

From: Robin Vora
Sent: Friday, November 15, 2019 7:22 PM
To: Tyler Deke <tdeke@bendoregon.gov>
Cc: Larkin, Kevin -FS <klarkin@fs.fed.us>; CouncilAll <councilall@bendoregon.gov>; board@deschutes.org
Subject: Re: Bend MPO - joint Policy Board and Technical Advisory Committee meeting - Nov 19

Tyler, below are some comments pertaining to the Nov. 19 Bend MPO TAC and Policy Board meeting. I offer comments without benefit of the discussion at the meeting. I am sorry I won't make it. Please share these comments with the rest of the MPO TAC and the MPO Policy Board. I also include some comments on the MPO Transportation Plan and please accept those as public comment. Thank you.

It looks like the MPO administrative costs are around 1/2 million dollars or more, up from the \$100-200,000 of not long ago. I didn't see the details. The MPO Policy Board may wish to look into the details and the appropriate administrative costs. This comment is not a reflection on the good work you and other staff are doing

Looking at the article in today's Bend Bulletin, the transportation plan should include a study of the best long-term location of a transit hub, and whether additional mini-hubs would alleviate some the problems with Hawthorne station or facilitate increased use of public transit.

I support most the projects in the draft MPO transportation plan or on ODOT's parkway list. I think Parkway speed limit should be kept at 45 mph. I recommend ramp metering be designed to facilitate congestion pricing in the future if a decision is made to do that.

I didn't see enough information to comment on the Bend to Lava Lands Visitor Center multi-use trail. A safer entrance to High Desert Museum would be good. I hope any future multi-use trail between Bend and Sunriver, including Lava Lands Visitor Center, would not include the already heavily used Deschutes River trail between Meadow Camp and the old bridge above Benham Falls. The stretch between Benham Falls and the bridge a mile upstream is already heavily used by walkers in the summer. It would undesirable to also add fast bicycle traffic to that stretch by making it part of a through trail, or paving it, and further advertising it.

I remain unconvinced that the closure of the right-in exits (except Hawthorne) and all right-out entrances is in the best interest to the citizens of Bend. The ODOT analysis lists nine major intersections in Bend, already over capacity or congested, that would be further impacted adversely by these closures. It still appears to me that ODOT is overly focused on the 10% that don't enter or exit the Parkway in Bend. If ODOT gets approval and funding for these closures, they should first pay for all the mitigation of city streets needed because of the closures. Bend should not pay for this or include it in a bond measure. All the mitigation of city streets and intersections needed because of these Parkway closures should be completed before any of the Parkway right-ins and right-out are closed.

Thank you for the opportunity to comment, and for your time and consideration. Have a good meeting.

Robin Vora

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