

Agenda

US 97 Bend North Corridor

Steering Team Meeting

Date: 02/24/2010

Time: 8:00 AM – 9:30 AM

Location: Deschutes Services Center, Barnes Room
1300 NW Wall Street, Bend, OR 97701

Meeting: Steering Team Meeting
Mtg Organizer: Julie Myers
Mtg Minutes: Andrew Spreadborough
Facilitator: Gary Farnsworth
Steering Team: Bob Bryant – ODOT Region 4 Eric King – City of Bend
Dennis Luke – Deschutes County Michel Bayard – Citizens Advisory Committee (CAC)
Please read: Noted Attachments & Maps

Topics

- 8:00 – 8:05** **Introductions / Agenda Review**
- 8:05-8:20** **ODOT Staff Recommendations, *Reasonable Range of Alternatives* (attachments)**
(Gary Farnsworth, Jon Heacock)
- 8:20-8:35** **Opportunity for Input from Citizen Advisory Committee (CAC) Members**
(Michel Bayard, other CAC members)
- 8:35 – 8:50** **Opportunity for Input from Agency Coordination Committee (ACC) and Focus Group representatives**
(DLCD, MPO, EMS, Clausen Area, Empire Area, Hilltop/Juniper/Four Seasons Neighborhoods...)
- 8:50-9:05** **Other Public Input, Question & Answer**
(at the discretion of the Steering Team, up to 9:05 so there is time for deliberation)
- 9:05 – 9:20** **Steering Team Deliberation / Response / Guidance on Staff Recommendations**
- 9:20-9:30** **Next Steps/Action Items, Other Guidance, Meeting Critique - Adjourn**

US 97: Bend North Corridor
Findings & Recommendations on Lower Cost Alternatives
February 16, 2010

FRAMEWORK FOR THE EVALUATION

September 22, 2009 Steering Team Work Session:

...project team will look at opportunities to down-scaling the current alternatives to see if a lower-cost variation of each can meet the purpose and need for the project as well as optimizing project goals and objectives.

...review and clarify interpretation of the project purpose and need:

Purpose...reduce congestion, improve traffic flow and improve public safety on the segment of US 97 between the Deschutes Junction Interchange and the Empire Avenue Interchange.

Need...increasing congestion, crashes and traffic flow interruptions...function as a freight route to maintain efficient through movement for freight is hindered by the worsening traffic flow and congestion...take appropriate measures to correct, maintain, and improve [US 97's] function and viability.

...reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense.

November 5, 2009 Steering Team Work Session:

...support for continuing on the downscaled alternative path.

...would like to focus on a goal for next steering team meeting – to narrow it down to one alternative.

...there is a need to schedule more public involvement by the end of the year [e.g., focus groups, Agency Coordination Committee, and Citizen Advisory Committee, etc.]

Findings Regarding a Reasonable Range of Alternatives

ALTERNATIVES West A, West A-2B, West B, West C, West 1, Existing A, East 1, East 2, and East 3 were all re-evaluated to confirm that they should not be included in the reasonable range of alternatives. For example, while they may meet the Purpose and Need, they are too high in cost, where each of the following Alternatives meet the Purpose and Need at a more reasonable cost.

ALTERNATIVE WEST DS-1 (see map)

1. Meets the project's Purpose and Need (US 97), and provides 2 direct ramp connections between US 97 and US 20.
2. Cost Range as shown is ~\$180-\$220M, additional costs could include ~\$20-\$25M for North Interchange, \$20M+ for Cooley/BNSF bridge crossing. So total could be up to ~\$220-\$245M.
3. Although feasible from a design and constructability standpoint, the Phasing options are very limited. For example, there is no means to feasibly build and open to traffic the new alignment of US 97 in phases.
4. As noted in "2" above, does not include initial phase for incremental improvement at US 97/Cooley Road (at least not without adding more cost).
5. As noted in "2" above, does not provide for east-west connectivity to future city arterials (at least not without adding more cost and impacts).
6. Creates large highway corridor/impact footprint with parallel US 97-US20 corridors on south side of the commercial area.
7. Some congestion left unaddressed on the Local System (e.g., Empire), and proximity of north interchange to Cooley Road creates operational concerns.
8. Impacts the local transportation system and land uses, because it will add a new transportation corridor barrier (US 97 with restricted access) in the study area, along with the already existing Burlington Northern rail line. The results:
 - A disconnected local transportation system means this alternative has the most impacts to residential-business and freight-business access.
 - The alternative has the most impacts to *developable* lands (existing/proposed zoning).

ALTERNATIVE EXISTING DS-1 (see map)

1. Very marginal at meeting the Purpose and Need. Although it does eliminate the signalized intersections, it concentrates capacity needs of both local and through traffic in the area directly onto US 97. Multiple ramp connections on the northbound side are too closely spaced for safety and reduced congestion. Does maintain the direct US 97 to US 20 direct ramp connection.
2. Cost Range as shown is ~\$120-\$160M, and can be phased reasonably well.
3. Requires significant access change, affecting existing commercial and industrial properties and businesses on both sides of US 97 between Empire and Cooley. Potentially affected stakeholders have stated strong opposition to this alternative regarding the access changes.
4. Does not provide an alternative route for local traffic going to the commercial and residential areas, and preliminary traffic analysis shows traffic operations on the local system overall will be worse than the *No-Build* alternative.
5. Leaves relatively poor operations on US 20.
6. Would likely require a 6-lane cross-section on US 97 between Empire and Cooley Road, which is out of context with the Parkway and US 97 corridor.
7. Does not provide for east-west connectivity to future city arterials (at least not without adding significant costs and impacts, including impacts to the US 97 corridor).
8. Because this alternative is very marginal in meeting the Purpose and Need, it does not appear reliable in terms of protecting the ability for customers from around the area to safely and conveniently reach their business destinations.

ALTERNATIVE EAST DS-1 (see map)

1. Meets the project's Purpose and Need (US 97), has good traffic operations on US 20, and maintains the direct US 97 to US 20 direct ramp connection.
2. Cost Range as shown is ~\$170-\$220M.
3. Has good flexibility with the range of phasing options, and is feasible from a design and constructability standpoint, including an interim improvement option at US 97/Cooley Road, and BNSF/Cooley road grade separation.
4. Does not create a new transportation corridor barrier within the study area, given the new alignment would be adjacent and parallel to the Burlington Northern rail line.
5. Provides for east-west connectivity to future city arterials, through 3rd Street extension and north interchange location [note: moving from a directional to full services interchange requires City/County land use adoptions and accompanying public involvement for the supporting local street network].
6. Least disruptive to the existing local road/street network.
7. More impacts to county land areas in northwest part of the study area.
8. Although it has the highest number of business relocations, these impacts are clearly definable and predictable (there is a clear right-of-way acquisition process to address them), and among the 4 alternatives is similar to *East DS-2* (below) as being less disruptive to existing business access.
9. Some congestion left unaddressed on the Local System (e.g., Empire).

ALTERNATIVE EAST DS-2 (see map)

1. New Alternative, in large part a result of our response to public input since November.
2. Meets the project's Purpose and Need (US 97), has good traffic operations on US 20, and maintains the direct US 97 to US 20 direct ramp connection.
3. Cost Range as shown is ~\$170-\$220M.
4. Has good flexibility with the range of phasing options, and is feasible from a design and constructability standpoint, including an interim improvement option at US 97/Cooley Road, and BNSF/Cooley road grade separation.
5. Does not create a new transportation corridor barrier within the study area, given the new alignment would be adjacent and parallel to the Burlington Northern rail line.
6. Does not provide for east-west connectivity to future city arterials (addressing this shortfall would be a deferral to *East DS-1*).
7. Least disruptive to the existing local road/street network (similar to *East DS-1*).
8. More impacts to existing commercial properties in the Claussen business area.
9. Although it has the highest number of business relocations (likely more than *East DS-1*), these impacts are generally definable and predictable (there is a clear right-of-way acquisition process to address them), and among the 4 alternatives is similar to *East DS-1* as being less disruptive to existing business access.
10. Some congestion left unaddressed on the Local System (e.g., Empire).

Recommendations Regarding the Reasonable Range of Alternatives

Based upon the above findings, and reflection on public involvement conducted to date, ODOT Region 4 staff recommends:

1. Alternatives *West DS-1* and *Existing DS-2* are not practical or feasible from the technical and economic standpoint, and it does not make sense for them to be further considered among the reasonable range of alternatives.
2. Alternatives East DS-1 and East DS-2 should be carried forward for additional detailed environmental analysis, representing the reasonable range of alternatives.
3. As the Draft Environmental Impact Statement (DEIS) is being prepared, each alternative in the reasonable range should be further developed to maximize investments in:
 - Travel demand management and traffic management technologies;
 - Opportunities to support and accommodate alternative modes (e.g., transit, bicycles, pedestrians); and
 - Design features which will best support emergency services and other public safety needs.

Next Steps

Key Milestone	Comment Period
Purpose and Need DONE	February 11, 2008
Range of Alternatives (Preliminary) DONE	July 1, 2008
Range of Alternatives (Recommended for Draft EIS)	March 2010
Draft EIS	Winter 2010
Prepare Final EIS	2011