

COST - Phase 1: \$4 million, Phase 2: \$700,000

Phase 1:

- Add northbound & southbound left-turn lanes & eastbound & westbound right-turn lanes.

Phase 2:

- Add metering signals to help balance long queues when congestion is heavy.

COST - Phase 1: \$4 million, Phase 2: (desired future improvement if funding can be secured) \$9.4 million in total if done concurrently with Phase 1

Phase 1:

- Construct a traffic signal with a bike signal to provide extra protection for people biking.
- Convert Division Street to allow only right-in & right-out movements at Reed Market Road.
- Consider property access modifications at the north end of Division Street to increase acceleration distance for the US 97 on-ramp.

Phase 2:

- Separate the northbound on-ramp from Division Street & align the new on-ramp with the Reed Market Road at US 97 northbound ramp signalized intersection.



COST - \$10.3 million

- Construct protected intersection treatments to improve safety for people walking & biking.
- Construct separate eastbound & westbound left-turn lanes.

COST - \$250,000

- Install new pedestrian & bicycle crossings with median cutouts.
- Install wayfinding & warning signs.
- Remove vegetation & enhance lighting for better visibility.
- Preserve space for future bus stops.

COST - \$5.7 million

- Construct a separate southbound right-turn lane.
- Shift the bike lane adjacent to the curb & add a bike signal at the intersection.

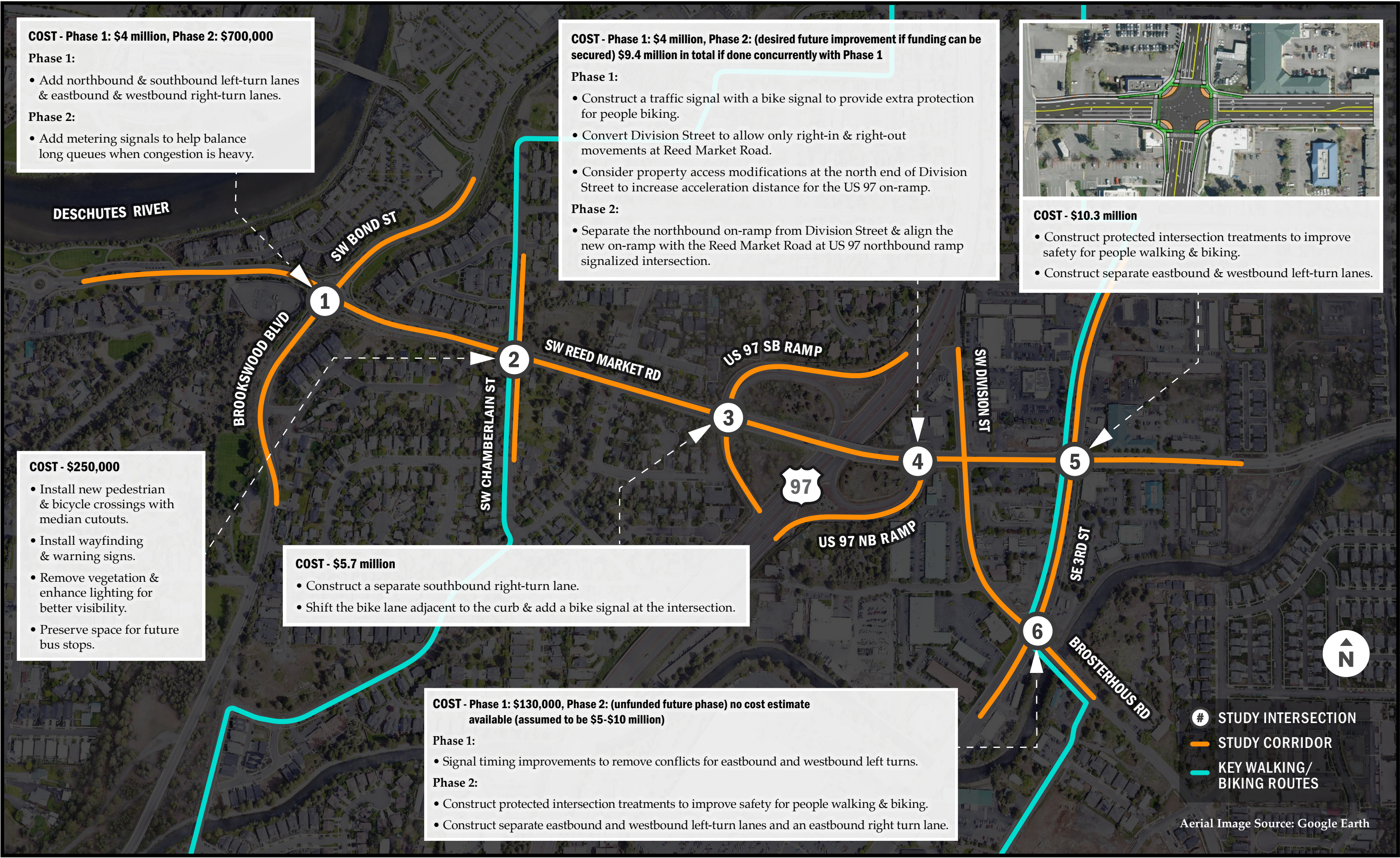
COST - Phase 1: \$130,000, Phase 2: (unfunded future phase) no cost estimate available (assumed to be \$5-\$10 million)

Phase 1:

- Signal timing improvements to remove conflicts for eastbound and westbound left turns.

Phase 2:

- Construct protected intersection treatments to improve safety for people walking & biking.
- Construct separate eastbound and westbound left-turn lanes and an eastbound right turn lane.



STUDY INTERSECTION
 — STUDY CORRIDOR
 — KEY WALKING/BIKING ROUTES

Aerial Image Source: Google Earth

US 97 AT REED MARKET ROAD OPERATIONS & SAFETY STUDY



Project Purpose

The Bend Transportation System Plan/Metropolitan Transportation Plan (TSP/MTP) update and the US 97 Parkway Plan identified Reed Market Road as a critical bottleneck in the transportation system with several safety deficiencies. Both studies identified conceptual projects to improve conditions, and the City of Bend committed funding for several of them through the City's Capital Improvement Program (CIP) and general obligation (GO) bonds. However, further refinement of those concepts was needed before they could advance to engineering design and construction. Therefore, the purpose of this study was to:

- Refine a set of complementary projects in the Reed Market Road corridor from Brookwood Boulevard/Bond Street to 4th Street
- Align project costs with available and reasonably anticipated funding
- Improve safety for all users
- Reduce congestion

Next Steps

Now that the concepts from the Bend TSP/MTP and US 97 Parkway Plan have been refined, they can be advanced to engineering design and construction as funding becomes available. Some of the City projects are already included in the CIP and Neighborhood Street Safety Program and have approved funding. This will allow improvements at the Bond Street/Brookwood Boulevard roundabout, Chamberlain Street, and Reed Market Road at 3rd Street to advance to design as early as 2024. The first phase of improvements on 3rd Street at Brosterhous Road may be completed by the end of 2023. ODOT has not yet committed funding for the improvements at the US 97 ramp intersections. Next steps include seeking funding for scoping and construction through upcoming Statewide Transportation Improvement Program cycles.

Benefits of Proposed Projects

The construction of the recommended projects will result in significant safety improvements, reductions in overall congestion, and lower levels of traffic stress for people walking and biking along the Reed Market Road corridor and surrounding Key Routes. The projects will also relieve one of the most critical future bottlenecks on the US 97 Parkway, which will have significant regional mobility benefits.

Systemwide Benefits

- The number of vehicle hours of delay experienced during the peak afternoon two-hour period on an average weekday will decrease by about 60 percent.
- Three street crossings on Key Routes will be improved, making it safer to walk and bike and easier to access transit service.
- Shorter vehicle queues and a new traffic signal will significantly improve safety for all users.

Benefits at Intersections

