

# US 97 BAKER RD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

PROJECT ADVISORY COMMITTEE MEETING #1  
APRIL 5, 2021

SHAPING A SMARTER  
TRANSPORTATION EXPERIENCE™  
DKSASSOCIATES.COM



AN EMPLOYEE-OWNED COMPANY

# VIRTUAL MEETING GUIDELINES

- Please mute your microphone when not speaking.
- Please try not to speak over others.
- During the presentation, committee members can use the chat function to raise questions.
- Following the presentation of each section, staff will answer questions that have been listed in chat and committee members can use the chat function to raise new questions or let staff know if you have a comment or question.
- If you think of a question after the meeting or would like more information about anything, contact Don Morehouse [Donald.MOREHOUSE@odot.state.or.us](mailto:Donald.MOREHOUSE@odot.state.or.us)

# AGENDA

**1 / WELCOME AND INTRODUCTIONS**

**2 / US 97 BAKER RD IAMP PROJECT INTRODUCTION & STATUS UPDATE**

**3 / PUBLIC OUTREACH AND DECISION MAKING PROCESS**

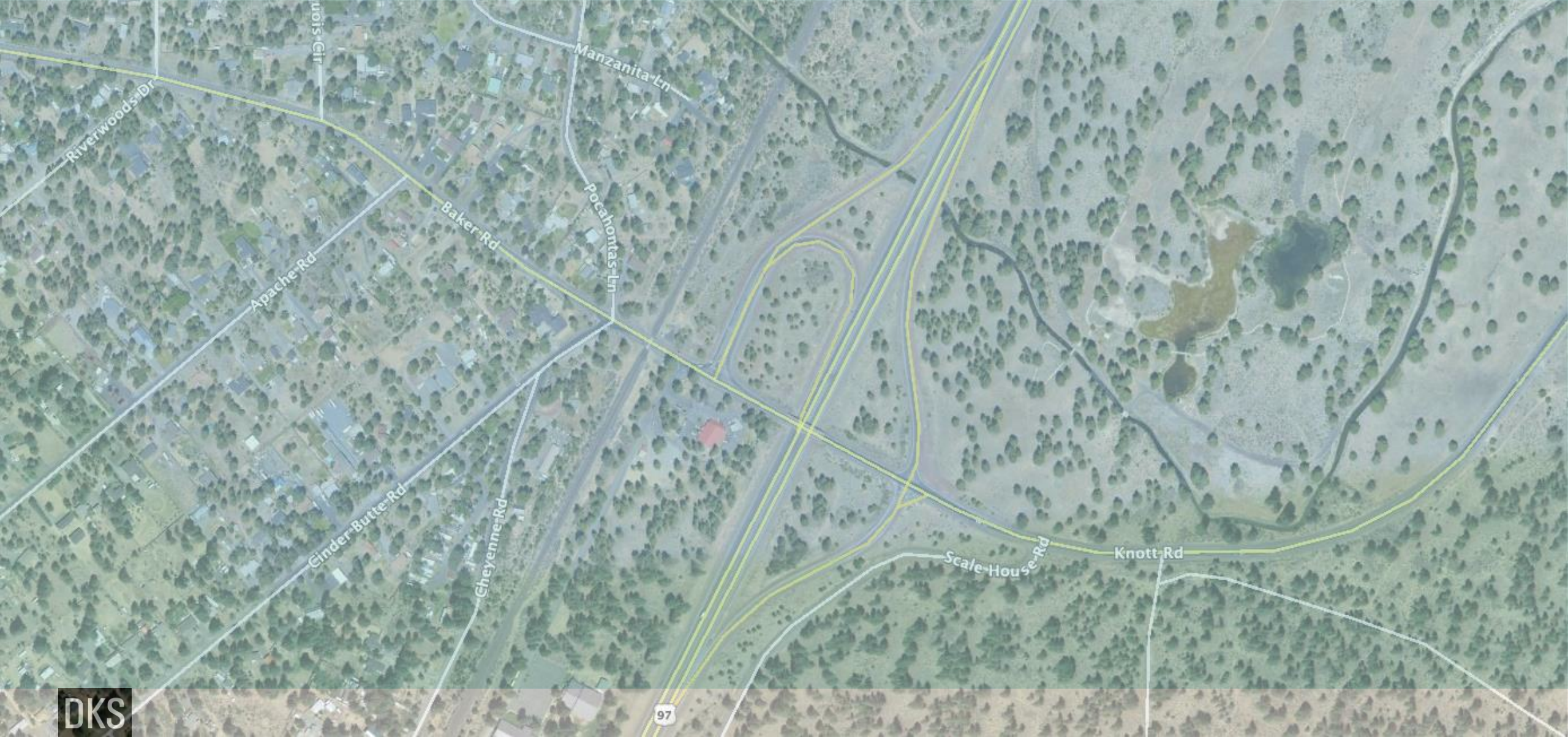
**4 / GOALS AND OBJECTIVES**

**5 / PUBLIC COMMENT**

**6 / NEXT STEPS**

# INTRODUCTIONS

Why are you interested in this project?



# MEETING PURPOSE

- Kick-off the US 97 Baker Rd IAMP project for the PAC
- Discuss Goals and Objectives to guide the project



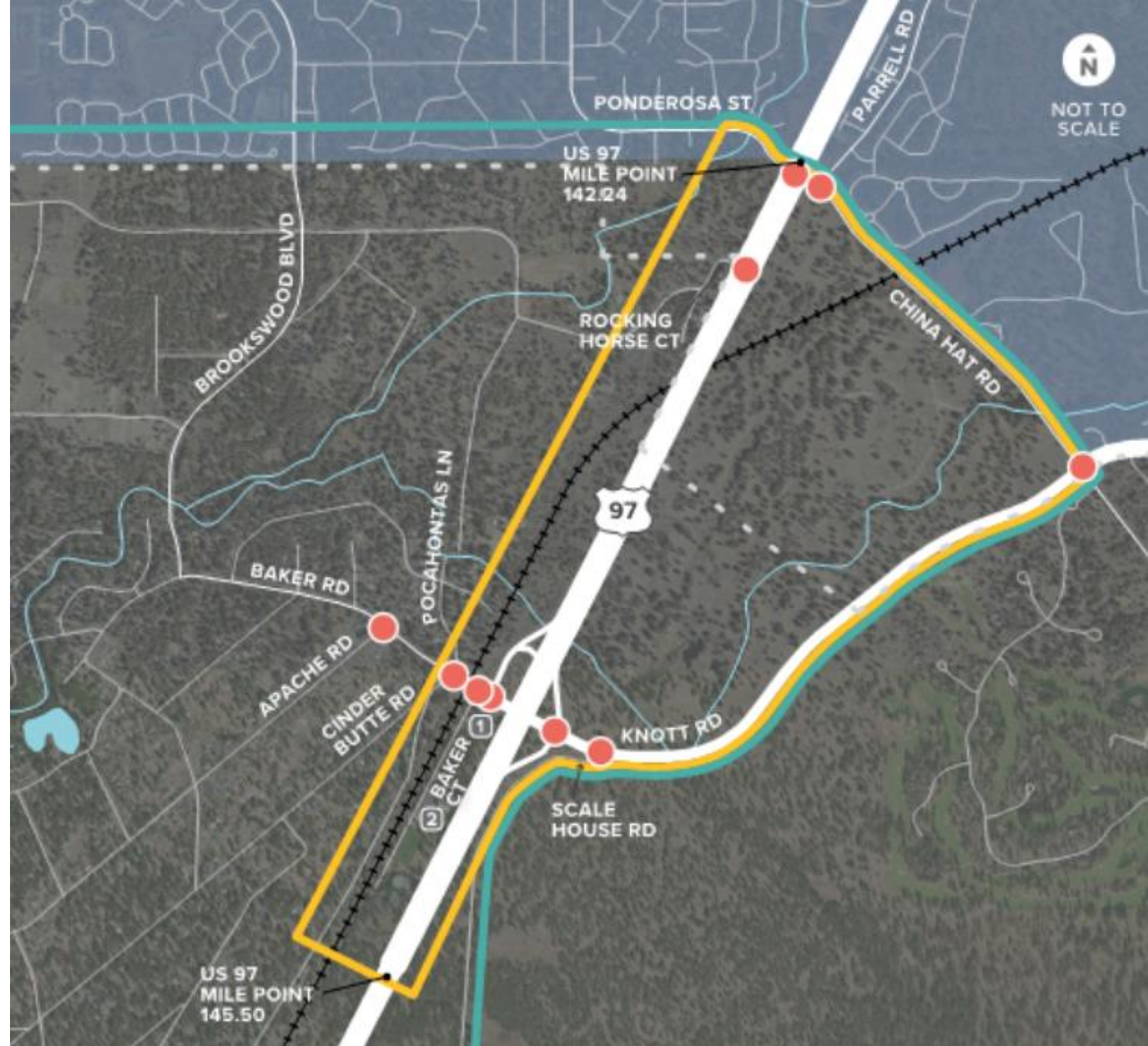
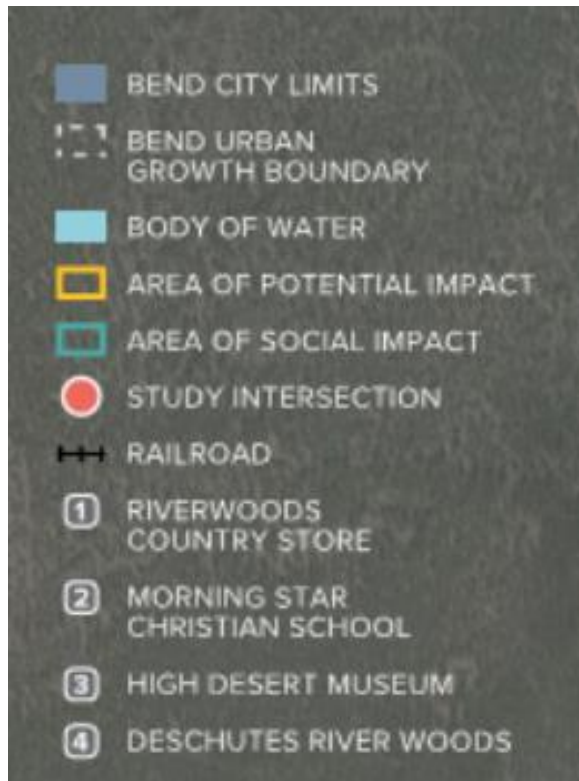
# PROJECT PURPOSE

- The purpose of IAMPs is to establish agreement with local governments about transportation solutions or land use/policy actions needed in an interchange area and how to implement them to protect the function of the interchange and significant investments in infrastructure.

# PROJECT PURPOSE

- The US 97 Baker Rd interchange was constructed about 30 years ago and was designed to serve the the sparsely developed rural lands in the area and to accommodate truck movement between US 97 and US 20.
- Today, increasing urban growth has resulted in congestion and safety issues at the interchange. This is expected to worsen with anticipated housing and employment growth in south Bend.
- **The purpose of the US 97 Baker Rd IAMP is:**
  - > Ensure the safe and efficient operation of the interchange area for all modes of travel through the 20-year planning horizon; and
  - > Identify transportation improvements, management strategies, and land use/policy actions needed to support planned development.

# PROJECT STUDY AREA

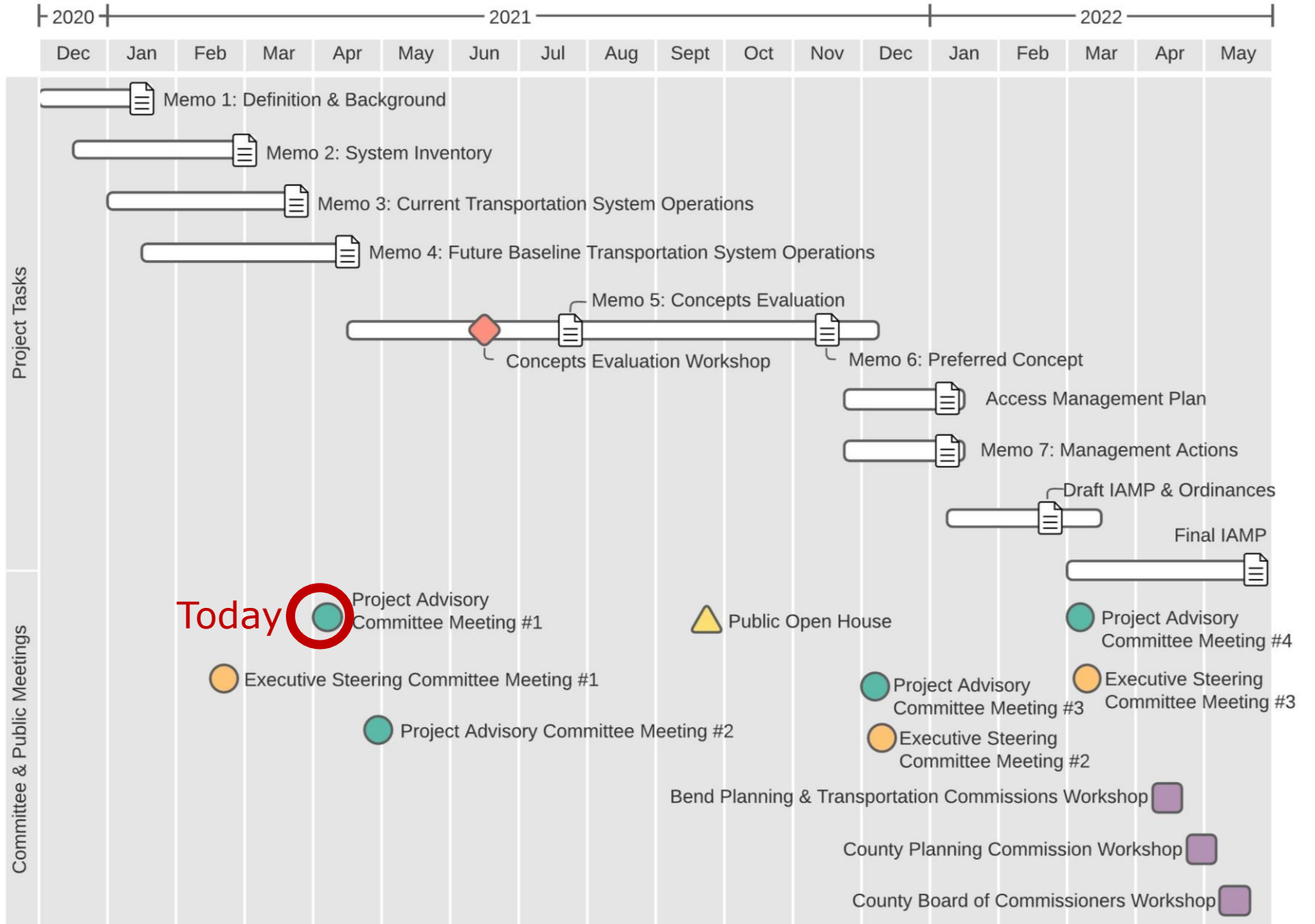




# PROJECT SCHEDULE

## US 97 / Baker Road Interchange Area Management Plan (IAMP)

## Project Schedule






# DECISION MAKING STRUCTURE & PUBLIC OUTREACH


- Bend MPO Policy Board = Project Steering Committee
- Project Advisory Committee = Advisory Role
  - > ODOT
  - > Deschutes County
  - > City of Bend
  - > Bend MPO
  - > DLCD
  - > US Forest Service
  - > Deschutes River Woods
  - > Bend-La Pine School Dist.
  - > Cascades East Transit
  - > Bend Park & Rec. Dist.
  - > Central Oregon Coalition for Access
  - > Abilitree
  - > Deschutes County Health Services
  - > Deschutes County Emergency Services
  - > Deschutes County Bike/Ped Advisory Committee
  - > Morning Star Christian School
  - > Riverwoods Country Store
  - > Arnold Irrigation District
  - > Homeless Leadership Coalition



# DECISION MAKING STRUCTURE & PUBLIC OUTREACH

- Project Website
- Public Open House to discuss draft alternative solutions

OREGON.GOV ODOT Home Programs Planning & Technical Guidance Drivers & Vehicles ▾ Doing Business ▾ Data & Maps Local Governments Get Involved ▾ About Us ▾ 

 **Projects**  STAY HOME. SAVE LIVES.

 > [Projects](#) > [Project-Details](#)

 **Emergency Information** **Wildfire:** Visit the [ODOT wildfire page](#). Visit the [Oregon wildfire page](#) for fire information. Visit [TripCheck.com](#) for 24/7 road information. **COVID-19:** Get the latest news on our [COVID-19 page](#). 

## US 97/Baker Road Interchange Area Management Plan Planning Phase

### Region 4: Central Oregon (Deschutes)

ODOT is preparing an Interchange Area Management Plan (IAMP) to evaluate how the existing US 97/Baker Road interchange operates and to determine what measures are needed to keep it functioning well over the next 20 years.

# DECISION MAKING STRUCTURE & PUBLIC OUTREACH

- Do you know of any other stakeholders or community groups we should be engaging?
- Any suggestions of good ways for us to advertise the project and reach people that we might otherwise miss?
- Thoughts on how we could make it easier for all community members to participate?

# GOALS AND OBJECTIVES

- The project goals and objectives will guide the development of solutions and evaluate how well each solution meets the purpose of the project and stakeholder values.
- The initial draft goals and objectives considered the project problem and purpose, as well as the goals and objectives used for similar local projects (US 97 Parkway Plan & US 97 Bend North Interchange Study).
- No weighting applied, order is not significant.

example

Goals and Example Evaluation Criteria	Constrained Width	Balanced Street Width	Active Transportation Enhanced
<b>Safety</b> Potential to reduce crashes and vehicle speeds.	⬇️	⬆️	⬆️
<b>Business Community</b> Change in travel time to access businesses, availability of truck routes, and potential impacts on business signing.	⬇️	⬇️	⬇️
<b>Mobility</b> Delay at intersections, travel time through Main Street, and potential impacts to freight Reduction Review Route.	⬇️	⬇️	⬇️
<b>Transportation Choices</b> Frequency of crossings for people walking and biking, and the comfort of the walking and biking infrastructure.	⬇️	⬆️	⬆️
<b>Vital Community</b> Potential for streetscape improvements, such as landscaping, and the directness of routes between neighborhoods and Main Street destinations and services.	⬆️	⬆️	⬆️
<b>Feasibility</b> Degree to which recommendations can be implemented due to cost and right-of-way impacts, and the benefit of safety-focused improvements.	⬆️	⬆️	⬇️

Note: The safety elements above have been scored using the criteria described in Technical Memorandum #11: Solutions Evaluation Criteria. Scores are not intended to determine a single option, but rather help inform the conversation about which safety solutions work best for Main Street. Options might score differently if used together with other elements but are shown here without consideration for how they may be combined.

⬆️ Strongly supports, ⬇️ Moderately supports, ⬇️ No significant changes, ⬇️ Moderately conflicts, ⬇️ Strongly conflicts

# GOALS AND OBJECTIVES

- Currently 8 goals focused on:
  1. Efficient (motor vehicle) travel
  2. Improving safety for all modes of travel
  3. Supporting regional and local economic development
  4. Creating opportunity for more multimodal travel
  5. Providing for equitable participation in the process and evaluating just allocation of burdens and benefits among community members
  6. Environmental stewardship
  7. Consistency with the shared state and local vision for the corridor/area
  8. Developing implementable solutions

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>1. Provide for efficient travel through the interchange area based on existing and planned land uses in the area.</b>	a. Provide for efficient travel for regional through traffic along US 97.	Meets ODOT’s adopted mobility standards for US 97 through the planning horizon.
	b. Provide for efficient travel on the local roadway system in the interchange area.	Meets ODOT’s adopted mobility standards at the US 97 ramp terminals with Baker Road and Knott Road through the planning horizon.
<b>2. Improve safety for all modes of travel.</b>	a. Reduce the frequency and severity of crashes for all modes with an emphasis on severe and fatal injuries.	Reduces the frequency and severity of crashes, as assessed through analysis of crash data and use of Crash Modification Factors.
		Minimizes conflicts and risk factors that could lead to crashes.
	b. Move in the direction of meeting ODOT’s adopted access spacing standards along US 97, Baker Road, and Knott Road, or meet the standards where feasible.	Enhances safety for vehicular and non-motorized modes of transportation at rail crossings.  Meets or improves access spacing pursuant to ODOT’s adopted access spacing standards.

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>3. Support regional and local economic development.</b>	a. Maintain access to properties along Baker Road and Knott Road in a manner that supports the economic development objectives of existing and future businesses consistent with the Deschutes County and Bend Comprehensive Plans.	Maintains accessibility to properties consistent with the documented needs of existing land uses and anticipated potential needs of future uses based on Comprehensive Plan designations.
	b. Develop an interchange design that facilitates truck freight movement along US 97 and to and from destinations to the east.	Proposed interchange geometry, such as curves, clearances, and grades, accommodates trucks and oversize vehicles.
	c. Allow for safe and uninterrupted service on the Burlington Northern Santa Fe railroad.	Based on qualitative criteria, reduces potential conflicts with the rail crossing on Baker Road.



GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>4. Facilitate the use of multimodal travel options.</b>	a. Provide low-stress walking and biking facilities that create east-west connectivity through the interchange area.	Based on qualitative criteria, enhances the quality of walking and biking facilities.
		Reduces the level of traffic stress for people walking and biking.
		Increases the number of grade-separated US 97 crossings provided in the Area of Potential Impact for people walking and biking.
	b. Identify where planned trails in the interchange area can be safely connected and accessed.	Based on qualitative criteria, enhances trail system completeness and quality of connections.
	c. Accommodate long-term connectivity to the south.	Incorporates the alignment of the proposed US 97: Baker/Knott Road to Lava Butte Multi-Use Path and connects it to the walking and biking network in the interchange area.
d. Consider how to accommodate future expanded Cascades East Transit service.	Can accommodate planned transit service improvements and expansions.	

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>5. Develop the project to support the community's value of equity.</b>	a. Provide an equitable decision making process that encourages participation by all.	Historically underrepresented community members within the Area of Social Impact were invited to participate in the project. (This will be used to evaluate the project process, but not individual alternatives.)
		Feedback from historically underrepresented community members indicates they were able to participate in the process. (This will be used to evaluate the project process, but not individual alternatives.)
	b. Achieve a just allocation of burdens and benefits among community members.	Impacts to properties owned, used by, or accessed by historically underrepresented community members are proportionate to those of other populations.

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>6. Practice good stewardship of the environment.</b>	a. Reduce vehicle emissions through reduction of vehicular delay, improved connections in the local system, and the use of alternative travel modes.	Assessment of reductions in vehicular delay and vehicle-miles traveled, as well as improvements supporting walking, biking, and use of transit.
	b. Minimize impacts on resource lands.	Minimizes impacts on land designated for natural resources, scenic and historic areas, and open spaces.
	c. Minimize adverse impacts on wildlife.	Recommendations minimize or avoid impacts to wildlife habitat and safety.

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>7. Develop solutions that are consistent with the established shared corridor vision and adopted state and local plans.</b>	a. Create a US 97 corridor that is compatible with the recommendations from the US 97 Parkway Plan and Bend to Lava Butte Refinement Plan.	Recommendations are compatible with those from the US 97 Parkway Plan and Bend to Lava Butte Refinement Plan.
	b. Ensure compatibility with future planned growth in Bend’s opportunity areas and expansion areas.	Traffic forecasts and connectivity improvements in the Area of Potential Impact account for the impact of housing and employment growth in Bend’s opportunity areas and expansion areas.
	c. Consider the visual sequence of project elements as an entry/exit node to the City of Bend.	Can accommodate or does not compete with visual and physical gateway elements to south Bend.
	d. Support the action plan in the Greater Bend Community Wildfire Protection Plan to enhance community safety.	Recommendations maintain or enhance access and evacuation routes for the Southwest and Southeast Communities.

GOALS	OBJECTIVES	EVALUATION CRITERIA
<b>8. Develop implementable solutions for the interchange area.</b>	a. Minimize impacts on resource lands.	Minimizes impacts on land designated for natural resources, scenic and historic areas, and open spaces.
	b. Ensure public funds are invested efficiently and effectively, and solutions are fiscally responsible.	Based on qualitative criteria, solutions are effective at addressing goals and objectives compared to costs and would reasonably fit within funding expectations for project partners.
	c. Develop solutions that can be implemented in phases.	Solutions can be implemented incrementally in functional phases.
	d. Develop a design that is constructable and could be reasonably maintained.	Minimizes the number of potential design exceptions.
		Is easily constructable with regard to rail impacts and ability to maintain traffic.  Does not create maintenance challenges.

# PUBLIC COMMENT

# CONCLUSIONS AND NEXT STEPS

- Assessment of the System with no Improvements
  - > Tech Memos #2, #3, and #4
- PAC Meeting #2
- Develop Solutions
- Public Open House

