

**US 97 Bend North Corridor Project – Citizen Advisory Committee (CAC)
Meeting Minutes
7/26/07**

CAC Members in attendance:

Stewart Bennett	Jeremy Green (for Neil Bryant)	Kim Curley
Michael Lovely	Jeanne Newton	Linda Perelli-Wright
Mike Schmidt	Wayne Schnur	Bill Smith

ODOT & COIC Staff in attendance:

Jon Heacock, ODOT	Rex Holloway, ODOT	Joel McCarroll, ODOT
Rick Williams, ODOT	Scott Aycock, COIC	

Welcome, Meeting Overview, and Introductions

Rex Holloway welcomed the Citizen Advisory Committee (CAC) members to the meeting, and reviewed the agenda. He noted that he has shifted the agenda around to accommodate some of the speakers.

The CAC members introduced themselves.

US 97 Traffic Analysis – Defining the Need

Joel McCarroll delivered a PowerPoint presentation on the travel pattern summary for the project area (see handout in binder). The presentation began with a definition of volume to capacity ratio, then explained the current conditions (which is almost at capacity, with a high accident rate) and modeled expected future conditions (which will exceed capacity) at US 97 and Robal and Cooley Roads intersections. Most trips are local trips, with origins and destinations within the city limits of Bend, and many of these are just short hops on the parkway, implying that local system improvements will be an important part of the solution. Build-out of Juniper Ridge is expected to increase trips by 22%, and adding a new interchange on US 97 to service the development would expand trips by a further 10%. The presentation concluded with an overview of the two types of plans that will be put in place for the project area – an Access Management Plan for the whole area and Interchange Area Management Plans for each interchange.

Participants asked if and how potential public transportation improvements have been incorporated into the model. Joel indicated that anything in the city or county's TSP can be included. Several members suggested that public transportation improvements would likely have minimal impacts on anticipated future trips.

US 97 Bend North Corridor Project Purpose

NEPA Contractor Update and Review of National Environmental Policy Act (NEPA) Purpose and Need, and Goals and Objectives

Jon Heacock handed off this portion of the agenda to Rick Williams. Rick presented the various draft purpose statements that have been outlined by the project Technical Management Team, the project Steering Committee, and then by Rick after he received feedback from the Federal Highway Administration (FHWA). Rick referred the CAC to the "Purpose and Need Statement – Instructions

for ODOT Projects” document (in binders). Essentially, the Need Statement is the technical data that ODOT “owns,” and which describes the problem. The Purpose is a broad statement of what sort of positive outcome is desired to address the need. The Purpose does not propose a specific type of solution, and is written in very broad terms.

Rick went on to note that the Purpose Statement is extremely important to the process, and will be the litmus test used to validate what the Steering Committee, Technical Management Team, and the Citizen Advisory Committee are doing. It is therefore critical to get the wording exactly right because they become the initial alternative screening criteria.

The Environmental Impact Statement (EIS) process will likely cost \$1.5-2 million and take two to three years. The contractor, PB, for the first phase of the EIS has been selected and they will begin developing a plan to complete the NEPA work. After the work plan is completed, the contractor will begin on the larger NEPA analysis through a separate contract.

Bill Smith and Mike Schmidt requested copies of the draft Purpose Statements, but Rick requested that the CAC wait to receive copies until FHWA has received written notice (Notice of Intent) that the NEPA process is officially underway.

Update on Cooley Road intermediate solution

Jon Heacock informed the CAC that the City of Bend is working on an independent, parallel project to identify improvements that need to be made in the short term while the broader solution is being developed and implemented. The context is that a short-term improvement plan – which would increase local trip capacity – must be put in place before the Les Schwab/Juniper Ridge zone change can be approved. The CAC, as a group, will not be directly involved in the plan but will be kept apprised of the status.

ODOT has asked the city to avoid solutions that point to a specific alternative in the US 97 Bend North Corridor Project analysis. The concern is that the city’s process could change the baseline case data for the project in mid-stream. The City of Bend Traffic Engineering department is heading up the project.

Select a new meeting date

Unless it is cancelled, the next meeting will be held from 5:30 p.m. to 7:00 p.m., August 23rd, in the same location. Starting in September, the group decided to meet every second Thursday, same location, from 5:00 p.m. to 6:30 p.m.

Rex noted that by having the meetings earlier in the month the CAC will be able to provide feedback/input to the Steering Committee that meets the fourth Thursday. The Chair of the CAC is also a part of the Steering Committee.

Rex told the group that the final refinement plan has been released on CD and will eventually be made available on the web. He asked the group to read the cover letter so that they understand the role of the refinement plan. Rex provided copies of the CD to CAC members.

Tasks:

- **Rex Holloway will make sure that the CAC members are informed when the final refinement plan is made available on the web.**

Critique and Adjourn

Rex asked the participants if the meeting went well and served their needs. Everyone agreed that the meeting went well and no one expressed concerns.

Meeting adjourned at 6:35.