

ORDINANCE NO. NS-2215

AN ORDINANCE AMENDING THE BEND AREA GENERAL PLAN CHAPTER 7, TRANSPORTATION SYSTEMS, APPENDIX C – TRANSPORTATION SYSTEM PLAN (TSP), AND TSP MAPS AND APPENDICES FOR CONSISTENCY WITH THE PREFERRED ALTERNATIVE FOR THE US 97 BEND NORTH CORRIDOR PROJECT.

Findings

- A. A Type IV application was submitted by ODOT on August 5, 2013, for a Legislative amendment to the Bend Area General Plan Chapter 7, Transportation Systems, Appendix C, the Transportation System Plan (TSP), and TSP Map and Appendices for consistency with the preferred alternative for the US 97 Bend North Corridor Project
- B. The Planning Commission held a duly-noticed public hearing on October 28, 2013, to consider proposed amendments to the Bend Area General Plan Chapter 7, Transportation Systems, Appendix C - Transportation System Plan (TSP), and TSP Maps and Appendices for consistency with the preferred alternative for the US 97 Bend North Corridor Project. The hearing was continued to first to November 18, 2013, then to December 9, 2013, and finally to December 16, 2013. The Planning Commission voted to recommend that the City Council approve the proposed text and map amendments in Exhibit A with the findings contained in Exhibit B.
- C. The Bend City Council held a public hearing on February 5, 2014 to consider the Planning Commission's recommendation.
- D. The requested Bend Area General Plan amendments approved by this Ordinance are consistent with all applicable standards and criteria, including those set forth in Bend Development Code Chapter 4.6.

THE CITY OF BEND ORDAINS AS FOLLOWS:

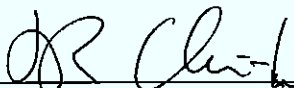
Section 1. The Bend Area General Plan Chapter 7, Transportation Systems, Appendix C - Transportation System Plan (TSP), and TSP Maps and Appendices are amended as shown in Exhibit A.

Section 2. The City Council adopts the findings in Exhibit B.

First reading: February 5, 2014.

Second reading and adoption by roll call vote: March 5, 2014.

YES:	Mayor Jim Clinton	NO: none
	Councilor Jodie Barram	
	Councilor Scott Ramsay	
	Councilor Mark Capell	
	Councilor Victor Chudowsky	
	Councilor Doug Knight	
	Councilor Sally Russell	



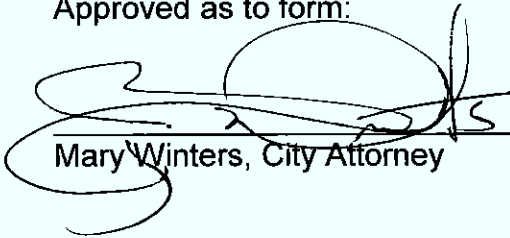
Jim Clinton, Mayor

Attest:



Robyn Christie, City of Bend Recorder

Approved as to form:



Mary Winters, City Attorney

EXHIBIT A

Proposed Transportation System Plan Amendments

The following sections are excerpts from the Bend Urban Area Transportation System Plan (TSP), Chapter 7, Appendix C of the Bend Area General Plan, with proposed amendments that reflect the US 97 Bend North Corridor Project Preferred Alternative. Proposed additions describing the Preferred Alternative and modifications to existing policy language are intended to reflect ODOT's work on the North Corridor Project where feasible. Text amendments are proposed in the following sections:

- *6.5.1 Roadway Classifications (new subheadings; description of the Preferred Alternative, revised description of US 97 - north of the Sisters interchange, modified description of Cooley Road)*
- *6.5.2 Other Roadway Elements (modification to description of planned railroad grade crossing at Cooley Road and US 97)*
- *6.9.6 Street System (elimination of policy pertaining to a grade-separated interchange at Cooley Road and US 97; minor amendment to policy addressing access to Bend Parkway)*

New language proposed for inclusion is shown in green underlined text; language proposed for deletion is ~~struck out~~.

6.5.1 ROADWAY CLASSIFICATIONS

6.5.1.1 Expressways

Expressways are roadways designed to carry large volumes of traffic at moderate to high speeds with limited traffic flow interruption. As currently defined, expressways limit ~~Direct~~ property access ~~is very limited~~. In the situation of the urban sections of Highway 20 and 97 designated as expressways, established driveway access points are presently permitted on a case by case basis until alternative access becomes available. The ~~new~~ Bend Parkway, including the North Corridor extension, facility ~~is being designed~~ by ODOT with limited roadway access to preserve capacity and provide improved safety, and to accommodate the travel needs of the ~~Bend community~~ public. Grade separations, interchanges (at major intersections) and raised medians (along much of its length) are being included in the preferred alternative project to ensure that the capacity and safety of the route is maintained well into the future. Expressways will provide for both through trips and trips within the urban area.

The Expressway classification may change or be modified pending the outcomes of the Transportation Reinvestment Innovation and Planning for US 97 in Central Oregon Study (TRIP 97) phase I. TRIP 97 may include performance measures that could lead the Oregon Transportation Commission or the Oregon Legislature to amend the Oregon Highway Plan (OSP) policies, including the Expressway classification for Highway 97 in the City. These changes could also influence the planning concept and future design of the Parkway Extension.

[The following proposed amendments start on p. 112.]

Expressway Descriptions:

The Bend Parkway is a part of the National Highway System and also classified as a Freight Route in the Oregon Highway Plan. The goal of this system is to provide for the economic growth of Oregon by moving traffic safely and efficiently between geographic areas within Oregon and between Oregon and adjacent states. Also, the Parkway is an integral part of the Bend urban area transportation grid. The Bend Parkway provides connectivity to the largest employment and population centers in Central Oregon.

The existing Parkway alignment begins northeasterly of the “Sisters” (Highway 20/97) interchange. It extends southward adjacent to immediately west of the Burlington-Northern Santa Fe railroad, then crosses East 3rd Street south of Butler Market Road. It then follows Second Street to Thurston Avenue where it crosses over Division Street. ~~South of Revere, the Parkway follows (and will replace) existing Division Street to Cleveland Avenue, where it bears southwesterly and runs to the~~ From that point, it continues west of, and parallel to, Highway 97. The Parkway re-connects with Highway 97 south of Murphy Road. When the Parkway was completed, ~~Upon completion the U.S. Highway 97 designation will be moved~~ from the existing East 3rd Street corridor to the Parkway (3rd Street ~~will retained~~ the “U. S. Highway 20” designation south to Greenwood Avenue. All of Third Street retained a business 97 designation).

The City, County, and the State adopted ~~have developed~~ an access management agreement and policy for the new existing Parkway corridor. The plan and policy provide for protection of the capacity of the new route, protection for east-west arterial traffic movements and the overall safety of the traveling public.

Future planned improvements will extend the Parkway to the northern Urban Growth Boundary (UGB), along a new U.S. 97 alignment parallel with the BNSF Railway line and connected to 3rd Street at the UGB with a signalized intersection.

Grade separations are planned on the Parkway at all intersections with the arterial street system between the junction of U.S. Highways 97 and 20, on the north, and Reed Market Road on the south. For that portion of the Parkway, only the Revere Avenue, and Colorado Avenue, and Reed Market Road interchanges provide Parkway access and egress in all directions. The Revere Avenue-Hill Street route will become the main north arterial-street connection to the downtown. An exception to the grade separated design occurs near Greenwood and Franklin avenues. While these arterial streets pass under the Parkway, Lafayette and Hawthorne avenues will serve as the secondary access streets to the downtown and are connected at-grade on the western side of the Parkway. These streets will be limited to right in/out (i.e., no left turns) with the Parkway. If future capacity or safety issues occur, related to these intersections, ODOT may choose to disconnect them from the Parkway. These access streets also serve as connections to Greenwood and Franklin avenues. This deviation from the normal expressway design is due to the limitations created by the Burlington Northern Santa Fe (BNSF) Railroad that is located immediately to the east of the Parkway, as well as to provide access to the downtown.

In the autumn of 2001, the southern section of the Bend Parkway opened to traffic. Unlike the northern and central sections, most of the intersections are were built at-grade instead of interchanges. The original plan for the Bend Parkway assumed that the at-grade connections would either be grade-separated or closed when capacity or safety problems warranted.

Bend Parkway North Corridor

Since 2004, the Oregon Department of Transportation (ODOT) has been working with the City of Bend and Deschutes County to develop a long-range plan to reduce traffic congestion, improve traffic flow, and enhance public safety on US 97 between the Deschutes Market Road/Tumalo Junction interchange and the Empire Avenue interchange. The findings of the US 97 and US 20 Refinement Plan, completed in 2007, led ODOT and the Federal Highway Administration (FHWA) to embark on an Environmental Impact Statement (EIS) for the US 97 Bend North Corridor Project. Through the development of a Draft EIS (published in July 2011) and its extensive public and local agency involvement effort, a wide range of alternative solutions considered as part of the US 97 Bend North Corridor Project was narrowed to two alternatives. Reflecting public feedback and some modifications from this earlier work, there is now one preferred alternative under consideration (East DS2 Modified).

ODOT and FHWA propose to improve a segment of US 97 between the Deschutes Market Road/Tumalo Junction interchange and the Empire Avenue interchange by functionally extending the Bend Parkway to the northern UGB. The project area impacts an approximate six-mile corridor. The preferred alternative for the project would reroute US 97, from just north of the current intersection of US 97 at Grandview Drive to approximately Empire Avenue, east of its current alignment and adjacent to the existing railroad tracks. For this segment, the current US 97 roadway would become an extension of 3rd Street and would have the future designation of principal arterial. A new at-grade signalized intersection would be constructed in the northern portion of the corridor, just south of Deschutes Memorial Gardens and Chapel. The estimated cost for the preferred alternative is \$120–\$180 million, which includes right of way acquisition and construction costs.

The following are elements of the preferred alternative:

- New US 97 alignment extends Bend Parkway north from US 97/Empire interchange to the 2013 UGB.
- A left northbound ramp from US 97 to 3rd Street and US 20 Sisters Loop Ramp.
- Grade separate Cooley Road from US 97 and the railroad.
- Current US 97 roadway becomes an extension of 3rd Street; future jurisdictional transfer to City of Bend once new US 97 is built. New 3rd Street is extended to intersect with US 97.
- New at-grade signal at 3rd Street and US 97 intersection on the north end of the project.
- Disconnect Loco Road and Grandview Drive from US 97 and connect to 3rd Street.
- Extend Britta Street north to Robal Road, west of US 20.
- New northbound auxiliary lane on US 97 between Butler Market Road and Empire Avenue, within the existing ODOT right of way.
- Intersection improvement at 3rd Street and Mervin Sampels Road.

- Improvements to Empire Avenue and the intersection of US20 and Empire Avenue.
- New signal at Empire and US 97 southbound on-ramp.
- Improvements to Mervin Sampels Road east and west of US 20.
- Improvements to the connection of Sherman Road and Nels Anderson Road.
- New local industrial street between NE Industrial Park Blvd to Nels Anderson north of Empire Ave.
- Intersection improvements at OB Riley Road and Empire Ave.
- New roundabout at 3rd Street and Loco Road.
- Intersection Improvement at Empire and Sherman Road
- Improvements to US 20 and the intersections at US20/Robal Road and US 20/ Cooley Road.
- Intersection Improvement at Cooley Road and Hunnell Road.
- Improvements to Cooley Road between Hunnell Road and Hunters Circle.

This preferred alternative provides a safe, affordable, long-term traffic solution for US 97 at the north end of Bend without significantly impacting rural lands west of Robal Road or north of the UGB. It also is a cost effective solution; the preferred alternative can be constructed incrementally (phased) to capture available funding. The final approved alternative will be constructed in phases to reflect limits on funding. The preferred alternative does not preclude local “midterm” solutions for traffic circulation and improvements to Cooley Road at US 97 and at Robal Lane.

The City will coordinate with ODOT to conduct two project development and design studies: Robal Road corridor, and the Empire interchange area.

The City will coordinate with ODOT to conduct a project development plan and design for the Robal Road area that includes but is not limited to public involvement and the study and analysis of the costs and benefits of a Robal Road connection to the preferred alternative. Future project costs, right of way impacts, local trip displacement impacts, land development, EIS updates, and TRIP 97 plan outcomes will greatly influence whether Robal Road is connected to the preferred alternative.

The City will also coordinate with ODOT concerning the project development and design for the improvements at, and around the Empire interchange, to determine project phasing, costs, access, local trip displacement impacts, and road modifications. The Mervin Samples intersection improvements and connecting road improvements should be the first phase of the improvements in the Empire interchange area.

As the preferred alternative will be a phased project, future updates of traffic demand and other factors will allow the project to revisit the details of later phases of the project to ensure that it is cost effective and addresses both the regional and local circulation needs of the area.

Key benefits to the transportation system include:

- Additional capacity to accommodate future growth at Bend's north end.
- Additional direct connectivity for local trips into commercial areas and local city street network through the new 3rd Street/US 97 north intersection.
- Better Emergency Services access at Britta/Robal for the Bend Fire Department North Station & Training Center and also the Sheriff's Department.
- Added safety and efficient traffic management 3rd St & Mervin Sampels Road.
- Improved connectivity with local bike, pedestrian and transit plans.

ODOT anticipates that the Final EIS will be published in spring 2014. As a condition of securing FHWA's signature on the Final EIS for the project, the preferred alternative for the US 97 Bend North Corridor Project must be consistent with locally adopted plans.

Several city street segments will be critical to the efficient function of the Parkway and careful review of development proposals and the regulation of access points along these streets is essential to protect the integrity of the expressway. Initial project construction may include the placement of raised medians along the first block of some of these streets to ensure safe and efficient operation of the Parkway. Also, as properties redevelop along these corridors, site access will be sought to re-orient to the adjacent alleys or side streets and not directly to the Parkway access streets, as much as practical.

These sensitive street segments for Parkway access include the following:

1. Empire Avenue between East 3rd Street and Boyd Acres Road,
2. Butler Market Road from East 3rd Street to the Parkway,
3. Revere Avenue from west of the Parkway/Hill St. signal for one block
4. Hill Street between Revere Avenue and Wall Street,
5. Lafayette and Hawthorne avenues between the Parkway and Hill Street*,
6. Colorado Avenue between Harriman and Hill streets,
7. Truman Avenue between Pelton Place and the Parkway*,
8. Reed Lane between the Parkway and East 3rd Street*,
9. Powers Road between Blakely Road and East 3rd Street*,
10. Badger Road between the Parkway and East 3rd Street*, and
11. Pinebrook Boulevard between the Parkway and East 3rd Street*, and
12. Empire Avenue, between Third Street and US 97 South Bound ramp.

*Note: These access restrictions would be rescinded if the street is disconnected from the Parkway.

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Highway 97 - north of the Sisters interchange. The section of the highway, north of the Sisters interchange to the UGB, is five lanes with bike lanes. This portion of highway will continue to experience high traffic demands and TSM measures such as the construction of raised medians will be necessary to assure the carrying capacity and safe operation of the

highway for both local and through trips. ~~The Cooley Road intersection will need to be developed as a grade-separated interchange in the future. The city of Bend will work with ODOT to prepare an Interchange Area Management Plan (IAMP) prior to construction of the interchange.~~ A frontage road has been constructed along the eastern side of the highway between Cooley Road and Robal Lane. This frontage road connects with Highway 97 at Robal Lane.

~~A frontage road is planned along the eastern side of the highway between Cooley Road and Robal Lane. This frontage road will connect with Cooley Road and Robal Lane at intersecting points to be located a sufficient distance east of Highway 97 adequate to minimize impacts to highway intersection operation. Currently, ODOT is evaluating a variety of frontage road designs, including an alternative “backage road” (with no direct connection to Cooley Road) and possibly completion of this road as a part of the (state-funded) Highway 97 median project. A frontage road is also planned to serve the area on the western side of the highway, within the UGB, to be located north of Cooley Road. This frontage road is planned to connect to the Hunnel Road collector and not tie directly to Cooley Road (see: Bend Urban Area Transportation Map Exhibit B). In order to maintain capacity and safety for this highway segment, a raised median is planned between the Parkway and the north UGB. The construction of a raised median will likely take place concurrent with the final phase of the northern Parkway improvements.~~ *(This paragraph is replaced with the last two sentences of the previous paragraph and the following four paragraphs.)*

An extension of 3rd Street is also planned to serve the area on the western side of the highway, within the UGB, to be located north of Cooley Road. This 3rd Street extension will provide a parallel arterial between Cooley Road and the UGB and will replace the north-south portion of the Clausen Road backage road, when completed. In order to maintain capacity and safety for this highway segment, a raised median is planned between the Parkway and the north UGB. The construction of a raised median will likely take place concurrent with the final phase of the northern Parkway improvements.

Between Grandview Drive and Empire Avenue, US 97 would shift east to be immediately adjacent to the railroad tracks; the northbound and southbound travel lanes would be separated by a median barrier. US 97 would be grade-separated at Cooley Road. An undercrossing would be constructed for Cooley Road to pass under US 97 and the railroad tracks. There would be no connection to US 97 at Cooley Road. Third Street would extend north with the appropriate number of travel lanes to meet safety and mobility objectives with a median that would also serve as a turn lane. The new extension of 3rd Street would terminate at US 97, at an at-grade signalized intersection on the southeast side of the Deschutes Memorial Gardens and Chapel.

No on- or off-ramp connections are planned between Cooley Road and the new US97 adjacent to the Railroad. However, interim (or shorter-term) improvements at Cooley Road may include connections to existing Highway 97.

The section of old Highway 97, Third Street, between the new intersection located north of Cooley Road and Empire Avenue will be classified as a principal arterial when the full Parkway improvements are completed. Similar to the southern section of Third Street, this section of roadway will become designated as Business Route 97.

6.5.1.4 Minor Arterials

[The following proposed amendments start on p. 127]

Minor Arterial Street Descriptions

Cooley Road will provide east-west circulation from Highway 20 east to Deschutes Market Road. The Safe, efficient traffic movement on Cooley Road/Highway 97 intersection will need to be developed as a grade-separated interchange in the near future to is vital in order to accommodate on-going development in the vicinity, as well as future industrial uses on UGB expansion sites. It will eventually become a major access route to the City's industrial park reserve area. The existing road now terminates at the southern boundary of the industrial reserve property (City owned) and will need to be extended to the east as future development occurs. Long-term plans include grade separating Cooley Road from US 97 and the railroad tracks. Sidewalk and bike lane facilities are missing along most portions of Cooley Road and will be needed as other roadway improvements are made. Development along this part of Cooley Road should be carefully managed to ensure that the function of the Cooley/Highway 97 intersection is not compromised.

Located immediately north of the Mountain View Mall Cascade Village, Robal Lane will provides an arterial connection between Highway 20 and existing Highway 97. In addition, Hunnel Road is planned to extend north from Robal Lane to Cooley Road. The combination of the two arterials will provide a grid of streets that will help reduce demands on the two state highways, so long as there remains viable access between the highways and the commercial center. These arterial streets will serve as frontage roads for the developing commercial properties situated between Cooley Road and the two highways.

6.5.2 OTHER ROADWAY ELEMENTS

[The following proposed amendments start on p. 141.]

6.5.2.9 Railroad Grade Crossings

[...]

There are ten, existing at-grade road/railroad crossings in Bend. Major Collector crossings are located at China Hat and Country Club roads, Scott/2nd Street and Wilson Avenue. Arterial street intersections with the railroad are located at Cooley, Butler Market and Reed Market roads, and Revere and Olney avenues. The at-grade crossing at Future planned improvements will grade-separate Cooley Road from the railroad. ~~will be eliminated when the grade-separated interchange is constructed at the intersection of Cooley Road and US Highway 97.~~ One future crossing, proposed in the plan, is an eastward extension of Murphy Road (a collector) to 15th Street. This new road/railroad crossing should be grade separated. Another proposed railroad "under crossing" is shown on the Plan at Hawthorne Avenue. A detailed analysis (for the future need of the Hawthorne connection) should be evaluated when it is necessary to improve east-west capacity in the downtown to Third ~~Street~~; transportation corridors. The decision to construct this connection should be made as a part of a study of Franklin/RR/Parkway under crossing (widening) alternatives (see: section 6.5.1.4 text under "Franklin Boulevard").

6.9 TRANSPORTATION SYSTEM PLAN OBJECTIVES, POLICIES, BENCHMARKS AND IMPLEMENTATION

[Proposed amendments start on p. 167.]

6.9.6 STREET SYSTEM

Policies:

Arterial Streets:

28. The city of Bend shall work with ODOT to ~~prepare an Interchange Area Management Plan (IAMP) prior to construction of a grade-separated interchange at the intersection of Cooley Road and US Highway 97.~~ to plan for specific improvements needed to grade separate Cooley Road from US 97 and the railroad.

Parkway:

30. The Bend Parkway will be planned, constructed, and managed to limit direct access to the facility to meet the ~~objectives~~ policies and requirements of the ~~Access Oregon Highway (AOH) system~~ Oregon Highway Plan, to protect the integrity of the route's through capacity, and to promote public safety.

33. The City accepts the findings of US 97 Bend North Corridor Project Preferred EIS Alternative. Prior to design and construction, the City and ODOT will coordinate to conduct two independent project development plans / designs within the study area of the preferred alternative to verify the construction meets the then current needs of both the City and ODOT. One plan development and design will be for the study and analysis, including the impact on any business, of a possible Robal Road connection to the ODOT Preferred Alternative to be completed prior to entering into an intergovernmental agreement (IGA) for implementation of the US 97 phase of the Preferred Alternative. The other development and design will be for the Empire interchange area to be completed prior to entering into the intergovernmental agreement (IGA) for implementing the phase of work that would impact any business, public street, or private driveway access onto Empire Avenue. The final redevelopment of the transportation system at Robal and Empire and the ODOT Preferred Alternative may include some or all of the changes determined in the final design to improve the transportation system and meet the City's transportation needs. The IGAs will conform with the studies and analyses.

34. The City of Bend will coordinate with ODOT to determine when to implement closures to approaches on Empire Avenue and improvements to Mervin Sampels and connecting roads shown in the US97 Bend North Corridor preferred alternative.

Safety:

Policies 33 through 38 under "Safety" will need to be renumbered as a new policies #33 and #34 is inserted above under "Parkway".

BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

TSP Appendices (2012)

The following appendices include *planning level estimates* that generally account for estimated project costs that include; engineering, rights-of-ways, structures and roadway construction costs. Recent transportation corridor studies, preliminary project engineering estimates and or data developed for the transportation system charge study were also used in the development of these estimates. A more accurate estimation of project costs is contingent on development of thorough project costs associated with project survey and design, engineering, evaluation of rights-of-way needs, availability and cost of construction materials and labor costs.

Appendices List Organization:

Appendices A, B & C: The roadway segments are sorted first by roadway classification, beginning with the highest classification; Expressway, Principal Arterial, Major Arterial, Minor Arterial & Major Collector. The lists are then generally sorted alphabetically by segment and then geographically from the north to the south or from the west to the east.

Appendix D: The intersections are sorted alphabetically by the major street listed first.

Appendix E: The projects appear in the order that they appear in the SDC Methodology Report (Table C-1): *Fiscally Constrained SDC Project List* [also see: TSP Resource Document E.7]

Appendix A: Roadway System Inventory

- A 1.1 Existing Street System - Existing Conditions (3-pages)
- A 1.2 Existing Street System - Future Conditions (3-pages)
- ✓ A 1.3 Future Street System – Future Conditions (1-page)

Appendix B: Roadway System Cost Estimates

- B 1.1 Existing Street System – Modernization Costs (3-pages)
- ✓ B 1.2 Future Street System – Construction Costs (1-page)

Appendix C: Roadway System Priorities

- C 1.1 Existing Street System – Modernization Priorities (3-pages)
- ✓ C 1.2 New Street System – Construction Priorities (1-page)

Appendix D: Roadway System Intersections

- D 1.1 Existing Controlled Intersections: Type of Traffic Control (2-pages)
- D 1.2 Potential Traffic Control: Location, Type, Priority, Cost and Share (2-pages)

Appendix E: Transportation SDC Eligible Projects

- E 1.1 List of Eligible Transportation SDC Projects (3-pages)
- E 1.2 Map of Eligible Transportation SDC Projects (1-page)

BEND URBAN AREA TRANSPORTATION SYSTEM PLAN

Appendix Column Abbreviation Detail

The following is a more complete description of the abbreviations that appear at the top of the columns within the Appendices of the TSP. The list is in the order of the heading appearances within the TSP Appendices. If abbreviations repeat in subsequent Appendices, the definitions are not redefined (unless noted).

- **MILES:** This column converts the linear footage of each roadway segment into the nearest *hundredth of a mile distance*.
- **ROW (Appendix A 1.2):** This column provides the *width of rights-of-way* for the roadway segment. In areas where the rights-of-way may vary, a range or an average width may be listed.
- **Pave. Width:** This column lists the *pavement width* between inside face of curb, or edge to edge of paved surface. Where segments have varied widths, a range is listed.
- **No. Lanes:** This column describes the predominant *number of travel lanes*, including center turn lanes if available (odd numbers indicate the presence of a left turn lane), that are present on each roadway segment. Additional turn lanes, if present, are not included in the total. In most cases, these additional turn lanes (right or “double” left turns) are very localized and are present at only a few of the busier intersections.
- **PCI/Road Cond.: PCI:** This column indicates the *(roadway) pavement condition index* – it is expressed as a numeric value between 0 and 100. This is followed by the *Road Condition* column that is a descriptive rating that is based on the PCI. Both ratings included in the TSP inventory are based on available Public Works records. Ratings are given for *Good (G):70-100, Satisfactory (S):50-69, Fair (F):25-49 and Poor (P):0-24*. The city of Bend utilizes a Pavement Condition Index (PCI) that visually evaluates the surface conditions and assigns the index number based on the presence of potholes, cracking, weathering, asphalt bleeding, uneven pavement, wheel rutting, etc. The City utilizes this information to plan street chip sealing, overlays, reconstruction projects, and/or other roadway maintenance projects.
- **ADT/YR.:** These two columns provide *average daily traffic* count information for each roadway segment followed by the *most current year* that data has been collected. Actual traffic count volumes may vary along these roadway segments and the traffic volumes are typically derived from a variety of data sources. Where an “E” appears in the year column, these volumes represent *estimates* based on comparisons of roadways with similar traffic conditions. Where a “N/A” appears, no current count data or estimate is available.
- **Curb, Bike Lane, Sidewalk:** These columns provide a general summary for the *presence of curbs, bike lanes or sidewalks* along each roadway segment. The columns are annotated with either a yes (Y), no (N) or partial (P) for the presence of the facilities. City sidewalk inventory information is depicted on TSP Map D.
- **J: *Jurisdiction*** of the roadway segment; City of Bend (B), ODOT (O) and Deschutes County (D).
- **Min. Width (Appendix A 1.2):** The *minimum street width* determined to be necessary or forecast to maintain safe and efficient traffic flow on the subject roadway segment.
- **Linear Ft:** This is an *estimate of the length of the roadway segment* as measured in feet.
- **W (Appendix B):** This is the *width of the existing pavement* of the subject road segment.
- **P/W:** This is the proposed minimum *width of the future pavement* of the subject road.
- **Road/PE, [Sidewalk]:** This is the planning level *estimate for road construction and engineering cost [including sidewalk costs]* for the subject road segment.
- **ROW (Appendix B):** This is an *estimate for additional rights-of-way cost* for the road improvement.
- **Intersection Improvements:** This is the planning level *estimate for additional costs for intersection improvements* (some rights-of-way costs may also be included in the column total) for the subject road improvement. Rights-of-way costs are not included in the intersection costs estimates that are included on Appendix D 1.2.
- **Bridges, Adjust., etc., other:** This is the planning level estimate for other road improvement elements such as; *bridges, irrigation system crossings, other site specific improvements or other miscellaneous costs* that were not covered by the preceding column estimates for the subject road improvement.

TSP Appendix A 1.3

FUTURE Street System - Future Conditions

						FUTURE CONDITIONS						
Arterial Streets						ROW	Min. Width	No. Lanes	Curb	Bike Lane	Side walk	J
CLASSIFICATION	STREET NAME		FROM	TO	Miles							
Expressway	PARKWAY EXTENSION		EMPIRE	N. OF COOLEY ROAD	1.89	100	76	5	Y	Y	P	O
Principal Arterial	THIRD STREET		S. OF COOLEY RD	HWY 97	0.70	100	76	5	Y	Y	Y	O
Major Arterial	EMPIRE AVE.		YEOMAN-n/s [PURCELL]	BUTLER MARKET RD.	0.57	80	56	3-5	Y	Y	Y	B/D
Minor Arterial	11TH ST., NE		FRANKLIN	BEAR CREEK ROAD	0.32	80'	36	3	Y	Y	Y	B
Minor Arterial	18TH STREET		N. UGB	TALUS PLACE	0.81	100	74	3	Y	Y	Y	B
Minor Arterial	CONNECTOR ROAD		COOLEY RD.	HWY 97	0.49	100	48	3	Y	Y	Y	B
Minor Arterial	COOLEY RD.		DEAD END	UGB (2000) [Canal]	0.42	100	50	3	Y	Y	Y	B
Minor Arterial	MURPHY ROAD		BROOKSWOOD	PARKWAY	0.36	60	36	2	Y	Y	Y	B
Minor Arterial	MURPHY ROAD		PARKWAY	PARRELL ROAD	0.32	100	48	3-5	Y	Y	Y	B
Major Collector	9TH STREET		TRENTON	SONORA	0.23	60-70'	32	2	Y	Y	Y	B
Major Collector	(NEW) AMERICAN LANE		REED MKT. RD.	(OLD) AMERICAN LN.	0.07	60-70'	56	2-3	Y	Y	Y	B
Major Collector	BRENTWOOD		BROSTERHOUS	AMERICAN LANE	0.38	80	48	2-3	Y	Y	Y	B
Major Collector	BRITTA		UGB	HARDY	0.09	80	56	2-3	Y	Y	Y	B
Major Collector	BRITTA		MARINER	HALFWAY	0.12	80	56	2-3	Y	Y	Y	B
Major Collector	BRITTA		HALFWAY	ELLIE	0.12	80	56	2-3	Y	Y	Y	B
Major Collector	CHASE		MOWITCH	BROSTERHOUS	0.28	60-70'	30	2-3	Y	Y	Y	B
Major Collector	CLAUSEN DRIVE (N/S)		CLAUSEN (E/W)	(S. TERMINUS)	0.23	60'	30	2	Y	Y	Y	B
Major Collector	HWY 20:FRONTAGE		COOLEY ROAD	ROBAL LANE	0.51	80'	30	3	Y	Y	Y	B
Major Collector	HAWTHORNE		PARKWAY	NE 1ST.	0.08	60-70'	36	2-3	Y	Y	Y	B
Major Collector	HWY 97 FRONTAGE ROAD - W		BADGER ROAD	MURPHY ROAD	0.68	40'	34	2	Y	Y	Y	B
Major Collector	HWY 97 FRONTAGE ROAD - W		MURPHY ROAD	PARKWAY (OFFRAMP)	0.21	80'	64	2-3	Y	Y	Y	B
Major Collector	HWY 97 FRONTAGE ROAD - W		PARKWAY (OFFRAMP)	PONDEROSA	0.57	60'	42	2	Y	Y	Y	B
Major Collector	JAMIESON ROAD		BRITTA	(N. FIRE STATION)	0.11	60'	28	2	Y	Y	Y	B
Major Collector	MURPHY RD.		BROSTERHOUS	SE 15TH ST.	0.47	60-70'	36	2-3	Y	Y	Y	B
Major Collector	PURCELL BLVD.		OCKER	HOLIDAY AVE.	0.42	60-70'	36	2-3	Y	Y	Y	B
Major Collector	REED MKT. RD.		27TH ST., SE	UGB (2000)	0.27	60-70'	36	2-3	Y	Y	Y	B
Major Collector	YEOMAN E/W		18TH STREET	DESERT SAGE	0.14	80	36	2-3	Y	Y	Y	B
Major Collector	BEAL		NE 27TH.	UGB	0.50	60-70'	48	2-3	Y	Y	Y	B
Major Collector	AMERICAN LN		REED MKT. RD.	AMERICAN LN	0.08	60-70'	56	2-3	Y	Y	Y	B
Major Collector	BRENTWOOD		BROSTERHOUS	AMERICAN LN	0.45	60-70'	48	2-3	Y	Y	Y	B
Major Collector	SUMMIT		SKYLINE RANCH	MT. WASH. DR.	0.49	60-70'	32	2-3	Y	Y	Y	B
Major Collector	SKYLINE RANCH		S. of Shevlin Crest Sub	NW LOLO DRIVE	1.07	80	36	2-3	Y	Y	Y	B/D
Major Collector	LEMHI PASS DR.		NW CROSSING DR	SKYLINER ROAD	0.34	80'	44	2-3	Y	Y	Y	B
Major Collector	GLEN VISTA		O.B. RILEY	COOLEY ROAD	0.21	80'	36	2-3	Y	Y	Y	B
Major Collector	BRITTA		ROBAL LANE	EMPIRE BLVD.	0.72	80'	30	2-3	Y	Y	Y	B

Total Collectors existing = 8.84 Miles

TSP Appendix B 1.2

FUTURE Street System - Construction Costs

* planning level estimates

CLASSIFICATION	STREET NAME	FROM	TO	linear ft	W	P/W	Road/PE	ROW	Sidewalk	Intersection Improvements	Bridges, Adjast., etc. Other	2012
												Total
Expressway	PARKWAY EXTENSION	EMPIRE	N. OF COOLEY ROAD	10,000	0	76	\$185,000,000	\$0	\$1,400,000	See Notes	See Notes	\$185,000,000
Principal Arterial	THIRD STREET	S. OF COOLEY RD	HWY 97	3,700	0	76	\$4,080,000	\$0	\$518,000	See Notes	See Notes	See Notes
Major Arterial	EMPIRE AVE.	YEOMAN-n/s [PURCELL]	BUTLER MARKET RD.	3,000	0	56	\$2,070,000	\$0	\$420,000	\$6,210,000	\$1,690,000	\$9,950,000
Minor Arterial	11TH ST., NE	FRANKLIN	BEAR CREEK ROAD	1,700	0	36	\$1,120,000	\$1,020,000	\$238,000	\$0	\$0	\$2,140,000
Minor Arterial	18TH STREET	N. UGB	TALUS PLACE	4,300	0	74	\$2,960,000	\$5,230,000	\$602,000	\$8,400,000	\$0	\$16,590,000
Minor Arterial	CONNECTOR ROAD	COOLEY RD.	HWY 97	2,600	0	48	\$1,810,000	\$5,230,000	\$364,000	\$0	\$0	\$7,040,000
Minor Arterial	COOLEY RD.	DEAD END	UGB (2000) [Canal]	2,200	0	50	\$1,520,000	\$2,200,000	\$308,000	\$1,120,000	\$0	\$4,840,000
Minor Arterial	MURPHY ROAD	BROOKSWOOD	PARKWAY	1,900	0	36	\$5,370,000	(included)	\$266,000	\$2,500,000	\$3,190,000	\$11,050,000
Minor Arterial	MURPHY ROAD	PARKWAY	PARRELL ROAD	1,700	0	48	\$1,020,000	(included)	\$238,000	\$4,300,000	\$3,190,000	\$8,510,000
Major Collector	9TH STREET	TRENTON	SONORA	1,200	0	32	\$790,000	\$960,000	\$168,000	\$0	\$0	\$1,750,000
Major Collector	(NEW) AMERICAN LANE	REED MKT. RD.	OLD AMERICAN LN.	360	0	56	\$250,000	\$0	\$50,400	\$140,000	\$1,690,000	\$2,070,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LANE	2,000	0	48	\$1,100,000	\$1,600,000	\$280,000	\$2,600,000	\$0	\$5,300,000
Major Collector	BRITTA	UGB	HARDY	500	0	56	\$280,000	\$200,000	\$70,000	\$0	\$0	\$480,000
Major Collector	BRITTA	MARINER	HALFWAY	650	0	56	\$120,000	\$520,000	\$91,000	\$0	\$0	\$640,000
Major Collector	BRITTA	HALFWAY	ELLIE	620	0	56	\$340,000	\$380,000	\$86,800	\$0	\$0	\$720,000
Major Collector	CHASE	MOWITCH	BROSTERHOUS	1,500	0	30	\$820,000	\$1,200,000	\$210,000	\$0	\$0	\$2,020,000
Major Collector	CLAUSEN DRIVE (N/S)	CLAUSEN (E/W)	(S. TERMINUS)	1,200	0	30	\$660,000	\$960,000	\$168,000	\$0	\$0	\$1,620,000
Major Collector	HWY 20:FRONTAGE	COOLEY ROAD	ROBAL LANE	2,700	0	30	\$1,180,000	\$1,080,000	\$378,000	\$0	\$0	\$2,260,000
Major Collector	HAWTHORNE	PARKWAY	NE 1ST.	400	0	36	\$220,000	\$320,000	\$56,000	\$0	\$16,800,000	\$17,340,000
Major Collector	HWY 97 FRONTAGE ROAD - W	BADGER ROAD	MURPHY ROAD	3,600	0	34	\$3,070,000	(included)	\$504,000	\$0	\$0	\$3,070,000
Major Collector	HWY 97 FRONTAGE ROAD - W	MURPHY ROAD	PARKWAY (OFFRAMP)	1,100	0	64	\$6,490,000	(included)	\$154,000	\$0	\$0	\$6,490,000
Major Collector	HWY 97 FRONTAGE ROAD - W	PARKWAY (OFFRAMP)	PONDEROSA	3,000	0	42	\$3,440,000	(included)	\$420,000	\$1,120,000	\$0	\$4,560,000
Major Collector	JAMIESON ROAD	BRITTA	(N. FIRE STATION)	600	0	28	\$330,000	\$360,000	\$84,000	\$0	\$0	\$690,000
Major Collector	MURPHY RD.	BROSTERHOUS	SE 15TH ST.	2,500	0	36	\$1,370,000	\$2,510,000	\$350,000	\$1,720,000	\$7,510,000	\$13,100,000
Major Collector	PURCELL BLVD.	OCKER	HOLIDAY AVE.	2,200	0	36	\$930,000	\$1,360,000	\$308,000	\$0	\$0	\$2,290,000
Major Collector	REED MKT. RD.	27TH ST., SE	UGB (2000)	1,400	0	36	\$970,000	\$1,120,000	\$196,000	\$0	\$0	\$2,090,000
Major Collector	YEOMAN E/W	18TH STREET	DESERT SAGE	750	0	36	\$410,000	\$1,060,000	\$105,000	\$0	\$1,690,000	\$3,160,000
Major Collector	BEAL	NE 27TH.	UGB	2,640	0	48	\$1,450,000	\$3,200,000	\$369,600	\$0	\$0	\$4,650,000
Major Collector	AMERICAN LN	REED MKT. RD.	AMERICAN LN	400	0	56	\$1,840,000	\$320,000	\$56,000	\$0	\$0	\$2,160,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LN	2,400	0	48	\$1,200,000	\$1,920,000	\$336,000	\$0	\$0	\$3,120,000
Major Collector	SUMMIT	SKYLINE RANCH	MT. WASH. DR.	2,600	0	32	\$1,420,000	\$2,080,000	\$364,000	\$0	\$0	\$3,500,000
Major Collector	SKYLINE RANCH	S. of Shevlin Crest Sub	NW LOLO DRIVE	5,675	0	36	\$3,900,000	\$4,540,000	\$794,500	\$0	\$0	\$8,440,000
Major Collector	LEMHI PASS DR.	NW CROSSING DR.	SKYLINER ROAD	1,800	0	44	\$2,050,000	\$1,440,000	\$252,000	\$0	\$0	\$3,490,000
Major Collector	GLEN VISTA	O.B. RILEY	COOLEY ROAD	1,100	0	36	\$610,000	\$440,000	\$154,000	\$0	\$0	\$1,050,000
Major Collector	BRITTA	ROBAL LANE	EMPIRE BLVD.	3,800	0	30	\$1,670,000	\$3,040,000	\$532,000	\$0	\$0	\$4,710,000

Italics = Frontage/Backage Road

Purple Font: ODOT Amendment 2013

Notes: The estimated project cost of the US 97 North Corridor Preferred Alternative is \$170-185 million. This project entails much more than the extensions of the Parkway and Third Street;

TSP Appendix C 1.2

NEW Street System - Construction Priorities

STREET SYSTEM - PROJECTED NEAR-, MID- AND FAR-TERM COSTS (in 2012 \$'s)

CLASSIFICATION	STREET NAME	FROM	TO	Near Term	Mid Term	Far Term	Total
							Project Cost
Expressway	PARKWAY EXTENSION	EMPIRE	N. OF COOLEY ROAD	\$0	\$0	\$185,000,000	\$185,000,000
Principal Arterial	THIRD STREET	S. OF COOLEY RD	HWY 97	\$0	\$0	See Note	See Note
Major Arterial	EMPIRE AVE.	YEOMAN-n/s [PURCELL]	BUTLER MARKET RD.	\$9,950,000	\$0	\$0	\$9,950,000
Minor Arterial	11TH ST., NE	FRANKLIN	BEAR CREEK ROAD	\$0	\$0	\$2,140,000	\$2,140,000
Minor Arterial	18TH STREET	N. UGB	TALUS PLACE	\$0	\$13,790,000	\$2,800,000	\$16,590,000
Minor Arterial	CONNECTOR ROAD	COOLEY RD.	HWY 97	\$0	\$0	\$7,040,000	\$7,040,000
Minor Arterial	COOLEY RD.	DEAD END	UGB (2000) [Canal]	\$0	\$4,840,000	\$0	\$4,840,000
Minor Arterial	MURPHY ROAD	BROOKSWOOD	PARKWAY	\$9,930,000	\$1,120,000	\$0	\$11,050,000
Minor Arterial	MURPHY ROAD	PARKWAY	PARRELL ROAD	\$8,510,000	\$0	\$0	\$8,510,000
Major Collector	9TH STREET	TRENTON	SONORA	\$0	\$0	\$1,750,000	\$1,750,000
Major Collector	(NEW) AMERICAN LANE	REED MKT. RD.	(OLD) AMERICAN LN.	\$2,070,000	\$0	\$0	\$2,070,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LANE	\$0	\$0	\$5,300,000	\$5,300,000
Major Collector	BRITTA	UGB	HARDY	\$0	\$0	\$480,000	\$480,000
Major Collector	BRITTA	MARINER	HALFWAY	\$640,000	\$0	\$0	\$640,000
Major Collector	BRITTA	HALFWAY	ELLIE	\$720,000	\$0	\$0	\$720,000
Major Collector	CHASE	MOWITCH	BROSTERHOUS	\$2,020,000	\$0	\$0	\$2,020,000
Major Collector	CLAUSEN DRIVE (N/S)	CLAUSEN (E/W)	(S. TERMINUS)	\$0	\$1,620,000	\$0	\$1,620,000
Major Collector	HWY 20:FRONTAGE	COOLEY ROAD	ROBAL LANE	\$0	\$0	\$2,260,000	\$2,260,000
Major Collector	HAWTHORNE	PARKWAY	NE 1ST.	\$0	\$0	\$17,340,000	\$17,340,000
Major Collector	HWY 97 FRONTAGE ROAD - W	BADGER ROAD	MURPHY ROAD	\$0	\$3,070,000	\$0	\$3,070,000
Major Collector	HWY 97 FRONTAGE ROAD - W	MURPHY ROAD	PARKWAY (OFFRAMP)	\$0	\$6,490,000	\$0	\$6,490,000
Major Collector	HWY 97 FRONTAGE ROAD - W	PARKWAY (OFFRAMP)	PONDEROSA	\$0	\$4,560,000	\$0	\$4,560,000
Major Collector	JAMIESON ROAD	BRITTA	(N. FIRE STATION)	\$0	\$0	\$690,000	\$690,000
Major Collector	MURPHY RD.	BROSTERHOUS	SE 15TH ST.	\$0	\$13,100,000	\$0	\$13,100,000
Major Collector	PURCELL BLVD.	OCKER	HOLIDAY AVE.	\$0	\$2,290,000	\$0	\$2,290,000
Major Collector	REED MKT. RD.	27TH ST., SE	UGB (2000)	\$0	\$0	\$2,090,000	\$2,090,000
Major Collector	YEOMAN E/W	18TH STREET	DESERT SAGE	\$0	\$1,690,000	\$1,470,000	\$3,160,000
Major Collector	BEAL	NE 27TH.	UGB	\$0	\$0	\$4,650,000	\$4,650,000
Major Collector	AMERICAN LN	REED MKT. RD.	AMERICAN LN	\$0	\$0	\$2,160,000	\$2,160,000
Major Collector	BRENTWOOD	BROSTERHOUS	AMERICAN LN	\$0	\$0	\$3,120,000	\$3,120,000
Major Collector	SUMMIT	SKYLINE RANCH	MT. WASH. DR.	\$0	\$0	\$3,500,000	\$3,500,000
Major Collector	SKYLINE RANCH	S. of Shevlin Crest Sub	NW LOLO DRIVE	\$0	\$0	\$8,440,000	\$8,440,000
Major Collector	LEMHI PASS DR.	NW CROSSING DR	SKYLINER ROAD	\$3,490,000	\$0	\$0	\$3,490,000
Major Collector	GLEN VISTA	O.B. RILEY	COOLEY ROAD	\$0	\$0	\$1,050,000	\$1,050,000
Major Collector	BRITTA	ROBAL LANE	EMPIRE BLVD.	\$0	\$0	\$4,710,000	\$4,710,000

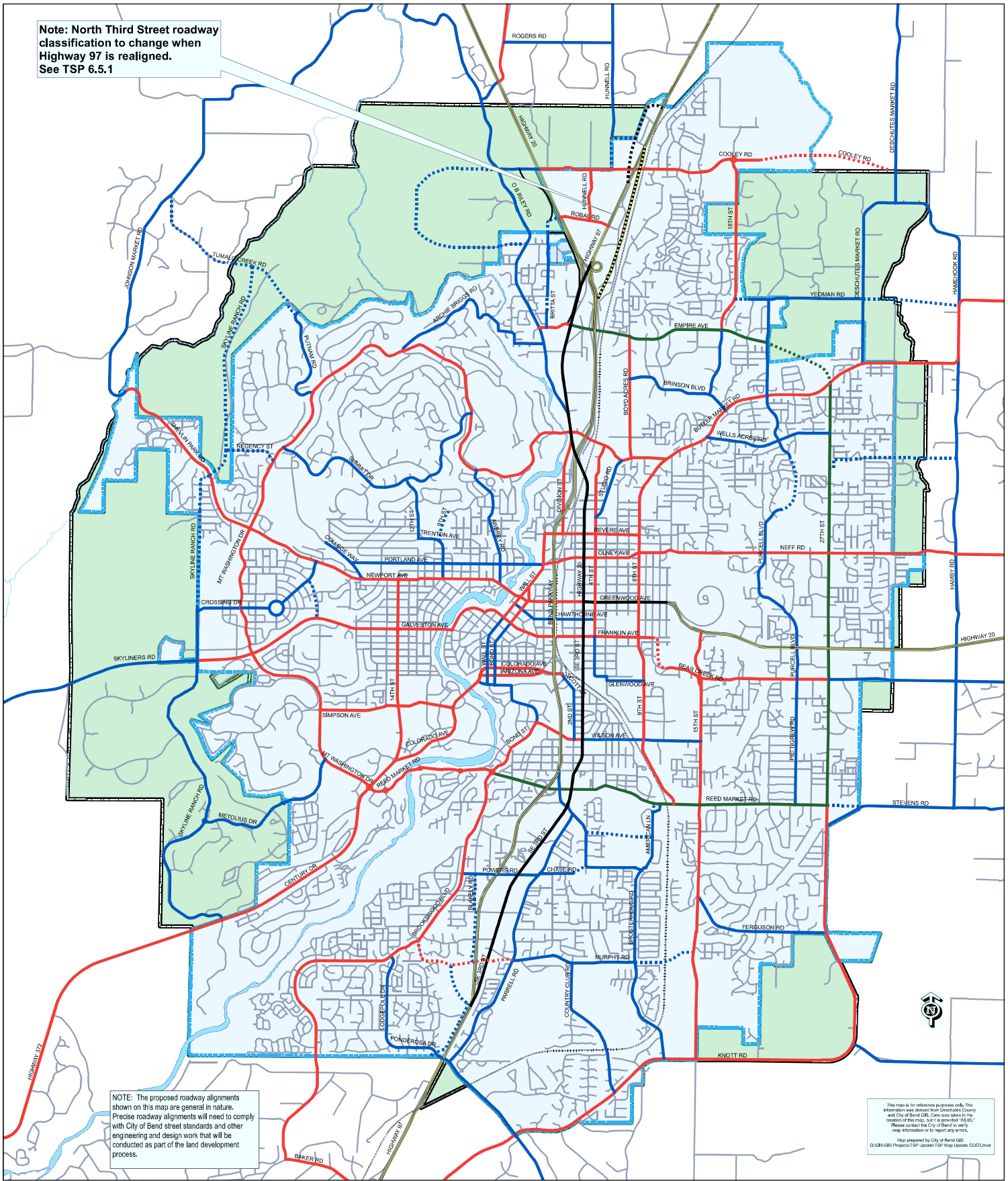
Italics = Frontage/Backage Road

BEND TRANSPORTATION ENGINEERING

PRINT DATE: 08/16/13

Notes: The estimated project cost of the **US 97 North Corridor Preferred Alternative** is \$170-185 million. This project entails much more than the extensions of the Parkway and Third Street; it includes numerous local street improvements. In the TSP summary Table, ALL costs (i.e., the higher estimate) are included in the Parkway Extension line item.

Note: North Third Street roadway classification to change when Highway 97 is realigned. See TSP 6.5.1

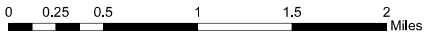


NOTE: The proposed roadway alignments shown on this map are general in nature. Precise roadway alignments will need to comply with City of Bend street standards and other engineering and design work that will be conducted as part of the land development process.

This map is for reference purposes only. This information was derived from Oregonian County and City of Bend GIS. Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Bend to verify map information or to report any errors.
Map prepared by City of Bend GIS
© 2013 GIS Projects / TSP - Updated / TSP Map Update - 0001.mxd

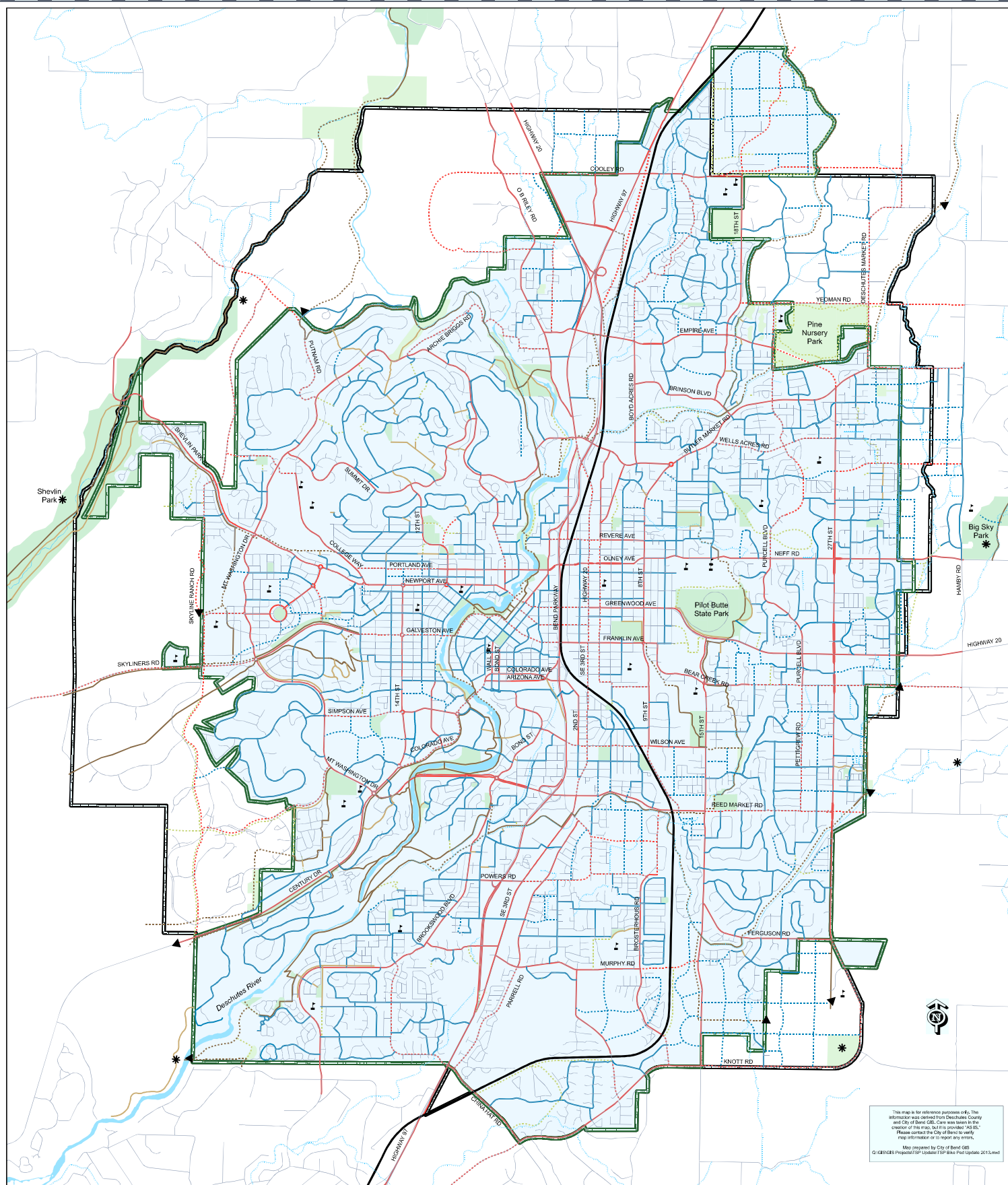


Bend Urban Area Roadway System Plan
ODOT Plan Amendment - July 2013



Legend

- Expressway
- Minor Arterial
- Deschutes River
- Major Collector
- Tumalo Creek
- City Limits
- County Parcels Within City Limits
- UGB - Urban Growth Boundary
- UAR - Urban Area Reserve
- - - Proposed Expressway
- - - Proposed Minor Arterial
- - - Proposed Major Collector
- - - Proposed Major Arterial
- Principal Arterial
- Frontage Road
- Railroad
- - - Proposed Principal Arterial



This map is for reference purposes only. This information was derived from Deschutes County and City of Bend GIS. Care was taken in the creation of this map, but it is provided "AS IS". Please contact the City of Bend to verify map information or to report any errors.

Map prepared by City of Bend GIS
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**Bend Urban Area
 Bicycle and Pedestrian System Plan**

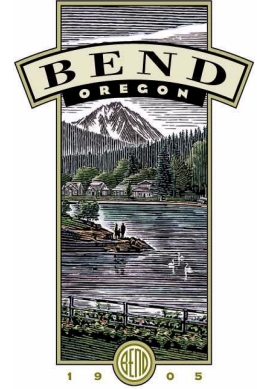
ODOT Proposal - December 2013



Legend

- Existing Bicycle Lane
- ⋯ Future Bicycle Lane
- Existing Shared Roadway
- ⋯ Future Shared Roadway
- Existing Multi-Use Path, Primary
- ⋯ Future Multi-Use Path, Primary
- Existing Multi-Use Path, Connector
- ⋯ Future Multi-Use Path, Connector
- Rails with Trails Opportunity Corridor
- Developed Parks
- Undeveloped Parks
- City Limits
- UGB - Urban Growth Boundary
- UAR - Urban Area Reserve
- Canal, Unpiped
- ▲ Connection
- * Destination
- ⚡ Schools

**EXHIBIT B
FINDINGS IN SUPPORT OF
TRANSPORTATION SYSTEM PLAN
AMENDMENTS PZ 13-0418**



I. APPLICABLE STANDARDS, PROCEDURES AND CRITERIA:

Bend Development Code

Chapter 4.1, Land Use Review and Procedures
Chapter 4.6, Land Use District Map and Text Amendments

The Bend Area General Plan

Oregon Administrative Rules

Chapter 660, Department of Land Conservation and Development

II. PROCEDURAL FINDINGS:

PUBLIC NOTICE AND COMMENTS: Notice was provided to DLCD on August 20, 2013. Notices were also sent to City Departments and other affected agencies for comment.

Notice of the Planning Commission hearing for the proposed amendments was posted in The Bulletin on October 6, 2013, and mailed to the Land Use Chairs of all of the Bend Neighborhood Associations as well as property owners within 250 feet of the preferred alternative alignment for the US 97 Bend North Corridor Project on September 30, 2013.

On October 28, 2013, the Planning Commission opened a public hearing on the requested amendment which was continued to first to November 18, 2013, and then to December 9, 2013. The Planning Commission received testimony on the application on December 9, 2013 at which time the hearing was closed and deliberations continued to December 16, 2013. On December 16, 2013, the Planning Commission re-opened the hearing to accept revisions to proposed language for the amendment, and additional testimony related to the changes. The Planning Commission then completed deliberations and voted to adopt the findings in Exhibit A and recommend that the City Council approve the proposed text and map amendments in Exhibit B. The Planning Division staff report and recommendation, together with written public comments and testimony of persons at the hearing have been considered and are part of the record of this proceeding.

Notice of the City Council hearing was posted in The Bulletin on January 12, 2014, and mailed to the Land Use Chairs of all of the Bend Neighborhood Associations as well as property owners within 250 feet of the preferred alternative alignment for the US 97 Bend North Corridor Project.

III. FINDINGS OF CONFORMANCE WITH APPLICABLE CRITERIA AND PROCEDURES

Chapter 4.6 Land Use District Map and Text Amendments

4.6.200 Legislative Amendments.

A. Applicability, Procedure and Authority. Legislative amendments generally involve broad public policy decisions that apply to other than an individual property owner. These include, without limitation, amendments to the text of the Comprehensive Plan and map, Development Code and changes in the Zoning Map not directed at a small number of properties. They are reviewed using the Type IV procedure in accordance with BDC Chapter 4.1, Development Review and Procedures, and shall conform to BDC 4.6.600, Transportation Planning Rule Compliance. A legislative amendment may be approved or denied.

FINDING: This request is to modify the City's Transportation System Plan, Chapter 7 and Appendix C of the Bend Area General Plan, for consistency with the preferred alternative for the US 97 Bend North Corridor Project. Amendments to the Bend Area General Plan are legislative amendments and are reviewed as a Type IV procedure.

B. Criteria for Legislative Amendments. The applicant shall submit a written narrative which explains how the approval criteria will be met. A recommendation or a decision to approve or to deny an application for a legislative amendment shall be based on all of the following criteria:

1. The request is consistent with the applicable State land use law;

FINDINGS:

Statewide Planning Goals

Statewide Planning Goal 1 - Citizen Involvement (OAR 660-015-0000(1))

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The applicant's narrative describes an extensive public involvement plan which began in 2004. Early outreach efforts included a project website where current information was posted, mailings to impacted property owners, and five public open house meetings. To date, public outreach efforts that have informed the development of the Bend North Corridor EIS include:

- Project website and mailings
- 6 Public Open House meetings
- 26 focus group meetings
- 2 meetings with Environmental Justice Communities
- 27 Citizens Advisory Committee Meetings
- 28 Steering Team meetings
- 24 Agency Coordination Committee Meetings
- 3 additional meetings with the City of Bend and Deschutes County
- 2 additional meetings with the Bend Metropolitan Planning Organization
- 1 meeting with the Bend Landmarks Commission
- 2 meetings with the Deschutes County Historic Landmarks Commission
- 1 meeting with the Oregon Transportation Commission
- Numerous one on one conversations
- 1 Public Hearing with 45 day comment period (amendments to the Bend MPO Metropolitan Transportation Plan)
- Periodic updates to City Council, County Commissioners

Pursuant to the City's procedures, notice of proposed changes to the TSP (a Type IV legislative change) is published in the newspaper 20 days prior to each public hearing to afford the public an opportunity to participate in the decision (BDC 4.1.515).

Statewide Planning Goal 9 – Economic Development (OAR 660-015-0000(9))

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Without transportation improvements, worsened traffic flow conditions in the future will have negative impacts on residents and businesses in Bend and those who rely on US 97 for local and regional movement of goods and services. Traffic congestion may make attracting and retaining businesses difficult and future residential, commercial and industrial land development could be restricted if the transportation system cannot support the additional traffic volumes. Over the long-term, implementing the improvements associated with the preferred alternative would reduce congestion, which in turn would reduce regional and statewide transportation costs for businesses, improve the ability to accommodate freight movement, and improve the ability of residents to move around the region. Improvements to the transportation infrastructure would also support planned economic development opportunities.

There are also positive, short-term economic impacts associated with roadway construction. Construction costs for the preferred alternative are estimated to be approximately \$170-185 million. It is estimated that every \$1 million of construction expenditure by ODOT Region 4 would result in 5.7 direct, 1.5 indirect and 1.7 induced jobs, for a total of 8.9 full-time equivalent jobs. Thus, the estimated \$170-185 million project cost could be associated with about 1,513–1,647 full-time equivalent jobs during construction.

Implementing the Preferred Alternative will require the acquisition of right of way within the City over time, which will mean the conversion of existing and planned land uses, as specified in Bend Area General Plan, to a transportation use. The land use analysis performed for the EIS found that the Industrial Light (IL) zone is the primary City zoning designation of land that would need to be converted to a transportation use. Approximately 56 acres of land zoned IL would need to be acquired, which would reduce the amount of land available for employment within the current UGB.

Implementation would also impact existing businesses. The greatest business displacement would be in the vicinity of Nels Anderson Road, where as much as 69% of current businesses may be displaced with the realignment of US 97. Displacement along other roadways will be considerably less, but select businesses in the vicinity of Jamison Road, Nels Anderson Road, Robal Road/Cooley Road, Empire Avenue, and Clausen Road will be displaced due to improvements on or near these facilities. The EIS analysis estimates that a total of 42 businesses could be displaced, with 38 of those in the vicinity of Nels Anderson Road. It is probable that many displaced businesses would relocate in the greater Bend area, and possibly even in the vicinity of their current location. The economic consequences for the City that may result from displaced business owners choosing not to re-establish their businesses would be off-set by the increased efficiency of local and regional freight and goods movement, which in turn would create opportunities to enhance local and regional economies

Statewide Planning Goal 10 – Housing (OAR 660-015-0000(10))

To provide for the housing needs of citizens of the state.

Some residential displacements and property acquisitions will be necessary as part of implementing a future 3rd Street extension and the new US 97 alignment. Information compiled for the EIS indicates that property acquisition in residential zones in the City would be fairly minimal, with likely six total residential displacements. Building the planned transportation improvements may have the result of impacting approximately 1 additional residential property where only a partial acquisition would be required. In total, it is estimated that the improvements would result in the acquisition of approximately 3.5 acres of residential land, which will not result in a substantial impact to buildable residential lands in the City. In accordance with State and Federal law, all impacted property owners will be compensated for property rights acquired at fair market value and relocation assistance provided.

Statewide Planning Goal 11 – Public Facilities and Services (OAR 660-015-0000(11))

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Transportation facilities are a key public facility. The proposed amendments to the City's TSP are necessary to ensure consistency with regional transportation planning and to accommodate future City and regional growth while also ensuring the long-term efficiency of vehicular movement on and off of the highway system in Bend.

The extension of Britta Street to connect with Robal Road will be outside of the UGB. This will provide better emergency services access at Britta/Robal for the Bend Fire Department - North Station & Training Center. Construction of urban roadways outside of the UGB would typically require an exception to Statewide Planning Goals 11, as well as Goal 14, but DLCD has determined that a Statewide Goal exception will not be needed for the extension of Britta, as it is a necessary connection for urban emergency services.

Statewide Planning Goal 12 – Transportation (OAR 660-015-0000(12))

To provide and encourage a safe, convenient and economic transportation system.

The transportation analysis conducted for the EIS demonstrates that the improvements associated with preferred alternative will be adequate to safely and efficiently serve trips generated by planned land uses over a 20-year planning horizon. The efficiency of the transportation system in Bend is dependent on both state and local facilities, and local plans must be consistent with State and MPO plans.

Statewide Planning Goal 14 – Urbanization (OAR 660-015-0000(14))

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

As part of the preferred alternative, Britta Street will be extended to Robal Road, west of US 20, to provide better emergency services access for the Bend Fire Department - North Station & Training Center. While the extension of Britta Street will be outside of the UGB, DLCD has determined that an exception to Goal 11 and 14 will not be needed for this necessary emergency services connection.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is to implement Statewide Planning Goal 12 (Transportation) “to provide and encourage a safe, convenient and economic transportation system.” A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements. The TPR requires that State transportation project plans are compatible with acknowledged comprehensive plans and references OAR 731, Division 15 for ODOT coordination procedures.

Section 660-012-0055 – Timing of Adoption and Update of Transportation System Plans.

Relevant sections of the TPR pertain to coordination between the State, the MPO, County, and City and the timing of adoption of local TSP amendments to ensure consistency with the regional transportation plan (RTP). State transportation project plans must be compatible with acknowledged comprehensive plans, recently adopted amendments to the RTP, and proposed amendments to the Bend TSP ensure that the preferred alternative is reflected in the long-range plans of all agencies responsible for the roadway system. The City’s TSP and the RTP must be consistent with each other; the proposed TSP amendments are consistent with recent RTP amendments reflecting the preferred alternative.

Oregon Administrative Rule 731, Division 15, Department of Transportation Coordination Rules

ODOT’s Division 15, Coordination Rules, (OAR 731-015) ensures that the procedures used in developing highway improvement projects and other ODOT actions affecting land use comply with Oregon’s Statewide Planning Goals and are consistent with applicable acknowledged comprehensive plans, as required by ORS 197.180. This administrative rule provides coordination procedures to be used when adopting Final Facility Plans, such as a highway corridor plan (OAR-731-015-0065 Coordination Procedures for Adopting Final Facility Plans).

As documented in the previous findings under Statewide Planning Goal 2, the Bend North Corridor project was guided by a project Steering Team, which included representatives from the City of Bend and Deschutes County, as well as an Agency Coordination Committee (ACC), which provided interagency coordination for the project on technical issues and statewide, regional and local planning efforts. Input from the City of Bend staff and decision makers has been critical to the process of identifying transportation solutions that led to the development, after much refinement, of the preferred alternative. In addition, ODOT, the County and the MPO have been engaged in ongoing coordination efforts regarding needed modifications to the preferred alternative. Compliance findings addressing statewide goals and requirements, as well as local plan policies, are included in this application and demonstrate that, with the proposed modifications to the TSP, the preferred alternative is consistent with the local comprehensive plan. The County determined that no amendments were necessary to the County TSP. On August 15, 2013, the Bend Metropolitan Planning Organization (Bend MPO) Policy Board added the US 97 improvement plan into the MPO - Metropolitan Transportation Plan (MTP).

OAR 734, Division 51. Highway Approaches, Access Control, Spacing Standards and Medians

OAR 734-051 governs the permitting, management, and standards for approaches to state highways to ensure safe and efficient operation of the state highways. OAR 734-051 policies address the following:

- *How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;*
- *The purpose and components of an access management plan; and*
- *Requirements regarding mitigation, modification and closure of existing approaches as part of project development.*

The ODOT narrative notes that in all segments of US 97 within the area studied for the Bend North Corridor project, the existing spacing of approach locations do not meet applicable standards for an expressway or a bypass road that would be managed as an expressway. The extremely high density of the at-grade approaches creates a significant potential for crashes and reduces the efficiency of the facility by contributing to higher congestion. As the traffic volumes on US 97 increase, the number of crashes would increase as there would be fewer opportunities and gaps for vehicles entering from public and private approaches. In addition, the severity of crashes associated with these types of conflicts on a high speed facility is very high.

The preferred alternative would alleviate most of the arterial system queuing through realignment and access management improvements that shift traffic from the local arterial system onto limited access and access controlled facilities (US 20 and the new US 97 alignment). Consistent with State access management standards, along US 97 between Empire Avenue and the new intersection with 3rd Street, access would be limited to public approach roads at intersections. No private driveways would be allowed. Additionally, when newly signalized intersections are warranted, private driveways and public approach roads connecting to US 20 in the vicinity of these intersections would be closed. In cases where private driveways or public road approaches to state highways are closed, alternate access would be provided to the local street network. In some cases, this would require new roads to be built or improved to provide connections to existing local streets.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the Oregon Transportation Plan. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to planning for the US 97 Bend North Corridor improvements are described below.

Policy 1A (Highway Classification) defines the function of state highways to serve different types of traffic.

The state uses a classification system to identify different types of state highway facilities by their intended function in order to guide planning, management, and investment decisions. US 20 and US 97 are classified as Statewide Highways and are part of the National Highway System. US 97 and US 20 are also designated as statewide expressways. The primary function of an expressway is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. As a secondary function, expressways provide for long distance intra-urban travel in metropolitan areas. Proposed improvements to US 20 and the realigned US 97 are consistent with the expressway design characteristics, including no pedestrian facilities, bikeways separated from the roadway, limited private access, highly controlled public road connections, and nontraversable medians.

Policy 1B (Land Use and Transportation) is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.

Consistent with this Policy, ODOT and the City have participated in a coordinated approach to land use and transportation planning through the Bend North Corridor project, and the US 97 and US 20 Refinement Plan before that. The preferred alternative reflects a solution that maintains an important north-south arterial to serve local transportation and access needs, while at the same time greatly improves through traffic mobility and safety on the expressway.

Policy 1C (State Highway Freight System) states the need to balance the movement of goods and services with other uses.

Both US 97 and US 20 are designated freight routes. Proposed improvements are intended to accommodate safe and efficient freight movements by providing free-flow traffic for the through movements on US 97 and US 20 and on and off movements to and from these state facilities. Freight mobility would be improved overall with the preferred alternative improvements. Travel time delays to through and local freight would be substantially reduced by providing a separate facility for through freight trips, a free flow condition on US 97, and an improved connection with US 20.

Policy 1F (Highway Mobility Standards) establishes mobility targets for ensuring a reliable and acceptable level of mobility on the highway system.

The volume to capacity mobility target for the portion of US 97 located within the Bend Metropolitan Planning Organization boundary is 0.80. In 2011, all of the free-flow mainline Cooley Road intersection exceeded the OHP volume to capacity ratio target. Along US 20, half of the unsignalized intersections along US 20 west of the US 97/3rd Street connections are approaching or are over capacity for the stopped side-street approaches. In addition, the volumes along Empire Avenue between US 20 (3rd Street) and US 97 are high enough that turning from unsignalized intersections is difficult with the high levels of incurred delay. By 2036, studies show most signalized intersections on US 97 and US 20 are at or over capacity, leading to extensive queuing and delays on the north end of US 97 and US 20 likely spreading across multiple hours. Ultimately, the preferred alternative will improve mobility conditions on the new expressway alignment and at the Empire Avenue interchange. Overall, the preferred alternative is substantially better than the no-build, with a decrease in the number of locations over standard (about 40% of the no-build) and locations over capacity (less than 30% of the no-build).

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

The traffic analysis performed as part of the Bend North Corridor alternatives analysis found that under existing conditions vehicles cannot effectively move along US 97 due to traffic congestion and slower speeds from the numerous public road approaches and private driveways as well as travelers using US 97 to make short, local trips, such as to local businesses. Local users are often making more turning movements onto and off of the highway, which puts local use in conflict with regional through users and contributes to congestion and traffic flow problems. Approximately 75 percent of the trips on US 97 are local and regional trips, which reduces the functional effectiveness of US 97 to provide statewide and regional (interurban) trip mobility. This condition is expected to worsen in the future with increased local and regional growth. In addition, congestion at two major intersections - US 97 at Cooley Road and Robal Road – would degrade to unacceptable levels by 2036 if the major improvements are not made. While many of the improvements proposed for existing facilities, such as improved local roadways and new traffic control devices at intersections, improve existing and future traffic conditions, the mobility issues on (existing) US 97 cannot be satisfactorily addressed without the realignment of the facility and corresponding expressway design elements.

Policy 2B (Off-System Improvements) supports local jurisdictions in adopting land use, access management and other policies and ordinances to ensure the continued benefit of local improvements to the state highway system.

As part of the Bend North Corridor planning process, ODOT worked with the City and County to identify improvements to the local road system to ensure the efficient and effective operation of the transportation system in this part of the city. As illustrated by the improvements described in the proposed TSP text amendments maps, not all proposed improvements are to State facilities; local roadway improvements are integral to the future efficiency of the transportation system north of the Empire Avenue interchange.

Policy 2F (Traffic Safety) improves the safety of the highway system.

Part of the stated purpose for undertaking the Bend North Corridor Project was to plan for improvements that would reduce the number and severity of crashes at the US 97/Cooley Road and US 97/Robal Road intersections. The number of severe injury or fatal crashes has increased in recent years. Specifically, the intersections of US 97 with Cooley Road and with Robal Road are listed in the top five percent of ODOT's 2010 Safety Priority Index System, which represents the locations with the highest collision history and ODOT's highest priorities for safety improvements. Crash rates increase in the corridor because drivers are not expecting the congestion. In addition, there are many conflict points at public and private approaches; leaving little space between approaches in some areas. Implementing the preferred alternative will eliminate many of these conflict points on the highway system, thereby substantially improving safety on the transportation system in general.

Policy 3A (Classification and Spacing Standards) sets access spacing standards for driveways and approaches to the state highway system.

In all segments of US 97 within the area studied for the Bend North Corridor project, the existing spacing approach locations do not meet applicable standards for an expressway or a bypass road that would be managed as an expressway. The preferred alternative rectifies this situation by realigning US 97 and shifting through traffic to this new facility, away from the City's local arterial system. The need for, and result of implementing, access management as part of the preferred alternative is explained in more depth under the OAR 734, Division 51 findings.

BDC 4.6.200.B continued...

2. The request is consistent with the applicable Bend Area General Plan goals and policies;

Transportation System Plan

6.9.1 TRANSPORTATION AND LAND USE

12. The city of Bend shall coordinate the City Transportation System Plan with the Deschutes County Transportation System Plan. The City shall emphasize continuity in the classification of roads and appropriate design standards for roads that link urban areas with rural areas outside the urban growth boundary. The City and County shall agree on the functional classification and design standards of County roads within the URAs.

The Bend North Corridor Project has required the participation of the City and the County to ensure that proposed transportation improvements served the needs of local users. The preferred alternative reflects both local jurisdictions' input. The only new improvements in the County are the Britta Street extension and an intersection improvement at Cooley Road and O.B. Riley Road, both of which are reflected in the County TSP. No new roadways are proposed within the Urban Reserve Areas, nor are classifications of existing roadways within the URAs proposed for revision.

13. Road, pedestrian and bicycle projects occurring in the URAs shall be governed by the County's road and street standards. Those requirements shall be coordinated between the city of Bend, Deschutes County and the applicant during the land use process according to procedures identified in the Deschutes County Road Standards and Specifications document.

The preferred alternative includes improvements to roadways within the URAs, including Hunnell Road north of Cooley Road, Britta Street, and Cooley Road. These roadways will be improved to County standards and ODOT will coordinate with the City and County at the time improvements are warranted and programmed for project planning and construction.

14. The city of Bend shall continue to work with ODOT and Deschutes County to coordinate solutions to highway and non-highway road issues that cross over jurisdictional boundaries.

The Bend North Corridor Project was a multi-jurisdictional, multi-year effort to effectively address the mobility and safety issues in the US 97 corridor north of the Empire Avenue interchange. Implementation of the preferred alternative will happen incrementally over a long period of time and, because the transportation system in this area impacts both local and regional users, each improvement will require close coordination between the City, the County,

and ODOT. ODOT is committed to continue a collaborative relationship with the City to ensure that planned improvements are implemented so that local needs are considered and addressed.

6.9.2 TRANSPORTATION SYSTEM MANAGEMENT

- 2. The City shall ensure that land use actions support the access management policies of the Oregon Department of Transportation along the state highways located in the urban area.*

As stated in findings under the Oregon Highway Plan and OAR 734 findings, the proposed land use action of adopting local TSP amendments to implement the preferred alternative is consistent with the State's access management policies.

- 3. The City and State shall implement transportation system management measures to increase safety, reduce traffic congestion to improve the function of arterial and collector streets, and protect the function of all travel modes.*

The preferred alternative has been designed to incorporate transportation system management components such as intelligent transportation system improvements and ramp metering. Transportation system management measures on Cooley Road, Robal Road, and the future 3rd Street segment north of the interchange will reduce congestion and increase safety.

6.9.4 PEDESTRIAN AND BICYCLE SYSTEMS

- 1. The City, County, State, Forest Service, Park District and public agencies shall work together to acquire, develop and maintain a series of trails along the Deschutes River, Tumalo Creek, and the canal system so that these features can be retained as a community asset. Connections between the Bend Urban Area Bicycle and Trails System should be made to the USFS trail system.*

The preferred alternative would not alter existing trails or prohibit construction of the planned trail system. The preferred alternative accommodates the planned trail system through the inclusion of improvements that would allow the safe passage of multi-use trail users under the on and off ramps of the future US 97 alignment.

- 4. The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3rd Street, the Bend Parkway and the railroad.*

Implementing the preferred alternative will enhance and expand the bicycle and pedestrian transportation system in the area. New or improved bike lanes and sidewalks are incorporated in the design of Empire Avenue, 3rd Avenue, and Cooley Road improvements. Other improvements include: a multi-use path from Robal Road to Cooley Road on the east side of US 20; a multi-use path on the west side of 3rd Street from Empire Avenue to the north to connect with Cascade Village Shopping Center; and a separate, multi-use path adjacent to US 97 northbound lanes connecting the US 97/3rd Street signalized intersection to the Hilltop and Juniper Mobile Home Parks.

5. *The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.*

Local street improvements and the reduced traffic congestion (which could reduce conflicts between vehicles, pedestrians and bicyclists) associated with the preferred alternative would provide a safer travel environment for pedestrians and bicyclists. Bicycle and pedestrian facilities and crossings on local streets, including 3rd Street once it is under the City's jurisdiction, will be designed and built to City standards. Specific improvements related to safe pedestrian crossings include pedestrian islands and cross walks at the 3rd Street/Empire Avenue intersection and islands and crosswalks at the US 97/3rd Street signalized intersection, connecting to multi-use paths, sidewalks, and bike lanes.

6. *Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.*

Consistent with this policy, the preferred alternative includes bike lanes on 3rd Street within the City limits.

10. *Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.*

Pedestrian and bicycle facilities have been included in the design of local street improvements with the objective of facilitating safe travel for non-motorized modes. Separating the (vehicular) high-speed through traffic via the future US 97 expressway from the local traffic (all modes) will greatly enhance safety. The multi-use pathways associated with the US 20 and US 97 improvements will provide separation between motorized and non-motorized modes of transportation, thereby greatly reducing points of conflict. Bicycle and pedestrian facilities and crossings on local streets, including 3rd Street once it is under the City's jurisdiction, will be designed and built to City standards.

19. *The City shall work with the Burlington Northern – Santa Fe (BNSF) Railroad to determine where, if possible, railroad right-of-ways could be used also as trail corridors. Provided this joint-use agreement can be reached with the Railroad company, the City shall evaluate the entire Rails with Trails Corridor in light of opportunities to augment the local primary trail system and future amendments to the TSP should be considered to establish those corridors as a part of the Transportation System Plan.*

The preferred alternative would not prohibit construction of the planned trail system, nor would it preclude additions to the trail system along the BNSF right-of-way. East-west connectivity for trail users is accommodated in the vicinity of Nels Anderson Road via an undercrossing of the proposed US 97 improvements.

6.9.6 STREET SYSTEM

- 1. Streets shall be located, designed and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.*

The preferred alternative includes a number of multi-modal improvements on the local roadway system that will enhance east-west connectivity, including improvements to Mervin Sampels Road, Empire Avenue, Robal Road, and Cooley Road (see proposed TSP amendments, Attachment A).

- 3. Streets shall be classified and generally located according to the Bend Urban Area - Roadway System Plan (Map Exhibit B), the Street Functional Classification (Table 12), and the Street Grid System (Figure 29). Street right-of-ways and improvements standards shall be developed to meet the needs of the Transportation Plan and Functional Classification System. Transportation project development review and approval shall be subject to the provisions of the Bend Development Code and Oregon Administrative Rule 660-012, Section 0050, as applicable.*

Adopting the preferred alternative will necessitate a change to the roadway classification of the current US 97 to a local principal arterial designation for the future 3rd Street. Proposed amendments to the Bend Urban Area Roadway System Plan map, included in Attachment B, are consistent with the preferred alternative.

- 6. Access control shall be part of the design standards for major collectors, arterials, principal arterials and expressways to ensure that adequate public safety and future traffic carrying capacity are maintained while at the same time preserving appropriate access to existing development and providing for appropriate access for future development. [...]*

The realignment of US 97 will extend the Bend Parkway to the City limits. The preferred alternative reflects a design for this new segment of the expressway that limits direct access to the facility. Improvements related to 3rd Street reflect its future as part of the City's arterial street system. Access control along this roadway will be consistent City standards.

- 7. City and state transportation system improvements shall comply with the Americans with Disabilities Act requirements.*

To be eligible for federal aid, highway projects associated with the preferred alternative must comply with the Americans with Disabilities Act. The proposed transportation facilities can be provided in a way that provides equal access for all persons; for built projects, the same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

- 8. Traffic signals or roundabouts shall be constructed in accordance with the design, spacing and standards adopted by the City and State.*

A number of intersections will require new traffic control devices. ODOT will coordinate with the City to ensure that traffic control mechanisms necessary to implement the preferred alternative are of a type and design that is appropriate for the location and consistent with local standards.

24. The City shall work with the State to line the entrance to the city of Bend along Highways 97, Highway 20, Century Drive and the Parkway, with large stature trees.

While the preferred alternative does not specifically identify incorporating trees at the City limits at US 97, the landscaping treatment to be applied to the highway right of way applied to US 97 would be consistent with existing treatments on ODOT facilities in Bend, with the intent of promoting visual unity across the transportation network and visually blending roads and highways with surrounding vegetation and rock features.

25. Landscaped medians should be included on all arterial streets, except where right-of-way acquisition is not possible, that incorporate left-turn refuge lanes at controlled intervals to improve community appearance, maintain system mobility and to reduce the adverse affects of wide street widths to all types of travel (Figure 28). On streets with multiple vehicle lanes and wide curb radii, pedestrian refuge islands shall be constructed to minimize street crossing distances.

As part of the preferred alternative, 3rd Street would extend north with two travel lanes in each direction, separated by a median that would also serve as a turn lane. Local road improvements included in the preferred alternative would be consistent with the roadway standards for the City, including any associated aesthetic requirements such as vegetation.

26. Frontage roads shall be provided parallel to arterial streets, as illustrated on the Bend Urban Area Roadway System Plan Map, or as determined necessary by the City or State, to maintain an acceptable level of safety and carrying capacity on the arterial street system.

A frontage road along the eastern side of the highway between Cooley Road and Robal Lane was considered during the alternatives evaluation phase of the Bend North Corridor Project. The alternative that included the frontage road was determined to have traffic flow and safety problems that could not be resolved through design refinements and was not studied further. City plans for a frontage road to serve the area on the western side of the highway, within the UGB and north of Cooley Road, while not precluded by the preferred alternative, is also not integral to maintaining an acceptable level of safety and carrying capacity on the arterial street system, and therefore is not part of the preferred alternative.

27. The state highway system (i.e., Highways 97 and 20, Century Drive and the Parkway) shall be designated as the through truck route system. Trucks shall be permitted on the City and County arterial street system for local trip activity, unless otherwise restricted.

US 97 is a State designated freight route and will continue to carry through truck traffic on its new future alignment as it does today. It is expected that, once a new US 97 expressway is constructed, 3rd Street will become part of the City's arterial street system and truck traffic would be limited to local trip activity.

28. The city of Bend shall work with ODOT to prepare an Interchange Area Management Plan (IAMP) prior to construction of a grade-separated interchange at the intersection of Cooley Road and US Highway 97.

This policy is proposed to be amended to reflect that, while Cooley Road will be grade-separated from US 97, an interchange is not being proposed as part of the preferred alternative (Attachment A).

30. *The Bend Parkway will be planned, constructed, and managed to limit direct access to the facility to meet the objectives of the Access Oregon Highway (AOH) system, to protect the integrity of the route's through capacity, and to promote public safety.*

As an extension of the Bend Parkway, the proposed new US 97 alignment north of Empire Avenue has been planned as a limited access facility. Minor amendments are proposed to update this policy (Attachment A).

32. *The Bend Parkway shall, to the greatest extent possible, include landscaping, medians, separated sidewalks, and bike lanes.*

The proposed new US 97 alignment will extend the Bend Parkway north to the City limits. Similar to the existing Bend Parkway segments, the preferred alternative includes a raised median. A separate multi-use path will accommodate pedestrians and bicyclists and is proposed adjacent to US 97 northbound lanes, connecting the US 97/3rd Street signalized intersection to the Hilltop and Juniper Mobile Home Parks. The landscaping treatment to be applied to the highway right of way applied to US 97 would be consistent with existing treatments on ODOT facilities in Bend.

33. *The City and State shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.*

Improving safety in the corridor was a principal objective in the Bend North Corridor Project; each of the alternatives evaluated as part of the project was assessed in terms of engineering feasibility, including operational benefits and geometrical design feasibility. Only alternatives with a geometry that had the potential to meet the facility design speed for US 97 (minimum design speed – 60 mph which equates to a 45 mph travel speed) passed onto a final screening step, which included six criteria related to critical operational feasibility, environmental impacts, and economic feasibility. The preferred alternative was one of only two alternatives that passed all screening criteria, including those related to meeting this City policy objective.

BDC 4.6.200.B continued...

3. The applicant can demonstrate a public need or benefit for the proposed amendment.

FINDING: US 97, while a critical link in the State and National Highway System for moving goods and people through Central Oregon, is also an important route for local residents traveling to and from home, work, shopping and business areas, schools and recreation. Bend's population growth, in combination with US 97 also serving as a regional facility that moves freight and traffic through the region, has led to an increase in traffic congestion and delay, disruptions in traffic flow, and an increase in the severity of vehicular crashes along US 97. The purpose of the US Bend North Corridor Project was to improve safety and mobility for trucks and automobiles on US 97 by implementing a practical design solution that is affordable within the potential 20-year funding opportunities. The project was guided by the following performance objectives:

- Reduce delay, congestion, and the number and severity of crashes at the US 97/Cooley Road and US 97/Robal Road intersections within the medium-term planning period.
- Reduce delay and congestion, and improve safety and operations on US 97 as an expressway north of the Empire Avenue interchange.

- Support economic development consistent with local agency plans; minimize impacts to existing and planned local economic base; and provide for existing and planned local connectivity within the long-term planning period.

The preferred alternative provides a safe, affordable, long-term traffic solution for US 97 at the north end of Bend without expanding the County Road system or impacting rural lands west of Robal Road or north of the UGB. It also is a cost effective solution; the preferred alternative can be constructed incrementally (phased) to capture available funding. The preferred alternative does not preclude local “midterm” solutions for traffic circulation and improvements to Cooley Road at US 97.

Key benefits to the transportation system include:

- Additional capacity to accommodate future traffic growth.
- Additional connectivity for traffic into commercial areas and local city street network through the new 3rd Street/US 97 north intersection.
- Better Emergency Services access at Britta/Robal for the Bend Fire Department - North Station & Training Center.
- Added safety and efficient traffic management 3rd St & Mervin Sampels Road.
- Improved connectivity with local bike, pedestrian and transit plans.

The proposed TSP amendments acknowledge and incorporate the preferred alternative and will provided consistency with the preferred alternative for the US 97 Bend North Corridor Project. This consistency is a critical finding for a FHWA “Record of Decision,” the final step of the EIS process.

IV. CONCLUSIONS:

Based on the above findings, the proposed amendments to the Bend Area General Plan Chapter 7, Transportation Systems, Appendix C, the Transportation System Plan (TSP), and TSP Map and Appendices meet the applicable Bend Development Code criteria. The amendments are consistent with applicable State land use laws, applicable policies of the Bend Urban Area General Plan, and a public need and benefit is demonstrated.