

US 97 Parkway Plan Amendment

Staff Report

Date: September 16th, 2024

Requested Action: Approve a minor amendment to the US 97 Bend Parkway Plan, and Adopt Findings of Compliance.

Background and Purpose:

The *US97 Parkway Facility Plan* (Plan) was adopted on November 18th, 2021 by the Oregon Transportation Commission. The Plan was developed to improve and sustain Safety, Mobility, and Active Transportation and Transit use on the US97 Parkway through the City of Bend between Clausen Road and Baker Road. The Plan culminates in an investment strategy, which further prioritizes investments based on technical analysis and the evaluation scoring, the interrelationship with other projects, the degree of the need and the type of solution, and opportunities for funding. It also recommends a list of specific Roadway, Active Transportation, Safety, Intelligent Transportation System (ITS), and Operations investments to maintain mobility and safety for the next 20-years.

Key recommendations of the Plan include modification or closure of most at-grade intersections along the Parkway. Additionally, active transportation grade-separated crossing improvements of US 97 were also recommended; specifically, the Hawthorne Overcrossing. Corridor-wide projects were evaluated in the plan to include these following recommendations:

- Ramp meters at on-ramps throughout the corridor
- Full closure of RIRO accesses, or right-in closures with right-out modification
- On- and off-ramps improved to standard lengths and geometry
- Active transportation grade-separated crossing improvements
- Transportation systems management and operations (TSMO) projects

Hawthorne Avenue and US 97 was a study intersection in the Plan and included recommendations for improvements that reflected the 20-year planning horizon. The Plan's original vision for the intersection is to restrict the right turn onto US 97 from Hawthorne Avenue. Local plans have since developed the proposed Hawthorne Overcrossing, a bicycle and pedestrian bridge over US 97, to serve a more active role in providing east-west active transportation connectivity in the City of Bend. Meanwhile, the crash trend documented in the Plan has continued and presents safety and operational concerns for vehicles travelling US 97 as well as the Hawthorne Overcrossing project.

Safety is one of the primary goals listed in the US 97 Bend Parkway Plan. One primary reason for closing the existing Hawthorne Avenue access is the excess proportion of rear end collisions. The updated Hawthorne Access Evaluation memo in Attachment 3 documented that the crash trends have continued over the last five year of data. The recommended closure eliminates

current crash trends at the intersection and supports the goals listed in the US 97 Bend Parkway Plan.

Traffic operations were also reviewed as part of the memo. Attachment XXX reviewed the operational changes in a future growth year of 2045 to capture traffic patterns in both the existing and future year. Impacts related to the Hawthorne Avenue access closure do not change recommendations in the US 97 Bend Parkway Plan; minimal changes in traffic patterns result from the full closure of Hawthorne Avenue and recommendations for other intersection improvements remain unchanged. Additionally, the recommended closure is consistent with the key recommendation of modification or closure of at-grade crossings on the US 97 Bend Parkway.

The Hawthorne Overcrossing was listed as a project in the US 97 Bend Parkway Plan that would provide east-west bicycle and pedestrian connectivity for the City of Bend. While long-range planning efforts identify high-level trends and recommendations for transportation systems, not all considerations can be captured at the planning level. Crash risk for bicyclists and pedestrians exiting the Hawthorne Overcrossing onto Hill Street was a concern identified in the Hawthorne Overcrossing Progressive Design Build effort. The recommended closure of Hawthorne Avenue onto US 97 reduces crash risk for bicyclists and pedestrians exiting the future Hawthorne Overcrossing facility. The US 97 Bend Parkway Plan identifies improved safety and connectivity for bicyclists and pedestrians for the Hawthorne Overcrossing and thus the amendment is consistent with the goals listed in the facility plan.

Attachment 3 further outlines the project background and need to change the recommended projects for US 97 and Hawthorne Avenue.

Relevant Projects:

The Parkway Plan currently identifies the following projects for the Hawthorne Avenue and US 97 intersection, listed on page 44 of the adopted Plan.

Project Number	Project Name	Proposed Tier	Next Steps
C2b	C2B Close Hawthorne Avenue right turn onto Parkway	Tier 1	Advance scoping to consider how to bundle RIRs. Consider moving forward with top locations (Lafayette, Hawthorne, Reed Lane and Truman) first. Consider whether they could be done in phases, without final mitigation, and whether all should be done together or broken up. The scoping study could also include the strategy for the corridor.

C3a	Extend Southbound right-turn deceleration lane at Hawthorne Avenue	Tier 1	
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Chapter 6.2 lists Corridor-Wide projects and includes the text on page 48 below:

Ramps Improved to Standard Lengths (Operations) Ramps Improved to Standard Lengths (Operations)

Acceleration and deceleration lanes on US 97 provide drivers with an opportunity to adjust their speeds to match the traffic stream while entering or exiting the mainline facility. Locations for analysis were identified where geometric conditions represented a safety risk due to substandard acceleration/deceleration lane lengths. Four ramp-extension projects were recommended for implementation following the alternatives evaluation process:

- Two deceleration lane extension projects: Hawthorne Avenue southbound (C3a) and Reed Market Road southbound (C3b). Both are proposed as Tier 1 projects.
- Two acceleration lane extension projects: from Revere Avenue northbound (C3c) and from Colorado Avenue northbound (C3d). Both are proposed as Tier 2 projects.

All four ramp-extension projects are triggered by existing geometric deficiency. Safety issues are also a concern, particularly at Hawthorne Avenue. The Colorado Avenue northbound project (C3d) is the only one with likely ROW impacts, where some space on the Franklin Avenue overcrossing could be repurposed to fit in the extended acceleration lane.

The southbound deceleration lane at Hawthorne Avenue southbound (C3a) is needed to maintain Parkway exit access to downtown. It should be considered for pairing with nearby overcrossing projects, but has independent safety issues and needs to be addressed in the short term

Recommended changes:

Changes to the project list from the original Plan are in ***bold italics*** and strikethrough capture deletions.

Project Number	Project Name	Proposed Tier	Next Steps
C2b	<i>C2B Close Hawthorne Avenue RIRO with Parkway</i>	Tier 1	Advance scoping to consider how to bundle RIROs. Consider moving forward with top locations (Lafayette, Hawthorne, Reed Lane and

			Truman) first. Consider whether they could be done in phases, without final mitigation, and whether all should be done together or broken up. The scoping study could also include the strategy for the corridor. <i>Close Hawthorne in conjunction with the Hawthorne Overcrossing project.</i>
C3a	Extend Southbound right turn deceleration lane at Hawthorne Avenue	Tier 1	

Changes to page 48 under section 6.2 Corridor Wide Projects are below:

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- ***One*** Two-deceleration lane extension projects: Hawthorne Avenue southbound (C3a) and Reed Market Road southbound (C3b). Both are proposed as ***a*** Tier 1 projects.
- Two acceleration lane extension projects: from Revere Avenue northbound (C3c) and from Colorado Avenue northbound (C3d). Both are proposed as Tier 2 projects.

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The southbound deceleration lane at Hawthorne Avenue southbound (C3a) is needed to maintain Parkway exit access to downtown. It should be considered for pairing with nearby overcrossing projects, but has independent safety issues and needs to be addressed in the short term