

JUNE 2021 PUBLIC OUTREACH SUMMARY

US 97 BAKER ROAD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

OREGON DEPARTMENT OF TRANSPORTATION

JULY 12, 2021



ODOT is preparing an Interchange Area Management Plan (IAMP) for the US 97/Baker Road interchange south of Bend. The project team held a round of outreach in June which included:

- Online open house and survey (June 7 – June 20, 2021)
- Virtual public meeting (June 9, 2021)

During this round of outreach, the online open house received 452 unique visitors and 22 people participated in the virtual public meeting. The project received 34 survey responses, five public meeting comments/questions, one comment via email, and one phone call. The outreach events and comments received are summarized below.

NOTIFICATIONS

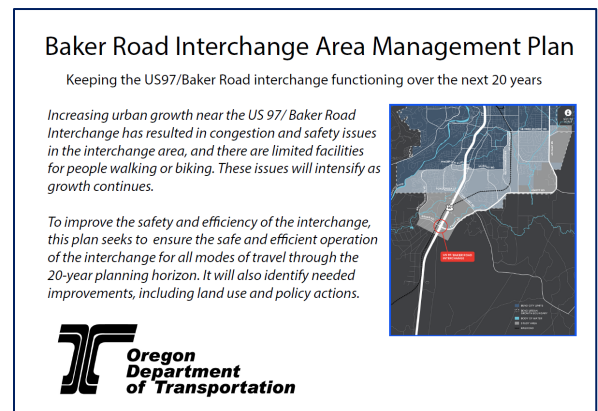
Postcard

The project team mailed a postcard to 3,314 project area neighbors on May 26, 2021 announcing the online open house and June 9th virtual public meeting.

GovDelivery Press Releases/Stakeholder Emails

The project team distributed two electronic press release/stakeholder email via GovDelivery. The first was sent on May 26 to 6,740 recipients, and the second was sent on June 8 to 6,713 recipients. These emails included:

- Project overview
- Online open house information and link
- Virtual public meeting agenda and login information



Front of postcard mailed on May 26, 2021

Media Coverage

Local news station [KTVZ](#) covered the virtual public meeting and promoted the online open house.

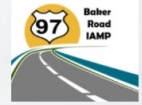
ONLINE OPEN HOUSE

The project hosted an online open house (OOH) on ODOT's platform from June 7 – June 20, 2021 and had over 450 visitors. The OOH introduced the project to the public; shared information about current conditions in the project area and potential alternatives for the US 97/Baker Road interchange; and provided an opportunity for the public to comment on the project. The welcome page greeted participants and invited them to review the following stations:

- **Station #1 – About the Project:** Purpose of the IAMP, study area map, project schedule and future outreach opportunities.
- **Station #2 – Goals and Objectives:** Eight project goals and each supporting objective.
- **Station #3 – Current Conditions:** Current traffic conditions, operations/congestion, safety/risk factors and existing infrastructure, such as walking, biking, transit and railroad facilities.
- **Station #4 – Future Conditions 2040:** Future anticipated interchange conditions based on projected regional growth, specifically: housing and employment growth, planned transportation improvements and growth impacts on traffic.
- **Station #5 – Planning for the Future:** Eight initial alternative concepts:
 - *Alternative #1:* Low build
 - *Alternative #2:* Tight urban diamond interchange
 - *Alternative #3:* Southbound on- and off-ramp flyovers with signalized intersection
 - *Alternative #4:* Southbound on- and off-ramp flyovers with roundabout intersection
 - *Alternative #5:* Southbound off-ramp flyover with signalized intersection and existing southbound loop on-ramp
 - *Alternative #6:* Southbound off-ramp flyover with roundabout intersection and existing southbound loop on-ramp
 - *Alternative #7:* Southbound off-ramp flyover with signalized intersection and new southbound diamond on-ramp
 - *Alternative #8:* Southbound off-ramp flyover with roundabout intersection and new southbound diamond on-ramp
- **Station #6 – Provide Your Feedback:** Invitation to sign up for the project email list and complete a survey.

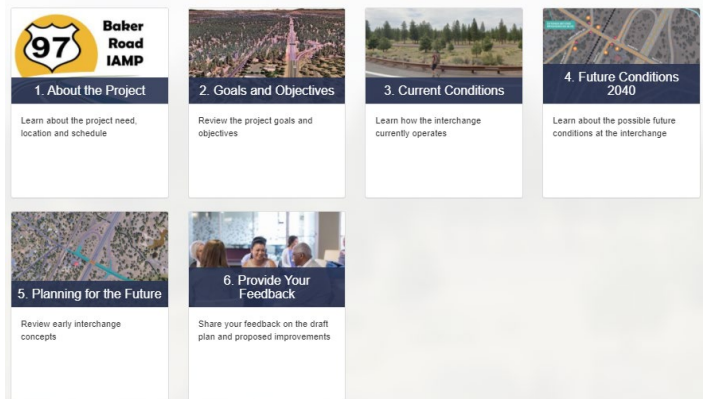
US 97/Baker Road Interchange Area Management Plan (IAMP)

Welcome to the IAMP online open house! We're preparing an IAMP to evaluate how the existing US 97/Baker Road interchange operates and to determine what we can do to keep it functioning well over the next 20 years. Explore the stations below to learn more about the project and take a quick survey. Your input is important!



For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translator/interpretation services, or more information call 503-731-4128, TTY: 800-735-2900 or Oregon Relay Service 7-1-1.

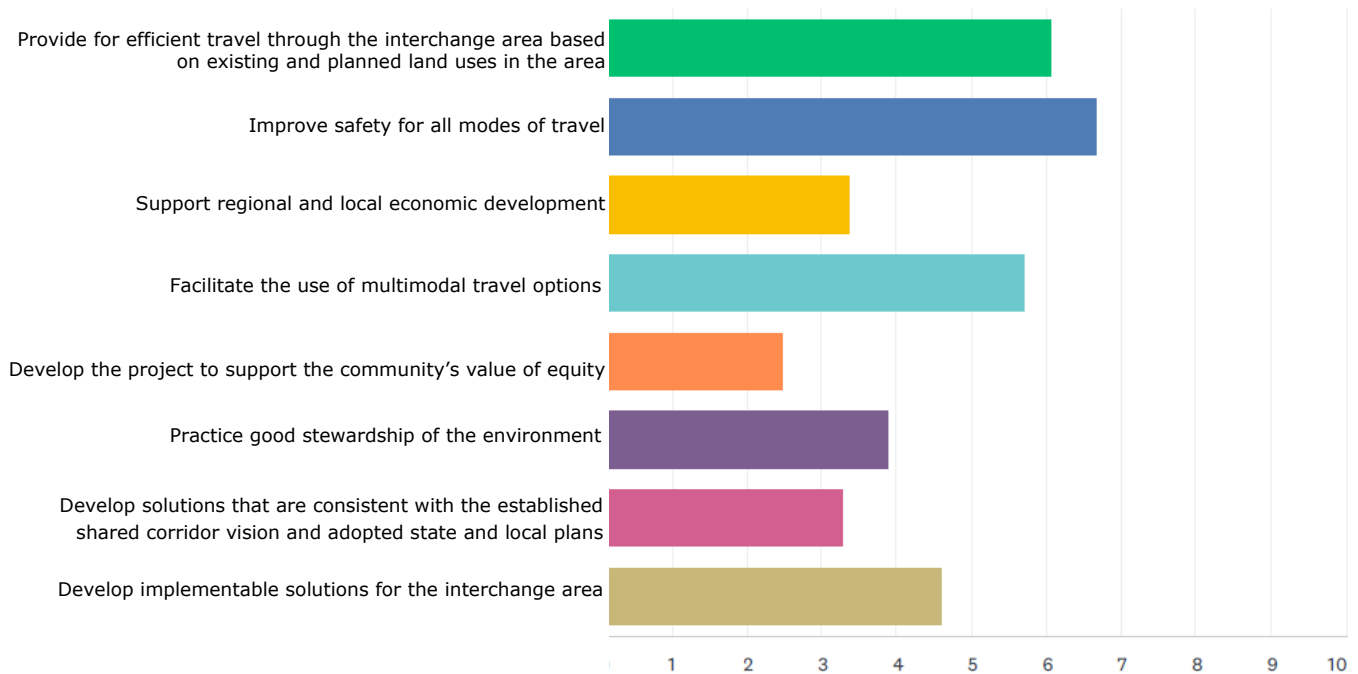
Stations



Survey Results

A survey was made available at the online open house, and a total of 34 participants completed and submitted it to the project team. Most open-ended comments received were unique in nature, and the most common responses are summarized with each question. The complete set of responses is included as Attachment A.

Question #1 – Which goals are the most important to you as we plan for the future? Please rank the goals from most important to least important.



Participants prioritized the goals in the following order:

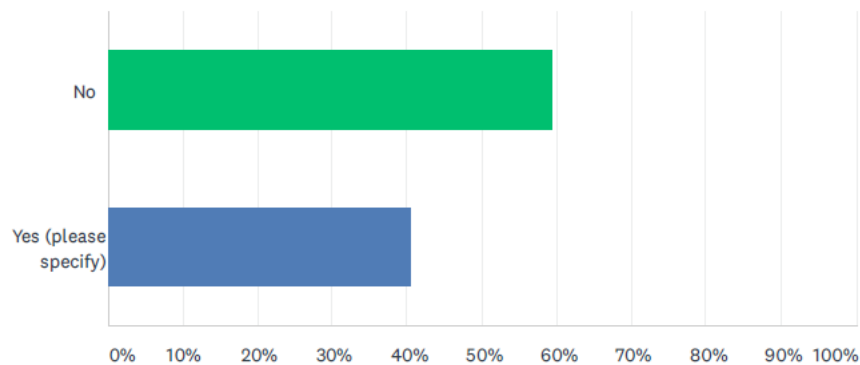
1. Improve safety for all modes of travel
2. Provide for efficient travel through the interchange area based on existing and planned land uses in the area
3. Facilitate the use of multimodal travel options
4. Develop implementable solutions for the interchange area
5. Practice good stewardship of the environment
6. Support regional and local economic development
7. Develop solutions that are consistent with the established shared corridor vision and adopted state and local plans
8. Develop the project to support the community's value of equity

Question #2 – Do you have any input to share on the goals and objectives?

Summary of common responses:

- Safety should be the highest priority
- ODOT should consider wildfire evacuation
- Concern over impacts from additional construction on natural ecosystem
- Interchange needs additional bike/pedestrian infrastructure

Question #3 – Do you have any additional concerns about how the interchange may be impacted by future growth in the area?



Summary of common responses:

- Concern over the planned improvements accommodating future growth; it may grow more than the interchange could handle
- Questions about railroad interactions with this interchange

Question #4 – What do you think about the early concepts?

Summary of common responses:

- Concern over too many high-cost options that won't be implemented
- General preference for roundabouts over signalized intersections
- Consider wildfire evacuation routes
- Approval of the added bicycle and pedestrian facilities; however, there is concern that the proposed work (within existing right of way) will not provide as much comfort as needed to pedestrians and cyclists

Question #5 – What other ideas should the team consider?

Summary of common responses:

- Increase the size of bicycle facilities to provide more comfort to cyclists
- Alternate designs should be considered, such as using a conventional cloverleaf, two roundabouts instead of one, or lengthening the U.S. 97 southbound ramp

VIRTUAL PUBLIC MEETING

The project team held a virtual public meeting on June 9, 2021 at 6:00 p.m. via Webex. The meeting had 22 public participants and six project team members. The meeting included:

- Overview of goals and objectives
- Description of current and future conditions
- Suggested solutions
- Question and answer session

Questions/Comments

There were five comments/questions raised during the meeting. Below is a summary of the comments; see Attachment B for a meeting summary which includes the complete comments/questions.

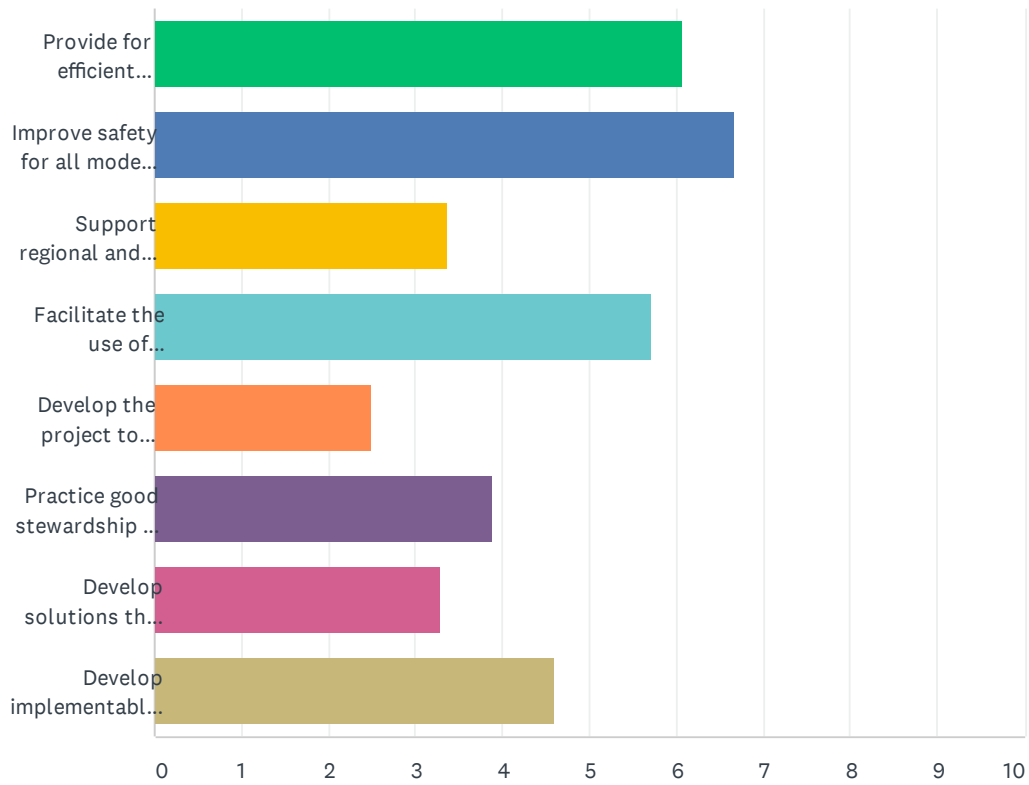
- Concern over not having neighborhood associations on the Community Advisory Committee
- Questions about what is planned for north of the interchange
- Concerns over local property ingress and egress with the proposed alternatives

Attachment A

Online Open House Survey Results

Q1 Which goals are the most important to you as we plan for the future?
Please rank the goals from most important to least important.

Answered: 30 Skipped: 4



US 97/Baker Road Interchange Area Management Plan Survey

	1	2	3	4	5	6	7	8	TOTAL	SCORE
Provide for efficient travel through the interchange area based on existing and planned land uses in the area	27.59% 8	24.14% 7	13.79% 4	13.79% 4	10.34% 3	3.45% 1	6.90% 2	0.00% 0	29	6.07
Improve safety for all modes of travel	46.67% 14	26.67% 8	6.67% 2	6.67% 2	6.67% 2	0.00% 0	0.00% 0	6.67% 2	30	6.67
Support regional and local economic development	0.00% 0	0.00% 0	11.11% 3	33.33% 9	7.41% 2	11.11% 3	3.70% 1	33.33% 9	27	3.37
Facilitate the use of multimodal travel options	14.29% 4	25.00% 7	21.43% 6	14.29% 4	10.71% 3	10.71% 3	3.57% 1	0.00% 0	28	5.71
Develop the project to support the community's value of equity	0.00% 0	0.00% 0	3.57% 1	3.57% 1	25.00% 7	3.57% 1	35.71% 10	28.57% 8	28	2.50
Practice good stewardship of the environment	7.14% 2	3.57% 1	17.86% 5	3.57% 1	25.00% 7	10.71% 3	17.86% 5	14.29% 4	28	3.89
Develop solutions that are consistent with the established shared corridor vision and adopted state and local plans	0.00% 0	3.57% 1	10.71% 3	10.71% 3	3.57% 1	39.29% 11	21.43% 6	10.71% 3	28	3.29
Develop implementable solutions for the interchange area	3.57% 1	17.86% 5	17.86% 5	14.29% 4	10.71% 3	21.43% 6	7.14% 2	7.14% 2	28	4.61

Q2 Do you have any input to share on the goals and objectives?

Answered: 23 Skipped: 11

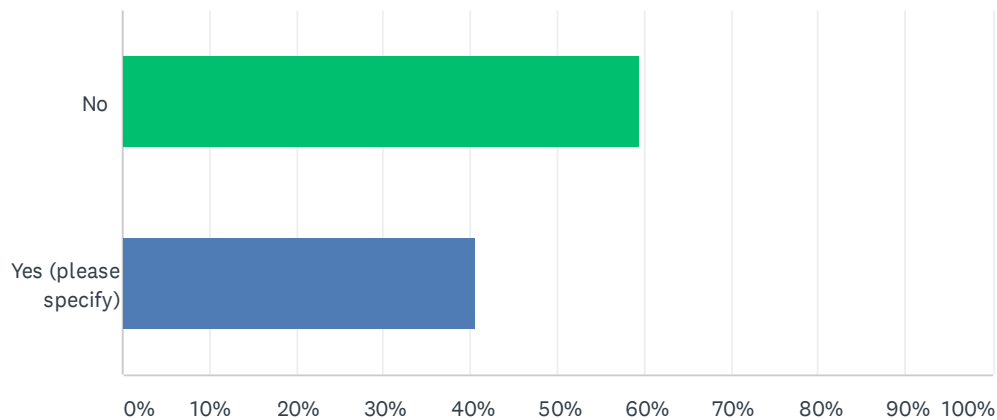
#	RESPONSES	DATE
1	The goal of making the area safer is spot on. Vehicle safety should be top priority as that is 99% of the mode of transportation in this rural area. Walking/biking is extremely rare out here. Not that it doesn't need to be considered, but should not drive the plan.	6/20/2021 10:48 PM
2	The Rural Fire Protection Dist. #2 has identified SW Bend/DRW as having the highest risk of wildfire in the region. In the case of evacuation caused by fire in DRW this will be the primary exit. The ideal plan should allow for all lanes to be turned into a high capacity evacuation route for high volume evacuations. Traffic volume and flow in evacuation situations should be designed into the new interchange. Also I would like a wildlife corridor in this area that allows animals to safely cross hwy 97	6/20/2021 10:20 AM
3	In my opinion, all of the above goals (Item 1 above) should be met by any proposed project solution before proceeding with project development or design phases. Regarding improved safety, the project team should consider the Deschutes County designation of Baker Rd as a "Project Wildfire Evacuation Route" and provide a design that safely evacuates residents of the Deschutes River Woods and Southwest Bend communities. Regarding environmental stewardship, the project design should consider the seismic safety of the existing 1990's era overpass structure and the geotechnical considerations of proposed additions or new bridges. Additional environmental concern is the environmental impact due to climate change introduced by construction of new structures of concrete and steel, a major contributor of greenhouse gas.	6/16/2021 4:59 PM
4	As a resident of DRW, wildfire evacuation is a priority. Lets improve the Baker-US97 interchange for wildfire evacuation of DRW, as well as southwest Bend residents and its two local schools, Elk Meadow elementary and Morning Star Christian. Murphy road is the other outlet to US97 for some Bend neighborhoods north of Baker, including Pine Ridge elementary. Bike lanes and separate paved pedestrian paths are also needed at the interchange. bike traffic is already high. The new U.S. forest service trail on the west side of US97 will increase both car and bike traffic. now is the time to incorporate bike and pedestrian access over US97 and increase capacity at the intersection.	6/16/2021 12:58 PM
5	1. Add a Wildfire Evacuation objective: Baker Road is the only viable evacuation route for wildfires threatening Deschutes River Woods and River Bend Estates, as well as southern city of Bend residents, including the River Rim and Southwest Bend neighborhoods and Elk Meadow Elementary school. The intersection must plan for urgent peak traffic demand moving east as well as emergency vehicles and fire fighting equipment moving west on Baker Road during a wildfire evacuation. If planning is only based on the average east bound increases to the US97 interchange, there would be dangerous backups during a wildfire evacuation. Please create an objective for wildfire evacuation based on peak vehicle demand. 2. Separate Hiker/Bikers from traffic Baker Road currently has high bicycle traffic, as riders leave Deschutes River Woods and southwest Bend to access riding areas east of the US97 interchange. Bicycles on Baker road have a narrow shoulder and add to the already extremely hectic decision making for drivers getting on or off US97. The U.S Forest Service plans to add a new paved bike path toward High Desert Museum, Lavaland visitor center and Sunriver. This new trail is going to substantially increase vehicle and bike traffic at the interchange. An objective is needed to separate foot and bike traffic from cars at the interchange, increase shoulder width and provide safe overpass.	6/15/2021 9:09 AM
6	Yes! As Bend grows rapidly, we are losing our native ecosystem to construction projects, both commercial and residential. I am writing to you on behalf of the Bend Pollinator Pathway. We would like to ensure that any landscaping for this project would consist exclusively of central Oregon native pollinator plants. These plants evolved along with our native wildlife and provide the food and nesting materials they require to survive. They are also drought resistant once established so long-term irrigation would not be required. These adhere to the criteria cited in Goal 6: Practice good stewardship of the environment, Objective C: Minimize adverse impacts on wildlife.	6/13/2021 10:24 PM

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7	No Rounds. Cause a lot of back up, confusion and chaos at a busy intersection	6/10/2021 10:28 PM
8	Improving bikability and walkability for the area is important. It would be great to see a park and/or a trail system incorporated into the design.	6/10/2021 10:19 PM
9	Yes, the number 1 goal should be the responsible use of tax payer money and prioritizing projects that offer the most added benefit to tax payers. This interchange may not be ideal in its current configuration but its functional and there are many other more pressing traffic issues not only in this area but region wide.	6/10/2021 10:57 AM
10	Why is travel from the East an issue? You allowed the city of Bend to stick a big middle finger to the SE side by failing to put a South bound off ramp at Murphy. NO MONEY should be spent anywhere on 97 till this is fixed.	6/10/2021 9:32 AM
11	none of the options seem to address the railroad crossing or driveway access at the existing convenience store/Baker Court. These seem like the most problematic conditions in the interchange area and I believe these areas are causing problems at the on and off-ramps throughout the interchange area.	6/9/2021 10:24 PM
12	Safety should be the priority for both vehicles and bikes	6/9/2021 8:37 PM
13	Goal of improved traffic flow without just moving the traffic back-ups to the east side of the freeway. Congestion will just occur at a round-about or signaled intersection on the east side of the freeway. None of the options address the back-ups that occur due to the train crossing on the west side.	6/9/2021 2:32 PM
14	Side walks, Bike paths, Lighted area by Baker Knott and to the store. Speed limit is an issue. 35mph is way too fast. 25MPH would be much safer. A lot of folks go 50 to 55 MPH	6/8/2021 12:58 PM
15	No.	6/8/2021 11:44 AM
16	Must do a better job for bike/peds in the total package.	6/8/2021 9:36 AM
17	Multi-modal needs should be a huge priority for this area.	6/7/2021 4:45 PM
18	no	6/7/2021 4:24 PM
19	Safety! We were almost killed turning east onto Knott while westbound traffic was waiting for a train and someone decided to bypass the stopped cars by speeding west in the eastbound lane to get to the convenience store. This is my preferred exit since the Badger exit was taken away for southbound parkway traffic. But it's tough to safely turn left with cars in the right lane of the exit blocking the view of eastbound traffic and the bridge rise blocking the view of westbound. Please choose a solution that implements safe turns ASAP.	6/7/2021 4:00 PM
20	I commute through the interchange every workday and drive through for other purposes several times a week. Depending on the time of day it is already unpleasant, and with the new housing developments and high school it will only get worse. I was very pleased to see that plans are already in motion to deal with this, and I think these initial proposals do a good job addressing the issues.	6/7/2021 3:16 PM
21	Bend Parks and rec and the deschutes NF have shared path plans in this intersection area. Coordinating and connecting to those paths is a big priority as this area grows.	6/7/2021 2:05 PM
22	As Bend expands to the south, I would like for this interchange to be able to accommodate growth for more than just the next decade or so. It should allow for flexibility if it becomes outdated sooner than expected.	6/7/2021 2:02 PM
23	Safety is the number one concern along with ease of flow in the area.	6/7/2021 1:41 PM

Q3 Do you have any additional concerns about how the interchange may be impacted by future growth in the area?

Answered: 32 Skipped: 2



ANSWER CHOICES	RESPONSES
No	59.38% 19
Yes (please specify)	40.63% 13
TOTAL	32

#	YES (PLEASE SPECIFY)	DATE
1	This is a residential area, maybe the speed limit should be reduced.	6/20/2021 10:48 PM
2	I think the population in this area will grow more than what is predicted. I would like to see more opportunities for commercial developments in this area such as stores and restaurants.	6/20/2021 10:20 AM
3	Yes, development in southeast Bend (not southwest Bend or Deschutes River Woods) may impact the subject intersection. ODOT should work with City of Bend Metropolitan Transportation to appropriately design infrastructure to handle the future growth, including the Murphy Rd corridor and other routes to divert traffic generated by NE Bend development from Knott/Baker Rd.	6/16/2021 4:59 PM
4	wildfires	6/16/2021 12:58 PM
5	More bicycle traffic plus more car traffic	6/15/2021 9:09 AM
6	Left turn lanes are needed for each turn in each direction to improve safety.	6/10/2021 10:19 PM
7	FIX Murphy, than reevaluate this intersection	6/10/2021 9:32 AM
8	There didn't seem to be discussion of how rail traffic may grow in the future.	6/9/2021 10:24 PM
9	I don't see a part of the plan that directly addresses the train traffic and the back-ups it causes. Extend the overpass to include the rail tracks?	6/9/2021 8:37 PM
10	What are the plans to widen the corridor east to four lane?	6/9/2021 2:32 PM
11	Keeping the store is very important and function of sidewalks and bike paths	6/8/2021 12:58 PM
12	Whatever solution is chosen, please allow for even more expansion than projected in case projections are not accurate.	6/7/2021 1:41 PM
13	Car travel should be deemphasized in project planning and design in preparation for a future more reliant on alternative modes.	6/7/2021 12:29 PM

Q4 What do you think about the early concepts?

Answered: 31 Skipped: 3

#	RESPONSES	DATE
1	It's a good start. The flyover options do not appeal to me though. Too costly & remind me of the disasters that are the Murphy Road bridge & the on/off ramps at the south end of town. Icy roads need to be a consideration. We're at a higher elevation down here & get more snow.	6/20/2021 10:48 PM
2	I like Alt2. I would make one change to it though. For traffic traveling east on the overpass there should be a right-turn hook to get onto hwy 97 north bound to create less left hand turns across traffic.	6/20/2021 10:20 AM
3	I attended the first virtual open house on June 10 and appreciate ODOT's efforts to involve the community in all phases of this project. As a resident of the southwest Bend community River Rim and a retired civil/structural engineer (California), I feel that the early concepts do not adequately address the current congestion, delay and safety issues which are principally caused by the lack of left turn lanes and/or traffic control devices (e.g., traffic signals, stop signage or roundabout) on Baker Rd at Cinder Butte Rd and Baker Ct. I feel that the flyover concepts are unjustified and will only result eventually in more backed up traffic or gridlock.	6/16/2021 4:59 PM
4	Good start, but doesnt consider peak demand during wildfire evacuations.	6/15/2021 9:09 AM
5	Early concepts are good. I favor those that increase safety, especially for pedestrians and cyclists.	6/13/2021 10:24 PM
6	My top choices are Alt 4, and then Alt 8. I favor roundabouts over signaling, and I think having one intersection for all access is efficient and helpful. I also think Alt 4 is best for moving traffic away from the railroad. While Alt 8 is my second choice, I don't really like the left turn from westbound Knott Road onto the Hwy. Alt 4 seems like the most comprehensive solution. I also know a multi-use path is being planned from this intersection to Lava Butte. Make sure any nearby trailhead is easily accessible and safe.	6/11/2021 5:07 PM
7	Not very efficient for either direction. The current west side to head south on 97 should be repeated on the east side so no one has to cross traction Knott to enter 97 north	6/10/2021 10:28 PM
8	Moving the 97 on-ramps and off-ramps as far away from Baker Ct.	6/10/2021 10:19 PM
9	The low build option is the only logical concept. The more complex projects that include several bridges would be a complete waste of tax payer money and accomplish very little.	6/10/2021 10:57 AM
10	Horrible solution to Murphy FUBAR	6/10/2021 9:32 AM
11	I think all but Alternative 1 are reminiscent of the North Corridor - glamorous concepts that will never be funded.	6/9/2021 10:24 PM
12	A good start, what are the costs?	6/9/2021 9:21 PM
13	Good ideas so far	6/9/2021 8:40 PM
14	I'm not sure the maps really explain the 8 different options clearly. Maybe color code better?	6/9/2021 8:37 PM
15	High dollar construction with flyover elevated concrete construction options.	6/9/2021 2:32 PM
16	Like the thought about moving away from the RR and into a single intersection. Seems this limits conflict points across the interchange as well as some of the safety back-up/proximity to the RR.	6/8/2021 5:43 PM
17	Some are great. Roundabouts will be very helpful. Sidewalks and Lights and bike paths	6/8/2021 12:58 PM
18	All of the concepts include a buffered bike lane adjacent to westbound lanes. The volumes, speed, and traffic type (large trucks) make a buffered bike lane inadequate. Find (purchase) the ROW to build a separated path. ODOT is, on paper, a proponent of low stress facilities. Prove it!	6/8/2021 12:50 PM

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19	Consider a single roundabout on the east side and raised medians at entrance/exit ramps to accommodate all turning movements. All movements could use the roundabout except southbound exit on US97 to eastbound Knott Road, and that location could function with a protected raised median with median lane to allow left turn to be made into the median refuge.	6/8/2021 11:55 AM
20	I like the concept of adding a roundabout to the east side of the interchange. It would provide a safe way for all users to access this parkway crossing. Alternate 4 looks like the best alternative, however would also likely prove to be quite expensive.	6/8/2021 11:44 AM
21	OK so far.	6/8/2021 9:36 AM
22	There are so many, it's hard to choose. I prefer traffic circle, continuous flow over traffic signals. The signals on 27th on my very early morning hospital commute are so poorly timed and over used, I would hate to see that on my way out of Deschutes River Woods too.	6/7/2021 8:01 PM
23	I'm impressed with the range of concepts and look forward to seeing how each will work (or not work).	6/7/2021 4:52 PM
24	Consider the options that fulfill the needs but can be accomplished without huge impact to the community during the build. The flyovers are great, but at what expense and years of torture for us local residents? Can we accomplish the goals and increase capacity through signalization and/or instead roundabouts instead?	6/7/2021 4:45 PM
25	I approve.	6/7/2021 4:24 PM
26	The flyovers look awkward but I like the effect of moving the southbound 97 lanes away from the railroad crossing. That's usually how I travel through the intersection (coming from 97, turning left onto Knott) and it feels claustrophobic to watch traffic exiting all those intersections so close together to try and find an opening.	6/7/2021 4:21 PM
27	I didn't look at them all- too many options. Choose what will be completed soonest.	6/7/2021 4:00 PM
28	They seem well considered and many of them would be very good solutions.	6/7/2021 3:16 PM
29	I read in one of the goals that the project would provide comfortable bike and walking options. I think that the only way to do that in such a high traffic and high stress intersection would be with a separated pedestrian pathway. The listed buffered bike lane should consider grooved pavement or barriers to ensure that it wont get worn down by studded tires and loose the buffer.	6/7/2021 2:05 PM
30	I like them all; they seem forward-thinking.	6/7/2021 2:02 PM
31	Very interesting and detailed. Some differences are subtle and hard to grasp. I'm looking forward to the virtual town hall meeting to get a better understanding.	6/7/2021 1:41 PM

Q5 What other ideas should the team consider?

Answered: 21 Skipped: 13

#	RESPONSES	DATE
1	Realign the southbound offramp with the entrance to the Riverwoods County Store & add a traffic light. No roundabouts please. They do not work well in the snow/ice, which we get more of, as mentioned above.	6/20/2021 10:48 PM
2	The overpass should be much wider to include an oversized east and also a west bound bike lanes. In the event of fire evacuation in DRW these oversized bike lanes could be converted into traffic lanes to double the volume of traffic than can exit DRW quickly	6/20/2021 10:20 AM
3	Rather than constructing bridges for flyover concepts, why not consider lengthing the US97 southbound off ramp or constructing a frontage road between the BNSF overcrossing and Baker Rd? Also, consider diverting potential traffic growth from Bend NE development to other US97 interchanges, including but not limited to the proposed China Hat Rd/Ponderosa overpass and Murphy Rd.	6/16/2021 4:59 PM
4	Make Baker road four lanes plus turn lanes? New bridges for cars another for bikes, over both railroad and US97?	6/15/2021 9:09 AM
5	A railroad overcrossing	6/11/2021 5:07 PM
6	Incorporate a park or other community gathering space in the design. There's enough real estate that will be freed up and the cost would be relatively cheap compared to the rest of the work.	6/10/2021 10:19 PM
7	The interchange should be left as-is with improvements at the intersection of Baker Rd and Cinder Butte road along with improvements to sight distance at the NB off ramp intersection with Knott Road.	6/10/2021 10:57 AM
8	FIX MURPHY FIRST	6/10/2021 9:32 AM
9	I would like the team to consider a modified Alternative #1 with either roundabouts or traffic signals at both the north and south on/off ramps, and improvements to the railroad crossing, convenience store driveway changes/closure, and improvements at the Baker Court intersection.	6/9/2021 10:24 PM
10	Direct route from 97 Northbound to Knott road East	6/9/2021 8:40 PM
11	This has become a high bike use area and crossing the railroad tracks and negotiating the overpass is always dangerous. The overpass is rarely swept and that's a big issue for cyclists. Flat tires on the overpass are common occurrences due to the amount of cinder used for deicing.	6/9/2021 8:37 PM
12	Why are no conventional cloverleaf configurations identified. Buy out the property (Convenience Market) on the southwest corner and relocate to the proposed Ward development on the Northwest corner.	6/9/2021 2:32 PM
13	Lighted Sidewalks continuing down to Brookwood from baker Knott intersection. And sidewalks and bike paths to and away from the store.	6/8/2021 12:58 PM
14	see #4	6/8/2021 12:50 PM
15	While ROW acquisition is expensive - it may behoove the project team to consider a roundabout on each side of the interchange. This would likely end up with an acquisition of the market at the SW corner, but would eliminate the need for new flyover bridges and would still provide safety. Note that if the train stops in this location, then backups could occur onto the freeway making this idea less tenable.	6/8/2021 11:44 AM
16	May have to rethink keeping the store and gas station.	6/8/2021 9:36 AM
17	double roundabouts	6/7/2021 4:24 PM

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18	In the winter that area currently gets very icy, which adds to difficulty navigating an already stressful intersection. I don't know if particular layouts make that better or worse.	6/7/2021 4:21 PM
19	The listed buffered bike lane should consider grooved pavement or barriers to ensure that it wont get worn down by studded tires and loose the buffer.	6/7/2021 2:05 PM
20	Bike and pedestrian safety; leaving room for additional auxiliary lanes on highway 97 in the future.	6/7/2021 2:02 PM
21	No split-level interchange, and a roundabout instead. The RAB could serve to slow all highway traffic to urban speeds (25mph) while the highway is within the Bend city limits.	6/7/2021 12:29 PM

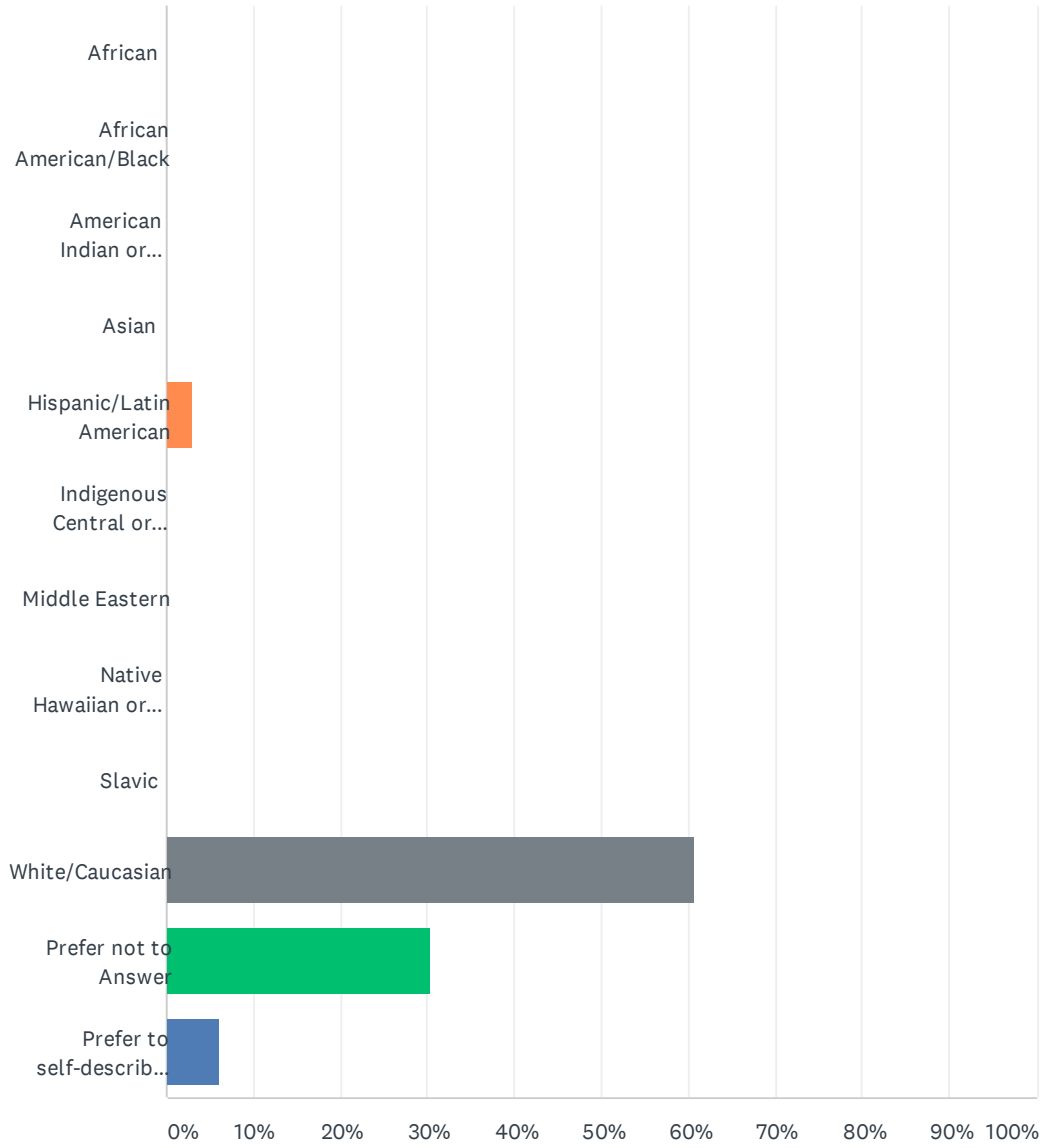
Q6 What is your zip code? (fill in)

Answered: 33 Skipped: 1

#	RESPONSES	DATE
1	97702	6/20/2021 10:48 PM
2	97702--DRW resident since 2007	6/20/2021 10:20 AM
3	97702	6/16/2021 4:59 PM
4	97702	6/16/2021 12:58 PM
5	97702	6/15/2021 9:09 AM
6	97703	6/13/2021 10:24 PM
7	97702	6/11/2021 5:07 PM
8	97702	6/10/2021 10:28 PM
9	97702	6/10/2021 10:19 PM
10	97702	6/10/2021 10:57 AM
11	97702	6/10/2021 9:32 AM
12	97703	6/9/2021 10:24 PM
13	97702	6/9/2021 9:21 PM
14	97702	6/9/2021 8:40 PM
15	97702	6/9/2021 8:37 PM
16	97702	6/9/2021 2:32 PM
17	97702	6/9/2021 1:30 PM
18	97701	6/8/2021 5:43 PM
19	97702	6/8/2021 12:58 PM
20	97701	6/8/2021 12:50 PM
21	97702	6/8/2021 11:44 AM
22	97703	6/8/2021 9:36 AM
23	97702	6/7/2021 8:01 PM
24	97703	6/7/2021 4:52 PM
25	97702	6/7/2021 4:45 PM
26	30144	6/7/2021 4:24 PM
27	97202	6/7/2021 4:21 PM
28	97702	6/7/2021 4:00 PM
29	97702	6/7/2021 3:16 PM
30	97703	6/7/2021 2:05 PM
31	97701	6/7/2021 2:02 PM
32	97702	6/7/2021 1:41 PM
33	97702	6/7/2021 12:29 PM

Q7 How do you identify your race/ethnicity? (select all that apply)

Answered: 33 Skipped: 1

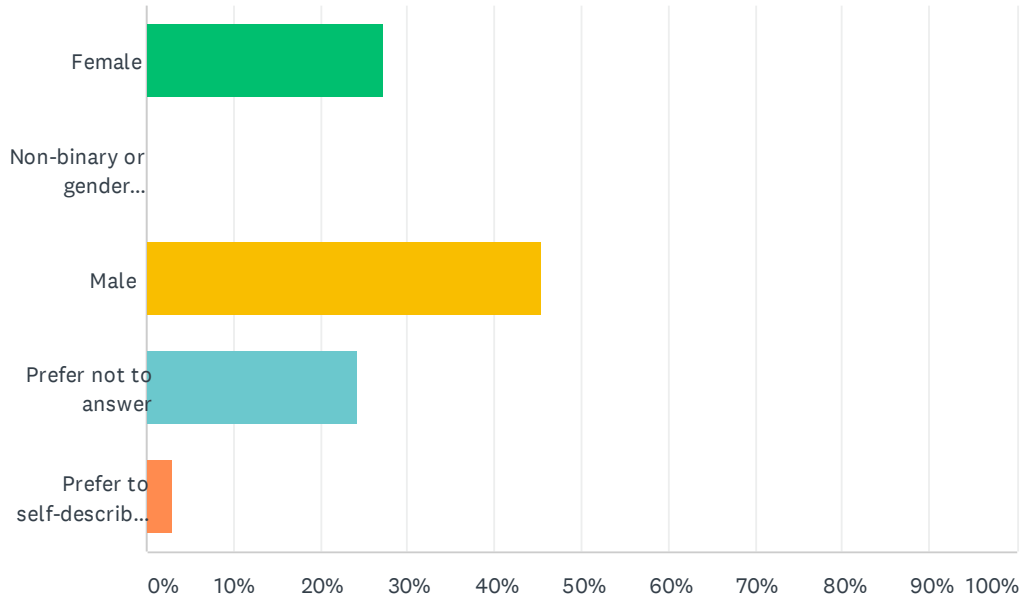


US 97/Baker Road Interchange Area Management Plan Survey

ANSWER CHOICES	RESPONSES	
African	0.00%	0
African American/Black	0.00%	0
American Indian or Alaska Native	0.00%	0
Asian	0.00%	0
Hispanic/Latin American	3.03%	1
Indigenous Central or South American	0.00%	0
Middle Eastern	0.00%	0
Native Hawaiian or Pacific Islander	0.00%	0
Slavic	0.00%	0
White/Caucasian	60.61%	20
Prefer not to Answer	30.30%	10
Prefer to self-describe (write in)	6.06%	2
TOTAL		33

Q8 Gender

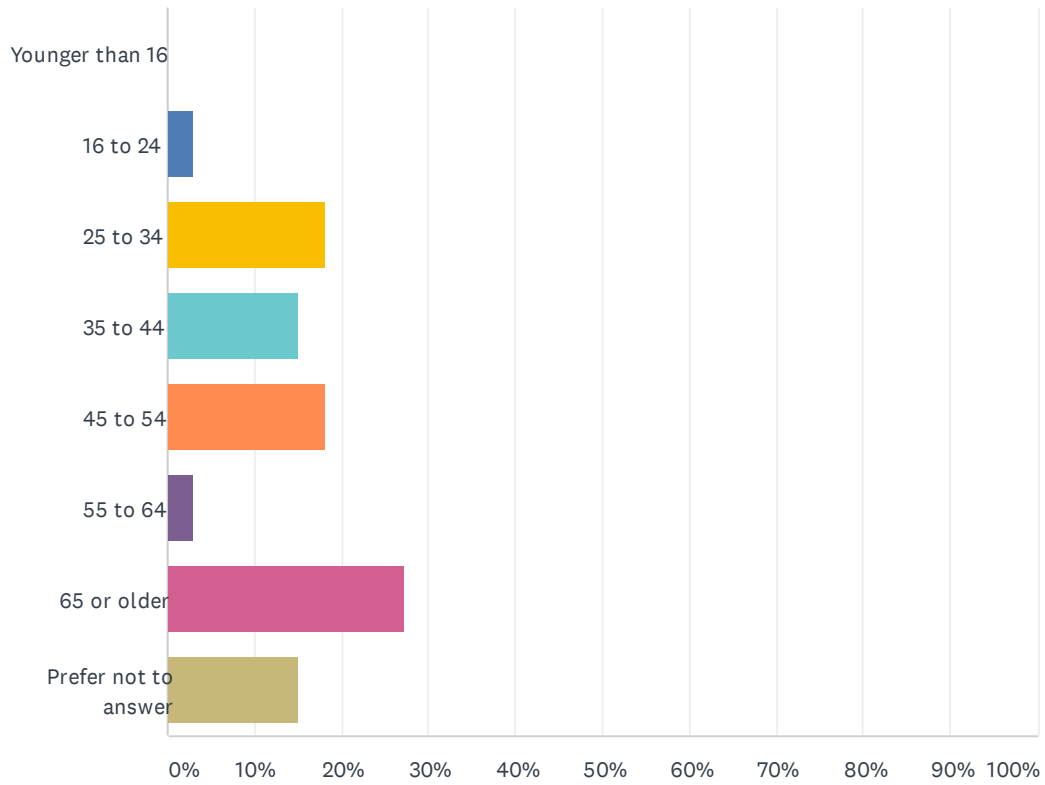
Answered: 33 Skipped: 1



ANSWER CHOICES	RESPONSES	
Female	27.27%	9
Non-binary or gender non-conforming	0.00%	0
Male	45.45%	15
Prefer not to answer	24.24%	8
Prefer to self-describe (write in)	3.03%	1
TOTAL		33

Q9 Age

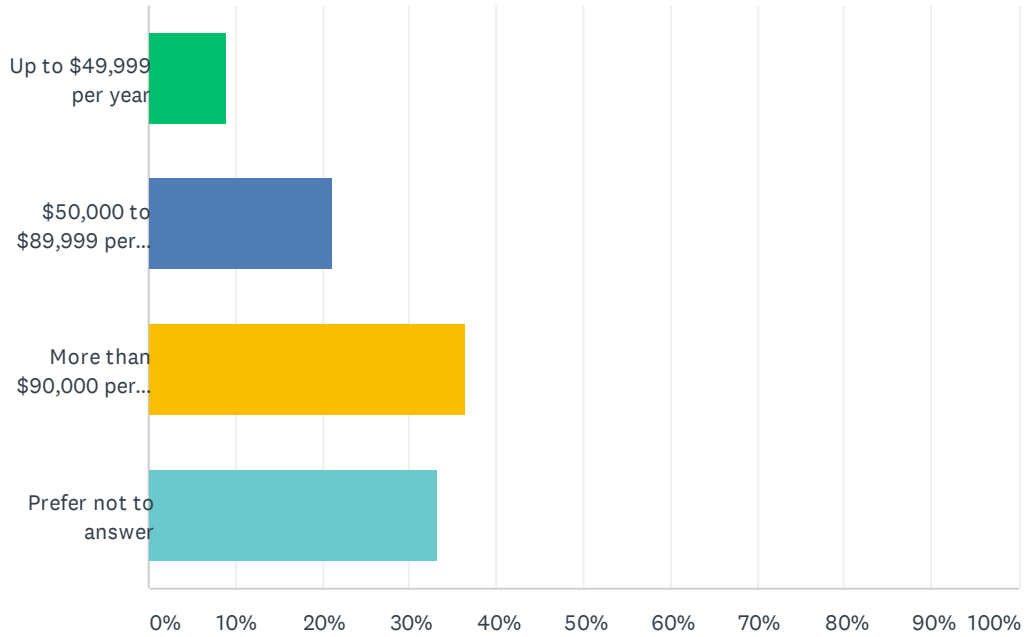
Answered: 33 Skipped: 1



ANSWER CHOICES	RESPONSES	
Younger than 16	0.00%	0
16 to 24	3.03%	1
25 to 34	18.18%	6
35 to 44	15.15%	5
45 to 54	18.18%	6
55 to 64	3.03%	1
65 or older	27.27%	9
Prefer not to answer	15.15%	5
TOTAL		33

Q10 Annual household income

Answered: 33 Skipped: 1



ANSWER CHOICES	RESPONSES	
Up to \$49,999 per year	9.09%	3
\$50,000 to \$89,999 per year	21.21%	7
More than \$90,000 per year	36.36%	12
Prefer not to answer	33.33%	11
TOTAL		33

Attachment B

Public Meeting Summary



MEETING SUMMARY

US 97 BAKER ROAD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

VIRTUAL PUBLIC MEETING

JUNE 9, 2021; 6:00 PM – 7:00 PM

<https://meethdr.webex.com/meethdr/j.php?MTID=m8452be38a4fe0c1ffd4859238710368a>

Recording: <https://youtu.be/OQ4x6SDCSj0>

ATTENDEES

General Public (22 Total)

Mark Gibson	Sharon Leighty
Cricket Campbell	Mike Rodgers
Karen Brockway	Teresa Othmer
Dan (<i>full name not provided</i>)	Ken Atwell
Maralin (<i>full name not provided</i>)	Frank Huebsch
Cameron Kerr	Mike Faha
James Ruddell	Randy Windlinx
Alex Nolan	7 Call-in Participants (names not provided)

Project Team

Don Morehouse (ODOT), Richard Swart (ODOT), John Bosket (DKS Associates), Stacy Thomas (HDR), Andrew Johnson (HDR), Liz Stoppelmann (HDR)

1. AGENDA / PROJECT STATUS

- Stacy Thomas explained meeting’s purpose and reviewed the agenda.
- The project team introduced themselves, and participants were asked to sign in using the chat function.
- John Bosket shared the project purpose, timeline and decision-making structure.

2. GOALS AND OBJECTIVES

- John introduced the draft goals and provided context for the objectives.
- John encouraged participants to visit the online open house, open through June 20, where they can provide input on the project goals.

3. CURRENT AND FUTURE CONDITIONS

- John reviewed the current conditions of the interchange including congestion, transit, railroad, and safety.
- John discussed the area's expected future growth and how it will impact the interchange.

4. SOLUTION SUGGESTIONS

- Andrew Johnson shared initial solution concepts for active transportation and potential baseline interchange improvements. He then provided an overview of the eight alternatives currently being evaluated.

5. QUESTIONS AND ANSWERS

- **Ken Atwell**, Land Use chair of Southeast Bend Neighborhood Association is concerned that there aren't neighborhood associations on the Community Advisory Committee (CAC). The 2009 rail crossing studies listed Baker/Knott rail crossing as six out of ten for needing grade separation. Ken is interested in changing the rail crossing to Buck Canyon Road. In association with the rail crossing study, there was an engineering report that said the intersection would need to be raised over the railroad (26ft): He is curious why there was not more thought given to moving that rail crossing to Buck Canyon Road and changing China Hat Road into an interchange.
 - John explained the challenges for moving the interchange further north. Interchange spacing is important; having interchanges too close to one another can create a bottleneck. From a highway operations perspective, the proposed location is optimal.
 - Andrew shared that the team looked at how far the rail line would need to be elevated. It would take 1,000-1,300 feet to the north and south to get to grade. Significant limitations include cost and railroad approval. The team also looked at Baker Road going over the rail line, which would require closing the intersection at Cinder Butte Road and would have significant property impacts. Therefore, it was dropped from further consideration.
 - **Ken** followed up to ask if a stop light would serve the equivalent of the Cascade Shopping Center in the middle of the Ward property (i.e., future development in the SE Area).
 - John shared that the project is early in the process but does not believe that adding traffic signals will be sufficient.
- **Mike Rogers** via chat: *Who can discuss what's happening north of your slides heading south off US 97? That's south of the train overpass.*
 - Andrew noted that the flyover options push the ramp further north to where vehicles will exit US 97. The team has an approximate location, but it will not go as far north as the BNSF railroad overcrossing.
 - **Mike Rogers:** Clarified that he owns property from the overhead train trestle to short of the canal. He is curious, if the off ramp is extended north from where it currently exists to flyover US 97, how many lanes are expected, and will there be access to his property?
 - Andrew clarified that the current alternative shows one lane and there would not be access to that property.
- **Mark Gibson** reminded the group that between US 97 and Hwy 20, roundabout alternatives have inherent issues with trucking and freight.

- **Randy Windlinx:** Scale House Road is the only ingress and egress for mining and tree operations. None of his issues will be addressed in the alternatives. Requests invitation to future CAC meetings. Regarding the proposed trails, he is opposed to the east side trail head due to its high cost for low use.
 - John provided additional context for the trail proposals and shared that decisions are being made if the trail will be on the west or east side through a separate project. Even if the trail is on the west side, there still needs to be connection to the north trail connecting to the canal.
 - **Randy** shared access concerns for heavy duty vehicles—including ODOT—with a heavy haul and from experience carrying logs through the intersection himself. Right now, people going northbound must stop so trucks have an opportunity to turn. Using a roundabout at the northbound ramp terminal would not create enough gaps in traffic along Knott Road to allow trucks to turn out of Scale House Road. Randy suggests talking with ODOT to further understand the access needed to Scale House Road for operations.
- **Mark Gibson:** Followed up on Randy’s comment with a need for ‘gap acceptance’ when freight is entering roundabouts.


6. NEXT STEPS/ MILESTONES / ADJOURN

- Stacy reviewed the upcoming milestones and shared that there is an online open house live through June 20 where the public can comment on existing conditions, project goals and the initial solutions ideas.

Attachment C






Stakeholder Email Summaries

May 26 Stakeholder Email Report

Oregon Department of Transportation - Bulletin Detail R... **GOVDELIVERY** 

Subject: US97/ Baker Road Interchange Area Management Plan
 Sent: 05/26/2021 08:17 AM PDT
 Sent By: Richard.SWART@odot.state.or.us
 Sent To: Subscribers of Central Oregon (Region 4) Construction Updates, Central Oregon (Region 4) News Releases, Deschutes, Jefferson & Crook County Projects, Klamath & Lake County Projects, McKenzie Highway, Region 4 Newsletter, South Central Oregon ACT, US 20: Empire to Greenwood, US 26 Warm Springs Corridor, US 97 Terrebonne Improvements, or Wasco, Wheeler, Sherman & Gilliam County Projects,

6,740
 Recipients

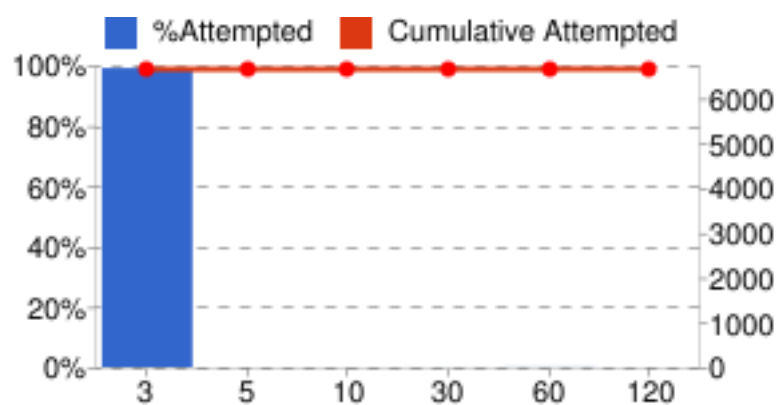
-  Email
-  SMS
-  Facebook
-  Twitter
-  RSS

97%
 Delivered

- 0% Pending
- 3% Bounced
- 27% Open Rate
- 4% Click Rate



Email Delivery Stats



Minutes	Cumulative Attempted
3	99%
5	99%
10	99%
30	99%
60	99%
120	99%

Delivery Metrics - Details

6,740 Total Sent
6,555 (97%) Delivered
0 (0%) Pending
185 (3%) Bounced
15 (0%) Unsubscribed

Bulletin Analytics

3,251 Total Opens
1781 (27%) Unique Opens
321 Total Clicks
232 (4%) Unique Clicks
15 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	96.6%	5,370	5,185	1381 / 26.6%	185	15
Digest	n/a	n/a	1,370	1370	400 / 29.2%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.oregon.gov/odot/projects/pages/project-details.a...	61	93
https://tinyurl.com/BakerRoadIAMP	45	82
https://content.govdelivery.com/accounts/ORDOT/bulletins/2...	24	43
https://www.oregon.gov/odot/Pages/SAP.aspx	17	20
http://www.oregon.gov/ODOT/About/Pages/Contact-Us.aspx	15	15
https://public.govdelivery.com/accounts/ORDOT/subscriber/o...	15	15
https://public.govdelivery.com/accounts/ORDOT/subscriber/e...	15	15
https://subscriberhelp.govdelivery.com/	15	15
http://www.oregon.gov/odot	5	5
http://facebook.com/OregonDOT	4	4
http://flickr.com/photos/OregonDOT	4	4
http://twitter.com/OregonDOT	4	4
https://subscriberhelp.granicus.com/	4	4
https://www.youtube.com/user/OregonDOT	4	4

June 8 Stakeholder Email Report

Oregon Department of Transportation - Bulletin Detail R... **GOVDELIVERY**

Subject: US97/ Baker Road Interchange Area Management Plan
 Sent: 06/08/2021 09:13 AM PDT
 Sent By: Richard.SWART@odot.state.or.us
 Sent To: Subscribers of Central Oregon (Region 4) Construction Updates, Central Oregon (Region 4) News Releases, Deschutes, Jefferson & Crook County Projects, Klamath & Lake County Projects, McKenzie Highway, Region 4 Newsletter, South Central Oregon ACT, US 20: Empire to Greenwood, US 26 Warm Springs Corridor, US 97 Terrebonne Improvements, or Wasco, Wheeler, Sherman & Gilliam County Projects,

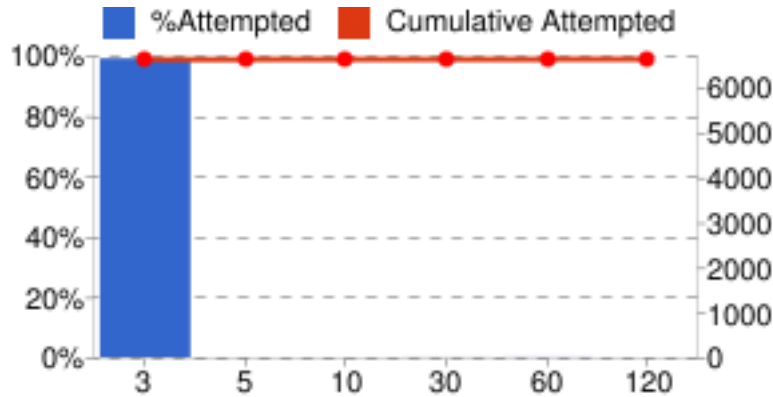
6,713
 Recipients

- Email
- SMS
- Facebook
- Twitter
- RSS

97%
 Delivered

- 0% Pending
- 3% Bounced
- 24% Open Rate
- 2% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	99%
5	99%
10	99%
30	99%
60	99%
120	99%

Delivery Metrics - Details

6,713 Total Sent
6,527 (97%) Delivered
0 (0%) Pending
186 (3%) Bounced
7 (0%) Unsubscribed

Bulletin Analytics

2,287 Total Opens
1564 (24%) Unique Opens
145 Total Clicks
125 (2%) Unique Clicks
16 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	96.5%	5,340	5,154	1212 / 23.5%	186	7
Digest	n/a	n/a	1,373	1373	352 / 25.6%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://nam12.safelinks.protection.outlook.com/?url=https%...	25	33
https://nam12.safelinks.protection.outlook.com/?url=https%...	27	31
https://content.govdelivery.com/accounts/ORDOT/bulletins/2...	12	18
https://nam12.safelinks.protection.outlook.com/?url=https%...	8	9
https://public.govdelivery.com/accounts/ORDOT/subscriber/o...	7	8
https://subscriberhelp.govdelivery.com/	6	6
https://public.govdelivery.com/accounts/ORDOT/subscriber/e...	6	6
http://www.oregon.gov/odot	5	5
https://www.oregon.gov/odot/Pages/SAP.aspx	5	5
http://www.oregon.gov/ODOT/About/Pages/Contact-Us.aspx	5	5
http://flickr.com/photos/OregonDOT	4	4
https://www.youtube.com/user/OregonDOT	4	4
https://subscriberhelp.granicus.com/	4	4
http://twitter.com/OregonDOT	4	4
http://facebook.com/OregonDOT	4	4