

Topic: Gridlock @ Wall St, Portland Ave, and Olney intersection: (Bulletin Site)

Karen I recall when we worked on the Bend Parkway project. Many weeks were spent trying to find the best solution to get the Parkway traffic downtown and to East & West Bend. The final solution was to shift the Parkway away from the railroad and add a full interchange @ Revere Ave. Also to add a new East -West street. This street was Portland /Olney/Penn/Neff!. This required a railroad underpass for Olney St. The 100 ft. shift in the Parkway alignment to the west required purchase of expensive right-of- way north of the new interchange.

The above history is very important because the cost, at that time , was about \$25 million dollars. At todays cost this could be close to \$40 million dollars.

TODAY IF THE WALL ST/ PORTLAND ST. INTERSECTION FAILS (TOTAL GRIDLOCK FOR EXTENDED TIME) THE IMPACT TO THE PUBLIC, THE CITY AND THE STATE WOULD BE TOTALLY UNACCEPTABLE CONSIDERING THE ABOVE COSTS THAT WERE SPENT ON THE PARKWAY @ REVERE ST.

DEFINE THE PROBLEM: The Revere St./Parkway interchange provided several key traffic design improvements. SB traffic on the Parkway could exit at Revere and get downtown and also access Portland Ave to West Bend. NB traffic on the Parkway could exit at Revere and also get downtown as well as to West Bend plus ~~west to~~ St. Charles Medical Center, Mt. View High School .. West Bend traffic could get downtown and to the Parkway.

Today you have 4 major lanes of traffic from the Parkway and 3rd Street going into ONE LANE on North Wall Street past the Bulletin site.

WHY IS THIS COMING UP NOW? In the past 90 days two major studies have been underway. One was the City directing a large group to look at long term City Transportation problems and solutions, this is called the CTAC STUDY, second ODOT made a new study of the Parkway, As a long time engineer in Central Oregon I was interested in both studies and have been looking at long term issues related to infrastructure. My goal was to share my research with the those looking at long term problems and solutions. These may help the City define how to best use the possible Federal dollars if the Federal Infrastructure bill gets approved .

I recognized from this effort the above problem. Last week I made the decision to notify the City ASAP of my finding and consider possible solutions.

I sent two emails (attached) to Mayor Roats to give him a "heads up" He may be out of town and did not reply. I am now asking you to review my study and if you agree --- take appropriate action. ASAP. The developer at this time is starting to put in underground utilities and I am sure somewhere is fabricating steel for a 4 story hotel.

SOLUTION: In a very short time , I have drafted what looks like a low cost solution. It requires a small amount of right-of-way@ Olney/Wall corner . Minor street realignment and larger radius, and modify signals, It provides 3 lanes North and South on Wall St, **This should handle a smooth flow of traffic for many years.** This recommendation needs careful and critical review by professional engineers and planners. A construction estimate by the City is now needed.

Karen Swirsky page 2

MAJOR ISSUES AND POSSIBLE SOLUTIONS :

For the developer: Preliminary work on the project has started by preparing, shaping and compacting the ground for a four story hotel.

Recent studies done in past few months by the City of Bend & ODOT have identified new information on significant increase traffic impacts in the project area. Namely Wall St, Portland Ave and Olney St.. This new information indicates that future traffic on Wall Street will likely create extended gridlock at the Portland St. intersection. Very preliminary studies indicate a raised median will likely be necessary on Wall St. adjacent to the development. This would limit entry to the site to right turns in and right turns out with no left turn out from Wall St. With such restrictions on access, the issue will be _____ is the project economical feasible to continue.?

For the City: This new information came as a surprise and while it is preliminary it is very serious

and if confirmed would warrant a 90 day stop work order on the project. This would allow both the City and Developer time to verify and consider possible options.


Dale Allen 12/10/2018.

Attached is my preliminary concept of a solution for traffic but not a solution for the developer.

I have more detail but will wait for you and the City to make your decision.

Attachments: Map showing Parkway Relocation @ Revere
Draft Solution for Wall St. and Olney
Two emails to Mayor Roats when I recognized the problem

Copy to - ODOT
Bulletin
John Hummer.

Parkway Relocation

Major Decision by City & State to

improve both --

- (1) Access to City Center
- (2) Access both East and

West Bend across
City via Portland.

Parkes very shifted W
Spear 100%.

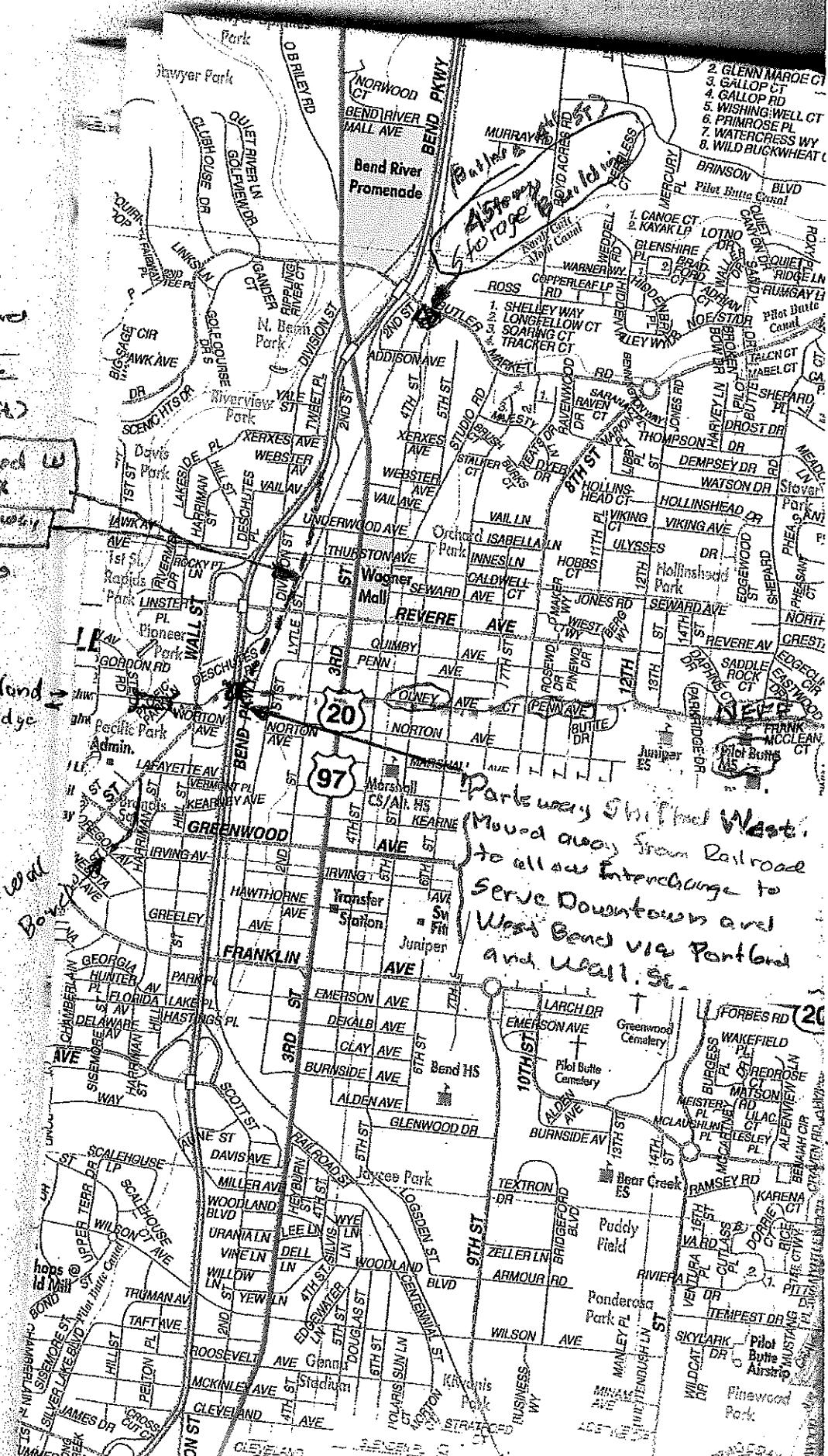
Original Parkway
route.-

Less costly, yes

Portland
Bridge

General
Bo

Portland Streetcar West.
(Moved away from Railroad
to all new Interchange to
Solve Downtowners and
West Bend via Portland
and Wall St.



DRAFT SOLUTION -

Page 1/1

Dec 9- 2018

Role Allen

REVERSE
Interchange

Right Turn - Under Bridge
Southbound Bridge Only

CITY PARK

(The Right Turn
Zone)

Sidewalk
Relocated

50'

Portland.

No Sidewalks

No Sidewalks

Yield

Right Turn Lane

50' Radius For Trucks
(Lanes)

No Sidewalk
3.6% Grade

Intersection
Raised Median

Motel Entrances (May need to move?)

Property Lines

Main Bulletin Site
Extrange & Exit
For Hotel & Event

(Bulletin
Site)

(Key)
Future only
Rt 1 in & Out

Raised barrier
on WALL ST Centralline

Only Entrance
to Bulletin
Site
off Old - Hwy

BL

Neff
&
St. Charles

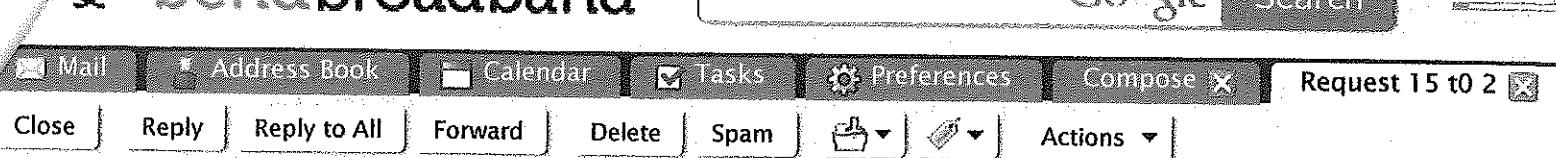
Portland
to
City
to
BL
to
27th

Portland
to
City
to
BL
to
27th

Portland
to
City
to
BL
to
27th

Not to Scale!
(No Scale)

Lafayette St



Request 15 to 20 minute meeting

11/28/18

From: DALE ALLEN

To: croats@bendoregon.gov

Mayor Roats,

I have identified a potential MAJOR traffic problem. The location is the Wall/Portland Ave. intersection.

I would like you and whom ever you want to listen to me describe the problem and a preliminary draft solution.

Briefly, the issue is that this intersection could completely fail causing gridlock for all traffic to city center as well as E/W traffic across the City. This could happen rapidly if not addressed before The Bulletin site is developed.

I will bring a sketch of the possible solution and recommend that you have one or more professional engineers, that live in Bend, confirm the concern and possible solution. It would be these people (not me) to carry the issue forward to the Council.

My 1965 license as a Registered Professional Traffic and Civil engineer lapsed when I retired.

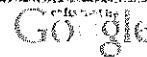
Please call 541-389-9832 or email your response.

Dale Allen

No reply



Web Mail



Search

mdallen

Mail Address Book Calendar Tasks Preferences Compose Meeting with Da

Close Reply Reply to All Forward Delete Spam Actions

Meeting with Dale Allen 11/30/18

From: DALE ALLEN

To: (croats@bendoregon.gov)

Mayor Roats,

I think my request for a meeting may have "spooked" you.
(bringing in engineers etc)

Let me try this approach. A brief meeting with you, me,
hopefully the city attorney may be the best approach.

The issue has legal issues.

A brief meeting with the three, would give you a
"heads up" on the problem and direction you would be
comfortable to move ahead-- after getting more facts.

Please acknowledge this email, or better-- give me a call.

I need a couple days to prepare my notes. It is a VERY
BIG(\$\$\$) and important issue.

Thanks for a reply.

Dale

No Rep¹¹