

US 97 BAKER RD INTERCHANGE AREA MANAGEMENT PLAN (IAMP)

DESCHUTES COUNTY
PLANNING COMMISSION WORKSHOP
OCTOBER 9, 2025

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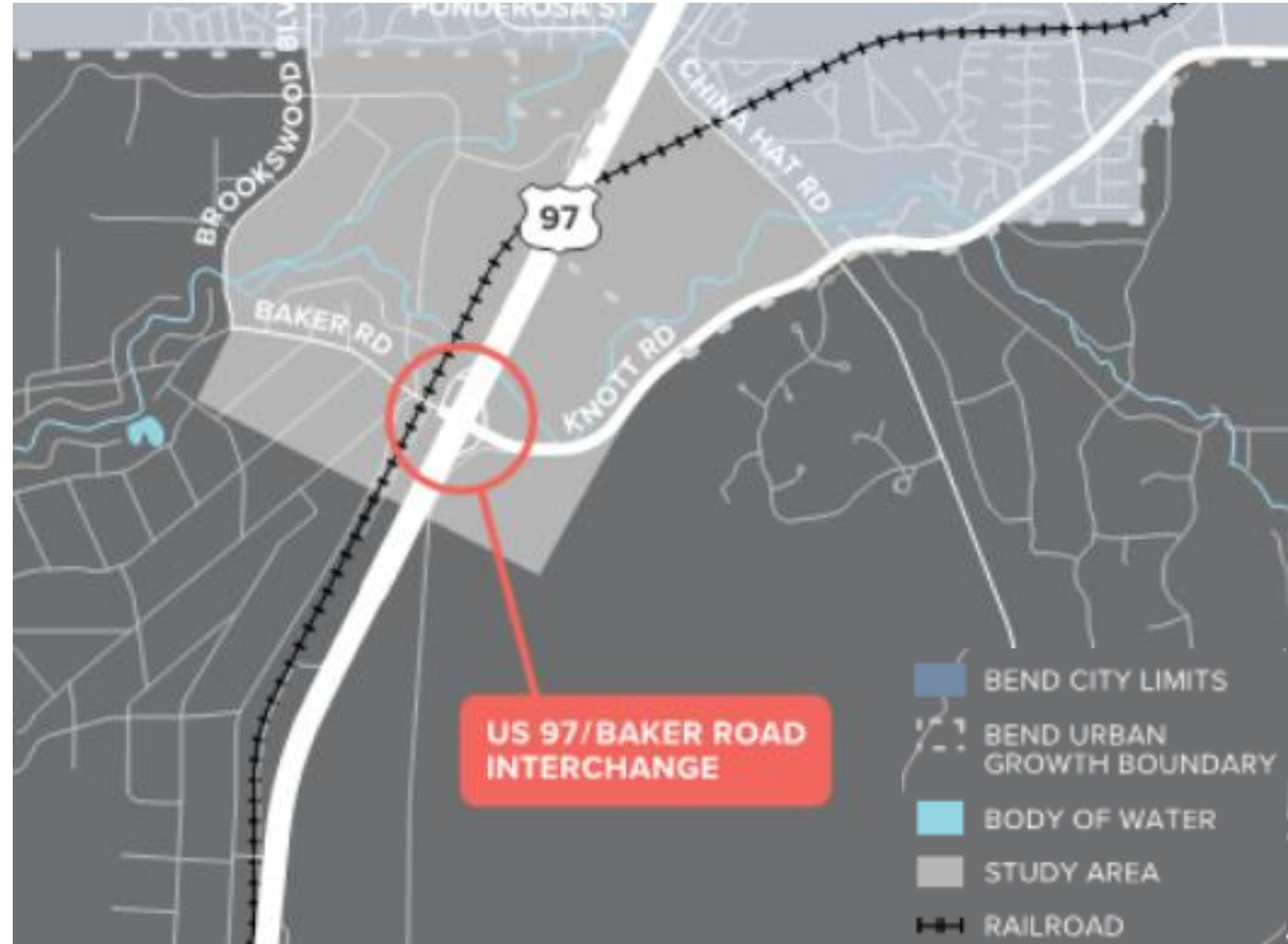


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PROJECT PURPOSE

The purpose of IAMPs is to establish agreement with local governments about transportation solutions or land use/policy actions needed in an interchange area and how to implement them to protect the function of the interchange and significant investments in infrastructure.

The US 97 Baker Rd IAMP was a recommended action from the US 97 Bend to Lava Butte Refinement Plan and the US 97 Bend Parkway Plan



PROJECT PURPOSE

The US 97 Baker Rd interchange was constructed about 30 years ago and was designed to serve the the sparsely developed rural lands in the area and to accommodate truck movement between US 97 and US 20.

Today, increasing urban growth has resulted in congestion and safety issues at the interchange. This is expected to worsen with anticipated housing and employment growth in south Bend.



PROJECT PURPOSE

The purpose of the US 97 Baker Rd IAMP is to:

- Ensure the safe and efficient operation of the interchange area for all modes of travel through the 20-year planning horizon; and
- Identify transportation improvements, management strategies, and land use/policy actions needed to support planned development.



PROJECT TIMELINE

Project kicked-off in Dec 2020, with majority of work occurring in 2020-22 and 23-24

Major Milestones

- Project definitions and background
- Goals and Objectives
- Evaluate baseline conditions
- Develop and evaluated alternatives
- Select a preferred alternative
- Develop access management plan and implementing actions
- Deliver the IAMP Report
- 2 Online Open Houses
- 5 meetings with our TAC and CAC
- 3 meetings with the Bend MPO Policy Board

DECISION MAKING STRUCTURE & PUBLIC OUTREACH

- Bend MPO Policy Board = Project Steering Committee
- Technical and Community Advisory Committees = Advisory Role
 - > ODOT
 - > Deschutes County
 - > City of Bend
 - > Bend MPO
 - > DLCD
 - > US Forest Service
 - > Deschutes River Woods
 - > Bend-La Pine School Dist.
 - > Cascades East Transit
 - > Bend Park & Rec. Dist.
 - > Central Oregon Coalition for Access
 - > Abilitree
 - > Deschutes County Health Services
 - > Deschutes County Emergency Services
 - > Deschutes County Bike/Ped Advisory Committee
 - > Latino Community Association of Central Oregon
 - > Morning Star Christian School
 - > Riverwoods Country Store

DECISION MAKING STRUCTURE & PUBLIC OUTREACH

- Project Website
- 2 Online Open Houses

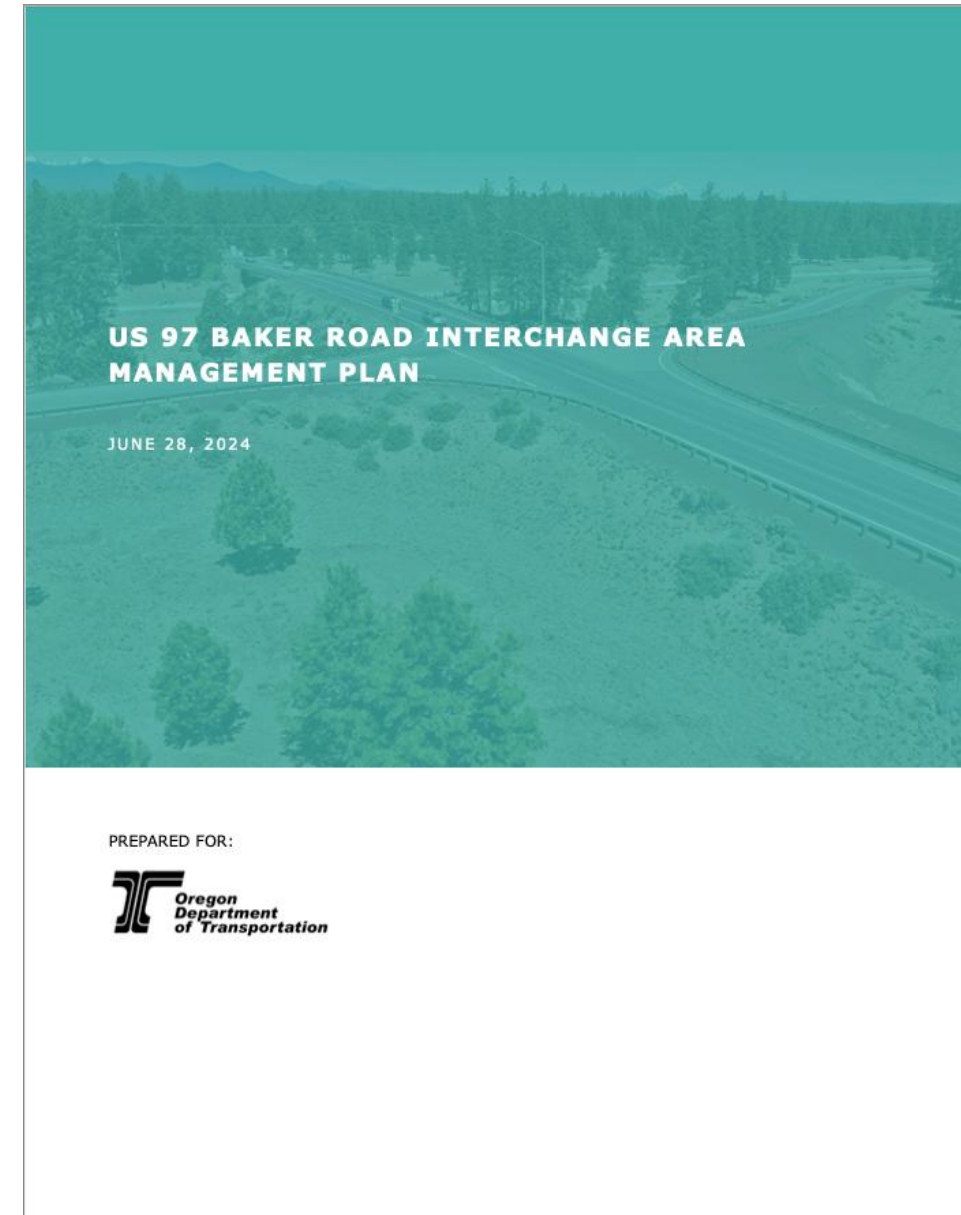
US 97/Baker Road Interchange Area Management Plan Planning Phase

Region 4: Central Oregon (Deschutes)

ODOT is preparing an Interchange Area Management Plan (IAMP) to evaluate how the existing US 97/Baker Road interchange operates and to determine what measures are needed to keep it functioning well over the next 20 years.

REPORT ORGANIZATION

- Executive Summary
- Chapter 1. Introduction
- Chapter 2. Project Process
- Chapter 3. Existing and Future Needs
- Chapter 4. Recommended Interchange Improvements
- Chapter 5. Access Management Plan and Management Actions
- Chapter 6. IAMP Implementation and Adoption



Alt. 1: Enhanced Existing Ramp Terminals

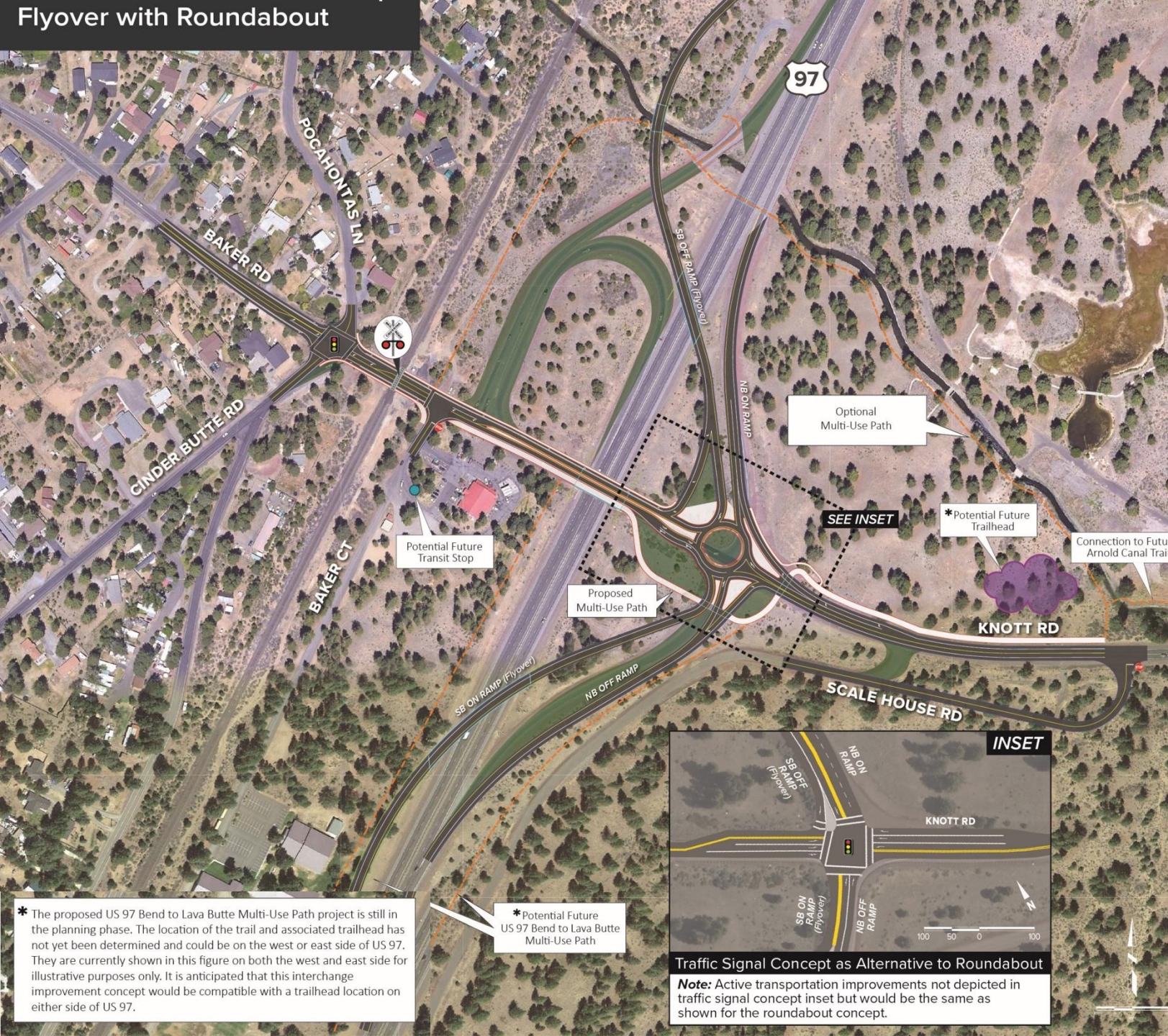
- Adds signals and/or a roundabout at existing ramp terminals
- Lengthens southbound off-ramp
- Eliminates turning conflicts between closely spaced intersections (realignment)
- Lowest cost option



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.

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



Alt. 3: 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
- Highest cost option

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

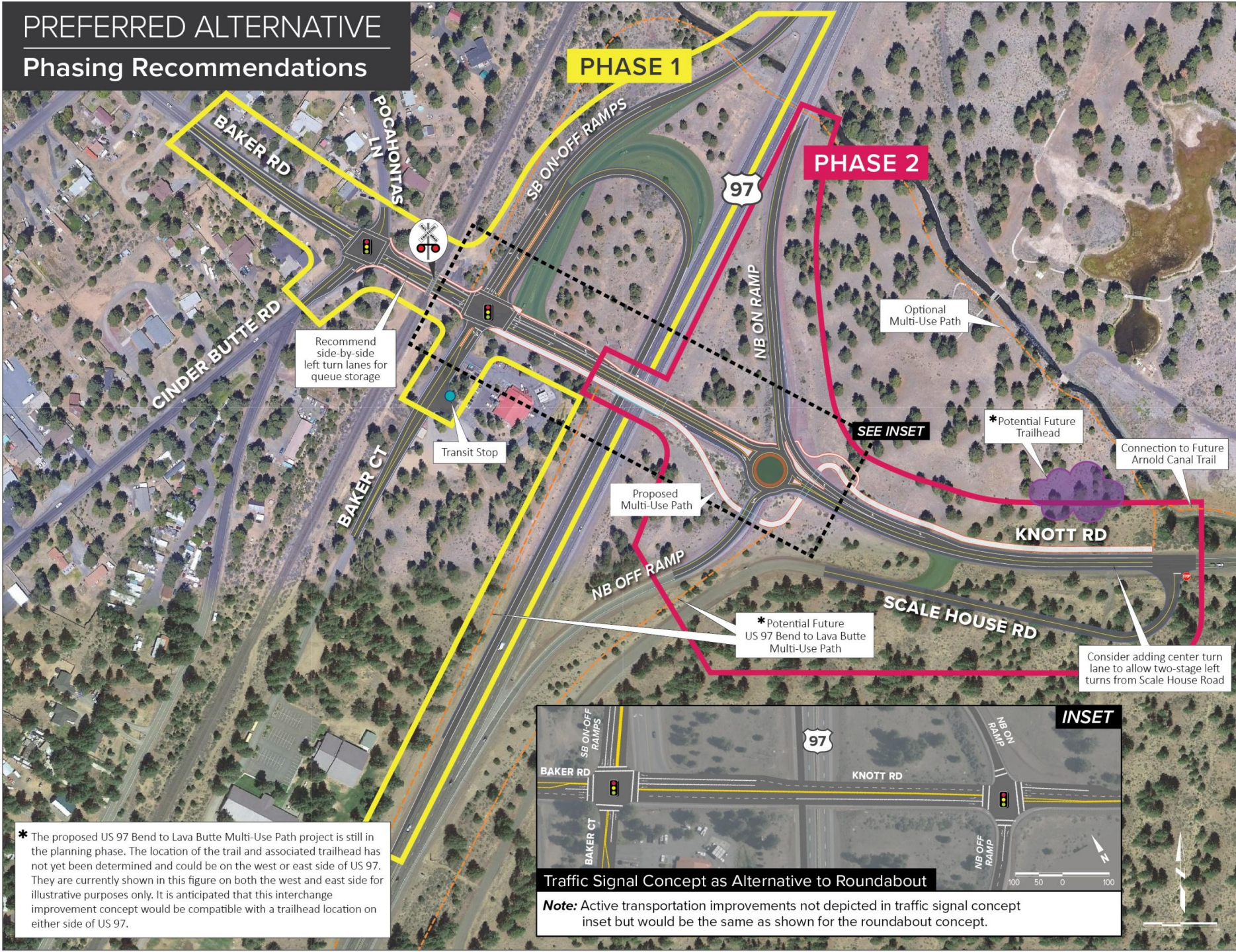
Traffic Signal Concept as Alternative to Roundabout

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

RECOMMENDATION

- Alternative 3 is widely supported, but also recognized to be significantly more costly and harder to build and phase.
 - > Many have expressed a desire to get improvements soon.
- Therefore, Alternative 1 was selected as the preferred alternative.
 - > Alternative 1 does a better job than Alternative 2 at resolving access conflicts and improving Baker Ct. access and reducing conflicts for people walking and biking.
 - > Alternative 1 is lower cost and can be more easily phased.
- Alternative 3 can be considered in the future.

PREFERRED ALTERNATIVE
Phasing Recommendations

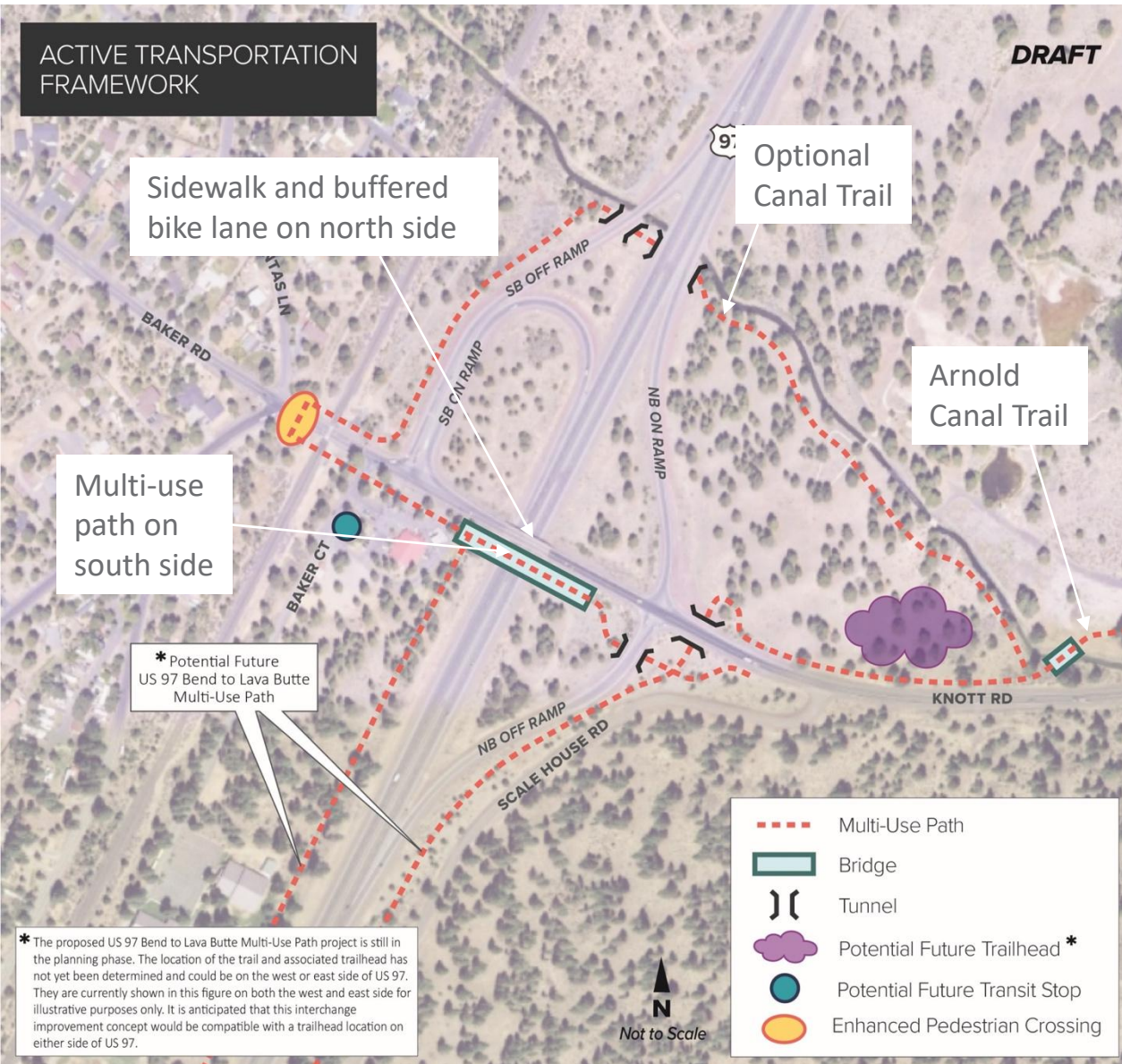


Preferred Alternative –
Alt 1 with
consideration for
future Alt 3
improvements

Alternative 1 Phasing:

- Phase 1 - \$14.8 million
- Phase 2 - \$23.2 million
- **Total: \$38 million**

Active Transportation Improvements



West end of Interchange

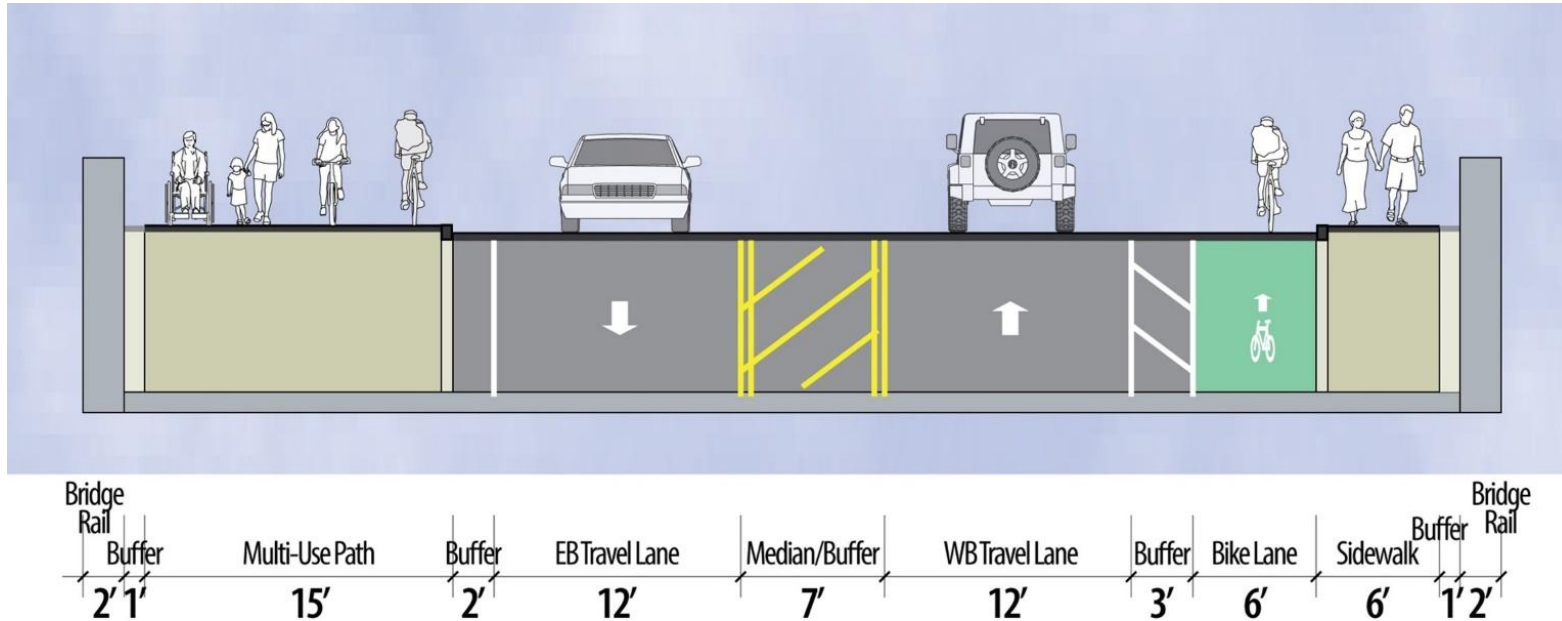
- Multi-use path, enhanced crossings (signals), transit stop

East end of Interchange

- Multi-use path with tunnels under the US 97 northbound off-ramp and Knott Road
- Connection to the future Arnold Canal Trail
- Potential for a future 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 (**the path could be either on the west or east side of US 97**)

Active Transportation Improvements

Baker Road Cross Section with Active Transportation Improvements



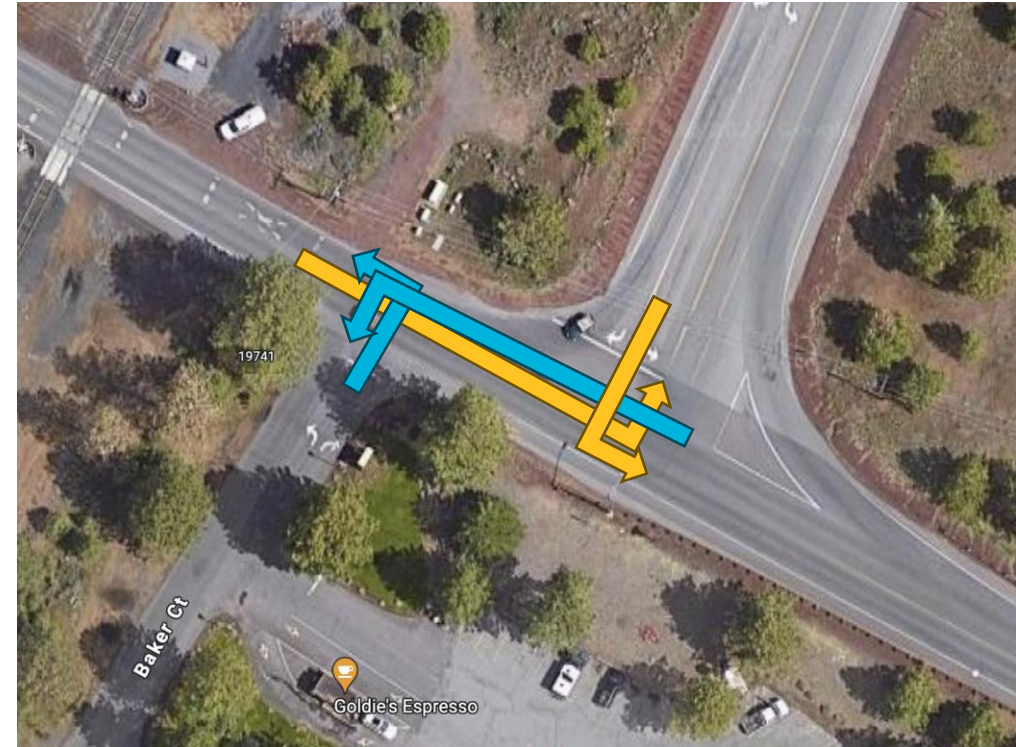
Additional Refinements for Consideration during Design:

- Vertical barrier between path and travel lane
- Narrow median to create space for a multi-use path on north side
- Delineate space between people walking and biking on the multi-use path
- Visual or physical gateway elements on new bridge

ACCESS MANAGEMENT PLAN (CH 5)

What is an Access Management Plan and Why does the IAMP have one?

- Protect the investment being made in transportation improvements.
- Protect public safety.
- IAMPs are required to have access management plans.
- It provides direction and decision-making criteria, but actual changes will occur through future land use applications and project design phases.



ACCESS MANAGEMENT PLAN (CH 5)

What are current access spacing requirements?

- Along US 97:
 - > 1 mile between adjacent ramp tapers (Murphy Rd interchange is closest)
 - > 1 mile between ramp taper and at-grade access (2 miles if rural)
 - **Therefore, there should be no direct access to US 97 between the Baker and Murphy interchanges**



FIGURE 21: EXISTING ACCESSSES TO US 97 NORTH OF BAKER ROAD

ACCESS MANAGEMENT PLAN (CH 5)

What are current access spacing requirements?

- Along Baker/Knott Road:
 - > ODOT requires 1,320 feet between ramp terminals and nearest access points
 - Will require Deschutes County cooperation to enforce the AMP recommendations beyond ODOT jurisdiction
 - > Deschutes County
 - Minimize direct access to arterials
 - 500-ft spacing for public roads on arterials
 - Exceptions allowed for safety or other constraints within reason

ACCESS MANAGEMENT PLAN (CH 5)

Key Principles and Methodology

- Provide direction and decision-making criteria for access changes
- Modeled after the project goals and objectives (Key Principles = Goals)
- Mailed to property owners for review and comment (Nov 6)
- The Methodology will again be subject to property owner comment with each design phase. This would also include specific actions and more public outreach.

ACCESS MANAGEMENT PLAN (CH 5)

Access Management Actions

- Would be implemented by ODOT, Deschutes County, or others as applicable
 - > Likely as part of future land use actions or project phases
- Actions are described for each Area and are somewhat general in nature to allow for appropriate discretion for each decision in the future

TABLE 14: ACCESS MANAGEMENT ACTIONS

AREA 6

EXISTING CONDITIONS:

Area 6 includes properties abutting US 97 north of the BNSF railroad overcrossing to a point approximately one mile north of the interchange ramp tapers. There are three existing public accesses on US 97 (Ponderosa Street, China Hat Road, and Rocking Horse Road) and no private accesses. The Area is largely undeveloped but does include several single-family homes. The land on the east side is zoned Industrial Light (IL) and Commercial General (CG) and the land on the west side is zoned for a variety of residential uses and limited commercial.

ACTIONS:

Close all three of the public accesses as planned in both the City of Bend Transportation System Plan and the US 97 Parkway Plan, with the Ponderosa Street and China Hat Road intersections replaced by an overcrossing.

Access control along US 97 is present in this Area, but three reservations of access exist on the west side and two exist on the east side. No direct access to US 97 should be provided to this Area on either side of US 97.

OTHER MANAGEMENT STRATEGIES (CH 5)

- Consider **reducing the posted speed** along Baker Road and Knott Road after the improvements are constructed (from 35 mph).
- Maintain and enhance **evacuation routes** for southwest and southeast communities – particularly during construction.
- Add **wayfinding signage** when regional trails and trailheads are constructed.
- Manage the new **interconnected traffic signals** on Baker Road at the US 97 southbound ramps and Cinder Butte Road to prioritize safety.
 - > Assumes ODOT operates and maintains the Cinder Butte Rd signal too.
- Maintain the ability to safely and conveniently **accommodate transit** access.
 - > Future changes to the Baker Ct. cul-de-sac

PLAN IMPLEMENTATION (CH 6)

- IAMP is already incorporated into the Deschutes County TSP (as a legislative amendment to the Comprehensive Plan)

Table 5-4. ODOT Intersections Changes and Associated Cost Estimates

ID	Road 1	Road 2	Desc.	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
S-12	US97	Baker Road	Implement Components of The Interchange Area Management Plan (IAMP) For This Area.	The county will coordinate with ODOT and the city of Bend on the appropriate county involvement to implement IAMP projects.	Low	Multiple Projects	-	-

- Bend MTP includes a project description consistent with IAMP
- ODOT to adopt the IAMP as a refinement to the Oregon Highway Plan

QUESTIONS?