



## MEETING SUMMARY

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

#### COMMUNITY ADVISORY COMMITTEE MEETING #2

MAY 4, 2021; 10:00 AM – 12:00 PM

<https://global.gotomeeting.com/join/901723013>

#### ATTENDEES

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##### Community Advisory Committee Members

###### Present:

Greg Bryant (Deschutes River Woods)  
Rory Priday (Riverwoods Country Store)  
David Roth (Deschutes County BPAC)  
Henry Stroud (Bend Park & Recreation District)

###### Not Present:

Joe Bales (Morning Star Christian School)	Rich Priday (Riverwoods Country Store)
Jim Cook (Homeless Leadership Coalition)	Greg Sublett (Abilitree)
Bill Gregoricus (Central Oregon Coalition for Access)	Mike Tiller (Bend-La Pine School District)
Court Priday (Riverwoods Country Store)	Colin Wills (Arnold Irrigation District)

##### Project Team

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

### 1. INTRODUCTIONS/ AGENDA OVERVIEW/ PROJECT STATUS

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- Stacy Thomas led the group through round table introductions of the team and Community Advisory Committee (CAC) members, explained CAC's purpose, and reviewed the meeting agenda.
- John Bosket shared a project update including a schedule review with an added public outreach opportunity in early June.

## 2. EXISTING CONDITIONS (TECH MEMO 2A, 2B, 2C, 3)

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- Land Use (Memo 2A)
  - John explained the current and future land use expected in the project area. Most growth in housing and employment that will impact interchange use will come from the east.
- Environment (Memo 2C)
  - Andy Johnson reviewed key findings, noting minimal potential impacts to the environment overall, but there could be impacts to socioeconomics.
- Transportation System (Memo 2B and 3)
  - John reviewed the transportation system which included street classification and speeds surrounding the interchange. The area includes no traffic signals and few separate left turn lanes. The memo includes the following topics:
    - Access spacing
    - Transit
    - Railroad
    - Walking/Biking
    - Traffic Volumes
    - Traffic Operations
    - Safety
- CAC Questions and Discussion
  - Greg Bryant noticed that only a portion of Deschutes River Woods is included in the study area.
    - John shared that the study area is much larger than the area of potential impact and encompasses the area where we believe land use changes could have significant impacts on the interchange. We do not expect much future growth in Deschutes River Woods, so the study area did not include all of it.
  - Greg asked what happens if you expand the “thumb” area into the pink section on the map (further south down to the Knott Road).
    - John noted that it was assumed to occur by 2040 and adding it has the potential to roughly double the number of homes and jobs estimated by 2028.
  - Henry Stroud is working on the future trail projects; the Arnold Canal Trail project is the most likely to be built. The project along the rail is an opportunity only if the rail were to stop working.
  - David Roth asked if the China Hat Road intersection on US 97 will be closed.
    - John shared that it will eventually be closed and replaced with an overcrossing and a frontage road along the west side of US 97 to travel to the Murphy Road interchange.
    - John added that China Hat’s closure was assumed to occur by 2040 and the study has included some sensitivity testing to see what impact that has on the Baker Road interchange.
  - Greg asked if there are any crashes at China Hat and US 97.
    - John shared that the crashes on US 97 were spread out and it was hard to tell if there was a specific theme or cause.

- Greg questioned why some volume-to-capacity (V/C) ratio results reported for intersection operations show two values?
  - John shared that when discussing operations at traffic signals there is usually one overall V/C value reported. However, in this case, all of the intersections have two-way stop control and congestion levels can be very different on stopped side streets compared to free-flowing main streets. Therefore, we report the V/C ratios for both the main free-flow street and the stopped side street.

### 3. FUTURE NO-BUILD CONDITIONS (TECH MEMO 4)

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- John reviewed the future no-build traffic conditions from Tech Memo 4 which include:
  - Growth assumptions and resulting traffic changes
  - Changes in congestion compared to today
  - Sensitivity testing of planned street network changes on interchange operations
- By 2040, there will be considerable congestion and safety issues will worsen. Key contributing factors include:
  - Significant growth to the east
  - Lack of left turn lanes on Baker and Knott Roads
  - Two-way stop controlled intersections not having enough capacity to serve demand
  - Lack of separate facilities for walking and biking
  - Closely spaced intersections between the southbound ramps and Cinder Butte Road.
- Sensitivity testing found that construction of the China Hat Road overcrossing is very beneficial for removing trips from the Baker Road interchange. It also found that closing the China Hat Road intersection with US 97 results in more trips using the interchange, but the impacts could be mitigated by just constructing a westbound right turn lane at the northbound on-ramp, which is likely to be needed anyway.

### 4. DISCUSS SOLUTION IDEAS

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- Andy reviewed the process to find and evaluate a solution based on the project's goals and objectives.
- Example solutions
  - Elevate the railroad - might require a temporary rail line, rail permitting, and is expensive.
  - Elevate Baker Road over the railroad – has significant connectivity impacts on the neighborhood, store, and church.
  - Roundabout flyover – the southbound off-ramp and on-ramp fly-over US 97 and share a roundabout-controlled intersection with the northbound ramps on the east side of the highway.
  - Future multiuse paths - includes an interchange bypass for longer bike travel and circulating around the interchange.
- CAC discussion

- Greg – When exploring the potential trail near the train tracks, they found that the tracks are 15ft over surrounding ground and is curious about an under railroad track option.
- Henry asked how traffic moves regarding the bike and pedestrian multiuse path solution that was shown on an example of a diverging diamond interchange.
  - Andy explained starting from the north, traffic exits US 97, turns right, stops by the 'X' and then continue to the "normal" side of the road.
- Henry likes the Knott Road underpass concept for the trails because it separates people walking and biking from the roadway and likes the US 97 shared-use path overpass that is separate from the roadway. Suggests considering barriers to provide increased safety.
  - Andy noted that the project design will include barrier in the total road width.
- Other thoughts:
  - David likes the preferred location for the Lava Butte trail on the east side. An east side trail will have a more direct connection to future development and to the Arnold Canal trail. He suggests that an underpass under Knott Road will best connect the trails. He also likes the flyover and potentially even a more European-style roundabout to better serve all modes.
  - Henry mentioned that Abby Driscoll (Lava Butte Project Manager) is also looking at a co-facility for a trailhead and Park and Ride and is starting the grant and funding process. It might be an opportunity for multiple services in one location.
  - Rory noted that the roundabout flyover is currently the only viable solution. He stressed the importance of a designated left turn lane.
    - Andy shared that the team is just starting to develop the preliminary solutions; one example is a tight diamond around US 97. Turn-specific lanes are being considered and a bridge expansion looks feasible.

## 5. PUBLIC COMMENT

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- No public comments

## 6. NEXT STEPS/ MILESTONES / ADJOURN

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- Developing preliminary solution concepts
- June Online Open House and Virtual Public Meeting (June 9) – links will be provided on the project website. The CAC members will receive an email that they can share with their networks, to encourage participation.