

Contact- Joshua Gatling, 541 598 6039, gattboy@hotmail.com

A proposal to directly (signed and signaled) connect OR-372, US-97, and US-97 Business, at the location of US-97 Exit 138, using existing city infrastructure.

Introduction

Exit 138 is the most centrally located US-97 interchange in the city of Bend. It is also the only direct connection between US-97 and OR-372 in the city. Although only separated by only a few hundred feet, due to the railroad tracks there are no direct arterial connections to the east, between this existing high-capacity infrastructure and the existing infrastructure of US-97 Business, Franklin Ave, and Wilson Ave. Eastbound traffic to/from Exit 138 is currently required to use an unsigned route without protected left turns or signalized intersections. This increases congestion throughout the core of the city, especially at other US-97 interchanges in the area (Revere, Lafayette, Hawthorne, Truman and Reed Market), and creates the unsafe phenomenon of through traffic using side streets in the Old Town neighborhood.

Using the existing city infrastructure of Scott St, 2nd St, Davis Ave, and Miller Ave, simply modified with changes to intersection controls and traffic flow, we could create a direct connection between several statewide routes in the core of the city, allowing simpler long-distance and local travel for much of the region, and moving traffic away from residential neighborhoods into existing commercial zoning areas.

This would possibly require the construction of 1-2 traffic signals on 3rd St (Business 97), in an area a long way from other signals. It would possibly require a traffic signal for the east side Parkway (US-97) on/off ramps. It would possibly require the creation of a one-way couplet for one block of both Miller and Davis Avenues. It would require a stop sign on 2nd St, at the south side of the Miller Ave intersection, to allow traffic priority towards the Colorado Ave interchange (Exit 138), using the existing arterial sections of Scott St and 2nd St.

Pros-

- Inexpensively use existing infrastructure to increase regional capacity
- Add traffic controls to increase multi-modal non-motorized access and safety in an underserved area
- Reduce Cut-through traffic across several neighborhoods
- Improve connections with in-progress "Central Area Plan"
- Promote new E-W corridor with existing roads (Wilson, Franklin, Colorado/Arizona)
- Reduce pressure on Reed Market E-W corridor
- Reduce perception of an Westside-Eastside split in Bend

Cons-

- Increased traffic in existing commercial-residential interface neighborhood along 3rd
- Requires adding signals and curbing, possibly small amount of eminent domain
- Requires removal of street parking along Miller and Davis
- Would put increased traffic near often-flooding underpass on 3rd
- Reduced 2nd St arterial capacity, possible transition to local street

Google Maps



Roads affected

Scott
2nd
Davis
Miller