

Meeting Minutes**Central Oregon Area Commission on Transportation
COACT
May 12, 2005
COIC Redmond****Members:**

Chair Bill Bellamy (Jefferson County), Dennis Luke (Deschutes County), Scott Cooper (Crook County), Commissioner Randy Pape' (OTC), Alan Unger (City of Redmond), Mollie Chaudet (Prineville BLM), Jeff Monson (Commute Options), Eileen Stein (City of Sisters), Mike Morgan (City of Madras), Anzie Adams (City of Culver), Ray Rangila and Mike Clements (Confederated Tribes of Warm Springs), Peggy Fisher (Deschutes National Forest), Ron Wortman (Prineville BLM), and Gary Farnsworth and Mark Usselman (ODOT - Region 4).

Guests:

Janet Brown (Governor's Office), Mike Daly, Steve Jorgenson and Tom Blust (Deschutes County), Gus Burrell (City of Madras), Jim Bryant, Ed Moore, Peter Russell and Joel McCarroll (ODOT), E.V. Smith (City of Culver), Kathie Eckman (Senator Wyden's Office), Mike McHaney (Jefferson County), Chris Cannon (Jefferson County CDD), Ken Fuller and Rick Root (City of Bend), Tyler Deke (Bend MPO), Chris Doty (City of Redmond), Bill Zelenka and Penny Keller (Crook County), Robb Corbett (City of Prineville), Kip Burdick (Confederated Tribes of Warm Springs), Trish Pinkerton (Redmond Spokesman), Mike Schmidt (Bend Chamber of Commerce), Dave Hansen and Cindy Hansen (KOA), and Clare Mangis (NW 10th Street north of Terrebonne).

Staff:

Andrew Spreadborough and Kelly Elzner (Central Oregon Intergovernmental Council).

Call to Order and Introductions

Chair Bellamy called the meeting to order and introductions were made.

Public Comment

Chair Bellamy called for public comment and seeing none, concluded the public comment portion of the meeting.

Minutes

Minutes from the March 10, 2005, meeting minutes were approved by consensus.

Summary of April 8, 2005 Transportation Committee Hearing

Commissioner Luke provided a brief summary of the April 8, 2005, Transportation Committee Hearing, mentioning that both he and Judge Cooper appeared before the Committee and gave a brief presentation on COACT and on the Millican Road project. Mayor Unger stated his appreciation of Representative Chuck Burley for bringing the hearing to Central Oregon and providing opportunity for many local officials to be in attendance.

Legislative Update

Mr. Bill Penhollow, Association of Oregon Counties, joined the meeting via conference call. He summarized the meeting handout, mentioning that HB 2164, 2165 and 2731, which have been introduced as AOC Bills, are currently on hold and are not moving forward. He then provided updates on the status of SB 894, SB566, SB894, SB71 and SB777.

Mr. Penhollow also explained that SB1043 deals with the allocation of the federal forest funds that are statutorily split between the county road fund (75%) and county school fund (25%). If passed, SB1043 will allow the county governing body to allocate more than the 25% to the county school fund if the 75% is in excess of the need of its county road fund. There is also a special provision within this bill that would direct that any amount that a county would share with the schools in excess of the 25% would not be subject to equalization, but a dollar for dollar receipt by district.

Two additional handouts were distributed: Proposed Amendments to HB 3374 and to HB 3415. He summarized the proposed amendments and predicted that hearings will soon be held. Mr. Penhollow closed by mentioning that ODOT is in the process of holding public hearings on its budget.

Commissioner Pape' commented that in regard to future funding, Oregon legislators may be looking with interest at the recent passing of the Washington gas tax. The Washington gas tax amounted to an \$8.6 billion funding package over a period of 5-6 years.

Regional Long-Range Transportation Roundtable Discussion

Chair Bellamy explained that today's long-range transportation discussion will focus on regional needs over the next 20 – 30 years. Mr. Farnsworth added that all of the communities in Central Oregon are currently in the middle of some sort of an urban growth expansion, and the long-range planning discussion is a good fit at this time.

Jefferson County

City of Culver, E.V. Smith, Public Works Director:

Expanding Urban Growth Boundaries: The challenge with UGB expansion is that the residents must approve expansion by vote. If UGB expansion occurs, it will likely take place to the south.

Junction at Hwy 361 and Hwy 97: The intersection, especially in the winter, is unsafe and very poorly lit. This intersection needs to be modernized and made safer.

Hwy 361: If UGB expansion is approved, it will likely create additional congestion on the old highway (Hwy 361). The highway coming through Culver is 60' wide, though in most areas the normal width of a highway is 80' or wider. 60' allows for little moving room on the sides. There is a bar ditch that also acts as a storm drainage ditch, and when the rain is as heavy the flow of water can become strong. The city is looking for a way to clean-out, expand, or bury the ditches to alleviate the filling of debris in the storm drainage.

Sidewalk and Curbing: The City of Culver has few sidewalks and curbs, and the 60' highway width is dangerous for pedestrians. The City has been working with ODOT for ways to address sidewalk/curbing needs.

Mapping of the City: GPS mapping is necessary to better isolate the city's sewer and utility lines, so when work is being completed line locations are already identified. GPS mapping is an area that the City is just beginning to look into.

School Crossing and Traffic Lights: The City would like a traffic light to slow traffic as it approaches the school crossing on Hwy 361. Visibility is a challenge in the middle of town, and the City would like to see a traffic light installed.

Resurfacing of the Road: The City would like to have the recent resurfacing of the main highway revisited. With the volume of tourism traveling to Lake Billy, as well as the water bottling plants and the boat factory, the main highway is experiencing a heavier traffic load than in the past.

City of Madras, Mike Morgan, City Manager:

South "Y" Intersection: A recent study identified a variety of Volume Capacity Ratio (v/c) issues and solutions for the South "Y". As of 2004, the v/c ratio for the east bound approach to Hwy 97 was .84 (.85 is deemed unacceptable) and this was prior to construction of two subdivisions to the east. With the rapid development to the east and increasing highway traffic, the need for a South "Y" intersection solution is only hastened. It is the City's recommendation that: (a) ODOT begin planning work as soon as possible on a construction solution for the South "Y" and (b) construction of the preferred alternative should occur as soon thereafter as possible.

Truck Bypass: The City of Madras will soon be one of the last incorporated cities on Hwy 97 between the Washington and California borders that does not have a truck bypass. The amount, size and weight of truck traffic through Madras seems to grow exponentially. State policy, regional population trends, trucker preference, all these factors support the conclusion that truck traffic will continue to grow, thus, negatively affecting traffic flow on the system and within the City. If ODOT will complete a level of planning that will describe the definitive route of the Bypass, the City (and County) can incorporate that into their local TSP and impose land use restrictions that will help preserve the likely route. It is the City's recommendation that: (a) ODOT immediately begin work on describing the likely path of a future truck Bypass for Madras, and (b) ODOT should build this truck route as soon as possible. The greater the accuracy of the description, concept, etc., the more effective local government can be in helping to preserve and/or protect the likely route

Phase III, "J" Street: In 1996, ODOT requested the City of Madras make improvements to "J" Street so local traffic could avoid the increasing use of the Hwy 26/97 corridor. ODOT participated with the City and County on Phase I with a Local Street Network grant that covered about 1/3 of the construction cost. For Phase II, the City and County funded 100% of construction. Phase III requires constructing a new road from the intersection of "B" and City View to Hwy 97 near Meadowlark. It is the City's recommendation/request that: (a) ODOT provide initial planning and survey assistance, this is especially relevant to where the north section of the project will intersect the Hwy 97, which may result in relocating the current intersection of Meadowlark and Hwy 97, and (b) ODOT participate in future construction costs of the project.

Passing Lanes/Four Lanes: There is an increasing need for a four lane highway between Madras and the High Bridge. Two major highways (US 26 and 97) come together at the Madras North "Y." Most of the traffic from these two sources then funnels into a two lane highway system until nearly reaching Redmond. Increasing population growth, urbanization and increasing local, regional and interstate highway traffic dictate that these highway improvements occur. The City requests that: (a) ODOT initiate development of a comprehensive plan that starts with the construction of additional passing

lanes and then allows the passing lanes to evolve into four lanes, (b) work with the County and City to remove some access points to Hwy 26/97, in exchange for improvements in the system, and (c) initiate construction of additional lanes as soon as possible.

Signal at Fairgrounds Road: The intersection of Fairgrounds Road and Hwy 26/97 experiences significant traffic. The City requests that: (a) a traffic signalization study be conducted by ODOT to determine if the intersection warrants a stop light and/or project the likely date for such warrant, and (b) ODOT install a traffic light in the not too distant future.

Curb/Gutter/Sidewalk/Storm Water: There are several stretches of Hwy 26/97 in Madras where there is no sidewalk, forcing pedestrians to walk along the edge of a very busy highway. It is simply unacceptable to have a highway of this nature through a fully urbanized community and not have sidewalks the full length inside the City. The City requests that: (a) ODOT immediately begin systematically installing sidewalks along all sections of Hwy 97 inside the City Limits of Madras, and (b) ODOT needs to address storm water runoff from Hwy 97 in Madras. This runoff is adversely impacting some of the most economically depressed areas of the community.

Turn Lane Hwy 361/Gem Lane: This is one of the main access routes to the Cove Palisades Park and a large agricultural area. It is projected that in the summer time there are over 250,000 vehicles coming through Metolius and Culver to access the park. There is a rail road crossing that is adjacent to Hwy 361 where vehicles must stop, which is causing the flow of traffic to back-up out onto Hwy 361 and is causing a dangerous situation. An improvement to this situation would be to add a turning lane and widening of the road.

Turn Lanes Hwy 361/Belmont: Hwy 361 is a very busy state highway that passes through the west side of Madras. Belmont is an important local street that serves several subdivisions, access to Round Butte dam, access to a rural agricultural area and access to a rural subdivision. This intersection would benefit from turn lanes on Hwy 361.

Hwy 361/Hwy 97 Merge: This access on to Hwy 97 needs to be modernized and made safer as mentioned above under the City of Culver presentation.

Confederated Tribes of Warm Springs, Mike Clements and Ray Rangila:

Safety: Mr. Clements requested a safety analysis/assessment that would indicate danger points on Hwy 26 as it runs through the entire reservation. There is a safety issue at the junction at Kahneeta Road, which is a major concern. The main concerns mentioned are related to the need for safe and efficient means for vehicles to enter onto as well as exit off of Hwy 26.

Hwy 26/Beaver Creek: Realignment or widening is needed where Hwy 26 runs along Beaver Creek. The main concern is to protect Beaver Creek from further contamination caused by hazardous material spills.

Community Development/Tourism: The focus of installing a rest area off of Hwy 26 is now geared toward a visitor/welcome center that can be utilized by businesses on the reservation.

Future Downtown Warm Springs Area: Currently there is not a downtown in Warm Springs. The reservation is a "community", but a downtown Warm Springs development plan centered around the campus area is currently being developed. This area would be dedicated to commercial development.

Once again, the need for safe and efficient means for vehicles to enter onto as well as exit off of Hwy 26 will be key.

Alpine Area: Looking out 20-30 years, it is possible that the community of Warm Springs may want to development part(s) of the Alpine area which would have an impact on Hwy 26.

Crook County

Crook County, Judge Scott Cooper:

Growth: Dealing with growth has been a challenge for both City and County governments. The growth ratio in Crook County is running consistently at about 5%, most of which is happening out in the rural areas of the County. However, this affects both City and County government. Both government bodies are in the process of updating and adopting new Transportation System Plans.

Connecting to the Regional Transportation System: Crook County is one of the highest commuting counties as a percentage of workforce in the state of Oregon. One in five Crook County workers are commuting daily, mostly to Deschutes County. Additionally, about 15% of the Crook County workforce is commuting in, mostly from Deschutes County. The result of all of this commuting in and commuting out is bottleneck/gridlock that occurs daily between 7:00 – 9:00 a.m. and then again between 4:00 – 7:00 p.m.

Tourism: As tourism continues to grow, efforts are under way to manage the traffic system gridlock during those peak times for vehicles traveling in to use the reservoir and the forest.

Land Use: Crook County is currently working through how to best deal with decisions made prior to land use and transportation planning rules came along. There are rural subdivisions located around the County (especially toward the reservoir) that were initially intended for second homes or a trailer spot for weekends. These subdivisions were never intended to support massive homes and volumes of every-day traffic back and forth to Prineville. The area just north of Prineville Reservoir is the largest population area outside of the Prineville city limits in Crook County. It is now larger than the Powell Butte area and is growing fast.

Funding - Transportation Needs: Crook County is fortunate to have its County Road Fund that has been built over several years. The interest on this fund has been used to augment the bank account for transportation needs. However, there are no replacement funds for this account.

Hwy 126 to Redmond: The section of Hwy 126 to Prineville is the top critical priority for the County. The passing lanes on the east end of Powell Butte have been completed and construction is currently under way on the west end passing lanes. The long-range goal is to have the entire stretch of Hwy 126 to Prineville become a four-lane highway. The County is addressing requirements around intersection management issues along Hwy 126 where there are various county roads that connect to the highway that are good places for vehicles to enter.

Powell Butte School Zone: As the flow of traffic continues to grow on the Prineville Highway, the section where the school and the store are located has become a safety and congestion concern. The County is looking at options to re-locate the school zone.

Powell Butte Highway: Corner corrections are needed on the Powell Butte Highway. The corner of Powell Butte and Shumway has difficult visibility. There are also problems with irrigation water running on the highway.

Millican and Tom McCall: The interchange that leads to the industrial district needs to be addressed and is currently being reviewed.

Hwy 126 to Madras: This is a section of highway that is not of immediate concern, but with plans for the prison construction and 1,700 new housing units - there may come a time that the highway will fail to support the traffic flow.

O'Neil Highway: The O'Neil Highway, which connects Terrebonne and Prineville, has been experiencing an increase in traffic, especially with the heavy supply of aggregate coming from the Lone Pine area. This highway was never meant to handle heavy loads and at some point the road will need to be upgraded. The section of highway from Prineville to O'Neil has suffered some severe water damage that will also require attention.

Millican Road: The Senate approved a safety bill that will assist in upgrading Millican road by allocating funds to complete an asphalt overlay. The Millican Road has become popular for bicyclists and with the heavy use of trucks on this road, the need for a bike path is important.

Hwy 27 – Prineville to Bowman Dam: When the time is right a push will be made to shift the designation of Hwy 27 over to the Millican Road.

Juniper Canyon: With the increase in visitors to the Prineville Reservoir there is a need to take the chip-seal road and overlay asphalt to bring the road up to standard to handle the volume of traffic. Another very important issue that needs to be addressed is the single entrance in and out of the Juniper Canyon neighborhoods. Secondary access onto Hwy 27 has been included in the Community Wildfire Protection Plan.

Sidewalk/Bikepath: Sidewalks and bike paths that lead to Prineville schools need to be improved to improve student safety.

Prineville Airport: The goal for Crook County is to be the general aviation airport in Central Oregon, and a terminal facility will assist in this goal and has been included in transportation planning.

Paulina Rest Stop: The community supports the need for having a rest stop for travelers.

Connecting to I-84 – Gresham: Traffic congestion in Gresham from Highway 26 to I-84 is a challenge for Central Oregon businesses and citizens. The ability to get from Portland to Central Oregon has a critical impact on our economy and its ability to grow.

City of Prineville: Crook County supports the following City of Prineville transportation needs: The need to correct the Hwy 126/Hwy 26 interchange, efforts to rebuild the rail road traffic, truck route, enter sections on Main Street, additional internal loops to support growth and relocating the school zones of the highway.

City of Prineville, Robb Corbett, City Manager:

Prineville - Bottleneck: The City and the County share the same transportation needs and issues. As mentioned above, Prineville has increased its traffic volume through tourism growth and workforce commuting, and is experiencing failing intersections at Third Street as well as the west “Y”. The solution would be to add a bypass so that traffic traveling from the Prineville Reservoir/Juniper Canyon area would have an alternative route.

Railroad: The City of Prineville would like to see its rail being used to transport goods and material to and from Central Oregon. The City operates a reload site where a business can call and get a price and make arrangements to load or unload. This could have a significant impact on the region as an alternative mode to transport material in and out of Central Oregon.

Deschutes County

Deschutes County, Tom Blust, Director County Road Department:

Maps were distributed illustrating the various long-range planning needs for Deschutes County. Mr. Blust recapped the maps and summarized a few of the projects.

Terrebonne/Redmond Projects:

New Crooked River Ranch Connection: There is a need for residents to have an alternate way out of the Crooked River subdivision other than using 43rd or Lower Bridge Road.

Tetherow Road: An unimproved road that crosses over the Deschutes River will eventually be an important connection and will need to be paved.

Connection to Hwy 126 and Cline Falls Highway: A connection between Hwy 126 and Cline Falls Highway is needed. The location of this connection remains to be determined.

Maple Ave. and Northwest Way: Plans for new connections will help complete the grid in the northwest area.

Extension of 19th Street: An interchange is needed and various ideas or layouts are being researched.

Sisters Projects:

Brooks-Scanlon Road: A conceptual line was indicated on the map for an idea of a future bypass around Sisters.

Bend Projects:

Completion of Phase II – Deschutes Junction: The County has the funds and is awaiting further design options to connect to the north.

Tumalo Road and O B Riley Road Interchanges: Indicated on the map as possible two separate interchanges. These are future long-term needs, and there are no current details on design or funding.

Hunnell Road: The southern portion is barely passable where it connects to Cooley Road. As the “Golden Triangle” continues to develop the County plans to develop this road as a collector route that will be useful in relieving traffic off of Hwy 97 and Hwy 20.

Extension of Cooley Road: Indicated on the map to extend Cooley Road to the east to Deschutes Market Road.

27th and Empire Connection: An Empire Ave. to 27th connection was indicated on the map.

Rickard Road: A portion of Rickard Road, to the east, there is a portion of road that is drivable but not paved. It is on the County Transportation Plan as a collector and does provide a route from the south side of Bend out to Hwy 20 East.

New Roads and Roundabouts: In the area of Broken Top and the developing Cascades Highlands, there are a couple of future roundabouts as well as a new collector road. The map also indicated a couple of new connections and a roundabout south of Bend in the area of River Bend Estates and Deschutes River Woods.

Sunriver and La Pine Projects:

New Interchange(s): The Sunriver interchange project will be under construction by the end of summer 2006. The map also indicated a possible new connection to South Century Drive which would serve as a collector route once developed. The master plan process includes the development of a new destination resort between Vandervert Road and Sunriver, west of the Railroad tracks. A conceptual line was drawn on the map to indicate a possible Wickiup Junction interchange.

Foster Road: This unimproved road serves a large residential community along the Deschutes River. Once improved, it would connect to South Century Drive and La Pine State Rec. Road.

Huntington Road: An unimproved road would serve as secondary access to Pine Crest Subdivision and close the railroad crossing and access to Hwy 97 from Pine Crest.

New Traffic Lights: A traffic light is being considered at the intersection of Burgess Road and Huntington, and three lights are being proposed in La Pine.

New Connection: A connection is being considered in La Pine between Masten Road and 6th Street. Masten Road serves a large residential area in both Deschutes and Klamath Counties.

City of Sisters, Eileen Stein, City Manager:

Sisters Bypass: A Sisters bypass is the main long-term issue that is being considered. The City Council is still weighing in on a couple of design plans.

Sister Ranger District: The Sisters Ranger District is contemplating redevelopment of its site or possibly relocating off its current footprint. Specifics are yet to be determined on this issue.

Hwy 20: Ms. Stein has been asked about the widening of Hwy 20 and mentioned that she will now be able to report that efforts are underway to complete a Bend to Sisters Refinement Plan.

Sisters to Mt. Bachelor Route: As long as long-range plans are being voiced, Ms. Stein mentioned her support for a Sisters to Mt. Bachelor route.

City of Redmond, Mayor Alan Unger:

Growth: It is anticipated that the population of the City of Redmond in 2035 will be 45,000. Not only is the growth attributed to Redmond's attractors like the airport and fairgrounds, Redmond is also affected by the growth around it. Redmond is surrounded by destination resorts, Smith Rock, Crooked

River Ranch, and Eagle Crest. With additional resort development proposed for Eagle Crest, it is anticipated that the Cline Falls area could grow to be as large as Prineville.

Urban Expansion Plan: A UGB expansion proposal will be presented to the County, including areas north to Juniper Butte, west to Hemholtz, and south to where Hemholtz and Canal Blvd. meet. The main purpose is to protect the road right-of-ways.

Development of Local Transportation System: In an effort to keep traffic flowing and make it possible to get from one side of Redmond to the other efficiently, transportation plans include alternative streets and routes. 27th Street now connects to Hwy 126 and next year will connect to Antler. The Maple Bridge project will allow traffic to flow across the canyon, and there are plans for a railroad overpass to 9th Street.

Future Needs: Phase II of the re-route alignment project remains needed, and a future bypass to serve the traffic flow through Redmond is needed.

Commute Options, Jeff Monson:

As gas costs, traffic congestion, and parking scarcity are getting worse, Commute Options is looking into van-pool, park-and-ride lots and inter-city bus transportation shuttles. Recently, Mr. Monson along with a representative from the Public Transportation Division of ODOT and a representative of the Bend MPO completed a planning exercise around tri-county transportation options. It was suggested that Mr. Monson be invited back to give a more detail presentation regarding long-range transportation options.

City of Bend, Ken Fuller:

Impact of Growth: The City of Bend experienced over 150% population increase during the 1990s and has consistently gained 3,200 new residents each year since 1990. The population is projected to reach 109,389 by the end of 2005. If the city continues the growth pattern of the last fifteen years, its 2025 population will be over 130,000. 2,400 single family building permits are expected to be issued in 2005, doubling the number of permits for 2003. Expected UGB expansion will incorporate an additional 1,000-2,000 acres for residential property. Actual areas served include 200 square miles of the Rural Fire Protection District. The Fire Department Ambulance Service Area is 1,600 square miles.

Traffic Growth: The status of Bend as a recreation destination and service center for much of eastern Oregon means that traffic is growing even faster than the population. The traffic along the arterials is growing more rapidly than other City streets because arterials provide access to the service centers such as the medical campus, county courts, the college campus and state service buildings. Traffic on Hwy 97 has increased an average 10% per year for the past 20 years. Bend Parkway EIS projected 20,000 ADT at Empire in the year 2015. Annual ADT on the Bend Parkway at Empire in 2003 was 38,763. Hwy 20 (Greenwood) has increased an average 13.5% per year for the last twenty years. 27th Street north of Hwy 20 carries more than 22,000 trips per day now.

Current Projects: Some of the capital improvement projects currently underway are as follows: 15th Street Extension and roundabout at Bear Creek, 27th Street widening Forum to Neff, Newport bridge replacement and Mt. Washington Drive bridge replacement. The 2005/06 Transportation CIP of approximately \$12 million will include: Cooley interchange and corridor design, Empire/Boyd Acres signal and Empire extension, Neff Road corridor study through the medical overlay zone, Reed Market corridor study, and Murphy Road corridor study. These east/west arterial projects are

necessitated by increasing traffic, but also are due to obligations under the original Bend Parkway agreement in which the City of Bend accepts responsibility for construction of east/west connections. The City has identified a long-range capital shortfall of over \$90 million and an identified maintenance and preservation shortfall of \$15 million over the next five years.

Future Needs: 1) Revenue. 2) A completed Transportation Master Plan which identifies funding sources, system needs, regional need coordination, provides a master schedule for construction, and coordinates with land use and economic development.

Regional Transit: If a regional transit system were in place it could assist with trip reduction, aid low income families in accessing public services, and promote tourism.

Regional Trails Plan: Needs include a Hwy 97 corridor plan - Bend to Redmond and maybe Bend to LaPine as well.

South Parkway Refinement Plan: The city would like to develop north/south facilities parallel to the south Parkway to facilitate complete build-out of the south Parkway, including Brookwood, Parrell, China Hat, and Ponderosa interchanges.

50 Year Look: Might include: relocating the BNSF rail lines out of the center of town, removal of all at-grade rail crossings, rerouting Hwy 20 to provide better access to the service areas on the east side of Bend, consideration of freight mobility routes, completion of a regional transit system, and the completion of a regional trails system.

Oregon Transportation Commission, Commissioner Randy Pape:

Commissioner Pape commended COACT for taking on this exercise and suggested that this information should be assembled for a presentation to the Oregon Transportation Commission. He mentioned that the Freight Advisory Committee has been revamped a bit and is looking for more involvement, especially by key companies that are users of the system (mentioning Les Schwab as an example). He noted that freight mobility has been elevated in terms of awareness in the Legislature and throughout the Transportation Commission.

Chair Bellamy announced that the next COACT meeting will be a continuation of the long-range planning dialogue and will allow time for Q & A. He requested that ODOT provide a response to the needs, projects and issues that were discussed at today's meeting.

The meeting was adjourned at 5:15 p.m.