



FINDINGS OF COMPLIANCE WITH APPLICABLE STATE ADMINISTRATIVE RULES AND POLICIES AND COMPATIBILITY WITH REGIONAL AND LOCAL PLANS

These findings are required as part of the US 97 Parkway Plan Phase 2: Facility Plan approval process and, after review and revision, will be submitted as an exhibit in the package to the Oregon Transportation Commission (OTC).

COMPLIANCE WITH APPLICABLE RULES AND POLICIES

This section examines and determines the compliance of the US 97 Parkway Facility Plan (Facility Plan) with the Oregon Administrative Rule (OAR) 734-051, the Transportation Planning Rule (TPR) as amended, and applicable Statewide Land Use Planning Goals. The Facility Plan recommends alternative mobility targets (AMTs) and their adoption by the OTC would constitute a minor amendment to the modal plan. ODOT's State Agency Coordination Agreement requires that the Oregon Transportation Commission (OTC) adopt findings of fact when making amendments to ODOT Modal Plans (OAR 731-015-055). Pursuant to these requirements, ODOT provides the following findings to support OTC adoption of the US 97 Parkway Plan Phase 2: Facility Plan and associated alternate mobility targets as an amendment to the Oregon Highway Plan (OHP).

Oregon Administrative Rule, Chapter 731, Division 15 (Coordination Procedures for Adopting Final Modal Systems Plans)

Requirement: OAR 734-15-0055 establishes the Oregon Department of Transportation (ODOT) will involve DLCD, metropolitan planning organizations, and interested cities, counties, state and federal agencies, special districts and other parties in the development of amendment of a modal systems plan. This involvement may take the form of the following:

- Mailings
- Meetings
- Other means that ODOT determines are appropriate for the circumstances

Findings: The US 97 Parkway Facility Plan followed an extensive advisory and decision-making structure. In addition to be developed alongside Bend's Transportation Plan, it also included a Bend Metropolitan Planning Organization (BMPO) technical advisory committee, and BMPO Policy Board, City of Bend bicycle and pedestrian working group, and a Sounding Board which included representatives from neighborhood associations, the Chamber of Commerce, local business groups, economic development groups, the freight industry, environmental justice and community organizations, and advocates for local tourism.

Requirement: OAR 734-15-0055 requires ODOT evaluate and write findings of compliance with all applicable statewide planning goals.

Findings: The US 97 Parkway Facility Plan includes this document which, as written, satisfies the requirement of ensuring the plan is in compliance with all applicable statewide planning goals.



Requirement: OAR 734-15-0055 states that if the plan identifies new facilities which would affect identifiable geographic areas, ODOT will meet with planning representatives of affected areas to identify compatibility issues and the means of resolving them.

Findings: The US 97 Facility Plan worked closely with the City of Bend to ensure the plan projects were included in the revision of the City of Bend's Transportation Systems Plan (TSP). The TSP analyzed AMTs and recommended that they be adopted. The City of Bend City Council will acknowledge these findings. The BMPO Policy Board and Technical Advisory Committee (TAC) served as the Facility Plan steering committee and TAC, respectively, and reviewed its development at all major milestones to ensure that any conflicts would be addressed prior to adoption. The BMPO Policy Board reviewed the draft Facility Plan and associated findings as well as the specific AMTs contained therein. It will adopt the final Facility Plan as part of the Metropolitan Transportation Plan (MTP).

Requirement: ODOT shall present to the OTC the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals.

Findings: The Facility Plan, findings of compatibility and compliance, are being presented to the OTC as part of this package. AMTs for the corridor are supported by the analysis and transportation performance indicators summarized in the Facility Plan. The need for alternative mobility targets is set forth in section 7.2 of the Facility Plan. Section 7.3 of the Facility Plan details the methodology and results of the evaluation of alternative mobility targets. AMTs were considered for all US 97 interchange ramp terminals and intersections along US 20 paralleling the Parkway that were analyzed as part of the US 97 Parkway Plan. However, the intersections on US 97 at Cooley Road, Robal Road, and Nels Anderson Place were excluded because the ongoing North Corridor project will change performance expectations at those locations. Similarly, the US 97 ramp terminals with Baker Road and Knott Road were excluded because the ongoing US 97 Baker Road Interchange Area Management Plan project will be developing long-range solutions with new performance expectations for those locations. In conclusion, alternative mobility targets are recommended for 11 intersections as described in section 7.4 of the Facility Plan. Requirement: The OTC, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all applicable statewide goals.

Findings: The recommended action is an amendment to the OHP, not a final modal system plan. The improvements proposed in the Facility Plan have been identified as needed improvements in the City of Bend TSP and the BMPO MTP. Compliance with statewide planning goals and consistency between state and locally adopted plans is detailed later in these findings which have been reviewed by the BMPO and will be acknowledged by the City of Bend City Council. Inclusion of the final Facility Plan in the MTP will ensure consistency between state and locally adopted plans.

Requirement: ODOT shall provide copies of the final modal systems plan and findings to DLCD, the metropolitan planning organizations, and others who request to receive a copy.

Findings: ODOT will provide copies of the OTC action adopting the OHP amendment and all supporting materials to DLCD, the Bend MPO, the City of Bend, Deschutes County, and others who request a copy.



Conclusion: The Facility Plan complies with OAR 734-15.

Oregon Administrative Rule, Chapter 734, Division 51 (Highway Approaches, Access Control, Spacing Standards and Medians)

Requirement: OAR 734-051 establishes procedures, standards, and approval criteria to govern highway approach permitting and access management 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
- Requirements regarding mitigation, modification, and closure of existing approaches as part of project development

Findings: Existing conditions analysis shows there are far more direct connections to the Parkway than the standard for a statewide highway with its volume levels. The Facility Plan includes access modifications in the form of partial and full closures at right-in right-out (RIRO) locations. These modifications would increase average spacing, thus improving safety and efficient operation of the Parkway.

Conclusion: The Facility Plan complies with OAR 734-51.

Transportation Planning Rule, as Amended

Requirement: The TPR implements Statewide Planning Goal 12 (Transportation) to provide and encourage a safe, convenient, and economic transportation system.

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements “to protect transportation facilities, corridors and sites for their identified functions OAR 660-012-0045(2).” This policy is achieved through a variety of measures, including the following:

- Access control measures that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities.
- Standards to protect future operations of roads.
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites.
- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites.
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads.



- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the City of Bend's Transportation System Plan (TSP). See also OAR 660-012-0060.¹

Findings: The US 97 Parkway Plan project planning process, starting with goals and visioning, was developed to protect the Parkway's ability to serve its identified function as required under the TPR. Further, the Facility Plan analyzed existing and future conditions in light of anticipated development and demand growth, and identified and evaluated projects to protect future operations. The Facility Plan includes a number of access control measures consistent with its functional classification as a Statewide Highway, such as closing or modifying existing right-in right-out intersections, removing at-grade intersections, and constructing overpasses and interchanges. Alternatives were evaluated and prioritized in part on their ability to help meet ODOT volume/capacity targets within available funding.

Conclusion: The Facility Plan complies with the TPR.

Oregon Statewide Land Use Planning Goals

Goal 1: Citizen Involvement

Requirement: Goal 1, Citizen Involvement, ensures the opportunity for all citizens to be involved in all phases of the planning process. The citizen involvement program will be appropriate to the scale of the planning effort. The program will provide for continuity of citizen participation and for information that enables citizens to identify and understand the issues.

Findings:

The **Bend Metropolitan Planning Organization (BMPO) Technical Advisory Committee (TAC)** reviewed project materials for technical accuracy, providing feedback to the project management team (PMT), and recommending policy actions to the BMPO Policy Board. The TAC comprises professional staff members, staff from local governments, area and regional transportation agencies, and other public agencies. The TAC includes positions for citizen representatives, who are voting members.

- The **BMPO Policy Board** was responsible for decision-making guidance on project outcomes and recommendations to ODOT (the sponsor), and for making any applicable adoptions to the MTP. The BMPO Policy Board adopted the Facility Plan as a component of the Metropolitan Transportation Plan (MTP). The Facility Plan would establish MTP policy and project priorities.
- The **Sounding Board** was approved by the BMPO Policy Board and provided project and process feedback to the BMPO Policy Board. Membership included representatives from neighborhood associations, the Chamber of Commerce and local business groups, economic development groups, the freight industry, environmental justice and community organizations, and advocates for local tourism. The group met twice during Phase 2.

¹ <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062>



- The **OTC** will adopt the final Facility Plan as a component of the Oregon Highway Plan. Adoption by the OTC will establish policies and priorities for the Parkway that will guide management of the facility by ODOT and local governments.
- **Visioning Process:** A visioning process took place in the fall 2018, which included a visioning workshop during the BMPO Policy Board and TAC joint meeting on November 29. The vision was shaped by feedback from the BMPO Policy Board, the TAC, and the Sounding Board because well as an online open house and survey that elicited information and feedback from the larger Bend community. ODOT heard from 1,799 survey respondents, who provided feedback on plan goals, knowledge of Parkway problems, and suggested solutions.
- **Evaluation of Projects:** A joint meeting of the BMPO Policy Board and the TAC was convened in the spring 2019 to review and provide input to the First Level Alternatives Evaluation. Another joint meeting was held on November 19, 2019, regarding the Second Level Alternatives Evaluation. The second meeting of the Sounding Board was held on November 20, 2019, at which the group reviewed the alternatives evaluation and provided input on the investment strategy.
- **Online Open House:** An online open house was hosted to share information about possible solutions and to gather feedback from the general public. The online open house differed from a conventional survey in that it contained more details, images, and links to other information intended to help create informed feedback. In addition to broad electronic distribution, the survey was advertised through food banks and at two tabling events at local grocery stores to reach a more diverse audience. The online survey received 1,122 responses, including 455 long-form open-ended comments. Emails and handwritten letters received while the survey was open were also incorporated in the feedback summary. The qualitative feedback from the public about the urgency of the needs and concerns about solutions was used along with the results of the technical work to inform the timing of the need and next steps for implementation as part of the investment strategy.
- **Public Hearings:** The Facility Plan adoption process includes public review and public notice requirements. An OTC hearing for the Facility Plan will occur after a 45-day review period as outlined in the OTC Public Involvement Policy.

Conclusion: Both opportunities for comment at noticed meetings of formal public bodies and outreach via opens houses, online surveys, and public hearings provided ample opportunity for public review and comment. The Facility Plan complies with Goal 1.

Goal 7: Areas Subject to Natural Hazards

Requirement: Goal 7 requires local plans to protect “people and property from natural hazards”. This is accomplished “by adopting a natural hazard inventory, and supporting plans and policies” to prevent people from being in harm’s way.

Findings: The primary threats in this area are fire and winter storms. The Parkway Plan addresses natural hazards in the operations components, particularly the ITS, which can provide travelers with real-time information to warn of hazardous road conditions in severe weather or for use in evacuations.

Conclusion: The Plan complies with Goal 7.



Goal 9: Economic Development

Requirement: Goal 9 directs cities and counties to plan for adequate available land to “realize economic growth and development opportunities.” To accomplish this, 20-year Economic Opportunity Analyses are created that forecast growth in population size and jobs and should reflect community needs and desires.

Findings: The plan includes projects to address transportation needs that are intended to accommodate projected growth in population and employment and to support the regional economy. Tiered improvements and alternative mobility targets will allow land to develop and redevelop based on their land use designation. This will help prevent the City of Bend from having to deny land use applications or set onerous approval conditions that could flow to the Oregon Land Use Board of Appeals.

Conclusion: The Plan complies with Goal 9.

Goal 12: Transportation

Requirement: Goal 12 requires cities, counties, MPOs, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished by developing Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented by the TPR.

Findings: City of Bend Staff were a part of the PMT, TAC, and BMPO Policy Board, and periodic meetings with TSP staff were held specifically to coordinate the Parkway planning efforts with the TSP. The Parkway planning process coordinated with the City of Bend’s TSP on the needs analysis and identification and evaluation of projects. In addition, consistency with the TSP in terms of phasing and funding was a significant consideration in the prioritization of projects and timing of implementation as part of the investment strategy. The Facility Plan will be adopted by the BMPO as a component of the Metropolitan Transportation Plan (MTP). The projects in the Facility Plan would improve the safety, efficiency, and reliability of the facility, and address future needs. The Facility Plan considers all Parkway and users, including regional and local users and active transportation and transit users who cross the Parkway.

Conclusion: The Facility Plan complies with Goal 12.

Goal 14: Urbanization

Requirement: Goal 14 regulates urban growth boundaries (UGBs). The goal provides that establishment and change of a UGB will be based upon consideration of seven factors.

Findings: The Facility Plan would not amend the City of Bend UGB, but would accommodate growth in Opportunity Areas and build-out of UGB expansion areas such as “The Thumb.” Transportation modeling done for the Facility Plan includes forecast growth in the adopted UGB expansion areas.

Conclusion: The Facility Plan complies with Goal 14

CONSISTENCY WITH STATE PLANS

This section examines and determines the consistency of the Facility Plan with applicable state plans.



Oregon Transportation Plan, 2006

The following goals were identified as being relevant, and findings are shown as bullet points.

Goal 1: Mobility and Accessibility: To enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

- The Facility Plan includes projects that would increase the Parkway's operational efficiency—such as widened shoulders, ramp improvements, and auxiliary lanes—for personal, freight, and transit traffic. The Facility Plan would also improve conditions for active transportation users through new and improved crossings.

Goal 2: Management of the System: To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

- One of the Facility Plan goals is to identify cost-effective solutions. The Facility Plan focuses on improvements, including a number of Transportation Systems Management and Operations (TSMO) projects and removal and modification of RIRs, which would make more efficient use of existing facilities, thus reducing the need for physical improvements such as additional travel lanes.

Goal 3: Economic Vitality: To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy-efficient and environmentally sound manner.

- One of the Facility Plan goals is to support economic development throughout the region and state. The Facility Plan includes improvements that would meet transportation needs of the growing population in the Bend area and would improve conditions for longer distance trips, including freight.

Goal 5: Safety and Security: To plan, build, operate and maintain the transportation system so that it is safe and secure.

- Safety is the first goal of the Facility Plan, and safety was weighted twice as heavily as other goals during the Second Level Evaluation. The Facility Plan includes a variety of projects that would improve safety and security on Parkway interchanges (lengthening acceleration and deceleration lanes, strategically widening shoulders) to TSMO projects that would provide information to travelers.

Goal 7: Coordination, Communication and Cooperation: To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

- The Facility Plan was a collaborative effort with regional stakeholders and local input. Partnering agencies included the City of Bend, Deschutes County, Cascades East Transit (CET), and the BMPO. Some projects would improve communication of traffic, weather, and other conditions. A Bicycle and Pedestrian



working group comprising ODOT and City of Bend staff identified and prioritized active transportation projects in the Facility Plan.

Conclusion: The Facility Plan is consistent with the Oregon Transportation Plan.

Oregon Highway Plan, 1999/2015

The following goals and policies were identified as being relevant, and findings for each policy are shown as bullet points.

Goal 1. System Definition: To maintain and improve the safe and efficient movement of people and goods and contribute to the health of Oregon's local, regional, and statewide economies and livability of its communities.

The following policies apply to Goal 1:

- Policy 1A: State Highway Classification System: The Facility Plan is consistent with the functional definition of US 97 through the Bend area as a Statewide Highway, which typically provides interurban and interregional mobility and provides connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. The secondary function is to provide connections for intraurban and intraregional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Vision Concept 1 for the Parkway is that US 97 in Bend is part of a significant statewide and regional route. The projects would improve the Parkway's utility for statewide through-traffic and for north-south trips throughout the Bend region.
- Policy 1B: Land Use and Transportation: The Facility Plan is consistent with this policy, which recognizes the role of state and local governments related to the state highway system. State, regional, and local agencies worked together to improve safety and efficiency on the Parkway and the local road network. Transportation projects in the Facility Plan would be coordinated with land use changes, including urban growth boundary expansion and urban renewal areas.
- Policy 1C: State Highway Freight System: The Facility Plan is consistent with the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes. The projects would improve conditions for through-traffic and local travel without reducing carrying capacity on US 97.
- Policy 1E: Lifeline Routes: The Facility Plan is consistent with the policy. US 97 through Bend is a Tier 1 lifeline route. The Facility Plan would improve reliability and efficiency of a Tier 1 seismic route, which is particularly important as an alternative north-south route to I-5. TSMO projects in the plan like incident management and roadside traveler information dissemination would be valuable tools in the event of emergency.
- Policy 1F: Highway Mobility Policy: The Facility Plan is consistent with this policy. The OHP contains policies for highway mobility targets, which are outlined in Policy 1F. Policy 1F acknowledges that there are multiple approaches to determining transportation needs necessary to maintain acceptable and reliable levels of mobility on the state highway system and it offers flexibility to consider and develop



methodologies to measure mobility that are, among other things, reflective of state and local transportation and economic conditions. Acceptable modifications to OHP Mobility Targets could include changing the hour measured from the 30th highest hour, using multiple hour measures, or considering weekday or seasonal adjustments. Additionally, the policy establishes that the affected local jurisdiction must agree to the AMT for the state highway facility as part of a local TSP and that the plan includes findings demonstrating why the particular mobility target is necessary. The Facility Plan's AMTs are included as part of the City of Bend's updated Transportation System Plan through its own memorandum².

- **Policy 1G: Major Improvements:** The Facility Plan is consistent with this policy, which calls for improvement of system efficiency and management before adding capacity. This hierarchy was followed in identifying needed improvements. Project goals particularly applicable to this policy relate to managing transportation mobility, considering multimodal travel options, and identifying cost-effective solutions. As a result, most projects in the plan would not add capacity or new facilities, but instead would make more effective use of existing capacity and facilities.

Goal 2. System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that safeguards the state highway system by maintaining functionality and integrity; ensures that local mobility and accessibility needs are met; and enhances system efficiency and safety.

The following policies apply under Goal 2:

- **Policy 2A: Partnerships:** The Facility Plan is consistent with this policy to establish cooperative partnerships because the project was overseen by a PMT that includes the sponsoring agency (ODOT), the BMPO, the City of Bend, and the project consultant team. The PMT used the existing BPMO TAC and BPMO Policy Board as committees throughout both phases of the project. These committees were intended to represent a range of community and agency interests related to the project.
- **Policy 2B: Off-System Improvements:** The Facility Plan is consistent with this policy because project partners ODOT and the City of Bend worked together to include off-system projects in the Facility Plan to improve operation on the Parkway. Off-system projects in the Facility Plan include frontage roads, intersection improvements, overcrossings, local roadway studies and active transportation crossing improvements that would connect to the local low-stress bicycle and pedestrian networks.
- **Policy 2D: Public Involvement:** The Facility Plan is consistent with this policy due to the decision-making structure and public involvement opportunities outlined in Section 2, "Public Involvement and Local Government Participation" of the Facility Plan.
- **Policy 2E: Intelligent Transportation Systems:** The Facility Plan is consistent with this policy to consider a broad range of ITS services to improve system efficiency and safety. TSMO projects in the plan include a weather warning system, variable warning signs, roadside traveler information dissemination, and incident management.

² 2020 Bend's Transportation Plan, Appendix I – Alternative Mobility Target Memorandum, City of Bend



- Policy 2F: Traffic Safety: The Facility Plan is consistent with this policy to continually improve safety for all users of the highway system. Safety was a key measure during existing and future conditions analysis and in the evaluation of projects, where the safety goal was weighted twice as much as other goals during the Second Level Evaluation.

Goal 3. Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, support economic development, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.

- Policy 3A: Classification and Spacing Standards: The Facility Plan is consistent with this policy to limit access points on statewide highways. The projects in the plan would reduce access points and would modify acceleration and deceleration ramps for improved flow and safety.
- Policy 3C: Interchange Access Management Areas: The Facility Plan is consistent with this policy to develop interchange area management plans to protect the function of interchanges and provide safe and efficient operations. One project would be the Baker Road/Knott Road Interchange Area Management Plan.

Goal 4. Travel Alternatives: To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.

- Policy 4A: Efficiency of Freight Movement: The Facility Plan is consistent with this policy because projects would improve roadway efficiency and reliability for trips to, from, and within the region and would not reduce carrying capacity. The Sounding Board that provided project and process feedback to the BMPO Policy Board included representation from the freight industry.
- Policy 4B: Alternative Passenger Modes: The Facility Plan is consistent with this policy because projects on the Parkway would maintain performance of intercity transit services, and active transportation crossings would improve access to off-highway transit service.

Conclusion: The Facility Plan is consistent with the Oregon Highway Plan.

Oregon Freight Plan, 2011/2017

The Oregon Freight Plan provides a roadmap for ODOT, other state and local agencies, tribal governments and the private sector to work together to preserve and enhance the state's freight system issues, including the following:

- Issue 1: A clearly defined, multimodal "Strategic Freight System" is essential in order to focus freight system improvements, maintenance and protection on the freight corridors that play the most critical role in supporting the state's economy. Currently, this system does not exist.
- Issue 2: Capacity constraints, congestion, unreliability, and geometric deficiencies in key highway, rail, air and marine freight corridors cause inefficiencies in statewide freight movement.
- Issue 3: Congestion and unreliable travel time on roads to access major intermodal facilities can cause disruptions to freight movement and industry supply chains.



- Issue 13: Limited availability of state transportation funds means that the use of existing sources of funding must be effectively optimized.

Findings: US 97 is one of four multimodal corridors whose connectivity is vital to the state economy, and is the only major north-south route east of the Cascades. The US 97 Parkway Project includes goals to support economic development throughout the region and state, manage transportation mobility into the future, and identify cost-effective solutions. The Facility Plan considered travel time, reliability and cost in evaluating projects. Projects in the Facility Plan would improve travel conditions for freight use on the Parkway.

Conclusion: The Facility Plan is consistent with the Oregon Freight Plan.

Oregon Bicycle and Pedestrian Plan, 2016

The Oregon Bicycle and Pedestrian Plan provides a decision-making framework for walking and biking efforts in the state within the context of the overall transportation system. The following goals were identified as being relevant to the US 97 Parkway Project:

- Goal 1: Safety: Eliminate pedestrian and bicyclist fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk.
- Goal 2: Accessibility and Connectivity: Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.
- Goal 3: Mobility and Efficiency: improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system.
- Goal 8: Strategic Investment: Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.
- Goal 9: Coordination, Cooperation, and Collaboration: Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

Findings: The Facility Plan is consistent with these goals. ODOT and the City of Bend have agreed that the approach to providing low-stress active transportation facilities is to develop parallel routes to US 97 using Bend city streets and paths supplemented with crossings. The Facility Plan includes strategic investment in active transportation crossings at 18 locations, which includes improvements to crossings where they exist and new crossings over US 97. A Bicycle and Pedestrian working group comprising ODOT and City of Bend staff provided supplemental analysis in the US 97 Parkway Plan project planning process.

Conclusion: The Facility Plan is consistent with the Oregon Bicycle and Pedestrian Plan.

Public Transportation Plan, 2018

The following goals were identified as being relevant. Findings for these goals are shown as a bullet point following goal descriptions.



Goal 1: Mobility – Public Transportation User Experience: People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.

- The Facility Plan is consistent with this goal. While several intercity routes operate on the Parkway, only one transit stop is on the Parkway (and would be relocated to 3rd Street as part of the North Corridor Final Environmental Impact Statement). Enhanced reliability of the Parkway would support continued transit service on the Parkway. Transit routes that operate on the Parkway are regional, and there is a specific Parkway vision concept element that supports facilitating through-travel for regional trips.

Goal 2: Accessibility and Connectivity – Getting from Here to there: Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.

- The Facility Plan is consistent with this goal because the active transportation crossing improvement projects would provide or would improve the crossing of US 97 for pedestrians and bicyclists, effectively improving access to transit for passengers both on and the Parkway and on parallel and adjacent routes.

Conclusion: The Facility Plan is consistent with the Public Transportation Plan.

Oregon Transportation Options Plan, 2015

The Oregon Transportation Options Plan envisions a safe, affordable, and efficient transportation system for Oregon residents, employees, and visitors.

Goal 3: Accessibility: Expand the availability, information, and ease of use of transportation options; improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.

- The Facility Plan is consistent with this goal because the projects would improve transportation access for multiple modes. While US 97 itself is a highway, it carries regional transit routes, and active transportation crossing improvements improve accessibility for bicyclists, pedestrians, and transit passengers who cross the Parkway to access stops. TSMO projects such as roadside traveler information dissemination and weather warning system are cost-effective solutions that would improve accessibility.

Goal 4: Mobility and System Efficiency: Improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.

- The Vision Concept of the Bend Parkway Plan has elements that recognize the Parkway's role as a statewide, regional, and local route, and for movement of people and goods. Mobility for all types of trips were considered in the evaluation of projects. Multiple projects in the Facility Plan would be cost-effective solutions to address existing and forecast mobility and reliability issues.

Conclusion: The Facility Plan is consistent with the Oregon Transportation Options Plan.



Oregon Transportation Safety Action Plan, 2016

The Oregon Transportation Safety Action Plan (TSAP) provides long-term goals, policies and strategies, and near-term actions. The Facility Plan emphasizes that infrastructure investments would include safety treatments and would consider the most vulnerable roadway users, such as pedestrians, bicyclists and motorcyclists, during design.

Goal 2: Infrastructure: Transportation infrastructure should be planned, designed, built, operated, and maintained to provide the safest feasible environment for all transportation users.

- The Facility Plan is consistent with this goal because analysis of conditions and the projects would consider safety of all users, and safety was the goal most heavily weighted during the Second Level Evaluation. The BMPO Policy Board, with input from an extensive community survey, determined that bicycle and pedestrian improvements would be safer off the Parkway. Thus the Facility Plan identified crossing improvement projects and prioritized 18 that would connect with the Bend's low-stress bicycle and pedestrian network.

Goal 4: Technology: ODOT is exploring how and where to deploy ITS solutions more widely in both urban and rural environments.

- The Facility Plan is consistent with this goal because it includes TSMO solutions—including a weather warning system, variable warning signs, roadside traveler information dissemination, and incident management—that would improve safety conditions and response.

Goal 5: Collaborate and Communicate: Create and support a collaborative environment for transportation system providers and public and private stakeholders, to work together to eliminate fatalities and serious injury crashes.

- The Facility Plan is consistent with this goal because public and private stakeholders were involved in developing and reviewing projects for evaluation and recommendation. Goal 1 (Safety) was weighted double during the Second Level Evaluation process at the recommendation of the BMPO Policy Board. The US 97 Parkway Plan project planning process was coordinated with local and regional ITS plans, and implementation of TSMO projects to improve safety would be a collaborative endeavor.

Conclusion: The Facility Plan is consistent with the Oregon Safety Action Plan.

The Oregon Resilience Plan, 2013

The Oregon Resilience Plan reviews policy options, summarizes relevant reports and studies by state agencies, and recommends policy direction to protect lives and keep commerce flowing during and after a Cascadia earthquake or tsunami.

The Facility Plan identifies US 97 as a crucial facility for ongoing interstate commerce and for staging response and recovery efforts in the event that I-5 is not operational. There is far less likelihood of damage to facilities in Central Oregon than facilities near the coast or in the Cascades. Redmond Municipal Airport is a staging site for federal emergency response in Oregon due to access to vulnerable parts of the state.



A minimum network of highway routes termed the “backbone system” includes US 97 from I-84 to the California border as one of four segments, along with I-5 from I-84 to OR 58, I-84 from I-5 to US 97, and OR 58 to US 97. These routes are also the Tier 1 lifeline routes, which are considered the top priority for investment to support rescue and recovery operations.

Findings: The Facility Plan would improve reliability and efficiency of US 97 through Bend, and thereby supporting the role of US 97 for state and interstate travel and commerce in the event of an emergency. Physical improvements and TSMO projects in the plan—such as incident management and roadside traveler information dissemination—are valuable tools in the event of emergency.

Conclusion: The Facility Plan is consistent with the Oregon Resilience Plan.

Transportation Reinvestment Innovation and Planning for 97 Partnership (TRIP97), 2013

TRIP97 is a plan and collaborative partnership between the communities who use and are responsible for US 97 in Central Oregon. These agencies are linked by their respective proximity and reliance on US 97 as an economic lifeline.

Findings: The PMT considered and built on Trip97 metrics in establishing evaluation criteria. The Facility Plan includes investments that would support the critical economic role of US 97, including Powers Road Interchange, which is included in the Trip97 Project Summary Report as a demonstration project at an estimated \$45 million. The project is estimated at \$24.7 in the US 97 Parkway Plan project Investment Strategy.

Conclusion: The Facility Plan is consistent with Trip97.

US 97 Freight Plan Phase 2 Investment Strategy, 2019

The US 97 Freight Plan study area extends from the California border to the south to the Washington border to the north. It was a two-phase project like the US 97 Parkway Project. Phase 1 broadly analyzed freight conditions, included review of similar corridor planning processes elsewhere, and provided recommendations for additional work. Phase 2 studied freight issues identified in Phase 1 in more detail and identified an investment strategy to address freight concerns on US 97.

Findings: While the Facility Plan considers all modes, improvements geared to improving or maintaining reliability and operations for regional and interregional travel that supports freight and the economy are integral to the Facility Plan. The three measure areas for evaluation in US 97 Freight Plan Phase 2 are also included as goals in the US 97 Parkway Plan: Safety, Mobility and Accessibility, and Economic Competitiveness. Economic development is Goal #2 of the US 97 Parkway Project and is intended in part to meet the needs of freight transportation. Of the suggested solutions presented in the Freight Plan Investment Strategy, improvements to Cooley Road intersection to address problems were ranked 15th of 25. The Facility Plan’s active transportation improvements to the existing at-grade intersection at Cooley Road would improve the safe interaction of all modes at this location.

Conclusion: The Facility Plan is consistent with the US 97 Freight Plan Phase 2 Investment Strategy.



Truck Parking: An Emerging Safety Hazard to Highway Users, 2017

This Oregon State University (OSU) research report for ODOT by Salvador Hernandez, PhD, and Jason Anderson examines truck parking along US 97. A stated preference survey was administered to truck drivers, parking demand analysis was performed, and historical crash data was used to identify crash trends, crash hot spots, and crash harm estimates.

Survey results indicate that nearly two-thirds of surveyed truck drivers encountered trouble when looking for safe and adequate parking. Further, crash trends in terms of time-of-day, day of the week, and month of the year follow the time periods drivers started having trouble finding safe and adequate parking. Crash harm estimates suggest a substantial impact on the economy.

Findings: The OSU study forecasts large truck average annual daily traffic (AADT) volume growth for the next 20 years on US 97 of 1.75 percent between Redmond and Bend, and 1.50 percent within Bend and between Bend and Sunriver. Bend was identified as one of six crash harm hot spots, with 17 property-damage-only crashes, 14 non-fatal injury crashes, and one fatal crash between 2007 and 2014. Facility Plan projects would improve efficiency and safety of the Parkway. While the Facility Plan does not include a truck parking element, the projects would not reduce truck parking.

Conclusion: The Facility Plan is consistent with the OSU technical report.

Oregon Commercial Truck Parking Study, 2020

The Oregon Commercial Truck Parking Study explores truck parking issues in Oregon. It aims to address commercial parking needs along six key freight corridors in Oregon with innovative and cost-effective strategies.

Findings: US 97 is one of the freight corridors the Oregon Commercial Truck Parking Study examined. Study Segments O (Madras to Bend) and T (Bend to OR 58) are in the Facility Plan study area. Amenities and services are a tertiary need (not primary or secondary) for both segments, and safety and security of parking is a tertiary need for Segment T. Among other solutions, investigation of signage indicating miles to towns or services were recommended for these segments.

While the Facility Plan does not create truck parking spaces, it includes projects that would improve reliability and mobility for freight, and TSMO solutions—such as roadside traveler information dissemination and weather warning system—offer a way to communicate traveler information or hazardous conditions important to truck drivers.

Conclusion: The Facility Plan is consistent with the Oregon Commercial Truck Parking Study.

COMPATIBILITY WITH ACKNOWLEDGED COMPREHENSIVE PLANS OF AFFECTED COUNTIES AND CITIES

This section examines and determines the compatibility of the Facility Plan with acknowledged comprehensive plans of affected counties and cities.



Deschutes County

Deschutes County Comprehensive Plan and Transportation System Plan, 2012

The 2010 – 2030 Deschutes County TSP was adopted in 2012. Deschutes County defers all land use and transportation planning to the cities with jurisdiction; however, some roads within cities are county owned. The TSP classifies US 97 as a Principal Arterial. Relevant projects identified on or affecting county roads and highways in the study area are detailed in Table 2-6 of Phase 1 Technical Memorandum #1, Summary of Existing Plans & Agreements. County road and highway projects include new roads, intersection turn lanes, and a regional transportation demand management program.

Findings: Most projects in the Deschutes Comprehensive Plan and TSP are not relevant to the Parkway in Bend because the county's jurisdiction of roads is limited to unincorporated Deschutes County and county-owned roads within cities. Applicable projects from these plans would not conflict with the Facility Plan projects.

Conclusion: The Facility Plan is compatible with the Deschutes County Comprehensive Plan and TSP.

Deschutes County Intelligent Transportation Systems Plan, 2020

The Deschutes County Intelligent Transportation Systems (ITS) Plan (2020 ITS Plan) is an update to the 2011 Deschutes County Intelligent Transportation System (ITS) Plan. This update incorporates newly identified needs and operations in the county, embraces advanced technology, prepares for emerging technologies, and provides support for a more integrated, collaborative system of operations and management. The 2020 ITS Plan integrates TSMO strategies because these are recognized as being crucial to effectively implementing and sustaining ITS projects.

The following are the 2020 ITS Plan applicable goals:

- Improve the safety and security of our transportation system.
- Improve the efficiency of the transportation system.
- Provide improved traveler information.
- Develop and deploy cost-efficient infrastructure.

Findings: TSMO solutions in the Facility Plan include weather warning system, variable speed signs, incident management, and roadside traveler information. These would improve safety, security, and system efficiency. They would also provide traveler information dissemination and would be cost-effective.

Conclusion: The Facility Plan is compatible with the Deschutes County 2020 ITS Plan.

Bend Metropolitan Planning Organization & City of Bend

2040 Metropolitan Transportation Plan, 2019

The 2040 Metropolitan Transportation Plan (MTP) is a multimodal transportation plan designed to meet the anticipated 20-year transportation needs within the BMPO planning area boundary. The MTP serves as a guide for managing existing transportation facilities and for designing and implementing future transportation facilities through the year 2040.



Applicable Mobility and Balance goals follow:

- Goal 1: Provide a variety of practical and convenient means to move people and goods to, from, and within the MPO area.
- Goal 2: Develop a transportation system that serves the needs of all travel modes, provides intermodal connectivity, and provides a range of transportation options throughout the MPO area.

Findings: The projects in the Facility Plan address current and future needs for all modes of transportation, and for mobility to, from, and throughout the MPO area. Managing transportation mobility into the future is a goal of the US 97 Parkway Plan project and is linked to evaluation criteria that projects were analyzed against.

Applicable Safety and Efficiency goals follow:

- Goal 1: Address traffic congestion and problem areas by evaluating the broadest range of transportation solutions.
- Goal 2: Serve the existing, proposed and future land uses with an efficient and safe transportation network.
- Goal 3: Design and construct the transportation system to enhance safety for all modes.

Findings: Safety was the most heavily weighted US 97 Parkway Plan project goal in the evaluation of projects, and the Facility Plan includes a range of transportation solutions that would address congestion and safety issues and would serve existing and future land uses.

Applicable **Accessibility and Equity** goals follow:

- **Goal 1**: Provide people of all income levels with a wide range of travel options within the MPO area.
- **Goal 2**: Support all Americans with Disabilities Act (ADA) requirements and policies.

Findings: Consideration of accessibility to key destinations now and in the future is a goal in the US 97 Parkway Plan project, with travel time reliability measures and peak-hour vehicle-miles traveled by street classification as evaluation criteria. Facility Plan projects would improve conditions for all modes of transportation, such as improved reliability for regional transit routes and improved crossings for walking and biking across the Parkway.

An applicable Environment and Livability goal follows:

- Goal 2: Design transportation improvements that protect the environment by preserving air and water quality, minimizing noise impacts and encouraging energy conservation.

Findings: Goal 6 in the evaluation process is to enhance the environment. Projects were evaluated by criteria that included impacts to PM peak-hour vehicle delay and vehicle miles traveled as well as the degree of right-of-way impacts.



Conclusion: The Facility Plan is compatible with the Bend MPO 2040 MTP.

City of Bend Urban Growth Boundary Expansion, 2016

On April 21, 2016, the Urban Growth Boundary Steering Committee approved a preferred scenario for the City of Bend's UGB.

Findings: The most relevant UGB expansion areas are the "North Triangle," "Thumb" and "Southwest" at 188, 222, and 39 acres of residential or employment land, respectively. Facility Plan projects would accommodate access to these locations and would address anticipated growth. Transportation modeling completed for the Facility Plan includes forecast population and employment growth in the adopted UGB expansion areas.

Conclusion: The Facility Plan is compatible with the City of Bend Urban Growth Boundary Expansion.

Bend Comprehensive Plan, 2016

The Bend Comprehensive Plan was formally adopted in 1998 and was significantly revised with the 2016 urban growth boundary adoption. The plan has a planning horizon of 2020; the UGB revisions have a planning horizon of 2028. The plan has eleven chapters; most relevant to the Facility Plan is Chapter 7, "Transportation Systems", adopted in 2020 when the city formally adopted a new Transportation System Plan (TSP) with a planning horizon of 2040. The following findings are based on the most recent TSP and Chapter 7.

Transportation Systems Plan Chapter

Chapter 7, "Transportation Systems"—also known as the Transportation System Plan (TSP) of the Bend Comprehensive Plan—lays out the City of Bend's plan for multimodal transportation, including walking, biking, public transit, and driving. The TSP also included a memorandum on Alternative Mobility Targets³.

Findings: The city included US 97 in their memorandum on AMTs and they are consistent with the recommendations in the Facility Plan. The modeling completed for the Facility Plan relied on the current Bend Regional Model, which incorporates land use designations for the City of Bend that are consistent with the comprehensive plan. Finally, identification of project and programs in the Facility Plan was coordinated with the development of the TSP and are consistent through both plans. Findings for specific policies follow:

- Policy 7-45: establish a network of low stress bikeway facilities... to provide connections to schools, parks, and other destinations, as well as cross-City travel.
 - The active transportation crossing improvements in the Facility Plan would improve east-west access to the downtown area and along the Parkway corridor through Bend.

Conclusion: The Facility Plan is compatible with the City of Bend Comprehensive Plan.

³ 2020 Bend's Transportation Plan, Appendix I – Alternative Mobility Target Memorandum, City of Bend



Multimodal Traffic Safety Study 2012-2014

The purpose of this Multimodal Traffic Safety Study was to determine the most significant causes, types and characteristics of crashes in Bend and to identify how best to mitigate for these crashes given very limited resources.

Findings: The study lists CIP projects in a table with countermeasures for eliminating crash patterns. The following projects are within the Facility Plan project area:

- Signal timing and phasing changes and Dutch bike crossings at 3rd Street at Reed Market Road, where both documents include a dedicated left turn
- Signal timing and phasing changes and road diet at Division Street at Revere Avenue, where both documents include a dedicated left turn

Conclusion: The Facility Plan is compatible with the Multimodal Traffic Safety Study.

Bend Area Transportation Safety Action Plan (TSAP), 2019

The Bend Area TSAP reevaluates crash trends and issues based on current data and identifies a broad range of treatments, including projects, policies, and programs, to address identified issues.

Findings: The following intersections were identified as top sites for safety improvement, and where the Facility Plan includes projects:

- 3rd Street and Reed Market Road
- US 97 and Powers Road
- US 97 and Robal Road
- US 97 and Cooley Road
- 3rd Street and Division Street/Revere Avenue

A concept was developed for the intersection of US 97 and Powers Road, which calls for enhancing pedestrian crossings, adding parallel exit lanes, realigning the northbound entrance ramp, and adding illumination throughout the intersection area. However, the overcrossing and tight-diamond interchange included in the Facility Plan is intended to achieve the same safety objectives by eliminating conflicts and improving operations by grade-separating. While the Powers Road projects differ from the TSAP project, both are meant to resolve the same safety issues as well as operational issues.

Another concept for US 97 and Butler Market Road, which realigns and extends Division Street to Butler Market Road and adjusts US 97 ramps, is consistent with Butler Market Road Intersection improvements in the Facility Plan.

Conclusion: The Facility Plan is compatible with the Bend Area TSAP.

Bend Safety Implementation Plan, 2015

The Final Concept Report for the Bend Safety Implementation Plan summarizes the conceptual design of safety solutions at priority locations in the four corridors addressed by the Facility Plan:



- 3rd Street between Greenwood Avenue and Murphy Road
- Colorado Avenue between Bend Parkway and Bond Street
- Greenwood Avenue West between 3rd Street and Awbrey Road
- Greenwood Avenue East between 3rd Street and 12th Street

Findings: Proposed improvements related to Facility Plan improvements are at the following locations:

- 3rd Street and Reed Market Road (dynamic warning sign or protected intersection)
- Colorado Avenue and Parkway ramps (bike signals and/or curb extensions)
- Colorado Avenue from Bond Street to the Parkway (protected or buffered bike lane)

While Colorado Avenue and Parkway ramp intersection improvements could be roundabouts, revised improvements could be designed to achieve the same multimodal safety benefits presented in the Bend Safety Implementation Plan.

Conclusion: The Facility Plan is compatible with the Safety Implementation Plan

2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure, 2014-2015

The strategy achieves a unified pedestrian and biking transportation system through the incremental but systematic deployment of safe and accessible facilities in order to support increased levels of walking and biking in targeted areas of the community.

Findings: A crossing over the Parkway at Hawthorne is one of three key community walkability projects defined by the Bicycling and Walking Improvement Priorities subcommittee. All identified projects were anticipated to be readied for implementation during the CIP project years 2014-2018.

Conclusion: The Facility Plan is compatible with the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure.

Hawthorne Avenue Bridge Technical Memorandum, 2016

The purpose of a project at Hawthorne Avenue Bridge is to improve pedestrian and bicyclist safety by providing pedestrian and bicycle access across the BNSF railroad and the Parkway. The two alternatives considered in the technical memorandum are a pedestrian tunnel and a pedestrian overcrossing. The overcrossing is recommended in the memo due to lower construction costs and higher likelihood of use, though both alternatives would be expensive and further study into these and other alternatives is warranted such as improvement to Greenwood Avenue undercrossing.

Findings: A new active transportation crossing at Hawthorne Avenue is a Tier 1 project in the Facility Plan Investment Strategy. While the design of the crossing could affect the project that reconfigures the Hawthorne Avenue right-in right-out intersection, the projects would not conflict outright and could be complementary toward improving bicycle and pedestrian safety.

Conclusion: The Facility Plan is compatible with the Hawthorne Avenue Bridge Technical Memorandum.



Cascades East Transit (CET) 2040 Transit Master Plan, 2020

The Cascades East Transit (CET) 2040 Transit Master Plan is the first transit master plan for CET and is a framework for providing transit service to Central Oregon for the next 20 years. As of July 2020, the plan has not yet been adopted, but is anticipated for adoption later in the year.

Findings: The CET Transit Master Plan lists transit signal priority on US 97 as a transit technology needed to support and enhance services and the rider experience. Transit signal priority was identified during the Investment Strategy process for the Facility Plan as an interim solution for enhanced signal operations at ramp terminals.

The Bend-Redmond Travel Demand Model was used to forecast future conditions for both the CET Transit Master Plan and the Facility Plan. The model predicts that intercity trips to the model area will grow by 45 percent from 2010 to 2040 (including trips from nearby towns and cities at greater distances like Portland or Salem). The CET Transit plan identifies new and modified intercity transit services, some of which use the Parkway in Bend. The Facility Plan projects would improve mobility and reliability on the highway, which would support increased transit service.

Conclusion: The Facility Plan is compatible with the CET Transit Master Plan

Parkway Agreements

Numerous established agreements between federal, State of Oregon, County of Deschutes, City of Bend, and the railroads formally describe the management responsibilities of each agency. While some are less critical to this study, such as landscape maintenance responsibilities, others are critical to the everyday operations of the Parkway.

Access Management Agreement 10167

This is a cooperative policy to manage access to Principal Arterial standards on the Parkway and obligates the city and county to follow policy in land use decisions. ODOT has review and approval authority over all traffic control facilities or access designs on the Parkway.

Road approaches will be designed and constructed to standards described in the Highway Design Manual, the 1984 AASHTO policy on Geometric Design of Highways and Streets, and Oregon Administrative Rules 734 Division 51, as well as local laws on access and land use. These standards address driveway width, site distance, turning radii, etc. In addition, standards will apply (with minimal exceptions) to future private road approaches:

- The minimum distance between adjacent private-road approaches will be 150 feet.
- The minimum distance between any private road approach and a public street or road intersection will be 300 feet.
- The minimum distance between any private-road approach and the beginning or ending point of an interchange ramp will be such that it will not adversely affect the operation of the ramp as determined by the State.



Findings: None of the projects in the Facility Plan would create additional private-road approaches. Partial and full closure at RIRO intersections with the Parkway would reduce the number of access points on the Parkway.

Conclusion: The Facility Plan is compatible with Access Management Agreement 10167.

Cooperative Improvement Agreement 11732: Preliminary Engineering and Construction Finance

This agreement established the agreement between the City of Bend, County of Deschutes, and State of Oregon to construct the Parkway. The agreement details how land transfers would be executed. It was originally established in June of 1993. Several amendments have occurred:

- Amendment 1, 1994: Obligated the County to improve frontage road between Butler Market Road and Addison Street.
- Amendment 2, 1994: Further obligates the County to install a signal at Butler Market Road.
- Amendment 3, 1998: Amends boiler plate language among other minor changes.
- Amendment 4, 2000: Details construction and jurisdictional responsibilities. Connections, Colorado Interchange, access road jurisdiction, maintenance and ownership of local roads. US 97 Parkway Plan Phase 1: Summary of Existing Plans & Agreements Final | March 3, 2017 Page 32
- Relinquishment Deed, 2007: State relinquishes to the City of Bend its right, title and interest in the connecting streets for portions of right-of-way between SW Taft Avenue and SW Roosevelt Avenue (11,300 sq. ft.) for public road purposes only.
- AR 723 – Relinquishment Deed: ODOT relinquishes its interest in Robal Road to the City of Bend and County.

Findings: The construction of the Parkway and the obligations and relinquishments set forth as amendments are consistent with planning process assumptions and Facility Plan projects.

Conclusion: The Facility Plan is compatible with Cooperative Improvement Agreement 11732.

Jurisdictional Transfer Agreement 712

This 2003 transfer agreement formally transfers the 3rd Street right-of-way, maintenance and repair responsibilities, and liability to the City of Bend from the intersection of Greenwood Avenue, south to its intersection with the Parkway. This agreement formally renames the section of roadway “US 97 Business.” A subsequent amendment removed the south end of 3rd Street from the state highway system.

Findings: The jurisdictional transfer that took place and subsequent naming of roadways is consistent with what has been assumed throughout the US 97 Parkway Plan project planning process.

Conclusion: The Facility Plan is compatible with Jurisdictional Transfer Agreement 712.



Construction/Maintenance Agreement 1431

This 1997 agreement between ODOT and BNSF Railway allows for the relocation of a BNSF train depot, track, and facilities. This will enable ODOT to eliminate an at-grade crossing and construct a new highway overcrossing. This also establishes an agreement for ODOT to acquire roadway easements and property from BNSF Railway.

Findings: The Facility Plan projects would not require the relocation of BNSF property.

Conclusion: The Facility Plan is compatible with Construction/Maintenance Agreement 1431.

North Parkway

NE Bend Transportation Study, 2009

The NE Bend Transportation Study, led by the City of Bend, was an umbrella effort to coordinate transportation system planning, land use planning, and project development work in the north-east part of the City of Bend led by either ODOT, City of Bend, County of Deschutes or the BMPO, but involved two or more of them for coordination purposes.

Findings: The NE Bend Transportation Study's transportation planning principle "Reasonable System Hierarchy" includes the evaluation criteria that a project should increase the length of trips using US 97, which is accomplished through RIRO closure and modification projects and ramp meters. Implementation Topic Area #2 of the transportation study is the US 97 North Corridor Project and Outcome #6 is Coordination with the US 97 North Corridor.

Conclusion: The Facility Plan is compatible with the NE Bend Transportation Study.

US 97 Bend North Corridor Project FEIS, 2014

ODOT, in coordination with the County of Deschutes and the City of Bend undertook the US 97 Bend North Corridor Project, which would improve an approximate 6-mile corridor between the Deschutes Market Road/Tumalo Junction interchange and the Empire Avenue interchange to address congestion, traffic flow, and safety on this highway corridor

The preferred alternative would reroute US 97 east of its current alignment, adjacent to the existing railroad tracks. Where US 97 is realigned, the current US 97 roadway would be used as a portion of the extension of 3rd Street. Within the City of Bend UGB, jurisdiction over this converted segment of US 97 is proposed to be transferred to the City of Bend. ODOT would retain jurisdiction of the newly realigned portion of US 97. US 97 would connect to 3rd Street at a signalized intersection. The design would also include enhanced pedestrian and bicycle improvements, design improvements for Empire Avenue, and a signalized intersection at 3rd Street and Mervin Sampels Road.

Findings: The FEIS projects are included in the Facility Plan.

Conclusion: The Facility Plan is compatible with the US 97 Bend North Corridor Project FEIS.



Bend North Area Transportation Study, 2015 (not formally adopted)

The purpose of the Bend North Area Transportation Study was to verify the land use assumptions within the US 97 Bend North Corridor Project FEIS and explore interim improvements within the study area. This project was completed on October 30, 2015, but was not formally adopted and was only intended to inform transportation strategies and options.

Findings: The planning effort evaluated 18 concepts for improving connectivity, safety, operations, and system management in the Bend North Area. Of the overall 18 concepts, 13 potentially viable concepts were identified to address near- and medium-term needs. Relevant concepts include the following needs:

- Removal of split phasing at US 97 and Cooley Road
- Removal of split phasing and addition of second eastbound left at US 97 and Robal Road
- Left-turn access restrictions and related improvements at US 97 and Nels Anderson Place
- Signal-ahead signage at the US 97 intersections with Cooley Road and Robal Road
- Additional lane on Empire Avenue to from 3rd Street to US 97 Southbound

Conclusion: The Facility Plan is compatible with the Bend North Area Transportation Study. While that study was not formally adopted, the identified concepts do not conflict with Facility Plan projects.

Juniper Ridge Master Plan, 2008

Juniper Ridge is a planned mixed-use development on 1,500 acres of City of Bend-owned land bounded generally by US 97 to the west, Cooley Road to the south, Deschutes Market Road to the east, and the Tumalo Road interchange with US 97 to the north. The master plan was drafted in 2007 and updated in 2008. It builds on years of planning studies by the City of Bend, BMPO, and ODOT.

Findings: One goal of the plan is to minimize impacts to US 97 and maximize local road connectivity. In addition, Juniper Ridge was designed to limit vehicular trips production, which is anticipated to minimize the number of automobiles Juniper Ridge could add to US 97 and the Parkway. Connections to north-south roadways such as Deschutes Market Road and 18th Street are intended to create attractive alternatives to US 97.

Residential and business traffic would use one of three US 97 interchanges for access to and from Juniper Ridge:

- Deschutes Junction
- A planned new interchange on US 97 between Deschutes Market Road and Cooley Road
- Empire Boulevard

These three interchanges are planned for improvements that will be coordinated with the future infrastructure improvements associated with the US 97 North Corridor Project.

Conclusion: The Facility Plan is compatible with the Juniper Ridge Master Plan.



Juniper Ridge Intergovernmental Agreement, 2010

An Intergovernmental Agreement between ODOT and the City of Bend supports the zone change for employment within a portion of Urban Renewal Area (URA)-A. The zone change allows the city to rezone 256.2 acres of land from Urban Area Reserve to Light Industrial. This zone change will have significant effects on the planned and existing transportation facilities in the region. The agreement sets forth a vehicle-trip limit for peak-hour trips generated from the employment sub-district to 2,220 peak-hour trips (between 4:00 p.m. and 6:00 p.m.). This vehicle-trip limit will be implemented by the City of Bend, which agrees to not grant site plan approval for a proposal that would exceed this. The City of Bend and ODOT developed a comprehensive mitigation strategy that includes land use measures, transportation demand measures and transportation improvements to local and state highway facilities to mitigate the significant effect of the zone change and avoid exceeding the vehicle trip limit. With this IGA, the City and ODOT committed to transportation improvements on at a shared cost of \$53,360,000.

Findings: Some transportation improvements to achieve vehicle-trip limits are addressed by the Facility Plan. The following improvements are at US 97:

- Empire Avenue US 97 northbound ramp terminal improvement
- Empire Avenue US 97 southbound terminal (3rd street to US 97)
- US 97/Cooley Road improvements
- US 97 Robal Road improvements
- US 97 raised median – Nels Anderson Place
- US 97 southbound auxiliary lane – Empire Avenue to Butler Market Road

Conclusion: The Facility Plan is compatible with the Juniper Ridge Intergovernmental Agreement

Juniper Ridge Urban Renewal Plan, 2005, and First Amendment, 2019

The areas of Juniper Ridge that are within Bend and urban growth boundary limits are governed by the Juniper Ridge Overlay Zone and the smaller Employment Sub-district. In 2005, the City of Bend adopted the Juniper Ridge Urban Renewal Plan to guide and facilitate development within the urban renewal area (URA).

The first amendment to the Urban Renewal Plan, adopted in 2019, adds projects with a cost in excess of \$500,000 in 2005 dollars and are materially different from projects previously authorized in the plan.

Findings: Relevant projects included in URA-A subarea include:

- US 97 and Cooley Road intersection improvements
- Cooley Road widening, realignment, and improvements
- Roundabouts on Cooley
- Cooley road extension
- Linear Trail/Greenway Network, which could include pedestrian pathways, recreational trails and greenway buffers along the area’s western edge (to protect lands along the COID canal).

Another urban renewal subarea, URA-B, is generally in and near the “triangle” area where Cooley Road, US 97, and US 20 meet. The most relevant project in the urban renewal plan for URA-B follows:



- Cooley Road improvements, potential components of which include design and construction of a roundabout at Hunnell Road, median, turn lanes, bike lanes, sidewalks from Hunnell Road to US 97, and pedestrian crossings. These projects are compatible with the Facility Plan. Hunnell Road is off US 97 and the only Facility Plan project at Cooley Road would be an active transportation crossing improvement to the existing at-grade intersection with the Parkway.

Conclusion: The Facility Plan is compatible with the Juniper Ridge Urban Renewal Plan.

Central Parkway

Bend Central District Multimodal Mixed Use Area Plan, 2014

The City of Bend's Central District Multimodal Mixed-Use Area Plan focuses specifically on an area between the Parkway and 4th Street and between approximately Revere and Burnside Avenues. The intent of the Multimodal Mixed-Use Area designation is to help revitalize and facilitate future redevelopment in the area to create a vibrant district.

Findings: The plan includes transportation recommendations related to the number of lanes, parking, bicycle infrastructure, and more. Revere Avenue, Olney Avenue, Greenwood Avenue, Hawthorne Avenue, and Franklin Avenue are key east-west connections to downtown. The Facility Plan would improve these connections for active transportation users and would maintain access to Hawthorne Avenue from the Parkway.

Conclusion: The Facility Plan is compatible with the Bend Central District Multimodal Mixed Use Area Plan.

Core Area TIF District Plan

The Bend City Council adopted of a new Tax Increment Financing (TIF)/Urban Renewal area in the Core Area. The first reading was approved by City Council on August 5, 2020, and the second reading was approved on August 19, 2020. Nearly all transportation projects in that plan are also referenced in the Bend TSP.

Findings: The following relevant transportation improvements in the Core Area TIF District Plan match or complement projects in the Facility Plan:

- Midtown Bicycle and Pedestrian Crossings at Greenwood, Hawthorne, and Franklin Avenues
- Revere Avenue Interchange Improvements
- Olney Protected Bicycle Lanes and US 97 Undercrossing
- Colorado Avenue and US 97 Intersection Upgrades

Conclusion: The Facility Plan is compatible with the Core Area TIF District Plan.

Empire Avenue Extension, 2006

The City of Bend initiated the Empire Avenue Extension study to identify traffic operations, safety and other transportation system issues associated with extending Empire Avenue east between 18th Street and 27th Street. The study identified short-term improvement needs as well as longer-term travel needs.



Findings: The extension from 18th Street to 27th Street does not intersect the Parkway or interfere with any of the projects in the Facility Plan.

Conclusion: The Facility Plan is compatible with the Empire Avenue Extension.

South Parkway

Murphy Corridor Refinement Plan, 2008

The City of Bend prepared the Murphy Corridor Refinement Plan to identify key transportation issues and solutions along the Murphy Road corridor in southern Bend. The plan explores extending Murphy Road to the east to 15th Street or 27th Street as well as opportunities for multimodal design improvements along the existing segment of Murphy Road. The plan recommends a bridge above the railroad tracks to connect to 15th Street.

Findings: The plan study area extends as far west as 3rd Street and not to the Parkway. One objective is to coordinate with adjacent ODOT and City of Bend projects west of 3rd Street, including the South Parkway/Murphy Interchange Area Management Plan.

Conclusion: The Facility Plan is compatible with the Murphy Corridor Refinement Plan.

Murphy Crossing Urban Renewal Plan, 2008

In 2008, the City of Bend adopted the Murphy Crossing Urban Renewal Plan (URP) to guide and facilitate development within the 230-acre URA near the southern convergence of the Parkway and SE 3rd Street. The URP will be revised following the adoption of the TSP, of which the map has been updated to recognize the recommendations from the Murphy Road interchange recommendation.

Findings: The following relevant URA transportation projects are listed in priority order:

- Local Streets West of Bend Parkway
- Murphy Overcrossing of Parkway (constructed)
- Frontage Roads from Murphy Road North to Pinebrook Road and from Pinebrook Road North to Badger Road.
- Parkway Improvements, including a 3rd Street flyover ramp, a southbound off-ramp, and a northbound on-ramp (constructed)

Conclusion: The Facility Plan is compatible with the Murphy Crossing Urban Renewal Plan.

Reed Market Intersection Evaluation, 2012

The City of Bend developed this plan to identify recommended lane configurations and intersection traffic control that would accommodate future year 2030 traffic demand along Reed Market Road between American Lane and 15th Street, east of the Parkway.



Findings: The plan evaluates lane configurations and three intersections on Reed Market Road between American Lane and 15th Street. The study area is completely east of the Parkway.

Conclusion: The Facility Plan is compatible with the Reed Market Intersection Evaluation.

South Bend Parkway Refinement Plan, 2004

ODOT in coordination with the City of Bend prepared the South Bend Parkway Refinement Study (SBPRS) in 2004. The SBPRS study area encompasses City of Bend and State of Oregon transportation facilities near Bend's south city limits. The study area extends from just north of Powers Road to just south of the Baker Road interchange with US 97 and extends from Brookwood Avenue on the west to Parrell Road on the east. The purpose of the refinement study is to help develop a detailed improvement and management plan for this section of the Bend Parkway.

Findings: To address the problems at the at-grade intersections on the Parkway and south on US 97, 12 transportation options were developed. The 12 options and a No-Build option were evaluated against established performance requirements. One recommended option included the following applicable elements, which are either completed or compatible with Facility Plan projects:

- Construct a diamond-style interchange at Powers Road
- Close the Badger Road connection to the Parkway
- Restrict or close the Pinebrook Boulevard connection
- Realign Murphy Road to the south and connect to Brookwood Boulevard
- Remove Romaine Village Way connection from US 97
- Convert Ponderosa Avenue / China Hat Road intersection to right-in/right-out with acceleration lanes
- Widen Powers Road to four lanes between Brookwood Boulevard and 3rd Street.
- Add a north-south frontage road west of the Bend Parkway connecting the Murphy Road extension to Romaine Village Way and Ponderosa Avenue. This roadway could be extended to Baker Road.
- Add a southbound connection from the Parkway to a frontage road, which connects the extension of Murphy Road with Romaine Village Way and Ponderosa Avenue.
- Add a northbound connection from Third Street to the Parkway via a loop ramp south of Murphy Road.

Conclusion: The Facility Plan is compatible with the South Bend Parkway Refinement Plan.