



**BEND MPO**  
Metropolitan Planning Organization

# **Policy Board Meeting**

## **December 14, 2021**

# Agenda Item # 1: Call to Order & Introductions – Barb Campbell, Chair

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## Policy Board 2021

Barb Campbell, Chair, City of Bend Councilor

Megan Perkins, Vice-Chair, City of Bend Councilor

Rita Schenkelberg, City of Bend Councilor

Phil Chang, Deschutes County Commissioner

Bob Townsend, ODOT Region 4 Area Manager

## Bend MPO Staff

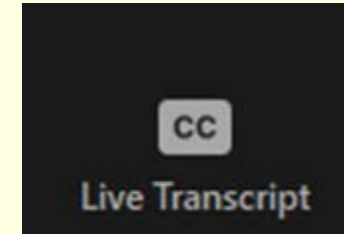
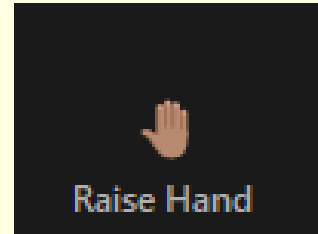
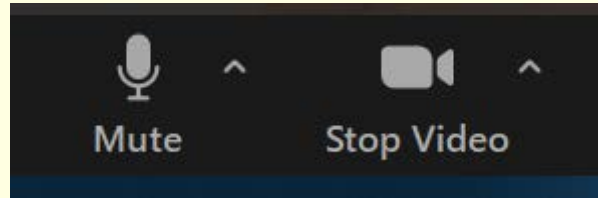
- Tyler Deke, Manager
- Andrea Napoli, Senior Planner
- Jovi Anderson, Program Coordinator

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- Members of the public and presenters will be listed by meeting host

# Agenda Item # 2: Virtual Meeting Guidelines – Jovi Anderson

- You will be on **mute** when you first join the meeting.
- Technical difficulties during the meeting? Raise Hand



- Please use the **raise hand** to speak next.
- If you join by phone, dial **\*9** to raise/lower hand.
- This meeting will be **recorded** and is available as a live streaming event on YouTube. You can review this YouTube event on the City of Bend YouTube Channel.

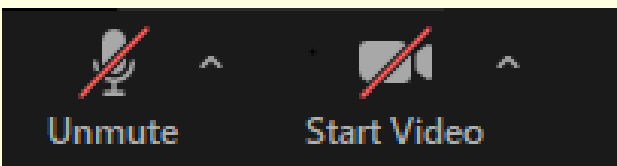


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# **Agenda Item # 3: Public Comment – Barb Campbell**

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**Agenda Item # 4:**

**Oregon Speed Statute – Mark Barrett, ODOT**

# ODOT Speed Zone Program

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Mark Barrett, ODOT  
Region 4 Traffic Manager

# Agenda

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- Speed Zone Program History
- How are Speed Limits set in Oregon
- Region 4 Speed Zone Workload
- Questions

# History of Oregon's Speed Laws

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- Oregon has historically been a Basic Rule State
- 1974: US Congress sets maximum speed at 55mph
- 1987: FHWA increased maximum speed to 65mph on rural interstate highways.
- 1995: Congress repealed the 65mph maximum (authority to states)
- 2003: Oregon legislature limited the basic rule (55mph, 70 on some interstates)
- 2015: Oregon legislature raised speed limits on Central/Eastern Hwys (3/1/2016 Implementation)

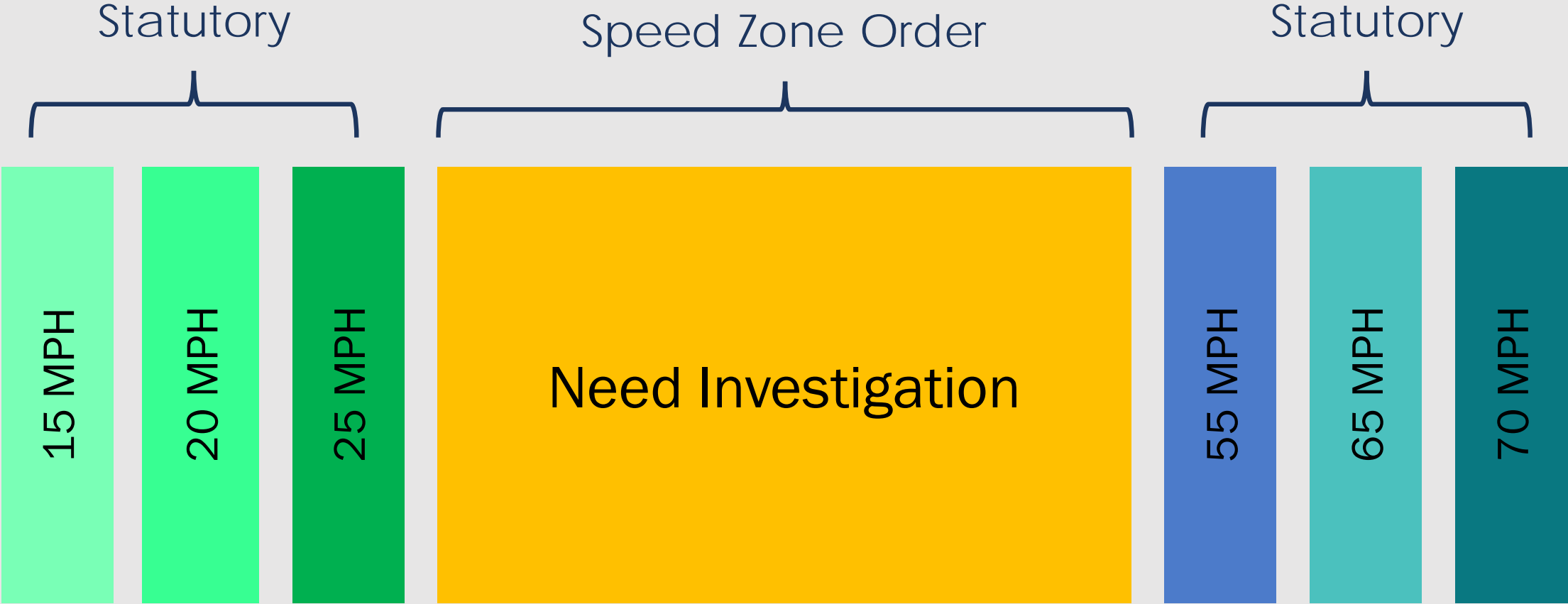


# History of Oregon's Speed Laws

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- 2017-2020
  - NACTO Policy: *“State rules or laws that set speed limits at 85<sup>th</sup> percentile speed should be repealed”*
  - NTSB Publication recommends removing the MUTCD guidance that speed limits should be set within 5mph of the 85<sup>th</sup> percentile speed.
  - NCHRP 855 – *An Expanded Classification System for Highways and Streets (research on context and land use).*
  - NCHRP Project 17-76
    - *Identify and describe factors that influence operating speeds*
    - *Provide guidance for making informed decisions related to establishing speed limits*
- *May 2020 – New Speed Zone Policy*

# Setting Speeds in Oregon



# Setting Speed Limits in Oregon

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- <https://www.oregon.gov/odot/Engineering/Pages/Speed-Zones.aspx>

Request

Investigation &  
Recommendation

State Traffic-  
Roadway  
Engineer Action

# Setting Speed Limits in Oregon - Investigation

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Context

```
graph TD; Context[Context] --> Speeds[Speeds]; Speeds --> Safety[Safety]; Safety --> RecommendedSpeed[Recommended Speed];
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Speeds

Safety

Recommended Speed

# Setting Speed Limits in Oregon - Investigation (Inside City Limits)

Context	Urban Core/CBD	Urban Mix	Suburban Commercial and Residential	Suburban Fringe
Roadway Class				
Arterial	20-25 Low	25-30 Med Low	30-35 Med High	35-45 High
Collector	20-25 Low	25-30 Med Low	25-35 Med	30-40 Med High
Local	20-25 Low	20-25 Low	25-35 Med	25-35 Med

# Setting Speed Limits in Oregon - Investigation (Outside City Limits)

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Roadway	Rural Highways	Rural Communities
State Highways	85 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph
Non-state Arterials	85 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph
Non-State collectors or locals	50 <sup>th</sup> percentile +/-5 mph	50 <sup>th</sup> percentile +/-10 mph

# Setting Speed Limits in Oregon - Recommendation

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- *Region submits a Speed Zone Report and Recommendation to the State Traffic Engineer's Office.*
- *State Traffic Engineer approves (or doesn't), notifies the requestor and asks for concurrence.*
- *If local road authority concurs, a speed zone order is issued.*

# Setting Speed Limits in Oregon – Review Panel

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## Speed Zone Review Panel

Representatives from multiple agencies

Hears contested speed zone cases

Rules on speed zones outside of ODOT's authority



# Region 4 Annual Speed Zone Workload

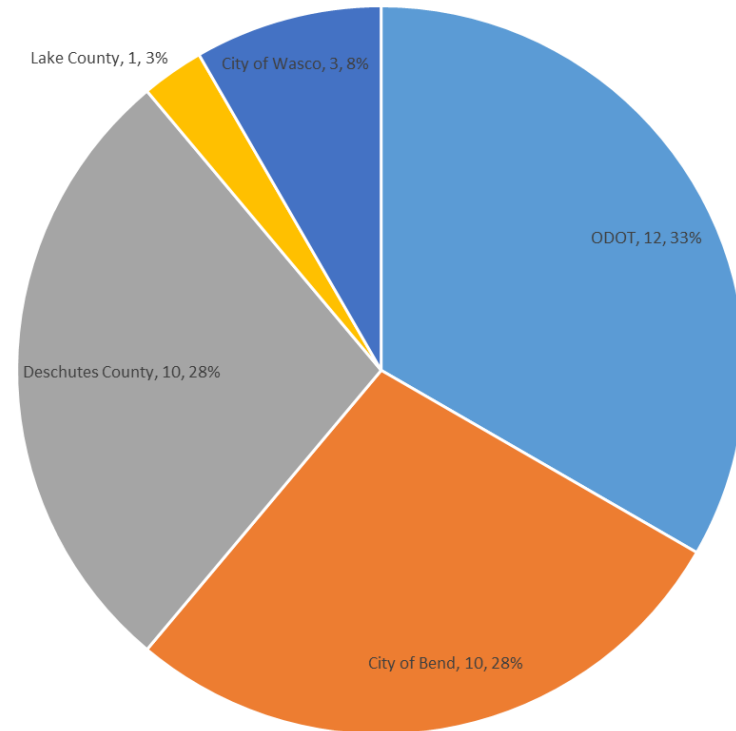
As of 12/13/2021

- 11 speed zone reports fully complete.
- 8 speed zone reports in draft stages.

Projected for 2022 Season

- 17 requests submitted in 2021

2021 Speed Zone Request - By Road Authority



■ ODOT ■ City of Bend ■ Deschutes County ■ Lake County ■ City of Wasco

# Thank you!

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Safety

Compliance

All Users

Reasonable and Safe



**BEND MPO**  
Metropolitan Planning Organization

## **Agenda Item # 5:**

**US 97 / Baker Road Interchange Area  
Management Plan – Don Morehouse, ODOT**

# **US 97 BAKER RD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)**

Bend Metropolitan Planning Organization (MPO) Policy  
Board

DECEMBER 14, 2021

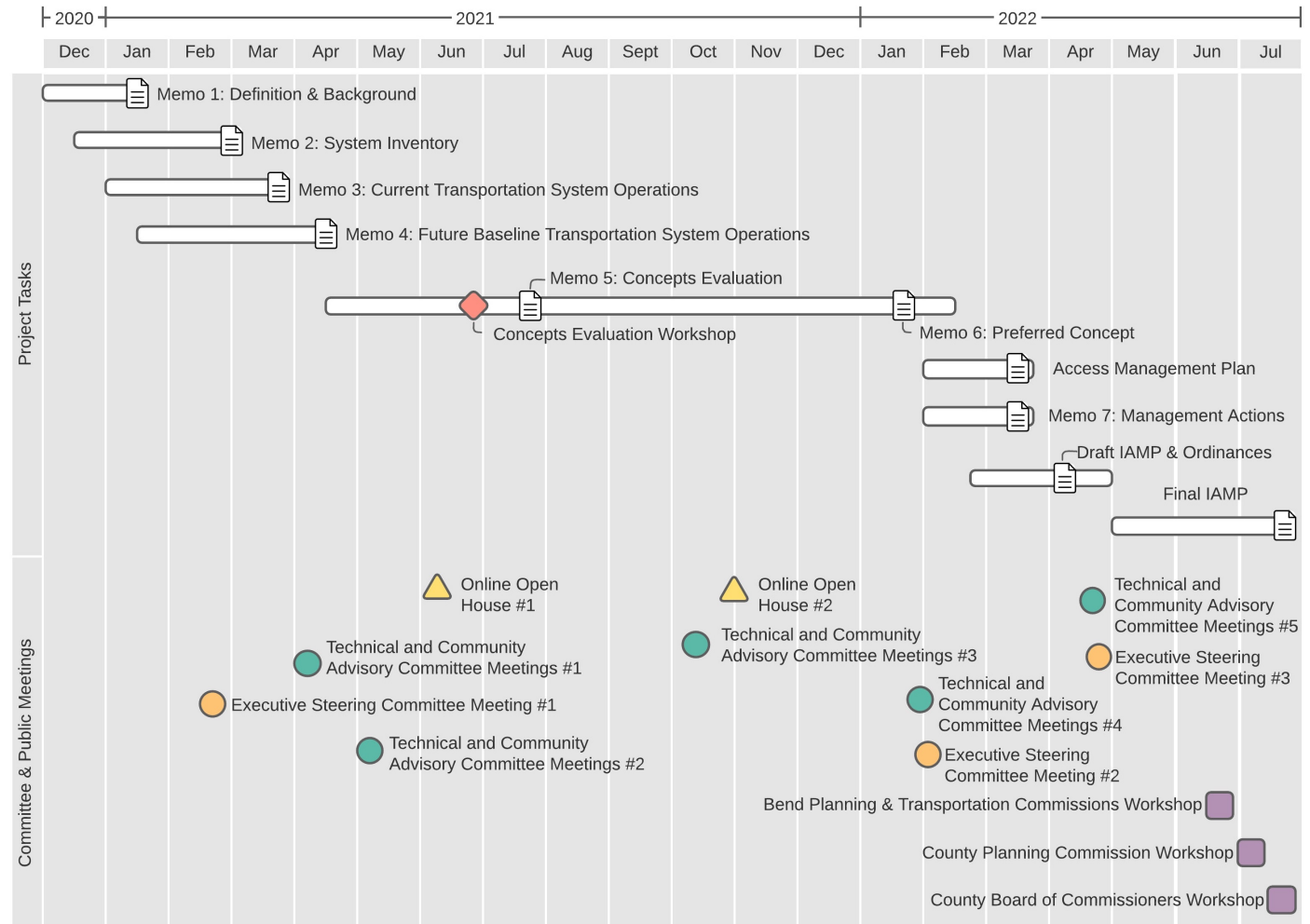
# AGENDA

- 1 / PROJECT STATUS
- 2 / CONCEPT DEVELOPMENT PROCESS
- 3 / REFINED CONCEPTS AND EVALUATION
- 4 / NEXT STEPS


# PROJECT STATUS

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

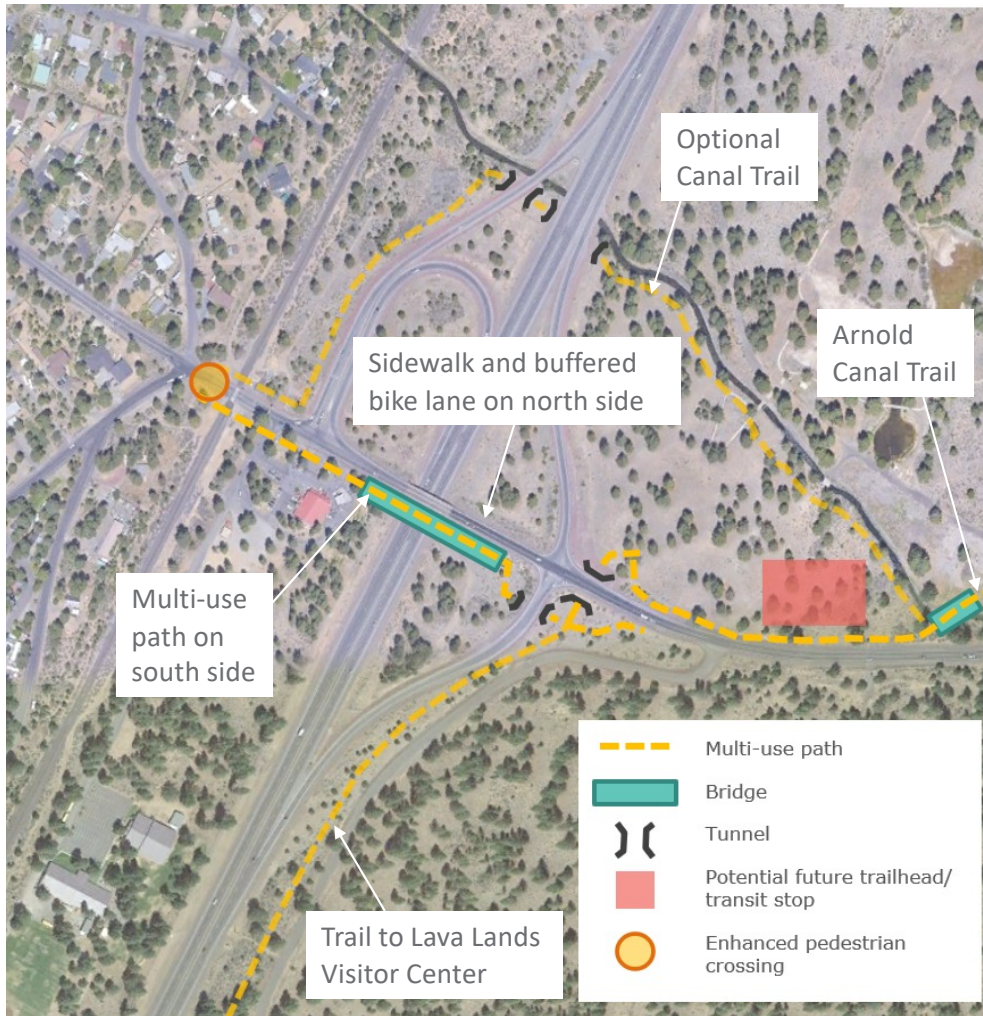
## Project Schedule



# CONCEPT DEVELOPMENT AND EVALUATION

- 1) Preliminary Concepts - 8 preliminary concepts were developed based on the Goals and Objectives
  - 2) Workshop - A 4-hour virtual workshop was held in June with the TAC to compare and refine the preliminary concepts – resulted in a recommendation to advance 3 concepts
  - 3) Internal ODOT Workshop - Refine 3 concepts
  - 4) Evaluation and Refinement - Refine 3 concepts, develop descriptions and estimated costs, review potential environmental impacts [Technical Memorandum #5]
- 

## Active Transportation Improvements – included with all 3 concepts



### West end of Interchange

- The multi-use path connects to Baker Court, providing access to Riverwoods Country Store and Morning Star Christian School
- An enhanced crossing (location varies) provides access to the multi-use path from the north side of Baker Road
- A transit stop could be located near the store or in the northeast quadrant

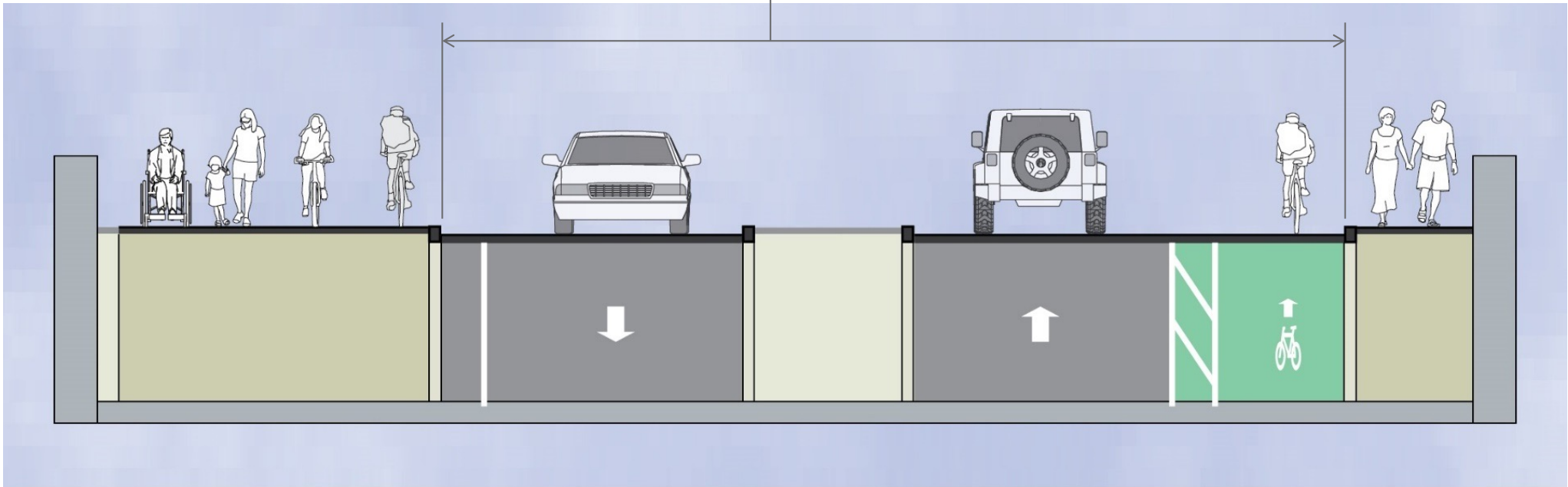
### East end of Interchange

- Multi-use path tunnels under the US 97 northbound off-ramp and Knott Road - improves safety for people walking and biking by eliminating conflicts with motor vehicles
- Crossing the multi-use path under Knott Road to the north allows the path to connect to the future Arnold Canal Trail
- Potential for a future transit stop and/or trailhead to be located in the northeast quadrant, connecting to the paved multi-use path that is planned between this interchange and the Lava Lands Visitor Center



# Baker Road Cross Section with Active Transportation Improvements

Distance and design of space between the curbs will vary by alternative



## Roundabouts or Traffic Signals



Source: The Columbian

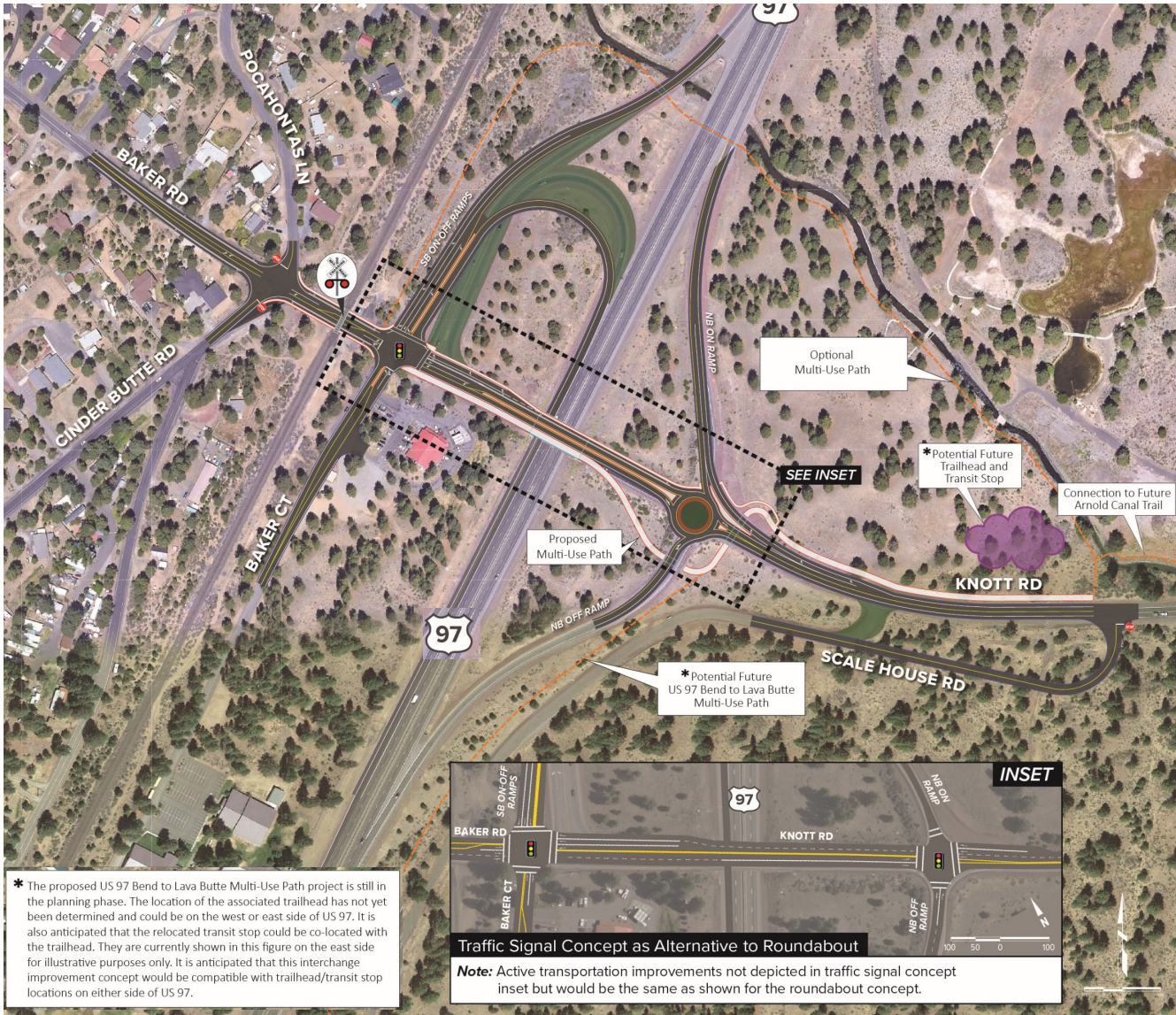
All alternatives include roundabouts at one or more US 97 ramp terminals. Any roundabouts on the state highway system would be subject to the stakeholder engagement process for approval outlined in ODOT Highway Directive DES 02. If during the stakeholder engagement process it was determined roundabouts would be infeasible at the US 97 ramp terminals, traffic signals would be necessary instead. Therefore, intersection operations were analyzed for both roundabouts and traffic signals at the ramp terminals.

## Alternatives for the Baker Road at Cinder Butte Road Intersection



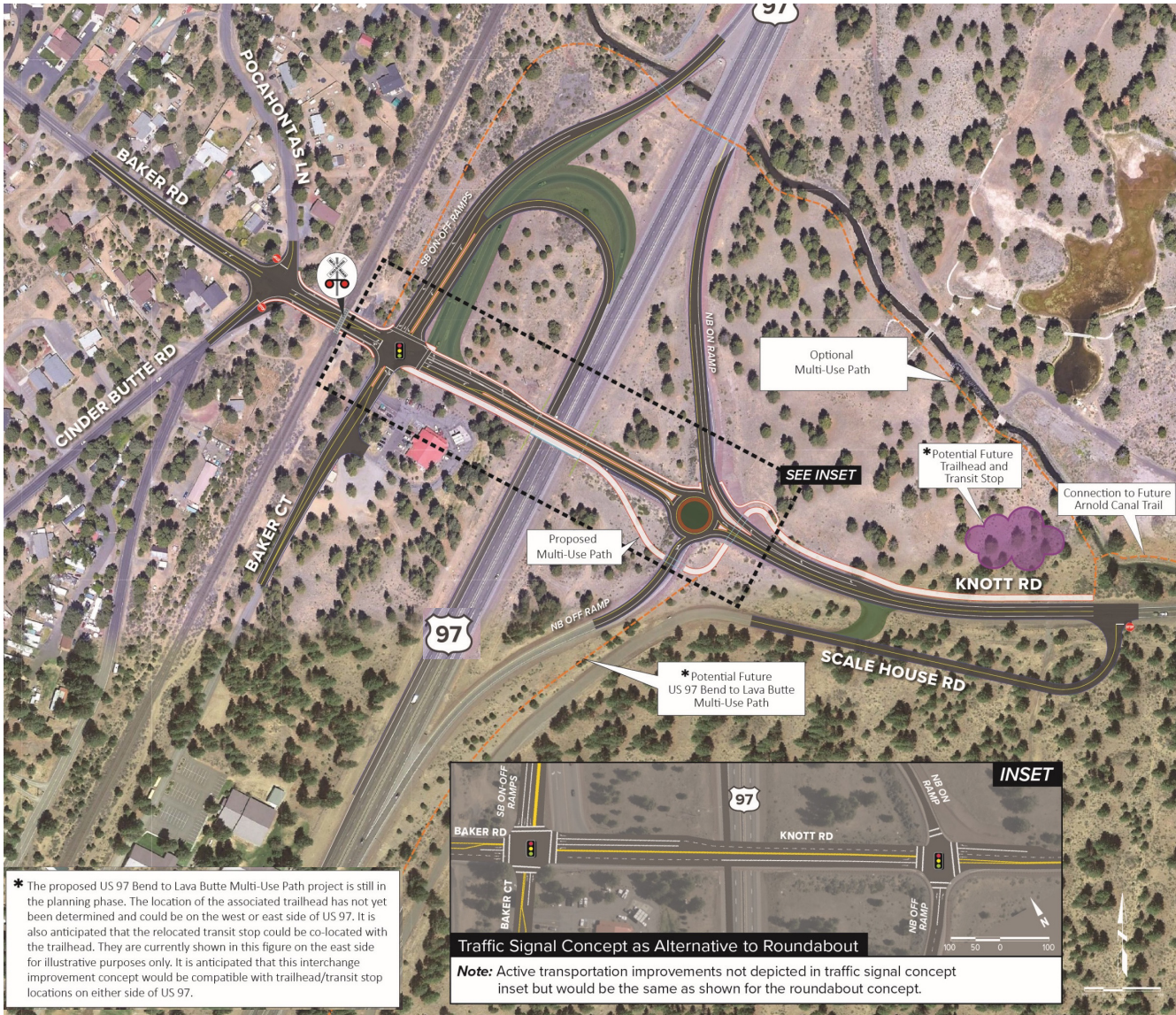
### Considered four alternatives

- Construct short (125-foot) left turn lanes on Baker Road, an optional northbound right turn lane, and realign intersection 25-50 ft. west. **Leave existing two-way stop-control.**
- **Install Traffic Signal.** Construct short (125-foot) left turn lanes on Baker Road, an optional northbound right turn lane, and realign intersection 25-50 ft. west.
- **Construct a roundabout.** (removed from further consideration due to rail proximity)
- **Realigning Baker Road** so the major movements at the intersection are the northbound to eastbound and westbound to southbound movement, with the eastbound movement being stop-controlled. (removed from further consideration due to EB delay and local access impacts)



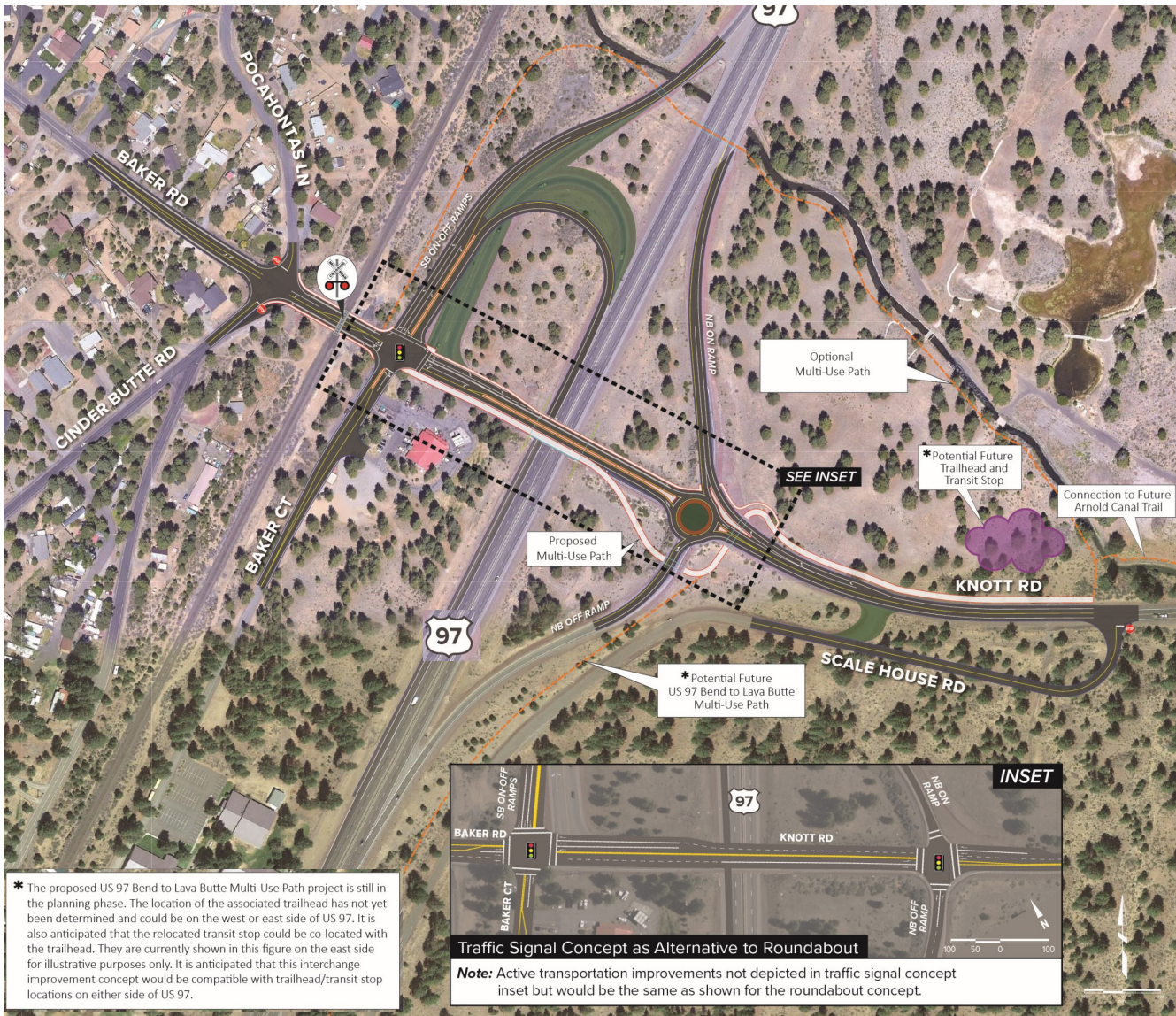
## Alt. 1: Enhanced Existing Ramp Terminals

- Focuses on enhancing the existing ramp terminals to address the operational deficiencies along Baker Road
- Reduces the potential for queue spillback onto US 97 with a longer southbound off-ramp
- Lengthens the southbound on-ramp
- Eliminates turning conflicts between closely spaced intersections
- The southbound ramp terminal intersection is closer to the railroad – the signal must be coordinated with the crossing to clear queues
- Signal provides a wide, but controlled ped/bike crossing
- Est. Cost: **\$14.1 Million**



## Alt. 1: Enhanced Existing Ramp Terminals

- Ramp terminal operations are fair.
  - SB v/c = 0.81 (0.75 standard)
  - NB v/c = 0.78 (0.75 standard)
  - Heavy SB RT from US 97 to Baker Rd is limiting factor
- Most queuing is accommodated.
  - Extend the SB off-ramp 375' to accommodate 95% + railroad crossing queues
  - EB queues at the SB ramp will queue past the RR and to Cinder Butte (300') – must rely on railroad pre-emption

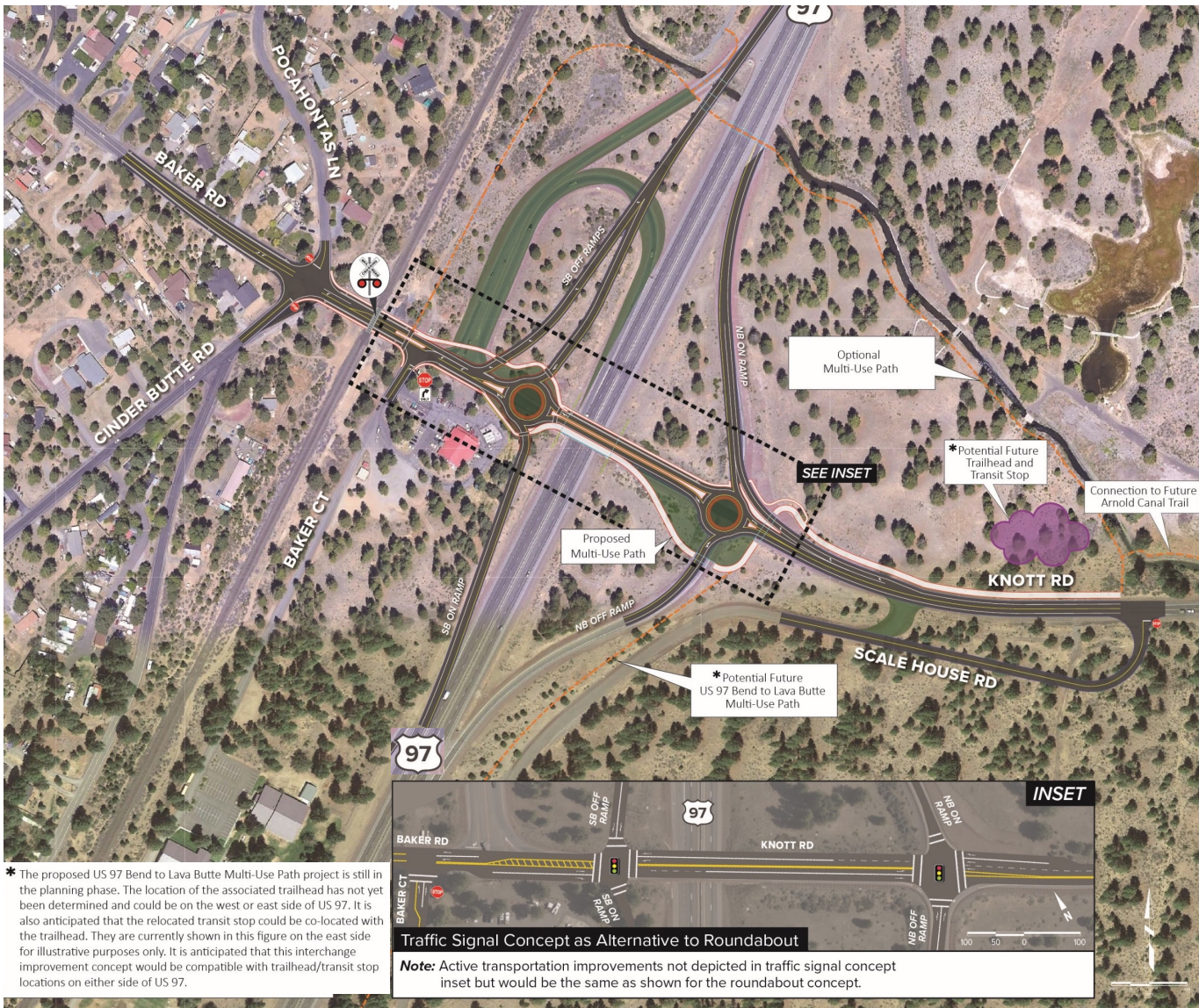


\* The proposed US 97 Bend to Lava Butte Multi-Use Path project is still in the planning phase. The location of the associated trailhead has not yet been determined and could be on the west or east side of US 97. It is also anticipated that the relocated transit stop could be co-located with the trailhead. They are currently shown in this figure on the east side for illustrative purposes only. It is anticipated that this interchange improvement concept would be compatible with trailhead/transit stop locations on either side of US 97.

**Traffic Signal Concept as Alternative to Roundabout**  
**Note:** Active transportation improvements not depicted in traffic signal concept inset but would be the same as shown for the roundabout concept.

## Alt. 1: Enhanced Existing Ramp Terminals – all signals

- SB Ramp terminal v/c changes from 0.81 to 0.76.
- NB Ramp terminal v/c changes from 0.78 to 0.65.
- The signal does not manage queues as well as the roundabout, but does well enough and keeps the EB queue from spilling back to the SB ramp terminal
- Estimated cost not yet available for all signals option.



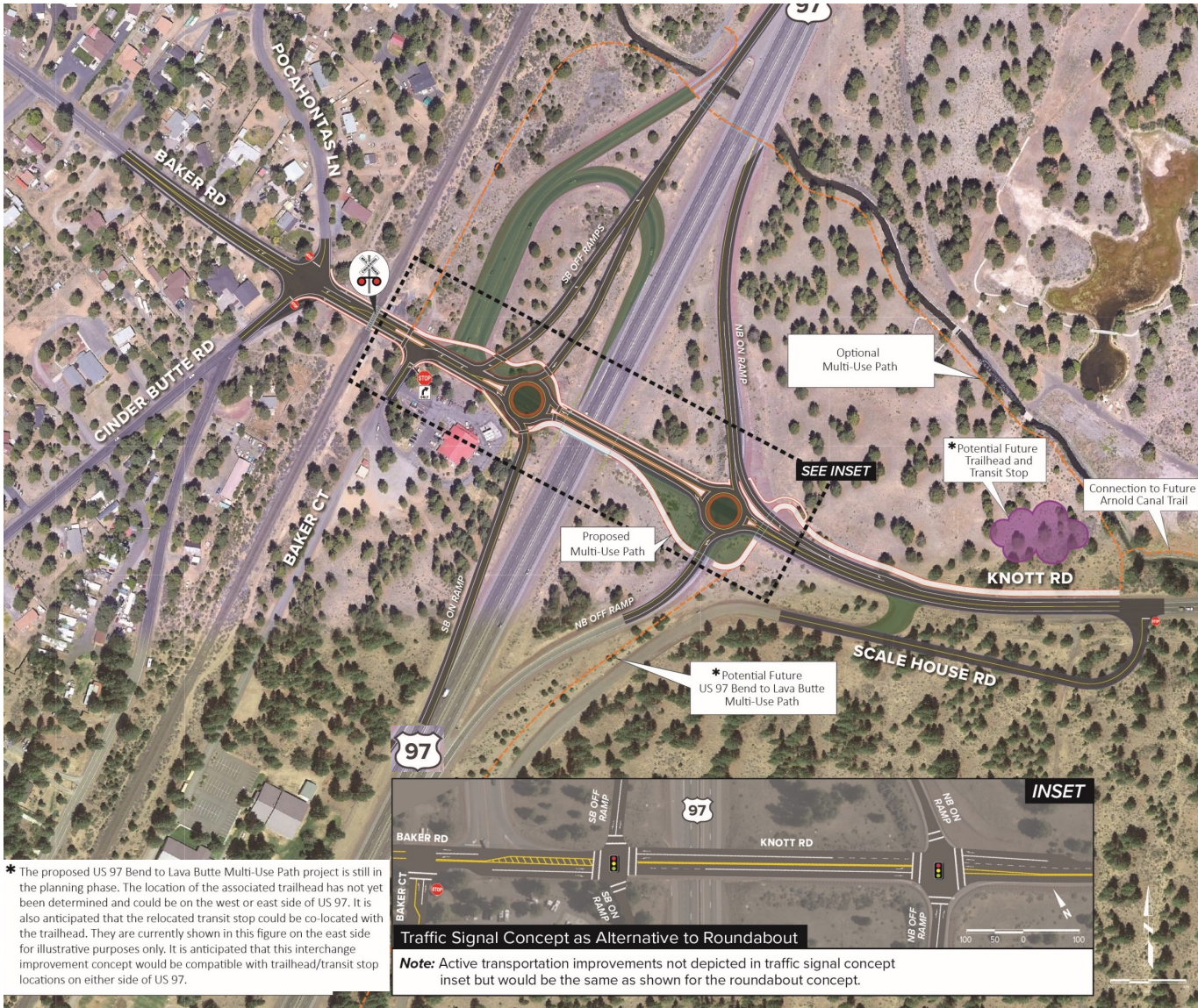
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Traffic Signal Concept as Alternative to Roundabout

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## Alt. 2: Tight Urban Diamond Interchange (TUDI)

- Reconstructs the interchange to use a more traditional “diamond” configuration
- Replacing the existing US 97 southbound on- and off-ramps with a configuration similar to that used for the northbound ramps
- Both ramp terminals are controlled by roundabouts
- Requires minimal widening of the bridge structure over US 97, with only two lanes of motor vehicle traffic needed across the bridge
- No direct left out of Baker Court – must U-turn at roundabout



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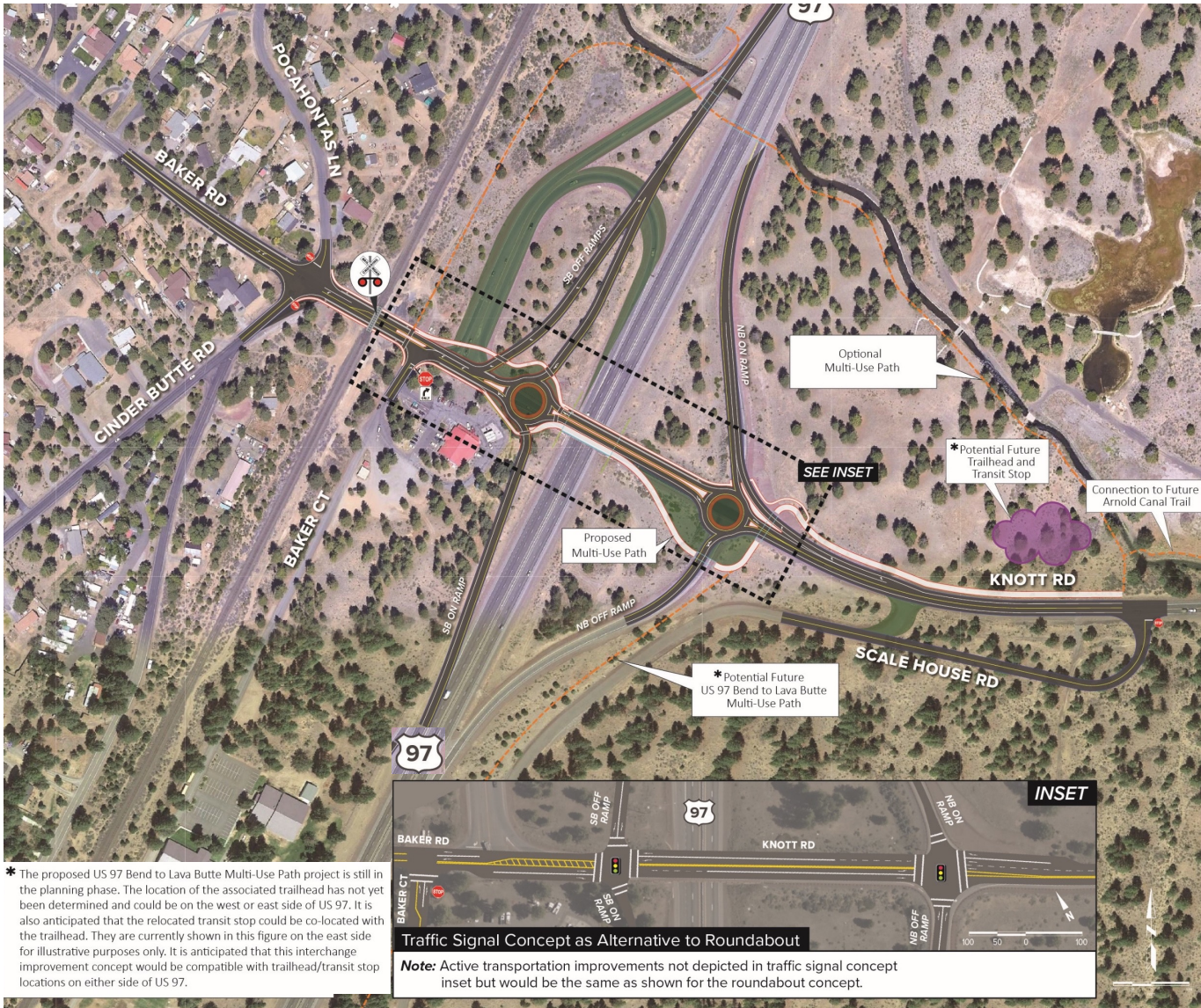
Traffic Signal Concept as Alternative to Roundabout

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## Alt. 2: Tight Urban Diamond Interchange (TUDI)

- Includes lengthening of the southbound off- and on-ramps
- This alternative is the only one that includes an at-grade crossing with the multi-use path on the south side of Baker Road (though it is only a one-lane crossing)
- On the west side, ped/bike crossings occur at the southbound ramp roundabout
- Est. Cost: **\$18.3 Million**

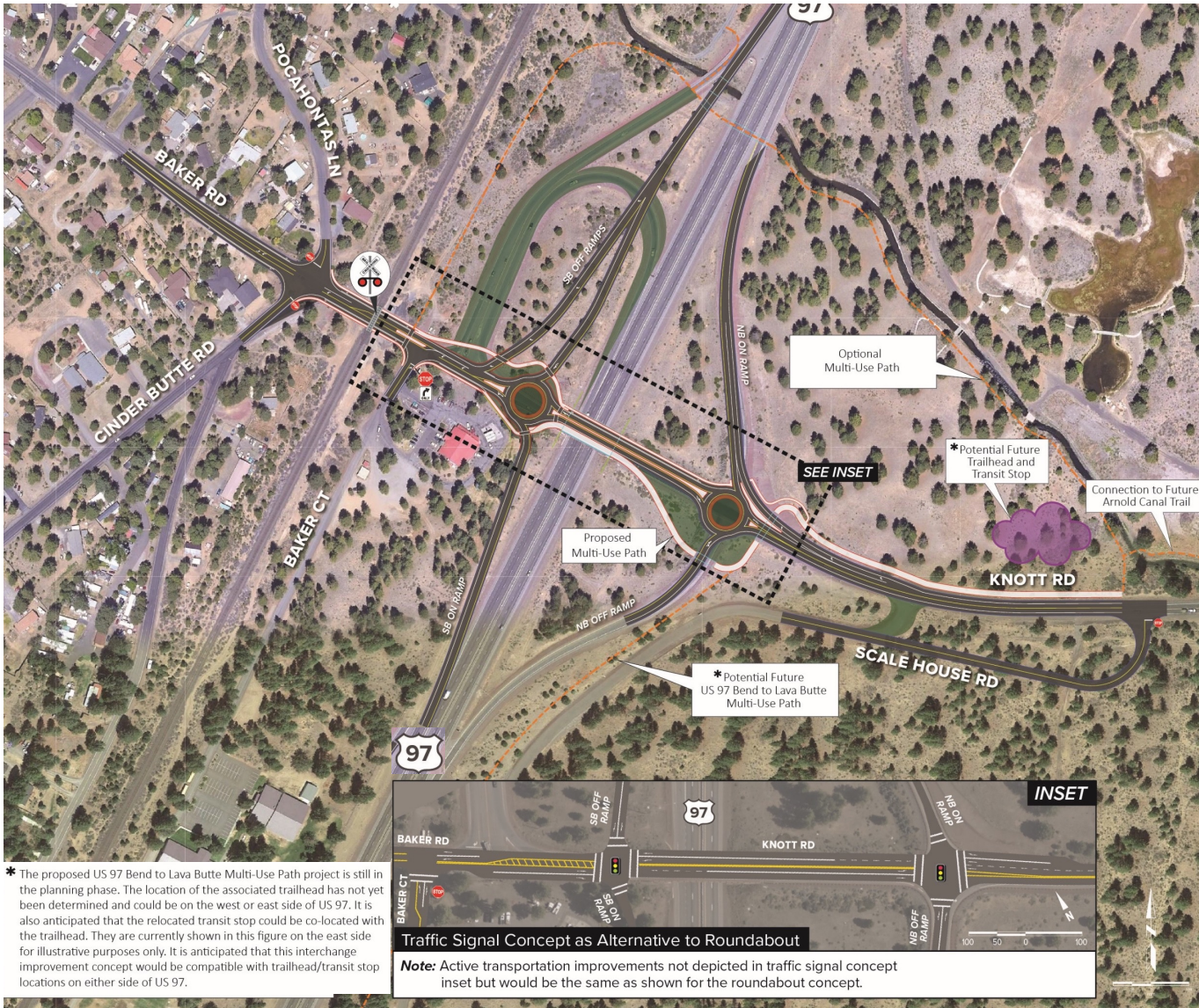




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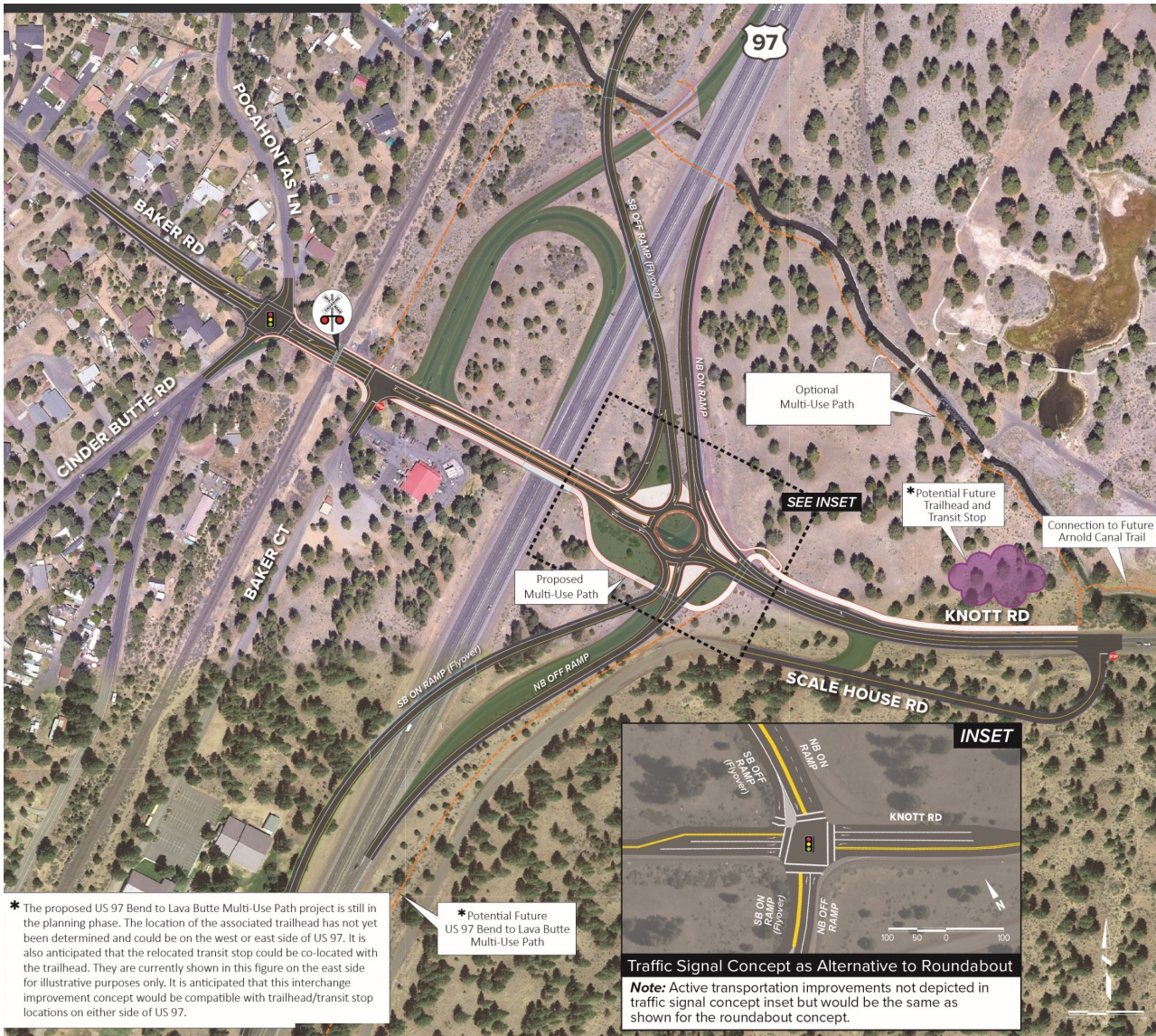
- Ramp terminal operations are good.
  - SB v/c = 0.76 (0.75 standard)
  - NB v/c = 0.78 (0.75 standard)
- Most queues are very short as a result of the roundabouts and conflicts with the railroad are eliminated
- Access to Baker Court is somewhat constrained and could be a problem during the a.m. school peak hour (WB LT only has 100' of storage).
- Queue spillback during railroad crossings could block southbound roundabout movements



\* The proposed US 97 Bend to Lava Butte Multi-Use Path project is still in the planning phase. The location of the associated trailhead has not yet been determined and could be on the west or east side of US 97. It is also anticipated that the relocated transit stop could be co-located with the trailhead. They are currently shown in this figure on the east side for illustrative purposes only. It is anticipated that this interchange improvement concept would be compatible with trailhead/transit stop locations on either side of US 97.

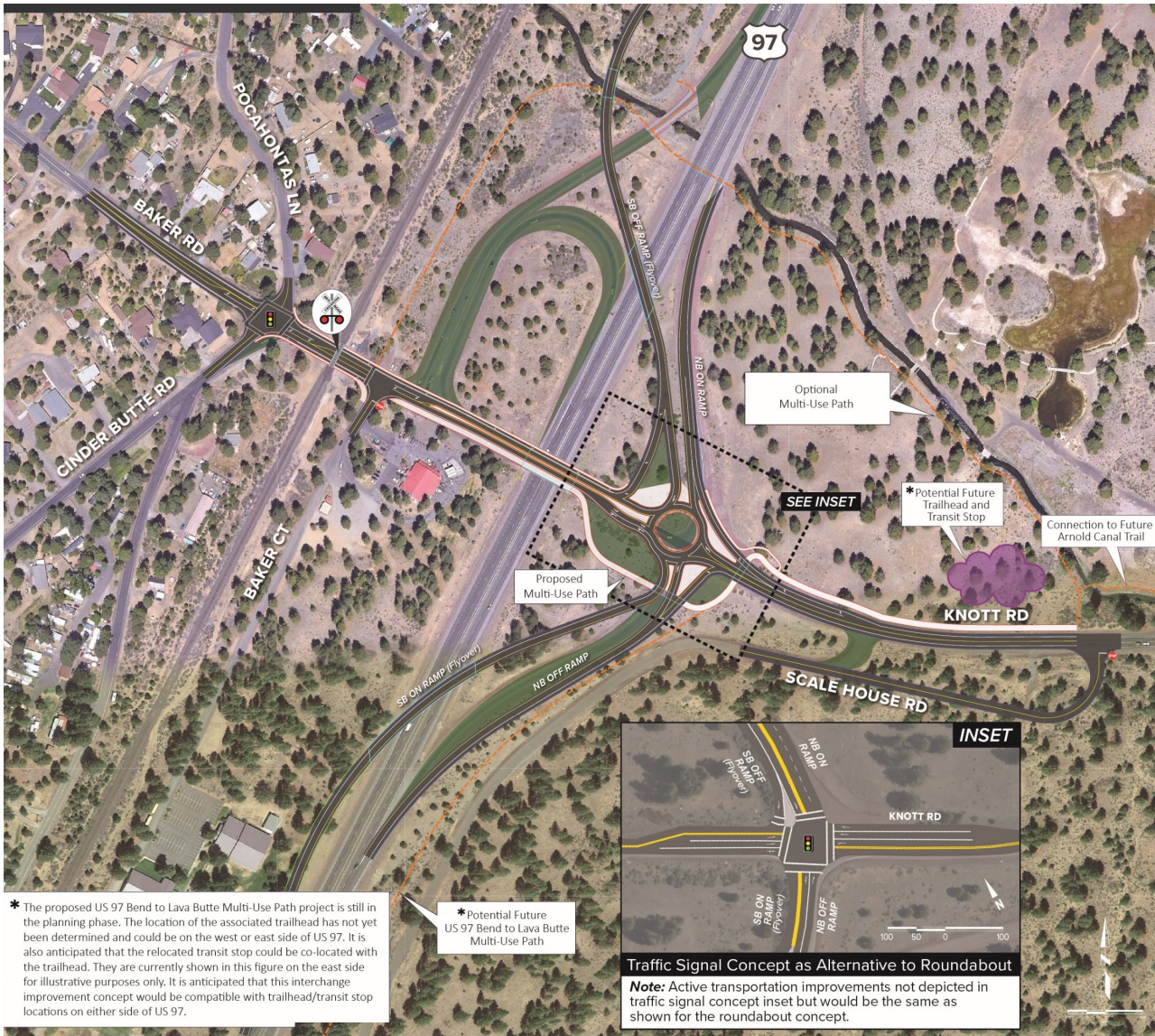
## Alt. 2: Tight Urban Diamond Interchange (TUDI) – all signals

- SB Ramp terminal v/c changes from 0.76 to 0.70
- NB Ramp terminal v/c changes from 0.78 to 0.60
- Will require side-by-side left turn lanes across the bridge
- Close spacing of SB ramps, Baker Court, railroad, and Cinder Butte may still be problematic
- Estimated cost not yet available for all signals option.



## Alt. 4: Southbound On- And Off-Ramp Flyovers with Roundabout (Flyover Interchange)

- Reconstructs the US 97 southbound on- and off-ramps by realigning them to a shared intersection with the northbound ramps on the east side of US 97
- This would require new bridges over US 97 for the southbound on- and off-ramps and a new bridge over the Arnold Canal
- All of the on- and off- ramps would connect at one partial multilane roundabout intersection
- Baker/Cinder Butte intersection assumed signalized to provide a controlled west side ped/bike crossing
- Est. Cost: **\$34.5 Million**



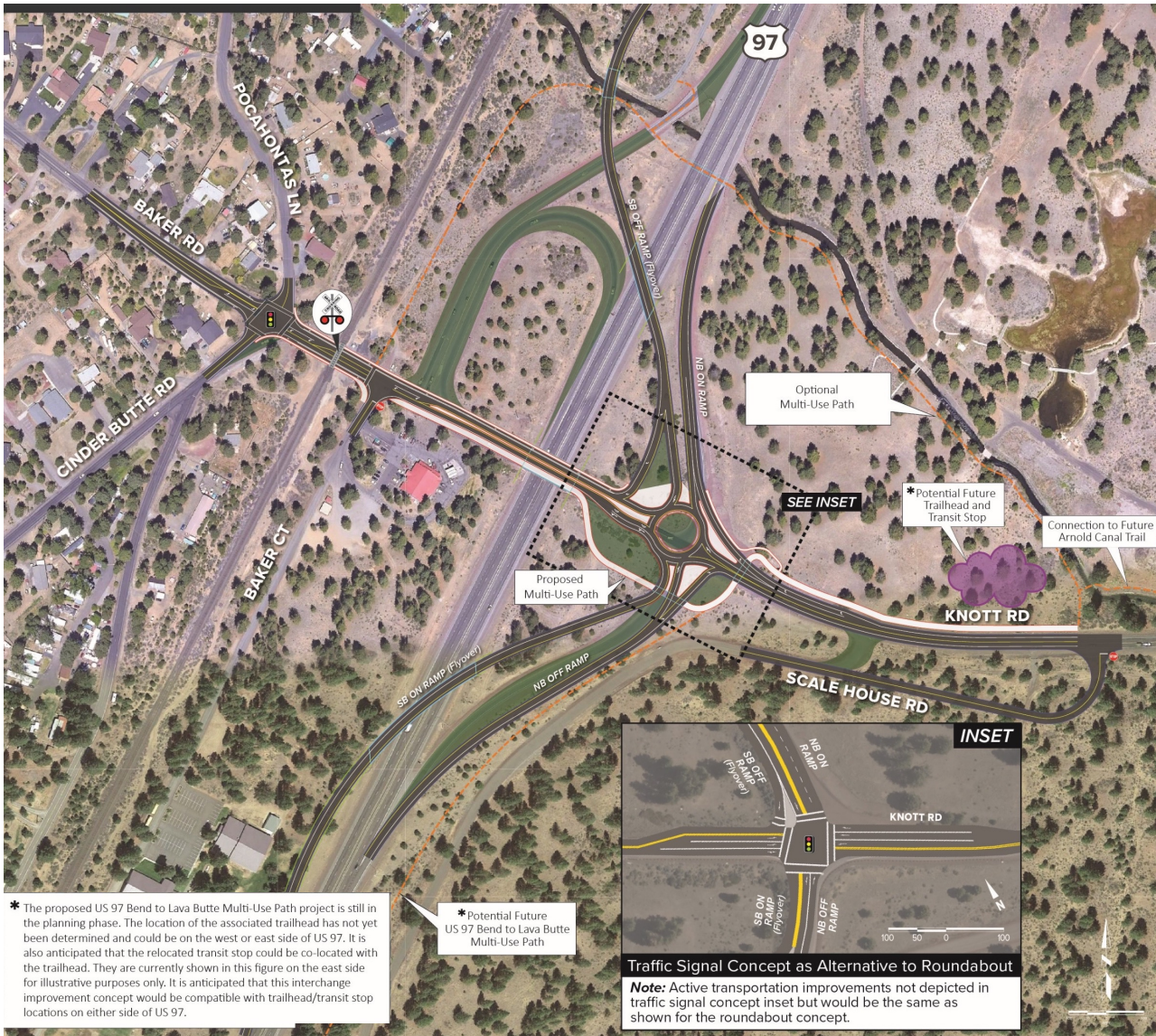
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\* Potential Future US 97 Bend to Lava Butte Multi-Use Path

**Traffic Signal Concept as Alternative to Roundabout**  
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### Alt. 4: Southbound On- And Off-Ramp Flyovers with Roundabout (Flyover Interchange)

- Ramp terminal operations are good.
  - SB/NB v/c = 0.76 (0.75 standard)
- Queuing is managed better than all other concepts with no spillback concerns other than from Cinder Butte if signalized (WB queues will cross railroad)
- Signal at Cinder Butte would not likely meet volume-based signal warrants



## Alt. 4: Southbound On- And Off-Ramp Flyovers with Roundabout (Flyover Interchange) – all signals

- SB / NB Ramp terminal v/c changes from 0.76 to 0.78
- Dual EB lefts would be needed to get close to the mobility standard, including dual receiving lanes on the on-ramps
- Queues are longer than with a roundabout, but there are no new queue spillback concerns
- Estimated cost not yet available for all signals option

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\* Potential Future US 97 Bend to Lava Butte Multi-Use Path

### Traffic Signal Concept as Alternative to Roundabout

**Note:** Active transportation improvements not depicted in traffic signal concept inset but would be the same as shown for the roundabout concept.

## NEXT STEPS

1. Summarize feedback from Online Open House #2
2. Present Preliminary Preferred Alternative to TAC & CAC in January
3. Present Preferred Alternative to Executive Steering Committee in February

## **Agenda Item # 6: Meeting minutes – Barb Campbell**

Recommended Language for Motion: I move approval of the November 16, 2021 Policy Board draft meeting minutes as presented



**BEND MPO**  
Metropolitan Planning Organization

## **Agenda Item # 7:**

**Draft Policy Language for Unused / Returned  
STBG Awards - Andrea Napoli**



# Background

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- 2020 – BMPO established a competitive project application process funded by a portion of MPO's Surface Transportation Block Grant (STBG) funds
  - Lacks policy on how we address awards that are renounced or not fully unused
  - Funds are allocated by fiscal year and should be spent within/near that year
- Worked with TAC to develop draft policy language

# Draft Policy Language

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1. Bend MPO Policy Board makes all final decisions regarding STBG application process awards.
2. All awards are specific to a project, and must be spent on that project.
3. Funds that are not used on the project for which they were allocated will be addressed as follows:
  - a) When a completed project has funds remaining, and/or when an award is no longer needed for the project, and/or when an awardee determines it will not implement the project, unused funds will go back to the MPO for re-allocation.
    - i. The Policy Board will make all final decisions for re-allocation of the unused funds with consideration given to all of the following:

# Draft Policy Language, cont.

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- i. The Policy Board will make all final decisions for re-allocation of the unused funds with consideration given to all of the following:
  1. Projects awarded funding that are experiencing a funding shortfall to complete the project;
  2. Projects awarded funding in an out-year and are requesting advancement;
  3. Projects that applied and underwent review during the most recent STBG application process, but were not awarded funding. Original scoring and ranking to be used in reconsideration;
  4. A substitute project(s) proposed in lieu of an awarded project where the funding is no longer needed, or the project has been cancelled. Substitute project(s) will be evaluated according to current Bend MPO evaluation criteria.

# Consider Approval?

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- Additional comments/questions?
- Recommended language for motion:
  - I move approval of the Draft Policy Regarding Use of Awarded, Unused, and Renounced STBG Funding Awards as (presented / revised).

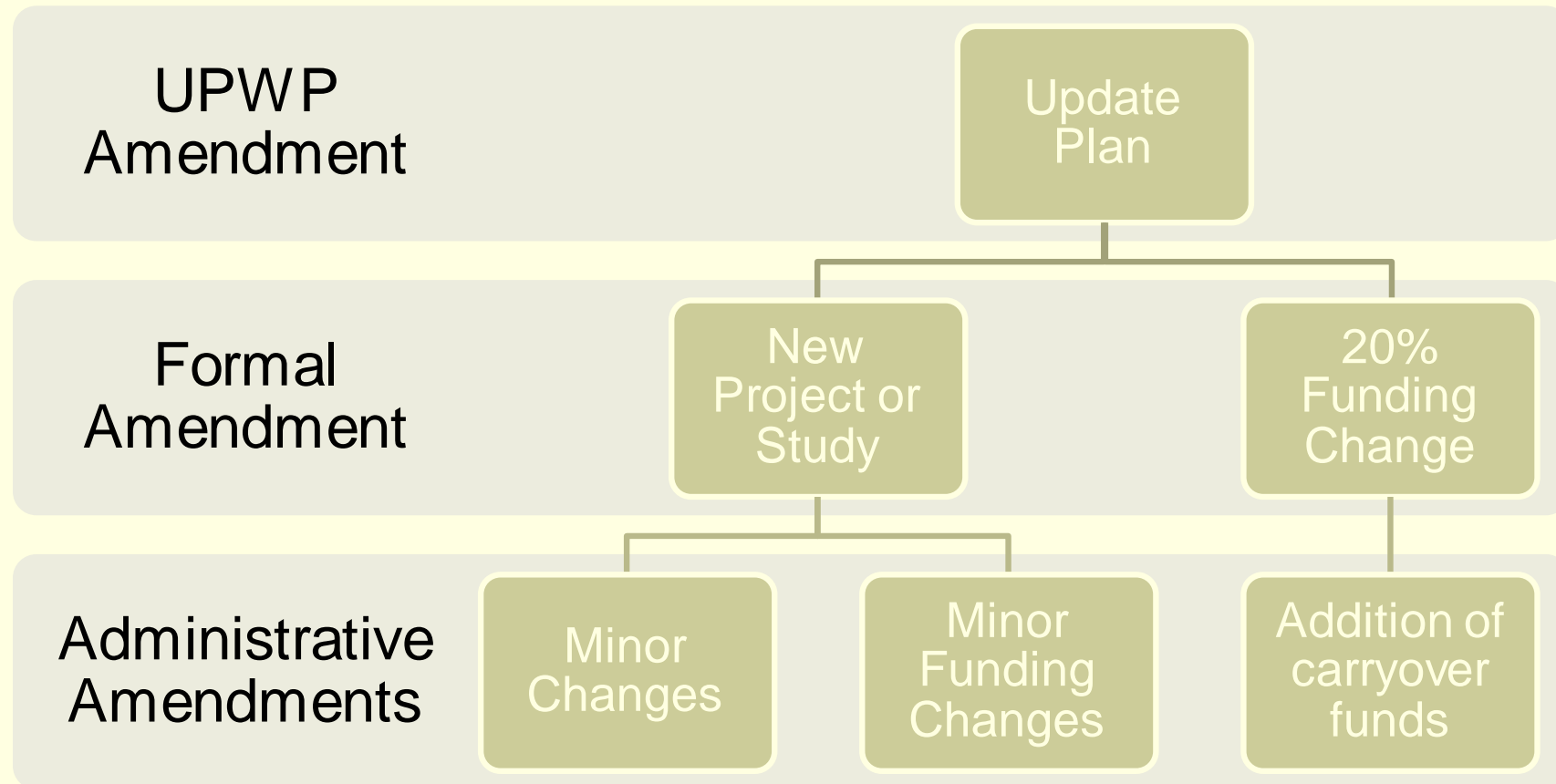


**BEND MPO**  
Metropolitan Planning Organization

## **Agenda Item # 8:**

**2021-2022 Unified Work Program  
Amendments - Tyler Deke / Staff**

# UPWP Amendment Process



# UPWP Amendments – Funding Changes

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- Transportation Safety Action Plan Implementation (Task 3, Subtask F) –
  - Update language to include new FFY2021-22 grant award
  - Update deliverables, schedule and potential for subconsultant services
  - Added \$95,000 in grant funding (and \$23,000 in-kind match) to funding tables and charts

# UPWP Amendments – New Projects

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- COVID funding (Task 2, Subtask E)
  - Bend MPO received approximately \$1.5 million
  - Program funds by September 2024
  - Project(s) must be complete by 2029
- 2020 Census related work (Task 1, Subtask F)
  - New subtask to add 2020 Census related work, including: boundary adjustments, road classification changes, and MPO funding formula updates



# UPWP Amendments – Technical Revisions or Date Changes

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- External Committees (Task 2, Subtask E)
  - Added Oregon Transportation Plan Policy Coordinating Committee
- US20 Refinement Plan (Task 3, Subtask I)
  - Updated to show TAC and Policy Board will be the advisory committees for the project, MPO role on the PMT, and updated deliverables and schedule
- Travel Model (Task 4, Subtask A)
  - Updated the 2040 scenario language and creating a process to regularly update tool, include language about 2019 peak season scenario

# UPWP Amendments – Technical Revisions or Date Changes (cont.)

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- Oregon Statewide Modeling Collaborative (Task 4, Subtask C)
  - Updated to show all subcommittee assignments

# Resolution 2021-06

- 👍 Draft Resolution to amend the BMPO Unified Planning Work Program for FY 22

**Resolution Number 2021-06**  
Bend Metropolitan Planning Organization (BMPO) Policy Board

For the Purpose of Amending the Fiscal Year 2021-2022  
Unified Planning Work Program

WHEREAS, formal amendments to the BMPO Unified Planning Work Program (UPWP) are required when there is a 20 percent change in overall budget costs or new projects are added; and

WHEREAS, overall budget costs increased as provided by the supplemental budget from Resolutions 2021-05; and new project additions; and

WHEREAS, the BMPO engages the public through visitor comments at public meetings with scheduled BMPO committees, interested party email lists and website postings of changes; and

WHEREAS, the BMPO has developed a UPWP for fiscal year 2021-2022, in coordination with US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the Bend Metropolitan Planning Organization Policy Board did review and comment on the UPWP for fiscal year 2021-2022.

NOW, THEREFORE, BE IT RESOLVED, that the Bend MPO Policy Board approves Amendment 1 to the UPWP for fiscal year 2021-2022.

Adopted by the Bend Metropolitan Planning Organization the 14<sup>th</sup> of December, 2021.

Yes: \_\_\_\_\_ No:      Abstain: \_\_\_\_\_

Authenticated by the Chair this 14<sup>th</sup> of December, 2021.

\_\_\_\_\_  
Barb Campbell, Chair

**Resolution Number 2021-06**  
**Bend Metropolitan Planning Organization (BMPO) Policy Board**

**For the Purpose of Amending the Fiscal Year 2021-2022**  
**Unified Planning Work Program**

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Yes:\_\_\_\_\_ No:\_\_\_\_\_ Abstain:\_\_\_\_\_

Authenticated by the Chair this 14<sup>th</sup> of December, 2021.

\_\_\_\_\_  
Barb Campbell, Chair

Attest:

\_\_\_\_\_  
Tyler Deke, MPO Manager

# UPWP Amendments

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- Questions or concerns?

**Recommended Motion Language:** I move approval of the UPWP amendments as presented by means of Resolution 2021-06

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**Agenda Item # 9:**

**Federal Infrastructure Investment and  
Jobs Act – Tyler Deke**



# The Basics of the IIJA

- **\$1 TRILLION** package covering many types of infrastructure
- About half goes to transportation
- Surface transportation component combines FAST Act reauthorization with infrastructure package to include:
  - Reauthorization of existing programs
  - New programming and funding
  - Special one-time infrastructure package funding
  - All over a five year term (2022-2026)

# Oregon Transportation Funding Under IIJA



## Highways/Special Programs

\$1 billion in additional funding over 5 years – a 38% increase



## Public Transportation

\$200 million in additional funding over 5 years – a 35% increase



# Questions for Advisory Committees and Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix-It – remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?





December 14, 2021

Oregon Transportation Commission  
355 Capitol Street NE, MS #11  
Salem, OR 97301-3871

**Re: Infrastructure Investment and Jobs Act**

Dear Oregon Transportation Commissioners,

I am writing on behalf of Bend MPO Policy Board to provide feedback on possible uses of the new discretionary funding available through the federal Infrastructure Investment and Jobs Act (IIJA). The IIJA provides an opportunity to improve the safety of our transportation system, help address the critical backlog of maintenance needs, help meet the state's climate goals and leverage committed funding.

The number of people dying and being severely injured on Oregon's roads has remained stubbornly high for many years. Significant strides have been made to improve highway safety in Central Oregon, but additional funding for targeted and systemic safety improvements and outreach is needed.

The state highway system has a rapidly aging inventory of bridges and culverts. Additionally, the condition of the state's highways is expected to decline in the coming years. The state highway system is critical to the movement of goods and for residents and visitors to access jobs, medical services, shopping, and recreational opportunities. Maintaining and improving our existing transportation system should be a priority.

The state has established aggressive climate goals, including a significant shift away from vehicle use. Meeting those goals will require additional investments to improve and increase public transportation services, to complete our bicycle, sidewalk and trail networks and to promote and inform systems users about these options.

Bend residents approved a \$190 million transportation bond in November 2020. The bond includes funding for several projects on or near US97. We encourage the OTC to leverage these local funds to complete key improvements on US97.

Thank you for you for providing this opportunity to comment. Please contact me if you have any questions.

Sincerely,

Barb Campbell

BARB CAMPBELL, CHAIR  
*City of Bend Council*

MEGAN PERKINS, VICE-CHAIR  
*City of Bend Council*

RITA SCHENKELBERG  
*City of Bend Council*

PHIL CHANG  
*Deschutes County Commission*

ROBERT TOWNSEND  
*ODOT Region 4*

TYLER DEKE, AICP  
*Manager*

JOVI ANDERSON  
*Program Coordinator*

ANDREA NAPOLI, AICP  
*Senior Planner*

# Bend MPO – Draft Comments



- **Focused comments on 4 potential priorities:**
  - **Safety**
  - **Preservation and maintenance of existing system (roads, bridges & culverts)**
  - **Climate (funding for public transportation, bike and ped facilities)**
  - **Leverage existing funds (GO Bond)**
  
- **Questions?**
  
- **Recommended language for motion:**
  - I move approval of the draft letter to the Oregon Transportation Commission as (presented / revised)



- **Agenda Item # 10: Other Business – Barb Campbell**
  
- **Agenda Item # 11: Public Comment – Barb Campbell**
  
- **Agenda Item # 12: Next Policy Board meeting**
  - The next regular meeting of the Policy Board is scheduled for *January 18<sup>th</sup> from 12 to 1:30 pm*
  
- **Agenda Item # 13: Adjourn**