clear, the Hunnell property owners were collectively caught off guard by Cody Smith's February letter advising us of survey crews working near our properties to initiate a major road improvement project.

Since then we have organized and continued to work with road department personnel and elected officials to ease the impact on our neighborhood.

Progress has been made in the form of four requested changes to the original plan; specifically the addition of **traffic calming devices, "no through trucks," a three way stop at Rogers and Hunnell Roads,** and the **elimination of a left turn land at the junction of Tumalo and Hunnell Roads.** This is a positive start and appreciated.

My family and I are grateful for the inclusion of those four requests. Even so, we remain opposed to the planned improvements to Hunnell road and the irreversible and irretrievable consequences of the overall project.

Most recently Chris Doty has changed the original concept of a "neighborhood collector" to that of a "connector" between Cooley and Tumalo Roads, our worst fears.

Hunnell Road is the last quiet, safe road in the area, sandwiched between Hwy 97 and Old Bend Redmond Highways. As such the road attracts numerous day users, walking, jogging, bicycling, horse riding, and dog walking. It serves the general area population and is not limited to those of us that live here. This unique and safe environment needs to be protected.

**Our requests:**

- Keep Hunnell Road as a neighborhood road.
- Make improvements consistent with a neighborhood.
- Keep the alignment of any improvements in the current right of way.
- Draft a plan that graphically meets the standards of a neighborhood road.
- Maintain the three 90 degree turns that currently exist with minimal improvements.
- Hit the pause button until Hwy 97 realignment, Hwy 20, and Old Bend Redmond Hwy improvement projects are complete.

**Use portions of the appropriated 4.6 million to solve higher priority work such as:**

**(The following are simply items that from a birds eye view seem highly important)**

- Work collaboratively with ODOT to design and construct a bypass to remove east and west bound truck traffic from 3<sup>rd</sup> street and Greenwood Avenue.
- Catch up with deferred road maintenance.
- Design and build frontage roads along Hwy 97.

- Design and build an east exit/ entrance to Juniper Ridge.

In closing, thank you for listening. We would like to extend our appreciation to Commissioner DeBone for taking the time to visit our neighborhood. A special thanks to Commissioner Adair for meeting with our representatives, working well past normal hours, listening and being instrumental in encouraging significant changes to the original road design. And to Commissioner elect Chang for listening to our concerns and offering some initial thoughts. Collectively, you represent what governing should be.

**Sincerely**

Thomas and Karen Andrade

CC: Chris Doty, Tom Anderson



**Rocking K-T Ranch LLC  
64715 Hunnell Rd  
Bend, Oregon 97703**

Deschutes County Commissioners  
November 27<sup>th</sup>, 2020

**Part 2**

The following is a compilation of issues, conversations, public meeting information, promises, facts, hearsay, a chronology of events and other details pertinent to the proposed improvement to Hunnell Road.

My family and I along with the majority of our neighbors specifically moved to this Deschutes County location due to the quiet, and safe neighborhood afforded by this special area. A Deschutes County poll taken in 1996 found that rural Deschutes County landowners supported road improvements but improvements that retained a neighborhood quality.

In 1998 the Deschutes County Commissioners held a public hearing that, among many other elements identified Hunnell Road as a “collector.”

How were affected Hunnell Road landowners notified?

What testimony to either support Hunnell Road as a “collector” or opposing the “collector” designation was received by the commissioners during those 1998 hearings? (This is not a FOIA request, just a question).

In 1998 was the county definition and standards of a “collector” different than it is today? Upon receiving Cody Smith’s letter alerting Hunnell Road landowners of surveying crews working in the area, like many others, I called the number on the letter and left a message for Cody. He returned my call quickly. Cody explained that he was alerting landowners regarding the survey crews and that the improvement project to Hunnell had been in the TSP since 1998. Reacting to this new and disquieting information I said, “This will lead to unsafe speeds.” Cody replied, “Well then, you will be just like the other roads in the county.” I’m sure this was an attempt at humor, however, it begs the question, if we agree that speed will become a problem what problem are we trying to fix?

Regarding speed, when citizens enter the Road Department Building one of the prominent features is a barrel of “slow down” signs mounted on stakes. Question, would it not be prudent to design the road project incorporating design engineering that maintains a safe speed? Why continue to proliferate county roads with random “slow down” signs? What is the current daily, vehicle count on Hunnell Road and what is the projected vehicle count at the completion of the proposed project?

During the November 18<sup>th</sup> teleconference with the county road department, Chris Doty answered this question by saying that: The 2040 projection identified 900 trips a day between Tumalo Rd. and Rogers Rd. and 1,100 trips per day between Rogers Rd. and Loco Rd. And, if the number of trips approached 2,500 vehicles per day the county would have to take additional measures. This sort of staff work and speculation is alarming to say the least. We are asking “What is the current traffic volume (both north and south bound) and what is the projected traffic volume (again both north and south bound) at the time of opening the new Hunnell Rd?” Specifically what are the “additional measures” Chris is referring to? This also goes to the fact that the county does not seem to have reliable projections of vehicle volumes that will be generated as a result of Hunnell Road improvement project.

And if there are additional measures the county would incorporate if traffic volumes exceed 2,500 vehicles per day, why wait to fix the problem in a reactive manner? Or, in other words, “Close the barn door after the cow has escaped!”

Speed limits are an issue. We have been told by Chris Doty that the improved road will be “posted” 35 mile an hour with signs and reactive speed indicators, but that, the Oregon Department of Transportation is the certifying agency and they will determine the actual posted speed at a later date. We need more than “at a later date.” The fact that the road is being designed to support a 45 to 55 mile an hour speed makes the probability of a 35 mile an hour speed limit very uncertain. The answer is pretty simple; change the design to that of a 35 mile an hour road.

The county has recently incorporated traffic calming devices (islands), three way stop signs at Rogers and Hunnell Roads, “no through truck traffic” and eliminated the left hand turn lane at Tumalo and Hunnell Roads. What guarantees do we have that those elements will be built, stay in place, and not be eliminated or changed as traffic volume increases?

Commissioner DeBone stated in an e-mail to Michel Bayard “I agree with the project and that the project will stay in the existing right of way.” I hope Commissioner DeBone is a man of his word and the road will stay within the existing right of way. The most recent road templet identified at least three locations where the proposed road will leave the existing right-of-way.

The three 90 degree turns that are currently part of the Hunnell Road alignment are considered “dangerous” by county road managers. During the November 18<sup>th</sup> teleconference the county identified four accidents that occurred along Hunnell Road, none of which occurred at one of the three 90 degree turns. Why not retain the 90 degree turns as “traffic calming devices” by incorporating limited improvements and sign them appropriately?

In my mind this project is like going from a skateboard to a Corvette in one step. Why not implement a slower more thoughtful approach, one that will meet some of the county concerns and objectives but also meet some of our concerns, particularly speed, volume and sense of community? Is there a landscape architect on the design team? If there is not one, I suggest a deeper interdisciplinary approach and seek the skills of a Landscape Architect that has experience developing community based road systems.

In a teleconference with Robert Townsend (ODOT), Mr. Townsend stated that ODOT did not need Hunnell Rd as a relief/ detour road during the highway 97 realignment, and that he considered Hunnell Road as a “neighborhood road.”

During the November 18<sup>th</sup> teleconference, Cody Smith referred to “a constant record of complaints at the 90 degree turns.” Is this record available for us to review? (Again this is not a FOIA request rather a question asked in the spirit of cooperation so that we can better understand the issues the county road department is attempting to fix.) Would “improving” and “signing” the 90 degree turns rather than supering and radiusing them to a 45 /55 mph standard be a better answer and would limited improvements solve the complaints the county has been receiving? Mr. Doty, during the November teleconference, was asked, “Is the county considering continuing the Hunnell Road improvement project north of Tumalo Road and eventually merging Hunnell Road into Old Bend Redmond Highway?” He responded, “No, that portion of Hunnell Road will remain as a “neighborhood road.” Looking at an aerial photograph this extension of Hunnell Road improvements seems like a logical next step, a step that would complete the irretrievable and irreversible consequences of this proposed road improvement project.

We have heard that the proposed improvements are necessary to meet emergency response into the Hunnell community. On the north end (Sunbeam north) we have had ambulance and fire

engine responses in the past from the Tumalo Station, minimal improvement would be gained by the proposed project.

Responses to the southern portion can and should use Rogers's road (the highest concentrated population in the Hunnell area.) Regardless, I challenge the notion that it takes a "collector" to improve response time in any significant manner.

"Speed kills."

"Build a road and they will come."

"If it is not broken why fix it."

In closing my family and I positively acknowledge the most recent design changes, and thank all those that contributed to those changes. We also support continued discussions, incorporation of both physical and visual traffic calming design standards that are permanent and reliable. We also suggest seeking the skills of a Landscape Architect experienced with community road design.

Thank you

Thomas and Karen Andrade

From Gary Krambeal 11/19/20

Chris Doty,  
Road Department Head  
Deschutes County Road Department

November 19, 2020

Chris,

Thank you for your well prepared and informative meeting Wednesday.

It seems that nothing is etched in stone at this point and I would like to clarify a couple points that I possibly misunderstood. Previously when we met at your office and we broached the subject of center islands it was dismissed due to the necessity of street lights and now it seems to be acceptable to install eight islands without illumination. Did I misunderstand this?

When asked about stopping the truck traffic on Hunnell it was said that signage can be installed but stopping the thru truck traffic can only be restricted by physical limitations that would impede the actual ability of trucks such as height, axle weight and length. Has this changed or did I miss understand that?

If it is correct that physical limitations need to be present then you do have control by the design of this road.

Truckers don't have to be told not to access this road if they are unable to negotiate the turns or other obstacles.

I also was concerned by Cody's reply to the question regarding building the road in the existing right of way, my understanding from his reply was that the road will exist in the County right of way which could be what it is currently or if the design warrants it the County will acquire whatever is needed which gives builders as much right of way as they desire regardless of residents property's that may or may not include trees, shrubs or other personal property being removed.

It was said that the HUN's are unique group in that we are vocal, well informed and care deeply about the neighborhood in which we live. On this end of town we don't have dog parks, walking trails, pickle ball courts and so on, we have a quiet peaceful place to live where we can enjoy the rural lifestyle that the majority of us purchased our homes for.

Some time ago Hunnell was called a collector rd and then sometime after that someone decided that it was a high priority to develop, given the ease of declaring this road as a high priority road improvement project I would like to re designate Hunnell as a local road for the intended use of local residents.

Regards,

Gary Krambeal

Dear Deschutes County Commissioner X....,

12-01-2020

The County Road Department hosted a virtual meeting on November 18, 2020 to present the Hunnell Rd. Improvement Project. The following is a partial summary of the HUNS' reaction and comments resulting from this presentation.

First, the HUNS continue to conclude that the Hunnell Improvement Project is a “Solution Without a Problem”. Below are the reasons for our conclusion.

- – Our neighbors, the HUNS, do not have a need for this improvement. This is a rural neighborhood that consistently experiences very low traffic volumes (ADT is around 100 vehicles).
  - – The residents in the HUNS area have good connections to Tumalo Rd. and Old Bend Redmond Hwy. They do not see the need to improve these connections which also provide good access for emergency vehicles.
  - – In 1998 Hunnell Rd. was designated as a Collector without any notification to, or public involvement of the neighborhood at large. The HUNS fail to see why this road should be designated as a collector instead of a local road, which it clearly is.
  - – In 2005, some owners of properties located on Hunnell Rd. in the UGB north of Loco Rd., requested that Hunnell Rd. be paved, as they wanted to partition and develop their properties. We understand and respect their desire. All that is needed then is to pave a fifth of a mile north of Loco Rd. It is not a justification for paving all of Hunnell Rd.
  - – In 2012, the improvement project was described as “High Priority”. We asked Chris Doty how this prioritization level was assigned and what role any public involvement played in that decision. Doty responded that it was a decision of the Planning Commission and there had not been any public or neighborhood involvement or input. Yet, according to the TSP, page 153, the prioritization of any project should be based on the combination of nine factors. One of them is: “Input received from the citizen review committee (Deschutes Planning Commission) and the public outreach process in general”. Many of the HUNS have lived on Hunnell Rd. for decades and know that no public outreach ever took place.
- Another factor mentioned on page 153 of the TSP is “Current and future traffic volumes”. According to Chris Doty the current traffic volume on Hunnell Rd. is 400 ADT and the future volume, after completion of the project, will be between 900 and 1100. He added that it is a very low number for a collector road. The TSP ranking for such volume is Level of Service (LOS) “A”, the lowest possible with volumes under 1700 vehicles per day. Since this project is clearly designed to use

Hunnell Rd. as a cut-thru to relieve some traffic from adjacent highways, 97, 20 and Old bend Redmond, does it make sense to spend \$4.6 million to divert just around 200 vehicles a day from each of these highways? That would be an egregious waste of Deschutes County tax-payers dollars. After reading the County TSP 2010-2030, it is clear that there are many other projects that the county need to fund that are of much higher priority. And using Hunnell Rd. as a cut-thru is not appropriate for a collector or local road.

Finally we ask that the County Road Department follows its own TSP policies regarding road building and improvements as described below:

- On page 163 “Deschutes County shall not add any miles of new arterials or collectors to the system unless the following issues are satisfied:

a- The need for the road can be clearly demonstrated.

b- The county can financially absorb additional maintenance requirements.”

There is no road between Rodgers Rd. and Loco Rd., just a dirt path, so that would be a new road called Hunnell. According to the above discussion, the need for the road cannot be demonstrated.

- On page 168: “The vast majority of county arterials and collectors have sufficient capacity to accommodate the forecast 2030 traffic volumes. Some segments will require improvements”. But Hunnell Rd. is not mentioned as one of them.

While the HUNS are opposed to the project, we would like to thank Chris Doty and Cody Smith of the County Road Department for incorporating our suggestions in their project' design. We also wish to thank Deschutes County Commissioners for taking into consideration the HUNS' analysis of this project and our concerns regarding its impact on our neighborhood.

Sincerely,

Michel Bayard

Submitted on behalf of the HUNS

November 16, 2020

Dear Deschutes County Commissioners:

Thanks for giving me the chance to speak about the County Road Department's Hunnell Road improvement project. First, on behalf of the Hunnell United Neighbors (HUNS), I'd like to thank Chris Doty and Cody Smith for working with us on the design of the project they hope to undertake, and for hearing our concerns and suggestions. We base our comments on Deschutes County's Transportation System Plan 2010-2030\*.

The HUNs represent more than 200 residents of an area that encompasses Hunnell Rd. We question the designation of Hunnell Rd. as a "Collector" and the justification for this costly improvement project. Recently, 170 HUNS members responded to an on-line survey regarding the project. They were unanimous that this is not an "improvement". HUNs residents are very happy with the present state of Hunnell Rd. and have serious concerns about the dramatic increase in traffic that it would generate and the use of tax payer's funds to implement it. This "improvement" poses a real threat to safety and livability of our area and we see very little "return on the investment" of tax payer's dollars.

Before any work begins, Hunnell's designation as a collector should be changed to local road. It serves a very limited number of properties that generate very low traffic volumes. The County has never carried out traffic volume measurements on Hunnell though it's required to do so every four (4) years. We've measured Average Daily Traffic (ADT). It averages 200 vehicles, a very low ADT normally observed only on local roads, not collectors.

We reviewed Table 4.2.TI page 134 of the County's TSP. In the list of public meetings, we found no mention of public involvement prior to that designation. Residents of Hunnell Rd. and the residential properties immediately surrounding the area were never notified or asked if they agreed with the designation. If public meetings to discuss this had previously occurred, they'd have revealed strong opposition to a collector designation and/or to any improvement of Hunnell Rd.

The HUNS also question whether this project is justified. We've studied the County's approval process used to determine road building and improvements. On page 163 of the TSP paragraph 4.2, it's stated "Deschutes County shall not add any miles of new arterials or collectors to the system unless the following issues are satisfied:

1. The need for the road can be clearly demonstrated.

2. The county can financially absorb additional maintenance requirements.

The very low ADT we've measured does not justify an improvement to Hunnell Rd. Funding of roads in Deschutes County was dramatically reduced due to improved vehicle gas mileage, and increased use of EVs, among other factors. Further, on page 168 of the TSP it states that "the vast majority of county arterials and collectors have sufficient capacity to accommodate the forecast 2030 traffic volumes". Some segments will require improvements". But Hunnell Rd. is not mentioned as one of them.

The policies of the County TSP, low traffic volumes, and the high cost of the project reveal that an improvement of Hunnell Rd. is not justified. And, its designation as a collector should be changed to local as it only serves a very limited number of properties that generate very low traffic volumes. There are no large real estate developments planned in the area nor will there be in the distant future. This area is mostly designated as MUA10 and local residents have chosen a rural lifestyle.

After several discussions with County Road Department staff, the purpose of the improvement project Page 1 HUNS Input on Deschutes County's Hunnell Rd. Improvement Project 11/16/2020 was described as providing a good connection between Tumalo and Cooley Roads. This is the function of an arterial, not a collector or local road. There are three other ways to connect Tumalo Rd to Cooley Rd.: Hwy 97, Old Bend Redmond Hwy and Hwy 20. Improvement on Old Bend Redmond Hwy will easily facilitate this north/south connection by improving the very narrow (2 to 4 foot) bike lane on this highway. It would be a better use of taxpayer's dollars than the Hunnell project. Another north/south connection between Tumalo Rd. and Cooley Rd. is not needed.

Thank you for considering the opinion of the HUNs membership and of all the taxpayers whom you represent. Funding is scarce these days and must be wisely invested.

Sincerely,

Michel Bayard  
President and Founder  
Hunnell United Neighbors (HUNs)  
(An Oregon Domestic Non-Profit Corporation created in 2006)



November 18, 2020

Deschutes County  
PO Box 6005  
Attn: BoCC  
Bend, OR 97708-6005

Greetings Deschutes County Commissioners - Patti Adair [Patti.Adair@deschutes.org](mailto:Patti.Adair@deschutes.org), Tony DeBone [Tony.DeBone@deschutes.org](mailto:Tony.DeBone@deschutes.org), Phil Henderson [Phil.Henderson@deschutes.org](mailto:Phil.Henderson@deschutes.org), Phil Chang-Elect [philchang70@gmail.com](mailto:philchang70@gmail.com)

CC: Chris Doty [Chris.Doty@deschutes.org](mailto:Chris.Doty@deschutes.org), Cody Smith [Cody.Smith@deschutes.org](mailto:Cody.Smith@deschutes.org), Robert Townsend [robert.l.townsend@odot.state.or.us](mailto:robert.l.townsend@odot.state.or.us), Tom Anderson [tom.anderson@deschutes.org](mailto:tom.anderson@deschutes.org)

Thank you for the opportunity to express our concerns regarding the County Road Department's proposed improvement project for Hunnell Road. But first, we want to thank all addressees and county for their prior responses with an open ear and especially those who personally attended our neighborhood meetings.

Nancy and I have lived here nearly 30 years enjoying our neighborhood for its peace, quiet, minimal vehicle traffic impacts, wildlife (deer range), greeting neighbors along our roadway and in our homes, and rural-like character. We were stunned in February when we received a letter from Cody Smith, county traffic engineer, informing us Hunnell Road is proposed for widening for the purpose of increasing traffic volume as a "collector road." We say, NO! Absolutely NO!

Hunnell Rd. serves only our local neighborhood and as such, is in fact, a "local road." We want the road to stay that way retaining the current paved roadway width of 22 to 24 feet, 90-degree turns, and road elevations. Hunnell is a quiet local road bordered on both sides by residential properties. It is safe for walkers, joggers, horse riders, families, and cyclists and people of all ages who use it continuously. It's an essential part of this neighborhood's character; used primarily as a local "recreation area." A number of folks use this road specifically as a "Destination Recreation Area" for activities parking on the roadside then walking, running, or riding bikes. *This will be lost with speeding vehicle traffic at 35+ mph!* Currently, non-vehicular users tend to outnumber vehicle traffic. Further, the surrounding properties are primarily zoned MUA 10 or EFU (*agriculturally zoned*) and nearby subdivisions have strong CCRs that prohibit further development. *Even with Measure 39, high density property divisions are NOT allowed in these zones. Consequently, there is NO trip demand generation from further development!*

Our stinging questions are: What is the motivation and need driving this proposed "improvement" project? Communication has been clearly deficient as evidenced by the lack of public meetings for more than eight-months since receiving that letter back in February. Why did this project receive "High Priority" several years ago when there was never any public input? Where are the recent relevant studies of trip generation?

When reading Deschutes County Transportation System Plan (TSP), we especially question how this "improvement" project is justified. On page 163 of the TSP paragraph 4.2 it is stated:

"Deschutes County shall not add any miles of new arterials or collectors to the system unless the following issues are satisfied:

- a. The need for the road can be clearly demonstrated.
- b. The county can financially absorb additional maintenance requirement.

The County has never conducted a traffic volume measurement (ADT) on our Hunnell Rd. segment (Rogers to Pohaku) even though it is required every four years per Ordinance 2012-005.

Below is the most recent traffic count summary as evidenced on the County’s website. Even on Rogers Rd. [REDACTED]

DESCHUTES COUNTY TRAFFIC COUNT SUMMARY												
	ROAD NAME	RD SEG	MP	DESCRIPTION	2012	2013	2014	2015	2016	2017	2018	2019
	Horse Butte Rd	3212-10		0.04 miles South of Arnold Mkt Rd								
	Hunnell Rd	3137-20	0.645	0.05 miles South of Tumalo Mkt Rd								
	Rogers Rd	3139-10		0.08 miles East of Rdm-Bend Hwy								

Clearly, no vehicle counts have been taken for nine, that’s 9 years! How can reasonable persons (especially a government entity) justify this so-called “improvement?”

The TSP includes goals and policies as well as identified projects for the next twenty (20) years. Projects were prioritized as high (0-5 years); medium (6-10 years); or low (11-20 years). The prioritization was based on the combination of factors, two of which are Goal 3: “Current and future traffic volumes” and Goal 9: “Input received from the citizen review committee (Deschutes County Planning Commission) and the public outreach process in general.” *Regretfully, the County is not following its own policies because there has been neither a vehicle trip generation analysis report, nor has there been any public review input.*

My next-door neighbor has measured (by remote camera) an ADT around 100, a very low traffic volume that does not require an “improvement” on Hunnell Rd.

We also know that funding of roads around the county has been dramatically reduced because of improved better vehicle fuel mileage, increased use of electric propulsion coupled with other factors including COVID. The County budget for this project as promulgated is approximately \$4.6MM plus. We believe the County coffers can be much better spent for our Tumalo-Bend community; the Hunnell Rd. project is not a wise use of taxpayer revenue. The road department needs to focus their attention on completing the current proposed roundabouts before even *thinking* about Hunnell Road reconstruction.

In addition on page 168 of the county TSP states that “the vast majority of county arterials and collectors have sufficient capacity to accommodate the forecast 2030 traffic volumes. Some segments roles will require improvements.” *But Hunnell Rd. is not mentioned as one of them.*

So, why now? Especially prior to three proposed traffic mitigation projects at Old-Redmond Hwy. @ Hwy. 20; Cook Ave. @ Hwy. 20; coupled with Old-Redmond Hwy. @ Tumalo Market Rd. *The County Road Department needs to complete these proposed and current roadway projects prior to any reconstruction of Hunnell Rd.* The transportation system adjustments to Old-Redmond Hwy., Hwy. 20, and Tumalo Market Rd. will facilitate traffic flow. **Please do let**

Letters to Commissioners

**these projects proceed then wait and see**, so an accurate and detailed traffic analysis will be completed and prepared **PRIOR** to any reconstruction plan of Hunnell Rd.

Thank you for your time and consideration.

Sincerely,

Larry Green

A handwritten signature in blue ink, appearing to read "Larry Green", is positioned between the names "Larry Green" and "and Nancy Green".

and Nancy Green

Letters to Commissioners

Deschutes County Commissioners  
1300 NW Wall  
Bend, OR 97701

September 16, 2020

Commissioner DeBone:

I am writing this letter to ask that the County's Hunnell Rd improvement project be deferred and the road's classification, and the project itself, be reevaluated as part of the upcoming County TSP update. This is the perfect timing to see if Hunnell Rd should more correctly be designated a Local Service road, not the Collector designation it currently has. It is also the right time to concurrently evaluate the scale of roadway being proposed by the County Road Dept.

Hunnell Rd currently serves as a neighborhood driveway and as a true asset to the residents living on or near it. The County's plan to connect Hunnell to Cooley and to concurrently widen and fully pave the rest of Hunnell will be a vast detriment to the neighborhood. One of the reasons for this problem is that the County wants to improve all of Hunnell to full Collector road standards, which are not needed in this area.

It seems very arbitrary and wrong that Hunnell is designated a Collector road in the transportation plan. The County criteria for collector and local roads would strongly indicate Hunnell should have a Local road designation. Hunnell easily meets all four criteria for a Local road, and only somewhat meets two of the four criteria for a Collector. This is further supported by looking at the County's road designation map. Many, many roads serving larger areas than Hunnell are designated Local, not Collector.

Thank you for your consideration of this matter.

Sincerely,

Bruce Halperin  
20655 Sunbeam Ln  
Bend, OR 97703

September 20, 2020

County Commissioner X  
Address  
Bend, OR 97701

Re: Planned Hunnell Road Improvements

Dear County Commissioner X:

I am writing to voice my concerns regarding Deschutes County's planned improvements for Hunnell Road. Currently, Hunnell Road is a quiet, local, neighborhood road with multiple curves (and a magnificent rock outcropping) that serves walkers, runners, kids on bikes, people on horseback, cyclists and the like. People from other neighborhoods come to Hunnell Road to walk their dogs, jog and ride bikes because it is one of the few remaining quiet and safe roads in the area. It is primarily a mix of narrow pavement and gravel.

I understand that Deschutes County and the City of Bend want better connecting roads between Highway 20 West, Highway 97 and the north end of Bend. But I am unhappy with the possibility that Hunnell will become a wide, major collector road or arterial with speeds possibly up to 55 mph. I do not oppose paving Hunnell Road, but I am opposed to increased traffic at an estimated 300% and motorists driving at speeds of 35-55 mph or more. My neighbors and I got a taste of this in mid-August when the fire broke out on Highway 97 just north of Bend. Drivers were routed away from Highway 97 and down Hunnell Road where they drove at speeds up to sixty mph. I was astonished at the ease at which these drivers sped through a narrow, windy, country road without concern.

In addition to lots of pedestrians, Hunnell Road hosts a large population of deer, geese, ducks and other wildlife which would be at risk on a high speed, heavy traffic road.

At this time, it seems there are more pressing traffic concerns in the area, including the round-about under construction at Tumalo Road and Old Redmond Bend Highway and the incredibly dangerous intersection at Old Redmond Bend Highway and Highway 20 West. I would like the Hunnell Road improvement project to be put on hold until the planned roundabouts at these two dangerous intersections are complete and then reassess the project. These safety projects seem much more important at this time than a \$4.5 million dollar upgrade to Hunnell Road.

I respectfully request that the Hunnell Road Improvement project is postponed until it can be analyzed in the upcoming TSP update and after the completion of the above two named roundabouts which will vastly improve safety and capacity in the Hunnell Road area.

Sincerely,

Rhoda Navara

September 20, 2020

County Commissioner X  
Address  
Bend, OR 97701

Re: Planned Hunnell Road Improvements

Dear County Commissioner X:

I am writing to express my concerns related to Deschutes County's planned improvements to Hunnell Road. I live in the Hunnell neighborhood and it seems there are much more pressing traffic problems in this area than paving and straightening Hunnell Road from Tumalo Road to Loco Road at a cost of \$4.5 million dollars. Why is connecting Tumalo Road to Loco Road a priority?

I am not opposed to paving Hunnell Road, but I am opposed to turning Hunnell Road into a collector road with high speeds and commercial truck traffic. The definition of a collector road is to move local traffic from one arterial to another. Motorists from our neighborhood and other close neighborhoods generate very little traffic which would not warrant a collector road.

I live on Hunnell Road and I know that people from Rogers Road, Lowe Lane, Starwood, Mount Vista Mobile Home Park and other neighborhoods come to Hunnell Road to walk, bike, run, cycle and recreate with us because it is a quiet and safe road. Mixing the enjoyers of the road with high speed, high volume traffic is an accident waiting to happen and would be hazardous.

Currently, the intersection at Old Redmond Bend Highway and Highway 20 West is much more in need of traffic improvement. It is a dangerous, dangerous intersection that needs to be addressed immediately. I understand that ODOT has secured funding to construct a double-lane round-about at this intersection. It seems to me that this improvement would alleviate the current congestion and backed up cars that line Old Redmond Bend Highway at that intersection at all hours of the day and would negate the need for a high-speed, high volume, and widened Hunnell Road.

At the very least, I request a deferral and reevaluation of the project until the completion of the County's updated TSP and the round-about at Highway 20/Old Redmond Bend Highway to see how those projects affect what is needed on Hunnell Road.

Sincerely,

Mike Navara

Letters to Commissioners

Deschutes County Commissioners P.O. Box 6005  
Bend, OR 97708

ATTN: Tony Debone  
RE: Current proposed changes to Hunnell Rd.,

Dear Mr. Debone

September 21, 2020

Thank you for taking the time to read this correspondence. I have lived on the north end of Hunnell Road since 1978. I purchased this 5 acre parcel from a friend of mine who owned the Old Bend Dairy and sub-divided it into 5 acre parcels. I purchased it because of its rural location yet not too far from town. I used to be able to ride my horse from my home to where the KOA used to be on dirt trails. Over the years with development and growth I have lost that ability and understand that growth is going to occur. Now the only option I have left is on Hunnell Road and if you move forward with your proposal to turn it into a major thoroughfare that too will be gone. This is a very rural neighborhood with many people walking, biking (some young children) and horseback riding. People from outside of this area actually drive here to walk and quite a few people ride their bikes through to avoid the Bend Redmond Highway, Many of us have livestock and as livestock will do occasionally get out and onto Hunnell Road. They usually wind up at a neighbors place that will call and let me know. With your proposal I am afraid that they will be killed or worse injure someone in their vehicle driving by at a high rate of speed.

I do not understand why it is necessary to spend so much money on a road that runs parallel to an existing major road, BRH (Bend Redmond Highway) and ruin a community that has existed for over 40 years. When the roundabout is put in at BRH and Hwy 20 it will be much safer to get out onto Hwy 20. I strongly urge you to postpone this project until the improvements are completed on Highways 20 and 97 and then assess the need to improve Hunnell Road.

Thank you for hearing my concerns,

Dennis R Gant 64636 Hunnell Rd

CC: Phil Henderson CC: Patti Adair



Deschutes County Commissioners  
2020

September 11,

P.O. Box 6005

Bend, OR 97708

ATTN: Phil Henderson

RE: Current proposed changes to Hunnell Rd.

Dear Phil

I'm writing today with deep concerns about the proposed changes to Hunnell Road through Pohaku Ranch subdivision in NW Bend. With the heavy smoke blanketing our State today and all the horrific fires and events, our little street seems insignificant at the moment however it is far from insignificant to the families that call this neighborhood home and the future quality of our community.

My husband and I built our horse ranch here over 40 years ago. Most of the Pohaku Ranch families have lived here for decades as well. We are more than neighbors, we're family. The entire subdivision gathers regularly at each other's homes. For more than 20 years the narrow-paved section of Hunnell ended at the edge of Pohaku Ranch subdivision, making for a very safe desirable quiet neighborhood, perfect for small ranch properties. With the development of Sunbeam Lane years ago, the improvement to Hunnell caused significant increased traffic with people outside the neighborhood driving through way too fast. A posted 25 mph speed zone through the curves has helped, that and loud reminders to "slow down" from residents as speeders fly by. One evening a speeding van flipped and landed upside down in the middle of a horse pasture. The neighborhood rallied together and saved two lives. Thank God it was dinnertime and the families and children were off the road.

Our neighborhood has always been a sanctuary of sort, a little hidden paradise where one can experience nature and wildlife a short distance from the noise and busyness of the city. People actually drive here and park just to walk or bike on the safety of Hunnell Road without fear of traffic. For years I've shared our tranquil place with travelers from around the World. People rave about the serenity, it's what brings them here during their stays in Central Oregon. Since COVID, our tiny Hunnell Road has become exceptionally popular with locals allowing many the opportunity to get outside safely, breathe fresh air and enjoy nature.

I have huge safety concerns about the proposed changes to turn Hunnell into a busy through street. First of all, those of us who live here are very happy to keep it As Is. We didn't buy homes on a tiny country unimproved road, in a quiet neighborhood, with the hopes of it one day becoming a major thoroughfare, but exactly the opposite. We love the small country lane feel. Those who live here use caution when driving and keep an eye out for rural activity on the road (like a stopped car saying hello to a neighbor). We watch for small children playing and riding bikes, joggers and dog walkers. I fear vehicles passing through to shave off two minutes to the shopping center will not be expecting such country road activities or be cautious of the wildlife and animals that wander the road, they will likely be in a hurry to get to the new Costco for free samples.

In trying to keep this short, I've listed a few important things I pray you'll take into consideration before making changes that will certainly destroy the character of our neighborhood.

**Human and Animal Safety-**

- a. Pedestrians, small unattended children on bikes and skateboards, cyclists, dog walkers and elderly residents use Hunnell Road for daily exercise, many of which

come from developments and homes outside the immediate area just to have a safe place to walk.

- b. Equestrians often leading an additional rider-less horse in training ride Hunnell Road. Horses easily spook of vehicles and non-rural people have no idea how much danger a fast-moving car or motorcycle is to an equestrian.
- c. We are a community of small farms and ranches with livestock. Horses get out and run down the road through the neighborhood, a huge danger in traffic. Cattle, mules, goats and chickens have all escaped and roamed Hunnell Road. Accidents will be deadly.
- d. Our pets, dogs and cats will get hit with higher speeds and increased traffic. Even with Invisible Dog fences they still dart into the road chasing a deer or rabbit. No pets have been killed on our street. When I lived on a busy highway years ago, every pet I owned was killed by a car.
- e. The resident deer and their fawns born in our fields carelessly wander the road having learned to navigate the local activity. No deer have been hit on our street. But that will change.
- f. The dangers and impact on all the local wildlife will be affected dramatically. Wild ducks and geese swim the canal lined road and bask on the sun heated pavement of Hunnell Road. Coveys of quail dart across the road with newly hatched families as well as rabbits and snakes. The wildlife here is part of what make this place so special. High traffic and speed will kill.

**2. Safe Street Accessibility-**

- a. Entering onto a fast-high traffic street from rural driveways with trucks and long horse trailers, and RV's is dangerous. Slow moving trucks and trailer loads of hay from the neighborhood farm field to our barns, tractors on the road moving from property to property plowing driveways and moving equipment will be a serious hazard. Deliveries and large trucks come and go from our properties on a regular basis. Large semi-trucks park and drop trailers on the side of Hunnell road to load and unload because they can't get down a driveway or have a place to turn around. All these things are highly unsafe on busy high-speed roads.

**3. Loss of Property Value-** No longer on a quiet street. Less desirable to buyers.

**4. Loss of Quality of Life-** Due to the stress of heavy traffic, loss of security and excessive street noise.

So in conclusion...the plans to punch through and widen the existing meandering Hunnell road will certainly be the death and extinction of a unique community. With the added stressors of COVID and the economy and all the future uncertainties, our homes and way of life here is what we are clinging to. The funds required to unnecessarily develop Hunnell Road should be used to improve the safety of entering onto Hwy 20 off the Old Redmond-Bend Hwy and the Cooley Road/Hwy 20 intersection. Get those round-a-bouts built and slow traffic to 45mph which will allow a safe entrance and crossing of Hwy 20 to access OB Riley Road. The focus on the bottle neck at Hwy 97 and Cooley and 97/Robel Road should take priority. It seems to me that there are more pressing matters than the unnecessary death and destruction of an entire neighborhood.

Thank you for your consideration,

Letters to Commissioners

Sherrie Gant  
CC: Tony DeBone  
Patti Adair

## Letters to Commissioners

To Whom It May Concern,

My name is Max Robertson and I wrote to you earlier this summer regarding the proposed Hunnell Road "improvement" and its potential to be designed and designated as a collector road. I, again, am writing to you on behalf and request of the Huns United. Please feel free to visit our website at [info@hunnell.org](mailto:info@hunnell.org). There you will be able to view and read any and all communications pertinent to this project.

We are extremely disappointed on several fronts. First of all, we do not believe this road needs to be a collector and, because of its potential design as a collector, it will severely and negatively impact our Hunnell Neighborhood and that of other surrounding home/landowners. This I have previously stated! We are also quite disgruntled at the county's responses to our in-person meetings, phone calls, and mails. Not one of our requests has been accepted by them and, in fact, we have been given the "run-around" amid conflicting and erroneous responses and contradictions. Lastly, we are disappointed in your lack of response to our earlier communication. Not one of you has responded. Well, that's not quite true. Mr. Phil Chang was glad to hear what we had to say. A member of our group happened to call him due to his position as a potential candidate for office. He gave up over two hours of his time on a Sunday afternoon to socially distance with us have an outdoor meeting in my yard with a dozen or so of our members. He was a pleasure to both speak with and listen to! Mr. Chang, thank you for meeting with us. We appreciate it!

The Huns are quite tired of asking the county for conditions, at this juncture, which need to be taken into consideration for the road. We have not been able to move forward, receive any concessions, and we have gotten nowhere in spite our members citing physical and empirical evidence and examples related to our requests. We feel like the child asking the parent for permission to do something when the parent provides no rationale or logical response for their position. We would appreciate it if you seriously take to heart and consider the key points I am about to lay out for you. Please know that these comments are a summary of what our constituents have to say. The folks which provided me information may, in fact, write to you on their own.

Here we go.....

\*The Hunnell Neighborhood has NEVER been contacted in any way about this project. Hearings were held in 1998, 2004, and at least, 2014. Cody Smith's letter of this year was the first we have heard of the project despite what the county has said. And, that letter was only to inform us that surveyors were in the area and on our properties.

\*The county provided us with a survey done in 1996 which resulted in 70 responses. It was included in the County TSP Public Outreach. That is .0006 or less than one tenth of one percent of the population of Deschutes County. That is simply NOT empirical data! It was included! That's not right. We provided the county with a survey WE conducted of over 50 people that live just on Hunnell. We now have 120 interested parties and our numbers are climbing. Now, that's more like a representative sample.

\*Several of us will have our property partially taken over and its value compromised and devalued with this potential construction. Personally, my driveway, access to my mailbox, and access to my water meter will be compromised. It will be on the other side of the road! The road will also go over my domestic water line. How it that dealt with? Surveyors have been up and down the irrigation ditch, potentially flagging where the road might be rerouted, cutting off over 300 feet of driveway toward my residence. Another neighbor was basically lied to before he and his wife bought a house here. They directly inquired to the county about potential expansion of Hunnell and were told, "Nope, not gonna happen." So much for honesty.

\*Hunnell is a community. Yes, we are! And we do not want a collector or high speed road. Nor do we want truck traffic. We have trail cameras in place to document recreational user numbers, which are high. Due to the Covid situation, more and more people are out recreating. We have personally seen individuals AND groups enjoying leisure time on Hunnell. People from Starwood, Glacier View, Quail Haven and other residential areas all use Hunnell. Many of us now know them by name and have spoken with them. Why are they here? Because of the intrinsic value of the road and the fact that it is a "quiet" local road which is safe for walkers, joggers, families, and bikers of all ages. We are also documenting the number of vehicular uses, which are low.

\*We should address Hunnell to prevent commuter traffic, not encourage it. The ODOT 2040 Traffic Model Forecast shows approximately 900 trips per day on Hunnell, 200 going south and 700 north, implying substantial computer traffic! While these numbers do appear dubious, they certainly do imply that drivers will be using other roads other than 97. \*Please reference their 97 numbers.

## Letters to Commissioners

\*The County's Road CIP for Fiscal Years 2021-2025 presents the criteria for the county's road types. Hunnell meets all four standards for a Local Road, but meets only one standard for a Collector Road. The 1996 poll referred to by Chris Doty identifies that Deschutes County citizens wanted rural roads to remain local. \*You can look it up.

\*We feel there is no need to make Hunnell a collector. Collectors, by definition, are to move local traffic from one arterial to another. That's a statement of fact. Traffic from Pohaku, Sunbeam, Lowe, and Rogers Road generates very little traffic, certainly not deserving of collector status. The number of homes here simply do not merit the justification.

\*There is also NO current or past vehicular numbers for Hunnell Road. This alone is a huge red flag of a project simply wanting to get pushed through due to pressure from commercial interests.

\*The COUNTY needs to provide justification for this project. There are many more glaring projects in need than developing "little 'ol Hunnell" into a collector. With the fact that county revenue is down, Why is the county spending approximately 4.5 million on this? We contend it is a waste of money with the spending down of reserve money in these uncertain times. And, if the lay public were to be made aware, I'm sure a lot of common ground would be found on where to better steer the money! We are also fairly confident that the taxpayers would like to see the money go somewhere else besides here.

\*At present, there is a roundabout being constructed on Old Bend Redmond Highway. Also in the offing are roundabouts on Highway 20 and the ones on Cooley and Robal Roads. Why not simply wait and see what results are produced by these? What's the harm in waiting? The county needs to respond to this! Also not included here is the "wholesale" rerouting and work on 97. Why not simply do the work on 97 and then see what transpires? Because of these two situations, the roundabouts and the 97 project, we contend the county has its priorities screwed up by tossing Hunnell into the works. They need to answer to this, and that they have not done.

\*Lastly, Where is the problem? We don't know. We have never been told there is one! Neither the city or the county have identified a problem with Hunnell. So, Why mess with it? Highway 97 does have its issues, but it is flowing and has a master plan for improvement. Old Bend Redmond has traffic, but there is not a problem with its flow. So, Why Hunnell? Why designate and construct a collector with high speeds right smack dab in the middle of a neighborhood between two such proximate large carriers of traffic? We don't know. No one has provided an answer. We're waiting!

\*\*\*Please see the comment from Chris Doty on June 8, 2020 and made to us. It typifies our concern. We're waiting!

Respectfully,  
Max Robertson

September 17, 2020  
Deschutes County Commissioner, Mr. Tony DeBone  
Deschutes Services Building  
PO Box 6005  
Bend, OR 97708-6005

Dear Mr. DeBone,

We would like to add our voices concerning the Deschutes County Transportation Department's (DCTD) plans to "improve" the Hunnell Road corridor. We have several strong objections to the proposed improvements as outlined in the County's Transportation System Plan.

First, the safety of our neighborhood is tantamount. We utilize the Hunnell neighborhood road as a place to improve our physical well-being by walking, biking, horseback riding etc. and feel that all of these activities would be negatively impacted by the proposed "improvements". The number of pedestrians using this road is substantial as is the number of bike riders. We feel that the proposed improvements would increase the likelihood of accidents with the anticipated increase in volume of traffic and increased speeds. The potential of conflicts between drivers and other users of the road will likely increase with the current proposed plans.

Another safety concern revolves around animals, both domestic and wild. Most, if not all, landowners have fences around their property, but domestic animals are known to escape their confines on occasion. We are particularly worried about the small animals, especially dogs and cats. In addition, it is important to note that wildlife is abundant in this area. Unfortunately, many animals are killed on the Old Bend Redmond Highway (OBRH). Between the forests to our west and the desert areas to our east, wildlife must try to navigate crossing Hwy 20, Cline Falls Road, Old Bend Redmond Hwy, and US 97. Adding one more obstacle to their migrations across these environs is clearly not in their best interest.

We are also concerned about the negative impact this project will have on our property values. Right now we have a peaceful neighborhood road. We live on Pohaku Road which directly connects to Hunnell Road. Our

road is a connector road between Hunnell and the OBRH. With the proposed improvements to Hunnell, people traveling north on Hunnell will probably use Pohaku to access OBRH. One traffic study suggested that there could be as much as 66% of the current traffic on OBRH on Hunnell Road. This increase in volume of traffic will certainly deter prospective buyers of property in this area.

Finally, we would like to say that there is no current need for the Hunnell Road improvements. Most of us access the north triangle commercial area readily as it is and it will become a safer proposition with the HWY 20 roundabouts. It would behoove the DCTD to complete the OBRH upgrades, the 4 proposed roundabouts on Hwy 20, and the Hwy 20/Hwy 97 north end roads, before spending millions of dollars on a road improvement that is not essential. Furthermore, there has been no communication from DCTD to property owners who do not live on Hunnell Road, but who will be directly impacted by the proposed changes.

We thank you for reading through our concerns and hope that you will intercede on our behalf with the Transportation Department.

Sincerely,

James Dustin (Dusty) and Jeanine Johnson  
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