



Transportation G.O. Bond Program Reed Market Road Update

February 2013

The roadway design is nearing completion for the 2-mile stretch of Reed Market Road from 3rd St. to 27th St. Neighborhood briefings and design workshops held in August and November have helped the project team better understand community preferences and issues, particularly concerning the proposed roundabout at 15th Street. Numerous people have shared their concerns about the roundabout's proximity to the railroad tracks, questioning how it will function during train crossings. The City's traffic studies have pointed to a roundabout as the best, safest option for 15th Street, but to help better understand the potential impacts from the railroad crossing, additional data was collected and analyzed.

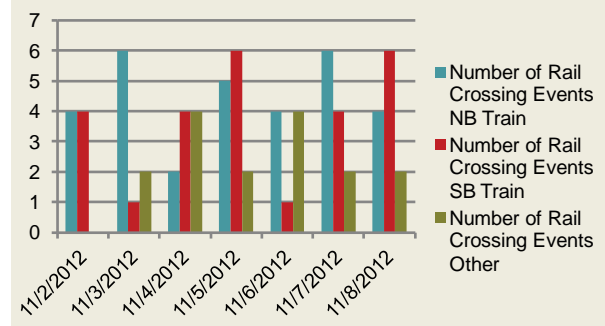
A video monitor study was conducted November 2-8, 2012, examining the impacts on Reed Market Road associated with every train for an entire week. The video study showed the frequency of the trains, the duration of the crossings, and the extent of any vehicle queuing that resulted. The study revealed that 73 trains used that section of tracks in the 7-day period, with 20 of those events (27%) occurring during peak commute hours. Twelve of those events (16%) resulted in queues extending from the railroad gates east toward 15th Street. The average crossing lasted 3 minutes, with the longest requiring 9 minutes. During peak commute hours, the average crossing time was one minute and 50 seconds.

To help mitigate the effects of the train crossings and ensure that the 15th Street roundabout functions smoothly, the project team has made the following improvements to the design (See map on reverse of this flyer):

- Increase roundabout capacity from one to two lanes by adding a northbound entry and circulating lane
- Install three advance warning "Train Ahead" signs that activate only when a train is present
- Install a restrictive "Do not block intersection" sign that activates only when a train is present

Why not an over- or under-crossing?

Many comments have been submitted about the need to address the traffic impacts from the trains by constructing an over- or under-crossing as part of this project. While this is a good idea and may be considered in the future, it is not feasible at the present time. An over- or under-crossing is very expensive, requiring nearly all of the available \$18.3 million in total project funding. Constructing it would leave nothing leftover to address the other critical safety needs on the 2-mile corridor, such as the failing American Lane bridge, 9th and 15th Street intersections, and bicycle/pedestrian safety improvements.



These improvements offer high effectiveness at reasonable cost in mitigating the impacts from the trains. They will provide drivers with enough advance warning to take alternate routes if they choose while facilitating continued north-south traffic movement on 15th Street.

Construction of the \$18 million project is expected to start this summer, ending in fall 2014. Funding is being provided by the voter-approved 2011 transportation bond measure. Watch for a pre-construction Open House to be held this spring with additional information about construction phasing and detours.

Train Travel Direction	Morning Peak (7 - 9 am)	Afternoon Peak (11am – 1pm)	Evening Peak (3 – 5pm)
Northbound	1	2	5
Southbound	6	2	1
Other (Switching/Maintenance)	1	0	2
Total	8	4	8
Ave Rail Crossing Duration	2:23 minutes	5:19 minutes	1:17 minutes

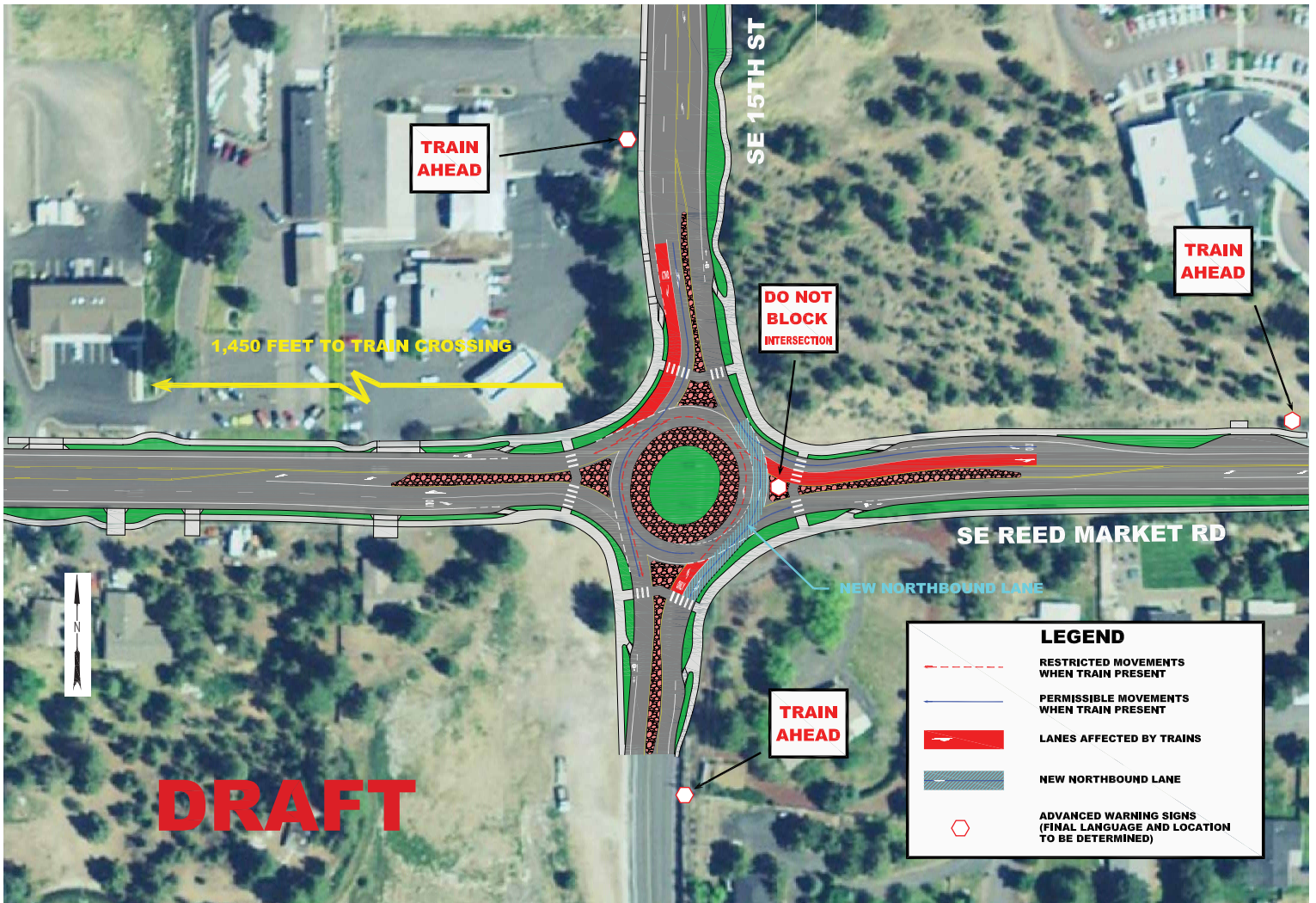


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To obtain this information in an alternate format such as Braille, large print, electronic formats and audio cassette tape, please call 541-693-2141 or email ADA@ci.bend.or.us.

15th and Reed Market Train Mitigation



For more information about the project contact Nick Arnis, City of Bend Transportation Engineering Manager, 541.388.5542 or visit www.bendoregon.gov/GOBend.