



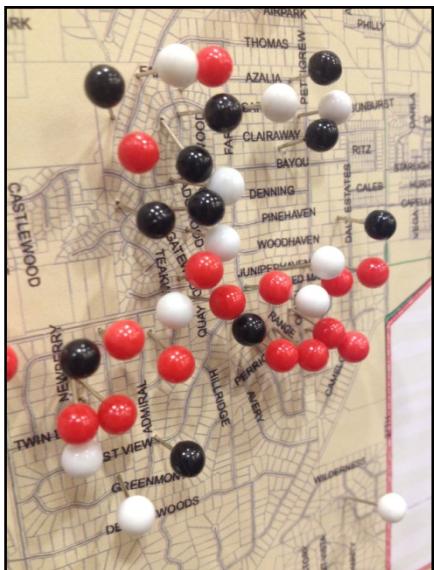
**Transportation G.O. Bond Program  
Reed Market Road Design Workshops  
August 1, 2012**

# **Summary Report**

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for the City of Bend

**HDR**

## Workshops Purpose and Format



On Wednesday, August 1, 2012, the City of Bend held two public design workshops for the Reed Market Road corridor, part of the Transportation General Obligation (G.O.) Bond Program. The workshops were held at the Bend Police Dept. Municipal Courtroom on NE 15<sup>th</sup> Street. The first workshop took place from 11:30 am to 1:00 pm, and a second, identical workshop was held from 5:00 pm to 6:30 pm. A total of 108 people signed in for both workshops, with an additional 6 people who attended but chose not to sign in.

The purpose of the workshops was to invite public input and ideas on potential design details being recommended or under consideration by the project team. Both workshops were informal, drop-in style events that included display boards, roll maps and

stations providing general information about the Reed Market Rd. corridor and the G.O. Bond program. The meeting was staffed by project team members from the City of Bend (Nick Arnis), HDR Engineering, Inc. (Stephanie Serpico, Alex Cousins, Jock Elliott and Sandy Siemens), and other consultants working on the program (Chris Maciejewski (DKS), Chris Chambers (DevTech) and Mark Douglas (HWA)).

The stations and informational displays included:

- *Welcome/ Sign-in Table*  
Workshop participants signed in and received a comment form to submit their feedback about Reed Market Rd.
- *City Map*  
Workshop participants were invited to put a pin into a map of the City of Bend for a visual representation of where people live in relation to the corridor. Most of the people attending the meetings live in neighborhoods just to the north of the Reed Market Rd. corridor.

### Staff recommended design details:

- Realignment of American Lane bridge to the west
- New traffic signal at new American Lane bridge intersection
- New multi-lane roundabout at 15<sup>th</sup> St.
- Concrete road surface instead of asphalt

### Design details under consideration:

- Existing American Lane bridge kept for bike/ped use
- Advance warning of railroad delays
- Quiet zone analysis for possible rail noise mitigation
- Pedestrian-activated crosswalk at 9<sup>th</sup> St.
- Desert landscape medians
- Construction detour versus staging

- *Project History*

The corridor history display reviewed previous transportation studies and public input opportunities to address Reed Market Rd. corridor issues.

- *Reed Market Corridor Segments*

Two displays detailed close up designs of the corridor: 9<sup>th</sup> Street to American Lane and 15<sup>th</sup> Street roundabout.

- *Roll Maps*

Three large roll maps of the corridor were laid out end to end on tables in the middle of the room (3<sup>rd</sup> St. to 15<sup>th</sup> St., Railroad tracks to Newberry, and Newberry to 27<sup>th</sup> St.). These constituted the focal point of the meeting. Meeting participants were invited to look over the maps and ask questions of the project team. Many noted their issues or concerns directly on the maps, while team members added their own observations to Post-It notes based on their conversations with the public.



- *Design Details*

A display portrayed potential design details to be included in the project, including railroad warning signs, rapid flashing pedestrian beacons, quiet zone analysis, and a bicycle/pedestrian bridge at American Lane.

- *Xeriscaping*

A display about xeriscaping described environmentally-friendly ways to treat roadway medians and landscaping.

## Meeting Notification

The community was invited to attend the design workshops through a number of outreach methods, including:

- Two display ads in the *Bend Bulletin* on July 29 and 31, 2012 that invited the public to the meetings;
- One display ad in the *Source Weekly* on July 26, 2012;
- 3,000 tri-fold flyers mailed to property owners in the project vicinity;
- Email sent to @ 300 interested parties;
- Media release distributed the week before the meetings; and
- Notification on the project Web site.

## Public Feedback Overview

Response to the workshops was very positive overall. People seemed appreciative of the opportunity to provide input to the project designs and many good suggestions were offered. The nature of the feedback reflects the divergent viewpoints about prioritizing improvements on Reed Market Rd. corridor. For example, many people view safety improvements for bicyclists and pedestrians as absolutely essential while other people expressed opinions that they aren't warranted on this particular road. Some people desired xeriscaping in the medians and roadside, while others preferred no landscaping whatsoever. A common opinion was that an over- or undercrossing for the railroad should be prioritized over any other improvements [Note: it would consume the entire \$18 million project budget to accomplish this, leaving no available funding for addressing the failing American Lane Bridge, 15<sup>th</sup> St. intersection or the many other improvements needed for the entire corridor]. Comments collected at the workshops have been organized into the following topics, subdivided into "Design Ideas" and "Comments." Topics **in RED** identify ideas and suggestions that received widespread support from meeting participants.

- Pedestrian access
- Bicycle traffic
- Roundabouts
- Construction
- Intersections/Roads
- Speed limits
- Medians
- Trains/Railroad
- Miscellaneous

### Pedestrian Access

**Marked crosswalk needed at Newberry for access to the Senior Center and park.**

#### Design Ideas

- Larkspur Park walkway (east-exit) needs both a crosswalk as well as a "blinking signal". A "signal crosswalk" would be safer for those living on the south side of Reed Market
- Put a marked crosswalk at Newberry
- Sidewalks and bike lanes on both sides.
- Rectangular flashing beacon for pedestrians needed from Orion to 15<sup>th</sup>.
- Crosswalk to park needed for all south side neighborhoods to get to park.
- There should be a crosswalk designated at Newberry across to Sr. Center and park.
- Please have flashing ped/bike lights to cross Reed Market from Newberry, Admiral, and wherever crosswalks are.
- Paint crosswalks on the median side of intersections, especially in the section near Senior Center bus stop to park.

- Stripes at crosswalks on Reed Market at Newberry and Admiral crossings
- Consider sidewalks or fine gravel for a short distance on side streets, south side especially

#### Comments

- Will foot traffic hamper traffic flow on a major arterial?
- Reed Market sidewalks on both sides = senseless.
- Concerned about biking south on 15<sup>th</sup> and having to cross road traffic at roundabout.
- Blind people prefer signals.
- Concerns with pedestrians at roundabout holding up traffic.
- Liked striped/marked crosswalks, especially at Newberry
- Likes sidewalks both sides
- I support preserving the existing American Lane bridge for use by pedestrians and bicyclists in the future. The bridge will provide a safer and more pleasant option for cyclists and pedestrians.
- Is an RRFB needed near the intersection of SE 9<sup>th</sup> Street? Beyond the project limits, there are no sidewalks on 9<sup>th</sup> Street until you reach Wilson Avenue. I have never seen a pedestrian on SE 9<sup>th</sup> in the project area nor have I ever seen a pedestrian trying to cross Reed Market Road near SE 9<sup>th</sup>. Maybe an RRFB should be considered somewhere between SE 4<sup>th</sup> Street and the new American Lane bridge.

## Bicycle Traffic

**Bike lanes are needed for east-west travel. Preserve American Lane Bridge for bike/ped use.**

#### Design Ideas

- Bike lanes in each direction?
- Bike lanes are an improvement, but optimally there'd be separation of bike lanes and traffic (car) lanes of at least one car width. Is this possible?
- Bike traffic N & S on 15<sup>th</sup> needs to be addressed as it crosses Reed Market. The current plan puts bikers at risk.

#### Comments

- Bike lanes – YES!
- We are looking forward to sidewalks and bike lanes for safety.
- The 6 ft. bike lanes will be awesome! I hope Bend will do more to promote bike commuting in town. Many lanes I ride are just fog line area or lanes are nonexistent on main roads. Thanks!
- Biking in Bend, especially going E-W on the east side of 97, is a challenge.
- Keep bike lane for old American Lane bridge.
- Please make it safer to ride bikes in the area.
- I do not agree with ped Xing light at 9<sup>th</sup> – I have traveled Reed Market for over 30 years and this light is not needed or justified – just have bikes and peds cross at 15<sup>th</sup> or American Lane. Also – leaving current American Lane for peds/bikes will encourage dangerous crossings without a light.

- Bike lanes at Reed Market/15<sup>th</sup> roundabout. SB 15<sup>th</sup> climbs to Reed Market, so bikes are moving slow. The bike lane for bikes continuing thru and across Reed Market needs to start early between the two lanes of car traffic to avoid right hooks with traffic turning right onto Reed Market. (Sketch included)
- Most important: turn lanes, bike lanes, sidewalk.
- We love: wide bike lanes

## Roundabouts

Traffic control (roundabout, turn lanes or stoplight) is needed for intersection with Pettigrew. Concerns that a roundabout at 15<sup>th</sup> won't function well with railroad back-up.

### Design Ideas

- Need either a light or roundabout at Reed Market and Pettigrew.
- Left hand turns onto Reed Market from Paiute, Pettigrew and Orion – no center lane to pull out before merging with traffic. Roundabout at Pettigrew necessary!
- Need 3<sup>rd</sup> lane all the way. Roundabout at Pettigrew instead of 15<sup>th</sup> that has working light.
- No roundabout at Reed Market & 15<sup>th</sup> – leave signal. Why? People will block round about when train is coming. Put roundabout at Wilson & 15<sup>th</sup>. Why? Would allow safe "left" turn and slow down north-south traffic.
- Absolutely need a roundabout at Reed Market & Pettigrew – traffic already too much for the intersection!!!
- No traffic circle at 15<sup>th</sup>.
- Eliminate the roundabout plan for 15<sup>th</sup> and Reed Market. The current system protects all traffic now – vehicles, bicycles, pedestrians. Why spend money needlessly?
- Is the roundabout at Reed Market and 15<sup>th</sup> a double lane? If not, it should be.
- Intersection at Brosterhous and Reed Market needs re-evaluation for roundabout to alleviate backup on both roads at peak times.
- The turn lanes all appear to be the same length on the plan – some are much more heavily used than others.
- Suggestion: roundabout at Pettigrew.

### Comments

- Do not do this construction project unless you put a roundabout at Reed Market & Pettigrew. Very dangerous – definitely need a roundabout!
- Bravo: roundabout at Reed Market and 15<sup>th</sup>. How about a roundabout at Pettigrew?
- Why a double roundabout at 15<sup>th</sup>?
- The new bridge from American Lane and stoplight on Reed Market is far more important to do before anything else including roundabout. PLEASE.
- I love the American Bridge idea, would rather see old bridge gone, seems a lot like parking the "new" trailer house next to the old one...trashy! Roundabout will be a mess on 15<sup>th</sup>, a light with multiple lanes for turning would be better. A large snare of drivers in Bend were [bad] drivers to be with, throw in a few "important" things like phones and texts and I have NO desire to be in roundabout with them.
- We love roundabout at Reed Market and 15<sup>th</sup>.

- Keep signal at 15<sup>th</sup> and address railroad. Roundabout will back up 15<sup>th</sup> & Reed Market further. People are running red lights now. Roundabout will make more frustration if train is causing stop.

## Construction

Complete missing section of Bronzewood for local traffic option during construction.

### Design Ideas

- Make Bronzewood Street as an alternative route from Tanglewood Estates to 15<sup>th</sup> Street during construction on Reed Market.
- Bronzewood should be finished to 15<sup>th</sup> Street to allow access during construction and relieve traffic.
- Make improvements on Bronzewood so as to ease Reed Market Road traffic congestions.
- Bronzewood needs to be opened up for access to 15<sup>th</sup>, also Sr. Center could exit to 15<sup>th</sup> instead of Reed Market.
- Would suggest that rather than try to keep a lane or lanes on the part of Reed Market being worked on that you close all lanes on the portion of Reed Market being worked on – like is being done on Powers now at Brookswood. While the re-routing would be inconvenient, the fact that it would make construction faster overrides the inconvenience of being rerouted.
- Open Bronzewood to 15<sup>th</sup> from Tanglewood during construction

### Comments

- Hope you consider opening up Brookwood as access to 15<sup>th</sup> when construction begins!
- A great deal of congestion on Reed Market between 15<sup>th</sup> and Larkspur Park could be eliminated by paving and opening the section of Bronzewood that is not finished. A lot of people in Tanglewood are going to be inconvenienced by the current plans – the inconvenience of Bronzewood residents should not be a concern.
- I vote for close half the road, let one lane drive through during construction, as opposed to completely closing a section of Reed Market at a time. I live on Roosevelt Ave near Centennial at Kiwanis Park – don't want to see detour traffic in front of park or down Roosevelt – too many kids playing in street/park.
- Newberry Drive: NOT utilized as a detour during construction. Concerned new light at American Lane will just back up Reed Market Road. Please communicate detour plan when decided.
- I support closing the roadway in sections for construction, if an alternate detour is available. All traffic north of Reed Market between 15<sup>th</sup> and Shadowood can get out of the neighborhood to the north on Pettigrew.

## Intersections/Roads

Improve intersection with Paiute Way. Ensure signal timing at American Lane works properly or remove the signal entirely. Add pull-outs for bus stops. Concerns about sight distances as well as making left hand turns onto Reed Market.

## Design Ideas

- Left turn allowed from Newberry to Reed Market.
- Reed Market off ramp from Parkway going north left turn should be stopped onto Reed Market. People looking only left to hurry out and lots of near misses with cars going west.
- Look at moving connector of Paiute Way to Reed Market to the west to line up with new American Lane location.
- The timing of the light at American Lane will be very important.
- Please put up a right turn only sign ASAP at American Lane and Reed Market – maybe with the exception of if there is a train.
- Should be 4 lanes each direction at least from 3<sup>rd</sup> to 15<sup>th</sup> if not all the way to 27<sup>th</sup>.
- What is going to be your approach to installing bilateral curb ramps at the intersections, under what legal guidelines?
- Need turnouts for bus stops.
- The problem is there are very few if any besides Reed Market to get around. Concentrate on building more arterial streets (E to W).
- There is not a turn out and the bus currently stops westbound traffic as passengers load and unload. Please consider moving the bus stop off of Reed market and have it stop in front of the Senior Center building.
- Need to have access/egress in its current state so as to accommodate delivery trucks (*Northwest Staple Supply*) and customers with long loads. There is insufficient room for these vehicles to turn around in the parking lot. They need to be able to “pull through” as they can do now.
- Center lane good to allow traffic turning left onto Reed Market – consider island in future if needed (on Reed Market, east of intersection with 9<sup>th</sup>)
- Smooth out profile at Shadowood
- Reed and Paiute intersection – can we add Left turn lane here so it doesn’t back up?
- Add designated right turn lane at Pettigrew
- Definitely install illumination at intersections
- Take out rollercoaster HPs and LPs and level for safety
- Consolidate entrances (west of 4<sup>th</sup>)
- Dedicated left turn (west of 4<sup>th</sup>)
- Add left in on Reed Market into gas station.
- Cut through traffic down Newberry and West out to 15<sup>th</sup>, bump on Newberry creates sight distance issue
- Check radii at Reed Market to 9<sup>th</sup> turn for semi-trucks – doesn’t work now – he has to pull out in center of Reed Market to make turn.
- South of Reed Market (between Harold and Paiute) – check ROW – narrower on their parcel by 5’ compared to neighbors
- Left turn receiving lane from Paiute (at Reed Market)
- North of Reed Market, across from American (existing) – maintain current access/egress (NWSS 383-2466) – two entrances
- Turn radii from Reed Market onto 9<sup>th</sup> for semi – doesn’t work now

- Bus stops before intersections
- Like bus stops with bus pullouts

#### Comments

- Could you please put a light with turn lanes on 15<sup>th</sup> and Reed? It would be safer for pedestrians and would not be blocked when a train has traffic stopped. A roundabout would be blocked because people would not be courteous. Thank you.
- The stoplight at American Lane and Reed Market should be a sensor and not a timer so East/West traffic flows more smoothly.
- Don't need stoplight at American Lane – will create a problem when train is on track – no place to go.
- A light at American Lane next to a roundabout is senseless
- Forget the roundabout. There is nothing wrong with stop lights. Save money – use the existing stop lights and add a middle turning lane! All side streets – Tanglewood esp. – are landlocked – no other way than Reed Market to get out. What happens in (or if) a disaster?
- The rise in the street on Newberry – sight [distance] problem from East Lake up Newberry to Reed Market both directions.
- Heading east on Reed Market the traffic stacks up most of Orion Drive with cars trying to turn north onto Pettigrew
- Question: Signal at American Lane?
- Signs warning of train ahead won't help if east of 15<sup>th</sup> because once you've turned west on Reed Market from Tanglewood you won't be able to turn around or turn onto a street south of Reed Market to find another route. Part of this is due to the raised median. I'm still concerned that Bend seems to think it can get by with 2-lane arterial streets for the size of city it is.
- Traffic cut through – when in the last 5 years is bad? From Reed to 15<sup>th</sup> there are areas, empty school busses, trucks, etc. We have lived in our home since 1977.
- Reed and 5<sup>th</sup> intersection (west on Reed market) –
  - Left hand turn lane not desirable
  - 5<sup>th</sup> Street is not at full two-lane through street / half-street – single lane
  - Left hand turn lane would promote traffic on 5<sup>th</sup> and it is not up to standards to take more traffic
- Like left turn interior center lane with heavy traffic
- Concerned with no right turn lanes on local roads (rear ends)
- Concerned with left onto Reed Market off side streets
- Have trouble making left turn lanes onto Reed Market
- Left-hand turn movement?
- East side of 15<sup>th</sup>, north of roundabout – owner has concerns over access to this parcel
- Comment: recommend roundabout or intersection improvements at Pettigrew and Reed Market
- Sight distance concerns

- *House at intersection of Reed Market and Baptist Way – note referencing “Repave needed to match road”*
- Grade at American (proposed)? Consider future grades with overcrossing

## Speed Limits

Lower the speed limit on the corridor.

### Design Ideas

- Have a speed limit of 35 from 3<sup>rd</sup> Street to 27<sup>th</sup> Street.
- Speed should be 35 not 40 (as it is now).
- 1) Design road for 25 to 40 MPH so that lower speed is an option.
- 4) Speed limit on 15<sup>th</sup> south of Reed Market needs to be reduced.

### Comments

- The speed limit on 15<sup>th</sup>, west and east, should be 35 mph, until the approach. To reduce accidents and increase safety, the intersection itself should be posed at 25 mph.

## Medians

Install no landscaping or use xeriscaping if you do. Unmaintained landscaping is not desirable.

### Design Ideas

- Please keep median vegetation low so we can see pedestrians about to step in road (unlike Reed Market, 3<sup>rd</sup>-Century – too high).
- Go with little or no landscaping – max use should be xeriscaping at most. Swales a good idea.
- Forget the median “gardens”. No need to spend money on them.
- Use more neutral turn lanes or hardscape it for zero maintenance.
- No medians to maintain.
- Eliminate landscaping on the medians – it blocks oncoming view of traffic – extra expense – workers to keep it from being overgrown with weeds.
- In favor of medians and sidewalks. Medians in river rock – ease of maintenance.
- I want river rock medians. I think having the medians looks good and slows people down. They should have some trees if possible.
- The median on Reed Market should be a longer turn lane to accommodate those trying to turn onto Pettigrew. Also trying to turn east from Pettigrew onto Reed Market is maybe safer without a median so a car could wait in a turn lane to merge?
- Don’t put in any shrubs, trees or grasses in medians – they use water and block vision and cost more.
- Median east of Reed Market and 4<sup>th</sup> intersection – do not put median there/reduce size?
- Forget median west of 4<sup>th</sup> Street
- Reed Market, between roundabout and railroad – use landscape medians where possible in left turn lane
- Don’t take landscape at gas station

- I support the use of xeriscaping for this project. Xeriscaping will reduce maintenance needs and also conserve water – thereby reducing costs to the city.

#### Comments

- I don't like a "landscaped" median...nobody will maintain it and weeds are ugly and noxious. The neighbors should not have to pay to maintain it because it is used just as much by "west-siders" going to Costco and S.T. Charles.
- Hooray: Landscaping to soften roadways. Please keep them up – no stamped cement!
- Would love to see landscaping in medians and sides wherever possible!! Bunch grass, lavender, trees. Would love to see no swales between curb and sidewalk. Move drainage ponds on RW easements (i.e., church near Pettigrew). HWY 97 connection: Hollywood Video drive and apartments combined to the eastside of the apartments.
- We like the plan to have a median strip between the two traffic lanes behind our house.
- We love: landscaping (if it is kept up).
- Should have purpose – not general aesthetics for medians or not have them (traffic calming is not a real issue here).
- Medians west of railroad tracks will make it harder to bail when backed up for train.
- West side of 15<sup>th</sup>, north of roundabout – owner has concerns with City taking their landscaping
- North of Reed Market, east of 9<sup>th</sup> – owner may want this to be changed to xericape to reduce maintenance costs
- Likes planting in landscape vs. hardscape
- Likes medians
- Like median to decrease mid-block pedestrian crossings
- Don't like unmaintained medians

## Trains/Railroad

Add an over- or undercrossing for the railroad. Traffic backups won't be addressed without it.  
Support for a railroad quiet zone.

#### Design Ideas

- Most of the issues involve the railroad. Is it possible to: move the railroad switch station further from the Reed Market crossing? Build an overpass for either the road or the tracks to eliminate: RR stops that back up traffic and noise from whistles, especially during the night.
- I noticed that one of the photos show a sign stating train ahead. I suggest putting signs on all 4 corners of 3<sup>rd</sup> Street and Reed Market because once you're on Reed Market east of 3<sup>rd</sup> Street it's too late.
- Would rather see overpass over railroad than roundabout.
- The train crossing blocks traffic several times a day: an underpass that doesn't flood is needed.
- Train quiet zone – no loud blasts and/or overpass/underpass for train or cars. Maybe set up a fund where locals can contribute \$ for this improvement.
- Fix railroad crossing overpass

- Would like noise barrier

#### Comments

- If there is another crossing gate added on each side does that mean the trains would not have to blow their whistles?
- The whole big problem is in the train and 2<sup>nd</sup> – no middle turn lane!
- It will be nice with completion of the Reed Market improvement project, but I believe that #1 problem is the railroad crossing traffic log jam that is not being resolved. Your representative discussed the band aid “flasher” at 15<sup>th</sup> Street roundabout warning motorists of a train delay. “Flashers” are not needed to reroute traffic because traffic is usually backed up long before “flashers” will be visible which lets us motorists know there is trains blocking traffic. If you have an appointment west of the train tracks you won’t be on time with a train blocking traffic.
- I totally support your planning for a railroad quiet zone on Reed Market.
- The train tracks are a huge problem – I know it and I know you know it.
- What happens when train stops traffic and we have a round about?
- You are not addressing the real problem – THE TRAIN. We are backed up way east of 15<sup>th</sup> for 20-30. The roundabout will not help – flashers won’t help. We are just spinning our wheels, as you have already made up your minds – no train overpass – just a band aid!! Trains don’t have a set schedule; many variables are present with their schedules – not realistic.
- We are concerned about the roundabout/train traffic problem. Our yard backs up to Reed Market Road between the Larkspur Park entrance and Admiral Way.
- Railroad needs overpass. Live above Senior Center on Fairwood Drive. Traffic can be backed up over 20 minutes on Reed Market if train stops. No way to turn off.
- *Note: “RR needs better”*
- I strongly support the RR quiet zone analysis. Prior to the recession, BNSF was operating approximately 12 trains per day through Bend, while UP was operating one train daily in each direction. As the economy rebounds, train volumes will slowly increase to pre-recession levels. Analyzing and potential implementing a quiet zone will greatly improve the livability of the residents in this area.
- I strongly support implementation of the RR ITS project. As train volumes increase, the need to provide information to drivers (and emergency services) will increase. Use of this technology will allow travelers to use alternate routes.

## Miscellaneous

#### Design Ideas

- Education campaign to instruct drivers to signal at roundabouts
- Connect Senior Center out to the north

#### Comments

- 21124 and 21116 are going to be devaluated.

- Why call the project 3rd to 27th, when it doesn't quite reach 27th? How about a circle at 27th and Reed Market?
- R Lane turns off of Reed Market onto side streets i.e. E on Reed turn R areas onto Newberry, Admiral, Fargo, Orion.
- *In line with 5<sup>th</sup> Street – note referencing “Arnold Irrigation District” in water*