

## ROADS/TRAFFIC UPDATE

City committees are slowly closing in on what drive time in SE Bend will look like. So let's look at project anticipated for near (1-10 yrs.), mid (11-15 yrs.), and long term (16-20 yrs.) construction. For each project impacting SEBNA residents the best available details, timeline, budget, and resulting advantages/disadvantages are outlined below.

UPDATE: With the funding approach now up in the air the timing and even the likelihood that these projects will be funded is again in question.

**Murphy Rd.** improvement from Parrell Rd. to 15<sup>th</sup> St., a \$26.3 mil. 5-6 yr project, is already a work in progress that will include – pedestrian/cyclist shared wide path both sides, railroad overpass, and roundabouts on Murphy at Brosterhous and 15<sup>th</sup> St. We gain safer streets for our children's walk to school, improved access to services on north 27<sup>th</sup> St., and to future schools, parks, employment, and services in the UGB expansion east of 15<sup>th</sup> St. As is so often the case, this improved access will also be an advantage to residents of Brookwood neighborhoods thus adding to Murphy Rd. traffic, and yes, a roundabout at Murphy Rd. and Country Club Rd. is not part of this project. Further, with one third of the project budget continuing into the 2021-2023 period combined with traffic to the school opening in 2021, access to Murphy for those living south of it will be near impossible. Sorry, but combine this with ODOT's intention to close all Parkway access without an acceleration/merge lane, such as Pinebrook, Badger and possibly China Hat, our Parkway access could be forced to the Baker/Knott interchange or Powers. At an upcoming ODOT/Parkway meeting SEBNA will be push for construction of an acceleration lane at China Hat.

UPDATE: The only money for the Murphy/Country Club roundabout that is certain is for design only. The China Hat acceleration lane Idea was dead on arrival. If you want safe 97N access during busy times use the Baker/Knott access.

**Country Club Rd.** will be the subject an upcoming development proposal where the need for intersection improvements at Murphy Rd. and Knott Rd. will be raised. Both street and intersection improvements have been recognized as a \$7.4 mil. **mid term** need, funded by SDCs, in the current transportation funding plan.

UPDATE: The likelihood of this project being funded by anything but SDC generation from the JL Ward development seems to be growing so this roundabout could take 10-15 to materialize.

**Brosterhous Rd.** is a problematic transportation issue given the narrow railroad overpass, but the intersection at Knott Rd. is recognized as a **mid term** need, funded by SDCs, in the current transportation funding plan. In the long term this could be effective in facilitating the limited school traffic predicted to use this route, but in the short term while some Murphy Rd. construction continues this could be a real point of congestion.

UPDATE: This has been moved to the near term list under the larger of the two current project lists for in the bond discussions.

**Parrell Rd.** is the subject of a near term \$29 mil. street improvement, China Hat Rd. to Brosterhous Rd., that includes shared pedestrian/cyclist low stress pathways on both sides (Brosterhous to Murphy) as well as a roundabout connecting Powers Rd. to Chase Rd. This project is listed as **depending upon the extension of Chase Rd.** to Brosterhous Rd. which will relieve some pressure on the Reed Mkt./97 interchange by rerouting it to Powers Rd. where it may add to SEBNA bound traffic here if 97 access and exit farther south haven't been built.

UPDATE: This is part of a Citywide pedestrian/bikeway project that remains in the larger bond funding list but with \$9 mil. In improvements south of Murphy eliminate. It is totally eliminated on the smaller bonded project list.

**15<sup>th</sup> Street** now contains a roundabout that will soon connect with Murphy Rd. The increased traffic that the extended Murphy Rd. will attract has moved to **near term** the \$1 mil expansion of the Reed Mkt./15th St. circle to include two lanes for 15<sup>th</sup> St. southbound. This will reinforce the already growing use of Murphy Rd. as a means to avoid the Third St./Reed Mkt. Intersection.

**97 Parkway** access to and from Murphy has been a long delayed and much needed project. Since the City is the only funding source noted for this \$10mil. **near term** project but is not on the 2019-2024 street improvement budget, this could be delayed again for as long as 10 years. SEBNA continues to push for this access along with a design that meets ODOT standards for safe access and exit. So our attention continues to be focused also on **Powers** and **Parrell Rd** improvements in the meantime.

UPDATE: Powers Rd. is suggested for some 97sb exit ramp improvements as an interim measure. ODOT discussion of long term measures at Powers include an overpass with no ramps at all which, identified in their discussion, would push Powers traffic south to the still questionable Murphy ramps and Murphy/3rd St. circle and north to Reed Market. The other Powers option is a very expensive (\$25 mil.) interchange complete with all ramps but stoplights at both ends of the structure to control cross traffic.

The Murphy/97 Parkway access and exit ramps are still at the very early design stages until ODOT approves the project. "Early design stage" seems to suggest that ODOT hasn't even confirmed the availability of the required lane width for the 97nb access/acceleration lane under the Murphy bridge so that safe access can be built. Meanwhile ROW purchases for alternate ramps at Murphy or Powers aren't being considered and could be foreclosed by development of structures on the available bare and underdeveloped land. The Murphy/3rd roundabout could take quite a beating if all of this doesn't get sorted out properly.