



BEND MPO
Metropolitan Planning Organization

Policy Board Meeting

February 16, 2024

Call to Order & Introductions

Chair Campbell

Call to Order & Introductions

Policy Board Members

- Barb Campbell, Chair, City of Bend Councilor
(Alternate, David Abbas)
- Phil Chang, Vice Chair, Deschutes County Commissioner
(Alternate, Chris Doty)
- Ariel Mendez, City of Bend Councilor
- Mike Riley, City of Bend Councilor
- Bob Townsend, ODOT Region 4 Area Manager
(Alternate, Ken Shonkwiler)

BMPO Staff

- Tyler Deke, Manager
- Andrea Napoli, Senior Planner
- Kelli Kennedy, Program Coordinator

Agency & Consultant Staff

- Kymala Lutz, City of Bend
- Samantha Nelson, City of Bend
- Don Morehouse, ODOT
- John Bosket, DKS

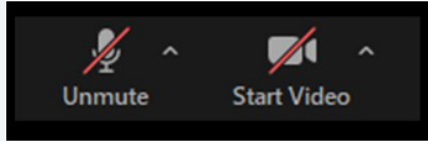
Members of the public, visitors, and presenters will be asked to introduce with name and entity.

Hybrid Meeting Guidelines

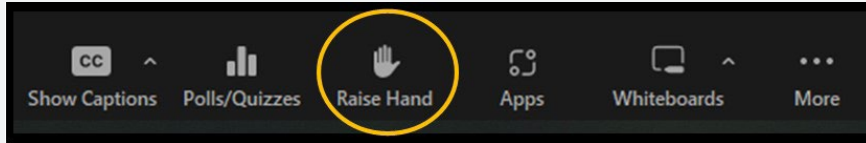
Tyler Deke

Hybrid Meeting Guidelines

- You will be on **mute**, and your **video** will be off when you first join the meeting.



- Please click the **raise hand** icon to speak next.



- If you join the webinar by phone, dial ***9** to raise or lower your hand.
- This meeting will be recorded and is available as a live streaming event on YouTube. The YouTube event can be reviewed on the City of Bend YouTube channel.

Public Comment

Chair Campbell

Public Comment

- Time for members of the public to provide comment.
- Additional time for public comment will be provided before the meeting adjourns.

Elect Chair and Vice Chair

Chair Campbell

Elect Chair and Vice Chair

- The Policy Board Bylaws state that the Policy Board shall elect the Chair and Vice Chair at the second meeting of the calendar year to serve for that year.
- Election of officers for calendar year 2024.
- Recommended language for motion: *I move that [name] serve as Chair and [name] serve as Vice Chair of the Policy Board for 2024.*

Meeting Minutes

Chair

Meeting Minutes

- Review and approve January 19, 2024, Policy Board draft meeting minutes (Attachment A).
- Recommended language for motion: *I move approval of the January 19, 2024, Policy Board draft meeting minutes as presented.*

Annual Financial Report FY23

Kymala Lutz & Samantha Nelson

Annual Financial Report FY23

- Review FY 23 Bend MPO financial report from independent auditors at www.bendoregon.gov/mpobudget
- Action Requested: Review and accept the annual financial report
- Recommended Language for Motion: *I move acceptance of the 2022-2023 annual financial report*

Appoint Resident to TAC and Budget Committee

Chair

Appoint Resident to TAC and Budget Committee

- There is an opening for a resident to serve on the BMPO Technical Advisory Committee (TAC) and Budget Committee.
- Calls for applications were advertised through news releases, website messaging and emails to interested party lists.
- Two applications were received
- Chair Campbell and Councilor Mendez reviewed the applications
- Action Requested: Appoint resident to serve on the Budget Committee and TAC
- Recommended Language for Motion: *I move approval of [name] to serve 3-year terms on the Budget Committee and Technical Advisory Committee*

US97/Baker Road Interchange Area Management Plan (IAMP)

Don Morehouse, ODOT

John Bosket, DKS Associates

US 97 BAKER RD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

BEND MPO POLICY BOARD MEETING
FEBRUARY 16, 2024

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AGENDA

1 / PROJECT STATUS

2 / REVIEW AND DISCUSS DRAFT IAMP

PROJECT STATUS

WHAT WE DID

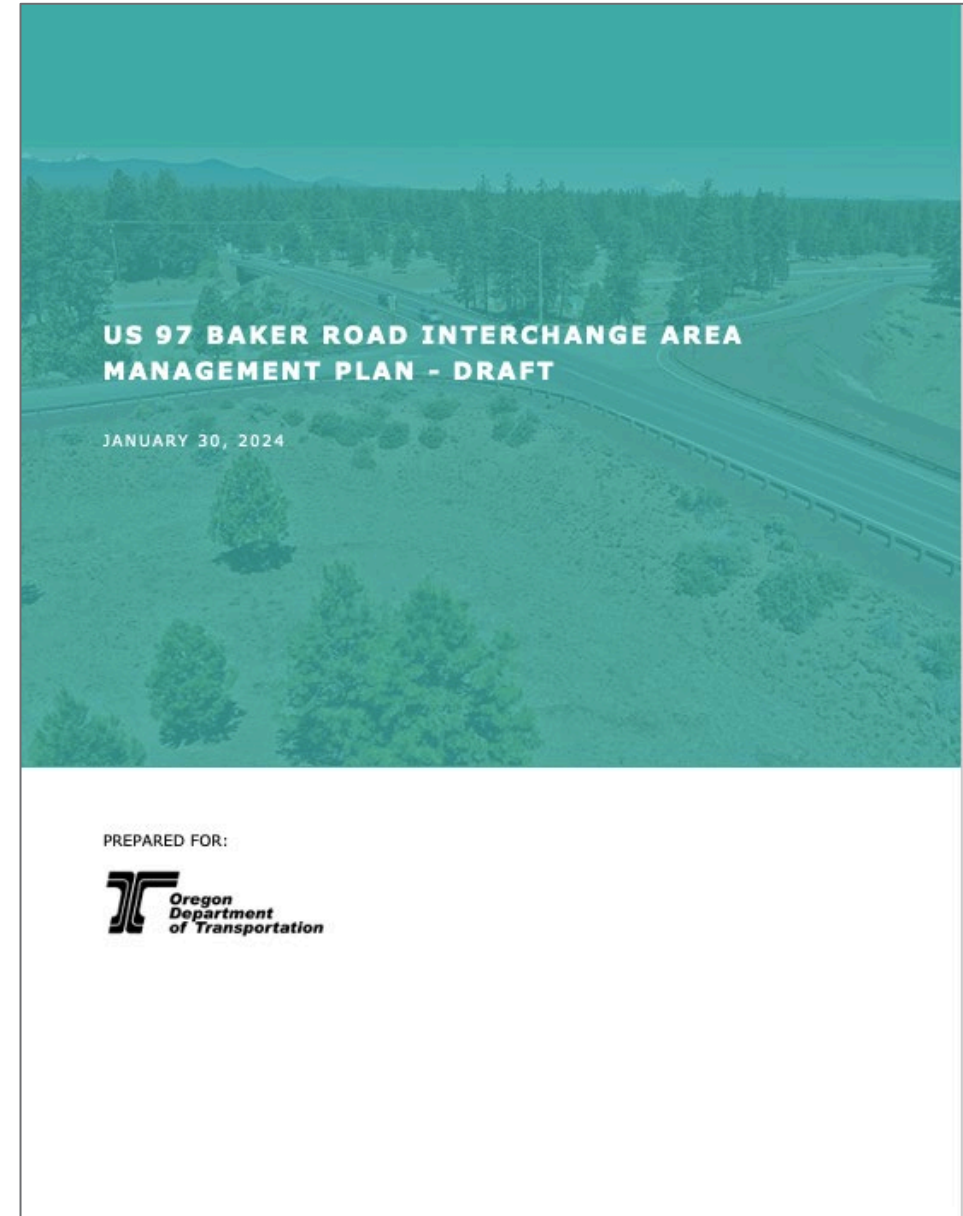
- Project definitions and background
- Goals and Objectives
- Evaluate baseline conditions
- Developed and evaluated alternatives
- Selected a preferred alternative
- Developed access management plan and implementing actions
- 2 Online Open Houses
- 5 meetings with our TAC and CAC
- 2 meetings with the Bend MPO Policy Board

WHAT REMAINS

- 1 more Policy Board meeting (today)
- Revise Draft IAMP as needed
- Present IAMP to:
 - > Bend Planning Commission and Transportation Commission
 - > County Planning Commission
 - > County Board of Commissioners

MEETING PURPOSE

Confirm the IAMP recommendations, noting any revisions that should be made.



REPORT ORGANIZATION

- Executive Summary
- Chapter 1. Introduction
- Chapter 2. Project Process
- Chapter 3. Existing and Future Needs
- Chapter 4. Recommended Interchange Improvements
- Chapter 5. Access Management Plan and Management Actions
- Chapter 6. IAMP Implementation and Adoption

BRIEF REVIEW OF ALTERNATIVES (CH 4)

- Alternative 1: Enhance Existing Ramp Terminals - Preferred Option
- Alternative 2: Tight Urban Diamond Interchange (TUDI)
- Alternative 3: Southbound On- And Off-Ramp Flyovers with Roundabout (Flyover Interchange) - Long Term Option

Alt. 1: Enhanced Existing Ramp Terminals

- Adds signals and/or a roundabout at existing ramp terminals
- Lengthens southbound off-ramp
- Eliminates turning conflicts between closely spaced intersections (realignment)
- Lowest cost option (original est. cost: **\$14.1 Million**)



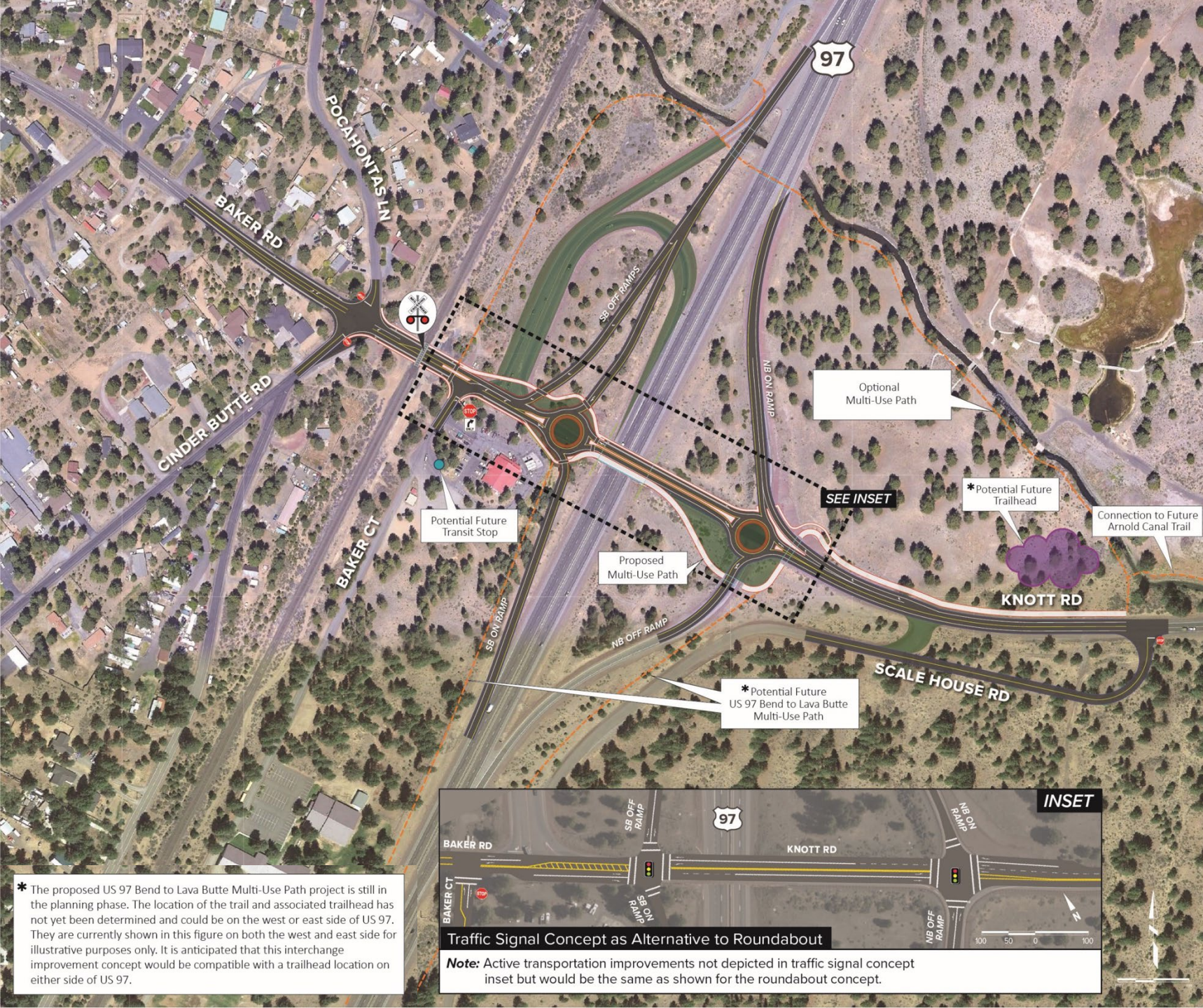
Traffic Signal Concept as Alternative to Roundabout

Note: Active transportation improvements not depicted in traffic signal concept inset but would be the same as shown for the roundabout concept.

* The proposed US 97 Bend to Lava Butte Multi-Use Path project is still in the planning phase. The location of the trail and associated trailhead has not yet been determined and could be on the west or east side of US 97. They are currently shown in this figure on both the west and east side for illustrative purposes only. It is anticipated that this interchange improvement concept would be compatible with a trailhead location on either side of US 97.

Alt. 2: Tight Urban Diamond Interchange (TUDI)

- Reconstructs the interchange to use a more traditional “diamond” configuration
- Adds signals and/or roundabouts at ramp terminals
- Includes lengthening of the southbound off- and on-ramps
- No direct left out of Baker Court – must U-turn at roundabout.
- Includes an at-grade crossing with the multi-use path on the south side of Baker Road
- Middle cost option (original est. cost: **\$18.3 Million**)



SEE INSET

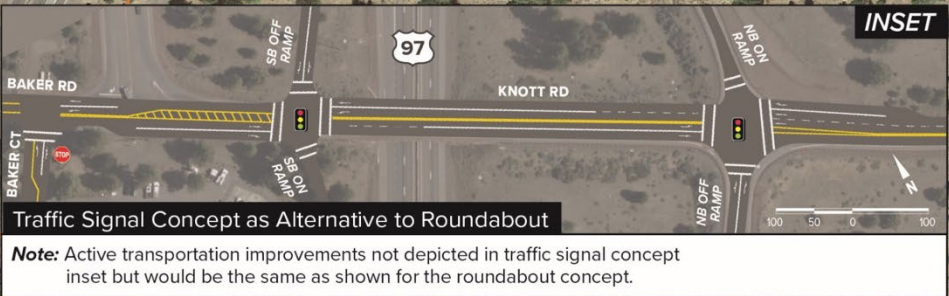
Optional Multi-Use Path

*Potential Future Trailhead

Connection to Future Arnold Canal Trail

Proposed Multi-Use Path

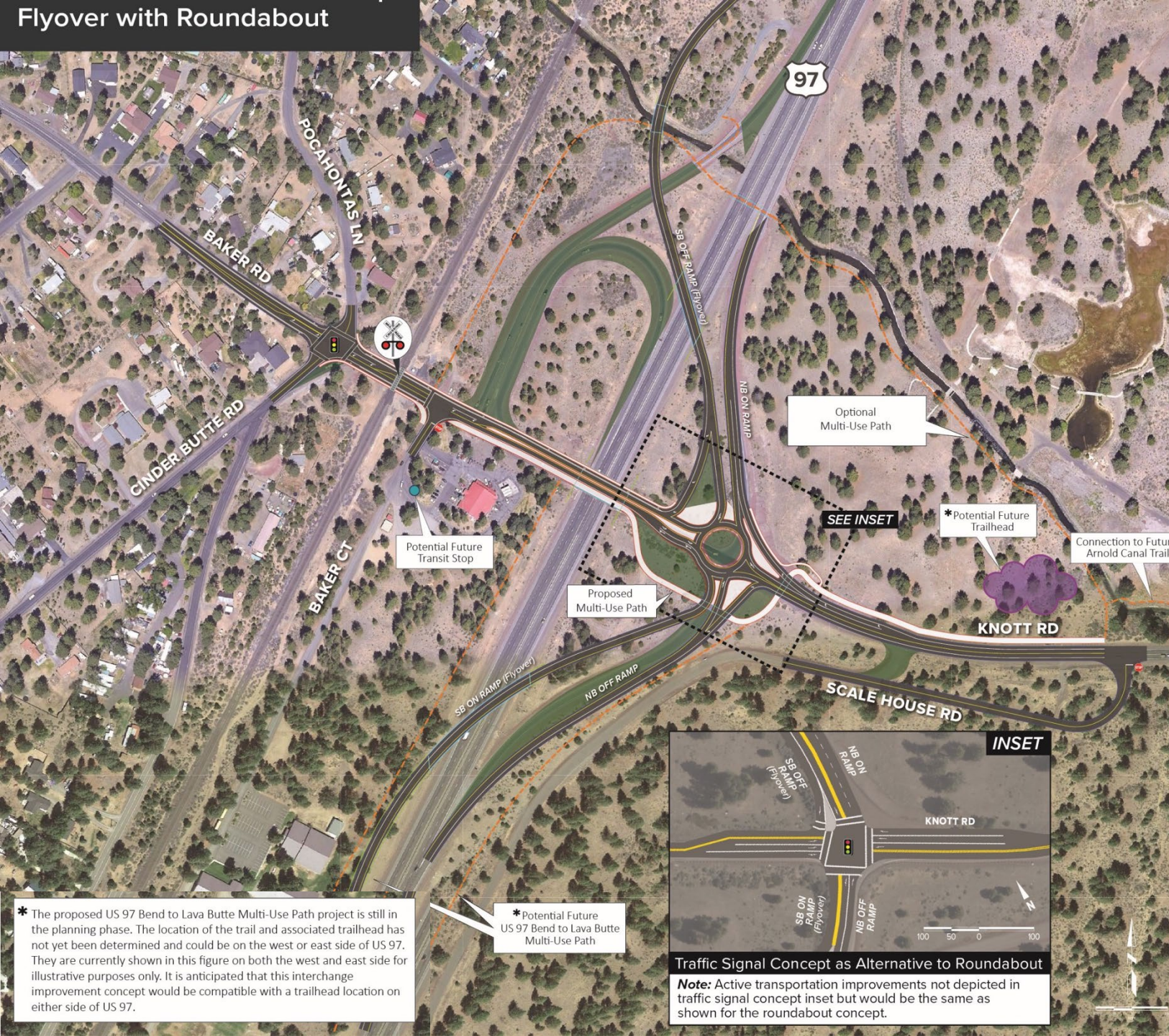
*Potential Future US 97 Bend to Lava Butte Multi-Use Path



Traffic Signal Concept as Alternative to Roundabout

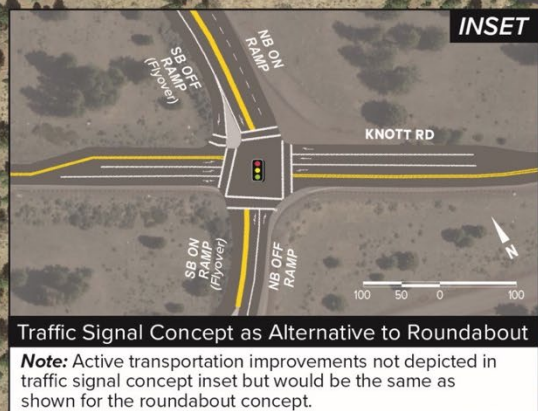
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Alt. 3: Southbound On- And Off-Ramp Flyovers with Roundabout (Flyover Interchange)

- Reconstructs the US 97 southbound on- and off-ramps by realigning them to a shared intersection with the northbound ramps on the east side of US 97
- This would require new bridges over US 97 for the southbound on- and off-ramps and a new bridge over the Arnold Canal
- All of the on- and off- ramps would connect at one partial multilane roundabout intersection
- Highest cost option (original est. Cost: **\$34.5 Million**)



Traffic Signal Concept as Alternative to Roundabout
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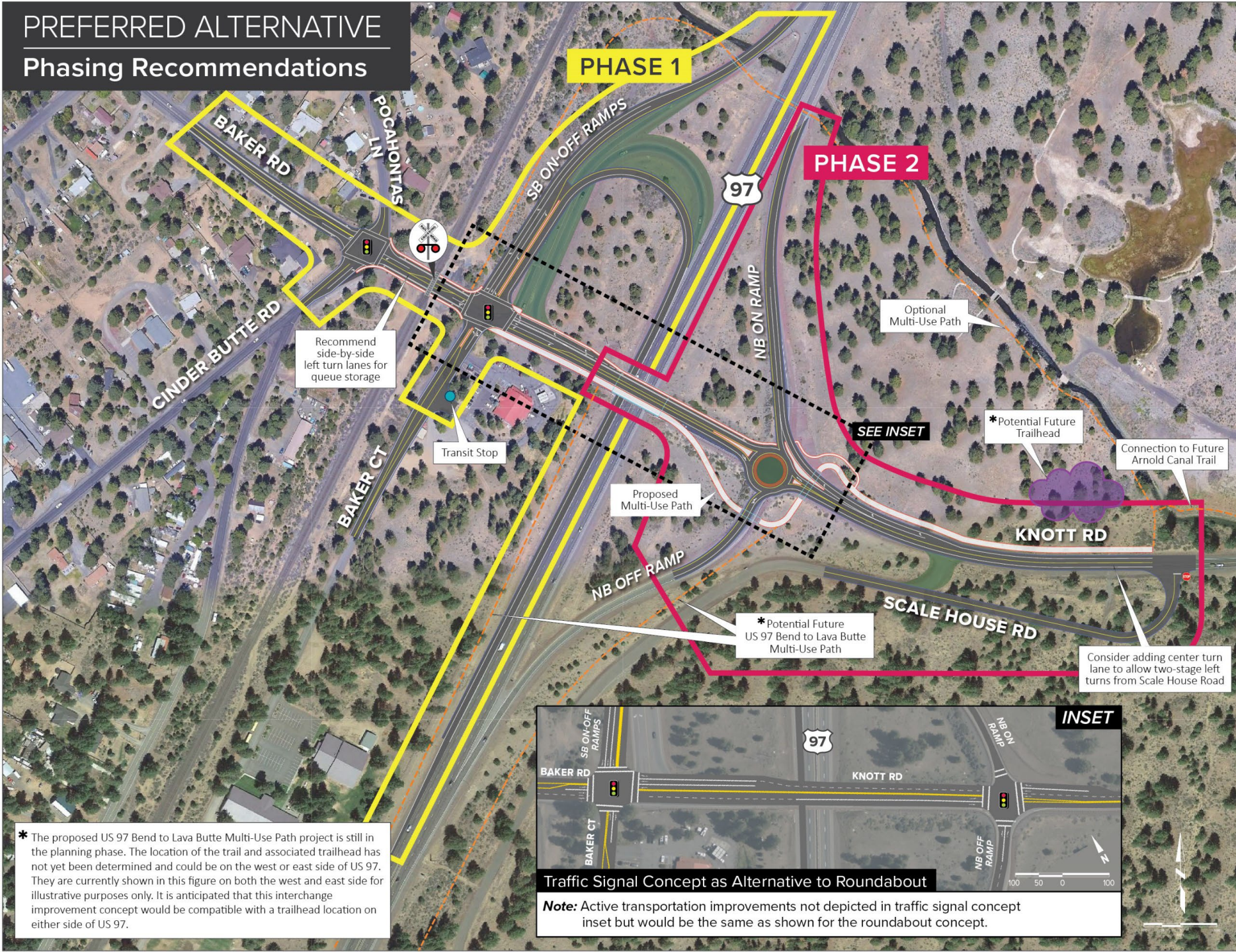
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* Potential Future US 97 Bend to Lava Butte Multi-Use Path

RECOMMENDATION

- Alternative 3 is widely supported, but also recognized to be significantly more costly and harder to build and phase.
 - > Many have expressed a desire to get improvements soon.
- Therefore, Alternative 1 was selected as the preferred alternative.
 - > Alternative 1 does a better job than Alternative 2 at resolving access conflicts and improving Baker Ct. access and reducing conflicts for people walking and biking.
 - > Alternative 1 is lower cost and can be more easily phased.
- Alternative 3 can be considered in the future.

PREFERRED ALTERNATIVE
Phasing Recommendations



Preferred Alternative –
 Alt 1 with
 consideration for
 future Alt 3
 improvements

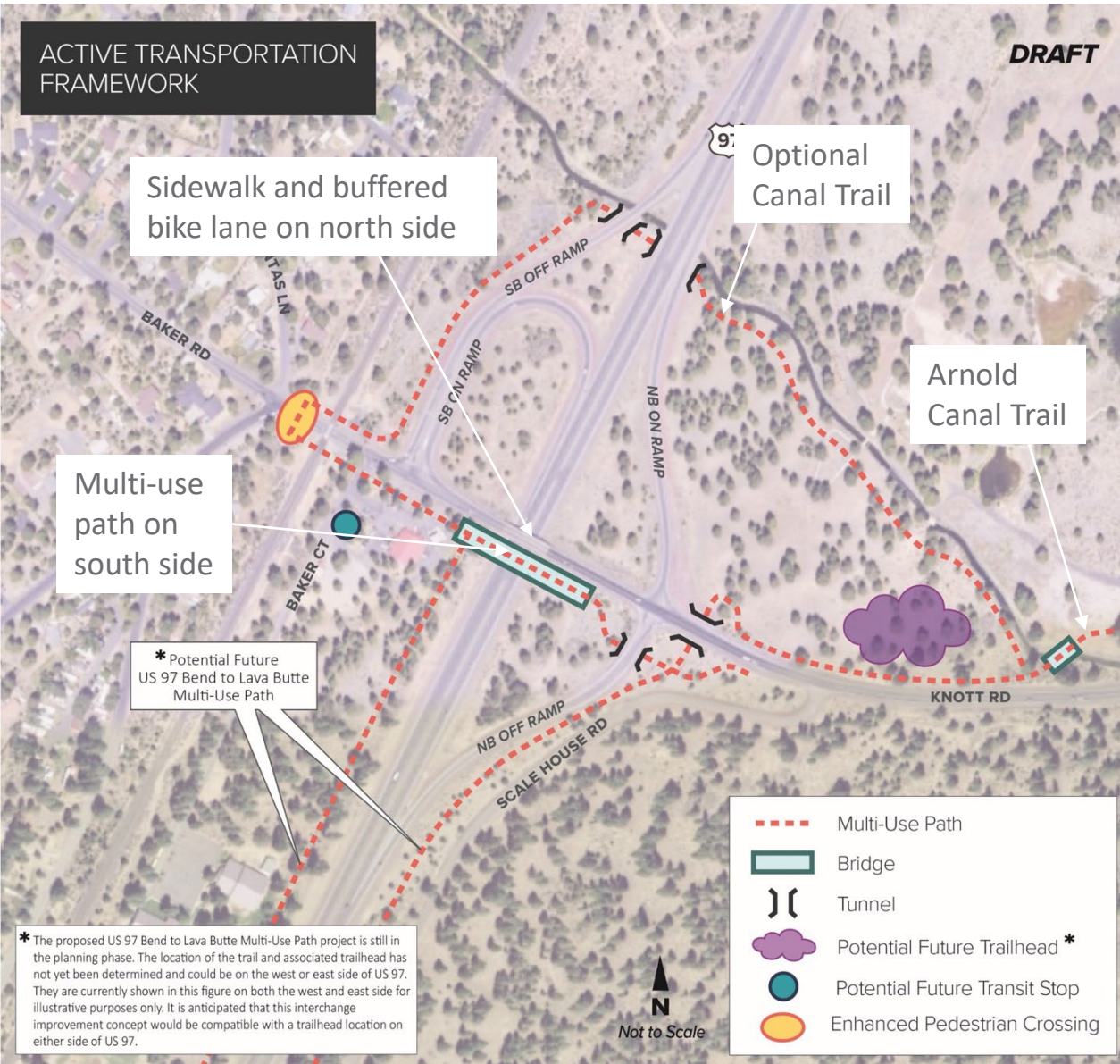
Alternative 1 Phasing:

- Phase 1 - \$14.8 million
- Phase 2 - \$23.2 million
- **Total: \$38 million**

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Traffic Signal Concept as Alternative to Roundabout
Note: Active transportation improvements not depicted in traffic signal concept inset but would be the same as shown for the roundabout concept.

Active Transportation Improvements



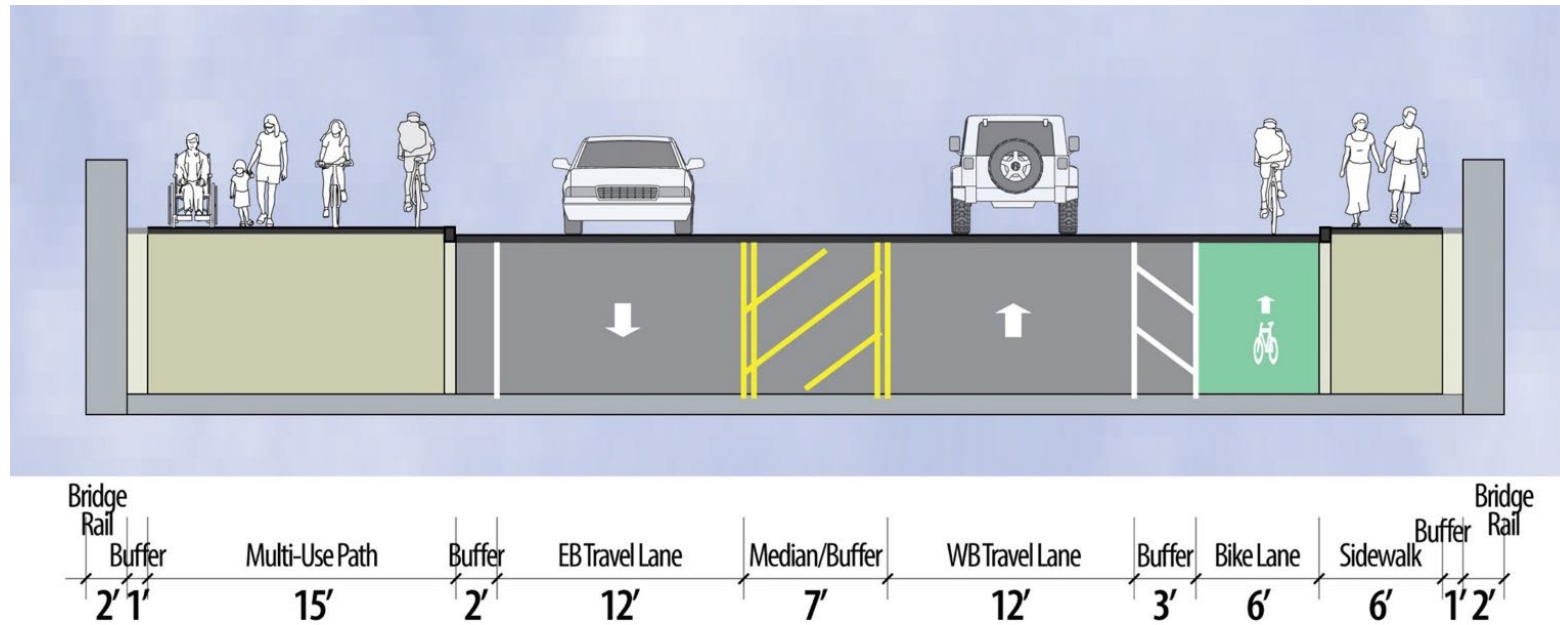
West end of Interchange

- Multi-use path, enhanced crossings (signals), transit stop

East end of Interchange

- Multi-use path with tunnels under the US 97 northbound off-ramp and Knott Road
- Connection to the future Arnold Canal Trail
- Potential for a future trailhead to be located in the northeast quadrant, connecting to the paved multi-use path that is planned between this interchange and the Lava Lands Visitor Center (the path could be either on the west or east side of US 97)

Baker Road Cross Section with Active Transportation Improvements



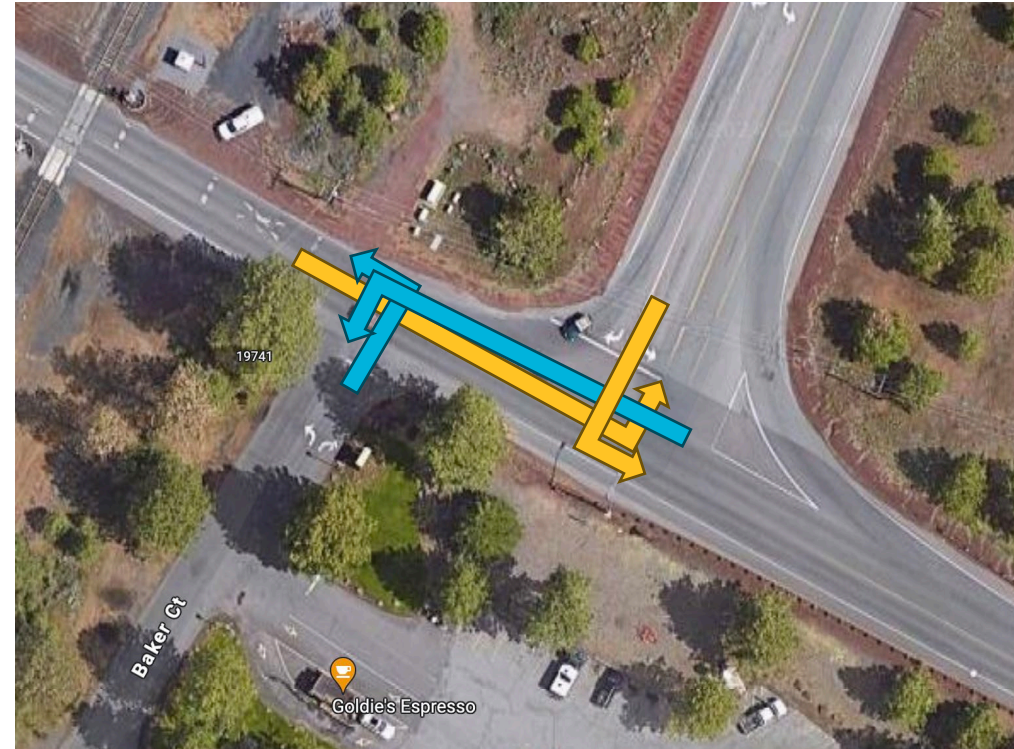
Additional Refinements:

- Vertical barriers.
- Narrow median for wider multi-use path on north side.
- Delineate space between people walking and biking on the multi-use path.
- Visual or physical gateway elements on new bridge.

ACCESS MANAGEMENT PLAN (CH 5)

What is an Access Management Plan and Why does the IAMP have one?

- Protect the investment being made in transportation improvements.
- Protect public safety.
- IAMPs are required to have access management plans.
- It provides direction and decision-making criteria, but actual changes will occur through future land use applications and project design phases.



ACCESS MANAGEMENT PLAN (CH 5)

Key Principles and Methodology

- Provide direction and decision-making criteria for access changes
- Modeled after the project goals and objectives (Key Principles = Goals)
- Mailed to property owners for review and comment (Nov 6)
- The Methodology will again be subject to property owner comment with each design phase. This would also include specific actions and more public outreach.

ACCESS MANAGEMENT PLAN (CH 5)

Access Management Actions

- Would be implemented by ODOT, Deschutes County, or others as applicable
 - > Likely as part of future land use actions or project phases
- Actions are described for each Area and are somewhat general in nature to allow for appropriate discretion for each decision in the future

TABLE 14: ACCESS MANAGEMENT ACTIONS

AREA 1	
EXISTING CONDITIONS: Area 1 includes properties along Baker Road between the BNSF railroad and a point that is approximately 1,320 feet west of the future intersection of the US 97 southbound ramps/Baker Court. Properties in this area are generally developed with single-family homes, consistent with Rural Residential (RR10) zoning. Many properties only have access to Baker Road and must rely on it for access, though some also abut Apache Road, Cinder Butte Road, or Pocahontas Lane.	ACTIONS: This area is fully developed and there are no known plans to rezone the land or construct new public streets in the vicinity. Properties that are unable to access alternative public streets are anticipated to continue to have access directly to Baker Road. The public street intersection on Baker Road with Cinder Butte Road and Pocahontas Lane is proposed to be improved with turn lanes and a traffic signal. No changes are proposed to the intersection with Apache Road. As opportunities arise, such as through development and redevelopment of properties, access directly to Baker Road should be removed to properties that abut other public streets with lower functional classifications (i.e., Apache Road, Cinder Butte Road, or Pocahontas Lane) where access to those other streets is feasible and safe to construct. For properties without access to an alternative public street, no more than one direct access to Baker Road should be provided where feasible.

OTHER MANAGEMENT STRATEGIES (CH 5)

- Consider **reducing the posted speed** along Baker Road and Knott Road after the improvements are constructed (from 35 mph).
- Maintain and enhance **evacuation routes** for southwest and southeast communities – particularly during construction.
- Add **wayfinding signage** when regional trails and trailheads are constructed.
- Manage the new **interconnected traffic signals** on Baker Road at the US 97 southbound ramps and Cinder Butte Road to prioritize safety.
 - > Assumes ODOT operates and maintains the Cinder Butte Rd signal too.
- Maintain the ability to safely and conveniently **accommodate transit** access.
 - > Future changes to the Baker Ct. cul-de-sac

PLAN IMPLEMENTATION (CH 6)

- Deschutes County will adopt the IAMP as a legislative amendment to the Comprehensive Plan
- ODOT will adopt the IAMP as a refinement to the Oregon Highway Plan
- Bend MTP to include an updated project description as part of fall 2024 update
- Plan and design phases also must be brought to the Mobility Advisory Committee

Table 6-4: Aspirational Project List for State Facilities

Project #	Project Name	Location	Project Description	Planning Level Cost (\$1,000s)
N-4	US 97 operational and safety management improvements and associated City street improvements	US 97 within Bend MPO boundary	Includes potential recommended Parkway Plan projects such as RI/RO Access Modifications/Closures, Ramp Meters, Butler Market Interchange Improvements, Revere Ave Lane Re-allocation, US 97 Auxiliary Lanes, Baker/Knott Interchange ramp terminal improvements, etc.	TBD
Total State Facility Aspirational Projects Cost: >380³⁹ million				

³⁹ The cost estimate for project C-19 will be informed by the on-going Deschutes County ITS plan, and the estimate for project N-4 will be informed by the on-going US 97 Bend Parkway Study

QUESTIONS?

Other Business

Chair Campbell & Staff

Other Business

- Policy Board meeting topic requests
- TAC Stipend Policy
- The next meeting of the BMPO Policy Board is scheduled for March 15, 2024, at 12:00 p.m. Topics will include:
 - 2023-2025 Unified Planning Work Program (UPWP) amendments
 - Funding Obligation Report
 - 2024-2027 MTIP amendments
 - TAC stipend policy

Public Comment

Chair

Adjourn

Chair

Accommodation Information for People with Disabilities



To obtain this information in an alternate format such as Braille, large print, electronic formats, etc. please contact Kelli Kennedy at kkennedy@bendoregon.gov or 541-693-2122; Relay Users Dial 7-1-1.