

LETTERS

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To the Editor:

Black Butte Ranch Board reiterated their unanimous support of the paved trail on July 24. Dropped from the September 26, 2014 motion was their one contingency “subject to resolution of some issues of access that have been raised.”

The Board praised management for their progress on mitigating access issues. Owen Osborne stated, “What I hear from everyone it’s not about a bike path it’s about access to the precious resources we have at Black Butte. I am impressed with the recent steps which have been taken to do a better job of controlling access to our assets and I believe that we can continue to improve upon that and that people aren’t opposed to the bike path...”

Should a new vote be taken? Several Board members suggested based on the evidence and hundreds of letters from both sides they’d predict, as stated by Jeff Curtis, “I strongly believe the results would be the same or better for the proponents.”

On the issue, is the path consistent with Ranch policy? The new trail would be the second trail, the Suttle Lake Trail being the first, with direct access to Ranch paths. It has been stated that the path is contrary to the Ranch’s governing documents and counter to the original developer’s intent.

Jeff Curtis stated, “I do not believe this bike path is inconsistent with any materials in our master design, mission statement...” Two founders weighed in with support letters, Mike Hollern, Black Butte Ranch CEO and Bob Harrison, the first president of BBR Corporation and Brooks Resources Corporation.

Bob Harrison shared, “We thought of the trail at that time, but it was beyond our budget and political limits... Seeing it go forward would give all of us who were involved in the early years a sense of completion...”

Cathy Ellis
GM 425



PHOTO BY CHARLIE KANZIG

Erin Kanzig and Lani Ulmer showing off some trail grime just north of the California border.

RUNNING: Only a few hundred complete trail in a season

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as family friend Rhonda Schantz, joined Erin for a few days on the trail in Southern Oregon aided by Holly’s mules. We wanted to share some of her experience and simply be with her. Hiking alone for about seven miles toward Hyatt Reservoir with my daughter last Tuesday has been the highlight of my summer. Deirdre got to

spend a total of five days on the PCT before bidding Erin goodbye — until she arrives at the McKenzie Pass in early August.

I think all of us can be inspired by someone who catches a vision of a challenge they want to undertake and then sets out to do it. Erin told me long before the movie “Wild” of her intentions. I believe she will make it to the Canadian border, but I have witnessed already that she is having a profound experience. Being with her for even a few days has me itching for an adventure of my own.

Neighbors concerned about traffic

By Sue Stafford
Correspondent

During the public hearing regarding a modification to the master plan for McKenzie Meadows Village (MMV), residents of the adjacent Village at Cold Springs, the Hayden Homes development off McKinney Butte Road, aired their concerns regarding narrow streets and traffic cutting through their neighborhood.

Residents had been encouraged to attend the hearing by flyers that appeared on mailboxes in the development. Their main concern is that eventually Hill and Williamson avenues are slated to connect to MMV and they fear that will create additional traffic in their development.

At the time the master plan for MMV was approved, a transportation study was completed to assess the impact of MMV on traffic in the area. Pat Thompson, who was a member of the Sisters City Council at the time, indicated at the July 23 hearing that connecting those two streets was an infrastructure issue and a requirement of the fire department. The connection will provide a “to-and-through” route for fire, life, and safety concerns.

Cold Springs residents were mistakenly led to believe that the hearing regarding a modification to Phase 1 of MMV would be the appropriate place to share their concerns. Their testimony added almost an hour to the proceedings.

In reality, one of the roads will be connected during construction of Phase 3 of MMV and the other during Phase 8. The roads have nothing to do with Phase 1.



PHOTO BY JIM CORNELIUS

Neighbors of a new development are concerned about increased traffic on their narrow residential streets.

The streets in Cold Springs are narrower than a normal two-lane street and there is no striping. Congested traffic flow and safety of neighborhood children are two important issues.

The Cold Springs streets do not belong to the City and, therefore, must be maintained by the residents through their homeowners’ dues. There is already increased traffic cutting through the neighborhood now that Rail Way has opened up.

Parents, students, and others take the shortcut between Highway 20 and McKinney Butte, speeding through the roundabout and often avoiding traffic on McKinney Butte by driving down the private streets in Cold Springs to Freemont Street and then onto McKinney Butte.

Residents fear that connecting their neighborhood to MMV will give rise to even more traffic. Resident Doug Wells reported there are 15 children who live on Williamson. Cars are often parked on both sides of the narrow streets, which creates safety concerns for children who may run out from behind

parked cars.

Michael Rankin is concerned about “walk-aways” from the MMV senior living facility who might wander into the neighborhood or become lost.

All those who testified shared similar concerns about child safety, speeding drivers, increased traffic congestion, and impact on the narrow streets for which the residents cover the cost of repairs.

A Cold Springs resident indicated to *The Nugget* that the neighbors are frustrated in their dealings with the City around this issue. Three years ago they requested the placement of “Private Road” signs and to date, the City has not installed them. She also reported that on two different occasions when questions were emailed to the City, she never received a reply. She also questioned why only some of the Cold Springs residents were notified of the hearing by the City.

There is adequate time before the two streets will be connected for the residents to meet with the City in the appropriate forum to find a solution.

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