

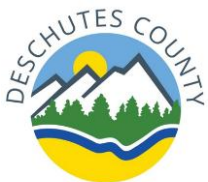
# South Century Drive: Sunriver Corridor Intersection Improvements

## ONLINE OPEN HOUSE #1 Public Feedback Summary April 2025



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Deschutes County

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# TABLE OF CONTENTS

Overview ..... 3

Key Takeaways ..... 4

Feedback Summary ..... 8

Results Summary ..... 11

Appendix A: Online Open House Responses ..... 14

Appendix B: Online Open House Pages ..... 48

Appendix C: Other correspondence ..... 73

Appendix D: Map of Respondents Loations ..... 86

## OVERVIEW

The South Century Drive Sunriver Corridor Intersection Improvement project focuses on enhancing three key intersections – Spring River Road, Venture Lane and Huntington Road – along South Century Drive. This vital roadway serves the Sunriver and Three Rivers communities and provides access to popular recreation areas in the Deschutes National Forest. The project is focused on improving traffic flow and increasing safety for all users, including drivers, cyclists and pedestrians.

To gather community input, the project team hosted an online open house from March 17 – April 17, 2025. This virtual event introduced proposed improvements and focused on two key intersections: Spring River Road and Venture Lane. Participants were presented with two roundabout design options for Spring River Road and asked to indicate their preferred choice. For Venture Lane, four roundabout options were shared, and participants were invited to rank them in order of preference – from 1 (least preferred) to 4 (most preferred). In addition to design input, the online open house provided updates on the project's timeline, the anticipated construction timeline, funding sources and bicyclist and pedestrians facility considerations.

## Participation

The online open house received comments and feedback from **288 people**. Additionally, Deschutes County received 8 emails from community members and SROA via the project website or direct email contact.

**To see a map of online open house participant locations, please [click here](#) or see Appendix D.**

## Event Promotion

To promote the project and the online open house, the following outreach was completed by the project team:

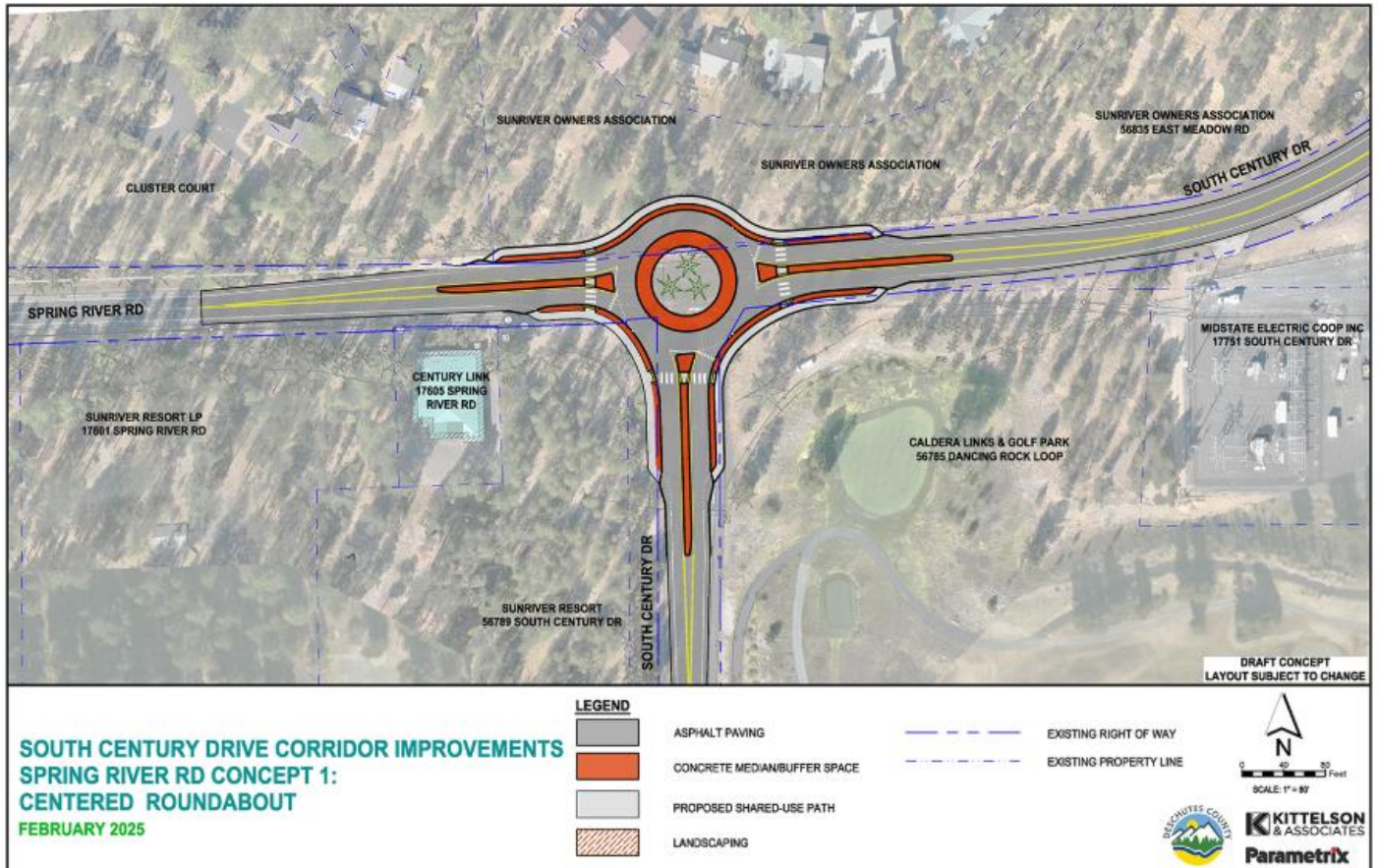
- **Posters at local businesses and destinations**
- **Website update on the County website**
- **Social media post on Instagram, Facebook and Nextdoor:** posted on March 17, 2025

## Key Takeaways

For Spring River Road, there was an overall preference for Option 1: Centered Roundabout.

### SPRING RIVER ROAD INTERSECTION

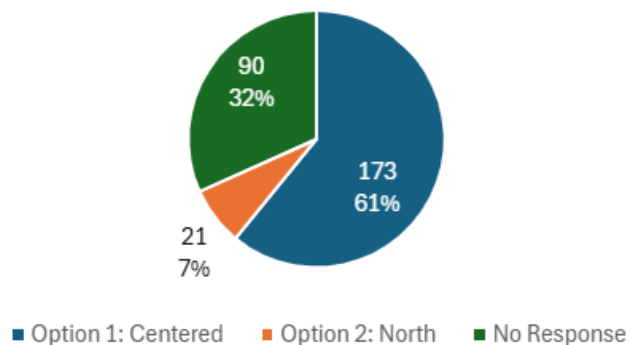
#### Option 1: Centered Roundabout



## Spring River Road Highlights

- 61% of respondents preferred Option 1: Centered Roundabout.
- 7% preferred Option 2: North Roundabout.
- 32% did not respond

### Spring River Road Results



### Option 1: Centered Roundabout

- Many participants shared their preference for its overall **cost effectiveness**.
- It affects the **least amount of property and is further from residences**.
- Participants preferred its **simple** design.
- Respondents believed the Centered Roundabout offered **better, straighter forward functionality** for residents and visitors.
- Several participants asked why the roundabout wasn't shifted to the south instead.

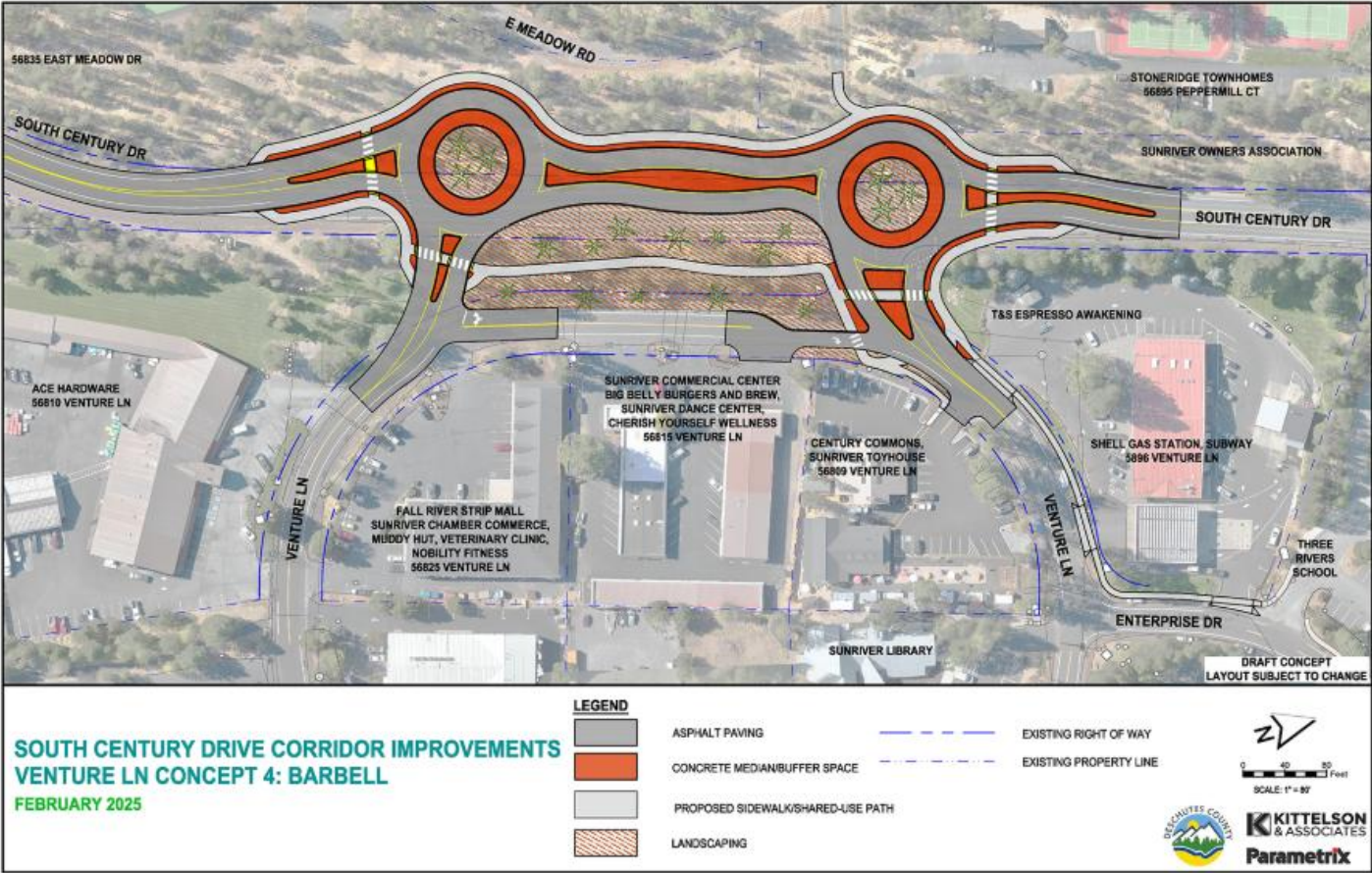
### Option 2: North Roundabout

- A few respondents thought the **construction impacts** would be easier on the community.
- Several participants believed it would prioritize bicycle and pedestrian safety better.
- Several participants did not like the negative impact to homeowners this roundabout option created with its land acquisition.

For Venture Lane, there was an overall preference for Option 4: Barbell, with a second preference for Option 2: Single Roundabout and Turn Lane.

# VENTURE LANE INTERSECTION

## Option 4: Barbell



### Venture Lane Highlights

Original responses:

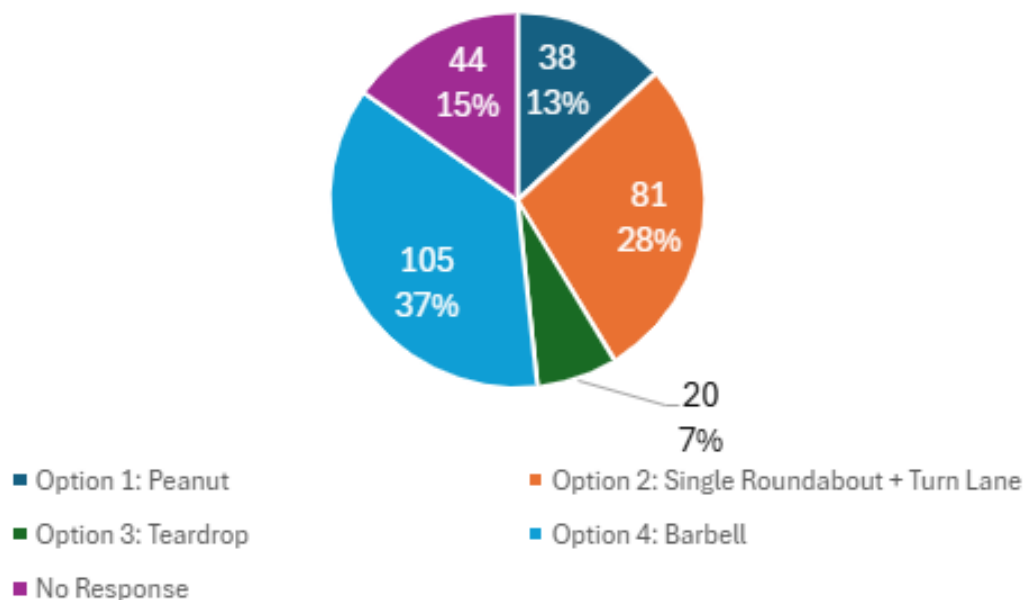
Survey Response	Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
1 (least favorite)	68	58	119	53
2	68	49	59	37
3	66	56	41	52
4 (most favorite)	38	81	20	105

### Weighted Scores (responses multiplied by score):

Score	Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
1 (least favorite)	68	58	119	53
2	136	98	118	74
3	198	168	123	156
4 (most favorite)	152	324	80	420
<b>TOTAL:</b>	<b>554</b>	<b>648</b>	<b>440</b>	<b>703</b>

- 37% of respondents ranked Option 4: The Barbell as their preferred option.
- 28% ranked Option 2: Single Roundabout + Turn Lane as their preferred option.
- 13% ranked Option 1: Peanut Roundabout as their preferred option.
- 7% ranked Option 3: The Teardrop as their preferred option.

### Venture Lane Results



### Option 1: Peanut Roundabout

- A few respondents thought it was **aesthetically pleasing and cost effective**.
- A participant thought this option would increase traffic and travel around the business park.
- Several participants complained of its inaccessibility to the business park.

### Option 2: Single Roundabout + Turn Lane

- Many respondents preferred its **simple design**.

- A few participants thought it **prioritized bike and pedestrian safety**.
- A few participants thought it **affected established property less** than the other options.
- Some people believed this option affected **business and school access less**.
- **A participant thought the left turn lane defeated the purpose of a roundabout.**
- A participant worried that this design wouldn't prohibit people from taking dangerous left turns.

### Option 3: Teardrop

- A few participants believed this option to be the most **cost-effective**.
- Some participants thought this option was too intrusive on Sunriver property and brought traffic closer to homes.
- Some participants said it would cut off access to the business park.
- Some respondents said this option was too complex.
- One respondent said this option was not good for bicyclists.

### Option 4: Barbell

- Many participants believed it would help with **bike and pedestrian safety**.
- Several respondents thought it had **better functionality** than the other options.
- Some participants believed it would help with **access to the business park**.
- Some respondents liked its **simple** design.
- A participant worried that this design wouldn't prohibit drivers from taking dangerous left turns.

Common concerns about all options included:

- None of the options properly addressed bike and pedestrian safety.
- None of the options allowed multidirectional access to Sunriver Business Center.
- Options are worse than what is currently in place.
- The options are overly complicated and confusing, especially for visitors.

## DETAILED FEEDBACK SUMMARY

The following includes a summary of all feedback received about Venture Lane, Spring River Road and Huntington Road.

*See Appendix A for a list of all comments from the Online Open House, Appendix B for Online Open House pages, Appendix C for other comments and correspondence gathered outside of the Online Open house and Appendix D for a map of respondents*

**General project-related concerns from open house respondents include:**

- Property impacts for the design options.
- Impacts to businesses in the business park during construction.
- School access with a new roundabout and during construction.
- Bike and pedestrian safety:
  - Some comments focused on the need to prioritize overall bike and pedestrian safety.

- Some expressed concerns on how the new roundabouts might impact bike and pedestrian safety.
- Cost of roundabouts.
- Some did not like any of the options presented:
  - Some mentioned that nothing should change at Venture Lane and that the traffic light works for the community just fine.
  - Move the roundabout on Spring River Road away from SROA property and homes affected.
- Semi-trucks will have a hard time for any option presented.
- Safety for construction workers during construction.
- Increased traffic during construction.

**Other comment themes from online open house respondents include:**

- A desire for a bike and pedestrian tunnel or bike path at Venture Lane and South Century Drive.
- A desire for a bike path at Huntington Road.
- Traffic impacts at the Huntington roundabout.
- Additional parking is needed at the business center.\*
- Concern for safety at the South Century Drive and Vandever Road intersection.\*
- A desire for Venture Lane to become a one way.\*

*NOTE: Comments with asterisk are outside the considerations of the project.*

In addition to the Online Open House, 7 individuals emailed the County or submitted comments via the project website, and SROA submitted a statement to the County. The unedited and unabridged comments can be found in Appendix C.

**Comment themes from email and County's project website participants include:**

- There is no need for improvements at Venture Lane and doing nothing is preferred.
- There is no need for improvements at Spring River Road and doing nothing is preferred.
- Solutions should have no or minimal impact to SROA.
- The proposed plans prioritize drivers over bicyclists and pedestrians.
- Spring River Road's Option 1: (centered)roundabout is preferred because it appears to affect the least amount of property.
- Spring River Road's Option 2 (north) roundabout will be noisy and bothersome for residents.
- Venture Lane's Option 4 (Barbell) roundabout is preferred because it appears to affect the least amount of property and will increase bicycle and pedestrian safety because it would force people to slow down.
- Venture Lane options are over-designed and too complex.
- Roundabouts can be unsafe for bicyclists and pedestrians due to driver confusion.
- Suggest considering a tunnel or a signal-controlled crosswalk at Venture Lane to make pedestrian crossings safer.

**Comment themes from SROA statement include:**

- There is support of necessary improvements to roads, intersections, bike lanes, pedestrian amenities and similar infrastructure improvements that prioritize safety and capacity needs.
- Traffic counts, vehicle crashes and bicycle/pedestrian conflicts data should be released to the public for review.

- Long-term impacts to adjoining residential development such as noise, dust, glare and effects on property values should be considered and prioritized.
- Long-term impacts should be prioritized over short-term impacts and cost.
- Bicycle and pedestrian safety to be prioritized at both intersections.
- They recommended considering a pedestrian undercrossing at Venture Lane.
- The public process seems disingenuous due to previous notices released that showed only one intersection design option. Their hope is that public input will be considered with the preferred alternative.
- For the South Century Drive and Spring River Road intersection roundabout, SROA does not support or endorse either and are opposed to both options. SROA would prefer that the county:
  - Works within existing right of way as much as possible.
  - Builds no closer to adjoining residential uses and prioritizes a plan that impacts undeveloped/non-residential properties the least amount possible.
  - Provide residents with a third roundabout option at the Spring River Road intersection.
- SROA has included a conceptual design recommendation for a proposed third roundabout option that would not have any impacts to the adjoining residences. This recommendation was not developed by an engineer per SROA.
- For the South Century Drive and Venture Lane intersection roundabout, SROA supports Option 2 (Single Roundabout + Turn Lane). SROA would appreciate the following considerations:
  - Work within the existing right of way. SROA believes Option 2 has the least intrusion onto private property outside of the existing right of way.
  - Do not move closer to adjoining residential uses.
  - Option 2 has less impact on undeveloped/non-residential properties.
  - A tunnel for bicyclists and pedestrians is desired.
  - Engage the property owners and SROA community by sending mailed notifications and hosting in-person public meetings.
- SROA requests answers to the following questions from The County:
  - Have the surrounding property owners who will be directly affected been provided with individual notice of the proposal?
  - Is a land use review and approval process required for these improvements?
  - What is the process for acquisition of private property for public right of way?
  - What is included in the final decision making process? Is the final design appealable?
  - What is the timeline and how long is construction?
  - Are the budgets available for public review?

# RESULTS SUMMARY

The following feedback was provided from 288 online open house comments.

## Which of the two Spring River Road roundabout alternatives would you choose?

The design option that participants showed the **most preference for is Option 1: Centered Roundabout (173 responses, 61%)**. 21 respondents selected Option 2: North Roundabout (7%). 90 respondents did not indicate a preference (32%).

*Note: A few respondents that did not indicate a preference left a comment advocating for either of the options and instead proposed their own solutions.*

## Please explain why you selected the choice above.

We asked respondents to share why they selected Option 1 or Option 2. Those responses included:

### Option 1: Centered

- 101 respondents mentioned they liked Option 1 because it **affected the least amount of property** (SROA and privately owned).
- 76 participants said they believed Option 1 to be **more cost effective**.
- 14 participants said Option 1 had **better functionality**.
- 12 said they liked the **simpler design** of Option 1.
- 4 people said they thought it was better for **bike and pedestrian safety**.
- 3 said they thought Option 1 was more **aesthetically pleasing**.

### Option 2: North

- 6 respondents thought Option 2 was better for **bike and pedestrian safety**.
- 4 participants thought Option 2 would **impact the community less during construction**.
- 2 participants thought Option 2 was **more functional**
- 1 participant thought it was **aesthetically pleasing**
- 1 participant thought the **user experience would be better**.

### No preferences

Most participants who did not choose a preference left their comment section blank as well. Some commented that neither design was preferred, and they'd prefer the roundabout to be moved further South and away from established property. In total, 7 individuals commented "neither," referenced a preference for third roundabout further south or said "do nothing."

## Which of the four Venture Lane roundabout alternatives are your favorite? Rank your favorites below with 1 being your least favorite and 4 being most favorite (use ranking only once).

The design option that participants showed the **most preference for is Option 4: Barbell (105 responses, 36%)**. 81 respondents selected Option 2: Single Roundabout + Turn Lane (29%). 38 respondents selected Option 1: The Peanut (13%). 20 participants selected Option 3: Teardrop (6%). 44 did not indicate a preference (15%).

## Please provide any additional comments regarding your rankings.

We asked participants to share why they ranked the roundabouts the way that they did. The below responses are for participants first choice ranking:

### Option 1: The Peanut

- 3 participants thought this option had **better functionality** for the area.
- 2 people thought it helped with **bike and pedestrian safety**, and that it was **cost effective**.
- 1 person thought it was **aesthetically pleasing**, that the design was **simple** and that it was **familiar for users**.

### Option 2: Single Roundabout + Turn Lane

- 16 people liked the **simple** design of this option.
- 9 people thought that it **affected the least amount of property** and thought it was best for bike and pedestrian safety.
- 8 people believed this option was best for **business access**.
- 7 participants thought users would find it **familiar** and therefore easier and safer to use.
- 6 people cited this option as being the **best for Three Rivers School access**.

### Option 3: Teardrop

- 3 participants preferred this option due to its **straightforward functionality**.
- 3 participants liked that this option separated the **business park and the road**.
- 2 participants believed this option considered **bike and pedestrian safety well**.
- 1 participant cited its **improved access to Three Rivers School**.

### Option 4: Barbell

- 18 respondents thought Option 4 would **improve bike and pedestrian safety**.
- 15 participants thought it would **improve business access**.
- 11 people liked the **straightforward functionality**.
- 8 participants liked its **simple design**.
- 5 respondents thought the design **would feel familiar to users** and therefore easier to use.
- 3 participants cited that this option would **improve school access to Three Rivers School**.
- 3 respondents thought this option **effected property less than the others**.

- 2 believed it to be **aesthetically pleasing**.

### No preferences

Most participants who did not choose a preference left their comment section blank as well. Some commented that neither design was preferred, critiqued the designs or wished for something different altogether. In total, 25 individuals commented do nothing or do something different. These comments include:

- Concern over increased traffic on South Century Drive due to construction and due to unfamiliarity with roundabouts.
- Concern that none of the options improve bike and pedestrian safety.
- Request to turn Venture Lane into a one-way.
- Some expressed the desire to prioritize locals over tourists.
- Some said they'd prefer the County did nothing or did something differently. Different traffic improvements mentioned included making Venture Lane a one-way, keeping the traffic light (do nothing) or implementing additional pedestrian safety improvements.

### Do you have any other comments or questions? Is there anything else you want to share with us?

We asked participants to share any additional comments here. Those include:

- Ensure there is enough sidewalk for pedestrians to and from and around the business park.
- Excitement over the improvements.
- Implement other safety measures, such as rapid flashing beacons at crosswalks.
- Concern over the cost of the project.
- Timing of construction; requests to avoid summer tourism season.
- The need of an additional roundabout at Vandeventer Road.\*
- Venture Lane does not need a roundabout and the traffic light is preferred.
- Consider the turn radius for semi-trucks and reconsider paving with concrete (asphalt preferred).
- Desire to install a bike tunnel crossing at Venture Lane.
- Consider inclement weather when designing roundabouts.

*Note: If the comment pertained to their Venture Lane ranking or Spring River Road preference, we've included it in the coded comments above. If the comment has an asterisk at the end, it is outside of project considerations.*

# APPENDIX A: ONLINE OPEN HOUSE RESPONSES

Below are the unedited, unabridged comments submitted by participants in the online survey, sorted by question where they were entered.

## Tell us why you selected the [Spring River Road] option above.

### Option 1: Centered Roundabout:

- Maintain a buffer between residences and roadway
- I believe minimal impact to surrounding forests is important option 1 takes less land and keeps the road in a smaller footprint
- Lower cost and less residential and ROW impact
- Less expensive, and doesn't infringe on nearby homes as much.
- It seems like it would be less complicated to not have to get right of way permissions from owners so less push back.
- Less expense and intrusion into private land
- Lower cost and less private property impact
- Lower cost of project and less space used/disrupted
- Using as much of existing structures as possible will help in reducing any potential cost overrun.  
Maintaining a larger buffer between homes and the road is simply being a good neighbor, it will also help homeowners retain property value in the future. In addition to these reasons, it offers a larger buffer for any potential driver mishaps as well as better noise reduction due to a longer distance between the roundabout and homes.
- It's cheaper and it keep traffic from encroaching onto any adjacent property,

specifically keeping vehicles away from the residences to the North

- No need to push into Sunriver.
- Looks better and uses the existing infrastructure.
- The centered roundabout will be much more effective. Eliminating extra curves leading up to the roundabout will help during winter weather conditions.
- Cheaper
- Less impact to residences, less expense
- Residential impacts, lower costs
- Greater proximity between residences
- Less money, primacy to houses,
- Simpler, costs less, less impact
- Too close to the Sunriver homes at this site to have all this in the backyard all hours. Option 1 is much better!  
I have home in Caldera Springs and it's very difficult with small kids and adults, to connect from CS to the bike paths in Sunriver. Loose gravel is always on the side of the road, as it not swept up enough for Sprint Summer and Fall riders.
- It doesn't need to encroach on peoples houses.
- So happy for any roundabout here . This is really needed. In safe corridor during peak seasons in Sunriver.
- Cost
- Keeps the road straighter, which will make driving in winter easier. The northern route has more bends in the road which will cause more accidents in winter.
- Less land needed, appears to require slower speed of traffic

- Lower cost, less additional land required.
- Lower cost and less R/W needed.
- Lower cost, lower ROW acquisition, lower proximity to residences, more aesthetically pleasing than option 2.
- - Minimum cost
  - Less proximity to properties in Sunriver
- Less expensive and retains the current footprint. Open the emergency exit point on Spring River and into the Resort to allow local traffic to the west of the intersection an opportunity to reduce traffic and bypass construction.
- The second option puts the circle to close to the homes to the north. A third option would be to south the roundabout.
- While the other choice would probably be more beneficial during construction because it requires less Temporary construction access, I believe the folks in the homes nearby would benefit from the centered model Since it is farther away from their properties. Personally, I never find that intersection to be too difficult. It seems to flow pretty nicely most of the time.
- The difference doesn't seem significant enough in its benefits to warrant the extra land needed.
- Lower cost option, uses less private property.
- Cost is less for this option and residential areas are minimally impacted.
- While the impacts would be less during construction, if I were a home owner near the circle, every foot closer would be a concern. Unless there were a way to create a visually appealing, natural looking noise barrier, thought that would use yet more land.
- For those of us who drive this intersection towing trailers on a regular basis, a

centered roundabout is much smoother to navigate. An example of what NOT to do = the off-center roundabout at NE Butler Market and Powell Butte next to the Bend airport. It is horrible to navigate with anything larger than a passenger sedan!

- No realignment of the road required. Maintains distance from homes. Lower construction cost.
- Most Fiscally Responsible choice
- the second one makes no sense
- Cost and further away from residences.
- I think the roundabout should be fairly large as traffic in the summer is quite busy.
- It looks like the cheaper and easier of the two
- Cheaper & serves the same purpose.
- Centered Roundabout meets project criteria, reduces impact to SROA and other Sunriver private property and is less expensive.
- Better long-term design, and maintains a better buffer to existing residences.
- I dont see an advantage to bumping it out closer to residents as in option 2 aside from construction interference. More cost effective and seems to provide the same safety improvements.
- Seems to impact less SROA land and less costly, due to less right-of-way requirements. Both options appear the same.
- Seems to impact less SROA land and less costly, due to less right-of-way requirements. Both options appear the same.
- Keeps the road straighter, which will make driving in winter easier. The northern route has more bends in the road which will cause more accidents in winter.

- Less intrusive. Please ensure the roundabout is well-landscaped and not just concrete and asphalt.
- Simpler
- Cost
- Lesser cost and lesser impact on property owners to the north.
- I would choose this option to minimize the impact on the existing residences.
- The two look similar except for the widening necessary for the North Roundabout. I feel the Centered Roundabout achieves the same objective, while minimizing the impact to adjacent residences.
- Cheaper and better for the neighbors.
- I've been an Uber driver here for 7 years and less of an angle turns would make it safer. And please don't use cement, pavement is much stickier.
- There is less of an angle for steering/turning on icy and snow covered roads on all of the turn options. I also think there should be dual lanes in the roundabouts for thru vs turning traffic to prevent more traffic backups
- Less expensive & further from residences
- less land required and farther from on housing to the north.
- Lower Cost
- less impact on Sunriver home owners
- less long-term impact on neighboring properties
- Option 1 is a crappy thing to do, moving traffic closer to existing residences (although a case can be made that it will be less noisy than a stop sign, since most vehicles won't have to accelerate from a dead stop). Option 2 is a really crappy thing to do, excessively intruding on existing residences. Sure, option 2 is easier to build, but that shouldn't be the priority. Also,

is there some form of structure/wall that can elegantly shield existing residences from the now-closer traffic?

- I don't see any reason to move the roadway closer to the existing houses, and would anticipate a reduction in their value.
- Option 1 doesn't encroach on Sunriver homes as much as #2. I don't live on that end, but if I did I would be extremely unhappy with #2. As a Sunriver homeowner I don't like option #2 at all.
- Option 1 provides a viable solution that is largely within the footprint of the existing roadway. It's less expensive and doesn't come into proximity to residences. While impact to the roadway during construction may be more extensive than option 2. those are temporary conditions.
- Less \$ and not as close to residents
- simple and cost effective
- Looks like approach angle/steering adjustment about the same for each. Option 2 takes more land. #2 looks like it points E. Bound headlights into homes N. of the roundabout more than #1.
- Seems simpler. Not clear what advantage is of north option.
- Because it maintains the road the same distance from residences and costs less. Don't see the need to move it north.
- Greater buffer between roundabout and residences. Greater aesthetic appeal. Less cost.
- Smaller ROW acquisition, lower cost, more direct traffic flow
- Option 1 could be enlarged easier in the future for higher traffic count if needed
- Lower cost. Less land acquisition. Farther from residences.
- Less expensive, centered, less land use

- Extra expense, I would prefer the extra \$300K be used for the Venture Lane roundabout.
- It seems less intrusive and expensive with the Sam results.
- Why was snow removal/winter driving conditions not one of the considerations? We get much more snow here than around Bend. Also important that the crown of the road not be too exaggerated to prevent cars from sliding into the curb.
- Long term moving of a roundabout closer to houses for easier short term construction & lower impact does not make any sense, and it's more expensive, and it takes up more forest space.
- Keeps centered and not as close to residences. Less expensive.
- Lower cost  
Less impact to nearby residence
- My son was nearly killed at this intersection. The extra traffic from Crosswater and Caldera causes extra accident concerns. There are both right and left turn lanes at the stop sign. Traffic from Springriver Rd is going fast. You barely have time to turn either direction.
- Looks very simple
- I drive that intersection daily and see no reason to orient it on the north side. Additionally it will add additional cost and be a major inconvenience to the Sunriver homeowners.
- Option 1 checks all the boxes regarding price, functionality and size of needed land acquisition and option 2 does not appear to offer any advantages over option 1.
- It's less expensive and it maintains the buffer between the road and the residential property
- Cost less, and easier to navigate once completed. A little inconvenient during construction - we can deal with it.
- Option 2 looks like it will be an easier flow to get on and off of the roundabout, but Option 1 takes up less land and stays away from the houses in Sunriver. We live full-time in Caldera Springs and the "shared use path" at this new roundabout, scares me. This is a very busy intersection as it is.  
Vacation renters trying to get to and from the river by car, bike, and walking with large floating devices, has become a huge safety concern with people all over the road. Please consider making the "shared path" much longer, and have it curve away from the road and cars. Vacation renters do not know how to navigate roundabouts very well and they are busy concentrating on the merging traffic ahead. The last thing we all need is a bunch of bikes and walkers on the "shared use path" right next to the road.
- It doesn't seem necessary to move it north. It might make sense if it makes the roundabout wider, but from the graphics, that doesn't appear to be the case. Cheaper and simple seems to make sense.
- Both options impinge on SROA property. Redesign so that the impact is on the properties to the south.
- Seems more straightforward (pun intended) and not as close to residences - and lower cost.
- Appears to be similar end results, but less expensive and less impact on surroundings after construction is completed.
- Less land acquisition and disruption to land to the north.
- It is less impact on the private properties, costs less and seems to pretty much do the same job as option #2.

- The road is already there, you don't need to move towards the residences. If you are concerned about traffic backing up it would make sense to add a second lane to the roundabout. Let those of us going straight just move on through. I'm not getting stuck behind the people turning onto S Century. That would completely ruin the road and ruin the purpose of using a roundabout in the first place.
- Because it's (redacted) cheaper and it does the same thing.
- Kinder to surrounding residences as it will allow a buffer as opposed to "close proximity" described in #2.
- Less cost and less impact to homeowners nearby
- All things considered, centered saves money, uses less land, and retains buffer between residences.. reduces crashes by same percentage.
- Retains current roadways, maintains distance from nearby properties, less expensive.
- Less proximity to residences. Less cost.
- Less expense with same impact!
- Farther away from residences.
- The cost of the second is excessive. Living neighbors effected.
- If you move it north, you are very close to a few houses in Sunriver which is bad for them and not really serving any purpose. Will there be paved bike/pedestrian paths around these circles? I hope so because there are a significant number of bikers that would get in danger if going around the roundabout with cars. Also, it is worth noting that this intersection is at the location of a one time little hamlet known as Harper. I read about it in Ellen Waterston's book "Walking the High Desert". It had a hotel

located about where the current power facility is and it was a layover on the long trip by horse from Bend to LaPine. Maybe the circle art could reflect this history. I expect it is why the nearby bridge over the deschutes is called Harper Bridge.

- Less money, less space.
- I think there would be a lot of pushback from the owners in SR where the road will be so close to their residences. There is a lot of traffic on this road and it will be quite an impact.
- Less money and less need to acquire more property and better for the residence is this area.
- lower expense; reduced encroachment
- Option 2 looks like more work (and more cost) in addition to requiring great land acquisition.
- Because option two is bigger for no reason. Seems option 1 take up less room
- It looks like the centered roundabout requires less driver deviation and would be the smoother choice.
- Cost effective, less land impact.
- Ease of ingress / egress, less impact to surrounding properties
- Keep it simple.
- Less impact on homeowners living near this intersection.
- No reason to use Option -2 and shift North, closer to houses on Pine Bough Lane, and take more property from SROA. Option 2 also has a negative of costing more money. Shifting slightly South would straighten the road some and split the road some between Pine Bough and Dancing Rock Loop. After Midstate drop it South a little, and slow the cars down some and straighten the road a little.
- Cost and impacts

- Lower cost, more distance (less proximity) to homes. Short-term disruption seems manageable.
- This choice offers the least encroachment on the Cluster Cabins in Sunriver and takes less property from SROA.
- Six of one/half dozen of the other, except slightly lower cost.
- I don't see much benefit from the more expensive Option 2. Less impact on Sunriver property on the south end.
- Cheaper, less impact to residences
- While it requires more extensive temporary road construction to complete - it leaves more buffer to residences. The loss of buffer to residences in Option 2 would be permanent, and I would expect would be considered a significant impact to those living in the area. Option 1 also comes at less cost with a preferred long term outcome.
- Lower cost, less land acquisition, seemingly less impact on nearby residences
- The road should not be shifted toward homes, especially since there is bare property on the south side. Why can't the road be shifted to the south instead?
- Lesser impact to existing homes.
- Looks good and saves money
- Option 1 has slightly better angles for slowing vehicles traveling through the roundabout. One of the primary advantages of a roundabout in this context is to help slow traffic as conditions change from rural, open roads to more congested commercial activity and option 2 does a poor job of this. And example are the new ODOT roundabouts on US20 north of Bend: the wide sweeping entrances and exits do not slow traffic much and as a result, these intersections are pretty scary to walk or bike

across.

The way the multi-use paths hug the roundabout is also a problem for people crossing the roundabouts on foot or bike because as they turn from the multi-use path, they enter the crosswalk almost immediately, giving drivers very little warning. Putting the multiuse paths farther from the roundabout with a longer approach to the crosswalks would help with this. It also appears that both options actually WIDEN the vehicle lanes approaching the roundabout, further signaling to drivers that they don't need to slow down.

The communities close to this roundabout have invested heavily in bike and pedestrian infrastructure. This roundabout does not mirror this emphasis and this intersection will continue to be a barrier to people walking and biking in this area which is very close to schools and a commercial area which could benefit from better pedestrian and biking infrastructure.

- Moving it more to the south side does not result in the project ending up in people's backyards like Option 2 does. It may take a little more work on your end up front but it is better for everyone in the long run.
- seems most direct and does not impact residences as much.
- Saves money and keeps the traffic further from existing residences.
- Further from residences. No rationale given for north roundabout.
- Land acquisition from Sunriver could be contentious and lengthen project time beyond inconveniences of the centered option.

#### **Option 2: North Roundabout:**

- Safer for people trying to cross the road

- the approach angles for option 1 are too shallow and likely will create higher speeds thru roundabout and reduce safety operations in the roundabout
- Which will be better for semi's. I chose it for the opportunity that people slow down ahead of time.
- From my experience living in Bend, I find that an offset roundabout seems to slow the traffic better than straight on. Plus, it allows for less interruption of existing traffic during the build.
- There are an incredible amount of cyclists on this road and this seems the safest for them.
- provides better flow for traffic. The other option only supports healthy traffic flow for spring river and not for cars coming from century.
- It seems this is the option that would keep traffic from having to use Vandeventer to get onto the highway to detour. If traffic can still go through without diverting to the highway, then I prefer option 1 because of less land to acquire and further from homes.
- The straight in approach does not get as much safety benefit as a traditional curved entry/exit design.
- Safety for construction workers and less road impact.
- Looks like approach angle/steering adjustment about the same for each. Option 2 takes more land. #2 looks like it points E. Bound headlights into homes N. of the roundabout more than #1.
- Option 2 seems easier to construct and with the curvature may help keep speeds down. Though a bit concerned about taking out trees on north side toward residents, but seems Option 1 would likely take these out

anyway if building the temporary roadway during construction of this option.

- User familiarity with shape.
- MAYBE MORE LONGTERM LANDSCAPE IS SAVED BY MINIMIZING THE " Extensive temporary roadway construction required." Please bring bicycle traffic as far away from intersection as possible. Get creative here, think outside the box, visit The Netherlands. Make this an example for future projects and one we can all be proud of. Hoping the HUNTINGTON PROJECT does the same for bicycles.....take the bikes way out of the way of the round about. It will make everyone happier and the community will benefit+. Please connect the Huntington roundabout bike traffic to the Venture roundabout MORE SAFE. Can we put a bike lane under the power poles through Vandeventer's SOUTH property to their main entrance? THANK YOU!!
- Minimizes traffic disruptions during construction. This is the only roadway from DRRH and other areas to highway.
- Easier to work with while constructing
- It appears from #2 that the vehicles heading north on S Century will benefit from a little more time to see the easterly moving vehicles and therefore be able to proceed into the intersection more safely.
- Looks nice

#### **No preference:**

- Option 3, do nothing.
- Neither one. The current traffic pattern works extremely well. I have used this route at least twice daily since 2001 and there have been no issues at this intersection that I am aware of. A large waste of money and my time negotiating this "improvement" during and after construction.

- Neither.
- Reject both. Add a 3rd alternative, moving away from SROA property and homes affected (quality of life & property values) by either of the 2 presented options. Moving the roundabout south would not be near Caldera or Resort homes. A large berm should be built between the roundabout & nearby homes.
- Neither. Design should be moved to the south, away from the only residences/homes adjacent to the project.

## Please provide any additional comments regarding your [Venture Lane] rankings.

### Option 1: Peanut

- Single roundabout with turn lane looks like a nightmare for people trying to go straight through toward Spring River Road. I do not want to sit behind a line of cars waiting to turn left - please do not do this. Peanut and Barbell make the most sense. Barbell drawings look like a lot of ugly flat ground without much landscaping. If you're going to do that, hope you invest in beautification.
- Some of these are way too complicated and then throw bicycle's and people in the mix. It will get someone hurt.
- I also feel the traffic light works fine . Just need clear bike and pedestrian walk ways especially with the new food carts and school
- Cost, easier transition and less disruption to local businesses, aesthetics
- #2: All that work to still have unprotected left hand turn. #2 and #4, all that new infrastructure and still frontage/parallel road?
- We have so many tourists and I think the Peanut or Barbell will be the least confusing

for them. I don't like if you go to the Hardware store with the other ones, it is not a quick in and out. Thanks you for all the work on these!

- With option 1 put crosswalk across the middle of the peanut. That way walkers/cyclists only need to look one way at a time when crossing South Century at busy times.
- Please put tunnel for bikes to get across at the business park as there are so many pedestrians and bikes crossing at that location.
- I believe Planning needs to acknowledge that a majority of traffic is from tourists. Options 2&3 would be horrendous for those not accustomed to the area.
- PLEASE READ!! We live in Caldera Springs which Sunriver Resort has widely advertised as the lastest and greatest place to stay and rent. Our houses are 4,000-5,000 sq ft and hold 4 families and their kids, so 12-16 people per house. Daily those vacationers are biking or walking to the Sunriver Resort, shops, and restaurants from the Caldera Springs bike path, into the business park. This path comes out next to the east side of Ace Hardware. Those families are cutting across Venture Lane and into the Fall River Strip Mall parking lot, at the entrance to the Sunriver Vet. Many of these little kids are 3 to 10 years olds. Whichever roundabout you put in, please consider that you want the traffic in front of Ace Hardware to be going SLOWER than it is now. There is a big curve in the road as you head to Ace Hardware from the current light. And people are speeding around that corner to get to Ace Hardware or more likely, the Post Office. Someone is definitely going to get killed trying to cross Venture Lane from the Caldera Springs bike

path. Please, please, please walk this route and watch the cars flying by. Use this info to make the route from Caldera Springs to Sunriver Resort, safer.

- Provides best traffic flow on Century.
- #4 seems like it will provide for the best traffic flow and accessibility, with #2 being the next best. I don't like #3 because it causes more pedestrian conflict and harder for school traffic. #1 is my least favorite since 2 business driveways have to be closed and these businesses have a hard enough time and do not need more problems for customers to frequent their place of business.
- I think the Peanut Roundabout is the best option because unlike the Barbell the Peanut Roundabout has one big "roundabout" if that make sense. So the traffic that is going down South Century doesn't have to go through two roundabout like in the Barbell. The Peanut Roundabout looks like it would flow better and easier to get around. All of the other options have too many options and get confusing. With elderly people and snow mixed in all of it I think the Peanut Roundabout is the best choice. If I had to pick a second choice I think the Teardrop would be my second choice. Thank your for your time and consideration.
- Options 1 makes the most sense. Option 2 has a left turn lane that defeats the roundabout mission. Without a crosswalk light, my biggest hesitation with all of them is how to best accommodate the pedestrian and bicycle crossing that is so frequent there. You're increasing the crossing distance with multiple lanes. Would a tunnel be possible?

## Option 2: Single Roundabout + Turn Lane

- The single roundabout appears to be the safest option of all of them, with a barbell and peanut as a close second.  
The barbell and peanut are so closely linked that there may be a happy medium between the two, perhaps Venture Ln could be turned into a one way rd with its entrance on the south and exit on the north? This would prevent people entering/exiting the roundabout at such multiple close distances to each other, and allow for 2 lane roundabouts to help meter outflow at each of the exits better. At the northern exit from Venture Ln right/outer lane turns an immediate right to exit, left/inner lane continues around the pattern to another exit. While at the entrance to the pattern on the south side, both lanes could turn immediately into Venture Ln or the inner lane could continue around the roundabout to exit on the north side or back around to exit on the south side if necessary.  
The teardrop pattern seems unnecessarily complicated in design and usage.
- I like the least expensive one. And would it be better if we turned venture lane into a one way?
- All this is a waste of money. Above all don't use the yellow poles on the islands. All the entrances to Sunriver look like a never ending construction zone.
- Great work on the graphics! Thank you :)
- BIG mistake removing a traffic light for pedestrians to get from Sunriver to the business park. Especially with the new food trucks in there. Best to keep a light there so they can all cross at once in groups or traffic will come to a standstill waiting for the pedestrians to leisurely stroll through the crosswalk all spread out. Safer that way too

- people pay more attention to traffic lights than crosswalks.
- I appreciate the consideration of school traffic, and I want the business park to benefit from visibility by tourists, so I like option 2 and 4 best.
- Additional dedicated access to Venture Lane will greatly benefit businesses in the area, it will also help ease the added congestion at school drop off and pick up times. I'm grateful that all projects include a dedicated sidewalk from roundabouts to the school.
- Having only one circle to contend with for through traffic, avoiding backups and keeping things simple for the school, which will only increase in numbers and traffic, avoiding any left turns or pedestrian risks, costs.
- Oh my goodness, please tell me you are considering how confusing these complicated designs will be for the waves of tourists that descend upon Sunriver!! Keep it simple. They can barely navigate the roundabouts going into Sunriver village. The Peanut and the Teardrop would be a nightmare! Yes, I agree that the roundabouts will keep traffic moving and improve access to the business park and post office, but please, please, please do not overcomplicate this.
- Option 2, no red not preferred areas. No driveway closures.
- Option 2 is most similar to other roundabouts in county, should be easiest for drivers to understand
- The walkers and bikes who cross here should be protected. This is taking up so much space with many of these. It doesn't need to be so large.
- Trying to navigate from Venture Lane to Century Drive already is confusing and prone to backups. Options 1 and 3 make a complicated interchange and make it even more confusing. 2 seems like the most straightforward solution, with 4 a close second.
- Keep it simple. The larger roundabouts are very confusing. And, the double round about are close together. It's a high traffic area in summer with a lot of out of towners. Single roundabout is best.
- None seem the perfect solution for this interesting intersection that will see more traffic over time. I do favor roundabouts over stop and turn lights as long as every driver behaves.
- Option 2 seems the least disruptive to businesses and the simplest format.
- Less of a turning radius is safest. Please don't use concrete. I know it last longer but asphalt is much safer. I'm an Uber driver with 18,000 rides that lives there in 3 rivers.
- option 2 has the least impact on neighboring properties and maintains more of a straight-line path for Century Drive through traffic
- Option 3 - Teardrop will be horribly confusing for most people, especially as regards bicycles and pedestrians
- Make Venture Lane one way (CCW). One lane entry merging to two. Two lanes exit; one north and one south at the current signal. It is a short road so driving to the Shell Station is insignificant either by mileage or time. Business will not be impacted. This simple change can be done w/o a roundabout.
- As a school employee, the access and safety of students and families is most important. The option 2 single roundabout is the easiest and most understood options.

The others can be confusing, particularly to the frequent resort visitors unfamiliar with how the work. This could put people, including students, at risk. The single roundabout is the best option.

- Option 2 seems the simplistic for car traffic and bicycle traffic and school traffic.
- The simplicity of design is appealing and ease of use (familiarity) make this my first choice.
- The single roundabout offers the best options for an acceptable price
- With whatever option is chosen, signage will need to be prevalent for tourists both in cars and also for bikers and walkers.
- Looking at future traffic projects, pedestrian crossing, and cost, designs 2 and 4 make the most sense and seem like they will be the easiest to navigate
- The simpler the better. School needs are most important.
- Any option that closes off access to the places like Big Belly Burger is not a good idea. Please note that the on road parking currently happening at century Commons will be a huge problem no matter what you do. The owner of the commons needs to find additional parking somewhere. The current situation is unsafe and is causing a lot of stress for everyone. The owner needs to rent the parking at the former Pharmacy across the street to provide adequate parking.
- Please do not construct any roundabout to the business park. It will only cause chaos. The existing traffic light is perfectly fine and every driver understands it.
- I don't really like any of these weird shapes. Why not just a single roundabout centered further east as compared to option 2, with 2 branches of Venture and 2 branches of S.

Century off it, without the additional intersection/"turn lane"?

- This is probably premature but it seems like the whole business district is dangerous for pedestrians and cyclists, especially for whom live in Caldera Springs and or coming from Sunriver. Can the plan include walking paths like SR?
- Option 2 has a solid "Preferred" & "Neutral" rating, no "Not Preferred" listing. Looks good for pedestrian/bicycle safety. Suggest moving further toward Business Park & away from SROA property and homes. Build a significant berm to protect nearby homes from sight & sound impacts to quality of life & property values.
- Single Roundabout just makes sense
- Prefer the simplest option due to the number of tourists who may be unfamiliar with roundabouts and many vacationing cyclist with little experience.
- Option 2, single roundabout would be the best option, it solves the problem with the least amount of impact to businesses and land. The teardrop option is my least favorite due to the potential back-ups and impacts to businesses and land. The potential for causing a backup defeats the purpose of the project. I think the peanut and barbell would be confusing to navigate, especially to visitors in the area. These options also have too many negative impacts.
- With the amount of visitors that drive through and don't know how to navigate a simple roundabout, anything more than a single roundabout is going to overcomplicate things. Please also minimize the amount of pedestrian crosswalks. The Business Park is not safe for the amount of vehicles that enter with not enough safe sidewalks and too many cyclists who treat

the roads like a paved path found in Sunriver proper.

- Keep it simple
- I live in Sunriver fulltime. My property is across South Century from the hardware store. I have not owned a car for the past 14 months. I ride an adult trike for transportation so I am frequently riding to the Post Office, the food carts, the convenience store and the hardware store so this road improvement impacts me greatly. The single roundabout + turn lane seems like the best option because it keeps the road at more of a distance from my property and doesn't take as much of SROA common area. I'm very concerned about my safety on my trike with these improvements. Currently, I can cross South Century with a walk signal, which provides some comfort that people will actually stop. With a roundabout there won't be a walk signal so the onus is on the vulnerable cyclist or pedestrian to get across the road safely. There are times when traffic is heavy enough that crossing might be more dangerous, not less with the roundabout design. There is also pedestrian and cyclist traffic from Crosswater to Sunriver.
- I would prefer a roundabout that is the least impactive to schools and businesses in the business park, and one that uses the least amount of extra acres to construct.
- School access needs to be given the highest priority.
- Option 1 causes people to turn their steering wheel back and forth too many times. Option 2 keeps the traffic away from homes and is least intrusive for businesses. Option 3 is too intrusive on Sunriver and brings traffic closer to homes. It also would interfere with E Meadow Rd within Sunriver. It would cut off some business access.

Option 4 would take more land from Sunriver and bring traffic closer to homes there. I noticed that all but Option 3 made extra bare space on the business park side. Why couldn't the circles be shifted more that direction, so you did not have to bring traffic closer to homes?

- Option 2 seems most user friendly. Although I think the entire business park should be a giant circle itself... Keep the light - or make a tiny circle as a calming measure - and make the business park a one way in, one way out. People will figure it out!
- Option 2 accomplishes the mission using the least amount of land and the least amount of disruption to the "norm"
- Don't like Option 1 as it forces travel all around the business park. Like the single roundabout with turn lane for direct access anywhere and only one traffic circle required.

### Option 3: Teardrop

- Cost is a factor but also flow for locals over tourists
- I like the least expensive one. And would it be better if we turned venture lane into a one way?
- The teardrop gives a nice buffer between the business district and the road. The cost is less, plus the impact of existing traffic will be less disruptive.
- Making Venture a one way street would simplify the design, improve flow and lessen risks to pedestrians.
- 3 is affordable and allows traffic to flow throw main road freely. Not everyone is interested in going into the business park
- teardrop is the closest to the beaver drive roundabout in Sunriver and works very well for traffic flow at 2 busy points.

- Think the Tear Drop is the best option because there doesn't need to be an exit for Camp Abbott and takes away from nature and is a waste of space. Also I wanted to add that for the Single Roundabout + Turn Lane the exit from Camp Abbott should not be a Right Turn only to then go all the way to the roundabout. I saw in the picture there was a white arrow for Right turn only. Why have an exit for Right Turn only? Just a thought. I think it needs to be Right and Left Turn allowed. Thank you for your time and consideration and let's hope the Tear drop gets approved. Thank you for all the options.
- Option 1 would close access to two businesses. That is unacceptable. Option 4, we don't need two roundabouts. That's excessive. Option 3 is my favorite because it provides easy access for a right turn out of venture lane which is what all the school traffic needs and still easy access to drive in all directions. Option 2 is the best second option though looks annoying. If your main concern with option 3 is the backup from the S Century roundabout, then you need to fix that roundabout. Comments on that one.
- Not sure that any of the possible projects really solve the problem. However Option 2 makes the most sense. We are still very concerned about pedestrian crossing in that area. Understandably a tunnel is not part of the answer but I see possible problems with the people crossing in that area. The establishing of the Commons food truck area has even increase the danger for this crossing in that area. Please look for some other possibilities.
- I like that option 1 groups the most movements together in one location. Looks to be one of the options with the lowest amount of conflict points between users. I

liked the higher amount of sidewalk/SUP space in option 1 for all directions of travel. I liked the long term build, average cost, and average ROW needs of all the options. It seems like a small portion of users that would be circulating through the entire way through Venture Ln. Circulating through Venture Ln in a vehicle doesn't feel too out of the way.

For options 2 and 4, I worry about the stop controlled intersections with right turn only striping. These seem like critical locations to prohibit left turning movements, but I worry the design won't fully prevent drivers from taking dangerous illegal left turns with short sight distance lines at multiple locations.

- Barbell seems to be overall best for regular traffic and school flow
- I do not like the peanut. I don't like the one on Newport Ave in Bend. I do travel to the business park 3 to 4 times a week in a car. I travel past the business park only a couple times a month. It is an area frequented by residents as well as visitors. Teardrop seemed to separate the through traffic from the business park traffic. I am concerned about traffic backing up into other circles in the future. I am also concerned about walkers and bikers and they need to be able to transverse the roads safely. My biggest priority is getting in and out of the business park safely and quickly. I visit several different locations in the business park. I am concerned about access to post office during construction period.

#### **Option 4: Barbell**

- Barbell serves the most purposes: safety, efficient, protection of access.
- Option 4 seems the best overall, less complicated to navigate, more options for

higher traffic volumes, less impacts to local businesses.

- I think the barbell is the safest to use, and causes the least amount of motorist confusion with two distinct roundabouts and it appears to encroach the least north and south. The peanut is slightly more confusing, but I think motorist can learn. It just takes up so much space. The tear drop pushes too far north. The single with a turn lane doesn't solve the problem enough and I can see the turn lane backing up into the round about.
- Considering that most of the people in Sunriver are not locals, i think the Teardrop would really confuse visitors. The peanut one also seems a very confusing as well. I worry about these roundabouts during winter when it's snowy and icy and it's hard to see where the roads are. I think the barbell would be the best option, although it's adding 2 roundabouts i think it will be the easiest to navigate through for locals and visitors. I also think opening the access on Venture near Ace will be super helpful too.
- My family deals with safely getting young bike riders /adults from Caldera Springs to access trail on West side across this newly proposed area. It's very difficult now and would like to have an easy link to the Sunriver trail system.  
Don't want to cross two busy side walks with no light, just not going be safe as it just to busy of an area for cars, bikes and pedestrians.
- - Option 4 (barbell) is safest both for cars and pedestrians. Also best for snow removal and commercial trucks.  
- Option 2 (single) creates a potential crash site with the turn lane and is not as safe.  
- Option 3 (teardrop) will make it very difficult for school buses

- The business park needs more than one entrance/exit point in case of fire emergencies. My preference is the barbell option because this will allow greater flexibility of movement into and out of the area.
- Options to inform our fairly equal in my view. I think we need to really give consideration to the school and those seem to be the better options for school traffic, buses, and so forth. I am retired, I don't have any children in school, but I just think that needs to be a big consideration.
- There's a lot of property to develop in the biz park area, and development will depend on having decent traffic ingress/egress. In this case, cost and property acquisition probably take a back seat to having a solution.  
Biggest downside is always the amount of traffic backup on S. Century, and all of these could impact that.
- I think this is pointless and the signal on South century works fine, they are trying to fix a problem that doesn't exist. the only issue there currently is the t intersection of venture Lane with itself. all of these options are confusing to drivers, especially considering how many of the drivers would be tourists. and if you think it will help with pedestrian and bike traffic safety, it's even more confusing from that view. from experience, tourists don't care where they are supposed to be in their bikes and will ride wherever they want; if they see the location they desire, they will make a bee line for it no matter what the traffic patterns tell them to do and a confusing and indirect route will just frustrate them and make this behavior more likely.
- 4 provides the best option and is more aligned with growth in the area!

- Barbell is by far the best option. Two ways to get in and out of the business park is needed, especially with all the school traffic
- Barbell, while more expensive, generally meets all of the criteria.
- The Barbell seems to add an added level of separation to disburse traffic more effectively, allowing less conflict of multiple uses. School busses are more segregated from USPS , ACE, Village Properties, Brewery, Powder Village only traffic.
- The Barbell seems to add an added level of separation to disburse traffic more effectively, allowing less conflict of multiple uses. School busses are more segregated from USPS , ACE, Village Properties, Brewery, Powder Village only traffic.
- No need for all the extra lanes and distance between the roundabouts, I don't even feel this should be done and I have lived here for 27 years and don't feel the need to spend the money as I have never been so backed up that it caused any true time delays. If they would just adjust the stop light timing during school hours there would not be an issue. Simple fix to the 30 total minutes of true traffic during school days.
- The Barbell option seems to minimize the negative impacts and preserve the two businesses that are closed in two of the proposals. It also appears easy and safe to access the business areas from either side.
- I like 4 the best since it will divide traffic between the sides of the venture lane loop.
- From a school bus perspective 4 will be the easiest to navigate and provides good access to businesses.
- Calms traffic most effectively; allows drivers to make easy selection for access to their destination within the business park.
- #4 is my first pick even though it takes more land from Sunriver, looks like it would elevate the current issues best. #2 is a very close second.
- While I like the innovative approach of the Peanut I think drivers may be confused by its unique characteristics causing congestion within the peanut. The sign Roundabout is a good option but doesn't offer as good solution for traffic flow as the barbell.
- You must pick the safest for bicycles & pedestrians - and make sure paths are wide enough for pulling trailers. There is a lot of tourist traffic at this intersection, including tourists pulling dogs & pets in bike trailers, and they will be less familiar with roundabouts.
- Option 4 appears to check all but one box. Would be interesting to see if can make a connection for bicyclists traveling north thru the roundabouts to more easily connect to the bike path on the west side without having to use multiple crossings thru the roundabouts.  
Option 2 appears doesn't quite get there and would need to likely move to Option 4 in the future, so we should go ahead with Option 4 now.
- Option 4 appears to be the "safest" option with the best traffic flow. I've experienced numerous occasions where drivers not familiar with traffic circles have gone the wrong way.
- Option 3 is terrible for the heavy bike use this area gets. Option 1 is not good for the school. Long term option 4 or leaving it as is, are really the only options that make sense. The other options are worse than the current entry. This is a heavily used area with a lot of visitors. Overly complicated routes are going to cause more issues.

Option 4 with back to back roundabouts at least keeps access easy and are less complicated.

- Prefer Option 4 Barbell by a large margin. It will do the best to separate the traffic on the Ace side from the School and food trucks traffic.

Extremely dislike the left turn lane in Option 2.

- I like the flow of the Barbell the best by far! I don't like having a turn lane after the single roundabout. That could cause a traffic problem.
- The barbell seems like the option that with handle local, school, and tourist traffic the best and be most manageable in a heavy snow year. Peanut has similar benefits but the barbell will look better long term as new trees grow in the clear area
- I go to ace hardware often looks easy to get to
- Spreads out congestion. Separates flows.
- I believe Planning needs to acknowledge that a majority of traffic is from tourists. Options 2&3 would be horrendous for those not accustomed to the area.
- Needed improvement. Thank you.
- Must build a bicycle tunnel under s century for safety. The cyclists in the summer - tourists who don't ride, are clueless. They can barely figure out howto use a crosswalk with signal. Please add bike tunnel.
- Option 4 is obviously the least disruptive to existing businesses. None of theses is great, but I recognize that is a very difficult intersection to try and improve.
- "Barbell" appears to be the best by far. "Peanut" OK, but clearly 2nd best. "Single Roundabout" clearly the worst, and even worse over time. "Teardrop" also bad, and also even worse over time.

- Frequent access to hardware store & vet make Single Roundabout's turn lane a little problematic
- What are we doing to accomodate bikes?
- Options 2 and 4 retain all business accesses, Option 4 provides left and right turns for both roundabouts, and is visually attractive.
- Can't turn left trying to leave hardware store with single, I can't imagine how many issues we'd have with out of towners trying to figure out how to navigate the other options, two circles just make sense and it's the same in sunriver proper
- No signal to assist in making left turn into Business Park with option 2. Northbound traffic will be travelling at a greater speed because the roundabout is farther away and so it will be more risky to make a left turn into Business Park, especially if no signal to stop or slow oncoming northbound traffic. None of the plans are good for pedestrians or bikes. Need a crosswalk to cross Venture Lane in front of Fly Shop or Big Belly cafe. The existing signal light is safer for peds and bikes to cross South Century. You need to install bikes lanes along both sides of S. Century and along Venture Lane. Not sure if bike lanes are on drawing for Venture Lane on all of the options. Option 4 is better because it stretches out the traffic distances giving drivers more time to see what is around them. This relieves congestion which is the biggest existing problem.
- Barbell will provide the most safety improvements and decrease the speeds the most, does not affect the properties in Sunriver as much as the Teardrop. Peanut and Single, may have a speed problem with cars going West, once in, they may increase

speed a lot if just passing through. Barbell slows traffic speed.

- Not convinced any change is needed to this intersection. Goal would be not to make things worse than they are now with respect to safety. If the road and its circles / dumbbells / teardrops etc become too clunky or cumbersome, people will try to take short cuts in driving or as pedestrians.
- I encourage the County to incorporate better, safer pedestrian infrastructure this project by building wide sidewalks or paths along along Abbot Drive and Century Drive between The Village and business park.
- The ease of the roundabout should be number one since people are idiots and easily confused. The length of the space between roundabouts is important as well, since pedestrians and bikers will be able to get more time to cross safely.
- Option 3 seems most complex and confusing. Option 4 seems most efficient with only slight negatives of increased cost and more land acquisition. However, given that this update needs to be functional for the next 20+ years -choosing the best priority makes that most long term sense. Cutting corners in terms of slight reductions in cost and land needed would most likely result in an outcome that remains expensive while not adequately meeting needs and resulting in user frustrations.
- Easiest to navigate, no business access restrictions, pedestrian and bike paths look better.
- Need smooth traffic and pedestrian and bike traffic as main consideration
- All the traffic patterns for these options are very much too complicated. I'd suggest that if the traffic patterns can't be simplified, we should improve the existing intersection, slow traffic dramatically between the Abbott

Dr and the proposed Spring River Rd roundabout and make sure that any future development doesn't increase the poor access along this stretch of road.

None of the options make sense for people walking and biking---the biking and walking connections between this area and SunRiver should be the most important goals of this project. All these variations make walking and biking through this area very complex and should be simplified. All the multi-use paths are too close to the roadway making the transition between the path and crosswalk abrupt and giving drivers very little warning that someone will be crossing. It also appears that the entrances and exits to the roundabouts will not slow traffic enough to keep vehicles moving slowly through these very complicated routes.

One of the objectives of this project should be to making getting from SunRiver to the business park and school easy and safe for people walking and biking. I realize that this intersection is only part of the way to do this, but these four options will never help meet this objective.

Please reconsider this project, reduce the foot print, slow traffic, and make the design welcoming to people walking and biking.

- None of these options provide a safe bike path from the Caldera Springs entrance near Camp Abbot Ace to connect to the proposed new bike paths and cross over to Sunriver. There is a constant stream of young children and large groups of bikers trying to make the connection to the Sunriver bike paths on busy Venture Lane
- These ranking are only based on vehicle traffic. Bicycle and pedestrian traffic is high in this area and from these descriptions I'm not sure how that's being addressed, so

evaluation along those lines is not included in this ranking although it is a very critical aspect of this intersection.

- Amazing options! I chose what appeared to be the simplest, safest and best preserved the natural look of Sunriver.

### **Do you have any other comments or questions? Is there anything else you want to share with us?**

- Ensuring there is enough safe sidewalk options for pedestrians to and from and around business park for students coming and going from school.
- As a resident of La Pine who regularly enjoys patronizing Sunriver I am very excited to see these improvements being implemented.
- I know that it said there would be no traffic impacts to where the Huntington roundabout is being put in and I really hope that is true. That intersection is a main thoroughfare for us locals that live in Three Rivers area and OWWL. If we had that access cut off for any amount of time, it would be a hardship and make it extremely difficult to get in and out of our neighborhoods.
- It looks like the barbell would work best, but it probably costs the most.
- I travel this corridor daily. I'm really hoping the construction that is planned for this area either doesn't stop traffic completely ever and or is done not in peak season. Adding to our current commute time would be terrible. I also really hope these circles and accommodate large trailers as I travel often through here with my 30ft trailer.
- It seems that with this area being used extensively with tourists in addition to locals, that maybe the addition of the flashing

yellow pedestrian lights would be one more measure of safety to pedestrians.

- Spending almost 10 million on roundabouts for these 2 projects is a waste of money.
- These improvements are sorely needed. I am very glad to see them coming as a resident of the area.
- Yes to the entire project!!!
- Pedestrian's and bicycles at roundabouts cause cars to slam on their brakes and's cause accidents. Venture lane has way too much pedestrian traffic to keep cars moving. There needs to be another way for them to cross without stopping traffic.
- Build parking lot at Harper's Bridge so that people are not crossing the road. This should be a safety priority. Get the people and cars off the road.
- Thank you for grouping these projects and recognizing the need in this south county area. It is going to be a wonderful safety improvement when completed!
- I still think it's worth exploring a tunnel perhaps elevating the road at some point to reduce the depth required.
- Is there a plan for a roundabout at South Century and Vandever? While the Huntington/S. Century does make sense, it's already a partial 3 way stop, whereas the one at Vandever is only one way.
- 1. Consider who lives here year-round: Many of my neighbors (myself included) drive these corridors with trucks and trailers, and we would feel better knowing that lane width and shape consider the needs of residents with commercial vehicles, horse trailers, and utility trailers.  
2. Timing of construction: Please, for the love of god, do not do this at the peak of summer tourist season!

Thank you for allowing us to provide

feedback. We understand there will be temporary inconveniences for long-term benefits. Still, please don't forget about those of us who live here year-round, contribute to the local economy, and care about our community.

- A roundabout at Spring River Rd. Is long overdue.
- I don't disagree with the spring River and Huntington roundabouts but the one at venture is a solution looking for a problem.
- The pricing seems to be deceiving. I'm a local GC in Deschutes County and I have a hard time understanding how a dog-bone, or double roundabout is almost the same price as a single roundabout.
- Please put one at Vandevent Rd. Much needed when traffic is directed off the freeway, people have a hard time getting into Century traffic, would make for a safer transition to Century.
- Really think you should evaluate the positives of Venture becoming a one way. Especially as it relates to the school traffic and Sunriver pedestrian traffic. Would create a lot less conflict points.
- I'm glad there will be improvements to these dangerous intersections. Thank you
- Why are we wasting so much tax dollars on adding more roundabouts to our Sunriver area?? Traffic is only an issue when it's tourist season. Stop wasting our tax \$\$ on stupid (redacted)
- The light at Venture Lane helps traffic throughout the area by providing breaks in lines of cars during times of heavy traffic. South Century is the only neighborhood access - don't mess it up with the ill conceived idea. I love the idea of the other two traffic circles

- The school has horrible flow for all modes, frontage considerations need to occur back to the school
- Both designs are completely ridiculous for ease of access for semi's....beverage distributors, grocery and other necessary needs and wants by the community. Leave it as is and save millions.
- Did you look at operations when school gets let out? Please make sure the operations at that time are evaluated for the alternatives.
- 1) Roundabouts are dangerous in the winter during freezing conditions, which makes up 7 months of the year here in Three Rivers/Sunriver.  
2) making two additional roundabouts on Spring River and Venture lane are unnecessary.  
3) how many serious injuries/fatalities have occurred at the intersections on venture and Spring River road? I've lived here since 2020 and I have never seen an accident at either.  
4) There is a much more critical need for a secondary fully paved route between Spring River road and South Century.  
The access road (savage, Winchester, browning drive) between Stellar and River meadows community is a hazard every winter with people driving on the wrong side of the road and all over trying to avoid the huge potholes in the road on this unpaved section that is one of only two ways to get between the opposite sides of this community.  
Paving this section of road would greatly increase safety in our community.
- This project is a fundamentally dangerous error. During peak bicycle riding weather, there are numerous cyclists/pedestrians using the Sunriver pathway to cross South Century at Venture Ln to access the school,

businesses and library. Some are youngsters going both ways. They currently enjoy substantial protection from the traffic lights and walk/wait reminders. Removing these lights will endanger them. All the proposed designs include marked crosswalks, but they are no substitute for a red traffic light. This is especially true since a pedestrian/cyclist sometimes will inevitably wind up in the meridian when trying to cross two way traffic. As a Sunriver resident I am totally opposed to anything that results in removing these traffic lights. Notwithstanding, if the county insists on proceeding despite these threats, the plan should at least include a satisfactory revision of the existing pedestrian and cycle underpass of Century Dr., east of the existing roundabout on Century, to encourage walkers and riders to use it for access to the business park. At the present, it is little used because it is out of the way and difficult to access. It could be improved with relatively little cost since it already exists. It would not equal the safety of the current traffic lights, but it might partially attenuate the danger from their removal.

- It seems to me that the people in charge of this "project have already made up their minds on this. It is a totally unnecessary waste of money. The light at Venture functions well. Spring River/Century Drive is not a problem either. Why is this being forced on us?
- We don't need to be spending all of this money to do this.
- A bike path along Huntington connecting roundabouts should be added into scope this would be minimal additional cost under along existing utility easements.

- When it comes to pedestrian and bike paths in the Sunriver area, most existing paths are not publicly available to non-guests as Sunriver, Crosswater and Caldera Springs and are considered private! More consideration of designated paths along South Century Drive and Spring River, other than the narrow gravel shoulders outside the white fog lines! Families and children are forced to hug the fog line when attempting to safely travel to/from the Business Park or Sunriver Village. Spring River and the Three River subdivisions are really NOT being included in the proposed upgrades! Biking is dangerous on South Century Dr., as traffic (RVs, construction trucks, trailers, boats, cars, etc) fly by at 60+ mph, in route to the Cascade Lakes. The shoulder is inadequate and not safe for bicyclist's to/from Sunriver! Your Bike/Pedestrian focus only seems to be on the Business Park - please don't ignore the surrounding neighborhoods, as biking is a transportation option/choice for many residents and visitors! (South County resident, Three Rivers, OWWII homeowner for 30+ years)
- When it comes to pedestrian and bike paths in the Sunriver area, most existing paths are not publicly available to non-guests as Sunriver, Crosswater and Caldera Springs are considered private! More consideration of designated paths along South Century Drive and Spring River, other than the narrow shoulders outside the white fog lines! Families and children are forced to hug the fog line when attempting to safely travel to/from the Business Park or Sunriver Village. Spring River and the Three River subdivisions are really NOT being included in the proposed upgrades! Biking is dangerous on South Century Dr., as traffic

(RVs, construction trucks, trailers, boats, cars, etc) fly by at 60+ mph, in route to the Cascade Lakes. The shoulder is inadequate and not safe for bicyclist's to/from Sunriver! Your Bike/Pedestrian focus only seems to be on the Business Park - please don't ignore the surrounding neighborhoods, as biking is a transportation option/choice for many residents and visitors! (South County resident, Three Rivers, OWWII homeowner for 30+ years)

- I feel this is a waste of money and doesn't really seem to be a problem 90% of the time, Just set the stop lights for longer times during school drop off and pick up times. This is the only time there is an issue. I have lived her for 27 years and have hardly seen any accidents during this time in this area.
- Still looks a bit sketchy for cyclists.
- Looking forward to the roundabouts!
- Please again don't use concrete and less of a radius is best. Sunriver's roundabouts are way better than Bends, as they have a larger turning radius, signs instructing of to navigate and NOT CONCRETE.
- I think that there should be consideration for a roundabout at the intersection of Vandervert and century also. It is a very busy intersection with an almost blind curve coming S to N on century towards Vandervert with high traffic going 50mph+.
- thanks for working on traffic flow in this high traffic area of the county..
- Wouldn't it be easier to put a double lane round about centrally located?
- Please conserve the amount of land taken by eminent domain
- What a total waste of millions of taxpayer \$\$\$
- Your Bike/Ped a page full of reasons justifying the motonormativity of the creators of this project. There is no reason why every crosswalk cannot be raised--it's such a cheap and cost effective solution to prioritize people walking and biking. The design turn radius of these roundabouts does not slow vehicles down. Step your game up fools.
- The dedicated and marked bicycle shoulder lanes approaching the SCD/Huntington Rd circle should ideally be longer in each direction.
- These are much needed improvements. Happy to see this is in the works.
- Be sure the bike paths are wide enough & easy to maneuver when pulling bike trailers. This is a tourist area and there are many people who pull kids and dogs in trailers. Also, if you want people to get out on bikes more, you need them to be able to carry things on the bike trailers. Bend has made bike paths that are difficult to maneuver on bike trailers and force people pulling kids & pets into the street. Please don't make the same mistake!
- This is a needed improvement for traffic flow and safety.
- Once again, the design for bikes and pedestrians in all options are bad. The Dutch have been designing roundabouts for 70 years and have it down pat. Dutch designers were here last summer and looked at what has been built and told everyone they were designed wrong. Between the state, county and city of Bend you have been designing and keep building them wrong. I am hoping that at some point you will get it right.
- Primary traffic issues is school traffic at beginning and end of school day. Pedestrian crossing at roundabouts is

dangerous, because motorists are watch oncoming cars to anticipate their merge; pedestrians are not in their view. A signal and crosswalk is far safer (in my opinion).

- Bike tunnels please
- I've heard rumors in the past that the Vandeventer exit off of 97 might be closed and an exit could be built in line with where S. Century and Huntington meet. Is this a consideration and would that impact the proposed design of the roundabout at S. Century and Huntington?
- Any option that reduces bike access should be tossed out. These are heavily utilized. It's a shame the bike under crossing isn't being improved. It's not clear all options are actually improvements.
- I would like to see safer bike and pedestrian use throughout Venture and Enterprise to support movement between and to Post Office, school, library, and food trucks. Perhaps consider one way traffic on Enterprise with room for bikes and pedestrians. I don't think there is room for a bike/pedestrian lane with 2-way traffic.
- Snow removal and melt/freeze cycles need to be considered to minimize disruptions to traffic flow.
- Keep it simple for pedestrians and freight traffic, add a direct connection to the school off of S. Century Lane
- A lot of thought and design has gone into this thank you!!!!
- Both the Springriver and Huntington roundabouts make sense and would be an improvement. Removing the traffic signal at Venture Lane is stupid. That signal light has high pedestrian and bicycle traffic. During ski season particularly, traffic will be backed up and access to a circle would be dangerous for cyclists, pedestrians, and

drivers shopping, picking up school children or collecting mail. Removing that signal light is going backwards as far as safely controlling traffic. Long time residents remember how difficult that intersection was before the traffic light was installed.

- Do them fast
- Good job on all levels.
- Looks great, will help a lot!!!
- Both the Springriver and Huntington roundabouts make sense and would be an improvement. Removing the traffic signal at Venture Lane is stupid. That signal light has high pedestrian and bicycle traffic. During ski season particularly, traffic will be backed up and access to a circle would be dangerous for cyclists, pedestrians, and drivers shopping, picking up school children or collecting mail. Removing that signal light is going backwards as far as safely controlling traffic. Long time residents remember how difficult that intersection was before the traffic light was installed.
- Please connect my neighborhood safely--by bicycle-- with the Venture Lane school district, library and businesses++.
- I hope you are getting input from the bus supervisor in LaPine. There are a lot of them using this every day.
- Regardless of the design choice for the Venture Lane intersection, it is critical to protect pedestrians at the NE corner (near the Espresso stand). Today, the crosswalk from Sunriver ends on a short sidewalk that fades into the roadway. When there is snow, plows inevitably push snow over the sidewalk and there is no clear pathway for pedestrians. In addition, hurried right turns by drivers end up driving on the sidewalk. A clear separation, such as a curb and posts/wands is needed, as well as extending the sidewalk all the way to

the parking lot for the Espresso / Convenience store. This is the route most people (tourists) from Sunriver take via bike or foot, so this area needs more attention than it appears to have been given in the roundabout options.

- Venture Ln is a mess and this can only improve things!
- Please also consider snow removal when choosing which option for the venture/s. century option. In addition, consider big trucks come through these areas as well as school buses.
- My husband and I are very happy about these roundabouts these intersections have become very busy and dangerous with all the extra traffic and would also love to having a bike lane maybe along the field as well thank you
- Very well-presented survey, especially given all the variables ==> good job !!!
- I'd like to reiterate the need for two lanes in the Spring River & S Century roundabout.
- There is a community call to accommodate bikes further south from the business park. Currently, riding bikes on Century is incredibly treacherous. Can we fold that into this plan?
- Looking forward to the improved traffic roadway!
- These are very needed improvements. I wish for the least obstructive traffic delays during construction.
- Please add a bike lane down century, at least until the thousand trails rv area. There are alot of visitors there that bike. Ideally the bike lanes would go to the big river camping area bridge.
- Don't kill the businesses in the business park, make a 4 way roundabout option for voters to see at the stop light intersection
- We want bike lanes for Huntington/ s century
- I LOVE the round about project for Hunnington Road and S Century - so badly needed - thank you!
- Very happy to see a round about is very much needed at the end of Huntington Rd.
- The Venture Ln circle sees some heavy walking and biking use. It would be awesome to see the County install sidewalks, at least on one side of Venture Ln, the whole way around with this project. Many trail users are looking to access the businesses on Venture Ln by foot or bike. So they can't stay on the trail system the whole time. Increased striping of the shoulder as a bike lane all the way around Venture Ln in both directions would also be great to see.
- Why don't you just make venture Ln a one way
- There is currently no safe pedestrian or cycling path available to the general public on South Century heading south . Would Caldera Springs consider sharing their path? It would take people out of the path of fast and wreckless drivers.
- Appreciate the opportunity for input & agree there is an increasing need for traffic control, especially for safety purposes. Remain disappointed that a 3rd option for Spring River Road roundabout did not include moving further south, away from Sunriver homes and SROA property. Moving further south would not appear to impact Calder or Resort owners/property.
- Please give special consideration and max safety treatment to pedestrian crossing/cross walk by the shell station, that is a dangerous intersection but an important link for the school, local businesses, and

library. It would be beneficial to site and plan for an undercrossing there for future development.

- Just wondering why the North shift plan at Spring River was created ? It really pushes on Pine Bough Lane. I am the owner of 3- Pine Bough, which is not affected all that much, but houses 5,6,7,and 8 are affected. I am very excited you are taking on this project since the high speeds on that stretch are dangerous.
- I have provided a document with specific comments via direct email to Cody Smith, Chris Doty, Nick Lelack and all three County Commissioners that I would like to be part of the permanent record in this matter as there is no opportunity to submit additional documents at this website. I would like to receive confirmation that the comments I submitted via direct email were received and will be part of the record.
- I'm most concerned with slowing traffic on South Century in order to reduce noise, safety, dust, etc. I also hope South Century doesn't take SROA common land any more than it has to. Continued development south of Sunriver insures that South Century will be a very busy road so these improvements need to slow down that traffic.
- I am looking forward to a more safe access for cars and bikes into the business park!
- See previous comments.
- Install push buttons for the crosswalks, not the ones that flash at all times. Sidewalks are needed along all of Venture Lane. There is an issue already with people walking in the road to get to Ace and other businesses on that area of the circle. A crosswalk is also needed on that side. Bike lanes and sidewalks should be all of the way around the circle. A buffer will be needed for the homes in the area for sound and light

intrusion from constantly turning cars. If installing new streetlamps, please use those that would help keep Sunriver a Dark Sky Community.

- The existing landuse and property boundaries make the intersection at Venture lane very difficult to improve. Please reconsider this project. If the roundabout options can't be simplified and improved, please wait until it can be and make incremental improvements for people walking and biking and slow traffic through this area.
- Seasonal but real concern is when the skiers come down from Mt. Bachelor at the end of the day the stop light is the only thing that allows vehicles to exit the Business Park. I like the idea of working to make this intersection safer as the increased bike traffic from Caldera Springs is a concern with families and riders trying to navigate the intersection is currently very confusing.
- Caldera Springs HOA needs to be part of the conversation so bike paths are safely connected from this popular family community to the food truck court and to Sunriver bike paths
- I am very concerned about bicycle traffic in the Venture Lane area. In Bend many bike riders don't walk their bike in the crosswalks at roundabouts and especially with e-bikes moving at a good clip, will be extremely dangerous in an area like venture lane with very heavy bike traffic. The transient nature of the population in this area will mean less adherence to safety / rules of the road.
- Great job! Beautiful graphics and explanations. Thank you!
- Reach out to Sunriver since I heard there might be funding to improve bike/ped. A tunnel has more advantages than disadvantages and removing it at this stage

of the process is extremely premature.  
Tunnels will be VERY important in the  
winter. Roundabouts can be very dangerous  
to pedestrians in the winter since paths are

almost never maintained and they are  
exposed to vehicles sliding and hard to see  
behind banks of snow at crossings.

**Which of the four Venture Lane roundabout alternatives are your favorite? Rank your favorites below with 1 being your least favorite and 4 being your most favorite. (Use ranking only once).**

1 = Green; 2 = Yellow; 3 = Blue; 4 = Red			
Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
4	1	2	3
4	3	2	1
3	4	1	2
3	2	1	4
3	1	2	4
3	2	1	4
3	4	1	2
3	4	1	2
3	2	1	4
2	3	1	4
2	3	1	4
2	4	1	3
2	1	3	4
2	3	4	3
2	4	4	2
2	3	1	4
2	1	3	4
2	1	3	4
2	3	1	4
1	4	2	3

1 = Green; 2 = Yellow; 3 = Blue; 4 = Red			
Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
1	4	2	3
1	1	1	1
1	4	2	3
1	4	1	2
1	3	1	1
1	2	1	1
1	3	2	4
1	1	1	1
1	3	1	4
1	4	1	1
1	3	2	4
1	2	1	1
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			1
	4		
4	3	1	2
4	3	1	2
4	2	3	1
4	2	1	3
4	1	3	2
4			
4			3
4	1	2	2
3	4	1	1
3	2	1	4
3	4	1	2

1 = Green; 2 = Yellow; 3 = Blue; 4 = Red			
Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
3	2	1	4
3	4	1	2
3	4	2	1
3	4	1	2
3	2	1	4
3	1	2	4
3	1	2	4
3	4	2	1
3	4	1	2
3	2	4	1
3	1	2	4
2	3	4	1
2	3	1	4
2	4	3	1
2	3	1	4
2	3	1	4
2	4	1	3
2	1	3	4
2	4	1	3
2	4	1	3
2	3	1	4
2	4	1	3
2	4	1	3
2	4	1	3
2	3	1	4
2	3	4	1
2	3	4	1

1 = Green; 2 = Yellow; 3 = Blue; 4 = Red			
Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
2	4	3	1
2	3	1	4
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2	1	4	3
2	4	1	3
1	3	2	4
1	3	2	4
1	4	2	3
1	2	3	4
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	4		
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4	2	2	2
4	2	3	1
3	2	1	4
3	2	1	4
3	4	3	2
3	4	1	1

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Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
3	4	1	2
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3	4	2	1
2	4	3	1
2	3	1	4
2	4	1	3
2	3	1	4
2	1	3	4
2	4	1	3
1	2	1	1
1	4	3	2
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1	3	1	4
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1	2	3	4
1			4
1	4	3	1
			4
4	2	1	3
4	1	2	3
4	1	1	3
4	1	2	3
4	3	2	1
4	1	3	2

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3	4	2	1
3	4	1	2
3	1	2	4
2	1	3	4
2	3	1	4
2	3	1	4
2	4	1	3
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3	2	4	1
3	2	1	4
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3	1	2	4
3	2	1	4

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3	1	1	1
2	4	1	3
2	4	3	1
1	2	3	4
1	1	1	1
			4
			4
4	1	1	4
3	4	2	1
3	4	1	2
2	4	1	3
2	3	1	4
2	3	1	4
1	3	2	4
1	2	3	4
4	1	3	2
3	1	4	1
2	4	1	3
2	1	1	4
2	3	1	4
4			3
3	1	2	4
3	1	2	4
2	1	3	4
2	1	4	3
1	1	1	1
1	4	2	3

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Option 1: Peanut	Option 2: Single Roundabout	Option 3: Teardrop	Option 4: Barbell
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3	4	1	2
2	4	1	3
1	4	2	3
1	3	1	4
1	4	3	2
4	3	2	1
3	1	2	4
1	4	3	2
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	4		
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3	2	1	4
4	2	3	1
3	1	4	2
2	3	4	1
3	4	1	2
3	2	1	4
1	2	4	3
1	4	2	3
2	4	1	3

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4	1	3	2
1	4	1	1
3	4	1	2
1	4	2	3
3	2	4	1
2	4	1	3
	4		
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3	4	1	2
3	1	2	4
3	2	1	4
2	4	1	1
1	3	2	4
1	3	1	3
1	3	1	1
3	1	2	4
4	1	1	1
4	2	3	1
1	4	1	1
1	4	1	1
2	3	1	4
	4		
3	2	4	1
3	2	1	4

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1	2	3	4
2	3	1	4
2	3	1	4
2	4	1	3
1	4	1	1
			4
4	3	2	1
3	2	1	4
3	1	2	4
3	1	2	4
3	1	2	4
2	4	3	1
2	1	2	4
1	2	4	3
1	1	1	4
1	4	2	3

# APPENDIX B: ONLINE OPEN HOUSE PAGES

4/22/25, 8:01 PM

Sunriver OOH



## South Century Drive

### Sunriver Corridor Intersection Improvements

Welcome

Project Overview

Project Considerations

Spring River Rd

Venture Ln

Bike/Pedestrian Considerations

Next Steps

This online open house is now closed. The content is available to view, but we are no longer accepting submissions. Thank you for participating!

## Welcome!

Deschutes County is looking at options to address congestion and safety concerns on South Century Drive.

On the following pages, you can:

- Learn about the South Century Drive intersection improvements
- Get familiar with what's being considered at each location
- Share your input! Tell us your preferences on the Venture Lane and Spring River Road roundabout options

Your voice matters – let us know what you think! Weigh



<https://form.jotform.com/flainvolve/sunriver-ooH>

1/25

**in now – this online event  
closes on April 17th, 2025.**

*Click the image to enlarge in a new tab.*

*To record your responses, be sure to click or tap the "Submit" button at the end.*

## Project Overview

Deschutes County is improving three key intersections along South Century Drive, a vital roadway serving the Sunriver and Three Rivers communities, as well as provide access to popular recreation sites in the Deschutes National Forest. These improvements aim to enhance traffic flow and safety for drivers, cyclists and pedestrians.

**The project includes upgrades to the intersections of Spring River Road, Venture Lane, and Huntington Road with South Century Drive.**

## How we got here

In 2023, Deschutes County adopted their 2020-2040 Transportation System Plan (TSP), which was developed through data analysis and community feedback. The TSP identified the intersections of South Century Drive with Huntington Road and Spring River Road as High-Priority Projects and Venture Lane as a Medium Priority Project. Additionally, the County's 2019 Transportation Safety Action Plan identified the Huntington Road intersection as a priority for safety improvements in transportation infrastructure improvements.

**What is a TSP?** This is a long-range plan that identifies improvements to the County's facilities and services to accommodate the projected population and employment growth within the County over the next 20 years. Along with input from the community, the TSP identifies opportunities to build upon the County's existing transportation system

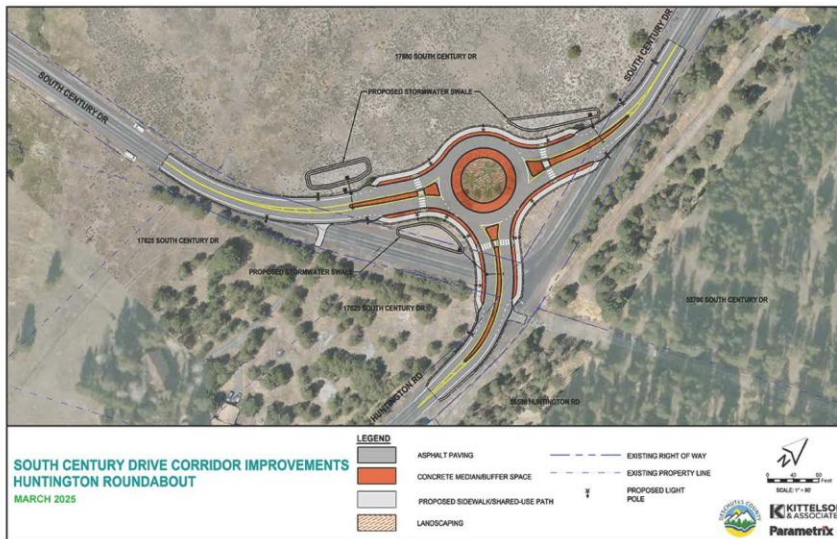


*Click the image to enlarge in a new tab.*

Construction of the Spring River Road improvements is anticipated in calendar year 2026, and will also be concurrent with the Venture Lane improvements.

**Huntington Road:** This intersection, identified for its high crash rates, will be improved with a roundabout to reduce the likelihood of serious injury and fatal crashes. The design for this intersection is nearly complete, with construction set to begin in Summer 2025. A rendering of the proposed improvements at Huntington Road is shown below.

**Construction anticipated to begin on Huntington roundabout July 2025** (image below)



*Click the image to enlarge in a new tab.*

and to make targeted investments in transportation infrastructure improvements.

## Why now?

These intersections experience the highest traffic volumes within the County roadway system, making them an important investment area to improve safety and traffic flow efficiency.

By bundling these projects together, we are saving time and money while ensuring comprehensive improvements across the corridor.

We're working closely with local partners, including local businesses, the Sunriver Owners Association and Sunriver Resort, to ensure these projects meet community needs.

## Funding

Deschutes County has obligated funds for the improvements in the 2025-2029 Road CIP (Capital Improvements Plan).

## What to expect

All three intersections are being improved as one project – however they will follow different construction schedules.

**Venture Lane:** We're focusing on ensuring that the improvements increase safety and improve traffic patterns while maintaining access to local businesses, as well as the Three Rivers School. Improvements will support the smooth movement of all road users – vehicles, bicycles and pedestrians. Showcasing and soliciting public input on Initial designs is the primary focus of this online event. Construction of the Venture Lane improvements is anticipated in calendar year 2026, and will also be concurrent with the Spring River Road improvements.

**Spring River Road:** Installation of a new roundabout will reduce the likelihood of serious injury and fatal crashes but will impact neighboring properties. Initial designs are the primary focus of this online event and are ready for public input.

## Project Considerations

The following considerations have been reviewed for each intersection design option at the Spring River Road and Venture Lane intersections.

### Impacts:

- Impact to traffic during construction and the necessary temporary improvements to keep traffic moving.
- **Venture Lane only:** Impacts to business driveways and traffic circulation to access businesses and Three Rivers School.

### Land Acquisition:

- Estimated area of private property needing to be acquired to construct permanent and temporary improvements (right-of-way).
- Proximity impacts to existing residential and commercial properties.

### Estimated Cost:

- Anticipated cost of construction.
- Anticipated cost of right-of-way acquisition.

### Mobility:

- Accommodations for bicycles and pedestrians.
- Long-term traffic performance/operations.
- Freight mobility through the intersection.

### Safety:

- Crash reduction factors.
- Reduction of conflict points.

## Spring River Road

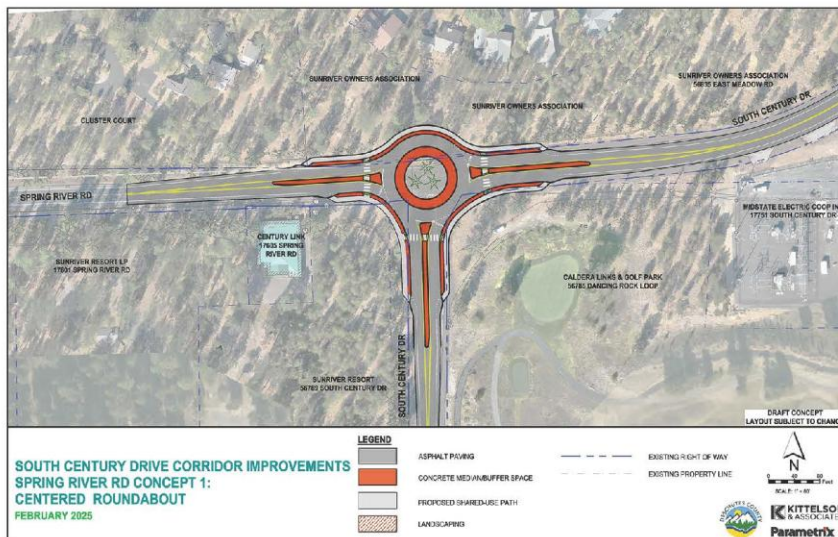
For the Spring River Road intersection, we are looking at two intersection options. For each of them, we have a conceptual design that shows how it would be configured and information about the project considerations mentioned previously.

**Please review the following information and tell us which option you would choose and why.**

*Note: These visuals represent preliminary concepts which do not necessarily address all details considered.*

### SPRING RIVER ROAD INTERSECTION

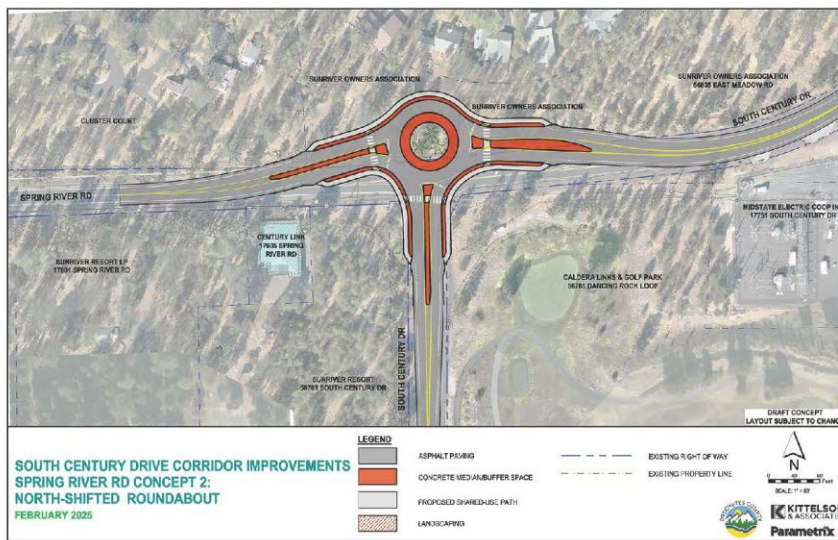
#### Option 1: Centered Roundabout



Evaluation Criteria	Performance Measures	Alternative 1: Centered on Intersection
<b>Estimated Construction Cost</b>		<b>\$2.9M</b>
<b>Safety</b>	Crash Reduction Factors	Minor street stop control to Roundabout = 82% reduction
<b>Mobility</b>	Pedestrian/Bicycle Accommodations	Multiuse path circulation provided at roundabout
	Traffic Performance/Operations	Operates acceptably in Year 2045
<b>Impacts</b>	Impacts During Construction	<ul style="list-style-type: none"> <li>➤ All intersection movements maintained during construction.</li> <li>➤ Extensive temporary roadway construction required.</li> </ul>
<b>Estimated Right-of-Way (ROW) Acquisition</b>		<ul style="list-style-type: none"> <li>➤ Approximately 1 Acre</li> <li>➤ Retains buffer between intersection and residences</li> </ul>

## SPRING RIVER ROAD INTERSECTION

### Option 2: North Roundabout



Key: Green = Preferred , Yellow = Neutral , Red = Not Preferred

Evaluation Criteria	Performance Measures	Alternative 2: North-Shifted
<b>Estimated Construction Cost</b>		<b>\$3.2M</b>
<b>Safety</b>	Crash Reduction Factors	Minor street stop control to Roundabout = 82% reduction
<b>Mobility</b>	Pedestrian/Bicycle Accommodations	Multiuse path circulation provided at roundabout
	Traffic Performance/Operations	Operates acceptably in Year 2045
<b>Impacts</b>	Impacts During Construction	<ul style="list-style-type: none"> <li>➤ All intersection movements maintained during construction.</li> <li>➤ Moderate temporary roadway construction required.</li> </ul>

Evaluation Criteria	Performance Measures	Alternative 2: North-Shifted
Estimated Right-of-Way (ROW) Acquisition		<ul style="list-style-type: none"><li>➤ Greater than 1.5 Acres</li><li>➤ Close proximity to residences</li></ul>

[View the Full Evaluation Matrix for Spring River Rd ↗](#)

## Provide your feedback

Which of the two Spring River Road roundabout alternatives would you choose?

- ☐ Option 1: Centered Roundabout
- ☐ Option 2: North Roundabout

Please explain why you selected the choice above.

## Venture Lane

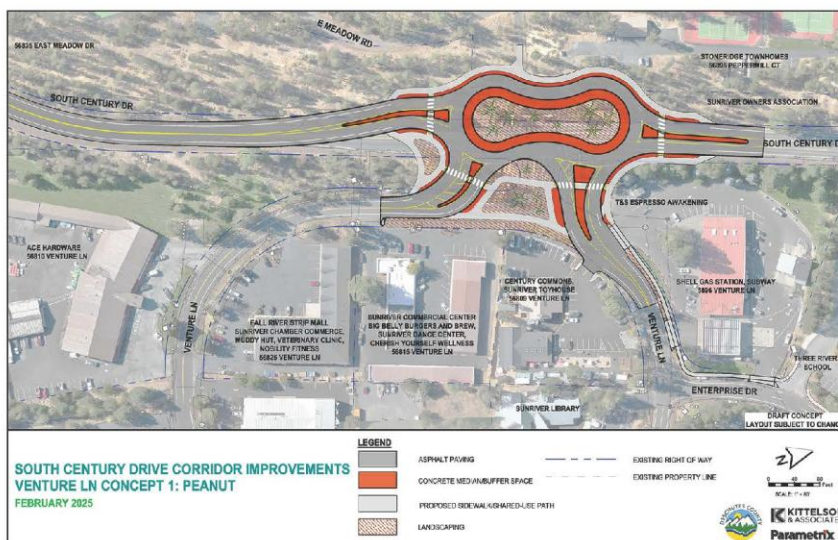
For the Venture Lane intersection, we are looking at four intersection options. For each of them, we have a conceptual design that shows how it would be configured and information about the project considerations mentioned previously.

**Please review the following information and tell us which option you would choose and why.**

*Note: These visuals represent preliminary concepts which do not necessarily address all details considered.*

### VENTURE LANE INTERSECTION

#### Option 1: Peanut Roundabout



Use the image slider below to see the proposed roundabout (image to the right) and the current streetview (image to the left).

**Southbound Existing | Southbound Proposed****Northbound Existing | Northbound Proposed**

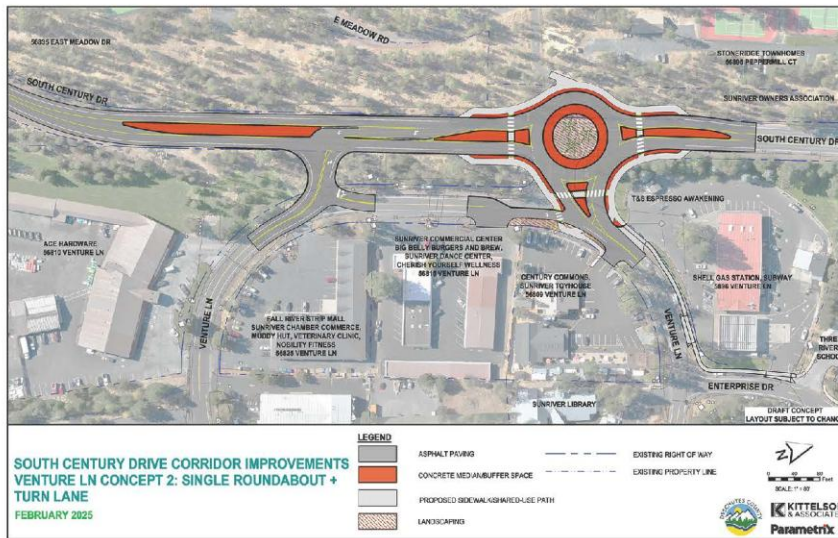
**Key:** Green = Preferred , Yellow = Neutral , Red = Not Preferred

Evaluation Criteria	Performance Measures	Alternative 1: Peanut Roundabout
<b>Estimated Construction Cost</b>		<b>\$4.1M</b>
<b>Safety</b>	Crash Reduction Factors	Signal to Roundabout = 78% reduction
<b>Mobility</b>	Pedestrian/Bicycle Accommodations	Multiuse path circulation provided at roundabout.
	Future Traffic Performance/Operations	Future traffic projections show westbound backups potentially reaching the gas station driveway.
	Freight	<ul style="list-style-type: none"> <li>► Through traffic on South Century only needs to traverse through one roundabout.</li> <li>► Direct access to the Business Park.</li> <li>► Some out-of-direction travel for deliveries to the north half of the Business Park.</li> </ul>

Evaluation Criteria	Performance Measures	Alternative 1: Peanut Roundabout
Impacts	Impact to Business Access & Circulation	<ul style="list-style-type: none"> <li>► Venture Lane through traffic will need to circulate through the South Century roundabout in both directions.</li> <li>► Closure of two business driveways.</li> </ul>
	Access to Three Rivers School	School traffic will navigate a more complex route to access the school.
	Impacts During Construction	<ul style="list-style-type: none"> <li>► Will require temporary road and traffic shift during construction.</li> <li>► Vehicles wanting to access south side of Business Park must loop around Venture Lane.</li> </ul>
Estimated Right-of-Way (ROW) Acquisition		1.5 acres

## VENTURE LANE INTERSECTION

### Option 2: Single Roundabout + Turn Lane



Use the image slider below to see the proposed roundabout (image to the right) and the current streetview (image to the left).

### Southbound Existing | Southbound Proposed

### Northbound Existing | Northbound Proposed

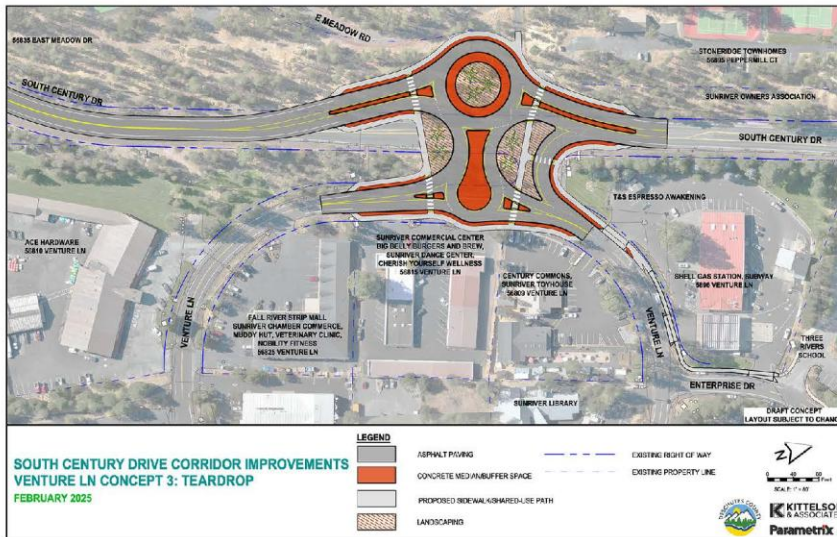
**Key:** Green = Preferred , Yellow = Neutral , Red = Not Preferred

Evaluation Criteria	Performance Measures	Alternative 2: Single Roundabout + Turn Lane
<b>Estimated Construction Cost</b>		<b>\$4.3M</b>
<b>Safety</b>	Crash Reduction Factors	<ul style="list-style-type: none"> <li>➤ Signal to Roundabout = 78% reduction</li> <li>➤ New intersection with dedicated left turn lane = 33% reduction</li> <li>➤ Results in uncontrolled movement on S Century Drive</li> </ul>
<b>Mobility</b>	Pedestrian/Bicycle Accommodations	Multiuse path circulation provided at roundabout.
	Future Traffic Performance/Operations	Operates acceptably in Year 2045
	Freight	<ul style="list-style-type: none"> <li>➤ Through traffic on South Century only needs to traverse through one roundabout.</li> <li>➤ Direct access to the business park with minimal out-of-direction travel.</li> <li>➤ Option for freight to use roundabout or left-in, right-in, right-out intersection.</li> </ul>
<b>Impacts</b>	Impact to Business Access & Circulation	<ul style="list-style-type: none"> <li>➤ Maintains access to all business driveways.</li> <li>➤ Counterclockwise through traffic on Venture Lane must use S Century roundabout.</li> <li>➤ No left turns out at the south connection to SCD.</li> </ul>
	Access to Three Rivers School	<ul style="list-style-type: none"> <li>➤ Simple access to/from direction of school.</li> <li>➤ Multiple ingress points for school traffic.</li> </ul>
	Impacts During Construction	Will require temporary road and rerouting during construction.

Evaluation Criteria	Performance Measures	Alternative 2: Single Roundabout + Turn Lane
Estimated Right-of-Way (ROW) Acquisition		1.1 acres

## VENTURE LANE INTERSECTION

### Option 3: Teardrop



Use the image slider below to see the proposed roundabout (image to the right) and the current streetview (image to the left).

**Southbound Existing | Southbound Proposed**

## Northbound Existing | Northbound Proposed

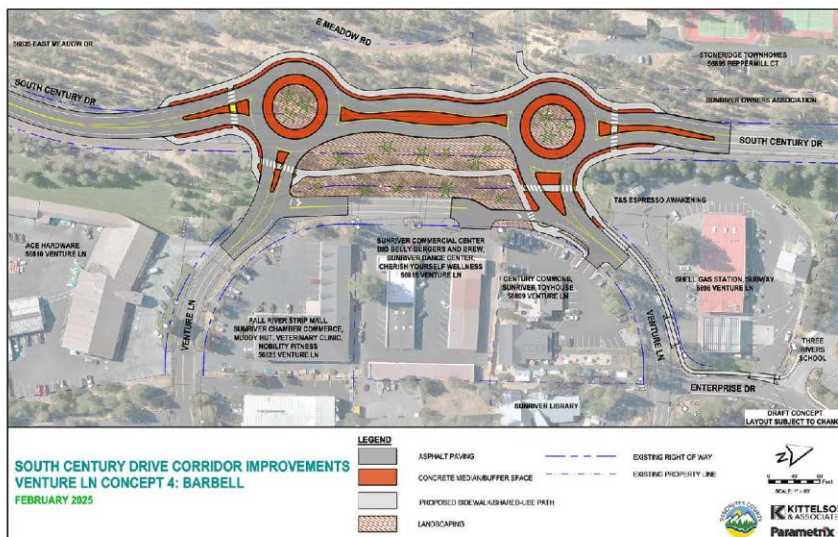
Key: Green = Preferred , Yellow = Neutral , Red = Not Preferred

Evaluation Criteria	Performance Measures	Alternative 3: Teardrop Roundabout
Estimated Construction Cost		\$3.5M
Safety	Crash Reduction Factors	<ul style="list-style-type: none"> <li>➤ Signal to Roundabout = 78% reduction</li> <li>➤ Minor street stop control to Roundabout = 82% reduction</li> </ul>
Mobility	Pedestrian/Bicycle Accommodations	<ul style="list-style-type: none"> <li>➤ Multiuse path circulation provided at roundabout.</li> <li>➤ NB pedestrian/bicycle users must circulate farther east around both roundabouts.</li> <li>➤ Right-turn bypass lane results in additional conflict point for pedestrians.</li> </ul>
	Future Traffic Performance/Operations	Westbound traffic at the South Century roundabout is expected to back up, reaching the Venture Lane roundabout in the future.
	Freight	<ul style="list-style-type: none"> <li>➤ Through traffic on South Century only needs to traverse through one roundabout.</li> <li>➤ Direct access to the business park.</li> <li>➤ Undesirable geometry for freight vehicles bound for Business Park.</li> </ul>
Impacts	Impact to Business Access & Circulation	<ul style="list-style-type: none"> <li>➤ Counterclockwise through traffic on Venture Lane must circulate to South Century roundabout.</li> <li>➤ Closure of two business driveways.</li> </ul>

Evaluation Criteria	Performance Measures	Alternative 3: Teardrop Roundabout
	Access to Three Rivers School	<ul style="list-style-type: none"> <li>► School traffic will navigate a more complex route to access the school.</li> <li>► School buses will have to navigate tight radius and multiple concrete aprons.</li> </ul>
	Impacts During Construction	<ul style="list-style-type: none"> <li>► Most of the improvements can be constructed outside of existing roadway.</li> <li>► Vehicles wanting to access south side of Business Park must loop around Venture Lane.</li> </ul>
Estimated Right-of-Way (ROW) Acquisition		1.6 acres

## VENTURE LANE INTERSECTION

### Option 4: Barbell



Use the image slider below to see the proposed roundabout (image to the right) and the current streetview (image to the left).

### Southbound Existing | Southbound Proposed

### Northbound Existing | Northbound Proposed

**Key:** Green = Preferred , Yellow = Neutral , Red = Not Preferred

Evaluation Criteria	Performance Measures	Alternative 4: Barbell Roundabout
Estimated Construction Cost		\$4.6M
Safety	Crash Reduction Factors	Signal to Roundabout = 78% reduction
Mobility	Pedestrian/Bicycle Accommodations	Multiuse path circulation provided at roundabout.
	Future Traffic Performance/Operations	Operates acceptably in Year 2045

Evaluation Criteria	Performance Measures	Alternative 4: Barbell Roundabout
	Freight	<ul style="list-style-type: none"> <li>▶ Through traffic on South Century has to traverse through two roundabouts.</li> <li>▶ Direct access to the Business Park.</li> </ul>
Impacts	Impact to Business Access & Circulation	<ul style="list-style-type: none"> <li>▶ Traffic on Venture Lane will have multiple options to access South Century Drive, providing redundancy in connectivity. Maintains access to all business driveways.</li> <li>▶ Counterclockwise through traffic on Venture Lane must use S Century roundabout.</li> </ul>
	Access to Three Rivers School	<ul style="list-style-type: none"> <li>▶ Simple access to/from direction of school.</li> <li>▶ Multiple ingress points for school traffic.</li> <li>▶ Two separate ingress/egress points along Venture Lane for school traffic.</li> </ul>
	Impacts During Construction	Will require temporary road and traffic shift during construction.
Estimated Right-of-Way (ROW) Acquisition		2.1 acres

[View the full evaluation matrix for Venture Ln ↗](#)

## Provide your feedback

Which of the four Venture Lane roundabout alternatives are your favorite?  
Rank your favorites below with 1 being your least favorite and 4 being most favorite. (Use ranking only once)

**Option 1: Peanut**

1 2 3 4

Least favorite Most Favorite

**Option 2: Single Roundabout**

1 2 3 4

Least favorite Most Favorite

**Option 3: Teardrop**

1 2 3 4

Least favorite Most Favorite

**Option 4: Barbell**

1 2 3 4

Least favorite Most Favorite

**Please provide any additional comments regarding your rankings.**

## Bike and Pedestrian Considerations

Safe bicycle and pedestrian facilities around the busy Venture Lane intersection are crucial to connect the businesses, Three Rivers School and residential areas.

We are incorporating safe pedestrian options including at-grade crossings for each alternative and improved signing and striping to encourage use of the existing separated grade crossing at the railroad bridge east of Abbott Drive. We have heard community members express interest in installing a pedestrian undercrossing at South Century Drive near Venture Lane.

**A new undercrossing has significant challenges at this location and is not expected to be built with this project.**

### Here's why:

- Flat topography makes an undercrossing impractical with the space limitations at this site, as these typically work best when the road is higher than the surrounding ground.
- With the road and surrounding ground at the same level, the trail would need to be dug about 14 feet down in order to match the bottom of a new undercrossing structure.
- This depth of excavation necessitates steep slopes and walls alongside the trail which creates an enclosed feeling and poor visibility along the curvilinear route.
- Accessibility requirements (5% max slope) mean the trail would need to start descending about 250 feet before reaching the underpass structure. There is not enough space to create that long of an excavated trail on each side of where an undercrossing would be located.
- The undercrossing would be 60 to 80 feet long under South Century Drive, creating a lengthy confined space with limited natural light.
- Given these constraints, an undercrossing would add \$700 thousand to \$1 million to the overall project cost which was not forecasted in the County's

Capital Improvement Plan. This could potentially delay the project and the ability to address much needed improvements now.

**All design options for this intersection include safer at-grade crossings.** Compared to the existing signalized crossing, the proposed roundabout crossings will:

- Improve visibility of pedestrians
- Create TWO-STAGE CROSSINGS (Two single-lane one-way crossings)
- Reduce vehicle speeds

**In addition to the intersection improvements, we are planning to make some additional low-cost safety improvements to address this need, including:**

- Wayfinding signage
- Green striping to help bike lanes stand out more at conflict points at key locations

The County will install these improvements prior to intersection construction to ensure there is a safe route for pedestrians and bicycles to avoid the construction zone if desired.

**Play the video below to learn more about roundabouts usage for bicyclists and pedestrians**

**FDOT: PEDESTRIANS & BI...**



## Venture Lane Bike and Pedestrian Improvements

The map below shows approximate locations of these improvements:



*Click the image to enlarge in a new tab.*

## Next Steps

**Thank you for participating in the South Century Drive: Sunriver Corridor Improvements Project online open house!**

Your feedback will help us confirm that we are moving in the right direction for this work. We'll host a second Online Open House in Summer 2025, where we'll present recommended concepts for Venture Ln and Spring River Rd.

Sign up for project emails to stay in touch and learn more as we move forward.

**Do you have any other comments or questions? Is there anything else you want to share with us?**

**Would you like to sign up for project emails?**

- ☐ Yes
- ☐ No

## APPENDIX C: OTHER CORRESPONDENCE

The below correspondence was received via email comments to the County. They have been unedited and unabridged to capture the full content of comments:

### **Sunday, March 23, 2025 - 9:20am The following was submitted:**

Your Comments and Questions

Venture Lane: After looking at the concepts and the matrix, I think option 2 seems like a good solution. It has minimal downsides to it and provides good access. The only concern I have is the left turn into Camp Abbot area after going through the circle. Will that be a difficult/dangerous turn?

Spring river: Option 1 is my preferred solution. I think it is minimally invasive to Sunriver and solves the current issues.

Thanks for the info and ability to provide input. And thanks to your staff (Tarik and Blaine) for their help in addressing issues to access the info!!

Name Carol Barrett

Email Address [clb\\_pdx@yahoo.com](mailto:clb_pdx@yahoo.com)

Phone Number 5032016750

### **Tuesday, March 25, 2025 - 9:24am The following was submitted:**

Your Comments and Questions

I often walk from my house in Sunriver to the Post Office, the library, and to other services in the "business park" on Venture Lane. Getting across Spring River is not a problem but walking in the business park can be difficult, especially since the creation of the food truck park. One of the difficulties is that standing water along the road ponds several inches deep. Can drainage be improved especially where the sidewalk joins the loop? Another problem is that drivers park in bike lanes. Can bike lanes be set off by permanent pilons or bumps? Paint and signage are insufficient. An actual elevated sidewalk on both sides of the lane would be very helpful. Finally, snow collects and inhibits pedestrian travel. The road gets cleared but not areas for pedestrians and travelers outside vehicles. Thanks!

Name Cynthia Stubenrauch

Email Address [cynrauch@pm.me](mailto:cynrauch@pm.me)

Phone Number 5037094721

### **Wednesday, March 26, 2025 - 8:49am The following was submitted:**

Your Comments and Questions

When I look at the proposed plan for Spring River Road, I am struck by how much farther a person will have to walk or bike. This will encourage the use of vehicles versus walking, biking, etc. The plan seems to benefit vehicles far more than it benefits those who use other forms of transportation. If the roundabout began closer to the hardware store, the existing multiuse path that begins in Sunriver would have better flow to Venture

Lane. Alternatively, a tunnel or overpass for those who use the path could be a straight shot. If you stick with this plan, the walk light should have priority over vehicles.

Name Cynthia Stubenrauch

Email Address [cynrauch@pm.me](mailto:cynrauch@pm.me)

Phone Number 5037094721

**Thursday, April 3, 2025 - 12:02pm The following was submitted:**

**Your Comments and Questions**

General: One key element of the proposed Bicycle/Pedestrian design/safety improvements that is NOT addressed by the current options is the very high volume of B/P traffic coming from the Caldera Springs Trail onto Venture Ln and then to Sunriver. At a minimum a crosswalk is needed at the end of the Caldera Springs path to safely cross Venture Ln. Currently the Caldera Springs path ends at Venture Lane, near the Ace Hardware store. From there B/P must navigate across Venture Lane without a marked crosswalk, turn left through the parking lot of the strip mall across the street, along the narrow shoulder of Venture Lane to the Shell station, where we rely on drivers to allow us to cross Venture Lane at the three-way intersection with no crosswalk markings or signal to reach the signal-controlled crosswalk at South Century Drive. At times this can indeed be a dangerous venture with a large group of children in kiddie carts and on bikes. This dangerous route is repeated on the way back. I have observed similar concerns from the many pedestrians and bikers that must take this route from Caldera Springs, especially in the busy summer season. With the hundreds of on-going and proposed new house construction in Caldera Springs, pedestrian and bike traffic will significantly increase. A safer, more direct B/P route is needed to connect Caldera Springs B/P path to the Sunriver Path. In addition, increased B/P traffic can be anticipated coming from Sunriver residents and visitors to Caldera Springs, the new food carts off Venture Ln, the Sunriver Brewery and other businesses along the Commence Circle.

It is unlikely that crosswalks at busy traffic circles will be safe for Bicycle/Pedestrian traffic or conducive to traffic flow. Drivers unfamiliar with specific traffic circle flow will be concentrating on which turn to take and not the B/P at the crosswalks. It should be anticipated that the high volume of B/P crosswalk traffic during the summer will completely clog vehicular traffic at the proposed traffic circles. Crosswalks at busy traffic circles is not the best or only design option to improve B/P safety at the busy intersections. Consider B/P path culvert tunnels under SCD, as have been constructed at similar B/P paths and roadway crossings in Sunriver. Crosswalks with signals are also a good option, provided safe routes to the crosswalks are provided. Although traffic circles are the current trend in intersection design, they are not always applicable for improved safety at areas with high Bicycle/Pedestrian traffic. Please consider other alternatives for improving B/P safety between Caldera Springs and Sunriver.

Comments to proposed SCD and Venture Ln concepts as presented:

Concept 1:

1. Add a sidewalk/shared use path with a buffer space along the south and west sides of Venture Ln,

connecting the Caldera Springs B/P path to the proposed south B/P crossing on SCD. Similar to the proposed path around the Shell Station. This would be the route nearly all bike and pedestrian traffic would follow from Caldera Springs to reach Sunriver.

2. Construct B/P tunnels under SCD or alternatively modify the design to incorporate signal-controlled crosswalks at SCD.
3. Add a crosswalk at the intersection of the Caldera Springs B/P path and Venture Ln.
4. It is not clear where the B/P path is along the commercial properties.

#### Concept 2:

1. Move the crosswalk on the south side of the traffic circle to the south side of the new intersection to the south.
2. Extend the sidewalk/shared use path joining Sunriver to the relocated crosswalk.
3. Add a sidewalk/shared use path with a buffer space along the south and west sides of Venture Ln, connecting the Caldera Springs B/P path to the relocated south crosswalk on SCD. Similar to the proposed path around the Shell Station. This would be the route nearly all bike and pedestrian traffic would follow from Caldera Springs to reach Sunriver.
4. Construct B/P tunnels under SCD or alternatively modify the design to incorporate signal-controlled crosswalks at SCD, or a combination of both designs.
5. Add a crosswalk at the intersection of the Caldera Springs B/P path and Venture Ln.
6. It is not clear where the B/P path is along the commercial properties.

#### Concept 3:

1. Add a sidewalk/shared use path with a buffer space along the south and west sides of Venture Ln, connecting the Caldera Springs B/P path to the proposed south B/P crossing on SCD. Similar to the proposed path around the Shell Station. This would be the route nearly all bike and pedestrian traffic would follow from Caldera Springs to reach Sunriver.
2. Construct B/P tunnels under SCD or alternatively modify the design to incorporate signal-controlled crosswalks at SCD (see #4 below).
3. Add a crosswalk at the intersection of the Caldera Springs B/P path and Venture Ln.
4. Keep the bend in SCD but eliminate the traffic circle and make it a signal-controlled intersection with crosswalks on the north and south sides of SCD, similar to proposed design.

#### Concept 4:

1. Add a sidewalk/shared use path with a buffer space along the south and west sides of Venture Ln, connecting the Caldera Springs B/P path to the proposed south B/P crossing on SCD. Similar to the proposed path around the Shell Station. This would be the route nearly all bike and pedestrian traffic would follow from Caldera Springs to reach Sunriver.
2. Construct a wider sidewalk/shared use path apron at the entrance to the Sunriver path (imagine towing a kiddie cart around the corner with oncoming traffic).
3. Construct B/P tunnels under SCD or alternatively modify the design to incorporate signal-controlled crosswalks at SCD.

4. Add a crosswalk at the intersection of the Caldera Springs B/P path and Venture Ln.
5. It is not clear where the B/P path is along the commercial properties.

Low-Cost Bicycle Wayfinding Improvements:

1. This is silly. Very few (with or without signage) would follow this route to or from Sunriver and Caldera Springs.

Option 2: Add another signal-controlled crosswalk on the south side of the SCD intersection with sidewalk/shared use path connecting to the Caldera springs path and the Sunriver path.

Option 3 (not so low-cost). Construct a B/P bridge over SCD with safe connections to the Caldera Springs and Sunriver paths.

Name Kerry Cook

Email Address [KCOOKNUM4@GMAIL.COM](mailto:KCOOKNUM4@GMAIL.COM)

Phone Number 3605675706

**Friday, April 4, 2025 - 10:26pm The following was submitted:**

Your Comments and Questions

I have a house at 1 Pine Bough Lane in Sunriver so am very concerned about the County's proposed "improvements" to S Century Drive. First, I'm not even convinced these changes are necessary. I use South Century a lot as well as Spring River Road, particularly in the Winter driving up to Mt Bachelor. I believe a traffic light at Spring River road, like what is already in place at Venture Lane, will accomplish the traffic flow and safety goals of the country in a much simpler, less intrusive way. If the county insists on doing something different, I agree with the requirements expressed by the SROA--any solution should have no or minimal impact to SROA, common area and adjoining homes (one of which is ours); and, should minimize impacts of traffic, noise, dust, etc on adjoining properties. For the Spring River Road intersection I think only Concept 1 meets these requirements. For the Venture Lane intersection only Concept 2 meets the requirements. I believe the other concepts, while potentially effective, are over-designed, too massive and too complex. They take way too much common area and move what is already loud traffic much closer to our and neighboring homes.

I appreciate the opportunity to submit comments on the design concepts and hope you will seriously consider my comments and concerns as you seek to refine this project.

Thank you.

Theodore Wise and Judith Whang

1 Pine Bough Lane

425-802-4544

Name Theodore E Wise

Email Address [tedewise@gmail.com](mailto:tedewise@gmail.com)

Phone Number 4258024544

**Sunday, April 6, 2025 - 11:46pm The following was submitted:**

Your Comments and Questions

Hi, I am the owner of 3 Pine Bough Ln, Sunriver. Thank you for letting me comment. The Concept 1 Plan for Spring River RD is the best fit, due to the use of the already road easement property. The Concept 2 Plan, does not make much sense due to an unnecessary shift to the North, which has a negative impact on Pine Bough Lane houses 5,6,7, and 8. These houses are already close to the intersection, and it is noisy already for them, and these houses were built in the 1970's. The Dancing Rock Loop Houses of Caldera are much further away and were just built in the last 10-15 years, so shifting it North into SROA property and closer to the Pine Bough houses does not make sense. Is there a reason that Concept Plan 2 even got initiated ? What about a South shift ? The Venture Lane concept 4- Barbell makes the most sense. It utilizes the current road easement property and the Barbell configuration will slow traffic since the cars entering, heading West, will have a double round about to navigate. Then be required to navigate the one at Spring River RD, and also in the opposite direction. The car speed in this stretch of road has been high and it is great you are putting in these improvements for biking, walking, and car safety. I think the other concept Plans for this interchange, at Venture LN, would lead to less speed reduction and less safety improvements. Once a car enters the Peanut, Concept-1, heading West, the driver will increase speed a lot. Same with Concept -2 , single round about. I think Concept 3-Teardrop has the same problem with a West driver increasing speed after entering, also the Teardrop pushes North and will be negative for Parkland and East Park property owners in Sunriver and be negative to SROA, taking property. Please email or call, if there is any particular reason for The Concept 2, North Shift at Spring River rd.

Name sean finn

Email Address [seanfinnrph@gmail.com](mailto:seanfinnrph@gmail.com)

Phone Number 5033197339

**Monday, April 21, 2025 - 7:39am The following was submitted:**

Your Comments and Questions

The Huntingtin Road intersection is unusual and easy to misread instructions. Scary. Needs improvement, but at the speed of that road, is a circle also scary?

The Spring River intersection is also scary because of the speed of cars there.

The Venture Lane intersection works as is! There's no long wait to turn left into Venture Lane because of the efficiency of the traffic light and the left turn arrow there. Turning right out of Venture Lane on a red light with a free right turn works as long as you watch how fast the oncoming cars are coming from the left. Again, the light efficiency moves traffic reasonably.

Name Barbara Bocker

Email Address [bfbfbrocker@gmail.com](mailto:bfbfbrocker@gmail.com)

Phone Number 5415937396

**From:** James Lewis [jamesl@srowners.org](mailto:jamesl@srowners.org)

**Sent:** Monday, April 7, 2025 7:35 AM

**To:** Cody Smith [cody.smith@deschutes.org](mailto:cody.smith@deschutes.org); Chris Doty [chris.doty@deschutes.org](mailto:chris.doty@deschutes.org)

**Subject:** Comments- South Century-Spring River and South Century-Venture

Good morning Chris and Cody:

Thank you for keeping me in the loop on the plans and opportunity for comment for the South Century/Spring River/Venture intersection plans. I did submit comments to the County web page provided for such. However, I have additional comments that I wanted to provide to you and make those part of the permanent record for these projects (see attached document) Can you please confirm that you received this email and the attached comments. I am providing the attached document directly to you because there was not a means of including or attaching my expanded comment document to the web page submittal.

Following the comment period which ends on April 17<sup>th</sup>, what are the next steps in the decision-making process for the designs? I would like to continue to be made aware of the next steps and progress – please keep me on your email list.

Please let me know if you have any questions about the comments in the attached document.

Thank you again, James

James Lewis

General Manager

Sunriver Owners Association

Office: (541) 593-2411

Email: [jamesl@srowners.org](mailto:jamesl@srowners.org)

Website: [www.sunriverowners.org](http://www.sunriverowners.org)



MAINTAINING SUNRIVER AS A PREMIER RESIDENTIAL AND RESORT COMMUNITY PROTECTING AND ENHANCING ITS QUALITY OF LIFE,  
NATURAL ENVIRONMENT AND PROPERTY VALUES.

**Sunriver Owners Association  
Comments to Deschutes County**

**South Century Drive / Spring River Road  
and  
South Century Drive / Venture Lane  
Conceptual Plans  
April 4, 2025**

The following initial comments are provided on behalf of the Sunriver Owners Association (SROA). Please make these comments part of the permanent record for this matter. We anticipate making additional comments as the designs are further refined and conversations continue – prior to final decisions on the design.

**Overview**

- Provide data rationalizing need (safety, capacity)
  - SROA is very supportive of necessary improvements to roads, intersections, bike lanes, pedestrian amenities and similar infrastructure that address safety and capacity issues as well as other deficiencies within the public rights of way. However, we are requesting that as part of the County release of conceptual plans, the underlying data (traffic counts, vehicle crashes, pedestrian/bicycle conflicts, etc.) should be provided for public review. It does not mean that SROA believes that improvements to the subject intersections are not necessary, rather, we believe that the data justifying the proposed designs and expenditure should be provided for public review. Without such data being made available, a complete and honest review of the conceptual plans is not possible. Essentially, we do not know that existing or developed turn lanes and the construction of new bike and pedestrian amenities within the existing right of way will not suffice for existing and projected traffic/use.
- Consideration of adjoining residential development
  - As representatives of all Sunriver property owners, we believe that the long-term impacts of any approved design must be taken into consideration – meaning, beyond the short-lived construction period. These impacts include noise, dust, glare, effects on property values (especially in consideration of the close proximity of the planned improvements shown on the conceptual plans to existing residences and other permanent amenities).
- Long-term impacts versus short-term impacts/cost
  - We understand that project costs are always a concern and believe that public money should be spent wisely. However, when constructing a 100-year improvement that affects surrounding residential property owners,

1

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additional construction cost is often warranted to ensure that long-term project impacts are addressed in the initial design and mitigated before they have a chance to occur. This leads to long-term support for a project rather than many years of opposition, reduced property values and overall decreased livability for those affected.

- Consider surrounding development and need for vehicle, bicycle and pedestrian amenities.
  - No matter which design is ultimately chosen, pedestrian and bicycle infrastructure must be included and be appropriate to support the surrounding development and unique aspects of the adjacent resort communities. The influx of seasonal visitors and the large number of pedestrian/bicycle street crossings, especially at/near the South Century / Venture intersection, must be addressed. A tunnel under the street could address such safety concerns.
- The recently adopted County Capital Improvement Program (CIP) and initial notice sent to property owners on each side of the South Century / Spring River intersection show(ed) concept #2 therein. This was done prior to any public process or any involvement from the affected property owners. This makes the public process being undertaken at this time seem disingenuous and that the design is a forgone conclusion. We hope and anticipate that this is not the case.

#### **South Century / Spring River**

- Preferred Conceptual Design
  - Of the two conceptual designs submitted for this intersection, SROA does not support or endorse either – we are opposed to both.
- Work within existing right of way
  - The two conceptual plans show improvements extending outside of existing right of way. We do acknowledge that a roundabout design does not fit within the normally established right of way for a traditional “T” intersection and the acquisition of additional right of way may be necessary. However, the conceptual plans, especially concept #2, do not explain or provide rationale for constructing so much of the improvement outside of the existing right of way. We believe that the final design should stay within the existing right of way to the greatest extent possible, with the acquired right of way being primarily to the south of the existing intersection given all factors that are addressed herein (primarily the impacts on the adjoining residences/homes to the north versus non-residential development to the south).
- No closer to adjoining residential uses
  - As described throughout this document, moving the street/travel surfaces to within mere feet of the rear property line of the residences/homes to the north is highly incompatible. The impacts (noise, dust, glare, proximity of vehicles to livable space, etc.) will be severely heightened over what currently exists – given that the SROA common area between the road

and the homes was created for and serves as a buffer between the road and residences.

- Less impact on undeveloped/non-residential properties
  - Although our comments do state that we believe any improvements should be constructed within the existing right of way to the greatest extent possible, we do acknowledge that a roundabout design will require the acquisition of right of way from an adjacent property owner(s) to replace the traditional "T" intersection.
  - When reviewing the existing and possible land uses (based on recent development, zoning allowances, topography, etc.) on the properties on all sides of the intersection, it is evident that both the southeast and southwest corners of the existing intersection have less opportunity for long-term conflict with adjoining street (based on the Forest Use / F2 zoning, the vacant land and the non-residential/seasonal uses) than does the property to the north which includes year-round single family homes/residences.
- County conceptual plans
  - The two conceptual plans created for the South Century / Spring River intersection provide very limited options for public consideration (for example, there are four conceptual plans provided for public consideration for the South Century / Venture intersection). We believe that additional intersection improvement designs are possible and must be considered in order to have a fair and accurate review of what is possible so that the final design is respective of multiple factors as provided in our comments.
  - The conceptual plans show an encroachment into the existing SROA common area that lies between the public right of way/intersection to the south and the adjoining residences/homes to the north. As stated above, part of the purpose for designating such common area during platting was to provide a buffer between the residential lots (now developed with homes) and the roads. The conceptual designs, especially concept #2, pushes the road surface (meaning cars) to within mere feet of the rear property line of these residential properties – that is not acceptable.
  - As presented, the two conceptual plans fall short. The plans appear to focus on ease of construction, minimal disruption to traffic flow during the short construction period, and the lowest possible costs for the project and ignore the other factors as discussed in this comment letter (noise, dust, lights/glare, livability, property values, etc.) to surrounding year-round residences for the remainder of the 100-year lifespan of this improvement.
  - SROA does not support and opposes the two conceptual plans provided for the South Century / Spring River intersection.
- SROA conceptual plan – recommendation
  - The attached conceptual design provided by SROA (not engineered but drawn to scale) shows that the proposed roundabout can be constructed in a manner where it does not have any additional impact (the impacts listed above) to the adjoining residences to the north over and above the existing "T" intersection.

- The plan does show that the acquisition of right of way will be necessary on the southeast and southwest corners of the existing intersection, but the SROA suggested design seeks to minimize such in respect to those property owners as well. Nonetheless, we believe that the acquisition of right of way and construction in these areas will have far less “everyday” livability impacts to the adjoining non-residential development (existing and possible) than it will to the permanent residences/homes to the north.
- We recommend that the design provided by SROA be considered by the County, with the same exploration of costs, safety, traffic flow, etc. This should also occur with consideration of the other factors affecting the long-term livability, property values, etc., for residences/homes to the north.

#### **South Century / Venture**

- Preferred Conceptual Design
  - Of the four conceptual designs submitted for this intersection, SROA tacitly supports concept #2 (single roundabout and turn lane) on the basis that it is likely the least impactful to surrounding properties (but not meaning without impacts as discussed in the comments below).
- Work within existing right of way
  - The four conceptual plans show improvements extending outside of existing right of way. We do acknowledge that a roundabout design does not fit within the normally established right of way for a traditional “T” intersection and the acquisition of additional right of way may be necessary. In this vein, concept #2 has the least intrusion onto private property outside of the existing right of way. We believe that this concept seeks to find the “happy medium” in it’s need to acquire right of way from and minimize impacts to adjoining properties on all sides of the intersection. Nonetheless, we strongly believe that the final design should stay within the existing right of way to the greatest extent possible, with the acquired right of way and improvements being closer to the adjoining businesses within the Sunriver Business Park rather than the residential uses to the west. This is because commercial uses (and their limited daily operations) are better able to adapt to the associated impacts (noise, dust, glare, etc.) than are residences/homes which are occupied on a 24-hour basis.
- No closer to adjoining residential uses
  - As stated above, we strongly believe that the final design should stay within the existing right of way to the greatest extent possible, with the acquired right of way and improvements being closer to the adjoining businesses within the Sunriver Business Park rather than the residential uses to the west. This is because commercial uses (and their limited daily operations) are better able to adapt to the associated impacts (noise, dust, glare, etc.) than are residences/homes which are occupied on a 24-hour basis. The closer the improvements are to residences/homes, the greater the impact on livability.

- Less impact on undeveloped/non-residential properties
  - Also as stated above, commercial uses (and their limited daily operations) are better able to adapt to (and are actually used to and rely on) the associated impacts (noise, dust, glare, etc.) than are residences/homes which are occupied on a 24-hour basis.
- County conceptual plans
  - Three of the four conceptual plans (#1, #3, #4) show significant intrusion into the adjoining private properties to the west of the intersection. Those designs bring the overall road surface very near the existing homes, streets, recreational amenities, etc., within the Sunriver community to the west. The basis for all four conceptual designs (pros/cons of each as compared to each other – as well as other contributing factors as why they were considered in the first place) has not been established. Thus, it is difficult to provide more specific comment on each concept other than what we stated about the rationale for our preference for concept #2. Perhaps a community meeting with County staff available to discuss the pros/cons and rationale, advantages/disadvantages for each concept should be conducted.
- Pedestrian/bike crossing
  - The current intersection has a traffic signal and an established crosswalk with typical crosswalk lighted signs indicating when it is safe to cross. While roundabouts as proposed do include established pavement marked crosswalks, they do not include lighted signs indicating when crossing is safe and vehicular traffic will stop.
  - A tunnel under the street specifically for pedestrians and bikes could solve the problem and alleviate the potential for pedestrian/bike and vehicle conflicts/accidents.

#### Questions

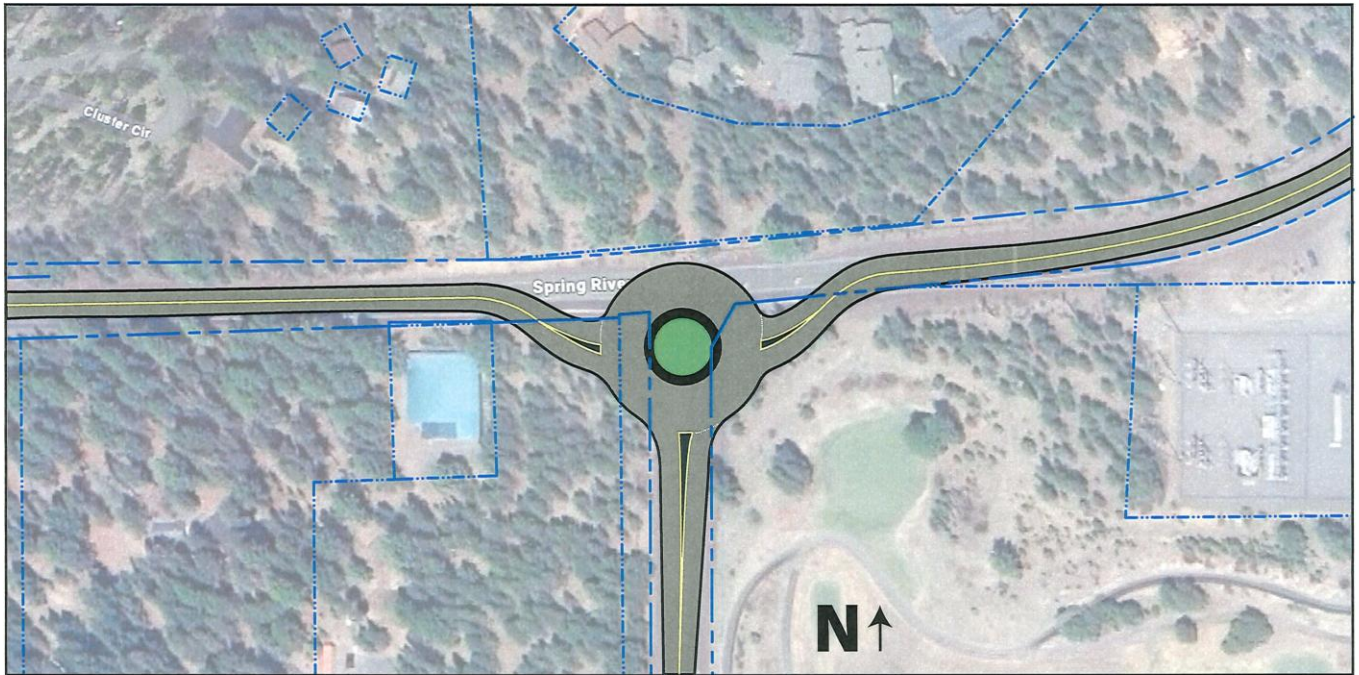
- SROA requests that answers to the following questions be provided/explained to the public:
  - Beyond the press release and general availability of the website that shows conceptual plans and provides for comment, have the surrounding property owners who will be directly affected been provided with individual notice of the proposal (such as is done with a land use review where property owners within a certain distance of the project are provided with individual mailed notice)?
  - Is a land use review and approval process required for these suggested improvements – especially since the proposals (conceptual plans) extend outside of the existing right of way and require the acquisition of private property?
  - What is the process for acquisition of private property for public right of way if necessary?
  - What is included in the final decision making process - is the final design decision appealable – such as is afforded with a land use decision? If so to what body (who hears the appeal)?

- What is the timeline for implementation? How long is the construction process.
- Are the budgets associated with each available for public review?

#### **Conclusions and recommendations**

We would like to be very clear that SROA does not want to be an obstacle to completing road improvements that are necessary for public safety. In fact, that is our primary concern as well. However, we do want to make sure that any such improvements take into account the full breadth of impacts as we described herein. These are our recommendations:

- Provide individual mailed notice to all property owners within 500 feet of these projects.
- Conduct a public meeting with County staff present to explain the advantages/disadvantages, pros/cons, and rationale for each developed concept – and answer questions – so that a full understanding of each concept is available. Without such, any comments provided to the County are not based on a complete understanding of the project and a final decision on the chosen designs will be a fallible conclusion.
- Explain how all considerations (meaning impacts such as noise, dust, glare, livability, property values, utilities, snow removal, pedestrian/bike amenities) were addressed as developing the conceptual plans.
- Explain the right of way acquisition process to the affected private property owners.
- Keep all construction with the existing right of way to the greatest extent possible.
- Do not consider (South Century / Spring River) any design that moves the improvement/roundabout onto SROA right of way so as to not impact the adjoining residences/homes).
- Prepare an engineered conceptual plan that shows how a design similar to that proposed by SROA and attached hereto could be constructed.
- Only consider concept #2 for the South Century / Venture intersection and, as that is being refined, minimize any encroachments into the SROA right of way near exiting homes to the west.
- Ensure that the seasonal aspects of the improvements is considered, especially the volume of pedestrian/bicyclists at the South Century / Venture intersection. Consider adding a tunnel under the roadway at this intersection.
- Conduct a formal public hearing before the Deschutes County Commissioners prior to making a final decision.
- Explain the final decision making process (for example, is this a land use decision that is appealable?).
- Provide an overall timeline for the project.
- Explain the construction process and impacts associated with that aspect.

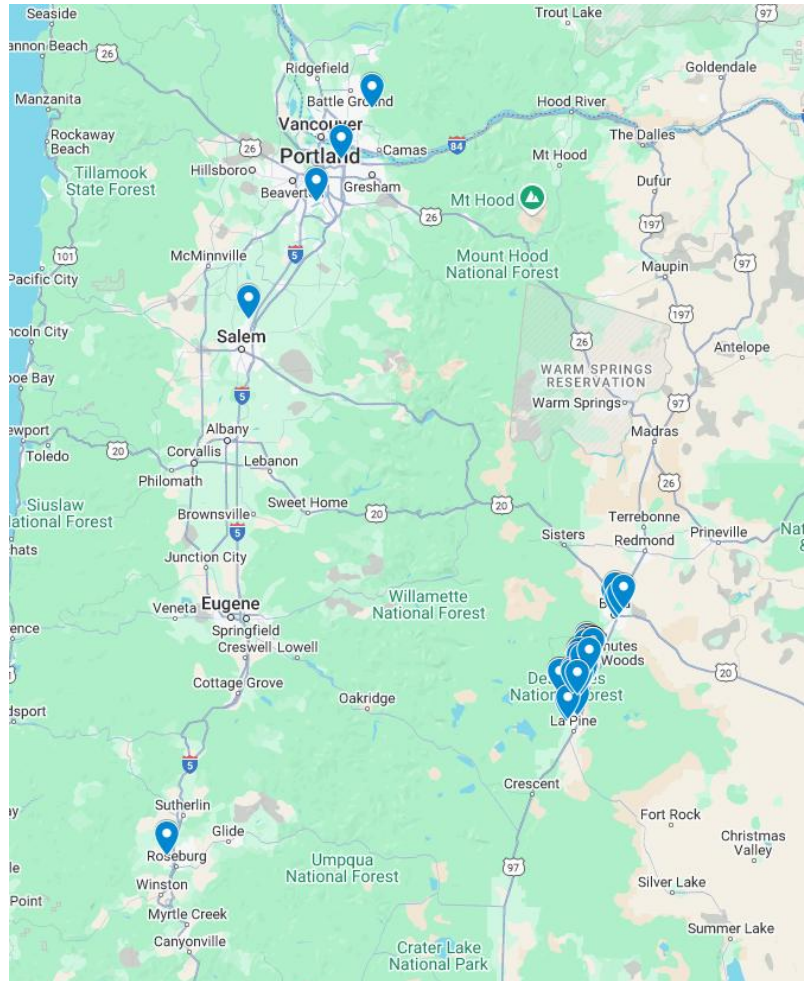


### South Century Drive / Spring River Road Intersection

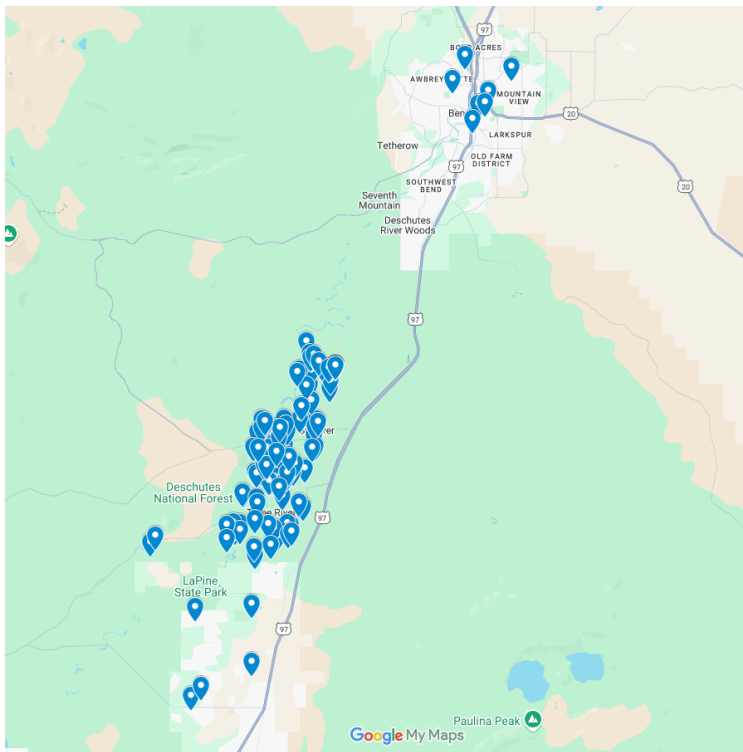
## APPENDIX D: MAP OF RESPONDENTS LOCATIONS

To access the map, [please click here](#) or view screenshots below.

### Oregon:



### Central Oregon:



**Sunriver:**

