

# Safe Travel and Traffic Improvements: Bond Projects Details

February 6, 2020

## EAST-WEST CONNECTIONS

- 1 - Reed Market Rd (overcrossing, US 97 interchange and 15th roundabout) Cost Estimate: \$36,500,000**  
Three-phase project to leverage ODOT interchange improvement, construct 2 lane roundabout at Reed/15th, and overcrossing over railroad. Combines with programmed projects to improve 3rd/ Reed, and Bond/Reed Roundabout to improve traffic flow, connectivity, safety, and capacity for whole corridor.
- 2 - Colorado Ave capacity improvements (from Simpson to Arizona) Cost Estimate: \$7,000,000**  
Includes incremental approach for Colorado Avenue widening, including right-of-way acquisition and monitoring for if/when widening is appropriate, including intersection capacity and safety improvements at Colorado Avenue/Simpson Avenue roundabout and Colorado Avenue/Industrial Way, and complete streets upgrade.
- 3 - Aune Rd extension (from Bond to 3rd) Cost Estimate: \$13,000,000**  
Two lane extension of Aune Road to connect 3rd Street and Bond Street. Includes intersection improvement at 3rd Street and a RAB at the intersection of Bond St and Industrial Way. Includes 3rd and Miller Intersection improvements and 3rd Street modification study and implementation.
- 4 - Portland Ave corridor improvements (from College Way to Deschutes River) Cost Estimate: \$3,500,000**  
Multi-modal transportation facility and safety improvements to help with pedestrian, bicycle, and vehicular connectivity, including two intersection improvements.

## NORTH-SOUTH CONNECTIONS

- 5 - Purcell Blvd extension (from Full Moon to Jackson) Cost Estimate: \$2,288,000**  
Two-lane complete street extension to help N/S Connectivity.
- 6 - US 20 southbound widening (from Cooley to Empire) Cost Estimate: \$4,800,000**  
US 20 southbound widening to two lanes leverages ODOT project.

## BIKE AND PEDESTRIAN SAFETY IMPROVEMENTS

- 12 Citywide key routes Cost Estimate: \$19,839,000**  
Construct key east/west and north/south routes for safe travel on a connected system for pedestrians and bicyclists. Improvements may include projects that leverage existing bike/ped system and fill gaps, provide off street and on-street paths and sidewalks, provide protected and/or buffered bike lanes, connect to existing or future Bend Park and Recreation District off street paths, and provide sidewalk infill on major corridors.
- Key intersection improvements Cost Estimate: \$1,050,000**  
Addresses bike and pedestrian safety and improvement at key intersections identified in Transportation Safety Action Plan (Olney, Greenwood, Franklin and 2nd Street; Franklin and 2nd and 4, and Clay and 3rd Street).
- 7 - Midtown pedestrian and bicycle crossings Cost Estimate: \$12,000,000**  
Midtown crossing projects including the Greenwood undercrossing, Franklin undercrossing, and Hawthorne crossing. Includes study to identify the timing, feasibility, and needs for each project.
- 8 - Olney protected bicycle lanes and parkway undercrossing Cost Estimate: \$1,820,000**  
Provide protected bicycle lanes on Olney Avenue at Parkway undercrossing.
- 9 - Archie Briggs trail crossing improvement Cost Estimate: \$500,000**  
Design to improve pedestrian crossing at the Deschutes River Trail Crossing of Archie Briggs Road.
- 10 - 3rd canal crossing south of 3rd / Brosterhouse Cost Estimate: \$980,000**  
Construct pedestrian facilities on 3rd Street across the canal bridge.

## INTERSECTION IMPROVEMENTS (roundabout or signal to improve safety and intersection traffic flow)

- |                                                               |                                                                 |
|---------------------------------------------------------------|-----------------------------------------------------------------|
| <b>11 - 3rd / Wilson Cost Estimate: \$5,000,000</b>           | <b>17 - Ferguson / 15th Cost Estimate: \$3,500,000</b>          |
| <b>12 - Olney / 8th Cost Estimate: \$3,500,000</b>            | <b>18 - Wilson / 15th Cost Estimate: \$3,500,000</b>            |
| <b>13 - Revere / 8th Cost Estimate: \$3,500,000</b>           | <b>19 - O.B. Riley / Empire Cost Estimate: \$3,500,000</b>      |
| <b>14 - Pettigrew / Bear Creek Cost Estimate: \$3,500,000</b> | <b>20 - Chase / Powers / Purcell Cost Estimate: \$5,000,000</b> |
| <b>15 - Revere / 4th Cost Estimate: \$3,500,000</b>           | Linking planned Chase Road extension from                       |
| <b>16 - Olney / 4th Cost Estimate: \$3,500,000</b>            | Brosterhouse Road, providing east-west connection.              |

## PARKWAY CONNECTIONS

- 21 - US 97 northbound on-ramp and southbound off-ramp at Murphy Cost Estimate: \$10,000,000**  
Construct northbound on ramp and southbound off ramp at Murphy Road improving traffic flow and east/west connectivity at south end of town.
- 22 - Butler Market interchange at US 20/US 97 Cost Estimate: \$3,090,000**  
Leverages ODOT project to construct frontage road from US 97 southbound off-ramp to Division Street.
- 23 - Powers / US 97 Cost Estimate: \$2,650,000**  
Leverages ODOT project to include interchange or overcrossing pending outcome of the Parkway Study.
- 24 - Empire / US 97 Cost Estimate: \$1,450,000**  
Leverages ODOT project to widen Empire to 5 lanes from US 20 to US 97 northbound ramp.
- 25 - Colorado / US 97 northbound ramp Cost Estimate: \$430,000**  
Includes signal or roundabout to leverage ODOT project and improve traffic flow and safety.

## CITYWIDE

- Local Residential Safety Improvement Program Cost Estimate: \$8,000,000**  
Provides funding for capital projects (infill sidewalk construction, lighting, safe routes to schools) to improve safety projects in neighborhoods near schools and parks. Builds on city's current Neighborhood Street Safety Program success.
- Funding for capital projects that enhance access to transit. Cost Estimate: \$8,000,000**  
Leverages Cascade East Transit funding for capital projects like mobility hubs, shelters, and bus pull outs.
- Intelligent Transportation Systems Cost Estimate: \$5,000,000**  
Capital projects that support regional Intelligent Transportation System plan, for use of technology for transportation and traffic management systems to improve safety, efficiency, and sustainability of transportation networks.

Cost estimates are considered Class 5, concept or feasibility level. Totals do not include 6-7% for bond issuance, staffing, and administrative costs.



### Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print or electronic formats please contact *Susanna Julber* at: [sjulber@bendoregon.gov](mailto:sjulber@bendoregon.gov), (541) 693-2132. Relay Users Dial 7-1-1

