



OVERVIEW

This document summarizes responses to comments collected at the City of Bend's March 14, 2019, public open house for the Murphy Corridor Improvements Project. City of Bend staff and consultants shared project goals, existing conditions, and solicited community input for the project that includes transportation improvements along the existing corridor from Parrell Road to Brosterhous Road and the extension of Murphy Road from Brosterhous Road, over BNSF Railway, connecting to 15th Street at Golden Gate Place.

MEETING NOTIFICATION

Notice of the public meeting was sent by direct mail dated February 28, 2019, to 1,025 residents who reside within 700' of the Murphy Corridor project area. Notice of the meeting was also posted to the City of Bend's Murphy Project page, Facebook page, emailed to elected officials and key stakeholders (Bend-LaPine School District, Bend Parks and Recreation District, Bend Fire and Police departments, franchise utilities, homeowner and neighborhood associations).

MEETING INFORMATION AND FORMAT

The open house was held on March 14, 2019, between 5:00 p.m. – 7:00 p.m. at the Jewell Elementary School Library in Bend, Oregon. One hundred and twenty-five people attended including members of the public and representatives from the City of Bend, the design-builder, project consultants, Bend Parks and Recreation District, Bend Fire Department, and Bend-LaPine School District.

Three stations were staffed, and small group discussions occurred throughout the event. Display boards showing the proposed project overview, design considerations, concerns, and other Southeast Bend Improvement Projects were available for public viewing. A handout with project information and a map of the proposed project was provided to each attendee.

Sixty (60) attendees signed up for project updates, and twenty-four (24) written comments were received. All handout material is available for viewing on the project website, www.bendoregon.gov/MurphyProject



SUMMARY OF COMMENTS

The table summarizes the comments received, grouped by subject. Note that the total number of comments received is greater than the number of comment cards received, as several people made multiple comments.

PUBLIC COMMENT SUMMARY

Table 1

COMMENT	NUMBER OF COMMENTS
Roundabouts/traffic detours/future traffic	8
Noise	8
Lights	6
Privacy Fencing/Barrier/fence adjustment	6
Pedestrian facilities	6
Speed concerns	5
Miscellaneous Design elements	5
Right of way/Construction easements	2
15 th Street and Ferguson Road	1

RESPONSES TO COMMENTS

This section summarizes major themes and responds to public comments submitted to the City of Bend Murphy Corridor Improvements Project team at the March 14, 2019, open house.

1. Roundabouts/Detours/Future Growth

Comment theme: Concerns about roundabout locations and traffic patterns.

Response to comments:

- Roundabout intersection improvements are being considered and evaluated at several high-volume intersections along the Murphy Corridor. Roundabouts are being considered to meet future traffic volumes, help control speeds along with providing a safer intersection treatment for bikes, pedestrians, and vehicular traffic.
- The project will further evaluate options for improving driver awareness of private streets and ‘no exit’ streets. One option that has been used in the City is ‘private street’ signage.
- Traffic modeling shows projected traffic delays at the existing intersection of Country Club Drive and Murphy Road exceeding performance standards in 2028, and possibly sooner if growth expectations exceed estimates. The increased volume of traffic, primarily northbound on Country Club Drive, requires the construction of a roundabout in the near future to manage additional traffic and



reduce delays to the traveling public, while also improving safety and speeds. The intersection will be properly signed to provide navigation for the traveling public, and design engineers will work with the Bend Fire Department to meet their needs for emergency response, such as 20' ingress/egress, mountable curbs, and truck aprons.

Comment theme: Interest on where the Murphy Extension meets the Bridges at Shadow Glen neighborhood and if the roundabout includes Golden Gate Place as one exit and how much of the entryway might be lost.

Response to comments:

- The planned roundabout at SE 15th Street and Murphy Road will include Golden Gate Place as one exit. The design, size, and location of the roundabout are part of the Alternatives Analysis process.
- As part of the Alternatives Analysis, the project team is working with surrounding property stakeholders to evaluate the location of the planned roundabout at SE 15th/Murphy. This process includes an alternative that looks at locating the roundabout as far west as possible to avoid construction impacts to the private roadway of the Golden Gate entrance and 15th Street. The design will be presented with the preliminary design options at the second open house, planned for early summer 2019.

Comment theme: How will the City alert vehicles to the new roundabout with consideration of the limited sight distance?

Response to comments:

- The project team is reviewing the existing conditions on SE 15th Street as well as performing a site visit to review sight lines. The location of the roundabout and the entry geometries are being developed utilizing City and national standards to reduce entry speeds, improve intersection safety and increase awareness of the upcoming roundabout. Typical measures include the introduction of curvature, curbing, signing, and lighting in compliance with design standards.

Comment theme: Interest in how the City will address traffic and access to Brosterhouse Road while the roundabout is being built.

Response to comments:

- The design team is evaluating temporary traffic control during construction - including safety, emergency response, traffic impacts, schedule, and cost. The City has recently found benefits to other projects, and the surrounding community by utilizing full closures of intersections during construction and



utilizing detour routes. The benefits include an overall reduction of project schedule impacts, improved construction zone safety, and cost savings for the community. Careful consideration of detour routing is needed during the analysis for the Brosterhous Road intersection. Additional information will be developed and shared on the project website, www.citybend.gov/MurphyProject, as the design progresses towards construction.

Comment theme: How is the City addressing future growth in Southeast Bend?

Response to comments:

- The Southeast Bend Area has been identified as one of the City’s 10 “Expansion Areas.” The Southeast Area expansion includes 122 developable acres for residential/housing and 321 acres of developable land zoned for non-residential uses. In addition, a new park and high school will open in 2021. Development in the Southeast Area and nearby neighborhoods will result in more people traveling through and within the area.
- A traffic analysis was recently completed for the Murphy Road Corridor in conjunction with this project. The analysis examined anticipated traffic flows and volumes in the years 2028 and 2040. This analysis and estimated traffic volumes inform the intersection and corridor sizing, lane configuration, and right of way needs. Additionally, the designs will be completed for future expansion, where required and/or anticipated.
- The project team is evaluating design solutions that will address and adapt to future traffic growth in the area, including additional capacity at the proposed Murphy Road/15th Street/Golden Gate Place and Murphy Road/Brosterhous Road roundabouts. The goal of the design is to balance safety and traffic capacity/operations while providing flexibility to adapt to changes in traffic patterns and development in the next 5-10 years.
- Adapting will include expansion of single-lane roundabouts to multiple lane entries in future years, as growth and traffic volumes trigger the expansion needs. Single lane roundabouts have significant safety benefits compared to multi-lane roundabouts. Additional capacity, where not warranted, can lead to increased speeds, reduced safety, and driver confusion.



Comment theme: How is the City proposing to address high traffic volumes during rush hour at the Brosterhous Road and Murphy Road roundabout?

Response to comments:

- The traffic analysis identified this location as an intersection with higher forecasted traffic volume during the afternoon hours, and in need of intersection capacity upgrades in the near future. The project team is evaluating solutions to help address forecasted peak hour traffic demand at the Brosterhous Road and Murphy Road intersection, primary through the consideration of a single lane roundabout. As discussed above, this roundabout may also include a provision for a southbound right turn yield lane in a future year, which will be investigated further as part of the Alternatives Analysis and included in the information at the next open house.

2. Noise

Comment theme: Interest in how the City plans to reduce overpass and road noise.

Response to comments:

- The City does not plan to build a noise wall or private property fence with this project. Following similar treatments on other 35 MPH collector/arterial roads constructed in Bend. The project team recognizes the change in use and activity along the currently undeveloped segment of Murphy Road and the inherent changes adjacent properties will experience. The project team will consider various options to mitigate additional noise during the Alternatives Analysis, however, neither will be fully mitigated and some changes should be expected.
- Possible noise mitigation may include longitudinal concrete scoring, special asphalt mixes, parapet wall railing on the bridge, etc. Additional options may be considered as the design proceeds through the Alternatives Analysis phase.

3. Light/Glare

Comment theme: How is the City addressing light pollution from street lights and vehicles?

Response to comments:

- While the project will improve mobility, connectivity, and safety, it is recognized that there are concerns from adjacent neighborhoods specific to impacts from vehicle lights and street lighting. The project team will be evaluating options to provide some mitigation for these concerns such as directed lighting that meets dark sky initiatives, light shielding, bridge rail heights, bridge length, and others. Additional options may be considered as the design proceeds through the Alternatives Analysis phase. However, it is also recognized that the addition of a



roadway will change the character of the current space to a more urban setting. The project team encourages continued input from the community and neighbors.

4. Fencing

Comment theme: Interest in having a barrier on the back side of the homes on Larkspur Loop for safety and privacy.

Response to comments:

- Several community members in the Larkspur Loop have contacted the project team requesting the Murphy Project include funding and construction of a fence at the interface of the right of way and private property. The voiced concerns have primarily included a need for safety from vehicles and pedestrians trespassing on private property. The project team will be evaluating the area to consider vehicle safety concerns with the use of striping, vertical barriers, and others. The project does not include the construction of a fence or other security barrier to hinder trespassers. This is typically a privately funded expenditure made at the determination of the private property owner or Home Owners Association (HOA). Project staff will be attending the May 2019 HOA meeting to present details related to the future roadway design, including cross-section and design speeds and answer questions.

Comment theme: Interest in having the fill dirt that is not used to extend existing fences to the right of way for individual properties along SE Cougar Peak Dr.

Response to comments:

- It is too early in the design process to determine if there will be excess fill or how the request could be integrated into the design of the corridor. As the design progresses, the team will contact interested property owners to discuss options.

5. Pedestrian Crossings

Comment theme: Interest in considerations for pedestrian safety and student access to elementary and high school.

Response to comments:

- Improved safety and connectivity at intersections and designated crossings for vehicles, bicyclists and pedestrians are major benefits of this project.
- The project design is in the early stages, and corridor alternatives are being analyzed to improve and increase connectivity and safety. Continuous bicycle and pedestrian facilities are planned for the corridor. Access off the corridor is being



reviewed with the understanding of the existing and planned residential and school developments on either side of the railroad, as well as the new Alpenglow Park.

- In addition to the Murphy Road Improvements, Bend LaPine Schools and Bend Parks and Recreation are planning pedestrian and bike paths in the surrounding area. Continuation of the bicycle and pedestrian connectivity along, and adjacent to 15th Street is included in these projects. The Murphy Corridor, Bend Park and Recreation District, and Bend-LaPine School District projects, combined, will provide a continuous sidewalk from Knott Road to Reed Market along the west side of 15th Street. Outside of the corridors listed above no additional pedestrian facilities are planned with this project.

6. Speed

Comment theme: Concern about reducing the speed on Murphy Road and 15th Street.

Response to comments:

- The Murphy Corridor Improvements Project proposes three roundabouts on Murphy Road at the intersections of 15th Street, Brosterhous Road, and Country Club Drive. Additionally, Bend-LaPine School District is building a roundabout at 15th Street and Knott Road, and a future roundabout is planned on 15th Street between Knott Road and Murphy Road, to be built when they construct the middle school.
- The City of Bend design standards recommends a design speed for roundabouts of roughly 15 - 25 MPH. Introducing roundabouts and other geometric controls can help reduce the speed of the corridor. Additional measures to create "friction," i.e., protected pedestrian crossings, tree plantings, and reduced lane widths can also help with speed control.
- Speed bumps are not planned for the Murphy Corridor. Murphy Road is classified as a collector roadway and serves as a primary east/west transportation corridor for multiple transportation users and is a primary emergency response route. Other speed controls are intended to be used on Murphy Road such as the roundabout intersection, which allows emergency responders to navigate with minimal delay, geometric controls, and other roadway features (pedestrian crossings, signing, narrower lanes, buffered bike lanes, etc.), and vegetation.



- To change a speed zone on a City street, the City is required to submit speed change requests to the Oregon Department of Transportation for approval. The request has been done for 15th Street in the past and granted to the current posted speed of 45 MPH. As the Murphy Corridor improvements, along with Bend-LaPine School District and Bend Parks and Recreation improvements on 15th Street come closer to completion, the City intends to make another request for a posted speed reduction on both roadways.

7. Right of Way & Construction Easements

Comment theme: How much property will be taken for street improvements before putting money into sewer improvements?

Response to comments:

- Right of way acquisition from properties along the Murphy Road Corridor is part of the ongoing analysis. If widening and acquisition are determined, consideration will be made to extend sewer services behind the new infrastructure. Visit the following link to see other capital projects in the City, including sewer projects at <https://www.bendoregon.gov/city-projects>.

Comment theme: If Murphy Road is widened near my home my driveway will have a 2-3' drop to the road.

Response to comment:

- The design engineers are currently surveying along the corridor and will be looking at the grade difference between private property and Murphy Road when considering future roadway design options. If the City needs to reconstruct a portion of a driveway, on private property, the project team will be in touch to request approval before finalizing the design and beginning construction.

8. Miscellaneous Design Elements

Several comments were shared specific to bridge height, bridge railing, landscaping, architectural elements, and number of travel lanes. While it too early in the process to provide specific responses to these design comments, these items will be addressed in the Alternatives Analysis and design process. Additional information on these topics will be provided at the next open house.

There was a specific request concerning the intersections of 27th Street and Ferguson Street and 15th Street and Ferguson Street. These intersections will be evaluated as part of the Southeast Area Plan. However, there is potential for improvements through future private development. The timeline is currently unknown. For more information about the Southeast Area Plan, please visit www.bendoregon.gov/SoutheastAreaPlan.



GENERAL COMMENTS

- "Build now for future growth." It costs much more to build high capacity roundabouts at 15th/Golden Gate and Knott Road. And build a wider bridge over the tracks and four lanes between 15th and Brosterhous. It will work within a shorter time than we think now as more traffic avoids Reed Market, which was under-built just a few short years ago.
- Cars traveling north on 15th Street cannot see the area of the road where the new roundabout connecting the corridor to 15th Street will be located until they are a short distance from the roundabout. (See #1 comment/response)
- Brosterhous and Murphy roundabout - will most likely be issues at rush hour. (See #1 comment/response)
- Hopefully, the traffic circle will slow cars and trucks from flying through the new road. (See #1 comment/response)
- Thank you for including the footbridge to park (in Hidden Hills). (The footbridge is being constructed by Bend Parks and Recreation. Learn more at [Bend Parks and Recreation Alpenglow Park](#))
- Thank you for the roundabout on Murphy and Brosterhous.
- We hope the walk bridge will be a sure thing! (The footbridge is being constructed by Bend Parks and Recreation. Learn more at [Bend Parks and Recreation Alpenglow Park](#))

SOUTHEAST BEND IMPROVEMENT PROJECTS

[Bend-LaPine School District High School](#)

[Bend Parks and Recreation Alpenglow Park](#)

[Southeast Septic to Sewer](#)

[City of Bend and Bend Parks and Recreation Canal Crossings and Sidewalk Improvements](#)

[Southeast Bend Area Expansion Plan](#)

[Murphy Corridor Project](#)

[Southeast Bend Pump Decommissioning](#)

[Brosterhous Sewer Improvements](#)

[Brosterhous Road Sidewalk Project](#)