



MEETING SUMMARY

US 97 BAKER ROAD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

COMMUNITY ADVISORY COMMITTEE (CAC) MEETING #3

OCTOBER 27, 2021; 9:00 AM-11:00 AM

VIRTUAL

ATTENDEES

Community Advisory Committee Members

Henry Stroud (Bend Park & Recreation District)

David Roth (Deschutes County BPAC)

Greg Bryant (Deschutes River Woods)

Not Present: Mike Tiller (Bend-La Pine School District), Bill Gregoricus (Central Oregon Coalition for Access), Greg Sublett (Abilitree), Rory Priday (Riverwoods Country Store), Court Priday (Riverwoods Country Store), Rich Priday (Riverwoods Country Store), Colin Wills (Arnold Irrigation District), Eric Seguin (Morning Star Christian School), James Cook (Homeless Leadership Coalition)

Project Team

Don Morehouse (ODOT), John Bosket (DKS Associates), Kayla Fleskes (DKS Associates), Andrew Johnson (HDR), Camille Alexander (HDR), Stacy Thomas (HDR)

INTRODUCTIONS/ AGENDA OVERVIEW

- Stacy Thomas welcomed CAC members to the meeting and reviewed the agenda.
- The primary purpose of today's meeting is to get CAC input on three alternatives for the interchange area.

PROJECT STATUS

- John reviewed the project schedule.
- The team just met with the Technical Advisory Committee (TAC) on October 13 to discuss the same material.
- John noted that receiving CAC input today is important, as the team will soon be developing a preferred alternative.

- John and Stacy discussed the upcoming online open house that will run from November 1 – 14, 2021, and the live virtual public meeting on November 3, 2021. He encouraged members to share this information with their networks and to participate themselves.

CONCEPT DEVELOPMENT AND EVALUATION (TECH MEMO 5)

- Andrew reviewed the eight project goals that were used to evaluate the draft concepts.
- The CAC reviewed and provided input on eight preliminary concepts at their last meeting. Following that meeting the team held a workshop with the TAC to compare and refine those preliminary concepts. That work resulted in a recommendation to advance three concepts. The team produced Tech Memo 5, that refined the concepts and included descriptions and estimated costs and identified potential environmental impacts.
- The same framework of active transportation improvements are included in all three alternatives, with only minor adjustments in each. The main elements include a low-stress multi-use path along the south side of Baker Road, tunnels under Knott Road and the northbound off-ramp to avoid at-grade street crossings, a buffered bike lane and sidewalk along the north side of Baker Road, and connections between the proposed regional trails to the north and south.
- Intersection operations were analyzed for both roundabouts and traffic signals at the ramp terminals, in the event roundabouts are infeasible at a location. Thus far, roundabouts have been favored by most stakeholders.
- Alternatives for the Baker Road at Cinder Butte Road Intersection were reviewed.
 - While not considered, it was asked if the team should look at prohibiting left turns into or out of Cinder Butte Road, or closing the Cinder Butte Road intersection altogether, as another alternative to avoid vehicle queues back to the railroad tracks.
 - The CAC did not support creating a cul-de-sac or restricting turn movements.
- John and Andrew reviewed the three alternatives, noting that all alternatives will be very effective at relieving congestion.
 - Alternative 1: Enhanced Existing Ramp Terminals (cost estimate \$14.1 million)
 - Alternative 2: Tight Urban Diamond Interchange - TUDI (cost estimate \$18.3)
 - Alternative 4: Southbound On- And Off-Ramp Flyovers with Roundabout (cost estimate \$34.5 million)
- CAC discussion:
 - Greg prefers Alternative 4, the flyovers, but recognizes the cost is high. Alternative 1 would be his second choice.
 - Henry prefers Alternative 4, the flyovers, but also recognizes the cost is high. His second option is Alternative 1. Alternative 2 would be tough to navigate with the ramp crossing on the multi-use path.
 - Dave prefers Alternative 4, but also recognizes the cost is high. His second option is Alternative 2, TUDI. He prefers not to construct a traffic signal at Baker Ct. (as in Alternative 1) since it won't solve the problem at the railroad tracks.
 - Henry added, an additional benefit to Alternative 4 is that it creates a small developable parcel in the northwest quadrant.

PUBLIC COMMENT

- No additional public comments were provided.

NEXT STEPS/MILESTONES

- Project team will use TAC, CAC and public input to develop a preferred alternative in Tech Memo (TM) #6.
- Regarding the upcoming virtual public meeting, a CAC member suggested including a slide that indicates what No Build congestion will look like. John said he may already have a graphic that can be included.