

Initial Draft Questions for ODOT
Draft 06-16-2020

1. How does Deschutes County Hunnell Road fit into ODOT plans for the road system in Bend Oregon? Can you describe its role in the highway 97 realignment and Cascade North projects?
2. Are there some use cases? This would provide an understanding how it will be used? Can you be specific on what the Hunnell advantages are besides moving the 10 direct access driveway points on to Highway 97 to other routes primarily serviced by Hunnell road.
3. We need the ODOT traffic projections (at specific points on roads) for Highways 97 and 20. In addition Old Bend Redmond Highway, Tumalo road and most importantly Hunnell road. The county has said for the ODOT 2040 model the Hunnell numbers are 1,100 vehicles per day (VPD) at Rodgers, 900 VPD at Tumalo.
 - a. What are the major assumptions that are used to derive that projection? What is the confidence level of that projection? How much of Gateway North impacts this projection? How important is Hunnell road to the Highway 97 project and how has that factored into your estimates?
 - b. Where on the ODOT web site do we get traffic forecast data? How in general do you get traffic projections and projects on the ODOT web site.
 - c. We are particularly interested in the Costco/Fred Meyer forecasts. The city indicates that they have had their transportation experts approve that expansion but we do not see the traffic studies that support that project. We have asked the city planning department for that data but so far nothing has been provided.
4. Hunnell is designated a neighborhood collector. One of the bewildering issues is the definition of a 'collector'. What does ODOT expect this collector will accomplish other than to serve the residents of Hunnell road and the new access points noted above.
5. We do not understand the importance of the county's postulated advantage, a 'North South alternative to Old Bend Redmond Highway (OBRH)', especially because of their proximity. We think that there are more pressing issues on the east side for North-South alternatives for Juniper Ridge. We question the financial justification for the investment in Hunnell. Can you comment on that position?
6. We think that the county is planning an arterial 'in disguise' since it is using the same sizing parameters as OBRH in width. We would appreciate your reaction to that statement.
7. Would ODOT object to the county using speed mitigation as a major design criterion for the Hunnell widening and paving project? The Hunnell United Neighbors has recently sent a position statement to the county on their widening and paving project. That statement is noted on our News Page at www.Hunnell.org on June 16th. We would value your comments on it as well.