

Key Project Components:

- Realign 1st Street and Reed Road;
- Construct a left hand turn lane from U.S. 97 to Reed Road;
- Construct right hand turn lanes for U.S. 97 southbound traffic to 1st Street, and westbound Reed Road traffic onto northbound U.S. 97;
- Construct sidewalks along 1st Street between U.S. 97 and Huntington Road;
- Install crosswalks and pedestrian refuge islands at the intersection of U.S. 97 and 1st Street/Reed Road; and
- Signalize the intersection of U.S. 97 and 1st Street/Reed Road that includes emergency vehicle preemption.

Why This Project Is Needed

U.S. Highway 97 is a critical part of the State's transportation system. It is an important freight route that supplies goods and services to central Oregon as well as Washington and California. It is also an important highway for the residents of La Pine and surrounding area. Keeping highways safe and traffic moving are critical parts of the mission for the Oregon Department of Transportation.



The intersection of 1st Street/Reed Road and U.S. 97 in La Pine, looking east.

Problem Description

Frequent pedestrian and bicycle crossings occur at the US 97/1st Street intersection. Yet there are no delineated pathways or crosswalks at the intersection, and field observations reveal frequent “near misses” between the pedestrians and oncoming traffic. This situation is further compounded by high vehicular speeds from southbound traffic entering the city from the rural segment of US 97. Also the intersection is at a *skewed* angle, which make pedestrian crossings and turning onto and off of the highway difficult.

La Pine is planning for significant industrial and employment growth on the east side of the city during the next twenty years. This growth will further exacerbate the multimodal connectivity and capacity needs near the US 97/1st Street intersection, which today already meets minimum traffic volume thresholds for the installation of a traffic signal.

Although the highway width is five-lanes wide in the downtown core, the curb-side lanes were primarily used for passing or decelerating maneuvers. In addition, the wide striped shoulder toward the north end of town served as a deceleration area. This wide cross-section made pedestrian and bicycle crossings of the highway difficult, and provided a level of discomfort for those walking or cycling alongside the highway.

Background

In 2011, the [U.S. 97/La Pine Corridor Plan](#) was completed. This was a joint effort by the City of La Pine, Deschutes County, ODOT and a consultant team. Key findings from the Plan that directly relate to the U.S. 97/1st Street intersection include:

- Frequent pedestrian and bicycle crossings occur at the U.S. 97/1st Street intersection throughout the course of the day. There are no delineated pathways or crosswalks at the intersection and field observations reveal frequent “near misses” between the pedestrians and oncoming traffic. This

situation is further compounded by high vehicular speeds from southbound traffic entering the city from the rural segment of U.S. 97.

- The intersection at U.S. 97 and 1st Street/Reed Road, intersects the highway at a skewed angle, making pedestrian crossings and turning onto and off of the highway difficult.
- The intersection at U.S. 97 and 1st Street/Reed Road already meets minimum volume thresholds for the installation of a traffic signal.
- La Pine is planning for significant industrial and employment growth on the east side of the city during the next twenty years. This growth will further exacerbate the multi-modal connectivity and capacity needs near the U.S. 97/1st Street-Reed Road intersection. This growth will also require multi-modal connectivity on city streets that parallel U.S. 97 to provide residents with non-highway options to access their homes and jobs.

Some of the short-term recommendations in the corridor plan were implemented in summer 2012. They include:

North of 1st Street/Reed Road on U.S. 97

Traffic calming measures including:

- Lane narrowing with revised striping
- A driver feedback speed sign for southbound traffic entering La Pine, a first in central Oregon
- Dual intersection ahead signs with street names
- Guide sign consolidation to the high school, post office and cemetery

South of 1st Street/Reed Road on U.S. 97

- Intersection ahead sign with street names
- Guide sign consolidation

1st Street and Reed Road

- Dual stop signs with larger street names
- Dual intersection ahead signs

Downtown corridor south of 1st Street/Reed Road

- Restriping of U.S. 97 throughout the downtown core, reducing travel lanes to one travel lane in each direction with a center turn lane

The remainder of the key recommendations, including signaling the intersection of U.S. 97 and 1st Street/Reed Road will be implemented with this project.

Key Project Milestones

Develop Roadway Design Plans	2013-2014
Right of Way Acquisition	2013-2014
Construction Contract Awarded	Fall 2014
Construction	2015

Preliminary Project Construction Cost Estimate

~\$1.5 million

The \$1.5M construction contract was awarded to High Desert Aggregate & Paving, Inc. in November 2014. The traffic signals were activated October 27, 2015 and the remainder of the project was completed by the end of the same year.

Project Contacts:

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US97: 1ST STREET (LA PINE)

