



COMMUNITY DEVELOPMENT

DESCHUTES COUNTY PLANNING COMMISSION

5:30 PM, THURSDAY, AUGUST 10, 2023

Barnes Sawyer Rooms - Deschutes Services Bldg - 1300 NW Wall St – Bend

(541) 388-6575 | www.deschutes.org

AGENDA

MEETING FORMAT

The Planning Commission will conduct this meeting in person, electronically, and by phone.

Members of the public may view the Planning Commission meeting in real time via the Public Meeting Portal at www.deschutes.org/meetings.

Members of the public may listen, view, and/or participate in this meeting using Zoom. Using Zoom is free of charge. To login to the electronic meeting online using your computer, copy this link:

<https://us02web.zoom.us/j/81285451660?pwd=MVZ1MDQxR3ZKK2Q3d2t3L2tXUjdqdz09>

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Members of the public can access the meeting via telephone, dial: 1-312-626-6799. When prompted, enter the following Webinar ID: 812 8545 1660 and Passcode: 970909. Written comments can also be provided for the public comment section to planningcommission@deschutes.org by 5:00 p.m. on August 10. They will be entered into the record.

I. CALL TO ORDER

II. APPROVAL OF MINUTES - July 13

III. PUBLIC COMMENT

IV. ACTION ITEMS

1. Public Hearing: Transportation System Plan Update 2020-2040 (*Peter Russell, Senior Transportation Planner / Tarik Rawlings, Senior Transportation Planner*)
2. Public Hearing: Tumalo Community Plan Update 2020-2040 (*Peter Russell, Senior Transportation Planner / Tarik Rawlings, Senior Transportation Planner*)

V. PLANNING COMMISSION AND STAFF COMMENTS

VI. ADJOURN



Deschutes County encourages persons with disabilities to participate in all programs and activities. This event/location is accessible to people with disabilities. If you need accommodations to make participation possible, please call (541) 617-4747.



MEMORANDUM

DATE: August 03, 2023

TO: Deschutes County Planning Commission

FROM: Peter Russell, Senior Transportation Planner

RE: August 10, 2023 public hearing on Draft 2020-2040 Transportation System Plan (TSP)
(Files 247-23-000507-PA/508-TA)

The Road Department, with the assistance of the Community Development Department (CDD), has prepared an update of the 2010-2030 Deschutes County Transportation System Plan (TSP). The new TSP will cover the years 2020-2040. The TSP focuses on County arterials and collectors as well as bicycles, pedestrians, transit, and other modes. The work session provides an overview of the updated TSP and the process to create it. The Planning Commission (PC) will hold a public hearing on August 10, 2023, on the draft 2020-2040 TSP. The PC will ultimately make a recommendation to the Board of County Commissioners (Board) and the Board will hold its own work session and public hearing.

I. BACKGROUND

The County selected Kittelson & Associates Inc. (KAI) as the consultant for the 2020-2040 TSP. The County and KAI prepared the draft of the 2020-2040 TSP based on technical analysis, public comments, and internal staff review. During the plan development process, KAI and County staff from the Road Department and Planning Division have coordinated with Oregon Department of Transportation (ODOT) and staff from other local jurisdictions. KAI and County staff reviewed a proposal from the County Bicycle and Pedestrian Advisory Committee (BPAC) on future road improvements and connectors. Additionally, KAI and the County held an on-line presentation from April 27 to May 14, including an online public meeting on May 4, to solicit public comment. The on-line presentation included technical memos on plans and policy reviews, goals and objectives, and needs analyses of existing and future conditions.

The background materials were posted at the following link:

[Deschutes County TSP Update \(kaiproject.com\)](https://kaiproject.com)

II. KEY ASPECTS OF THE 2020-2040 TSP

The TSP's major component is a list of future projects categorized into high, medium, or low priority. These appear in Chapter 5 with a brief description of the project. The relevant project tables are for improving roadway intersections; roadway changes; changes to functional classifications; ODOT intersections and roadways; pedestrian facilities on County roadways; bicycle facilities, bridges, Federal Lands Access Program (FLAP) roadways, transit, and Transportation Safety Action Plan (TSAP) projects. Many of the roadway projects also benefit bicyclists by widening shoulders, for instance. The financial portion benefitting bicyclists is provided in the cost estimates.

The TSP also presents goals and policies to achieve the vision of the County's transportation system over the next 20 years. The seven goals are:

1. Coordination and Collaboration
2. Safety
3. Mobility and Connectivity
4. Economic Development
5. Equity and Accessibility
6. Sustainability and Environment
7. Strategic Investments

III. INTENDED OUTCOMES

The 2020-2040 TSP will result in a list of prioritized projects, updated goals and policies, changes to functional classifications of selected County roads, a better network of bicycle and pedestrian facilities, transit stops in the unincorporated communities, and an improved transportation system for all modes.

The TSP will assist the Board in determining projects to fund in the Road Department's annual Capital Improvement Program (CIP) as well be a reference when pursuing state and federal grants to fund transportation projects. Planners cite the TSP when reviewing land use applications for developments that involve a plan amendment or zone change.

IV. SUMMARY OF JUNE 22, 2023, PC WORK SESSION

Consultant and staff presented a summary of the draft 2020-2040 TSP and answered questions. The major questions revolved around proposed improvements that benefit bicycle facilities, funding priorities, classifications of roads, potential bypasses or improving County roads to offload State highways, and potential for off-site commercial parking lots for the Redmond Airport.

The bike improvements are tied to shoulder widenings with a general goal of having shoulders 5-feet in width. The improvements are funded through a mix of state taxes, grants, and federal funds tied to recreation sites on Forest Service (USFS) and Bureau of Land Management (BLM) lands known as Federal Lands Access Program (FLAP). The resulting wider shoulders benefit both

motorists and cyclists. The TSP is not proposing any multiuse paths separated from County roads, but the Oregon Department of Transportation is beginning to plan for multiuse paths separated from their highways.

The PC also asked about functional reclassifications of County roads as it pertains to City streets. Staff noted the TSP was developed with coordination with cities, ensuring streets and County roads are compatible in terms of classification schemes.

Regarding how the Road Department operates the road system, the TSP is consistent with the Department's funding priorities of maintenance first, operations second, and capital improvements third. The County receives State Highway Fund (SHF) monies based on taxes collected from gas taxes, weight-mile taxes on trucks and truck registrations, and fees for licenses, titles, and vehicle registrations. The funds are then distributed amongst the State, cities, and counties based on a formula. The County also receives federal funds from Federal Secure Rural Schools (SRS) and Payment in Lieu of Taxes (PILT) program, which are designed to offset the loss of timber revenues from logging federal lands.

Another funding question was how electric vehicles (EVs) and bicycles are paying into the SHF. House Bill 2017 did assess a fee for bicycles above a certain value while EVs, like other more fuel-efficient vehicles, pay a higher registration fee.

Regarding future highway bypasses, staff notes that this falls under State jurisdiction. Policy 1G of the Oregon Highway Plan (OHP) contains a list of factors that must be first evaluated before a bypass can be constructed. In terms of County roads being paved to be used as a de facto bypass, staff and the consultant noted the majority of County roads have adequate capacity based on the TSP's analysis. Additionally, any new County roads would have to be operated and maintained, which would dilute funding for current County roads.

Staff notes one error made in the presentation was incorrectly stating the Deschutes River footbridge proposed for Southwest Bend was no longer in the Bend Park and Recreation District Master Plan. Staff double-checked and the Southwest Footbridge remains in the BPRD Master Plan. Therefore, the Southwest Footbridge is also in the draft 2020-2040 TSP as the Chapter 5, Page 31 of the TSP states the County adopts the BPRD Master Plan by reference.

V. NEXT STEPS

The PC will hold a public hearing on August 10. The PC has several options at the conclusion of the staff presentation and public comments. The PC may:

- Hold the oral and written record open and continue the hearing to a date certain
- Close the oral record and hold the written record open to a date certain
- Close both the oral and written record and set a date certain for deliberation
- Close both the oral and written record and begin deliberations

Eventually, the PC will make a recommendation to the Board of County Commissioners (BOCC). The recommendation can range from approval without modification to approval with modifications to denial of the application.

Once the PC process concludes, staff will schedule a work session and a public hearing with the BOCC.

VI. CONCLUSION

KAI or staff is prepared to answer any questions.

Attachments:

1. *Draft 2020-2040 Transportation System Plan*
2. *TSP Findings*

DESCHUTES COUNTY TRANSPORTATION SYSTEM PLAN

August 2023

DRAFT





Deschutes County Transportation System Plan

Deschutes County, Oregon

Prepared for

Deschutes County

Prepared by:

Kittelson & Associates, Inc.

August 2023

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01 | INTRODUCTION

Deschutes County is located in the heart of Central Oregon with the Cascade Mountain Range to the west and the High Desert plateau to the east. The County covers 3,055 square miles of natural beauty, outdoor recreation, and is home to a growing economy. For the last two decades, Deschutes County has experienced rapid population growth and has become a national destination for new residents, visitors and a center for economic prosperity and progress. In the past 10 years, the population of the County has increased by more than 40 percent to more than 200,000 people today; only 33 percent of the County's residents live in the unincorporated and rural areas.

With this unprecedented growth, Deschutes County faces the challenges of maintaining, funding, and planning for a transportation system that both enhances the health and well-being of residents and supports long-term economic resilience for businesses, tourism and recreation. The County's transportation system must accommodate traffic passing through enroute to destinations elsewhere in the region, the day-to-day travel needs of its residents and those employed here in addition to the influx of visitors during the winter and summer months.

The County also is home to US 97 and the Redmond Municipal Airport, which are two of the crucial components of Oregon's Resilience Plan in the event of a Cascadia Subduction Zone Event (an earthquake and/or tsunami striking the Oregon coast). With limited funding for new transportation infrastructure, as well as built and natural environmental considerations, the County must balance the need to preserve its existing transportation system with strategic changes to the system that enables these needs to be met during the next 20 years.

The County's Transportation System Plan (TSP) was last updated in 2012. This updated TSP provides a coordinated guide for changes to the County's transportation infrastructure and operations over the next 20 years. Planning for the County's future transportation reflects regional and community goals and values, supports local and regional economic development activities, and enhances the quality of life that residents and visitors enjoy and expect.



PRIORITIZED INVESTMENTS FOR THE FUTURE

The identified list of priorities for future transportation investments reflects the County's commitment to prioritizing changes to the transportation system that reflect its focus on preserving and maintaining its existing

investments. This list of capital investments identified in the TSP will be reviewed and prioritized as part of the County's regular budgeting efforts. For reference purposes, **Figure 1-1** shows how the County prepares its annual prioritization and budget for maintenance, operation, and capital expenditures.

Figure 1-1: Hierarchy of Expenditures and Investment



The list of prioritized investments in the TSP is based on this hierarchy and was developed assuming:

1. Current maintenance and operational standards remain in place.
2. The County's existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

With this backdrop, the County refined the list of possible TSP projects by working with its residents, policy-makers, and partner agency staff and performing technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the County's Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. Some of the other considerations that shaped the final list of recommended investments include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;
- Identifying key intersections that could be changed in the future to address known safety and/or anticipated capacity needs;
- Prioritizing roadway corridors where strategic investments may be needed to help support future growth and economic development in the region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;
- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;

- Coordinating with Cascades East Transit (CET) on projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The list of transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- FLAP projects;
- Transit; and,
- Safety.

Table 1-1 shows the list of identified projects by category and by prioritization. In reviewing this table, it is important to note that some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources. In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding, and construction.

Table 1-1: Total Cost of Prioritized TSP Investments

Project Category	Estimated Cost by Priority			Total Cost
	High	Medium	Low	
Intersection Changes	\$11,530,000	\$14,900,000	\$2,100,000	\$28,530,000
Roadway Changes	\$6,100,000	\$25,000,000	\$57,500,000	\$88,600,000
County Share of ODOT Intersections	\$19,100,000	\$3,000,000	\$19,000,000	\$41,100,000
Pedestrian Facilities	\$600,000	\$3,600,000	\$2,100,000	\$6,300,000
Bridges	\$5,700,000	\$2,400,000	\$7,900,000	\$16,000,000
County Share of FLAP Projects	\$600,000	\$3,700,000	\$4,500,000	\$8,800,000
Total	\$43,630,000	\$52,600,000	93,100,000	\$189,330,000

The remainder of this chapter outlines the organization of the TSP as well as a summary of public engagement activities and compliance of the TSP with some of the regulatory requirements.

TSP ORGANIZATION

The TSP is comprised of two volumes. Volume 1 is the main document and includes the items that will be of interest to the broadest audience. Volume 2 contains the technical memoranda, data, and related transportation plans that enhance and support Volume 1.

Volume 1 includes the following:

- Chapter 1 – a brief overview of the planning context for the TSP;
- Chapter 2 – goals and policies that express the County’s long-range vision for the transportation system;
- Chapter 3 – the transportation system deficiencies and needs as well as the process to develop the TSP’s list of planned capital improvements and transportation programs;
- Chapter 4 – an overview of the recommended projects for the multimodal system (this chapter also serves as the Transportation Element of the Comprehensive Plan);
- Chapter 5 – a list of the multimodal projects and the costs estimated for their construction; and,

- Chapter 6 – a summary of transportation funding and implementation, including estimated revenue, cost of 20-year needs, and potential funding sources.

Volume 2 includes the following technical documents:

- Appendix A: Plans and Policy Review Memo;
- Appendix B: Public Involvement Plan;
- Appendix C: Methodology Memo;
- Appendix D: Transportation System Conditions, Deficiencies, and Needs Memo;
- Appendix E: Solutions Analysis Memo;
- Appendix F: Preferred Alternatives and Funding Plan Memo;
- Appendix G: Redmond Municipal Airport Master Plan; and,
- Appendix H: Tumalo Community Plan (TCP) Active Transportation Update/Sisters Country Vision Action Plan Trails Outreach Update.

While not all of Volume 2 is adopted as part of the TSP, all of the documents provide useful information regarding the basis for the decisions represented in Volume 1.

PURPOSE

The TSP addresses transportation needs in Deschutes County except within the Urban Growth Boundaries (UGB) for Redmond, Sisters, La Pine and Bend.

The TSP goals, policies, projects, and implementation tasks are based on technical analyses and thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policymakers. The TSP identifies transportation facilities and services that can support the County's adopted Comprehensive Plan and continued regional economic development. This TSP provides for a long-term vision to support growth in jobs and population in the County as well as improving the safety for all transportation-users over the next 20 years. The TSP serves as a resource for the County to make decisions about transportation and land use by providing:

- A blueprint for future County transportation investments that improve safety for all travelers;
- A tool for coordination with state, regional and local agencies;
- Information to ensure prudent land use and transportation choices;
- Order of magnitude cost estimates for transportation infrastructure investments needed to support system needs, and possible sources of funding for these improvements; and,
- Function, capacity and location of future roadways, sidewalks, bikeways, transit, and other transportation facilities.

The TSP satisfies the state's requirements as prescribed by Oregon Statewide Planning Goal 12: Transportation.

GUIDING PRINCIPLES AND CONTEXT

The TSP provides a flexible, adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Decisions about the County's transportation system will be guided by the goals contained in Chapter 2, but ultimately the decisions will be made within the overall context of the County's land use plans and support for local and regional economic development. These guiding plans and principles provide a foundation for the TSP's goals, policies, and potential actions.

The Oregon Revised Statutes (ORS) require that the TSP be based on the Comprehensive Plan land uses and provide for a transportation system that accommodates the expected growth in population and employment. Development of this TSP was guided by ORS 197.712 and the Department of Land Conservation and Development (DLCDD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012-0060).

Per the TPR, this TSP identifies multimodal transportation needs to serve users of all ages, abilities, and incomes. As such, solutions to address existing and future transportation needs for bicycling, walking, transit, motor vehicles, freight, and rail, and improved safety for all travelers are included. Further, one of the implementation steps of the TSP will include proposed amendments to the Deschutes County Code. As required by the TPR, this TSP was developed in coordination with local, regional and state transportation plans.

REGIONAL COORDINATION & COMMUNITY ENGAGEMENT

The TSP reflects the County's continued commitment to coordinating transportation and land use planning within Central Oregon. This update was collaboratively developed by community members, businesses, the freight community, ODOT, Sisters, Redmond, La Pine, Bend, Terrebonne, Sunriver, Tumalo Cascades East Transit (CET), and the County's Bicycle and Pedestrian Advisory Committee (BPAC). Opportunities for engagement included:

- Project website that included all technical reports, draft goals and objectives, and links to other relevant documents;
- Project Management Team Meetings attended by County staff;
- Two Advisory Committee Meetings;
- Four Agency Partner Advisory Committee Meetings;
- Two Public Open Houses;
- Targeted outreach with community and social service organizations; and,
- Updates with the Board of County Commissioners.

Through these activities, the County provided community members with a variety of forums to identify their priorities for future transportation projects, programs, and policies.



02 | GOALS AND POLICIES

The TSP provides a coordinated guide for changes to the County's transportation infrastructure and operations over the next 20 years. The development of the TSP is based on the assumption that the transportation system meets daily travel needs and also contributes to the physical, social, and economic health of the County and of Central Oregon. The TSP strives to provide users with a safe and efficient transportation network. As such, planning for the County's future transportation needs must be conducted within regional and community goals and values, support local and regional economic development activities, and enhance the quality of life that residents and visitors enjoy and expect.

The TSP goals provide the County's visions for the future transportation system. The goals are aspirational in nature and may not be fully attained within the 20-year planning horizon. The policies support the goals to help the County implement the TSP projects and programs after the TSP has been adopted. The policies, organized by goals, provide high-level direction for the County's policy and decision-makers and for County staff. The policies will be implemented over the life of the TSP. The County's 2012 TSP goals and policies were used as a foundation for providing the updated TSP goals and policies outlined below.

GOAL 1: COORDINATION AND COLLABORATION

Promote a multimodal transportation system that supports the County's Comprehensive Plan and is consistent and coordinated with the adopted plans for the State, the region, adjacent counties, and the cities and incorporated communities within the County.

Policies

- 1.1 Coordinate the design and operations of the County's transportation system with State, regional, and local planning rules, regulations and standards.
- 1.2 Coordinate future land use and transportation decisions with state, regional and local agencies to efficiently use public investments in the County's transportation system, for people driving, bicycling, walking, or using transit as well as the movement of freight, emergency responses, and evacuation needs.
- 1.3 Coordinate regional project development and implementation with the cities of Bend, Redmond, Sisters, and La Pine.
- 1.4 Provide notification to the affected local and state agency partners regarding land use development proposals, plan amendments and zone changes that have the potential to significantly impact non-County transportation facilities.
- 1.5 Coordinate system management and operations with ODOT on major roadways.
- 1.6 Maintain an intergovernmental agreement with each of the cities to provide specific timelines and milestones for the transfer of County roadways within the urban growth boundaries at the time of annexation, including the full width of right of way.
- 1.7 Provide regular outreach to residents and employers, schools, law enforcement and public health professionals to encourage participation with the County in identifying and solving transportation issues.
- 1.8 Coordinate with CET to implement the Transit Master Plan recommendations within the County to support people taking transit.

GOAL 2: SAFETY

Provide a transportation system that promotes the safety of current and future travel by all users.

Policies

- 2.1 Design and maintain County roadways consistent with their expected use, vehicular travel speeds, and traffic volumes.
- 2.2 Incorporate the Transportation Safety Action Plan (TSAP) goals and action items into County planning projects and update the TSAP at appropriate intervals.
- 2.3 Coordinate with the Sheriff's Office to discuss enforcement activity on specific facilities in the County and jointly communicate safety issues when observed and encountered.
- 2.4 Continue the partnership with the County's BPAC to promote education and outreach activities and to inform future County investment decisions in facilities for people riding bikes and walking.
- 2.5 Coordinate with the emergency service providers in the County to prioritize the maintenance and investment in key lifeline and evacuation routes.
- 2.6 Coordinate with ODOT, railroads, and local communities to prioritize safety investments at rail crossings.
- 2.7 Prioritize investments in key crossing locations for people walking and riding bikes across major County roadways and/or ODOT highways, especially at locations that serve vulnerable populations.
- 2.8 Coordinate with ODOT for planning for grade-separate wildlife crossings of State highways using relevant wildlife migration information, crash data, and best management practices.

GOAL 3: MOBILITY AND CONNECTIVITY

Promote a multimodal transportation system that moves people and goods between rural communities and Sisters, Redmond, Bend, La Pine, and other key destinations within the County as well as to the adjacent counties, Central Oregon, and the state.

Policies

- 3.1 Maintain the County's roadway system in a state of "good repair."
- 3.2 Invest in new roadways only when a need has been demonstrated that benefits the economic growth of the County and/or locations that address key gaps in the roadway system and there is sufficient long-term funding to operate and maintain the new roadways.
- 3.3 Monitor the safety, traffic volumes, and usage by people walking and riding bikes on County arterials and collectors to help determine when changes to specific roadways are needed and/or educational outreach to the traveling public.
- 3.4 Maintain a County-wide bicycle route map.
- 3.5 Partner with ODOT, Bend, La Pine, Redmond, Sisters, and neighboring counties to coordinate investment in transportation facilities that cross jurisdictional boundaries.
- 3.6 Pursue funding to provide secondary access roadways to isolated rural subdivisions.
- 3.7 Periodically review transportation performance standards used to review land use applications and modernization projects and revise if needed.
- 3.8 Periodically review and update the County design and construction standards related to roadways and facilities for people walking and riding bikes in unincorporated areas.
- 3.9 Periodically review policies and standards that address street connectivity, spacing, and access management.
- 3.10 Support transit service to improve mobility within the County and connectivity to transit stations in Bend, Redmond, La Pine, and other regional and state destinations.
- 3.11 Monitor the condition of County bridges on a regular basis and perform routine maintenance, repair and replacement when necessary.
- 3.12 Partner with local agencies, ODOT, and the public airports to periodically review airport master plans for Redmond, Bend, Sisters, and Sunriver to ensure they and County development code are consistent.
- 3.13 Partner with the US Forest Service and Bureau of Land Management to maintain the County's system of forest highways to continue to provide key access to recreational areas such as campsites, lakes, hiking, and biking trails in the County.
- 3.14 Coordinate with ODOT to identify County routes to be used as detours when a crash or other incident closes a State highway.
- 3.15 At a minimum, seek dedication of public rights of way for extensions of existing roads or future roads on lands not zoned Exclusive Farm Use or Forest in order to develop a rural-scale grid system.

GOAL 4: ECONOMIC DEVELOPMENT

Plan a transportation system that supports existing industry and encourages economic development in the County.

Policies

- 4.1 Prioritize transportation investments that support access to allowed land uses, activities, airports, and recreational areas.
- 4.2 Maintain arterials and collector roadways for the movement of people and goods to employment centers in the County.
- 4.3 Update and continue to implement the County’s Transportation System Development Charge (SDC) program.
- 4.4 Incorporate facilities for people walking and riding bikes to key recreational areas as part of changes to the roadway system.
- 4.5 Support bicycle tourism by prioritizing and improving designated County bike routes.
- 4.5 Incorporate improvements to the County arterial system that support freight service and provide access to US97, US 20, and OR 126.
- 4.6 Support economic development by encouraging ODOT to prioritize modernization, preservation, and safety projects on highways designated as Freight Routes.
- 4.7 Periodically assess the probability of providing passenger rail service to and through Deschutes County.

GOAL 5: EQUITY AND ACCESSIBILITY

Provide a multimodal transportation system that supports a safe, efficient, and low-stress environment for walkers, cyclists and transit users as well as benefits the overall health and environment within the County.

Policies

- 5.1 Prioritize investments in the County's transportation system that support users of all abilities, ages, race/ethnicity, income levels, and those with disabilities.
- 5.2 Design all new transportation facilities consistent with the requirements of the American's with Disabilities Act (ADA).
- 5.3 Maintain a partnership with CET, the cities, ODOT, and transportation options providers to promote walking and cycling, public transportation, micro mobility options, and rideshare/carpool programs through community awareness and education.
- 5.4 Accommodate bicycle, pedestrian, and transit facilities, when prescribed by design standards and various master plan documents, when new roads are constructed and/or existing roads are reconstructed.
- 5.5 Maintain road design standards that promote pedestrian, bicycle and transit facilities to and from schools, community gathering places, grocery stores, and other services as prescribed within community plans.
- 5.6 Establish priorities for construction and maintenance of roadway shoulders or shared use pathways to provide for walking and bicycle travel.
- 5.7 Partner with ODOT, the cities, CET and other providers to secure funding for transit service to underserved areas of the County.
- 5.8 Support efforts of local agencies to develop and maintain a trail system along the Deschutes River, within Tumalo, and along major irrigation canals.
- 5.9 Support Commute Options' efforts to work with major employers, local business groups, non-profit agencies, school districts to support implementation of Transportation Demand Management (TDM) strategies that provide options employees, residents, and customers to use transit, walk, ride bikes, carpool, and telecommute.

GOAL 6: SUSTAINABILITY AND ENVIRONMENT

Provide a transportation system that balances transportation services with the need to protect the environment.

Policies

- 6.1 Partner with BPAC, local agencies, CET, and non-profit groups to promote the use of walking, cycling and transit as viable options, minimize energy consumption, and lessen air quality impacts.
- 6.2 Ensure changes to the County transportation system are consistent with the Transportation Planning Rule (TPR).
- 6.3 Comply with applicable state and federal noise, air, water, and land quality regulations as part of transportation investments in the County.
- 6.4 Preserve listed Goal 5 resources within the County.
- 6.5 Implement, where cost-effective, environmentally friendly materials and design approaches as part of County transportation projects (e.g., storm water retention/treatment to protect waterways, solar infrastructure, impervious surfaces, etc.).
- 6.6 Prioritize transportation investments that support system resilience to seismic events, extreme weather events, and other natural hazards.

GOAL 7: STRATEGIC INVESTMENTS

Maintain the safety, physical integrity, and function of the County's multi-modal transportation network, consistent with Goal 6 of the OTP.

Policies

- 7.1 Continue to pursue and implement Federal Lands Access Program (FLAP) funding to prioritize County investments to support tourism and access to key recreational areas.
- 7.2 Maintain long-term funding stability for maintenance of the transportation system.
- 7.3 Prioritize investment in the existing transportation network through maintenance and preservation activities.
- 7.4 Coordinate with ODOT and local agency partners to implement intelligent transportation solutions that increase the life of transportation facilities and/or delay the need for capacity improvements.
- 7.5 Periodically review and, if needed, make updates to the County Code requirements to ensure that future land use decisions are consistent with the planned transportation system.
- 7.6 Coordinate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP) and Statewide Transportation Improvement Funding (STIF).
- 7.7 Coordinate with and provide guidance to CET in programming public transportation funds received by the County.
- 7.8 Pursue additional funding sources to support major reconstruction or replacement of County bridges.
- 7.9 Partner with federal and state agencies to seek funding that prioritize investments that support recommendations from the Bend, Redmond, Sisters, or Sunriver airport master plans.

03 | NEEDS ASSESSMENT AND EVALUATION

The TSP projects and implementation tasks were informed by technical analyses of existing transportation conditions, forecast year 2040 deficiencies, and an evaluation of possible system changes that can meet the transportation needs for all users (including the transportation disadvantaged) and address the need for movement of goods and services to support local and regional economic development priorities. The needs assessment, in combination with thoughtful input received from the community, Deschutes County staff, partner agency staff, and County policy makers, formed the list of recommended projects, the TSP goals and policies and the funding plan. This chapter summarizes the key elements of the existing and future needs analyses; further details of the needs analyses are provided in Volume 2.

EXISTING TRANSPORTATION SYSTEM CONDITIONS

Existing transportation needs, opportunities, and constraints reflect an inventory of the County transportation system conducted in 2019 and 2020. This inventory included all major transportation-related facilities and services at that time. Key roadway features (including number and type of roadway lanes, speeds, pavement type/condition, traffic volumes and roadway classifications), traffic conditions, safety performance, bicycle and pedestrian facilities, and transit service, among other topics, were analyzed.

Key findings related to the existing County system are highlighted below.

- The areas within the County with the highest percentages of youth are primarily located in Tumalo and Terrebonne as well as adjacent to the Bend and Redmond Urban Growth Boundaries (UGBs). Connections for school students between their homes, the local community schools, and school bus stops were considered in identification of potential roadway, walking, cycling and transit projects.
- The highest percentage of elderly populations is located in the Sunriver area and adjacent to the Sisters, Redmond, and La Pine UGBs. The areas adjacent to these three UGBs are also where the highest concentration of the population with disabilities and the minority populations reside. Coordination with Cascades East Transit (CET) to serve the existing and future needs of these residents is included in the recommended implementation task list for the TSP.
- Continued coordination between the County and ODOT and the incorporated communities will help address and provide consistency of individual roadway functional classification designations.
- Roadway repairs are and will continue to be monitored and accomplished as part of the County's ongoing maintenance program.
- The County does not have any designated freight routes that provide connections to local industrial and employment lands. The TSP alternatives evaluation explored the need to designate County freight routes to serve key economic priority areas to supplement the ODOT freight system.
- No roadway capacity deficiencies were identified under existing conditions.
- The County's Transportation Safety Action Plan (TSAP) identified key locations for monitoring and potential changes to the transportation system to address documented safety deficiencies. The TSAP is incorporated by reference as part of the TSP.
- Many of the County bikeways and highways do not have paved shoulders that are at least six feet wide which is the standard for

ODOT highway while the County standard for paved shoulders is 3-5'.

- The small, unincorporated communities in the County do not have dedicated bicycle facilities and several of the roadways adjacent to schools or other pedestrian trip generators (parks, trail connections, rural commercial areas, etc.) located in Terrebonne and Tumalo are missing sidewalks. Safe Routes to School funding may be an option to assist with implementation of TSP recommendations in small communities.

BASIS OF NEED ASSESSMENT

The TSP addresses the projects, programs, and policies needed to support growth in population and jobs within the County as well as the travel associated with regional and state economic growth between now and the year 2040. The identified set of recommendations reflects County policy makers' and community members' priorities to maintain existing facilities and reduce congestion, save money, improve safety, and provide community health benefits without costly increases to automobile-oriented infrastructure. Over time, the County will periodically update the TSP to respond to changing conditions and funding opportunities.

The existing land use patterns, economic development opportunities, and population and job forecasts helped inform the analysis of year 2040 needs. This information helped identify future changes to the transportation system (and the supporting policies and programs) to address deficiencies and support economic development in a manner consistent with the County's Comprehensive Plan and Zoning Map.

Growth in County Population

By Oregon Revised Statute 195.034, incorporated cities and counties formulate and adopt coordinated population projections. Based on the June 2022 Coordinated Population Report prepared by the Portland State University (PSU) Center for Population Research, in 2020 the total County population was 198,253 and is forecast to grow to a total population of 275,905 by the year 2040. Much of the County growth is expected

to occur within the Redmond, Bend, and Sisters UGBs. Within the unincorporated/rural areas, the 2020 population was 59,471 and is anticipated to grow to approximately 64,000 people by 2040. The anticipated growth in both urban and rural population within the County helped inform the estimation of year 2040 traffic volumes using the County transportation facilities.

Traffic Volume Development

The expected increase in traffic volumes on key roadways within the County was based on a review of past changes in traffic volumes as well as expected increases in population and area jobs. Further details on the anticipated growth in traffic volumes on roadways within the County is provided in Volume 2.

The deficiencies evaluation included a review of County arterials and collector roadways. The roadway capacity needs associated with the State facilities within the County are addressed through other planning efforts by ODOT. The County will continue to partner with ODOT to monitor and identify additional needs through future planning and evaluation efforts.

The deficiencies analysis compares the anticipated traffic volumes on the roadways to capacity levels associated with a Level-of-Service (LOS) "D" condition, which is considered by the County to reflect "acceptable" conditions. From a planning standpoint, two-lane rural roadways carrying a total daily volume of less than 24,000 vehicles per day is generally considered to operate with a LOS "D" or better.

Baseline Roadway Analyses

The baseline (future) analysis forms the basis of the project list reflected in Chapter 5. This baseline analysis was guided by the transportation needs identified in previously adopted plans and policies for the County, ODOT, and other agency partners, the 2040 population forecasts and the County's land use map, the anticipated growth in traffic volumes, and the fact that there are no major construction projects that are funded at this time that could materially change traveler behaviors or traffic volumes on the County's roadway network in the future.

Baseline (Year 2040) Transportation Needs

In addition to the summary of existing deficiencies identified in the previous section, the future deficiencies analysis revealed:

- Two County roadways that would exceed LOS "D" conditions, including Deschutes Market Road at Greystone Lane and S Century Drive at Venture Lane.
- Following adoption of the TSP, the County will continue to monitor the need for changes to the transportation system to address roadway and intersection safety, especially at the locations included in the TSAP.
- Although most County roadways do not have adequate width for comfortable and convenient connections for people walking and riding bicycles, providing shoulders on all County collectors and arterials in the next 20 years is not feasible due to constraints such as available right-of-way, environmental and/or property impacts and the high costs to construct. The County will continue to seek opportunities to provide shoulders, particularly in areas with significant roadway curvature, hills, bridges and other locations that could be beneficial for sharing the road among people driving, walking and riding bikes. Additionally, many County roads have low volumes of traffic, which offsets the substandard shoulders.
- Additional public transportation services are needed to provide options for people who cannot or may choose not to drive vehicles. In the future, transit service will continue to be coordinated and operated by CET. The County will continue to collaborate with CET and ODOT on the prioritization of funding and operating public transportation services within and to the County.
- The Redmond Municipal Airport Master Plan was updated in 2018 to identify needs through the year 2040. This updated Master Plan identified the provision of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the Airport through the year 2040.

- No changes to the existing rail or pipeline facilities were identified to serve the future needs of the County.

EVALUATION OF TRANSPORTATION SYSTEM ALTERNATIVES TO ADDRESS IDENTIFIED NEEDS

The Advisory Committee (AC), Agency Partner Coordination Committee (APCC), Project Management Team (PMT), the Bicycle and Pedestrian Advisory Committee (BPAC) and participants at open houses and other community forums identified transportation system alternatives that had the potential to address existing and future transportation needs. Many of the potential alternatives help to support plans that have been identified by the cities and unincorporated areas within the County, ODOT, other County planning efforts, the TSAP and/or local refinement and facility plans.

The identified alternatives address all modes of travel and include programs that could reduce vehicular travel demand. Further, these potential system alternatives avoid principal reliance on any one mode of transportation and increase transportation choices for all users. The PMT developed these ideas into a potential project list that they screened considering the TSP's goals and objectives and key County priorities. The potential solutions were reviewed and refined through community members and policymakers to form the 20-year list of projects reflected in Chapter 5. Through this process, evaluation of solutions that could address the identified needs as well as serve to accomplish key County objectives were identified. Some of the considerations that shaped the final list of recommended projects include:

- Balancing impacts to existing and developable parcels with County-wide and community needs;
- Minimizing impacts to Goal 5 resources (natural resources, scenic and historic areas, and open spaces);
- Supporting and enhancing key state and regional economic plans and priorities;

- Leveraging future transportation investments to reduce access, economic, safety and health disparities within the County, particularly those areas identified as serving populations of low income, minority, youth and/or the elderly;
- Providing additional connections within Terrebonne and Tumalo for people walking;
- Identifying key intersections where the roadway geometry and/or traffic control could be changed in the future to address known safety and/or anticipated capacity needs;
- Prioritizing strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region, enhance the safety of all users and/or strengthen connections between areas of the County and to other areas in Central Oregon;
- Providing regional bicycle connections that could serve broad transportation functions, such as commuting, recreation, or daily services;
- Modifying key bridges as funding and/or other opportunities arise;
- Leveraging opportunities for future system changes that could be provided using funds from the Federal Lands Access Program (FLAP), particularly for transportation facilities providing connections to key recreational areas and economic development priorities adjacent to/and or located within Federal lands;
- Coordinating projects included in the CET Master Plan that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center;
- Enhancing access to the Redmond Municipal Airport and Bend Municipal Airport;
- Improving freight mobility; and,
- Leveraging funding opportunities with key partner agencies and private investments.

The resultant 20-year project list is intended to address the identified transportation needs, meet the TSP goals, and reflect the criteria included in ORS 660-012-0035. The TSP projects are categorized as high, medium, and low priorities for future inclusion into the County's Capital Improvement Program (CIP) based on the complexity, likely availability of funding, and assessment of need. The intent of identifying likely priorities allows the County with the flexibility to adapt to changing economic development and community needs over the next 20 years. The project lists and maps of the potential locations were posted to the County's website prior to adoption. Details of the recommended project lists are provided in Chapter 5.

04 | PROVIDING MULTIMODAL SYSTEMS

The TSP is a coordinated set of multimodal policies, programs, and projects that addresses the transportation needs within the rural and unincorporated areas of the County over the next 20 years. This chapter provides an overview of these programs and projects; the detailed project list and associated cost estimates are shown in Chapter 5.

Although driving will continue to be the primary mode of travel in the County and the preservation and improvement of the existing roadway system will remain important, the TSP projects, policies, and programs are intended to increase transportation choices, reduce reliance on the automobile by better accommodating and encouraging travel by foot and bike for short trips, improve safety for all transportation users, and provide for improved transit service. The TSP and the County's adopted land use plans and regulations are intended to make walking, cycling, and use of transit convenient.

THE ROADWAY SYSTEM

People driving, walking, biking, and taking transit all rely on the roadway network to access destinations locally within the County as well as regionally within Central Oregon. The identified roadway solutions in the TSP address mobility, access, freight, and safety needs.

Functional Classification

The County's functional classification system provides a system hierarchy based on the intended function of each type of roadway (e.g., moving people across Central Oregon or providing access to local destinations). ODOT identifies the appropriate classifications for state facilities whereas the County identifies the appropriate classifications for roads under its

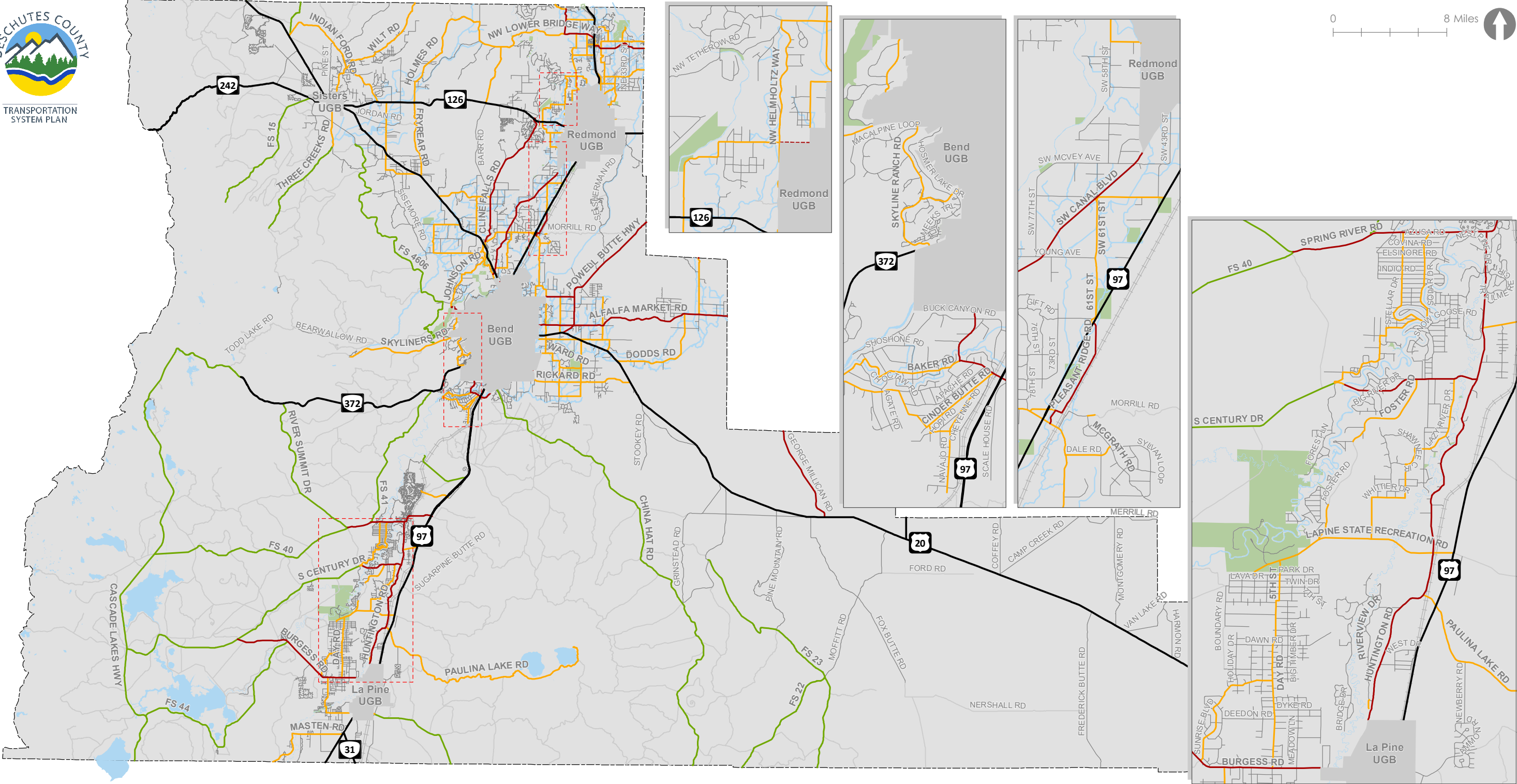
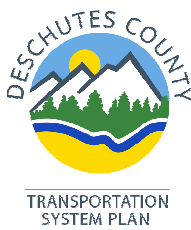
authority. The classification levels also describe how the roadway "looks and feels" and provides recommendations for travel lane widths, roadside treatments, accommodating bicycles, and the need for sidewalk or trails adjacent to the road.

The County's functional classification is based on the following hierarchy:

- Arterials are intended to serve more regional needs and provide connections to key activity centers within the County. They are also intended to represent the key movement of goods and services throughout and to/from the County. These roadways also provide connections to the incorporated UGBs within the County.
- Collectors primarily connect the rural areas of the county with the state facilities and the County arterials. These roadways provide important connections to much of the unincorporated areas of the County.
- Forest Highways provide access to recreational areas such as campsites, lakes, hiking, and biking trails in the County. Maintenance of these facilities is provided by the County and by the Forest Service, depending on location.
- Local roads serve specific areas within the County and can be paved or unpaved.

Figure 4-1 presents the County's functional classification map.

Figure 4-1: Functional Classification



H:\24\24964 - Deschutes County TSP\GIS\TSP Figures 4-1 Roadway Functional Classifications.mxd Date: 6/14/2023

Data Source: Deschutes County

- Highway
- Arterial
- - - Future Arterial
- Collector
- Forest Highway
- Parks
- Water

COUNTY ROADWAY CROSS-SECTION STANDARDS

The County's cross-section standards are used to guide the construction of new roadways and/or changes to existing roadways. These standards are updated over time to support the needs of all users as well as continued economic development opportunities. Many existing roadways within the County area are not built to the standards shown in **Table 4-1**. The adoption of these standards is not intended to imply that all existing roadways be rebuilt to match these standards, rather the standards will help inform identified changes to specific roadways in the future. Further, because the design of a roadway

or corridor can vary based on the needs of the area, these standards provide flexibility based on adjacent land use and specific topographic considerations. The unincorporated communities of Terrebonne and Tumalo have their own standards; these are shown in **Table 4-2** and **Table 4-3**, respectively.

The County standards do not require a sidewalk except for certain segments in Terrebonne and Tumalo; people walking or biking are assumed to use the shoulder or share the road on lower volume streets. Standards are presented within the TSP for reference only. DCC Chapter 17.48 (in particular Table A) contains the adopted County's roadway standards.

Table 4-1: Minimum Road Design Standards, Rural County (outside of La Pine, Tumalo, and Terrebonne)

Type/Class	ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required
State Hwy	80'-100'	36'-70'	12'	6'	---	14'	No
Minor Arterial	80'	28'-46'	11'	3'-5'	2'	14'	No
Collector	60'	28'-46'	11'	3'-5'	2'	14'	No
Local Road	60'	20', 24''	---	---	2'	---	No
Industrial	60'	32'	---	---	---	---	No
Private	---	20', 28'	---	---	---	---	No
Frontage Road	40'-60'	28'	---	---	---	---	No

Table 4-2: Minimum Road Design Standards, Terrebonne Unincorporated Community

Type/Class		ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required
US97		80'-100'	60'	12'	6'	6'	14'	No*
Minor Arterial								
Smith Rock Way	TeC	60'	34'	12'	5'	2'	14'	Yes
	TeR	60	34'	12'	5'	2'	14'	No
Lower Bridge Way		60'	34'	12''	5'	2'	14'	No
Collector								
Commercial	TeC	60'	24'	12'	---	2'	---	Yes
	TeR	60'	24'	12'	---	2'	---	No
Residential	TeR	60'	24'	12'	---	2'	---	No**
Local								
Commercial	TeC	60'	24'	12'	---	2'	---	Yes
	TeR	60'	24''	12'	---	2'	---	No
Residential	TeR	60'	20'	12'	---	2'	---	No***
Other								
Alley (Commercial)	20'	20'	10'	---	---	---		No
Path/Trail		15'	6'-8'	---	---	2.5****	---	---

Source: Deschutes County Code 17.48.050, Table A

6-foot sidewalks are required on both sides of US97 between South 11th Avenue and Central Avenue with improved pedestrian crossings at B Avenue/97 and C Avenue/97

** 5-foot sidewalks with drainage swales are required from West 19th to 15th Street on the south side of C Avenue

*** 5-foot curb sidewalks with drainage swales required along Terrebonne Community School frontage on B Avenue and 5th Street

**** If path/trail is paved

Table 4-3: Minimum Road Design Standards, Tumalo Unincorporated Community

Type/Class	ROW	Paved Width	Travel Lane Width	Paved Shoulder Width	Gravel Shoulder Width	Turn Lane Width	Sidewalk Required
US 20	80'-100'	60'	12'	4'	6'	14'	No
Collector							
Commercial	60'	30'	11'	4'	2'	14'	Yes
Residential	60'	36'	12'	6'	2'	14'	No
Local							
Commercial	60'	20'	10'	---	2'	---	No*
Residential	60'	20'	10'	---	2'	---	No
Other							
Alley (Commercial)	20'	20'	---	---	---	---	No
Path/Trail	15'	6' unpaved 8' paved	---	---	2.5'***	---	No

Source: Deschutes County Code 17.48.050, Table A

*5-foot curbless sidewalks on both sides for roads designated for sidewalks in Tumalo Comprehensive Plan Map D2.

** If path/trail is paved

FEDERAL LANDS ACCESS PROGRAM ROADWAYS

The Federal Lands Access Program (FLAP) was established to "improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands." This program is intended to supplement State and County funds for public roads, transit, and other transportation facilities accessing federal lands with a prioritized emphasis for "high-use recreation sites and economic generators." FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area, and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects that increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that are designated as Forest Highways and other roads that provide similar access.

As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, CET, and ODOT on the request for future FLAP-funded projects.

STATE HIGHWAY DESIGN STANDARDS

Any future changes to the state highways within the County will be informed by the OHP, the state's Highway Design Manual (HDM), and the Blueprint for Urban Design, which provides more flexible standards for urban areas.

Access Management and Spacing Guidance

Providing appropriate levels of access to adjacent lands is a key part of operating and planning for a transportation system that serves the needs of all users. ODOT and the County maintain standards to help balance the needs for both "through travelers" (including freight and public transportation) as well as serving the localized needs of residents, employees, and visitors.

For state highways, access spacing guidelines are specified in the 1999 Oregon Highway Plan, Appendix C – Access Management Standards. Access to State Highways is controlled under Oregon Administrative Rule, Division 51 (OAR 734-051-4020(8)).

The adopted County access spacing standards are included in DCC Chapter 17.48.

Movement of Freight

The movement of goods and services within the County and the overall region will continue to rely upon the state highways, especially those designated as freight routes. The TSP does not include a designated freight system of County roadways.

Traveler Information/ITS

Intelligent Transportation System (ITS) infrastructure enhances traffic flow, maintenance activities, and safety through the application of technology. The provision of reliable ITS infrastructure to inform motorists about incidents, weather conditions, and congestion has proven to be a useful and cost-effective tool for the County to manage its roadway system.

ODOT and the County collaborated to update the Deschutes County ITS Plan in 2020. This update reflected identified needs, advanced and emerging technologies, and supports an integrated Transportation Systems Management and Operations (TSMO) strategy. The plan includes recommended TSMO strategies, a communications plan, and a deployment plan. This plan is incorporated by reference into the TSP.

Safety

The County's 2019 Transportation Safety Action Plan (TSAP) provides specific projects, policies, and programs to address identified safety needs within the unincorporated areas of the County. The TSAP is adopted by reference into the TSP.

As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine

safety-related projects with other project development within the County.

Several of the safety-based needs for the County reflect conditions best addressed through education, enforcement, or outreach programs. Others may be addressed through systemic intersection and roadway treatments at specific locations. The type of treatments that could be considered by the County are further detailed in the TSAP and include:

- Roadway Treatments to Reduce Roadway Departure Crashes – With new road construction and roadway maintenance projects, the County may consider the construction of shoulders (as required by roadway standards), centerline and shoulder rumble strips, edge-line striping, recessed or raised pavement markers, and/or curve signing upgrades.
- Roadway Treatments to Reduce Speed – With new road construction and roadway maintenance projects, the County may consider lane narrowing at targeted locations, transverse speed reduction markings, and speed feedback signs in conjunction with posted speed limit signs. At rural communities, changes in roadside elements can be used to indicate a change in context to reduce speeds. In addition, enhanced enforcement at key corridors could focus on driving at appropriate speeds.
- Safety Data Monitoring – County staff, in collaboration with ODOT, will continue to periodically analyze crash data and identify the need for engineering, enforcement and educational treatments at specific locations. Tools such as ODOT's Safety Priority Index System (SPIS) and All Roads Transportation Safety (ARTS) programs may be used to assist with prioritizing locations.
- Safe Routes to School – The County, Tumalo, and Terrebonne should seek projects that improve safety near schools and school routes, particularly for those walking and biking to school. These efforts should be coordinated with infrastructure projects such as ADA projects.

- Enhanced Intersection Signing and Striping Options – At collector and arterial intersections, the County may consider enhancements such as advanced warning signs, double advance signs, reflective striping and signage, oversized stop signs, double stop signs, stop ahead pavement markers, transverse rumble strips, and edge-line treatments to help increase visibility and awareness of an intersection. The County should prioritize the use of treatments that have documented effectiveness through the Highway Safety Manual (HSM) or documented Crash Modification Factors (CMFs).

The top sites for safety improvements in unincorporated Deschutes County are identified in the TSAP and will help inform future funding and prioritization in the County's Capital Improvement Plan (CIP).

THE PEDESTRIAN SYSTEM

Outside of the urban areas, sidewalks are needed in portions of Tumalo and Terrebonne to provide walking facilities between the residential areas and schools and the neighborhood commercial areas. In addition, dedicated sidewalks are appropriate within one-quarter mile of transit stops. The County will work with the local communities, CET and the private sector to identify funding opportunities to add sidewalks in these areas over the next 20 years.

Additional changes not specifically identified in the TSP to the sidewalks, pathways, and pedestrian crossings treatments at key intersections may be provided in the future based on project development and design as well as funding opportunities. Where applicable, the County will require sidewalk and/or multiuse pathway construction as part of future land use actions per the DCC Chapter 17.48 requirements.

THE BICYCLE SYSTEM

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational designated bicycle route system ("County Bikeways") where

useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects.

Crossing improvements for people riding bikes, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that intersect major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction with scheduled maintenance activities. As part of TSP implementation, the County will evaluate the need to modify existing DCC Chapter 17.48 requirements related to bicycle facility requirements as part of future land use actions.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed by the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

The County will also continue to partner with ODOT to identify priority locations along the state highways for increased shoulder widths and/or shared use paths.



The County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas.

The Redmond Area Parks and Recreation District (RAPRD) also provides access to trails and facilities outside of the Redmond City Limits, including those in Terrebonne and Tumalo and the Borden Beck Wildlife Preserve. As part of TSP implementation, the County will coordinate with RAPRD on the need for and timing of new trails outside of the Redmond City Limits.

The La Pine Parks and Recreation District also provides facilities outside of the City Limits, such as the Leona Park and Rosland Campground. They are also planning for a working with BLM on a property transfer of 141 acres to the Park District that will house a future "South County Events Area" to include facilities for "campers, bikers, walkers, hikers, horse owners and others". The County will coordinate with Park District on the planning for this new facility as well as overall access to existing facilities outside the City Limits.

As part of TSP implementation, the County will coordinate with BPRD, RAPRD, the La Pine Parks and Recreation District, and the Sisters Park and Recreation District on the planning for and timing of new trails outside of city limits. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users within the County. The County will work with each of these parks and recreation districts to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Other Programmatic Considerations for the Pedestrian and Bicycle System

Other policy/programmatic considerations that the County may incorporate as part of TSP implementation are dependent on funding opportunities and potential agency partnerships. These types of considerations could include:

- **Monitoring System** – pending availability of resources, the County could establish a data monitoring or counting program that helps to identify and prioritize locations with higher levels of walking and cycling activity. In combination with safety reviews through TSAP and other ongoing regional efforts, this data monitoring program can help the prioritization of resources in the future.
- **Continued Education and Outreach** – implementation activities might include topics related to providing the Sheriff's Department and other emergency services personnel with training regarding bicycle/pedestrian safety and enforcement issues; encouraging and supporting efforts by County schools or other organizations to develop and add a bicycle/pedestrian safety curriculum for students of all ages; identifying opportunities to install signage along roadways where bicycle touring or other significant bicycling activity is expected advising travelers of the "rules of the road" pertaining to motorists and non-motorized travelers, etc.
- **Ongoing Maintenance Activities** – further reviewing the budgets associated with maintenance activities along key cycling routes, including the periodic removal of debris including small branches and other roadside debris that could create safety hazards for a bicyclist or pedestrian.
- **Additional Funding Partnerships** - exploring opportunities for coordination and cooperation with state and federal agencies in examining innovative means of providing or funding pathways, trails, and equestrian facilities.

TRANSIT SERVICES

In 2020, CET adopted its Master Plan to reflect the transit needs of the region through the year 2040. The CET Master Plan is adopted by reference into the Deschutes County TSP.

Per the adopted Master Plan, CET will continue to provide high-quality, available, and reliable transit service that fundamentally supports the environment, economic development, and equity for all travelers. Within the unincorporated and rural areas of the County, the CET Master Plan identifies the following:

- Increasing local circulation via local Dial-A-Ride and/or Community Connector vehicles;
- Providing service to Crooked River Ranch via shopper/medical shuttles;
- Potential service to Eagle Crest and/or providing a stop in Tumalo along Route 29;
- Changes to the bus stop for Deschutes River Woods (e.g., Riverwoods Country Store) or an alternative way to serve Deschutes River Woods via Route 30;
- Re-routing existing service lines to Sunriver;
- Adding service to the High Desert Museum and Lava Lands Visitor Center (potentially seasonally based); and,
- A new Route 31 and/or modification of Route 30 to connect La Pine and Sunriver.

Finally, the transit capital investments identified in the CET Plan include fleet replacement and expansion and transit stops enhancement and additions. The County and CET will continue to partner on transit projects that serve the community.

RAIL SERVICE

Freight rail service will continue to be an important, energy efficient mode of transportation. The TSP supports the continued use of freight rail tracks and service provided in the County by the Burlington Northern Santa Fe (BNSF) Railway and Union Pacific (UP) Railroad. The TSP also supports the continued use of the City of Prineville's short line freight railway that runs from Redmond to Prineville along OR 370.

The nearest passenger rail service is and will continue to be provided in Portland and in Chemult. No passenger rail service is anticipated within the County within the next 20 years.

PIPELINES AND WATERWAYS

Today, there is one natural gas pipeline in the County that parallels US97. The TSP recommends continued coordination with the gas pipeline operator to provide continued services within the County. No additional pipeline facilities are anticipated within the next 20 years.

There are no navigable waterways located in Deschutes County but there are several waterways and lakes that are used recreationally. As local and regional destinations, access to these bodies of water facilitate tourism, economic development, and environmental conservation efforts. Major bodies of water include Paulina Lake, East Lake, Wickiup Reservoir, Crane Prairie Reservoir, Sparks Lake, the Crooked River, and the Deschutes River. The TSP recommends enhancements to the roadways accessing these recreational areas to improve safety for all users.

AIR SERVICE

Within the County, the largest public use airport is the Roberts Field-Redmond Municipal Airport (RDM) located in southeast Redmond. The Bend Municipal Airport, Sunriver Airport, and Sisters Eagle Airport are also available for public use. The TSP supports the continued use of these airports for service within the County in the future.

The TSP adopts by reference the City of Redmond's Airport Master Plan (as Updated in 2018) to reflect the needs of the Redmond Municipal Airport through the year 2040. This updated Master Plan includes a prioritized list of additional airside facilities, general aviation facilities, parking supply, passenger facilities, and non-aeronautical property development in the vicinity of the airport to support the anticipated 20-year growth at the Airport. The TSP supports continued coordination with the City of Redmond and ODOT to maintain safe and efficient connections to the airport for Deschutes County residents and visitors.

BRIDGES

The County regularly reviews the structural ratings of its bridges and addresses changes to the bridges as funding and other opportunities arise. The need for changes to existing bridge locations within the County will be addressed throughout the 20-year period of the TSP and incorporated as part of County budgeting and partner agency funding discussions, as appropriate.

VEHICULAR PERFORMANCE STANDARDS

The County uses motor vehicle Level of Service (LOS) standards to evaluate acceptable vehicular performance on its road system. LOS standards are presented as grades A (free flow traffic conditions) to F (congested traffic conditions). ODOT uses mobility targets based on volume to capacity (V/C) ratios as defined in the OHP for

planning evaluations of existing facilities and in the Highway Design Manual (HDM) for design of future facilities to evaluate acceptable vehicular performance on state facilities. As V/C ratios approach 1.0, traffic congestion increases.

In some cases, it may not be possible or desirable to meet the designated mobility target or LOS standards. In those cases, an alternative mix of strategies such as land use, transportation demand management, safety improvements or increased use of active modes may be applied.

The County roadways and intersections are subject to LOS "D" whereas ODOT highways and intersections are evaluated using the applicable mobility targets in the Oregon Highway Plan (OHP). Within the urban areas of the County, each city's standards apply to their streets and intersections.



05 | TRANSPORTATION INVESTMENT PRIORITIES

This Chapter presents a list of prioritized transportation investments intended to serve the County in the future. These investments were identified and prioritized based on feedback obtained from County residents, partner agency staff and by technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified projects help to support plans adopted by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. For planning purposes and the County's future considerations related to the Capital Improvement Program (CIP), the prioritized investments have been categorized as high, medium or low. Each of the identified investments have associated cost estimates.

The transportation investments are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes;
- Roadway segments, including changes to functional classification;
- ODOT intersections and roadways;
- Pedestrian facilities;
- Bicycle facilities;
- Bridges;
- Federal Land Access Program (FLAP) roads;
- Transit; and,
- Safety.

Some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may

change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources.

In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding and construction.

PROJECT COSTS

The estimated construction costs are provided in the subsequent tables. These costs are order-of-magnitude (e.g., planning-level) estimates that account for right-of-way, design engineering, and construction and generally include a 30 percent contingency factor. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2021 dollars. The detailed costs include all estimation assumptions as well as any deviations related to unique topographic, right-of-way, or other constraints.

Where applicable, cost estimates include anticipated project funding that would provide bicycle or pedestrian facilities, including usable shoulder space.

Costs for individual transit corridors are not provided. The County and Cascades East Transit (CET) will continue to collaborate on capital improvements and strategic policies that can help implement more robust transit service throughout the County.

INTERSECTION CHANGES

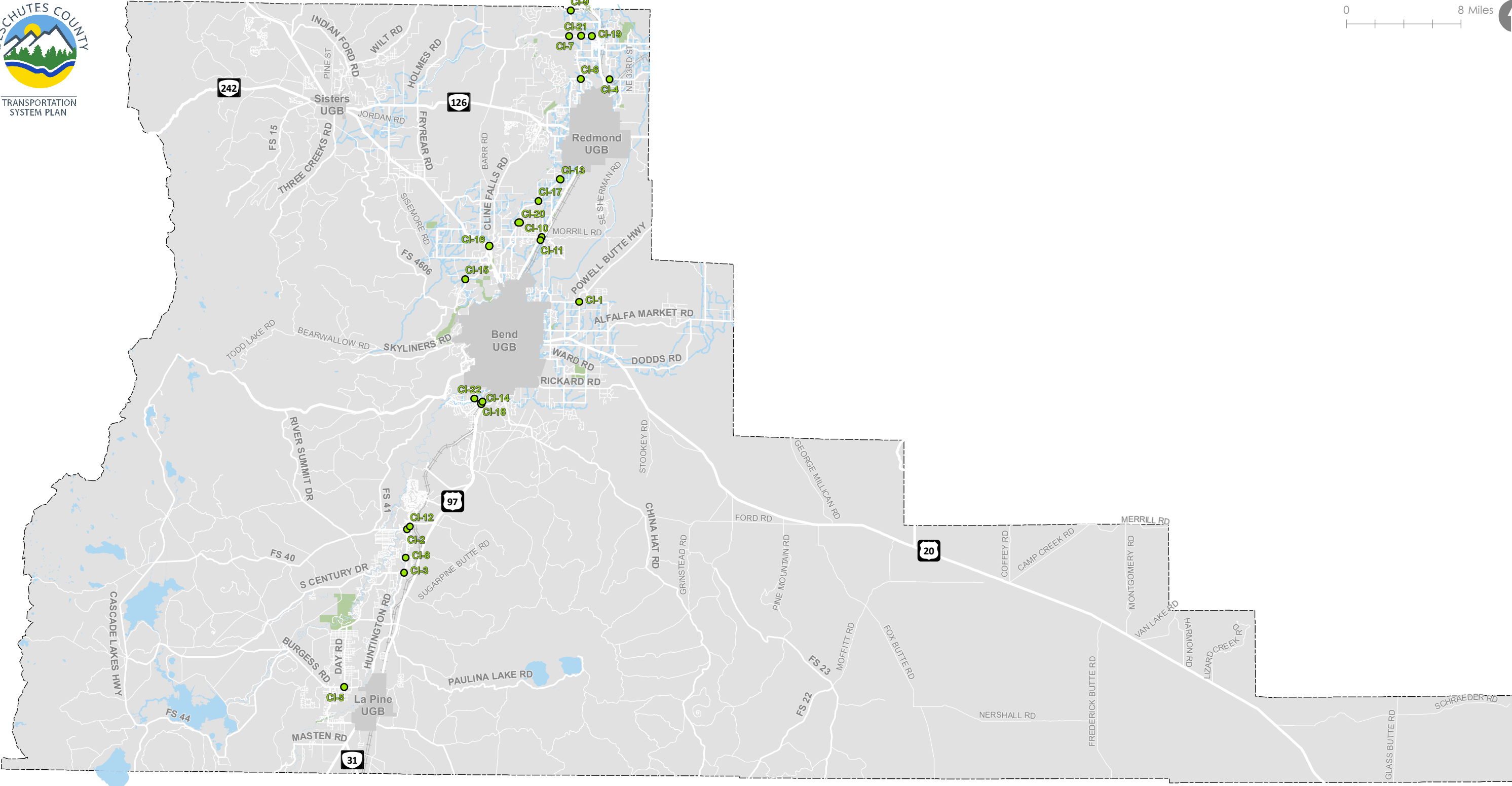
As discussed in Chapter 4, the needs assessment at intersections focused on both vehicular capacity as well as potential geometry changes identified by the Project Advisory Committee, public input, and those identified through the TSAP.

The TSP is not inclusive of all of the intersection projects that the County will pursue over the next 20 years. Rather, these have been identified

as projects that the County can pursue to strategically improve the operational efficiency of specific intersections and important roadways. These projects can enhance system operations and can be completed as opportunities arise. In all cases, the County will review the appropriate intersection control options at the time of project development and delivery. The projects are illustrated in **Figure 5-1** and in **Table 5-1**.



Figure 5-1 – Intersection Changes



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- County Intersection Project
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-1. Intersection Changes and Associated Cost Estimates

ID	Road 1	Road 2	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CI-1	Powell Butte Hwy	Butler Market Rd	Roundabout	High	\$2,500,000	-
CI-2	S Century Dr	Spring River Rd	Roundabout	High	\$2,200,000	\$200,000
CI-3	Huntington Rd	South Century Dr	Roundabout	High	\$2,000,000	-
CI-4	NE 5th St	O'Neil Hwy	Realignment	High	\$130,000	-
CI-5	Burgess Rd	Day Rd	Signal	High	\$800,000	\$100,000
CI-6	Coyner Rd	Northwest Way	Left Turn Lanes (Northwest Way Only)	High	\$400,000	-
CI-7	NW Lower Bridge Way	NW 43rd St	Realignment/ Left Turn Lane or Roundabout	High	\$3,500,000	\$200,000
CI-8	S Century Dr	Vandervert Rd	Roundabout	Medium	\$2,100,000	-
CI-9	NW 43rd St	NW Chinook Dr/	Realignment, Left Turn Lane	Medium	\$700,000	-
CI-10	Graystone Ln	Pleasant Ridge Rd	Realignment, Left Turn Lane	Medium	\$2,700,000	-
CI-11	Deschutes Market Rd	Graystone Ln	Signal With Turn Lanes	Medium	\$2,300,000	-
CI-12	Venture Ln	S Century Dr	Roundabout Or Realignment	Medium	\$2,100,000	-
CI-13	S Canal Blvd	McVey Ave	Realignment	Medium	\$400,000	-
CI-14	Cinder Butte Rd	Cheyenne Rd	Realignment	Medium	\$200,000	-
CI-15	Johnson Rd	Tyler Rd	Realignment	Medium	\$600,000	-
CI-16	Cline Falls Hwy	Cook Ave/Tumalo Rd	Roundabout Or Realignment	Medium	\$1,800,000	\$200,000
CI-17	S Canal Blvd	SW Young Ave	Realignment	Medium	\$300,000	-
CI-18	Baker Rd	Cinder Butte Rd	Intersection Improvements	Medium	\$1,200,000	-
CI-19	NW Lower Bridge Way	NW 19th St	Turn Lanes/ Realignment	Medium	\$500,000	-
CI-20	Old Bend Redmond Hwy	Swalley Rd/Kiowa Dr	Realignment	Low	\$200,000	-
CI-21	NW Lower Bridge Way	NW 31st St	Turn Lanes	Low	\$500,000	-
CI-22	Baker Rd	Brookwood Blvd	Signal/Turn Lanes	Low	\$1,400,000	\$100,000

ROADWAY CHANGES

As discussed in Chapter 4, the needs assessment identified strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region as well as to enhance the safety of all users. The identified projects also can help to strength connections between areas of the County and to other areas in Central Oregon. These projects are illustrated in **Figure 5-2** and **Table 5-2**. The projects identified will be implemented over time to reflect changing needs for the various users of the transportation system and economic development opportunities.

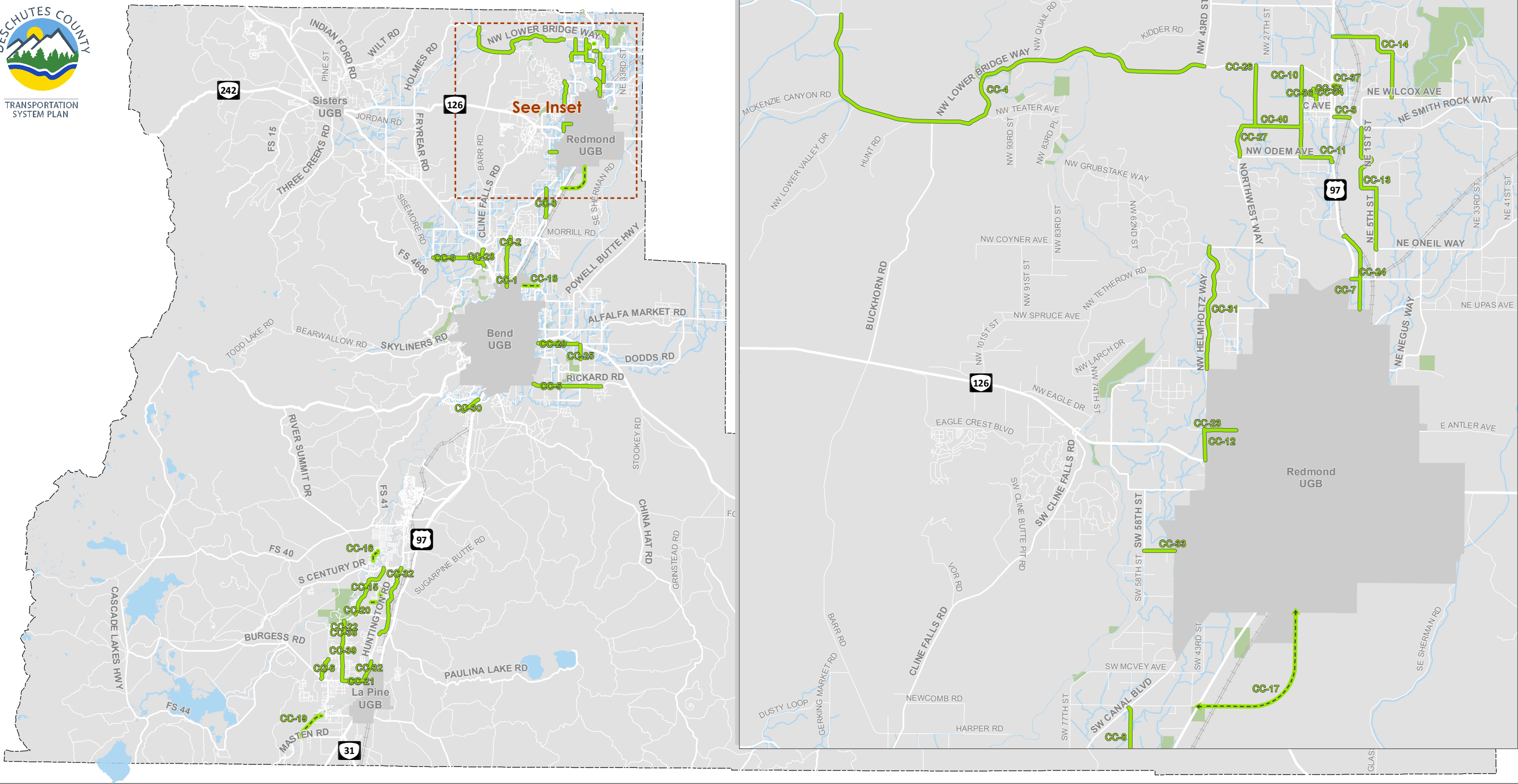
In reviewing the prioritized list, it is helpful to note that many existing roadways within the County area are not built to current County standards and that not all roadways within the County will be rebuilt to match these standards over the next 20 years. It is also important to note that changes to existing roadways (beyond those identified in the TSP) may be required as part of future land use approvals consistent with the roadway functional classification requirements.



Figure 5-2 – Roadway Changes



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- County Road Projects
- County Road Extension Projects
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-2. Roadway Changes and Associated Cost Estimates

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-1	Hunnell Rd	Loco Rd	Rodgers Rd	New Road	High	\$1,600,000	\$500,000
CC-2	Hunnell Rd	Rodgers Rd	Tumalo Rd	Reconstruction/ Pave	High	\$3,900,000	\$1,200,000
CC-3	Smith Rock Way	Highway 97	Railroad Crossing/UGB Terrebonne	Widen & Overlay	High	\$600,000	\$200,000
CC-4	NW Lower Bridge Way	43rd St	Holmes Rd	Widen & Overlay	Medium	\$8,900,000	\$3,500,000
CC-5	Rickard Rd	Knott Rd/27th St	Bozeman Trail	Widening	Medium	\$2,300,000	\$700,000
CC-6	Sunrise Ln	300' North Of Shady Ln	Burgess Rd	County Standard Improvement	Medium	\$1,300,000	\$400,000
CC-7	N. Canal Blvd	Redmond City Limits	O'Neil Hwy	Widen & Overlay	Medium	\$700,000	\$200,000
CC-8	61st St	S. Canal Blvd	Hwy 97	Widen & Overlay	Medium	\$1,800,000	\$600,000
CC-9	Tumalo Reservoir Rd	OB Riley Rd	Collins Rd	Widen & Overlay	Medium	\$5,300,000	\$1,600,000
CC-10	NW 19th St	NW Lower Bridge Way	NW Odem Ave	County Standard Improvement	Medium	\$2,700,000	\$800,000
CC-11	NW Odem Ave	NW 19th St	Hwy 97	County Standard Improvement	Medium	\$1,100,000	\$300,000
CC-12	SW Helmholtz Way	OR 126	Antler Ave	Widen & Overlay	Medium	\$900,000	\$300,000
CC-13	NE 1st St, Ne Knickerbocker Ave, And Ne 5th St	O'Neil Hwy	Smith Rock Way	Widen & Overlay	Low	\$3,400,000	\$1,000,000
CC-14	NW Eby Ave, Ne 5th St, Ne Cayuse Ave, And Ne 9th St	US97	Ne Wilcox Rd	Widen & Overlay	Low	\$1,700,000	\$500,000
CC-15	Whittier Dr, Wolf St, And Shawnee Circle	Whittier Dr - End of County Maintenance	Lazy River Dr	County Standard Improvement	Low	\$2,600,000	\$800,000

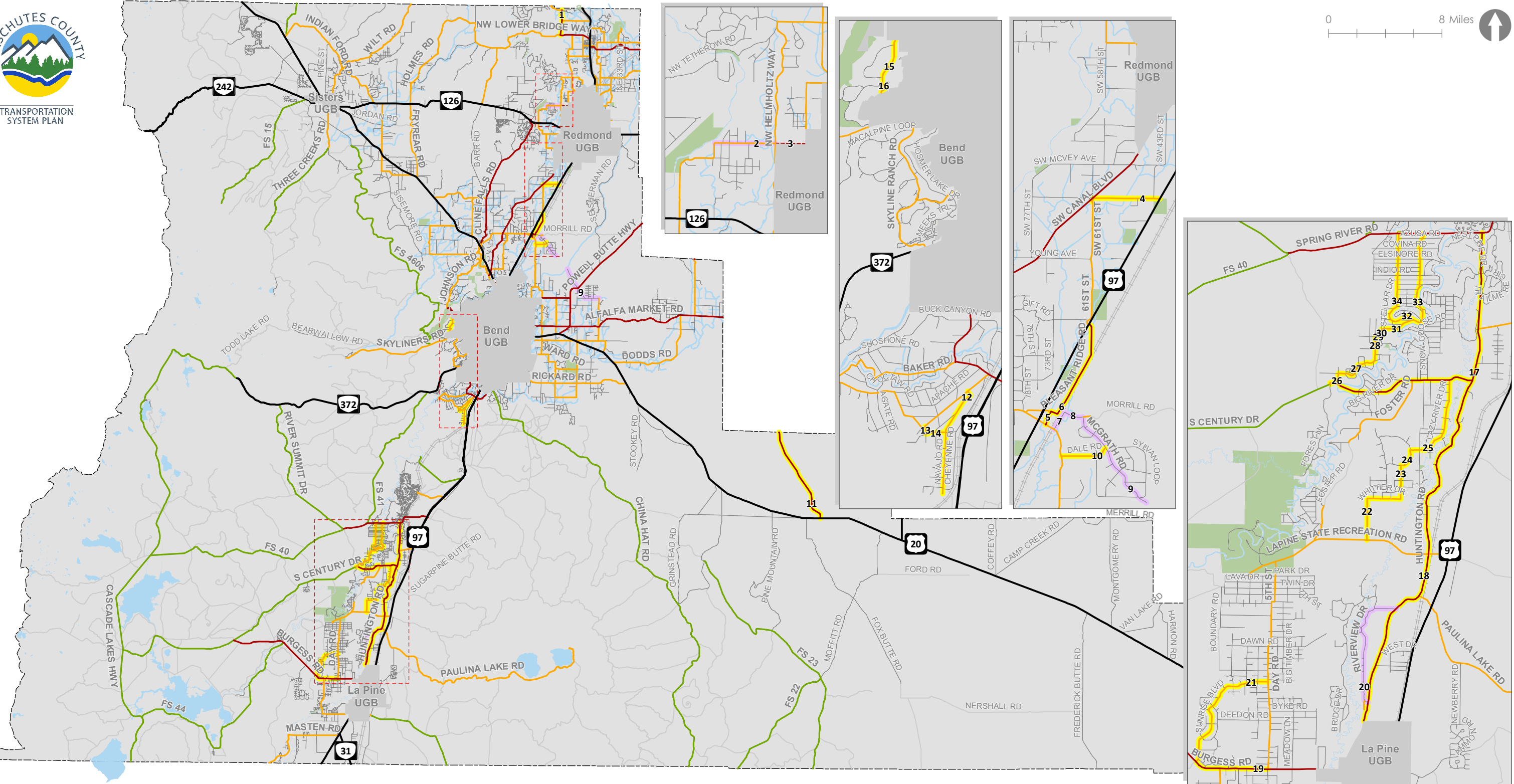
ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-16	Stellar Dr, Upland Rd, Savage Dr, Winchester Dr, Browning Dr	Stellar Dr End of County Maintenance (@Milky Way)	Stage Stop Dr (@Browning Dr/Pitch Ct)	County Standard Improvement	Low	\$1,300,000	\$400,000
CC-17	SW 19th St	End Of Pavement – SW 19th St	US97 (In the Vicinity of SW Quarry Ave)	Illustrative Roadway Extension. May require statewide planning goals exceptions prior to implementation	To be determined	\$8,600,000	\$2,600,000
CC-18	Cooley Rd	Urban Growth Boundary	Deschutes Market Rd	Roadway Extension	Low	\$2,900,000	\$900,000
CC-19	6th St	Masten Rd	6th St - End Of County Maintenance	Roadway Extension	Low	\$3,800,000	\$1,100,000
CC-20	Foster Rd	South Century Dr	La Pine State Rec. Rd	County Standard Improvement/Widen & Overlay	Low	\$4,100,000	\$1,200,000
CC-21	Burgess Rd	Day Rd	Huntington Rd	Widen & Overlay	Low	\$1,900,000	\$600,000
CC-22	5th St (La Pine)	Amber Ln	La Pine State Rec. Rd	Widen & Overlay	Low	\$800,000	\$200,000
CC-23	W Antler Ave	NW 35th St	NW Helmholtz Way	Widen & Overlay	Low	\$400,000	\$100,000
CC-24	O'Neil Hwy	N Canal Blvd	Highway 97	Widen & Overlay	Low	\$1,100,000	\$300,000
CC-25	Gosney Rd	US 20	Canal, 1 Mile South of Us20	Widen & Overlay	Low	\$2,800,000	\$800,000
CC-26	31st St	NW Sedgewick	NW Lower Bridge Way	Widen & Overlay	Low	\$1,000,000	\$300,000
CC-27	NW Almeter Way	Northwest Way	NW Sedgewick Ave	Widen & Overlay	Low	\$500,000	\$200,000

ID	Road	Begin	End	Project Description	Priority	Cost Estimate	Bike/Ped Component of Cost
CC-28	Bailey Rd	US 20	Tumalo Reservoir Rd	Widen & Overlay	Low	\$1,300,000	\$400,000
CC-29	Bear Creek Rd	City Limits	US 20	Widen & Overlay	Low	\$3,200,000	\$1,000,000
CC-30	Cinder Butte Rd	Baker Rd	Minnetonka Ln	Widen & Overlay	Low	\$1,300,000	\$400,000
CC-31	NW Helmholtz Way	Maple Ave	NW Coyner Ave	Widen & Overlay	Low	\$2,500,000	\$700,000
CC-32	Huntington Rd	South Century Dr	Burgess Rd	Widen & Overlay, Excluding Portion from Riverview Dr to Riverview Dr	Low	\$6,600,000	\$2,000,000
CC-33	SW Wickiup Ave	SW Helmholtz Way	SW 58th St	Widen & Overlay	Low	\$600,000	\$200,000
CC-34	4th St (Terrebonne)	Majestic Rock Dr	F Ave	County Standard Improvement	Low	\$200,000	\$100,000
CC-35	F Ave (Terrebonne)	4th St	5th St	County Standard Improvement	Low	\$100,000	-
CC-36	5th St (Terrebonne)	F Ave	Central Ave	County Standard Improvement	Low	\$300,000	\$100,000
CC-37	H Ave (Terrebonne)	11th St	12th St	County Standard Improvement	Low	\$200,000	\$100,000
CC-38	Amber Ln	5th St	Day Rd	Realignment	Low	\$300,000	\$100,000
CC-39	Day Rd	Amber Ln	Burgess Rd	Widen & Overlay	Low	\$3,000,000	\$900,000
CC-40	NW Sedgewick Ave	NW 19th Ave	NW Almeter Way	Widen & Overlay	Low	\$1,000,000	\$300,000

In addition to the roadway changes, the County is proposing changes to the existing functional classification system based on review by County staff, input from stakeholders, and coordination

with partner agencies. These changes will occur as part of TSP implementation. These recommended changes are shown in **Figure 5-3** and **Table 5-3**.

Figure 5-3 - Functional Classification Changes



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- Highway
- Arterial
- - - Future Arterial
- Collector
- Functional Class Upgrade
- Functional Class Downgrade
- ⊕ Parks
- ☪ Water

Data Source: Deschutes County

Table 5-3. Changes to the Functional Classification Designations

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
1	43rd St	NW Lower Bridge Way	NW Chinook Ave	Collector	Arterial	One of the main roads NW of Terrebonne, main access to Crooked River Ranch, 1/2 access roads to CRR
2	NW Maple Ave	NW Helmholtz Way	NW 59th St	Arterial	Collector	Possible database error, updating to match county mapping
3	NW Maple Ave	NW 35th St	NW Helmholtz Way	N/A	Arterial	Future connection; called out in the city of Redmond tsp; from tsp- "proposed 3 lane arterial to improve connectivity between and within existing neighborhoods, employment, and commercial areas, to provide connections to newly developed or developing areas, and to provide alternative travel routes for all models to existing streets"
4	SW Quarry Ave	US97	S Canal Blvd	Local	Collector	Improve connection to canal which is an arterial road that runs parallel to US97, key road segment in connection to north Tumalo area from US97, 2 lane road with narrow gravel shoulders
5	Graystone Ln	Deschutes Market Rd	Pleasant Ridge Rd	Collector	Arterial	1275' segment that is key in the eastern parallel roads to US97, Connection for US97 Access from Tumalo Rd/ Deschutes market road
6	Pleasant Ridge Rd	Graystone Ln	US97	Collector	Arterial	600' segment that is key in connection for US97 Access from Tumalo Rd/Deschutes market road
7	19th St	Deschutes Market Rd	Morrill Rd	Collector	Local	1750' segment that connects to rural farmland area NE of Bend, no major traffic generators
8	Morrill Rd	19th St	McGrath Rd	Collector	Local	1675' segment that connects to rural farmland and hiking area NE of Bend, no major traffic generators, the rest of Morrill Rd is local

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
9	McGrath Rd	Morrill Rd	End	Collector	Local	Road that connects to rural farmland area NE of Bend, no major traffic generators
10	Dale Rd	Deschutes Market Rd	McGrath Rd	Local	Collector	4,180' segment that connects rural land to Deschutes Market Rd
11	George Millican Rd	US 20	County Line	Local	Arterial	Possible database error, updating to match county mapping
12	Navajo Rd	Cinder Butte Rd	End	Local	Collector	Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to cinder butte road which is a collector
13	Minnetonka Ln	Cinder Butte Rd	Cherokee Dr	Local	Collector	Traffic from homes, driveways every 50-100', no paved shoulder, connects to cinder butte road which is a collector
14	Cherokee Dr	Minnetonka Ln	Navajo Rd	Local	Collector	Traffic from homes, driveways every 50-100', 1' paved shoulder, connects to Minnetonka Lane and Navajo road that are being upgraded as well
15	McClain Dr	City Limits	Sage Steppe Dr	Local	Collector	Possible database error, updating to match county mapping
16	Sage Steppe Dr	McClain Dr	City Limits	Local	Collector	1580' segment in new developed area, continues McClain drive proposed upgrade of collector
17	S Century Dr	Spring River Rd	Deschutes River Xing	Collector	Arterial	Connection to the communities of Three Rivers, Caldera Springs, and Crosswater
18	Huntington Rd	S Century Dr	City Limits	Collector	Arterial	Connection between La Pine, Three Rivers, and Sunrise; gravel shoulder and paved shoulder 0'-2'
19	Burgess Rd	Day Rd	Sunrise Blvd	Collector	Arterial	Possible database error, updating to match county mapping
20	Riverview Dr	Huntington Rd	Huntington Rd	Collector	Local	Parallel to Huntington Road, rural connections to river and homes, curvy road

ID	Road	Begin	End	Functional Classification		Comments
				Current	Proposed	
21	Sunrise Blvd	Burgess Rd	Day Rd	Local	Collector	Connection to many homes, driveways every 50-300', gravel shoulders, paved shoulders 0-2'
22	Whittier Dr	La Pine State Rec. Rd	Wolf St	Local	Collector	Enhance connection route to La Pine state park from Three Rivers and other communities to the north; 1/2 is a gravel road, other half is paved with no striping
23	Wolf St	Whittier Dr	Shawnee Circle	Local	Collector	Enhance connection route to La Pine state park from Three Rivers and other communities to the north; gravel road
24	Shawnee Circle	Wolf St	Lazy River Dr	Local	Collector	Enhance connection route to La Pine state park from Three Rivers and other communities to the north; gravel road
25	Lazy River Dr	Shawnee Circle	S Century Dr	Local	Collector	Enhance connection route to La Pine state park from Three Rivers and other communities to the north
26	Bonanza Ln	S Century Dr	Stage Stop Dr	Local	Collector	Enhance connection route to west Three Rivers homes and big river group campground
27	Stage Stop Dr	Bonanza Ln	Browning Dr	Local	Collector	Enhance connection route to west Three Rivers homes
28	Browning Dr	Stage Stop Dr	Winchester Dr	Local	Collector	Enhance connection route to west Three Rivers homes
29	Winchester Dr	Browning Dr	Savage Dr	Local	Collector	Enhance connection route to west Three Rivers homes
30	Savage Dr	Winchester Dr	Upland Rd	Local	Collector	Enhance connection route to west Three Rivers homes
31	Upland Rd	Savage Dr	Milky Way	Local	Collector	Enhance connection route to west Three Rivers homes
32	Milky Way	Stellar Dr	Solar Dr	Local	Collector	Enhance connection route to west Three Rivers homes
33	Solar Dr	Milky Way	Spring River Rd	Local	Collector	Enhance connection route to west Three Rivers homes
34	Stellar Dr	Milky Way	Spring River Rd	Local	Collector	Enhance connection route to west Three Rivers homes

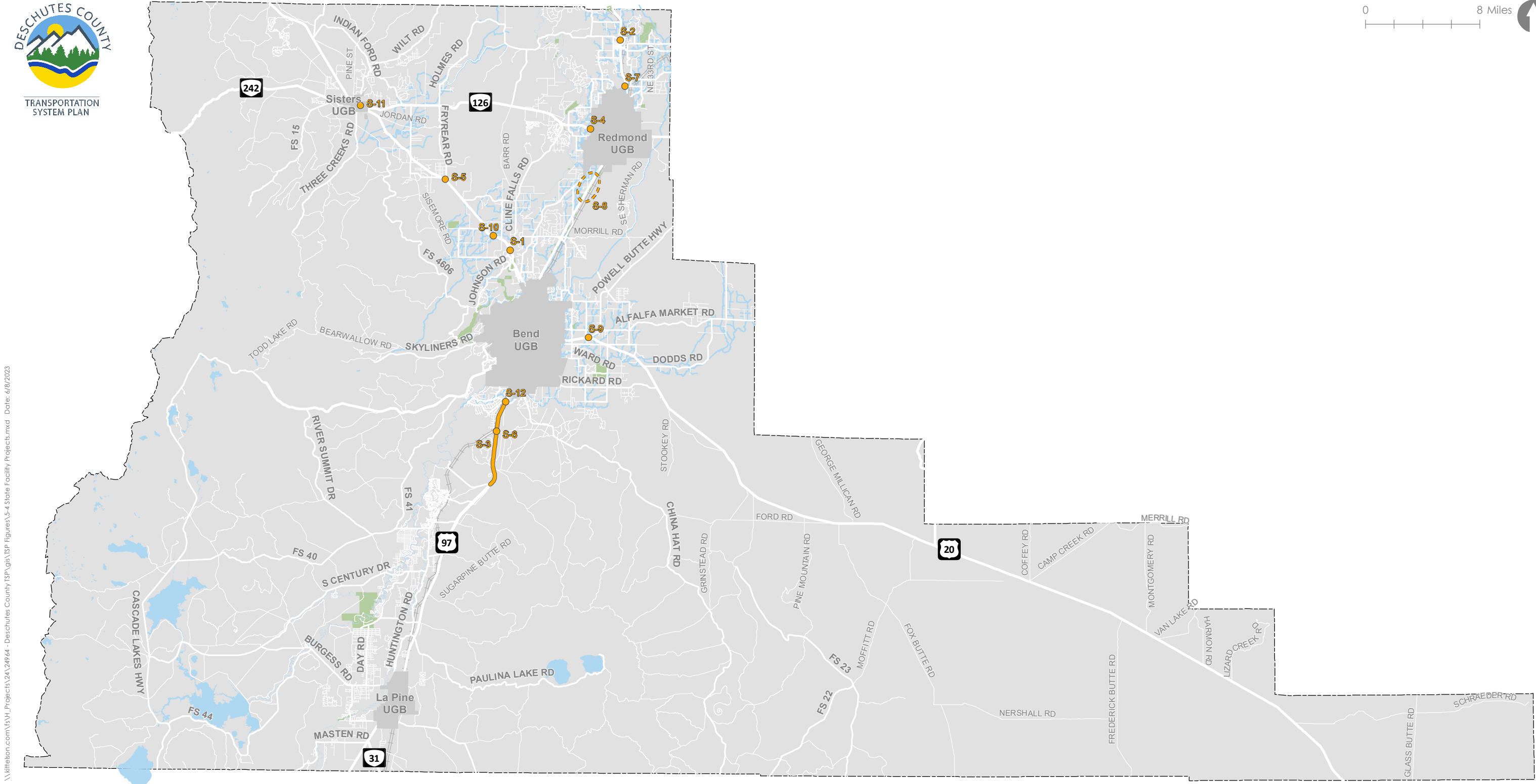
ODOT Intersections and Roadways

Future changes to ODOT intersections and roadways within the County have been identified in previously adopted and/or acknowledged transportation plans. ODOT and County staff prioritized the list of changes for inclusion in the TSP. These are shown in **Figure 5-4** and **Table 5-4**. In addition to this list, the County will continue to partner with ODOT to monitor and identify future projects that help to address the needs of local, regional and statewide travel.

As the road authority for projects on the state highway system, the timing, need, and funding for projects will be directed by ODOT rules and regulations. In some cases, the County may partner with ODOT on implementation whereas in others, the projects will be planned, designed and constructed by ODOT.



Figure 5-4 – ODOT Facility Changes



- State Highway Projects
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Table 5-4. ODOT Intersections Changes and Associated Cost Estimates

ID	Road 1	Road 2	Desc.	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
S-1	US 20	Cook Ave/O.B. Riley Rd	Two-Lane Roundabout	ODOT project programmed for 2023	High	\$11,000,000	\$9,100,000	\$1,800,000
S-2	US97	Lower Bridge Way	Grade Separated Interchange From US97	Interchange project identified via US97: Terrebonne/Lower Bridge Way improvement project. ODOT project programmed for 2023.	High	\$30,200,000	\$10,000,000	\$700,000
S-3	US97	Baker Road To Lava Butte	Implementation Of Multiuse Path	ODOT project currently in design phase	High	\$3,000,000	-	-
S-4	OR 126	SW Helmholtz Way	Traffic Signal or Intersection Improvement	Coordinate with city of Redmond & ODOT on specific project. Also identified within Redmond tsp.	Medium	\$1,000,000	\$500,000	\$100,000
S-5	US 20	Fryrear Rd	Turn Lane on Highway, Realign	Intersection identified within Deschutes County TSAP	Medium	\$3,000,000	\$2,500,000	-
S-6	US97	Deschutes River Woods South Interchange Project	Interchange	This project will provide a grade separated interchange on US97 that will connect the Deschutes River Woods subdivision (west) and the High Desert Museum area (east). A future refinement process (interchange area management plan, or other) will determine the connection point to the DRW. A grade separation of the BNSF Railroad will also be required.	Low	\$42,900,000	\$10,000,000	-

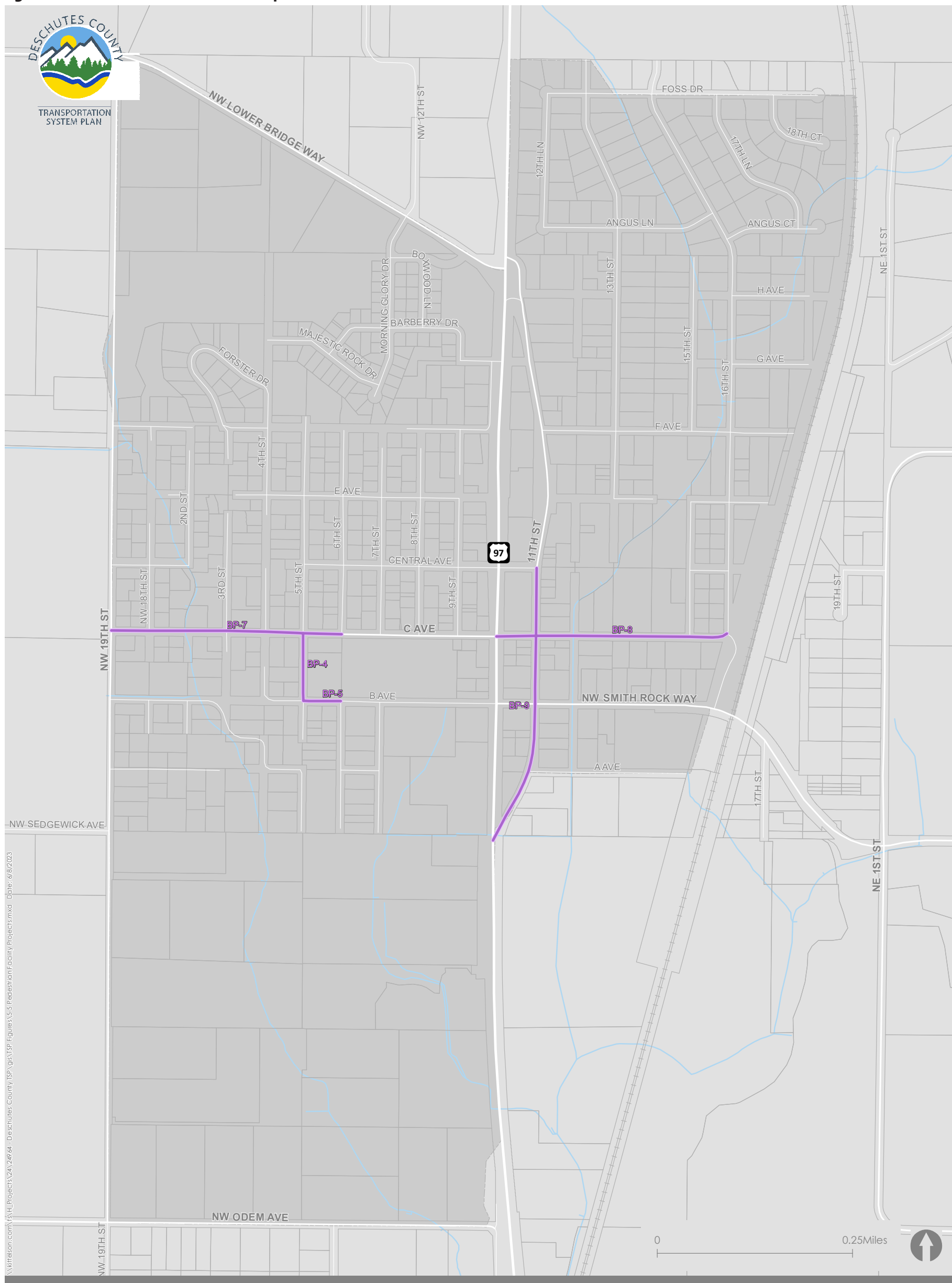
ID	Road 1	Road 2	Desc.	Notes	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
S-7	US97	Pershall-O'Neil Hwy	Implement Components of the Interchange Area Management Plan (IAMP) Adopted for This Area.	The county will coordinate with ODOT and the city of Redmond on the appropriate county involvement to implement IAMP projects.	Low	Multiple Projects	-	-
S-8	US97	Quarry Rd	Grade Separated Interchange From US97	Illustrative Project. Timing and need to be further refined. May require statewide planning goals exceptions prior to implementation. Need for project likely driven by economic development within Redmond industrial lands	To be determined	\$50,000,000	\$5,000,000	-
S-9	US 20	Powell Butte Hwy	Roundabout	Project timing and need to be further refined.	Low	\$5,000,000	\$500,000	-
S-10	US 20	Pinehurst Rd	Turn Lane on Highway, Realign	Project timing and need to be further refined.	Low	\$3,000,000	\$2,500,000	-
S-11	US 20	Locust St	Roundabout	County contribution to ODOT/ city of Sisters project	Low	\$6,000,000	\$1,000,000	-
S-12	US97	Baker Road	Implement Components of The Interchange Area Management Plan (IAMP) For This Area.	The county will coordinate with ODOT and the city of Bend on the appropriate county involvement to implement IAMP projects.	Low	Multiple Projects	-	-

PEDESTRIAN FACILITIES

Figure 5-5 and **Table 5-5** reflect priorities for changes to the pedestrian system within Terrebonne and Tumalo. In general, the sidewalks identified in the TSP reflect providing sidewalks between the residential areas and schools as well as to provide connections to neighborhood commercial areas in the two communities.

Other changes to the pedestrian system as well as pedestrian crossing improvements may be provided in the future based on project development and design as well as funding opportunities. The County may require sidewalk construction as part of future land use actions as well, consistent with the Development Code requirements.

Figure 5-5A – Pedestrian Facilities Improvements



- Pedestrian Projects
- + Parks
- ~ Water
- Unincorporated Cities

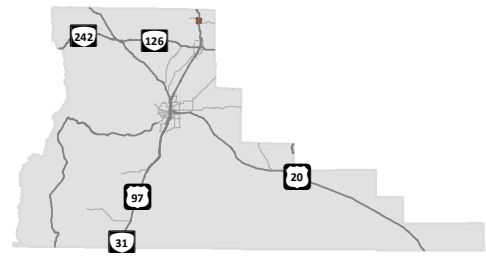
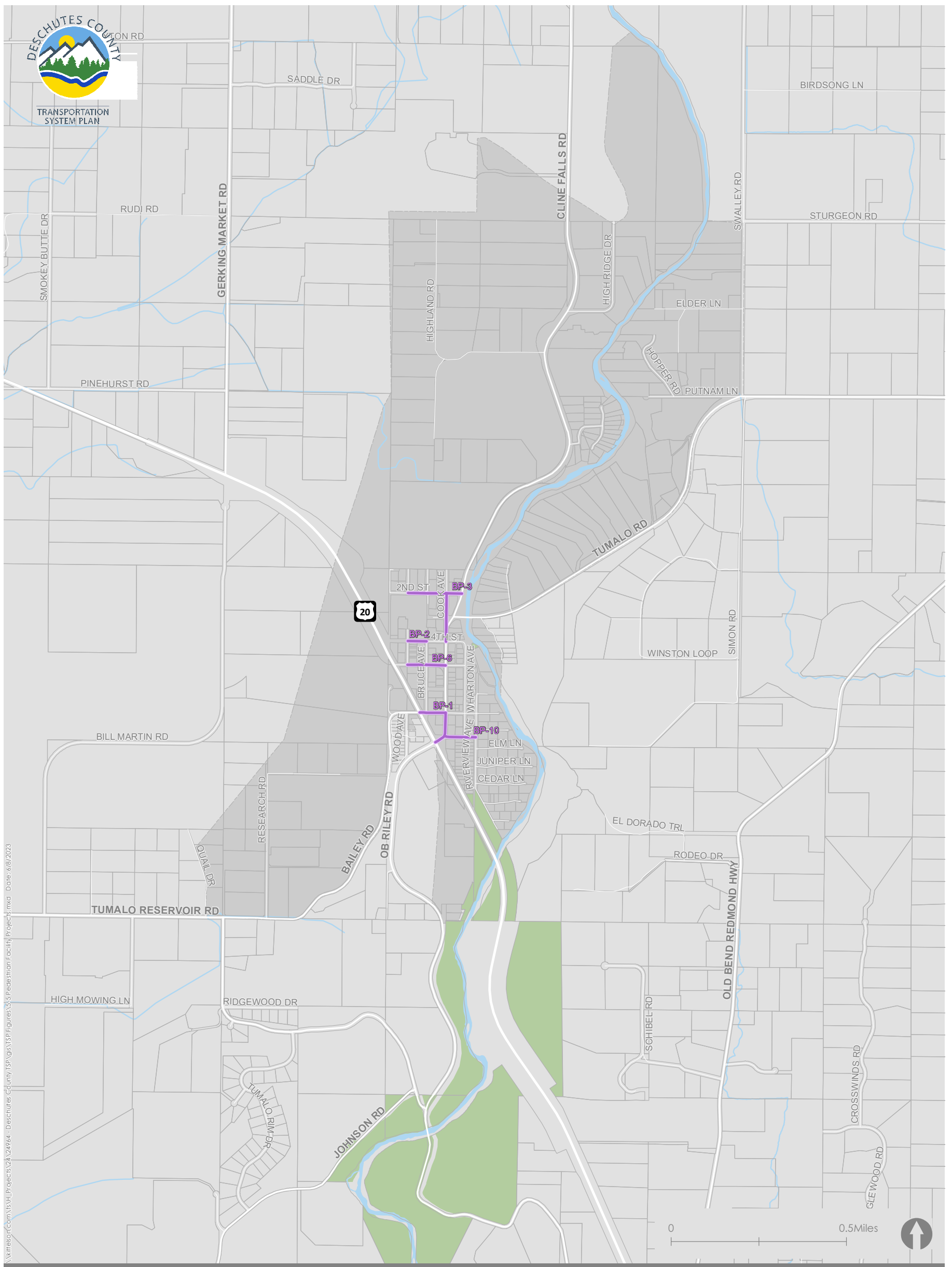


Figure 5-5B

**Pedestrian Facility Projects
Terrebonne , Oregon**

Data Source: Deschutes County

Figure 5-5B – Pedestrian Facilities Improvements



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- Pedestrian Projects
- + Parks
- Water
- + Unincorporated Cities

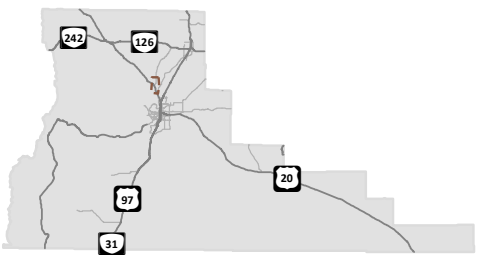


Figure 5-5A

Table 5-5. Pedestrian Facilities and Associated Cost Estimates

ID	Road	Begin	End	Description	Priority	Cost
BP-1	7th St (Tumalo)	US 20	Cook Ave	5' Sidewalk On Both Sides	High	\$300,000
BP-2	4th St (Tumalo)	Wood Ave	Bruce Ave	5' Sidewalks On Both Sides	High	\$300,000
BP-3	2nd St/Cook Ave Sidewalks (SRTS-Tumalo)	Tumalo School	Cline Falls/4th Street	5' Sidewalks In Areas Without	Medium	\$1,700,000
BP-4	5th St (Terrebonne)	B Ave	C Ave	5' Sidewalk On East Side Only	Medium	\$200,000
BP-5	B Ave (Terrebonne)	5th St	6th St	5' Sidewalk, North Side Only	Medium	\$200,000
BP-6	5th St (Tumalo)	Wood Ave	Cook Ave	5' Sidewalks On Both Sides	Medium	\$500,000
BP-7	C Ave (Terrebonne)	6th St	NW 19th St	5' Sidewalks On Both Sides	Medium	\$1,000,000
BP-8	C Ave (Terrebonne)	US97	16th St	5' Sidewalk On South Side Only	Low	\$600,000
BP-9	11th St (Terrebonne)	Central Ave	US97	5' Sidewalks On Both Sides	Low	\$1,100,000
BP-10	8th St (Tumalo)	Cook Ave	Riverview Ave	5' Sidewalks On Both Sides	Low	\$400,000

BICYCLE FACILITIES

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational bicycle route system, referred to as County Bikeways, where useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects. Facilities designated as County Bikeways are shown in **Figure 5-6**.

Crossing improvements, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that cross major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction

with scheduled maintenance activities. At the time the TSP was written, the County was evaluating potential changes to the Development Code requirements (as included in the County Code Title 22 requirements) related to bicycle facility requirements as part of land use actions. Future changes to Title 22 will be considered as part of TSP implementation.

In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed as part of the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

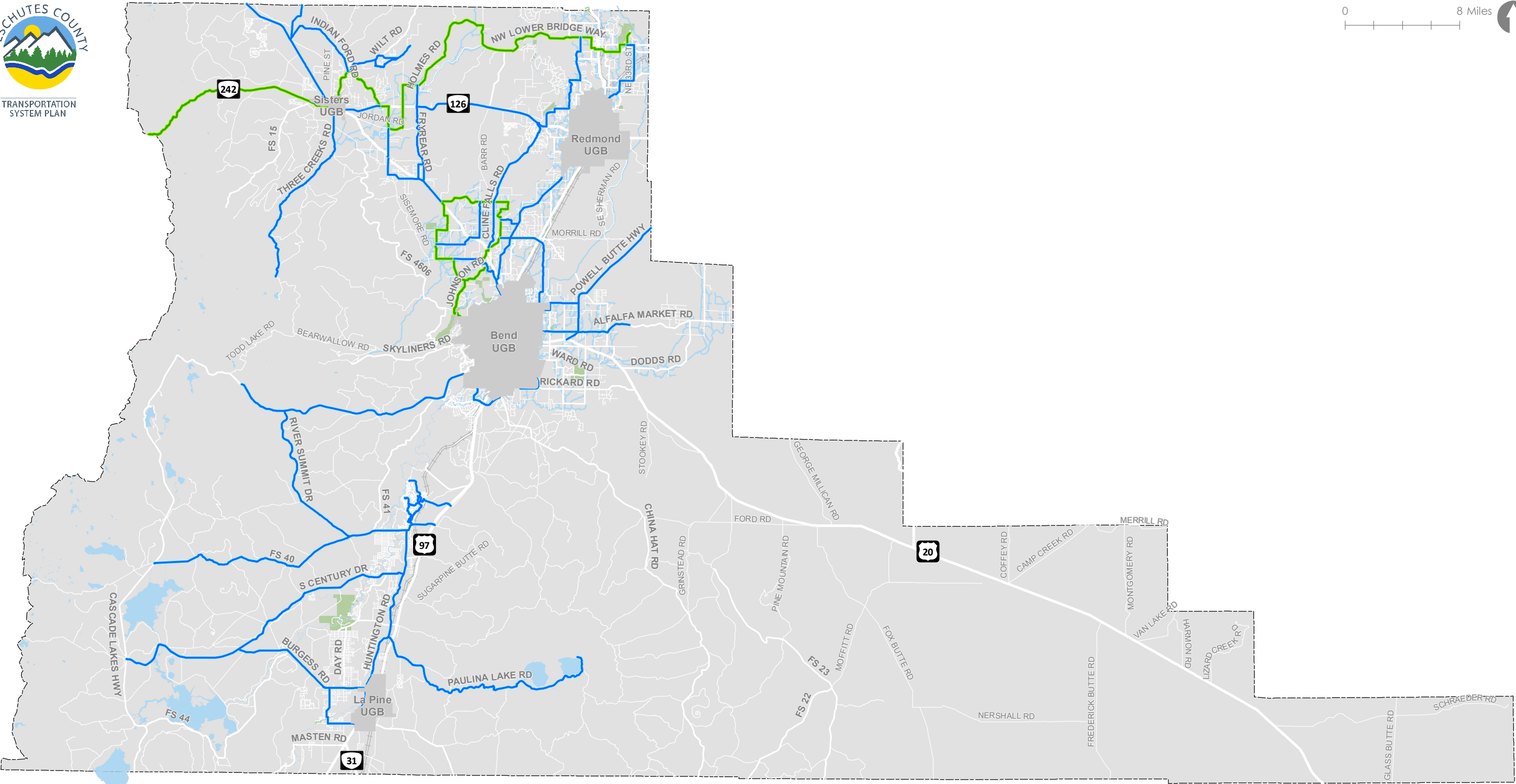
As part of that coordination, **Table 5-6** and **Table 5-7** identify regional bicycle connections that have been developed and prioritized with input from BPAC. Table 5-6 identifies routes that would connect communities and serve broad transportation functions, such as commuting, recreation, or daily services. Table 5-7 identifies routes that primarily provide connections to recreational opportunities, which could also serve to improve transportation mode choices available to County residents and visitors.

Over time, strengthening the identified connections will help to expand the overall

bicycle infrastructure within the County. Specific routes, including roadways and projects needed to support or develop these routes, have not yet been identified nor has the funding to construct and maintain these facilities. In the future, these costs may be funded by the County and/or a variety of agency partners, pending the actual alignment and project elements identified. The County will work with BPAC and agency partners, including ODOT and local jurisdictions, to advance development and implementation of preferred routes as resources allow.



Figure 5-6 – County Bikeways



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- County Bikeway
- Oregon Scenic Bikeways
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Finally, the County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018) identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas.

As part of TSP implementation, the County will coordinate with BPRD on the planning for and timing of new trails. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users. The County will work with BPRD to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

Table 5-6. Bicycle Route Community Connections

Community Connection	Description	Priority
Bend To Redmond	Various routes possible. Preferred route alignment has not been identified.	High
Bend To Sunriver	Route currently in design as a multi-use path along US97 (project s-3). Would connect bend, lava lands, and Sunriver.	High
Bend To Sisters	Could include Bend to Tumalo and/or Bend to Tumalo state park connection, which is also a priority route, and would likely include county and ODOT facilities. Future coordination will be required. Additional Sisters to Tumalo connection may be necessary if Bend to Sisters route does not include the Tumalo community.	High
Redmond To Sisters	Route could occur adjacent to or within ODOT right-of-way (or 126)	High
Redmond To Terrebonne	Route would likely occur adjacent to or within ODOT right-of-way (US97)	High
Redmond To Tumalo	Route may overlap with other route development, such as Bend to Sisters or possible Redmond to Sisters.	High
Sisters To Terrebonne & Smith Rock State Park	Route is currently part of a scenic bikeway. Improvements to the existing route, including improved crossings, are needed.	High

Community Connection	Description	Priority
Sisters To Black Butte Ranch	Significant prior planning which assumed a multi-use path parallel to US 20.	High
Deschutes River Woods to East Side of Bend	Route would connect area south of Bend to new development areas and recreational opportunities within or near southeast bend. Route could benefit from trail construction within future SE Bend developments.	Medium
Sunriver To La Pine	ODOT is currently in the planning stages to identify preferred route location.	Medium
Bend To Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Redmond To Powell Butte & Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Black Butte Ranch to Camp Sherman	Route would require coordination with Forest Service.	Low

Table 5-7. Bicycle Route Recreation Connections

Community Connection	Description	Priority
Bend To Redmond	Various routes possible. Preferred route alignment has not been identified.	High
Bend To Sunriver	Route currently in design as a multi-use path along US97 (project s-3). Would connect Bend, Lava Lands, and Sunriver.	High
Bend To Sisters	Could include Bend to Tumalo and/or Bend to Tumalo state park connection, which is also a priority route, and would likely include county and ODOT facilities. Future coordination will be required. Additional Sisters to Tumalo connection may be necessary if Bend to Sisters route does not include the Tumalo community.	High
Redmond To Sisters	Route could occur adjacent to or within ODOT right-of-way (or 126)	High
Redmond To Terrebonne	Route would likely occur adjacent to or within ODOT right-of-way (US97)	High
Redmond To Tumalo	Route may overlap with other route development, such as Bend to Sisters or possible Redmond to Sisters.	High
Sisters To Terrebonne & Smith Rock State Park	Route is currently part of a scenic bikeway. Improvements to the existing route, including improved crossings, are needed.	High

Community Connection	Description	Priority
Sisters To Black Butte Ranch	Significant prior planning which assumed a multi-use path parallel to US 20.	High
Deschutes River Woods to East Side of Bend	Route would connect area south of Bend to new development areas and recreational opportunities within or near southeast bend. Route could benefit from trail construction within future SE Bend developments.	Medium
Sunriver To La Pine	ODOT is currently in the planning stages to identify preferred route location.	Medium
Bend To Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Redmond To Powell Butte & Prineville	Route could utilize state highways and/or county roads. Coordination with ODOT and crook county will be required.	Low
Black Butte Ranch to Camp Sherman	Route would require coordination with Forest Service.	Low

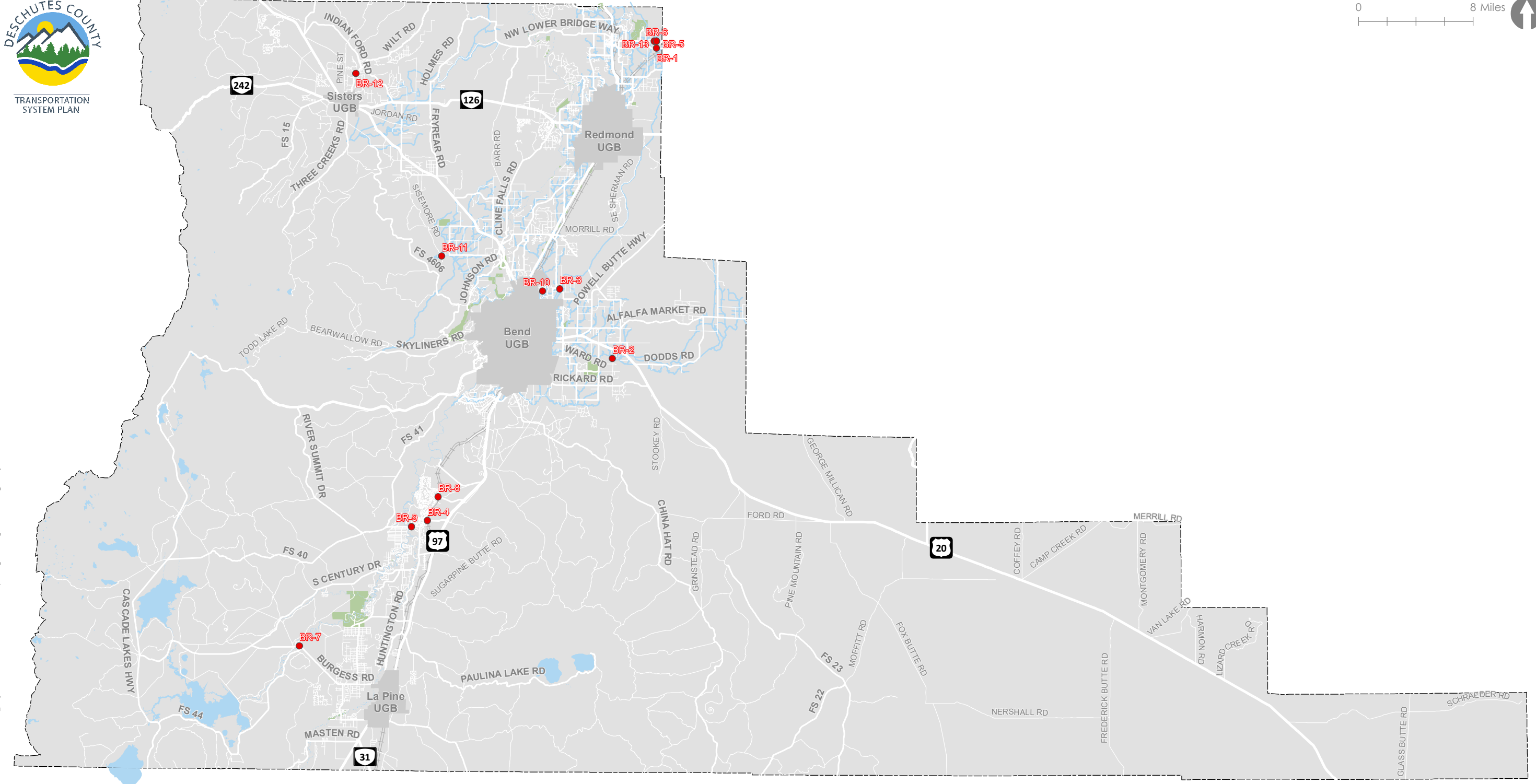
BRIDGES

In 2020, the majority of the County's bridges were rated as being structurally sufficient. The County regularly reviews the structural ratings of its bridges and makes changes as funding and

other opportunities arise. Projects to address county bridge priorities are shown in **Figure 5-7** and **Table 5-8**. These projects represent the County's current priorities but do not encapsulate all the bridges that may be modified over time.



Figure 5-7 Bridge Projects



- Bridge Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

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Table 5-8. Bridge Projects and Associated Cost Estimates

ID	Road	Location	Description	Priority	Cost
BR-1	Smith Rock Way	North Unit Canal	Replacement	High	\$1,000,000
BR-2	Gribbling Rd	Central Oregon Canal	Replacement	High	\$900,000
BR-3	Hamehook Rd	-	Replacement	High	\$1,100,000
BR-4	S Century Dr	BNSF RR	Rehabilitation	High	\$2,700,000
BR-5	Wilcox Ave	-	Removal	Medium	\$200,000
BR-6	Wilcox Ave	-	Removal	Medium	\$100,000
BR-7	Burgess Rd	-	Replacement	Medium	\$2,100,000
BR-8	Cottonwood Dr	BNSF RR	Replacement	Low	\$3,800,000
BR-9	Spring River Rd	Deschutes River	Rehabilitation	Low	\$400,000
BR-10	Old Deschutes Rd	Pilot Butte Canal	Replacement	Low	\$400,000
BR-11	Sisemore Rd	-	Replacement	Low	\$600,000
BR-12	Camp Polk Rd	-	Replacement	Low	\$1,400,000
BR-13	Wilcox Ave	-	New Bridge	Low	\$1,300,000

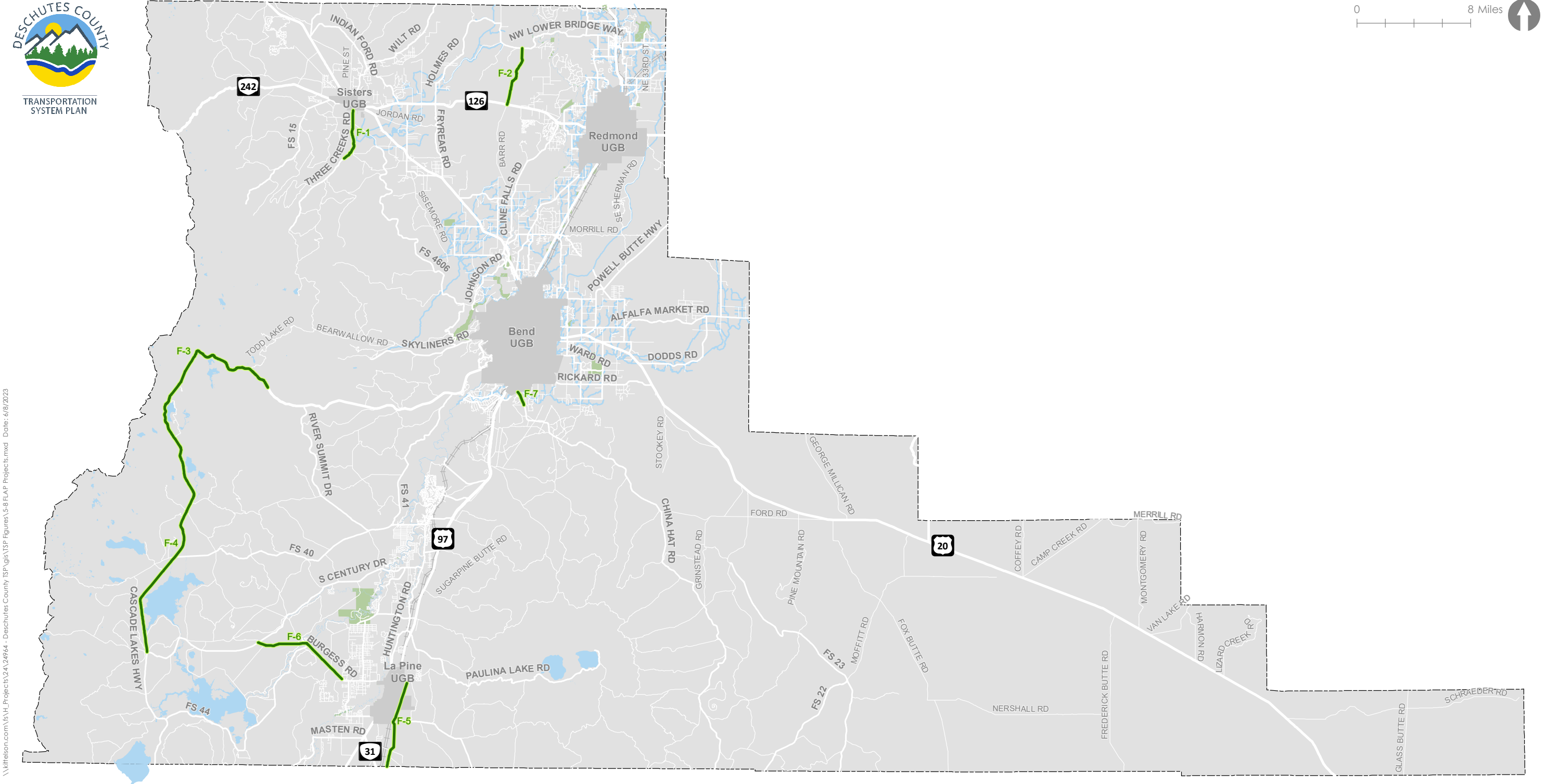
FEDERAL LANDS ACCESS PROGRAM ROADWAYS

The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to provide supplemental funding to be used in combination with State and County funds for public roads, transit, and other transportation facilities. In particular, FLAP helps prioritize funding for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects to increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that provide access to Federal Lands, such as those designated as Forest Highways and other roads that provide similar access.

Figure 5-8 and **Table 5-9** identify the County’s current priorities for future FLAP-funded projects. As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, Cascades East Transit, and ODOT on the request for future FLAP-funded projects.

Figure 5-8 – FLAP Projects



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Data Source: ODOT, Oregon State Parks, Deschutes County

- Federal Land Access Projets
- Parks
- Water
- UGBs

Table 5-9. FLAP Roadways and Associated Cost Estimates

Id	Road	Begin	End	Description	Priority	Cost	County Contribution	Bike/Ped Component of County Contribution
F-1	Three Creeks Rd	Sisters City Limits	Forest Service Boundary	3.7-mile-long segment scoped for widening, pavement rehabilitation, safety improvements, and removal of BR #16060	High	\$2,900,000	\$600,000	\$200,000
F-2	Buckhorn Rd	Lower Bridge Way	OR126	Reconstruction/ pave	Medium	\$6,500,000	\$1,300,000	\$400,000
F-3	Cascade Lakes Hwy	Milepost 21.98	Elk Lake	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations	Medium	\$12,200,000	\$2,400,000	\$700,000
F-4	Cascade Lakes Hwy	Elk Lake	S Century Dr	Widen & overlay; improve side slopes; increase horizontal sight distance; install guardrail; install centerline rumble strips, post-mounted delineators and high-type pavement markings; install shoulder rumble strips or edge line rumble strips; possible structure adjustments and culvert extensions or replacements; install left-turn and right-turn lanes at major destinations	Low	\$9,000,000	\$1,800,000	\$500,000
F-5	Darlene Way	Rosland Rd	County Line	County standard improvement of full-length Darlene Way; assumed no row acquisition on existing alignment across BLM land	Low	\$6,800,000	\$1,400,000	\$400,000
F-6	Burgess Rd	Sunrise Ct	South Century Dr	Widen & overlay	Low	\$5,300,000	\$1,100,000	\$300,000
F-7	China Hat Rd	Knott Rd	One Mile South of Knott Rd at The Deschutes National Forest Boundary	Widen & overlay	Low	\$900,000	\$200,000	\$100,000

TRANSIT

By reference, the County will adopt the Cascade East Transit (CET) Master Plan. This Master Plan has a number of projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center. As part of TSP implementation, the County will continue to partner with CET to identify collaborative funding sources and future service enhancements.

TRANSPORTATION SAFETY ACTION PLAN PROJECTS

The County's 2019 Transportation Safety Action Plan (TSAP) provides a range of projects, policies, and programs to address identified safety needs

within the unincorporated areas of the County. The County will adopt the TSAP, by reference, as part of the updated TSP.

The top sites for safety improvements in unincorporated Deschutes County identified through the TSAP are shown in **Table 5-10**. This table also includes projects that have been identified to address these needs and relevant status. As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine safety-related projects with other project development within the County.

Table 5-10. TSAP Priority Locations & Status

Intersection	Project Identified?	Status
US 20/Ward Rd/Hamby Rd	Roundabout	Project Complete
US97/Vandevent Rd	Intersection Improvement	Project Complete
US 20/Fryrear Rd	Turn Lane on Highway, Realign Fryrear Road (Project SI-5)	County to Coordinate with ODOT on Future Project Refinement.
Burgess Rd/Day Rd/Pine Forest Dr	Turn-Lanes	Project Complete
Bear Creek Rd/Ward Rd	None	County to Conduct Future Project Refinement.
Alfalfa Market Rd/Dodds Rd	None	County to Conduct Future Project Refinement.
US 20/Old Bend Redmond Hwy	Roundabout	ODOT Project Programmed for 2023
US 20/OB Riley Rd/Cook Ave	Roundabout	ODOT Project Programmed for 2023
US97/61st St	Improved as Part of ODOT US97 Bend to Redmond Project	Project Complete
US97/11th St/Lower Bridge Way	Part Of US97: Terrebonne/Lower Bridge Way Improvements	ODOT Project Programmed for 2023
61st St/Quarry Ave/Canal Blvd	Improved as Part of ODOT US97 Bend to Redmond Project	Project Complete
Northwest Way/Coyner Ave	Add Turn Lanes	Project Identified in Deschutes County TSP.
Alfalfa Market Rd/Walker Rd	None	County to Conduct Future Project Refinement.

Intersection	Project Identified?	Status
US97/Smith Rock Way/B Ave	Part Of US97: Terrebonne/Lower Bridge Way Improvements	ODOT Project Programmed for 2024
Deschutes Market Rd/Hamehook Rd	Roundabout	County Project Programed for 2023
US97/Burgess Rd	Traffic Signal	Project Identified in Wickiup Junction Refinement Plan. County to Coordinate with City of La Pine and ODOT on Future Project Refinement and Implementation.
US 20/Hawks Beard (Black Butte Ranch)	None	County to Coordinate with ODOT on Future Project Refinement.
El Camino Lane/Helmholtz Way	None	County to Conduct Future Project Refinement.
S Canal Blvd/Helmholtz Way	Add Turn Lanes	Project Complete
Dickey Rd/Nelson Rd	None	County to Conduct Future Project Refinement.
US97/Galloway Ave	None	County to Coordinate with ODOT on Future Project Refinement.
Butler Market Rd/Powell Butte Hwy	Roundabout	Programmed For 2023 Construction
Butler Market Rd/Hamby Rd	None	County to Conduct Future Project Refinement.
Butler Market Rd/Hamehook Rd	None	Intersection Now Under City of Bend Jurisdiction
Baker Rd/Cinder Butte Rd	Intersection Improvement	Project Identified in Deschutes County TSP.
S Century Dr/Huntington Rd	Roundabout	Project Identified in Deschutes County TSP.
Cline Falls Rd/Coopers Hawk Dr/ Falcon Crest Dr	None	County to Conduct Future Project Refinement.
Lower Bridge Way/19th St	Turn Lanes/Realignment (Project C-18)	Project Identified in Deschutes County TSP.
Lower Bridge Way/31st St	Turn Lanes (Project C-20)	Project Identified in Deschutes County TSP.
Lower Bridge Way/43rd St	Included in Future Roadway Improvement Project (Project CC-4)	Project Identified in Deschutes County TSP.

06 | FUNDING

Deschutes County receives transportation funding via a variety of state, federal, and local sources. Resources are initially budgeted to meet maintenance and operation standards; resources exceeding these needs are directed to the Road Department's Capital Fund to fund Capital Improvement Plan (CIP) projects.

This Chapter provides a description of funding sources and a projection of capital resources available to fund CIP projects.

FUNDING SOURCES

State Highway Fund

The State Highway Fund (SHF) is managed by the State (ODOT) and contains revenue generated from taxes on motor fuels (gas and diesel), taxes on heavy trucks (including weight-mile tax and truck registrations), and driver/vehicle fees (license, title and registration).

Counties receive approximately 30% of SHF net revenue (whereas ODOT receives 50% and cities, 20%). Revenue increases to the SHF occur at irregular intervals at the discretion of the Oregon Legislature.

Within the 20-year horizon of the TSP/CIP, the State Highway Fund model will most likely transition to a user-based fee structure to replace the traditional fuel tax.

Federal Secure Rural Schools (SRS) and Payment in Lieu of Taxes (PILT) Program Funding

The federal Secure Rural Schools and Community Self Preservation Act (SRS) provides a federal payment to counties and school districts to offset the loss in timber revenue from federal land that is no longer received by counties due to environmental restrictions. Per federal code, a specific portion of SRS is dedicated to county road funding. In March 2023, the Deschutes County Road Agency (DCRA) was formed as an Intergovernmental Entity (per ORS 190) to receive SRS funding from the State via the federal

government. Funds received by the DCRA will be internally transferred to the Road Department for expenditure.

Payment in Lieu of Taxes (PILT) is a federal payment to counties with significant federal land holdings to partially offset the loss in tax revenue. PILT funding is to be used for government purposes and its allocation occurs at the discretion of the Board of County Commissioners. Historically, the Board has provided the Road Department with a portion of PILT in recognition of the significant reduction in SRS funding (prior timber revenue) received by the Road Department.

Federal Surface Transportation Block Grant (STBG) Funding

The Surface Transportation Block Grant program is a federal program which provides formulaic allocations to states to invest in federal-aid highways. The federal-aid system includes roads classified as collector and above, which includes county roads. A memorandum of understanding between the Oregon Department of Transportation, the League of Oregon Cities and the Association of Oregon Counties establishes a methodology for allocation of Oregon's portion of the federal funding. Historically, ODOT has operated a fund exchange program for local government in which federal funding is exchanged (90%) for state dollars to enable local governments to deliver projects outside of the federal process.

Federal Lands Access Program (FLAP)

The Federal Lands Access Program is a federal program administered by the Federal Highway Administration for the purpose of improving transportation facilities that provide access to, are adjacent to, or are located within federal lands. Given the significant amount of federal land within Deschutes County, the Road Department has historically fared well in this competitive program for projects ranging from chip seal, bridge replacement, overlay and reconstruction efforts.

System Development Charges (SDC)

System Development Charges are fees assessed to new development (or redevelopment) to fund capacity adding improvements necessary to accommodate new growth within the County's transportation system.

Routine State Grant Programs

The State of Oregon, via ODOT, provides grant programs to fund various aspects of local transportation systems. Primary State programs include:

- Safe Routes to Schools
- Local Bridge Program
- All Roads Transportation Safety (ARTS)

Federal Grant Programs

The Federal government funds various grant programs through occasional federal transportation bills, most recently the Bipartisan Infrastructure Law (BIL). Primary federal programs include:

- Safe Streets and Roads for All (SS4A);
- Highway Safety Improvement Program (HSIP);
- Rebuilding American Infrastructure Sustainably and Equitably (RAISE);
- Infrastructure for Rebuilding American (INFRA); and,
- Other programs.

Local Funding

- Due to statutory limitations and other restrictions, it is difficult for counties to generate transportation funding via local sources. Noted restrictions include:
- Prohibition in franchise fees from utility companies located in the public right-of-way; and,
- Restriction in use of general fund tax dollars for road purposes.

Notable funding sources, which require voter approval, include:

- Local Fuel Tax;
- Local Registration Fee; and,
- Sales Tax.

Deschutes County does not have a local funding source for transportation.

FUNDING PROJECTIONS – 20 YEAR ESTIMATE

With transportation funding almost exclusively derived from state and federal funding sources, the nature of transportation funding can be very cyclical in Oregon. The legislature has approved fuel tax increases only four times since 1993. The federal fuel tax has not increased since 1993.

The current state of transportation funding in Deschutes County is stable due to the passage of a phased-in 10-cent per gallon fuel tax approved via HB 2017 in 2017. The last remaining phase of the fuel tax will occur January 1, 2024 (2-cents per gallon).

Counties in Oregon receive approximately 30% of the SHF; individual county distribution is determined based upon the proportion of registered vehicles in each county. In 2023, Deschutes County received approximately 5.5% of the portion of the SHF allocated to counties in the state.

Prioritization of Expenditures

Based on the Road Department's hierarchy of investment, funding for capital construction is a function of the total resources available, less the annual amount required to maintain and operate the system based on existing maintenance standards and operational levels-of-service. Maintenance standards and operation levels-of-service are derived from a combination of studies (example, annual pavement maintenance and budget options report), and operational policy (example, snow and ice plan).

Figure 6-1 represents the prioritization of expenditures for maintenance, operation and capital expenditures as annually presented to the County's Budget Committee.

Figure 6-1: Hierarchy of Expenditures and Investment



Capital Funding Estimate Assumptions

A projection of transportation funding resources available for capital investment has been prepared for the 20-year investment period of the TSP and Capital Improvement Plan based on the following assumptions:

1. Current maintenance and operational standards remain in place.
2. The County's existing Road Moratorium (Resolution 2009-118), which limits acceptance of new road miles into the County maintenance system, remains in place.
3. Existing funding levels remain in place and are occasionally adjusted legislatively to a level that will roughly match inflation.
4. No significant additional local funding mechanisms are developed or implemented.
5. State and Federal grant programs are available at approximately the same historical intervals and funding levels.

CAPITAL FUNDING ESTIMATE

A projection of transportation system revenues and expenditures for a 20-year horizon has been prepared with consideration to the noted assumptions and prioritization (hierarchy of expenditures and investment). For comparative and project placement purposes, the estimated available Capital Improvement Project revenue has been calculated in 2023 value and estimated across the High (0 to 5 years), Medium (6 to 10 years) and Low (11-20 years) priority timeframe.

Table 6-1: Capital Project Revenue Estimate (Present Value)

High Priority	Medium Priority	Low Priority	Total
0 to 5 Years	6 to 10 Years	11 to 20 Years	20-year CIP Funding
\$44,000,000	\$53,000,000	\$60,200,000	\$157,200,000

The proposed Capital Improvement Program will need to account for project funding availability within the approximate amounts as noted in **Table 6-1**. The estimated total capital project revenue of \$157M is approximately \$32M less than the \$189M project list per **Table 1-1** (Total Cost of Prioritized TSP Investments). The estimated funding gap can be addressed via additional and aggressive pursuit of state and federal grant funding opportunities for select projects throughout the 20-year horizon period.

ROAD MORATORIUM EVALUATION

In 2006, facing an unknown future regarding transportation funding, the Board of County Commissioners passed a Road Moratorium (Resolution 2006-049) which suspended the establishment of new County roads. The resolution was modified and replaced in 2009 (via Resolution 2009-118) to allow for the addition of collector and arterial road miles to the County's system. A County road is a road that has been dedicated for public use, improved to County road standards, and accepted by the County for maintenance via Board action (ORS 368.001(1)). A road that has been dedicated for public use but has not been accepted for County maintenance is defined as a Local Access Road (per ORS 368.001(3)).

While the transportation funding environment has improved since 2006, many of the concerns which gave rise to the creation of the moratorium remain, such as:

1. High reliance on infrequent legislative adjustment to the state fuel tax, weight-mile tax, and DMV fees.
2. Funding mechanisms, such as the fuel tax, which have no inflation hedge and are therefore eroded or outpaced by inflation.
3. High reliance on fuel tax revenue which is negatively impacted by increasing fuel efficiency in vehicles, as well as an increasing number of hybrid and electric vehicles.
4. Reliance on federal programs, such as SRS and PILT, which require frequent reauthorization and are subject to reduction.
5. Legislative restrictions on the ability for counties to generate local revenue, such as a prohibition on establishment of franchise fees, and other mechanisms.

The Road Moratorium has allowed the County to invest new revenue in a Capital Improvement Plan program and has also focused long-term maintenance investment in the preservation of the County's collector and arterial road network.

IMPACTS OF LIFTING THE ROAD MORATORIUM

Upon establishment of the Road Moratorium in 2006, the County ceased to accept new road infrastructure. Prior to 2006 road miles were added to the County system via new development as well as improvement of existing road miles via the Local Improvement District (LID) process.

New development which has occurred since 2006 has been required to establish private road maintenance funding arrangements which have typically occurred via a homeowners association or other road maintenance agreements. Approximately 30 miles of new local road infrastructure have been constructed in the post-moratorium era; these road miles could be immediately eligible for County acceptance and maintenance if the Road Moratorium were to be lifted. Additionally, approximately 380 miles of Local Access Road exist in Deschutes County, of

which over 120 miles exist within the 19 Special Road Districts within the County.

The Road Moratorium limited the ability to form LIDs – which are districts formed under rules within County Code and State Statute in which the County contracts for the design and improvement of County roads within the district and is reimbursed for the expense via assessments applied to properties within the district. Lifting of the Road Moratorium would allow Local Access Roads to become eligible for the LID process.

Lifting the Road Moratorium would result in increased costs associated with road maintenance for new local road miles added to the County system and the addition of staff to administer the LID program. An estimate of costs associated with the addition of new local road

infrastructure has been prepared based on the following assumptions:

1. Estimated annual cost of local road maintenance (paved) and operation: \$15,000/mi/year.
2. 30 miles of local road (previously constructed to County standard, post moratorium) will be added to the system in Year 1.
3. Twenty-five percent of Local Access Road mileage will be improved via the LID process in the 20-year horizon period (approximately 5 miles added per year).
4. Administration of the LID program will require 2.0 FTE (1-engineer and 1-administrative support personnel).

Table 6-2: Estimated Costs of Lifting the Road Moratorium (Present Value)

Item	Year 1 Cost	Year 2-20 Cumulative Cost	Total Cost for 20-year TSP/CIP Horizon Period
Acceptance of 30 miles of improved	\$450,000	\$8,550,000	\$9,000,000
Acceptance of 5 miles per year of new local road infrastructure (starting year 3)	\$0	\$12,825,000	\$12,825,000
Personnel costs associated with administration of the LID program	\$250,000	\$4,750,000	\$5,000,000
TOTAL	\$700,000	\$26,125,000	\$26,825,000

Lifting the moratorium would reduce funding available for capital projects by approximately \$27,000,000 across the 20-year horizon period.

Recommendation

Given the financial impact of lifting the Road Moratorium and concerns related to long-term transportation system funding in Oregon, it is

recommended that the Road Moratorium remain in place to extend Deschutes County's ability to maintain its existing infrastructure and sustain a viable Capital Improvement Program into the future.

LOCAL ACCESS ROAD TOOLS AND FAQs

To assist with explanation and provide information to customers seeking to improve or establish maintenance on non-county maintained Local Access Roads (LARs), the Road Department provides the following information and explanation to customers:

How are Local Access Roads maintained?

LARs are typically maintained by adjacent property owners and road users. This usually occurs in one of three ways:

1. Informally: In which neighbors work together to hire a contractor or self-perform maintenance and “pass-the-hat” to share in the cost.
2. Formally: Through homeowners associations (HOAs) or other formal agreements to share in the cost of maintenance.
3. Special Road Districts: In which area residents vote to establish a district which levies a property tax to fund maintenance. Deschutes County has 19 Special Road Districts – which is the highest number of road districts within any county in the state.

By observation, all three methods work well in some areas and not very well in other areas depending upon a variety of factors.

Frequently Asked Questions and Explanations:

1. I pay taxes and receive no service from Deschutes County.

Deschutes County does not utilize property tax to fund transportation maintenance improvements as that practice is restricted by State law. Regarding gas tax, the State currently charges 38-cents per gallon (and various DMV fees) to fund the transportation system. The State distributes the gas tax revenue in a 50-30-20 proportion in which the State keeps 50% to fund the state system, the counties receive 30% to fund the county systems, and cities receive 20% to fund the city systems.

When customers pay the gas tax, they don't individually fund the transportation jurisdiction in which they live, they fund the entire system of state highways, county roads and city streets. Everyone pays the same rate, whether or not they live in a city or the unincorporated areas. If you are paying a gas tax, chances are you are driving on the system that is being maintained with gas tax funds.

2. Why can't the County maintain my gravel road (LAR)?

Due to the fiscal burden that would be placed on county road departments to maintain significant mileage of sub-standard road construction, state law restricts the ability of counties to spend road funds (fuel tax and DMV fee revenue) on LARs. If we add gravel, grade, or plow one mile we would be obligated to provide that same service to all of the other LARs in the County.

3. How come the County maintains some gravel roads but not others?

The County maintains approximately 125 miles of gravel road that have been lawfully established as County roads and accepted for maintenance. Most of these miles were gravel when Deschutes County was established in 1916 and had previously been accepted for maintenance, with gravel surfacing, when Deschutes County was a part of Crook County. Current LARs have never been accepted by Deschutes County for maintenance.

4. Not everyone contributes to help maintain my Local Access Road.

This is the biggest downside of living on a LAR. Some neighbors have different opinions on levels of road maintenance and some choose not to pay for other reasons. This is where good neighborhood relations and communication pay dividends. There are many examples of where this is taking place in Deschutes County.

5. We have public traffic on our LAR that accesses public land.

Living next to public land has positive and negative impacts to quality of life. The attraction of the public to public land is one of the negative consequences. Use of public roads, like LARs, to access public land is a logical and predictable occurrence and therefore something that property owners should factor into their decision to purchase property when conducting due diligence. Similarly, road maintenance costs associated with unmaintained LARs should also

factor into the decision to purchase property. Most LARs have been in existence for many decades as have the public lands they may serve.



STAFF FINDINGS

FILE NUMBER(S):	247-23-000507-PA/508-TA
SUBJECT PROPERTY/ OWNER:	N/A
APPLICANT:	Deschutes County Planning Division c/o Tarik Rawlings, Senior Transportation Planner P.O Box 6005 Bend, OR 97708
REQUEST:	Replace the 2010-2030 Deschutes County Transportation System Plan with 2020-2040 Transportation System Plan and accompanying map, including updated traffic volumes, Goals and Policies, project list, and functional reclassifications.
STAFF CONTACT:	Tarik Rawlings, Senior Transportation Planner Phone: 541-317-3148 Email: Tarik.Rawlings@deschutes.org
RECORD:	Record items can be viewed and downloaded from: www.buildingpermits.oregon.gov Record items can be viewed and downloaded from: https://www.deschutes.org/cd/page/transportation-system-plan-update-2020-2040-247-23-000507-pa-508-ta

I. APPLICABLE CRITERIA

Deschutes County Code (DCC)

Title 22, Deschutes County Development Procedures Ordinance
Chapter 22.012, Legislative Procedures

Oregon Administrative Rule (OAR)

OAR 660-015, Statewide Planning Goals and Guidelines
OAR 660-012, Transportation Planning

Deschutes County Comprehensive Plan – Title 23
 Chapter 1, Comprehensive Planning
 Chapter 3, Rural Growth Management

II. **BASIC FINDINGS**

PROPOSAL

This is a legislative plan and text amendment to the Deschutes County Comprehensive Plan to remove the 2010-2030 Transportation System Plan (TSP) and replace it with the 2020-2040 TSP. The TSP is Section 3.7 within the Deschutes County Comprehensive Plan. The TSP contains goals and objectives to ensure the safe, efficient, and economical operation of the County's transportation system. The 2020-2040 TSP includes several new goals and policies; updates information for population and traffic volumes; assesses system deficiencies and prioritizes future road projects and/or policies to mitigate those deficiencies; and makes several functional reclassifications of County roads.

BACKGROUND

In 2010, County staff prepared a 2010-2030 TSP, which removed and replaced the 1996-2016 TSP. The 2010 plan is now halfway through its lifespan and the County has seen a large increase both in population and traffic volumes on County roads and State highways. The process began in 2020 to update the TSP. The previous TSPs were done in-house, but this version was done by a consultant based on Planning Division staffing levels and workloads. The Road Department funded the project. The update was done concurrently with a State Transportation and Growth Management (TGM) grant to update of the bike, pedestrian, and transit components of the Tumalo Community Plan (TCP) and look at rural trails in the area known as Sisters Country, i.e. the attendance boundary of the Sisters School District.

REVIEW CRITERIA

Deschutes County lacks specific criteria in DCC Titles 18, 22, or 23 for reviewing a legislative plan and text amendment. Nonetheless, since Deschutes County is initiating one, the County bears the responsibility for justifying that the amendments are consistent with Statewide Planning Goals and the County's Comprehensive Plan.

III. **FINDINGS & CONCLUSIONS**

CHAPTER 22.12, LEGISLATIVE PROCEDURES

Section 22.12.010.

Hearing Required

FINDING: This criterion will be met because a public hearing will be held before the Deschutes County Planning Commission on August 10, 2023, and a future public hearing will be held before the Board of County Commissioners.

Section 22.12.020, Notice

Notice

A. Published Notice

- 1. Notice of a legislative change shall be published in a newspaper of general circulation in the county at least 10 days prior to each public hearing.**
- 2. The notice shall state the time and place of the hearing and contain a statement describing the general subject matter of the ordinance under consideration.**

FINDING: This criterion is met as notice was published in the Bend Bulletin newspaper on July 20th, 2023 for the Planning Commission public hearing and additional published notice will be sent for the Board of County Commissioners' public hearing.

- B. Posted Notice. Notice shall be posted at the discretion of the Planning Director and where necessary to comply with ORS 203.045.**

FINDING: Posted notice was determined by the Planning Director not to be necessary.

- C. Individual notice. Individual notice to property owners, as defined in DCC 22.08.010(A), shall be provided at the discretion of the Planning Director, except as required by ORS 215.503.**

FINDING: Given the proposed legislative amendments do not apply to any specific property, no individual notices were sent.

- D. Media notice. Copies of the notice of hearing shall be transmitted to other newspapers published in Deschutes County.**

FINDING: Notice was provided to the County public information official for wider media distribution. This criterion is met.

Section 22.12.030 Initiation of Legislative Changes.

A legislative change may be initiated by application of individuals upon payment of required fees as well as by the Board of County Commissioners.

FINDING: The application was initiated by the Deschutes County Planning Division at the direction of the Board of County Commissioners and has received a fee waiver. This criterion is met.

Section 22.12.040. Hearings Body

- A. *The following shall serve as hearings or review body for legislative changes in this order:***
- 1. *The Planning Commission.***
 - 2. *The Board of County Commissioners.***
- B. *Any legislative change initiated by the Board of County Commissioners shall be reviewed by the Planning Commission prior to action being taken by the Board of Commissioners.***

FINDING: The Deschutes County Planning Commission held the initial public hearing on August 10, 2023. The Board will hold a public hearing on a future date to be determined. These criteria are or will be met.

Section 22.12.050 Final Decision

All legislative changes shall be adopted by ordinance

FINDING: The proposed legislative changes will be implemented by ordinance, number to be determined, upon approval and adoption by the Board of County Commissioners. This criterion will be met.

OAR 660-015, Statewide Planning Goals and Guidelines

Goal 1: Citizen Involvement:

FINDING: Deschutes County involved the public via a web site and online meetings, held two advisory committee meetings, targeted outreach to with community and social service organizations, and held work sessions with both the Planning Commission (PC) and the Board of County Commissioners (BOCC). The latter were open to the public both in person as well as broadcast online. The TSP Project Committee also worked closely with the citizen volunteers of the County's Bicycle and Pedestrian Advisory Committee (BPAC). The 2020-2040 TSP is therefore consistent with Goal 1.

Goal 2: Land Use Planning:

FINDING: The TSP 2020-2040 does not change any Comprehensive Plan designations or zoning designations for lands the County administers under DCC Titles 18 (County Zoning), 19 (Bend Urban Growth Boundary Zoning), 20 (Redmond Urban Area), and 21 (Sisters Urban Area). The update is the subject of land use file, 247-23-000507-PA/508-TA, and will be processed under the County's procedures for a legislative amendment. The County on July 6, 2023, provided the required 35-day prior notice to the Department of Land Conservation and Development (DLCD) before the first evidentiary hearing. The 2020-2040 TSP is therefore consistent with Goal 2.

Goal 3: Agricultural Lands:

247-23-000507-PA/508-TA
(Transportation System Plan, 2020-2040)

FINDING: 2020-2040 TSP does not change any Comprehensive Plan Agriculture designations nor change any lands zoned Exclusive Farm Use (EFU). Future roadway projects are listed and prioritized in Tables 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Cost Estimates), and 5-4 (ODOT Intersections Changes and Associated Costs). The projects are shown on Figures 5-1 (County Intersection Projects), 5-2 (County Roadway Projects), and 5-4 (State Facility Projects). The only project shown on EFU lands is CC-17 to extend SW 19th Street to U.S. 97 in the vicinity of Quarry Road. The table notes this an illustrative project and staff notes an Exception to Statewide Planning Goal 3 (Agriculture) would likely be required prior to implementation. The priority of the project remains undetermined. The 2020-2040 TSP is consistent with Goal 3.

Goal 4: Forest Lands:

FINDING: The 2020-2040 TSP does not change any Comprehensive Plan Forest designations nor change any lands zoned F1 (Forest) or F2 (Forest). Future roadway projects are listed and prioritized in Table 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Cost Estimates) and shown on Figures 5-1 (County Intersection Projects), 5-2 (County Roadway Projects). County projects in F1 and F2 lands appear to be within existing rights of way. The Oregon Department of Transportation (ODOT) projects are listed in Table 5-4 (ODOT Intersections Changes and Associated Cost Estimates) and shown on Figure 5-4 (State Facility Projects.) The only project that may be on Forest lands is S-6 (Deschutes River Woods South Interchange Project). At this scale it is hard to discern if this low-priority project is located on Deschutes National Forest (DNF) land or not. If on DNF land, then no Exception to Statewide Planning Goal 4 (Forest) is required. If not on federal land, then a Goal 4 Exception would be required prior to implementation. The 2020-2040 TSP is consistent with Goal 4.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources:

FINDING: No roadway projects are proposed that would adversely affect Goal 5 resources. Additionally, Goal 6: Sustainability and the Environment calls for balancing transportation needs with protecting the natural environment. Policy 6.4 states specifically to “Preserve listed Goal 5 resources within the County.” Therefore the 2020-2040 TSP is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality:

FINDING: Goal 6 and its policies all pertain to protecting the quality of air, water, and land resources. Specifically, Policy 6.3 calls for compliance with applicable state and federal noise, air, water, and land quality regulations. Through the inclusion of policies to provide for alternate modes, the TSP will also ensure the quality of air, water, and land resources. Therefore the 2020-2040 TSP is consistent with Goal 6.

Goal 7: Areas Subject to Natural Disasters and Hazards:

FINDING: The Comprehensive Plan in Section 3.5 lists the following natural hazards endemic to Deschutes County: wildfire, snowstorms, flooding, and volcanic eruptions and earthquakes. The Road Department maintains a signed system of evacuation routes from isolated rural subdivisions in case of a natural disaster. Sustainability and Environment Policy 6.6 specifies prioritizing “...transportation investments that support system resilience to seismic events, extreme weather events, and other natural hazards.” ODOT plows State highways and has Variable Message Signs

(VMS) posted on selected roads to provide information about road conditions. The TSP does not change any existing building codes regarding fire, snow loads or structural resistance to earthquakes. Therefore, the 2020-2040 TSP is consistent with Goal 7.

Goal 8: Recreational Needs:

FINDING: The 2020-2040 TSP has numerous policies to benefit recreation. Besides having a well-functioning road system that leads to/from recreational areas, the TSP also includes policies for those who recreate by bicycle along those roadways. Specific examples include Safety Policy 2.4 to continue the partnership with BPAC to inform investment decisions for those biking and walking and Safety Policy 2.7 to prioritize investment in key locations where bicyclists or pedestrians cross major County roads or State highways. Mobility and Connectivity Policy 3.13 calls for continued coordination with U.S. Forest Service (USFS) and Bureau of Land Management (BLM) "...to maintain the County's system of forest highways to continue to provide key access to recreational areas such as campsites, lakes, hiking, and biking trails in the County." Economic Development Policy 4.4 calls for "incorporating facilities for people walking or riding bikes to key recreational area as part of changes to the roadway system." Economic Development Policy 4.5 states "Support bicycle tourism by prioritizing and improved designated County bike routes." Equity and Accessibility Policy 5.8 states "Support efforts of local agencies to develop and maintain a trail system along the Deschutes River within Tumalo and along major irrigation canals." Finally, Strategic Investments Policy 7.1 states "Continue to pursue and implement Federal Lands Access Program (FLAP) funding to prioritize County investments to support tourism and access to key recreational sites." Table 5-7 (Bicycle Recreation Connections) also meets this goal. Therefore, the 2020-2040 TSP is consistent with Goal 8.

Goal 9: Economic Development:

FINDING: A functioning well-managed transportation network with sufficient capacity to move goods and services is a foundation of economic development. The 2020-2040 TSP has identified deficiencies in the County network and mitigations to address those deficiencies via its list of prioritized projects for County roads and State Highways, both segments and intersections. Goal 4 Economic Development states "Plan a transportation system that supports the existing industry and encourages economic development in the County." Economic Development Policies 4.1 and 4.2 support a well-maintained system of arterials and collectors for land use development and employment. Economic Development Policies 4.5 and 4.6 stress improvements to support the freight system and access to U.S. 97, U.S. 20, and OR 126, which ODOT designates as Freight Routes. Therefore, the 2020-2040 TSP is consistent with Goal 9.

Goal 10: Housing:

FINDING: The 2020-2040 TSP does not change any of the County's Comprehensive Plan designations or zoning codes related to residential uses. Therefore the 2020-2040 TSP is consistent with Goal 10. If Goal 10 is interpreted to require a mix of housing types, then it is inapplicable as a TSP only relates to various transportation modes as defined by OAR 660-012-0020 that serve existing land use designations.

Goal 11: Public Facilities and Services:

FINDING: The development of the TSP itself and the resulting list of prioritized road projects at Tables 5-1 (Intersection Changes and Associated Cost Estimates), 5-2 (Roadway Changes and Associated Costs), 5-4 (ODOT Intersections Changes and Associated Cost Estimates) 5-5 (Pedestrian Facilities and Associated Cost Estimates), 5-6 (Bicycle Route Community Connections) ensure adequate public facilities and services. These listed prioritized improvements will result in a timely, orderly, and efficient development of public roads and highways. The 2020-2040 TSP is consistent with Goal 11.

Goal 12: Transportation:

FINDING: The development of the TSP itself meets the goal. The TSP as cited in Goal 11 results in the timely, orderly, and efficient development of public roads and highways as well as accommodations for all modes. The TSP is based on a combination of planning requirements (Chapter 1). Goals and policies then set the 20-year vision for the transportation system, which includes all modes, not just motorized vehicles (Chapter 2). The TSP analyzes deficiencies and needs while developing a list of plan improvements and programs (Chapter 3). The recommended projects for a multimodal system are summarized and explained (Chapter 4). The proposed prioritized projects are listed along with cost estimates and mapped (Chapter 5). The financial assumptions and forecasts for funding the improvement are then detailed (Chapter 6.) The tables and figures for the various road projects are summarized above in the findings for Goals 3, 4, and 11. Amendments to the functional classifications for selected roads are provided in Table 5-3 (Changes to the Functional Classification Designations). The 2020-2040 TSP is consistent with Goal 12.

Goal 13: Energy Conservation:

FINDING: The 2020-2040 TSP proposes physical improvements to accommodate bicyclists and pedestrians as well as policies to promote the development and use of alternate modes such as bicycling, walking, and transit. The various roadway projects will ensure roads and highways are not congested as vehicles in stop and go traffic consume more fuel and emit more emissions than vehicles in free-flow conditions. The 2020-2040 TSP is consistent with Goal 13.

Goal 14: Urbanization:

FINDING: The TSP update was prepared with input from cities within the County to ensure consistency with the respective TSPs regarding functional classification, future improvements, and transportation policies. The meshing of the County and urban TSPs ensures an orderly and efficient transition from rural to urban. The County TSP, by definition applies only to lands outside of UGBs, however, the TSP contains policies to provide continuing consistency between the County's and the cities' transportation facilities. Specifically, Goal 1, Coordination and Collaboration states the TSP promotes a plan that is consistent and coordinated with "...the cities and incorporated communities within the County." Coordination and Collaboration Policies 1.1-1.18 also stress consistency with city and County transportation plans and projects. Specifically, Policy 1.3 states "Coordinate regional project development and implementation with the cities of Bend, Redmond, Sisters, and La Pine." Policy 1.6 states "Maintain an intergovernmental agreement with each of the cities to provide specific timelines and milestones for the transfer of County roadways with the urban growth boundaries at the time of annexation, including full width of right of way." The 2020-2040 TSP is consistent with Goal 14.

Goals 15 through 19

FINDINGS: Goals 15 through 19 are not applicable to the proposed plan and text amendments because the County does not contain these types of lands.

OAR 660-012, Transportation Planning

FINDING: The document was prepared in accordance with the requirements of OAR 660-012, including but not limited to the modal elements of a TSP, land use assumptions, needs analysis, traffic projections, selection of alternatives, financing aspects, and public outreach. The 2020-2040 TSP is consistent with OAR 660-012.

Deschutes County Comprehensive Plan

FINDING: The relevant portions of the Comprehensive Plan are Chapter 1 (Comprehensive Planning), which sets the goals and policies of how the County will involve the community and conduct land use planning. These are specified in Section 1.2 (Community Involvement) and Section 1.3 (Land Use Planning). The Comprehensive Plan at Chapter 3 (Rural Growth Management) and the applicable element is Section 3.7 (Transportation).

Section 1.2 sets a goal for an open and active community involvement program that engages the public during development of land use policies and codes. Policy 1.2.2 designates the Planning Commission as the Committee for Community Involvement. Policies 1.2.3 and 1.2.4 detail procedures for public outreach and avenues of outreach. As described above, the County complied with DCC 22.12 for a legislative amendment, including notice to the public, DLCD, and relevant agencies. Both the Planning Commission and Board will conduct separate public hearings and objectively evaluate the facts. Additionally, staff conducted extensive public outreach via email, online open houses, website, and work sessions with the PC and the Board, which were open to the public and broadcast online.

Section 1.3 sets a goal of an open and public land use process to reach fact-based decisions. For the development of the TSP, the County has done public outreach using traditional methods (face-to-face meetings, work sessions with the PC and the Board) and newer methods (website, online public meetings, electronic records, video meetings, etc.)

Section 3.7 is the Transportation System Plan itself and is incorporated into the Comprehensive Plan as Appendix C.

Based on the above, the 2020-2040 TCP is consistent with the Deschutes County Comprehensive Plan.

V. CONCLUSION

The proposed 2020-2040 TSP complies with all relevant Deschutes County and OAR requirements.



MEMORANDUM

DATE: August 3, 2023

TO: Deschutes County Planning Commission

FROM: Peter Russell, Senior Transportation Planner

RE: August 10, 2023, public hearing on Tumalo Community Plan update, File 247-23-000509-PA/510-TA

The Planning Division is updating the 2010-2030 Tumalo Community Plan (TCP) to 2020-2040 due to changes in the community and passage of time. Additionally, the County received a \$75,000 Transportation Grant Management (TGM) from the State, of which \$50,000 was dedicated to update the bike/ped/transit, aka Active Transportation, element of the TCP. The County hired Kittelson and Associates (KAI) to do the work for the TGM grant.

The purpose of this memo is to summarize the public comments received regarding the TCP either in person or online, provide a recap of the June 8, 2022, walking tour done as part of the TGM grant, and summarize the County's continuing public outreach. The memo also references comments from the Planning Commission (PC) at its July 27, 2023, work session on the TCP.

I. BACKGROUND

Tumalo is an Unincorporated Community under Oregon Administrative Rule (OAR) 660-022, meaning the land use pattern is quasi-urban in terms of density and land uses and predated the Oregon's land use system, which began in 1973. The state classifies Tumalo as a Rural Unincorporated Community¹ and the County administers it under Deschutes County Code (DCC) 18.67. The Tumalo Community Plan is Section 4.7 of the Comprehensive Plan and appears as Appendix B of the Comprehensive Plan. Of the \$75,000 TGM grant, \$50,000 was earmarked for the bike/ped/transit segment of the TCP.

¹ OAR 660-020-010(7) "Rural Community is an unincorporated community which consists primarily of permanent residential dwellings but also has at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, grange halls, post offices) to the community, the surrounding area, or to persons traveling through the area."

Staff prepared a website, www.deschutes.org/tumaloplan, which featured a StoryMap that provided a narrative of the project, the community's history, the purpose of the TCP, occasional surveys, and an opportunity to leave a contact email.

Staff provided numerous methods for the public to provide input on what they wanted in the TCP, the community vision statement, and specific draft goals and policies. These methods ranged from traditional meetings in the Tumalo School Gym to face-to-face meetings at a local coffeehouse to Zoom meetings. Public outreach included mailers to Tumalo residents initially then emails via Constant Contact based on information from attendance sheets, contact info left at the website, or phone calls and/or emails to Planning staff. Outreach for specific events included:

- Tumalo StoryMap #1, April 27-May 25, 2022
- Tumalo Community Plan Open House #1, May 11, 2022 (Kick Off meeting)
- Meet A Planner, Tumalo Coffeehouse, Zoom, or phone, June 13-24, 2022
- Tumalo StoryMap #2, June 29-July 27, 2022
- Tumalo Community Plan Open House, #2, August 22, 2022 (Draft TCP, 1st version)
- Meet A Planner, Tumalo Coffeehouse, Zoom, or phone, May 2-9, 2023
- Tumalo StoryMap #3, April 23, 2023, to present
- Tumalo Open House #3, May 17, 2023, (Draft TCP, 2nd version)

II. KEY ASPECTS OF THE 2020-2040 TCP

The prevailing sentiment of the public who attended or commented was they wanted to preserve Tumalo's feel of being a small town. There were also concerns about the possibility of a private sewer, which serves the higher density residential neighborhood on the south side of U.S. 20, extending across the highway into Tumalo. Other concerns included balancing economic development with Tumalo's historically rural nature, the side effects of tourism, protecting the Deschutes River, and concerns about rising traffic volumes and the speed of traffic. Below is a summary of the differences between the current TCP and the draft update.

Differences Between Draft 2020 TCP and 2010 TCP

SECTION TITLE	GOALS			POLICIES			
	Same	Changed	New	Same	Changed	New	Deleted
Land Use		X		2	2		2
Natural Resources, Open Space, Rec			X	1	9	6	
Residential Area			X	2		2	4
Econ Development			X	2	3	1	1
Public Facilities		X			6	5	2
Transportation		X		NA	NA	NA	NA
Road Network	NA	NA	NA		3	1	1
Roads & sidewalks	NA	NA	NA	2	3	2	
Totals		3	3	9	26	17	10

The attached TCP is color-coded to show how various goals and policies address these and other issues. Additionally, the attached spreadsheet compares and contrasts the 2020-2040 TCP goals and policies to the 2010-2030 TCP and provides a summary of why the text remained the same, was changed, or new language was added.

III. KEY ASPECTS OF THE TGM GRANT FOR BIKE/PED/TRANSIT IN TUMALO

The Tumalo portion of the TGM grant had an overlap with the TCP, including having consultant staff at the May 11, 2022, Kick Off meeting. Other public outreach occurred via:

- Walking downtown tour of Tumalo, focusing on bike/ped/transit, June 8, 2022
- Interactive StoryMap, June 8-July 13, 2022
- Virtual Open House, October 5-24, 2022

The dominant themes were safety and improvements to lower speeds; pedestrian connectivity; location of future transit stop; and potential amendments to bike standards in Deschutes County Code (DCC) at 17.48, Table A (Road Standards) and Table B (Bikeway Standards). The specific recommendations are found in two memos, Final Concept Plan (December 7, 2022) and TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures Deschutes County Code (January 31, 2023).

IV. RELATIONSHIP TO TUMALO SEWER FEASIBILITY STUDY

While the TCP and sewer feasibility unfolded at roughly the same time, they have no regulatory relationship. The sewer feasibility study was an economic analysis of various alternatives to bring sewer to Tumalo via either extension of Tumalo Property Owners Association (TPOA) existing private system; a new local and collector system; or having a pipeline connect to the City of Bend system. The study's assumption and conclusions can be found at this link:

[full_report_and_appendices.pdf \(deschutes.org\)](#)

While the sewer feasibility study was a separate process, staff repeatedly heard from the community about its concerns regarding cost, effect of development, and fees. Staff crafted policies in response to these concerns that appear in the TCP Public Facilities section.

V. PLANNING COMMISSION OBSERVATIONS, SUGGESTIONS AT JULY 27 WORK SESSION

During the July 27th work session, the PC focused much of its discussion upon the Tumalo Sewer Feasibility Study and how the TCP relates to that document. The PC expressed a desire to help the public understand a) what is a land use document and b) how the TCP addresses the sewer feasibility study. To aid in that discussion, staff first has provided a bullet list of how a recent sewer district was formed. Relevant laws are Oregon Revised Statute (ORS) 198, Special Districts, especially ORS 198.795-840. Additionally, ORS 450 deals specifically with sanitary districts, aka sewer districts,

with formation and board covered at ORS 450.0009-045. The PC also discussed whether there were grant opportunities to defray the costs of hooking up to a sewer system.

Staff notes a sewer district formation is a community-organized and community-led process. Planning does not have an active role in the process. Additionally, the Laidlaw Water District, an existing irrigation district, has expressed interest in the sewer issue in Tumalo and potential district formation. Below is a generalized bullet list of how a sewer district originated in Terrebonne, which is also an Unincorporated Community.

Steps used for the creation of the sewer district in Terrebonne were as follows:

- Community organizers formed a boundary for the sewer district. They then drafted a petition which was signed and sent to the Board of County Commissioners (BOCC).
- Because there were sufficient signatures submitted by registered voters in the affected area to send it to an election, an election was required. It passed and the Terrebonne Sewer District was formed; during the same election the Sewer Board members were elected.
- Terrebonne Sewer District Board has started meeting and is trying to obtain funding for the design, permitting and construction of the initial infrastructure and connection to the Redmond sewer system.
- The District Board is also working on annexation policies, sewer system development charges (SDCs) and monthly rates based on dwelling units or their equivalents. As an example, a commercial use such as restaurant may produce as much effluent as X-number of single-family homes. The District Board is also determining connection fees.

In the absence of an impending sewer district, let alone an existing one, the TCP nevertheless included policies regarding sewers, based on the community's widespread concerns and input.²

The PC also asked about what constitutes a land use action. Broadly, planning falls into two categories: current planning and long range. Current planning is when a property owner or his/her agent applies to do something on the subject property. The activity could be the building of a home or a structure for a commercial or industrial business or running a business from home. Staff then reviews the land use against DCC 18.67 and determines if it is permitted outright or conditionally; often a site plan accompanies the application. Staff then applies the relevant criteria regarding setbacks, landscaping, height, access, etc., and any required mitigations. As part of the land use, staff notifies relevant agencies and entities for comment as well as the property owners within a certain distance. Notified utilities provide letters of whether they will serve the property with electricity, water, or irrigation, etc.

Long-range planning can be a proposed change in the Comprehensive Plan designation for the property (plan amendment) or a zone change of the property. Changes to the language in the zoning code (text amendment) to allow a new use or modify an element of the zoning are also long-range planning activities. Finally, long range includes 20-year plans which are more policy documents such as the Comprehensive Plan, Community Plans (Terrebonne, Tumalo, Newberry

² See TCP Public Facilities Policies 1, 2, 8, 9, and 10.

Country) or the Transportation System Plan (TSP), which also analyzes operations of roadway segments, intersections, functional classifications, and lists potential road improvement projects.

A sewer feasibility study is simply a cost estimate based on a potential service area and what the sewer might cost. The estimate includes construction costs, operation and maintenance costs, hook-up costs, and monthly bills. A sewer study does not change any Comprehensive Plan designations or zoning designations. Instead, a sewer feasibility study is an assessment of how a sewer system can serve properties based on the existing land use for developed properties or potential uses on vacant properties that are allowed per the zoning code. In other words, the land use remains the same, regardless if the wastewater goes into a septic tank or a sewer pipe. Sewer districts, like irrigation districts or utility districts, have their own internal plans and do not require County land use review and approval.

During site plan review, the Planning Division coordinates with the Onsite Wastewater Division to determine the presence/absence of a septic system, its location, whether the location conflicts with the proposed primary use or an ancillary use (example, a commercial building and its parking lot), and similar elements. If there were a sewer district, the County would determine if the sewer district has submitted a will serve letter or not.

VI. NEXT STEPS

The Planning Commission will open the hearing on August 10. Staff will provide a brief review of the TCP process; the PC can then ask if there are any public agencies present that may wish to provide comment, then request comments from the public. This can include those present and those on Zoom or the telephone. The Planning Commission has several options at the conclusion of the public comments. The PC can ask if staff has any responses to the comments from agencies or the public. The Planning Commission then may:

- Hold the oral and written record open and continue the hearing to a date certain
- Close the oral record and hold the written record open to a date certain
- Close both the oral and written record and set a date certain for deliberations
- Close both the oral and written record and begin deliberations

VII. CONCLUSION

Staff is prepared to answer any questions.

ATTACHMENTS:

1. Findings for 247-23-000509-PA/510-PA
2. Draft Tumalo Community Plan (2020-2040)
3. Color-coded version of goals and policies
4. Spreadsheet of 2020 and 2010 TCP text with notes
5. Final memos for Tumalo bike/ped/transit portion of TGM grant

- Final Concept Plan (December 7, 2022)
- TCP Active Transportation Update and SCVAP Trails Expansion Outreach - Implementation Measures Deschutes County Code (January 31, 2023)



STAFF FINDINGS

FILE NUMBER(S):	247-23-000509-PA/510-TA
SUBJECT PROPERTY/ OWNER:	N/A
APPLICANT:	Deschutes County Planning Division P.O Box 6005 Bend, OR 97708
REQUEST:	Replace the 2010-2030 Tumalo Community Plan with the 2020-2040 Tumalo Community Plan, including updated Goals and Policies
STAFF CONTACT:	Tarik Rawlings, Senior Transportation Planner Phone: 541-317-3148 Email: Tarik.Rawlings@deschutes.org
RECORD:	Record items can be viewed and downloaded from: www.buildingpermits.oregon.gov Record items can be viewed and downloaded from: https://www.deschutescounty.gov/cd/page/tumalo-community-plan-update-2020-2040-247-23-000509-pa-510-ta

I. APPLICABLE CRITERIA

Deschutes County Code (DCC)
Title 22, Deschutes County Development Procedures Ordinance
Chapter 22.012, Legislative Procedures

Oregon Administrative Rule (OAR)
OAR 660-015, Statewide Planning Goals and Guidelines
OAR 660-022, Unincorporated Communities

Deschutes County Comprehensive Plan – Title 23
Chapter 1, Comprehensive Planning

Chapter 4, Urban Growth Management

II. BASIC FINDINGS

PROPOSAL

This is a legislative plan and text amendment to the Deschutes County Comprehensive Plan to remove the 2010-2030 Tumalo Community Plan (TCP) and replace it with the 2020-2040 TCP. Tumalo is a Rural Unincorporated Community under OAR 660-022-0010(7). The TCP is Section 4.7 within the Deschutes County Comprehensive Plan. The TCP provides a Community Vision Statement, goals, and polices unique to Tumalo. The 2020-2040 TCP update includes several new goals and policies; updates information for population, traffic volumes, land use consumption; recaps general changes within the community; and identified issues of public concern.

BACKGROUND

In 2010, County staff prepared a Community Plan for Tumalo. As that plan is now halfway through its lifespan and Tumalo has undergone several changes in population, different types of land uses, and increased tourism, the County began the process in 2022 to update the TCP. This update was done concurrently with an update of the bike, pedestrian, and transit components of the TCP.

REVIEW CRITERIA

Deschutes County lacks specific criteria in DCC Titles 18, 22, or 23 for reviewing a legislative plan and text amendment. Nonetheless, since Deschutes County is initiating one, the County bears the responsibility for justifying that the amendments are consistent with Statewide Planning Goals and the County's Comprehensive Plan.

III. FINDINGS & CONCLUSIONS

CHAPTER 22.12, LEGISLATIVE PROCEDURES

Section 22.12.010.

Hearing Required

FINDING: This criterion will be met because a public hearing will be held before the Deschutes County Planning Commission on August 10, 2023, and a future public hearing will be held before the Board of County Commissioners.

Section 22.12.020, Notice

Notice

A. Published Notice

- 1. Notice of a legislative change shall be published in a newspaper of general circulation in the county at least 10 days prior to each public hearing.**
- 2. The notice shall state the time and place of the hearing and contain a statement describing the general subject matter of the ordinance under consideration.**

FINDING: This criterion is met as notice was published in the Bend Bulletin newspaper on July 20th, 2023 for the Planning Commission public hearing and additional published notice will be sent for the Board of County Commissioners' public hearing.

B. Posted Notice. Notice shall be posted at the discretion of the Planning Director and where necessary to comply with ORS 203.045.

FINDING: Posted notice was determined by the Planning Director not to be necessary.

C. Individual notice. Individual notice to property owners, as defined in DCC 22.08.010(A), shall be provided at the discretion of the Planning Director, except as required by ORS 215.503.

FINDING: Given the proposed legislative amendments do not apply to any specific property, no individual notices were sent.

D. Media notice. Copies of the notice of hearing shall be transmitted to other newspapers published in Deschutes County.

FINDING: Notice was provided to the County public information official for wider media distribution. This criterion is met.

Section 22.12.030 Initiation of Legislative Changes.

A legislative change may be initiated by application of individuals upon payment of required fees as well as by the Board of County Commissioners.

FINDING: The application was initiated by the Deschutes County Planning Division at the direction of the Board of County Commissioners and has received a fee waiver. This criterion is met.

Section 22.12.040. Hearings Body

- ### **A. The following shall serve as hearings or review body for legislative changes in this order:**
- 1. The Planning Commission.**
 - 2. The Board of County Commissioners.**

B. Any legislative change initiated by the Board of County Commissioners shall be reviewed by the Planning Commission prior to action being taken by the Board of Commissioners.

FINDING: The Deschutes County Planning Commission held the initial public hearing on August 10, 2023. The Board will hold a public hearing on a future date to be determined. These criteria are or will be met.

Section 22.12.050 Final Decision

All legislative changes shall be adopted by ordinance

FINDING: The proposed legislative changes will be implemented by ordinance, number to be determined, upon approval and adoption by the Board of County Commissioners. This criterion will be met.

OAR 660-015, Statewide Planning Goals and Guidelines

Goal 1: Citizen Involvement:

FINDING: Deschutes County mailed notice to every property in Tumalo prior to Open House #1 (May 11, 2022) and posted flyers at various gathering centers. The latter locations included the bulletin boards for Tumalo's only gas station/convenience store, veterinary clinic, irrigation district offices, pizza parlor, Tumalo Community School, and post office. Open House #1 was the TCP kick off meeting and an opportunity for attendees to voice their opinions about vision statement, goals, policies, and issues of importance. Other opportunities for public comment and dialogue occurred via Meet A Planner meetings (June 20-24, 2022) which were scheduled face-to-face, one-on-one 30-minute sessions on the TCP update; County-held virtual open houses; and surveys (June 29-July 22, 2022). Open Houses #2 (August 22, 2022) and #3 (May 17, 2023) presented draft and final versions of the TCP with revisions based on public feedback. A second round of Meet A Planner meetings was offered (May 2-9, 2023). The County also created a website and an explanatory Story Map to garner public input throughout the process (<https://www.deschutes.org/cd/page/tumalo-community-plan-update>). The 2020-2040 TCP is therefore consistent with Goal 1.

Goal 2: Land Use Planning:

FINDING: The TCP 2020-2040 does not change any Comprehensive Plan designations or zoning designations in DCC 18.67, Tumalo Rural Community Zoning. The update is the subject of land use file 247-23-000509-PA/510-TA and will be processed under the County's procedures for a legislative amendment. On July 6, 2023, the County provided the required 35-day prior notice to the Department of Land Conservation and Development (DLCD) before the first evidentiary hearing. The 2020-2040 TCP is therefore consistent with Goal 2.

Goal 3: Agricultural Lands:

FINDING: Tumalo does not contain any lands with the Comprehensive Plan designation of Agriculture nor the zoning designation of Exclusive Farm Use (EFU). However, EFU properties abut

Tumalo and the following TCP 2020-2040 Land Use Policy #2 states that County plans and regulations must comply with state requirements for EFU lands. The TCP does not propose any changes to existing EFU zoning. The 2020-2040 TCP is therefore consistent with Goal 3.

Goal 4: Forest Lands:

FINDING: There are no lands designated Forest, either by Comprehensive Plan or DCC 18.67, within or abutting Tumalo. The TCP does not change any Forest zoning. Additionally, the majority of trees within the vicinity of Tumalo are juniper trees, which are not considered a commercially viable tree or a species that is commonly suitable for the production of merchantable trees. Therefore, either Goal 4 does not apply to the 2020-2040 or the application is consistent with Goal 4.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources:

FINDING: The TCP 2020-2040 does not propose any changes to any Goal 5 resources. Two historic buildings in Tumalo are listed in the County's Goal 5 resources. The 2020-2040 TCP has a Natural Resources, Open Space, and Recreation Goal supporting the protection and conservation of natural resources, cultural resources, and open space. Various TCP polices address the elements and intent of Goal 5. Land Use Policy #3 encourages the preservation of historical structures in Tumalo such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910). Natural Resources, Open Space, and Recreation Policies #4 and #6 address open space; Policies #3, #6-10 address the Deschutes River. The TCP proposes no changes to the County's Landscape Management (LM) overlay zone nor the Surface Mining Impact Area (SMIA) zones, which protect scenic view and aggregate mining, respectively. Therefore, the 2020-2040 TCP is consistent with Goal 5.

Goal 6: Air, Water and Land Resources Quality:

FINDING: The TCP has several goals and policies that address this goal. Specifically, Natural Resources, Open Space, and Recreation Policies #5, #13, and #14; Residential Policy #3; Economic Development Policies #1, #3, and #5-#7; the Public Facility Goal and Public Facility Policies #1-#10. In total, the policies will protect the quality of the air, water, and resources within Tumalo. Therefore, the 2020-2040 TCP is consistent with Goal 6.

Goal 7: Areas Subject to Natural Disasters and Hazards:

FINDING: The Comprehensive Plan in Section 3.5 lists the following natural hazards endemic to Deschutes County: wildfire, snowstorms, flooding, and volcanic eruptions and earthquakes. Tumalo has a fire station and the Natural Resources, Open Space, and Recreation Policy #15 encourages Tumalo to become a fire-adapted community through the Firewise Program. The Road Department plows County-maintained roads in Tumalo while ODOT plows U.S. 20. The TCP does not change any existing building codes regarding snow loads or structural resistance to earthquakes. Therefore, the 2020-2040 TCP is consistent with Goal 7.

Goal 8: Recreational Needs:

FINDING: The major recreational draws to Tumalo are the Deschutes River and the State-designated Twin Bridges Scenic Bikeway, which uses Bailey Road, Cook Avenue, and Cline Falls Road. The Natural Resources, Open Space, and Recreation Goal and its Policies #1-4; and #7-#12 address these needs specifically. The Transportation Goal references supporting recreational uses of the road and sidewalk system. Therefore, the 2020-2040 TCP is consistent with Goal 8.

Goal 9: Economic Development:

FINDING: The TCP will not change any of the uses allowed outright or conditionally in the residential, commercial, industrial, or research and development zones in DCC 18.67 (Tumalo Rural Community). The following goal and policies support economic development in Tumalo: Land Use Policy #4; Economic Development Goal and Economic Development Policies #1-#7. Economic Development Policies #3 and #4 particularly support development in the commercial core and supporting economic development initiatives and tourism as the latter brings revenues into the community. Therefore, the 2020-2040 TCP is consistent with Goal 9.

Goal 10: Housing:

FINDING: This goal is not applicable because unlike municipalities, unincorporated areas are not obligated to fulfill certain housing requirements. Tumalo is classified as a Rural Unincorporated Community under OAR 660-022-0010(7). The TCP does contain a Residential Goal and Residential Policies #1 and #3 to encourage a mix of housing types. Therefore, if it were applicable, the 2020-2040 TCP would be consistent with Goal 10.

Goal 11: Public Facilities and Services:

FINDING: The majority of Tumalo is on septic; there is a private wastewater system, Tumalo Property Owners Association (TPOA), which serves a small area on the south side of U.S. 20. Water, either for drinking or irrigation, is provided by private companies or private wells. The TCP contains a Public Facilities Goal as well as Public Facilities Policies #1-#10. The community was quite concerned about private sewers in Tumalo. Public Facilities Policies #3, #4, and #7 address public sewer systems while Policies #8, #9, and #10 address private sewer systems. Policies #1, #2, and #6 pertain to wastewater facilities regardless of public or private. Taken together, the Public Facilities goal and policies will protect Tumalo's current and future water and wastewater issues. The updated TCP does not propose any changes to the County's regulations regarding public facilities and services. Therefore the 2020-2040 TCP complies with Goal 11.

Goal 12: Transportation:

FINDING: The County's Transportation System Plan (TSP) is also being updated to 2040 to continue to provide a safe, convenient, and efficient economical transportation system. The TCP proposed Transportation Goal is to provide and encourage a safe, convenient, and economical transportation system. The Transportation Goal calls for such a transportation system for all modes and to support economic development, recreation, and community health. Of the specific transportation issues raised by the community, Road Network Policy #3 addresses speeding while Policy #4 calls for ODOT to use designs consistent with Tumalo's enduring vision of maintaining its small-town feel. Road and Sidewalk Policy #3 calls for sidewalks in the commercial core, but not in the residential neighborhoods to preserve their rural character. Road and Sidewalk Policies #6 and #7 will lead to a better experience for cyclists and pedestrians. The 2020-2040 TCP does not propose changes in the functional classification of any existing or planned transportation facility nor does it propose changes to any performance standards or access standards. Therefore, the 2020-2040 TCP is consistent with Goal 12.

Goal 13: Energy Conservation:

FINDING: As a Rural Unincorporated Community with a 30-foot height limit, Tumalo has minimal opportunities for infill or increased density, which can be used as a strategy for energy conservation. However, the various Transportation policies encourage energy-saving alternate modes, especially bicycling and walking. The small lots can make solar energy utilization impractical due to shadows from nearby structures. Economic Development Policy #2 addresses the issue. The 2020-2040 TCP does not propose to change the County's Plan or implementing regulations regarding energy conservation. Therefore, the 2020-2040 TCP is consistent with Goal 13.

Goal 14: Urbanization:

FINDING: Tumalo is a Rural Unincorporated Community under OAR 660-022-0010(7) and has no Urban Growth Boundary (UGB). As Tumalo by definition is rural, Goal 14 does not apply.

Goals 15 through 19

FINDING: These goals are not applicable to the proposed plan and text amendments because the County does not contain these types of lands.

OAR 660-022, Unincorporated Communities

FINDING: OAR 660-022-0030(1) requires counties to provide zoning designations for all properties within an unincorporated community. Deschutes County has done so via DCC 18.67. The 2020-2040 TCP is not adding any new zones nor changing any uses allowed either outright or conditionally. The 2020-2040 TCP is therefore consistent with OAR 660-022.

Deschutes County Comprehensive Plan

FINDING: The relevant portions of the Comprehensive Plan are Chapter 1 (Comprehensive Planning), which sets the goals and policies of how the County will involve the community and conduct land use planning. These are specified in Section 1.2 (Community Involvement) and Section 1.3 (Land Use Planning). Chapter 4 (Urban Growth Management) and Sections 4.3 (Unincorporated Communities) and 4.7 (Tumalo Community Plan) are also applicable.

Section 1.2 sets a goal for an open and active community involvement program that engages the public during development of land use policies and codes. Policy 1.2.2 designates the Planning Commission as the Committee for Community Involvement. Policies 1.2.3 and 1.2.4 detail procedures for public outreach and avenues of outreach. As described above, the County complied with DCC 22.12 for a legislative amendment, including notice to the public, DLCD, and relevant agencies. Both the Planning Commission and Board will conduct separate public hearings and objectively evaluate the facts. Additionally, staff conducted extensive public outreach via flyers, email, open houses, website, and work sessions with the PC and the Board, which were open to the public and broadcast online.

Section 1.3 sets a goal of an open and public land use process to reach fact-based decisions. Policies 1.3.1 calls for protection of private-property rights and Policies through 1.3.2 through 1.3.9 concern public involvement, record keeping, use of websites, and review periods for the Comprehensive Plan. The 2020-2040 TCP does not identify any properties to be transferred from private to public

ownership; policies state clearly what is voluntary if private property is involved; policies regarding private sewers also would protect rights of private property owners that could be served by a private sewer. For the development of the TCP, the County has done extensive public outreach using traditional methods (flyers, face-to-face meetings) and newer methods (website, online public meetings, electronic records, video meetings, etc.)

Section 4.3 defines, lists, and categorizes Unincorporated Communities. Tumalo is a Rural Community and was approved in 1997. Section 4.3 does not have any goals or policies.

Section 4.7 is the Tumalo Community Plan itself and is incorporated into the Comprehensive Plan as Appendix B.

Based on the above, the 2020-2040 TCP is consistent with the Deschutes County Comprehensive Plan.

IV. CONCLUSION

The proposed 2020-2040 TCP complies with all relevant Deschutes County and OAR requirements.

Deschutes County

Tumalo Community Plan

2020-2040



Deschutes County Community Development
Updated 2023

Introduction

The Tumalo Community Plan (Community Plan) is an integral part of the Deschutes County Comprehensive Plan and, upon adoption by the Board of County Commissioners, constitutes an official chapter (Section 4.7). The Community Plan may only be changed if it is reviewed through an official legislative plan amendment process. The Community Plan's goals and policies provide a decision-making guide for land use planning, capital improvements, and physical development during the next 20 years (2020 – 2040). It is anticipated that Deschutes County, Oregon Department of Transportation (ODOT), special districts, residents, and community leaders will consult the Community Plan when preparing land use or transportation projects in Tumalo.

Tumalo is a small rural community located approximately three miles northwest of Bend in the center of Deschutes County. Oregon Administrative Rules recognize areas in Deschutes County like Tumalo as an "Unincorporated Community" under OAR 660-022. Of the four types of unincorporated communities identified in OAR 660-022, Tumalo is a Rural Community. OAR 660-022 states a Rural Community is place "which consists primarily of permanent residential dwellings but also has at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, grange halls, post offices) to the community, the surrounding rural area, or to persons traveling through the area."



Image: Metal Statute, Photo Credit: Deschutes County Staff

Deschutes County plans and regulates land uses in Tumalo under this legal definition. The Deschutes River and U.S. 20 bisect Tumalo. Single-family home neighborhoods, a small commercial node, as well as Tumalo Community School all lie north of the highway and west of the river. Additional commercial and industrial properties are located on the south side of the highway. This includes a more recent residential neighborhood with higher densities than previously found in Tumalo. Although this Community Plan only addresses lands within the Tumalo boundary, access to U.S. 20, local businesses, district offices, Tumalo Community School, and Tumalo State Park create a hub that attracts nearby residents and visitors.

The Tumalo Community School, within the Redmond School District, had originally served children between kindergarten and 8th grade, with an approximate attendance of 407 students in 2010. Beginning in 2020, due to decreasing student attendance numbers, the school transitioned away from a middle school model and began serving around 250 students between kindergarten and 5th grade. The school's geographic service area extends to the outlying areas of Bend, in addition to Tumalo.

Just one mile away, Tumalo State Park encompasses approximately 156 acres with an addition 52 acres of contiguous surrounding land also owned and operated by the Oregon State Parks system. The park offers camping, picnicking, fishing, hiking, and wildlife viewing and hosted approximately 517,000 visitors in 2021. Its location provides an excellent place to camp while enjoying Central Oregon's surrounding amenities and year-round recreation. A 2.4-mile segment of the 12-mile Deschutes River Trail is accessible from a day-use area parking lot within Tumalo. The trail follows the Deschutes River south 1.4 miles to Riley Ranch Nature Reserve, which offers additional trails.

Between 2010 and 2020, Tumalo has undergone significant changes in terms of land use activities and transportation improvements. Several artisan shops have opened along Cook Avenue, there is a thriving food cart pod, the Twin Bridges State Scenic Bikeway rolls through Tumalo, and a two-lane roundabout is due to open in 2023/24 at US 20/Cook-OB Riley intersection. The County anticipates an additional roundabout at Cline Falls Highway/Tumalo Road intersection. A small-scale sewer system has developed that serves the higher-density neighborhood in an area bounded by the south side of US 20, Bailey Road, and OB Riley Road. Based on residents' requests, the County hired a consultant to conduct a sewer feasibility study, which was conducted in 2022. The sewer feasibility study provides a high-level assessment of the costs and potential for sewer expansion throughout Tumalo as many properties are on older septic systems. The feasibility study provided information to residents on potential next steps if the community chooses to form a sewer district.

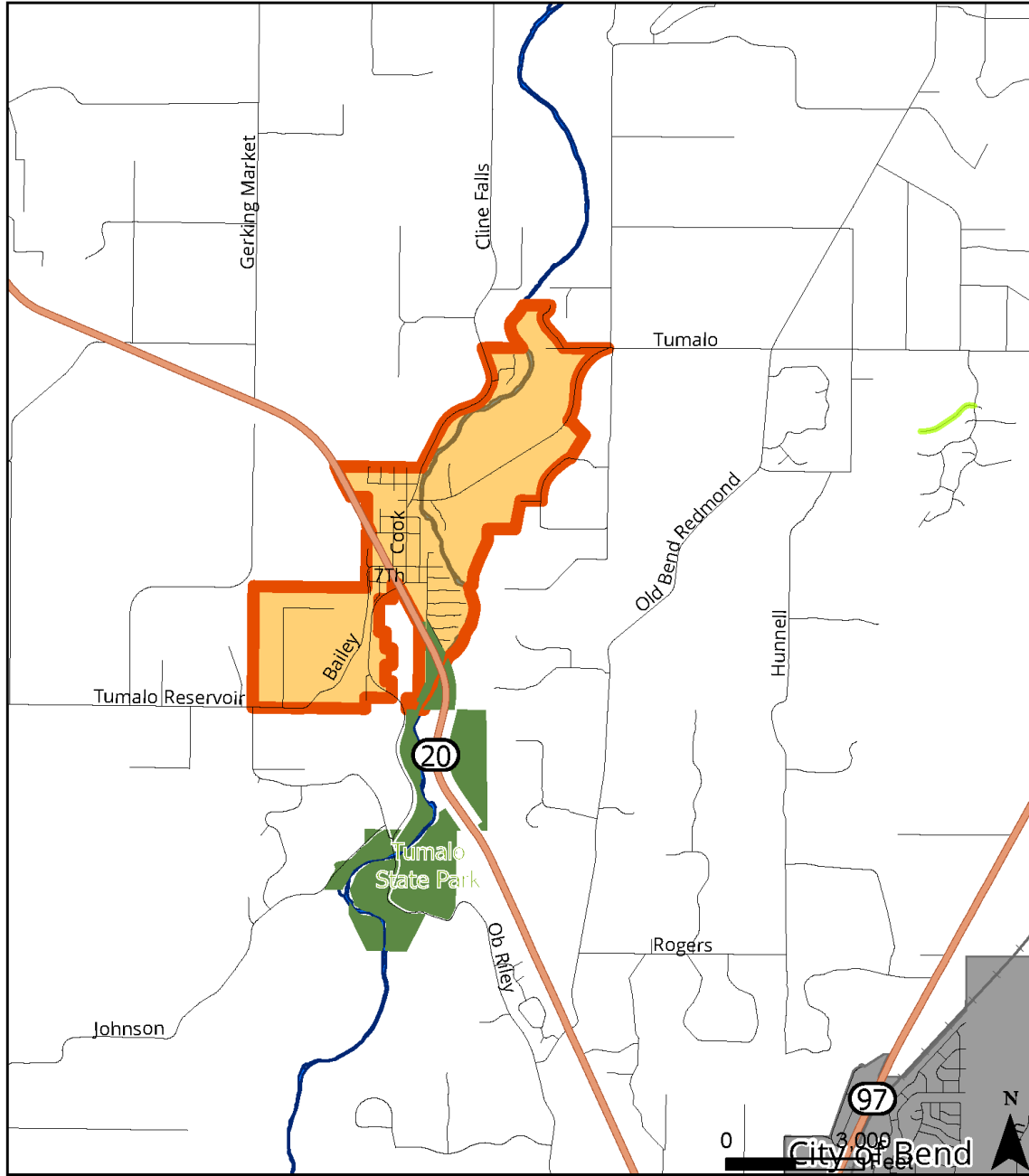
Based on the changes noted above and the population growth in the community, the County determined it was time to update the 2010-2030 TCP. The County also received a Transportation Growth Management (TGM) grant to focus on bicycling, walking, and transit, aka active transportation, in Tumalo. Both efforts involved extensive coordinated public outreach.

The TCP Open Houses occurred in the Tumalo Community School gym on May 11, 2022 (kickoff meeting); August 8, 2022 (draft goals and policies); and May 17, 2023 (revised draft goals and policies). Additionally, staff held Meet A Planner one-on-one sessions in Tumalo from June 13-24, 2022 and again from May 2-9, 2023. Finally, staff created public web pages and online story maps to summarize the project, conduct surveys, and provide updates.

The TGM grant took a similar approach to public outreach, including a June 8, 2022, walking tour of downtown Tumalo where the public provided comments and suggestions. The TGM bike/ped/transit grant also included a story map, a website, and stakeholder advisory committee meetings. The TGM grant's recommendations for bike/ped/transit are incorporated into the TCP.

DRAFT

Tumalo Vicinity Map



- Tumalo State Park
- City of Bend
- Unincorporated Community

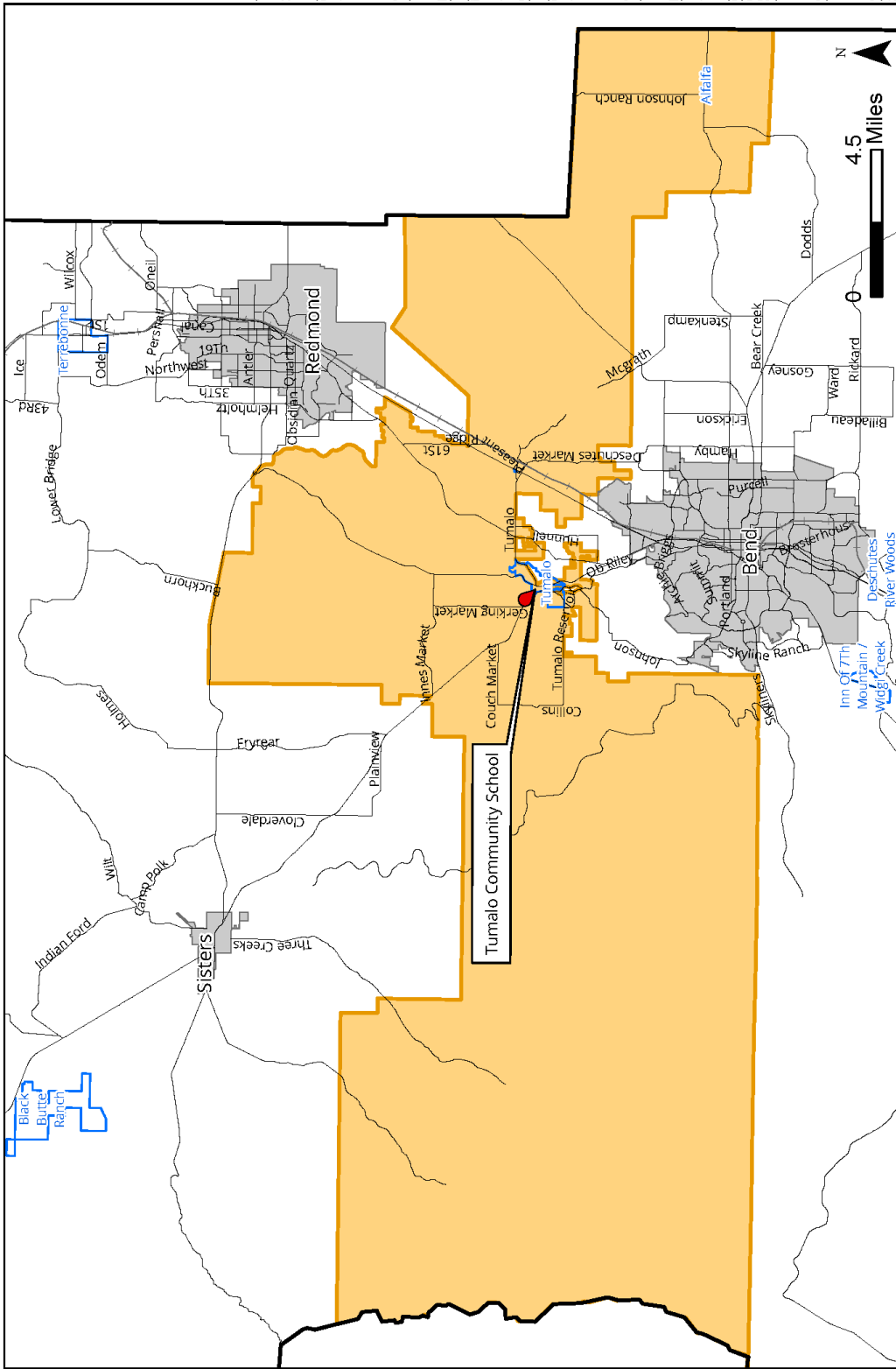
Tumalo Vicinity Map



6/15/2022







Tumalo Community School Student Boundary Map



Tumalo Community School Attendance Area

6/23/2022

-  Tumalo Community School
-  Tumalo School Attendance Area
-  Unincorporated Community
-  County Boundary

Community Vision Statement

Retain the livability of Tumalo as a rural small town, by ensuring safe and efficient public services and collaborating with the surrounding rural area.

Tumalo residents' input crafted this community vision for 2020 to 2040. It is their intent that the Community Plan, developed in cooperation with Deschutes County, will serve as a framework to realize this vision. The community input came from several public venues. These included public open houses, one-on-one meetings with County planners, public surveys, online comments, and e-mails to County staff. Input came from people who lived within the boundaries of Tumalo as well as those who live near Tumalo and either shop or work there or send their children to school there.

Notice of the first open house was mailed to every property (261 total) in Tumalo as well flyers hung through the community. In-person open houses were held at the Tumalo Community School on May 11 and August 22, 2022, and averaged between 50 and 70 attendees at each meeting. A virtual open house and survey was held between June 29, 2022 - July 22, 2022, and gathered 55 responses related to the community vision and key issues facing Tumalo.

Staff held a one-on-one engagement series called "Meet A Planner", in which community members could have a 30-minute conversation with a planner to express the key issues, challenges, and concerns facing Tumalo. Seven meetings occurred between June 20-24, 2022, either in person at Tumalo Coffeehouse or virtually.

The County developed an e-mail listserv for the project updates by collecting emails through sign-in sheets at the open houses or directly via the project website. As of June 1, 2023, 181 community members subscribed for project updates. Nine total project updates were sent throughout the process to advertise in person and online engagement events.

The 2010-2030 and 2020-2040 Community Vision statements are practically identical. The only changes were directed at deletion of the hyphen in "small-town" and changing "rural community" to "rural area." The latter relates to Oregon Administrative Rule (OAR) 660-022 and how that provision clarifies that the word "community" refers to a more geographically limited area. Overall, respondents expressed a strong desire to keep the vision statement unchanged and for Tumalo to remain rural in nature. The intent to keep the community rural is consistent with OAR 660-022.

Community Input



History

Situated at an elevation of approximately 3,200 feet, Tumalo lies in the middle of the Upper Deschutes River Basin (river miles 157 and 158). The commercial core of Tumalo lies on an alluvial bowl bounded by the Laidlaw Butte and the bluff of the Deschutes River canyon. The Deschutes River bisects the community. Originally named Laidlaw, Tumalo was platted by the Laidlaw Townsite Company in 1904. However, development originally began in 1899 when the Three Sisters Irrigation Company incorporated. Under the Carey Act, they made plans for diverting water from Tumalo Creek and the Deschutes River to irrigate approximately 60,000 acres of arid land. As the town grew, it became a voting precinct in 1906, with 65 registered voters compared to Bend's 66. Out of nearly 900 platted lots, a third were sold by 1907.

Town founder A.W. Laidlaw of Portland and his investors believed that Tumalo would become the heart of Central Oregon. By 1909, the Laidlaw community aspired to establish the junction of two railroads, and thereby creating a new "metropolis" in Central Oregon. There were reasons for optimism as railroad magnates James Hill and E. H. Harriman were competing to finish a rail line from the mouth of the Deschutes River to Central Oregon. Mr. Laidlaw assumed the rail line would come south, up the Deschutes River canyon, into the newly platted town. Assertions were also made that the Laidlaw community would benefit from connection to another rail line, one that followed the North Santiam River and crossed over the Cascades.

Ultimately, neither of these two projects came to fruition. At the end of 1909, the Columbia Southern Railroad still ended in Shaniko, and the Corvallis and Eastern rail lines remained stalled at the foothills west of the Cascades. Both rail line projects ultimately languished for approximately 15 years. Following the announcement in 1910 that the Columbia Southern Railroad was connecting to Bend instead of Laidlaw, Bend began outpacing Laidlaw in population. As a result, Laidlaw's population decreased to 250 people, with many businesses relocating to Bend. The small town remained as Laidlaw until the Laidlaw Post Office closed in 1913. The post office eventually reopened in 1923 as the Tumalo Post Office, and the name of the town was changed to Tumalo.

In those early days, Laidlaw had a weekly newspaper, a barbershop, two-story hotel, lawyers' offices, wallpaper company, bakery, feed stores and bank. Today, legacy buildings include the Laidlaw Bank and Trust Property and Tumalo Community Church.

Land Use

The 1979 Deschutes County Comprehensive Plan designated Tumalo as a Rural Service Center because it contained a concentration of residential and commercial properties. A 1979 inventory showed Tumalo consisting of 491 acres and 288 tax lots. In 1994, the Oregon Land Conservation and Development Commission adopted a new Oregon Administrative Rule for unincorporated communities, instituting new land use requirements for Tumalo (OAR 660, Division 22). As part of periodic review, in 1997 Deschutes County updated its Comprehensive Plan and implemented zoning regulations to comply with these state requirements. Based on public input, Tumalo's boundary was amended to accommodate 504.11 acres and 321 tax lots. A 1999 amendment removed three tax lots that were accidentally included, leaving Tumalo with 318 tax lots as inventoried during the County's 2010 update to the Tumalo Community Plan. Deschutes County Code (DCC) 18.67 implements land use zoning in Tumalo while DCC 18.67 Table A sets road standards.

Since the 2010 Deschutes County Comprehensive Plan update, including updates to the Tumalo Community Plan, the total number of tax lots has increased to 361. The increase in tax lots can be attributed to land use patterns in the area including land divisions, property line adjustments, and property-specific tax lot review related to the original Laidlaw Town Plat.

Population and Demographic Data

Single-family residences are the predominant land use in Tumalo. Tables 1, 2 and 3 cite Deschutes County Assessor data and an adopted 20-year population forecast to estimate Tumalo's 2021, future build out, and 2040 population.

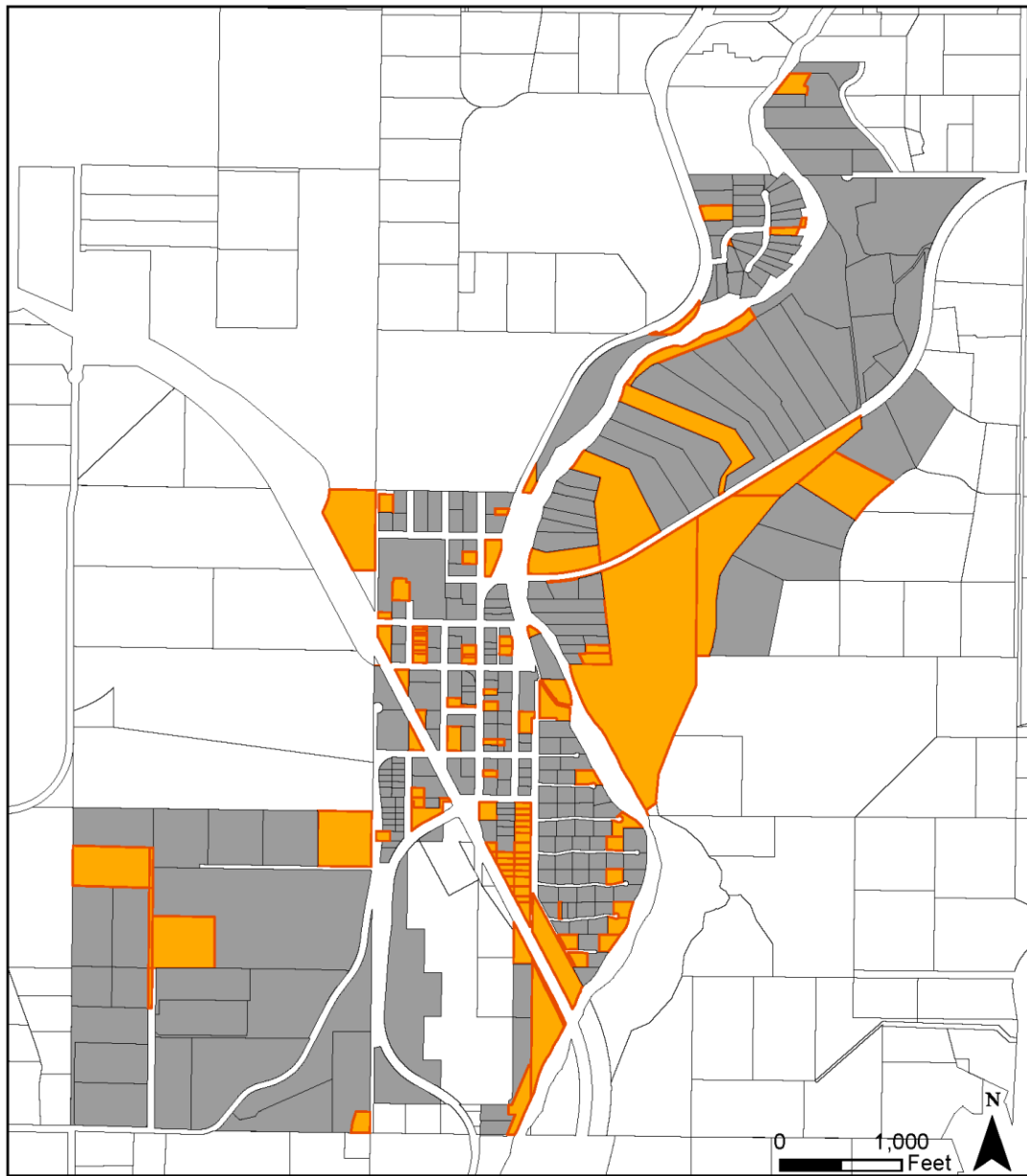
Table 1 - 2021 Tumalo Population Estimate

Housing Units*	Deschutes County 2020 Census (Persons Per House)	2021 Population Estimate
232	2.47*	574
*2021 Assessor's Data	*2020 Census Data	

Table 2 - Tumalo Projected Build Out

2021 Population Estimate	Potential Dwelling Units*	Deschutes County 2020 Census (Persons Per House)	Future Population on Undeveloped Lots	Build Out Population
574	101	2.47	250	824
*Assessor's Data 2021				

Tumalo Vacant Parcels and Projected Build-Out Map (2020)



Tumalo Comprehensive Plan 2020

-  Vacant
-  Built Out



6/15/2022

Table 3 - Tumalo Population Forecast

Year	Forecasted Population	Average Annual Growth Rate (AAGR)
2021	574	2.2%
2022	587	2.2%
2025	600	2.0%
2030	612	1.7%
2035	622	1.5%
2040	631	1.3%
2045	639	1.2%
2047	647	1.1%
2050	654	1.1%
2055	661	1.1%
2060	669	1.1%
2065	676	1.1%
2070	684	1.1%
2072	691	1.1%

County Population Forecast (Portland State University, 2022)

Tumalo's projected population for 2040 is 631. This projection is extremely conservative due to limited wastewater infrastructure discussed below in Public Facilities and Services. As Table 2 illustrates (and further detailed in Table 6), a vacant lands inventory performed in 2021 identified 105 undeveloped residential lots capable of supporting up to 101 potential dwelling units. If all 105 undeveloped lots become developed and household unit size remains at 2.47, Tumalo's population would increase by 250 people, bringing its total to 824. Under this scenario, Table 3 shows that full build out would not occur until after 2072. Since the 2020 Tumalo Community Plan adoption, Tumalo and the surrounding County jurisdiction are projected to experience the compounding factors of an aging population and a notably lower fertility rate. The age and fertility data combined with an overall expectation for increased population within cities and other sub-areas of Deschutes County results in a lower average annual growth rate than previous years. Other factors potentially affecting the relatively low forecasted population growth rate include housing availability and affordability challenges, the heightened cost of living, and the detrimental impacts of regional wildfires.

Race and Ethnicity

Tumalo is a predominantly white community, though the population growth over the past 10 years has seen an increase in racial and ethnic diversity, primarily among Hispanic or Latino community members. The percentage of Hispanic or Latino community members has increased from 3.3% (2010) to 6.6% (2020) of the total population. For the purposes of providing race and ethnicity data for Tumalo, population counts for the Tumalo Census Designated Place (CDP) are utilized below in Table 4, rather than the County's population estimate provided in referenced Tables 1 and 2. The most significant difference between

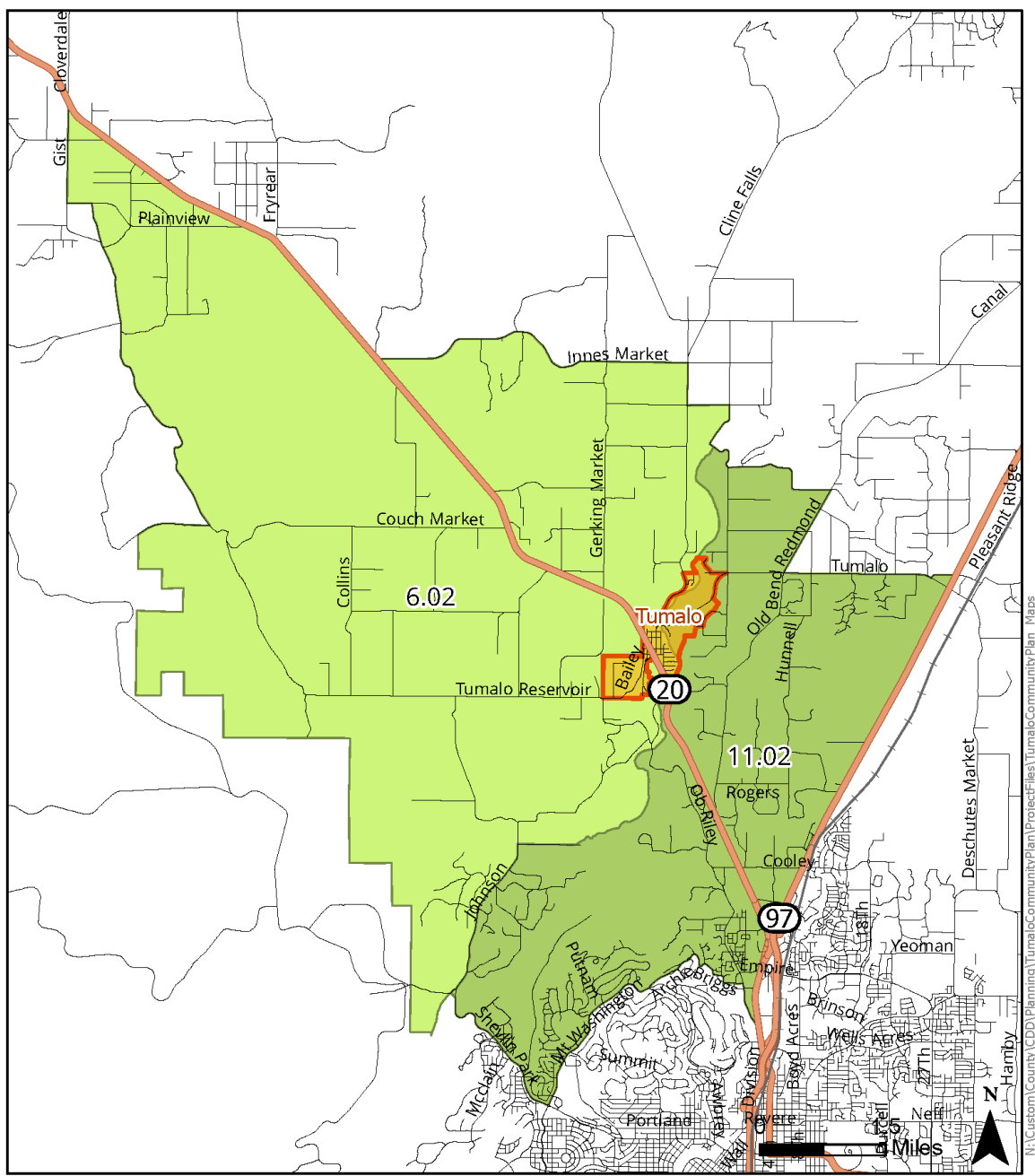
2010 and 2020 is seen in the “White alone” single-race individuals, with the percentage of individuals decreasing from 93.2% of the total population (2010) to 88.5% (2020).

Table 4 - Tumalo CDP Race and Ethnicity (2010 and 2020)

	Tumalo (2010)	Tumalo (2020)
Total Population:	488	558
Hispanic or Latino	16 (3.3%)	37 (6.6%)
Not Hispanic or Latino:	472 (96.7%)	521 (93.4%)
Population of one race:	460 (94.3%)	506 (90.7%)
White alone	455 (93.2%)	494 (88.5%)
Black or African American alone	1 (0.2%)	1 (0.2%)
American Indian and Alaska Native alone	3 (0.6%)	6 (1.1%)
Asian alone	1 (0.2%)	2 (0.4%)
Some Other Race alone	0	3 (0.5%)
Two or More Races:	12 (2.5%)	15 (2.7%)
Population of two races:	6 (1.2%)	12 (2.2%)
White; Black or African American	1 (0.2%)	1 (0.2%)
White; American Indian and Alaska Native	3 (0.6%)	6 (1.1%)
White; Asian	2 (0.4%)	0
White; Some Other Race	0	4 (0.7%)
Asian; Native Hawaiian and Other Pacific Islander	0	1 (0.2%)
Population of three races:	6 (1.2%)	3 (0.5%)
White; Asian; Native Hawaiian and Other Pacific Islander	6 (1.2%)	3 (0.5%)

2010 and 2020 US Decennial Census, Tumalo CDP-specific data

Tumalo Census Designated Place (CDP) Map



Tumalo Census Designated Place

- Tumalo Unincorporated Community
- 11.02
- 6.02



Land Use Designations and Inventory

Deschutes County Comprehensive Plan designations identify general land uses for the community of Tumalo and provide the legal framework for establishing zoning districts. Zoning regulates land uses that are allowed in each respective district. Table 5 lists Tumalo comprehensive plan designations and corresponding zoning districts. Table 6 summarizes existing property inventories within those zoning districts, including those properties that may be encumbered by multiple zones. Detailed descriptions of the Tumalo Comprehensive Plan designations are provided below.

Table 5 - Tumalo Land Use Designations

Comprehensive Plan Designations	Zoning Districts
Commercial (TuC)	Commercial District (TuC)
Floodplain (FP)	Floodplain (FP)
Industrial (Tul)	Industrial District (Tul)
Research and Development (TURE)	Research and Development District (TURE)
Residential (TuR)	Residential District (TuR)
Residential 5 Acre Minimum (TUR5)	Residential Five Acre Minimum District (TUR5)

Table 6 - Tumalo Land Use Inventory

Zone	Residential Units / Number of Lots	Commercial & Industrial Developments / Number of Lots	Undeveloped Parcels	Total Number of Parcels
TUC	43 Units / 36 Lots	31 Buildings / 28 Lots	51	115
TUR	80 Units / 78 Lots		18	96
TUR/TUC	3 Units / 3 Lots		2	5
TUR/FP	27 Units / 27 Lots		10	37
TUR5	57 Units / 54 Lots		12	66
TUR5/FP	27 Units / 24 Lots		8	32
TURE		1 Building / 1 Lot	1	2
TUI		13 Buildings / 5 Lots	1	6
FP			2	2
Total	237 Units / 222 Lots	45 Buildings / 34 Lots	105	361

Assessor's Data 2021/2022

Commercial (TUC). A “Commercial” designation allows a range of limited commercial and industrial uses to serve Tumalo and the surrounding area. In general, the designation extends north from the approximate intersection of Riverview Ave and Cedar Lane (bound by U.S. 20 to the west) to 3rd Street between Wood and Wharton Avenues. Commercial lands

also comprise an area west of U.S. 20 between 5th and 8th Streets, bound on the west by Strickler Ave and Bailey Road.

This designation was originally intended to accommodate a mixture of small-scale commercial and limited industrial uses that historically existed within the community. The core commercial area initially encompassed lands adjacent to Cook Avenue, north of U.S. 20. The designation was ultimately expanded between Cook and Wharton Avenues, extending south to U.S. 20. This area includes the “Tumalo Mall,” an existing commercial and retail complex. The use of this building received authorization as a nonconforming use in 1986 and site plan alterations in 1987 and 1988. These land use actions brought the existing uses and structures into compliance with the commercial zone.

Currently, the core commercial area supports a variety of uses and development including cideries, a food cart pod, a greengrocer, the Tumalo Country Store gas station and general store, Tumalo Irrigation District office, a veterinary clinic, a second commercial complex at the intersection of 4th Street and Cook Ave, the Historic Tumalo Church buildings, vacant property owned and maintained by the Tumalo Community School, and a boutique leather goods manufacturer. The majority of these uses and structures have received land use approval within the past four years. The Tumalo commercial zoning district also allows for limited residential development and uses.



Photo: The Bite Food Cart Pod, Photo Credit: County Planning Staff

Floodplain (FP). A “Floodplain” designation protects the public and private property from hazards associated with floodplains; conserves important riparian areas along rivers and streams for fish and wildlife resources; and preserves significant scenic and natural resources. This designation follows the channel of the Deschutes River that bisects Tumalo. The areas of special flood hazard are identified by the Federal Insurance Administration in a report titled *Flood Insurance Study for Deschutes County, Oregon and Incorporated Areas*. This report was revised in September 2007, and includes accompanying Flood Insurance Rate Maps. The Flood Insurance Study is on file at the Deschutes County Community Development Department.

In 2020, the Deschutes Basin Habitat Conservation Plan (HCP) was finalized and approved by the U.S. Fish and Wildlife Service. The HCP, which is a 30-year plan, was part of an application for an Endangered Species Act incidental take permit (ITP) that authorizes incidental take, aka death, of listed species (Oregon spotted frog, bull trout, steelhead trout, and sockeye salmon) caused by covered activities. Based on the HCP, Wickiup Reservoir will alter its operation to improve conditions in the Deschutes River between the reservoir and Bend. The minimum flow will be 100 cubic-feet per second (cfs) in Years 1 through 7, 300 cfs in Years 8 through 12, and 400 cfs (with provisions for up to 500 cfs) in Years 13 through 30. These increases in winter flows will likely change floodplain patterns within range of the Tumalo community. Additionally, enhanced lidar terrain data derived from the Oregon Department of Geological and Mineral Industries (DOGAMI) may indicate a changing floodplain component of the Deschutes River within Tumalo. The existing FP zoning district is subject to goals and policies within this community plan and the Comprehensive Plan, are directed at producing the most accurate floodplain data possible for the Tumalo community.

Industrial (TUI). An “Industrial” designation allows a limited range of industrial uses to serve Tumalo and the surrounding area. The designation recognizes nonconforming industrial uses and properties suitable for limited amounts of additional industrial development. This designation is concentrated around the Knife River operation, which is technically outside of Tumalo, that fronts O.B. Riley Road and U.S. 20 and includes warehouse uses, mini-storage facilities, and other industrial-related development and uses.

Research and Development (TURE). A “Research and Development” designation allows research and development facilities requiring a more rural, non-industrial location to be sited in Tumalo. This designation contains two parcels in one ownership located on the southeast slope of Laidlaw Butte. It was originally created to accommodate a research and development site and associated uses predating Deschutes County’s 1979 zoning ordinance.

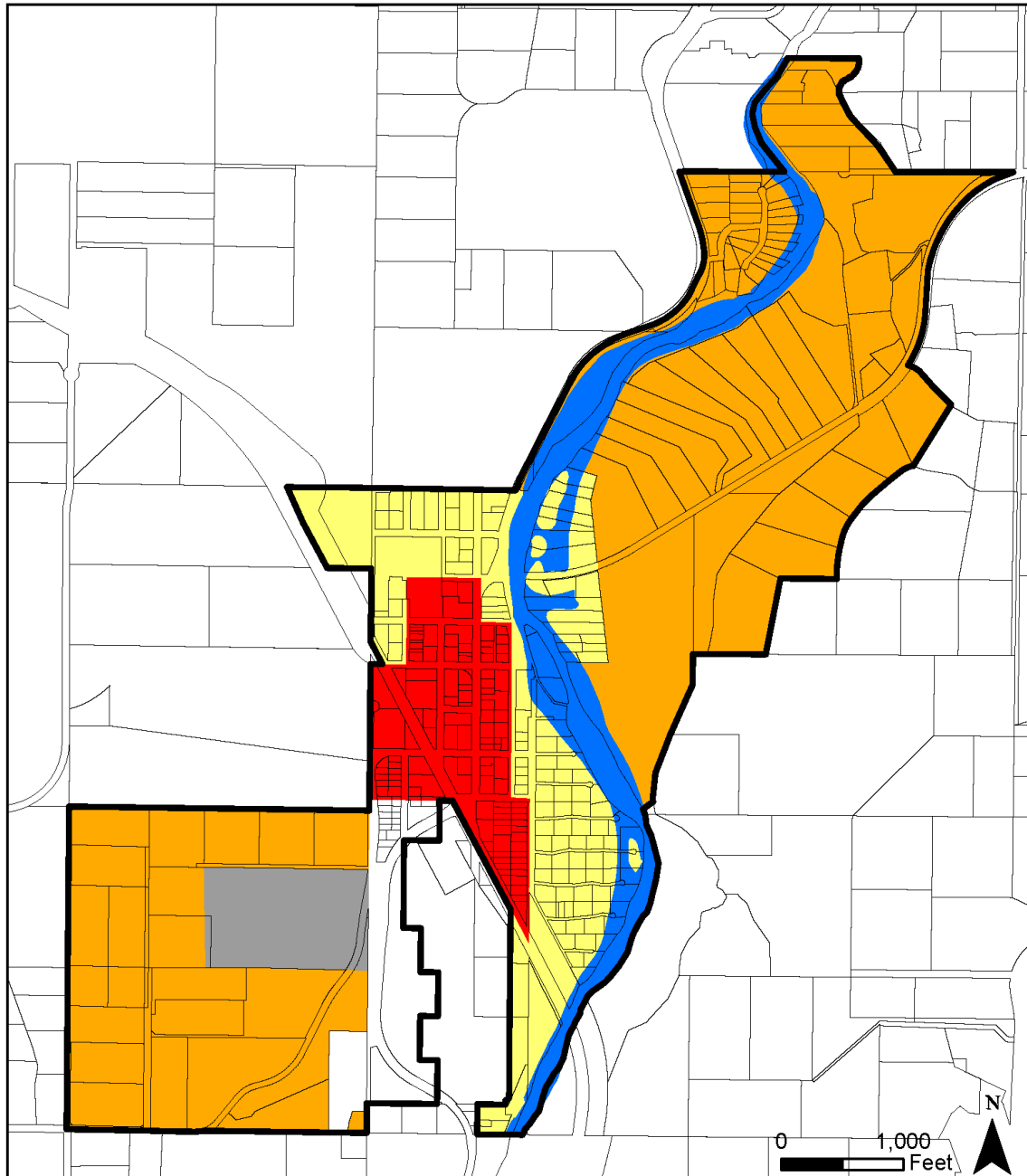
Residential (TUR). A “Residential” designation allows a mixture of housing types and densities suited to the level of available water and wastewater facilities. The purpose of this zoning district is to allow new residential development that is compatible with the rural character of the area. Originally, the residential district boundary coincided with the boundary of the old Laidlaw Plat including the Deschutes River Homesites platted between Riverview Avenue and

the Deschutes River. Today, it also includes the area surrounding the Knife River aggregate site south of U.S. 20.

Residential 5-Acre (TUR-5). A “Residential 5 Acre Minimum” designation retains large rural residential lots. The lands designated Residential-5 acre minimum include the larger parcels east of the Deschutes River and the southeast from Laidlaw Butte.



Tumalo Comprehensive Plan Map



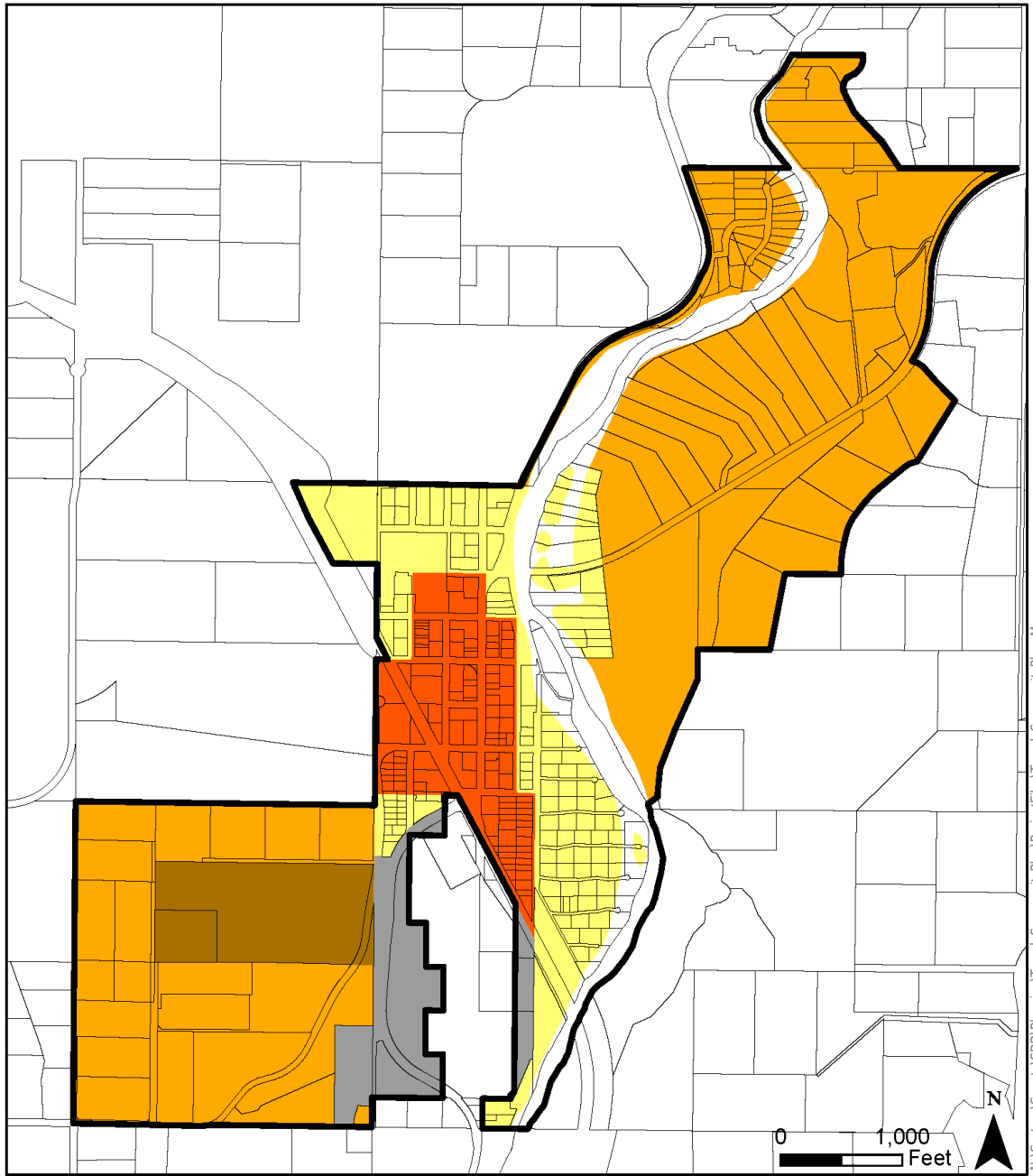
Tumalo Comprehensive Plan 2020

- FP - Flood Plain
- TUC - Tumalo Commercial
- TUR5 - Tumalo Residential 5 Acre Minimum
- TURD - Tumalo Research & Development
- TURM - Tumalo Residential - Medium Density



6/15/2022

Tumalo Zoning Map



Tumalo Comprehensive Plan 2020

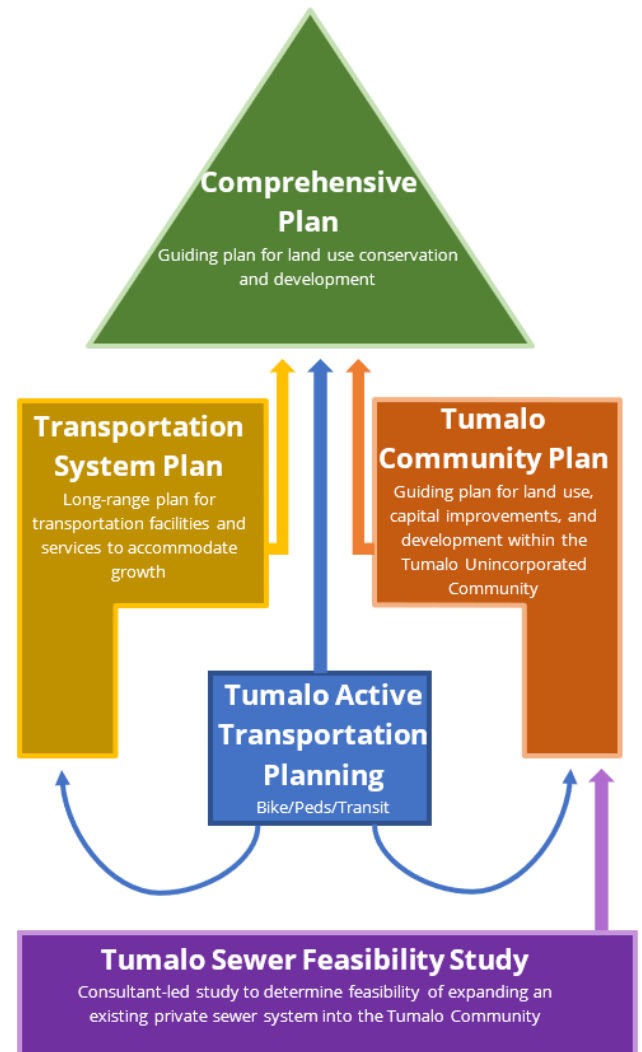
- TUC - Commercial
- TUR - Residential
- TUR5 - Residential 5 Acre Minimum
- TURE - Research & Development
- TUI - Industrial



6/15/2022

Relevant Studies and Planning Processes

The Tumalo Community Plan, as a subset of the Deschutes County Comprehensive Plan, relates directly to other relevant county plans and policies. These plans and policies include, but are not limited to, the County Transportation System Plan (TSP), Tumalo Active Transportation Planning efforts, and a Tumalo sewer feasibility study. The TSP is a long-range plan that identifies improvements to the County's transportation facilities and services to accommodate projected population and employment growth within the County over a 20-year period. The Tumalo Active Transportation update is an effort to update the transportation element of the Tumalo Community Plan, specifically regarding active transportation such as biking, pedestrian access, and public transit. The Tumalo Sewer Feasibility Study is a consultant-led study to evaluate three potential sewer options for Tumalo. The graphic below illustrates how these various plans interact with one another and fit within the larger regional planning efforts.



Public Facilities and Services

Tumalo is served by six special districts: Laidlaw Water District; Deschutes County Rural Fire Protection District #2; Redmond School District; the Tumalo Town District Improvement Company, Tumalo Irrigation District (via the Rimrock Water Improvement District), and Swalley Irrigation District. Tumalo's public facilities and services are described below in greater detail.

Domestic Water

The Laidlaw Water District serves the area identified as the old Laidlaw Plat, and the area described as T16S R12E section 29 (W1/2 SW1/4), section 30 (E1/2 SW 1/4), (SW 1/4 SE 1/4),

and section 31(NE1/4, N1/2 SE1/4), near Beaver Lane to the north of the core Tumalo community area. The power and authority given to Laidlaw Water Supply District as a government entity is vested and exercised by a board of commissioners, each of whom is an elector of the district. These commissioners have the authority under ORS Chapter 264 to determine rates and the type and extent of water supply facilities. Deschutes County coordinates with the Laidlaw Water Supply District when a property owner initiates a land use application within their district through noticing and the solicitation of agency comments. During the land use process, Laidlaw Water Supply District identifies conditions they will impose on the development proposal. The Laidlaw Domestic Water District currently depends on three groundwater wells.

The District's groundwater source does not exceed current EPA maximum contaminant limits. No treatment is performed and none has been required by the Oregon Health Division. Properties in Tumalo, but located outside Laidlaw District boundaries, rely on private domestic wells for drinking water. State law, Oregon Revised Statute 537.545, exempts private wells if domestic consumption is less than 15,000 gallons per day and irrigation of a lawn or noncommercial garden is less than one-half acre.

Wastewater

Tumalo does not have a community-wide wastewater facility. Instead, land uses in Tumalo currently rely on on-site wastewater systems, ranging from newer alternative treatment technologies (ATT) and filter systems, to older drainfields. Onsite systems in some cases, are insufficient and improper for a development site. According to the Deschutes County Onsite Wastewater Division, most of Tumalo's soils are rapidly draining, with rapid or very rapid permeability. Given these soil characteristics, standard septic systems can only be sited on lots greater than an acre. Smaller lots, between a half-acre and an acre are obligated to site more expensive onsite systems such as sand filters and ATTs. Additionally, there are circumstances in Tumalo where certain lots cannot be developed or redeveloped because they are too small or lack sufficient area to meet setback requirements for septic system drainfields.

Deschutes County zoning regulations restrict the type and intensity of allowed land uses to those which can be served by an Oregon Department of Environmental Quality (DEQ) approved onsite wastewater disposal system. The County does not allow uses or densities that are unable to obtain a permit for a DEQ approved onsite system. In addition, County zoning regulations set minimum lot sizes to ensure the onsite systems do not exceed soil capacity of treating wastewater effluent. These circumstances have prompted residents and business owners to express support for exploring funding opportunities to establish a community wastewater facility to maintain surface and groundwater quality.

The exception to the above is a small, privately owned wastewater system (Tumalo Property Owners Association or TPOA) that was approved in 2018 to service a compact residential development on the south side of U.S. 20 between essentially Bailey Road and O.B. Riley

Road. This private system also serves a strip mall and several other small businesses on that same south side of U.S. 20. TPOA is a Septic Tank Effluent Pumping (STEP) system, meaning biosolids are pretreated, placed in a septic tank, then the effluent is pumped into a pressurized pipe and sent up to a holding tank located on property owned by the Laidlaw Water District.

In 2022, at the request of property and business owners in Tumalo, Deschutes County, used American Rescue Plan Act monies to fund a feasibility study to evaluate possible ways to provide sewer service to Tumalo. The County selected the engineering firm Murraysmith (later absorbed by CONSOR) to perform the wastewater feasibility study with the results presented to the Board on December 21, 2022.¹ The feasibility study reviewed the following scenarios, all of which would require crossing U.S. 20:

1. Expand the TPOA system; establish a separate collection and treatment system within Tumalo;
2. Install a collection and disposal system in Tumalo with a connection to the City of Bend's North Interceptor line at Cooley Road/U.S. 20.

The feasibility study included additional concepts related to scale and/or phasing such as:

1. Providing service to only the commercial core along Cook Avenue;
2. Providing a larger system that would serve the Tumalo commercial core and residential areas west of the Deschutes River and north of U.S. 20.

The feasibility study provided cost estimates for construction and hook-up fees and monthly bills. The amounts vary widely depending on number of lots served, amount of grant funds acquired, connection fees, and monthly bills.

Community members have expressed concerns about being required to hook up to the system when a) their septic system begins to fail and b) the private system is within 300 feet or less to their property line and legally available. Staff received a massive stream of public comments expressing opposition toward a private system expanding into Tumalo and concerns about the private system being able to charge onerous fees to connect to the system. A smaller group, primarily those with commercial properties along Cook Avenue, supported the development of a sewer system.

The sewer feasibility study documented the estimated costs and timelines for a sewer system. Ultimately, whether a sewer authority is created, and a sewer system is provided in Tumalo will be a decision for the community, not the County.

¹ <https://online-voice.net/tumaloseweroptions/>

The formation of a sewer district is not a land use action and thus is outside the scope of the TCP. However, based on massive public input during the various TCP open houses, the TCP has added policy language specific to sewers.

Emergency Services

The Deschutes County Rural Fire Protection District #2, governed by an elected five-member volunteer Board of Directors, was established in 1952 to provide fire prevention, protection, and suppression services to residents living outside municipalities and areas not already served by established fire protection districts. In 1991, the district added emergency medical services. Today, District #2 covers approximately 140 square miles of suburban and forested land surrounding Bend and serves approximately 25,000 constituents. The average population of the district greatly increases seasonally due to tourism.

The actual delivery of fire and emergency medical services to district constituents is provided through a contract with the City of Bend Fire Department. Station 302 is located on 4th Street in Tumalo. The station was originally built in the early 1970s and a new building was constructed in 2019 to the immediate east. The station is staffed with an advance life support equipped fire engine, brush/interface pumper, and an ambulance.



Irrigation Water

Tumalo Town District Improvement Company (also known as the Tumalo Town Ditch Company) draws irrigation water based on three water right certificates with priority dates of 1904, 1905, 1938, 1950 and 1952. The system consists of a three-mile ditch that begins near the bridge at Tumalo State Park, parallels the river, crossing Bailey Road at the Tumalo Feed Company Restaurant, then continuing under U.S. 20 to the commercial district. The ditch serves approximately 43 customers and is used for irrigating lawns and gardens².

North of the Tumalo commercial core, within the unincorporated community boundary, is a small residential enclave centered around Beaver Lane located within the Rimrock Water Improvement District. This District is owned and managed by a private water patron who distributes purchased water deliveries from Tumalo Irrigation District (TID) to the residential properties within this residential area. TID, first established through the construction of canal infrastructure in 1883 and organization as a district by 1922, diverts water from Tumalo Creek below Shevlin Park and the Deschutes River near Pioneer Park, with additional water storage through the Crescent Lake impoundment system. TID serves approximately 7,400 acres of irrigated lands to support livestock, hay, alfalfa, garlic, lavender and other crops and farm uses³. There are approximately 685 customers served by TID.

East of the Deschutes River, within the Tumalo unincorporated community boundary, are properties located within the Swalley Irrigation District. Swalley draws water based on a priority water right certificate dated September 1, 1899, and was incorporated as a municipal irrigation district in 1994 after 95 years of private ownership and operation. Swalley Irrigation District currently serves approximately 4,333 acres of irrigated lands around the vicinity of Tumalo, east of the Deschutes River and west of Highway 97. There are approximately 668 customers served by the Swalley Irrigation District.

Recreational Trail

The Bend Metro Park and Recreation District (Park District) provides parks, trails and recreation programming for residents encompassing the Bend Urban Area. Tumalo is located outside the district boundary by approximately two miles. However, the Park District does have recreational interests that extend outside its current boundary. In 2002, the Park District and the City of Bend collaborated on the development of the Deschutes River Trail (DRT) Action Plan. This plan identified the desire to complete the Deschutes River Trail through Bend and connect it on both ends to destinations outside the urban area. The development of the Riley Ranch Nature Reserve between O.B. Riley Road and the Deschutes River at the north end of Bend has helped extend the DRT. The ultimate northern extent of the planned DRT follows the Deschutes River from the Bend Urban Growth Boundary to Tumalo State Park and on to Tumalo. The Park District continues to work with private property owners and the Oregon State Parks and Recreation Department in an ongoing

² <https://www.tumalo.org/files/98649cf93/Water+User%27s+Handbook.pdf>

³ <https://www.tumalo.org/about-us>

effort to assemble a continuous publicly owned corridor for the trail. Fortunately, the portions of the trail corridor closest to Tumalo are already in public ownership. The Park District and the County support the development of this trail corridor between Tumalo and Tumalo State Park as a hard-surfaced shared-use path that utilizes the current grade-separated crossing underneath the U.S. 20 bridge on the west bank of the Deschutes River. The State Historic Preservation Office (SHPO) has identified archeological resources that will need to be protected during the trail's construction and usage.

ODOT in 2022-23 is building a bicyclist/pedestrian-only underpass at U.S. 20/4th Street to make crossing the highway much easier. This multiuse path will connect to Bailey Road. The existing Twin Bridges State Scenic Bikeway would also utilize this shared-use path instead of the U.S. 20/Bailey-7th intersection as it does currently.

Transportation

Tumalo requires a transportation network that provides safe and efficient through movements for traffic traveling on U.S. 20. Equally important is maintaining local access to residential and commercial areas, as well as the Tumalo Community School. U.S. 20 runs diagonally east-west through Tumalo and contains two travel lanes and a center turn lane. Its volumes and speed make north-south street connections challenging. ODOT has a two-lane roundabout at U.S. 20/Cook-O.B. Riley programmed for construction in 2023. The roundabout will add sidewalks along U.S. 20 for several hundred feet as well as along O.B. Riley and Cook. The roundabout will help lower speeds on U.S. 20, which is now posted at 45 mph down from the earlier posting of 55 mph.

There are three access points to U.S. 20: 5th Street; 7th Street/Bailey Road; and Cook Avenue/O.B. Riley Road. The first two have turn restrictions and only Cook/O.B. Riley will allow all movements. Within Tumalo, there are several paved and unpaved streets, totaling approximately 4.7 miles.

Average daily traffic (ADT) counts measured the following vehicles:

- 5th Street recorded 3,118 ADT (2022)
- Bailey Road, 1,234 ADT (2022)
- Cline Falls Hwy, 4,039 ADT (2022)
- Cook Avenue, 6,697 ADT (2022)
- Tumalo Road, 3,753 ADT (2022)
- O.B. Riley, 2,061 ADT (2022)
- U.S. 20, 0.10 miles east of Cline Falls Hwy, 10,276 ADT (2021)
- U.S. 20, 0.10 miles west of Cline Falls Hwy, 6,837 ADT (2021)

To protect the function of a highway, it is often necessary to limit access and control turning movements. ODOT limited the movements at U.S. 20/Bailey-7th to right-in, right-out only (RIRO) for 7th and RIRO and left-in at Bailey. There is also a raised refuge for bicyclists and pedestrians at U.S. 20/Bailey-7th. The two-lane roundabout will make U.S. 20/Bailey-7th into

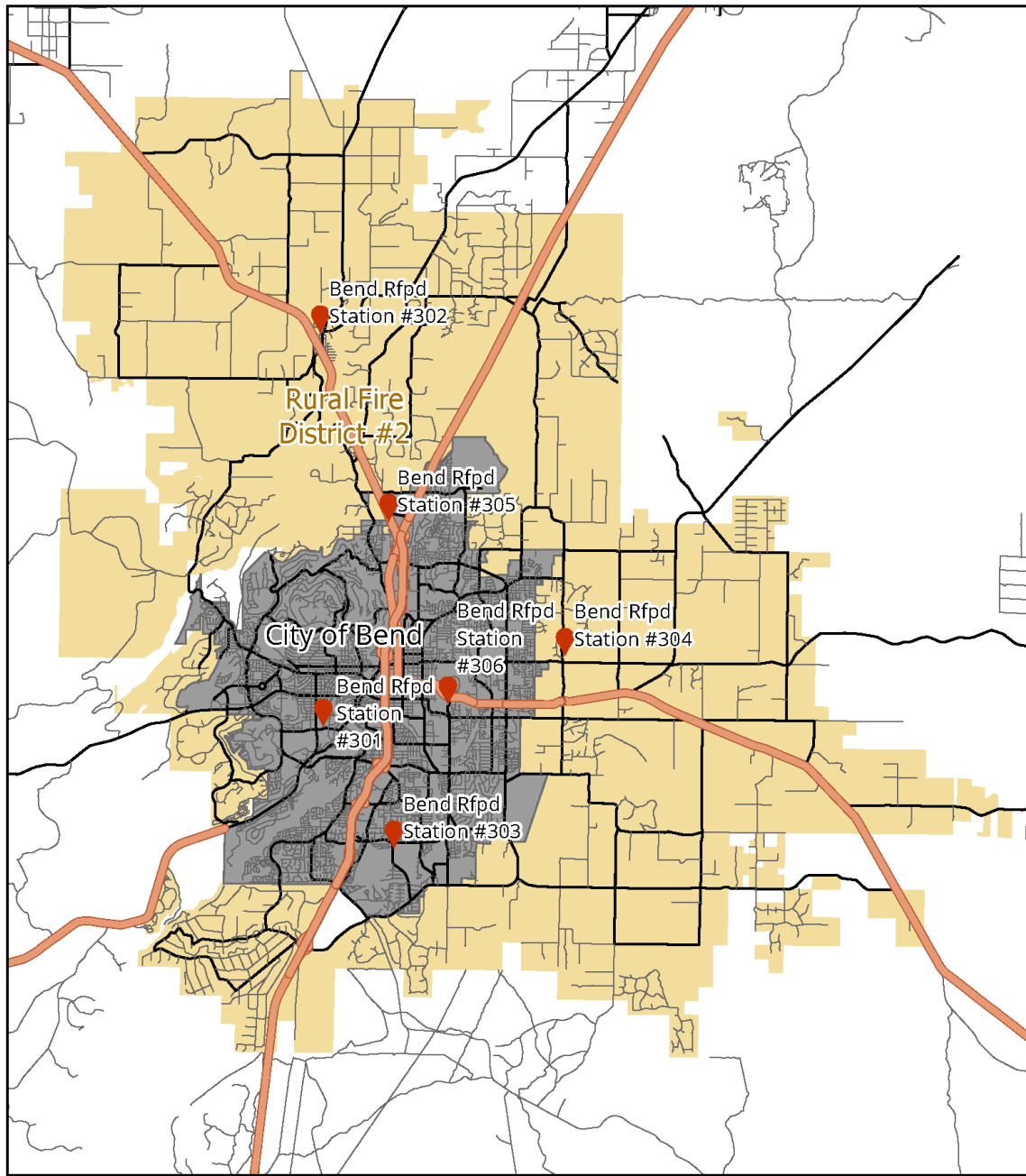
a RIRO intersection and Cook/8th will become a RIRO intersection as well. This will reduce the number of conflict points at these intersections. A conflict point is a location where vehicles turning or passing through can collide. By restricting turn movements or redirecting property access to side streets or alleys, the number of crashes on the highway and the local road system can be lowered. Implementing additional measures such as traffic calming, improved pedestrian crossings, or reducing the travel speed on the highway can benefit an entire community.

The County continues to provide sidewalk infill through both transportation improvements and requirements tied to land use approvals. Cascade East Transit (CET) master plan calls for examining a transit stop in Tumalo. Due to ADA requirements, the transit stop must be accessed via sidewalks. The current intent is to have the stop on Bruce Avenue between 5th and 7th once there is sidewalk.



The only change to the functional classification system was changing Cook Avenue from a collector to an arterial in the 2010-2030 Transportation System Plan (TSP).

DRAFT

Rural Fire Protection District #2 Map



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-  Fire Departments
-  Rural Fire District #2

Tumalo Fire District



6/23/2022

Surrounding Land Uses

Residents outside Tumalo identify with the area because it is where many buy certain goods and services, send their children to Tumalo Community School, attend church, or otherwise convene with other community members. The following Comprehensive Plan designations and related zoning districts are within a mile of the formal Tumalo unincorporated community boundary.

Agriculture

An “Agricultural” designation and Exclusive Farm Use (EFU) zone protect farmlands in Deschutes County pursuant to Statewide Planning Goal 3 (Agricultural Lands). As discussed in the Agricultural Lands Section of the Comprehensive Plan, protecting farmlands is one of the primary goals of Oregon’s land use system. When the Comprehensive Plan was first adopted in 1979, there was general consensus for an agricultural goal:

“To preserve agricultural land in Deschutes County for the production of farm and forestry products, as well as the public need for open space.”

In 1992, Deschutes County completed a farm study report. The purpose of the study was to ensure that EFU zoning and standards for farm divisions and dwellings were consistent with Goal 3 and relevant administrative rules. The study found that farms in Deschutes County usually contained irrigated and non-irrigated land, as well as soils of different classes. The study identified seven agricultural subzones. For each subzone, standards determined minimum parcel sizes for farm divisions to protect the commercial agricultural land base. The subzone immediately adjacent to Tumalo is the Tumalo/Redmond/Bend subzone (EFUTRB). The minimum acreage for this subzone is 23 acres of irrigated land. Approximately 2.5 miles farther east, there are approximately fourteen (14) Alfalfa area subzone parcels (EFUAL) that allow a minimum of 36 acres of irrigated land. The EFUAL subzone parcels are intermixed with EFUTRB subzone parcels.

Since the latest Tumalo Community Plan update in 2010, there have been increased numbers of land divisions approved in the vicinity of Tumalo, some of which are designed to support both nonfarm and farm-related dwellings and accessory structures. Home Occupations, or home-based business uses have become increasingly common within the surrounding EFU lands. In addition to the increasing number of approved land divisions, EFU dwellings, and Home Occupations, the EFU lands surrounding Tumalo have also seen an increase in marijuana and hemp-related farm uses and structures since the statewide legalization of recreational marijuana and the passage of the 2018 farm bill allowing hemp production. Please refer to the Agricultural Lands section of the Comprehensive Plan for more details about agricultural land in Deschutes County.

Rural Residential

A “Rural Residential Exception Area” designation and corresponding Multiple Use Agriculture (MUA-10) zone apply to lands for which Deschutes County justified an “exception” to Statewide Planning Goal 3. Multiple Use Agriculture applies to agricultural lands that have been demonstrated to be unsuitable for commercial farming, but retain enough agricultural practices that are compatible with rural development. The minimum lot size for new subdivisions in this zoning district is ten acres. There are several MUA-10 subdivisions within a mile of Tumalo. Approximately one-half mile south of Tumalo lies the Cascades Academy, located on MUA-10 zoned property. Cascades Academy is a pre-kindergarten through 12th grade independent private school⁴.

Surface Mining

Located just outside Tumalo, a “Surface Mining” designation and corresponding Surface Mining (SM) zone authorize surface mining activities. This district allows development and use of mineral and aggregate resources consistent with Statewide Planning Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces). It applies to two properties in the immediate vicinity, one at the north end of Tumalo, west of the Deschutes River and the other, adjacent to U.S. 20 and bisected by O.B. Riley Road, known as the Knife River operation. The Knife River properties are allowed through a limited combining zone to store, crush, process, sell and distribute aggregate minerals. One additional surface mine designated property of approximately 75 acres is located 1 mile south of the Tumalo community boundaries.

Flood Plain

Several properties within the Tumalo unincorporated community and multiple parcels to the south and north are located within the Flood Plain Zoning District. These parcels are exclusively associated with the Deschutes River corridor and surrounding low-lying areas. The purpose of this zoning district is to protect the public from the hazards associated with flood plains; to conserve important riparian areas along rivers and streams for the maintenance of the fish and wildlife resources; and to preserve significant scenic and natural resources while balancing the public interests with those of individual property owners in the designated areas. Given the purpose of the zoning district, a majority of the flood plain designated areas outside of Tumalo are maintained as open spaces or otherwise undeveloped land, including portions of Tumalo State Park.

⁴ <https://www.cascadesacademy.org/about>

Open Space & Conservation

Approximately one-half mile south of the Tumalo commercial core are properties within an “Open Space & Conservation” Zoning District, largely associated with the boundaries of Tumalo State Park and the contiguous Riley Ranch Nature Reserve, further south along the Deschutes River corridor. The purpose of this zoning district is to protect designated areas of scenic and natural resources; to restrict development in areas with fragile, unusual or unique qualities; to protect and improve the quality of the air, water and land resources and to plan development that will conserve open space⁵.



Photo: Tumalo State Park, Photo Credit: Hike Oregon

⁵ DCC 18.48.010

Conclusion

The TCP is the result of extensive outreach and interaction between staff and residents, business owners, property owners in Tumalo, and those who live near Tumalo and shop, recreate, or send their children to school there.

Nearly unanimously, respondents spoke of their deep affection for Tumalo and a sense of place. They valued the rural feel of Tumalo and appreciated the small-scale commercial core. Often they expressed a fear of not wanting Tumalo to become like Sisters or to be engulfed by Bend.

In updating the TCP, staff worked to balance the oft-expressed desire by the public for Tumalo to experience little to no change with a State land use system and County code that anticipates and legally must accommodate development. The Comprehensive Plan designations and the zoning designations for Tumalo in DCC 18.67 remain unchanged. Any application to amend the Comprehensive Plan or zoning designation would require public hearing before both the Deschutes County Planning Commission and the Board of County Commissioners. Those potential plan amendments and/or zone changes would have to demonstrate consistency with both the Comprehensive Plan and the TCP.

The TCP polices respond to public input regarding protecting the Deschutes River, concerns about the costs and timing of a future wastewater treatment system, the worries about traffic volumes, and the desire to protect the community and maintain its livability.

Goals and Policies

The following policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Comprehensive Plan policies and were developed from input received by community members, stakeholders, and input from relevant agency partners.

The following policies and policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Deschutes County Comprehensive Plan policies and were developed from input received by community members, stakeholders, and input from relevant agency partners.

Community Vision Statement

Retain the livability of Tumalo as a rural small town, through safe and efficient public services and collaborating with the surrounding rural area.

Land Use Goal

Continue to implement a clear and transparent planning process and policy framework reflective of the community's small-town rural character.

Land Use Policies

1. Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor.
2. Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zones.
3. Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).
4. Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.

Natural Resources, Open Space, and Recreation Goal

Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.

Natural Resources, Open Space, and Recreation Policies

1. Continue to support Tumalo as a regional bicycle destination.
2. Support community and agency partners in planning and development of a multiuse trail system from Tumalo State Park to Tumalo.
3. Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.
4. Encourage voluntary designation of open space and public access to Deschutes River on adjacent private properties.
5. Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.
6. Preserve publicly owned lands along the Deschutes River as designated open space.
7. Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.
8. Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.
9. Coordinate with community partners on the development of a trails and recreation master plan.
10. Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore the annexation of Tumalo into an existing district. Assess opportunities for access and parking improvements at heavily used river access points.
11. Explore whether the County should form a Parks and Recreation District as part of the County's Comprehensive Plan Update.
12. Coordinate with community partners on efforts to designate new parks and maintain local parks.
13. Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.

14. Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought tolerant landscaping.
15. Encourage Tumalo to become a fire-adapted community through the Firewise Program.

Residential Area Goal

Maintain the small-town character and feel of Tumalo, while accommodating the community's residential growth.

Residential Area Policies

1. Encourage density and design features that are compatible with existing development.
2. Permit livestock in the residential districts subject to use limitations.
3. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.

Economic Development Goal

Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

1. Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.
2. Explore alternatives to the solar setback standards for development within the commercial zoning districts of Tumalo.
3. Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.
4. Support economic development initiatives and tourism in the Tumalo area.
5. Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure industrial uses meet requirements for water availability and wastewater disposal.
6. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

7. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

Public Facilities Goal

Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.

Public Facility Policies

1. Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.
2. Promote efficient water and wastewater systems in new development to manage water resources carefully.
3. Encourage early planning and acquisition of sites needed for public facilities.
4. Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site sewage disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).
5. Coordinate with local Irrigation Districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.
6. Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.
7. If Tumalo residents initiate district formation, coordinate with the residents and business owners on the creation of a public sewer district.
8. Explore legislative approaches to preclude non-voluntary connections to private sewer systems.
9. Explore with Department of Environmental Quality (DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.
10. Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw Plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.

Transportation Goal

Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.

Road Network Policies

1. Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.
2. Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.
3. Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.
4. Encourage ODOT to use its "Blueprint for Urban Design" for U.S. 20 projects to enhance the roadside environment by signage, accommodating alternate modes, roadside amenities, and landscaping.

Road and Sidewalk Policies

1. Implement road development standards for Tumalo that are consistent with the small-scale character of the community.
2. Utilize land development and grant funding opportunities to improve street segments identified for improvement in the Transportation System Plan.
3. Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.
4. Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.
5. Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.
6. Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.
7. Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards, and consider revising widths of multiuse paths from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.

Goals and Policies

Green = Unchanged language in 2010-2030 TCP or unchanged but in a new section

Blue = Language in 2010-2030 TCP, but slightly modified for tense, terms, clarity (See spreadsheet for actual changes and further details in “Notes” section)

Yellow = Brand new language for 2020-2040 TCP in response to public comments

The following policies and policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Deschutes County Comprehensive Plan policies and were developed from input received by community members, stakeholders, and input from relevant agency partners.

Community Vision Statement

Retain the livability of Tumalo as a rural small town, through safe and efficient public services and collaborating with the surrounding rural area.

Land Use Goal

Continue to implement a clear and transparent planning process and policy framework reflective of the community’s small-town rural character.

Land Use Policies

1. Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor.
2. Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zones.
3. Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).
4. Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.

Natural Resources, Open Space, and Recreation Goal

Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.

Natural Resources, Open Space, and Recreation Policies

1. Continue to support Tumalo as a regional bicycle destination.
2. Support community and agency partners in planning and development of a multiuse trail system from Tumalo State Park to Tumalo.
3. Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.
4. Encourage voluntary designation of open space and public access to Deschutes River on adjacent private properties.
5. Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.
6. Preserve publicly owned lands along the Deschutes River as designated open space.
7. Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.
8. Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.
9. Coordinate with community partners on the development of a trails and recreation master plan.
10. Assist in outreach to Oregon State Parks Department or municipal– parks and recreation districts to explore the annexation of Tumalo into an existing district. Assess opportunities for access and parking improvements at heavily used river access points.
11. Explore whether the County should form a Parks and Recreation District as part of the County’s Comprehensive Plan Update.
12. Coordinate with community partners on efforts to designate new parks and maintain local parks.
13. Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.
14. Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought tolerant landscaping.
15. Encourage Tumalo to become a fire-adapted community through the Firewise Program.

Residential Area Goal

Maintain the small town character and feel of Tumalo, while accommodating the community's residential growth.

Residential Area Policies

1. Encourage density and design features that are compatible with existing development.
2. Permit livestock in the residential districts subject to use limitations.
3. Plan and zone for a diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.

Economic Development Goal

Retain the economic vibrancy of Tumalo's historic core and industrial areas while providing economic development opportunities that are compatible with the small town rural character of the community.

Economic Development Policies

1. Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.
2. Explore alternatives to the solar setback standards for development within the commercial zoning districts of Tumalo.
3. Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.
4. Support economic development initiatives and tourism in the Tumalo area.
5. Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure industrial uses meet requirements for water availability and wastewater disposal.
6. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).
7. Limit industrial activities to low-impact uses that rely on rural resources as defined in OAR 660-004-0022(3)(a).

Public Facilities Goal

Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.

Public Facility Policies

1. Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.
2. Promote efficient water and wastewater systems in new development to manage water resources carefully.
3. Encourage early planning and acquisition of sites needed for public facilities.
4. Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site sewage disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).
5. Coordinate with local Irrigation Districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.
6. Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.
7. If Tumalo residents initiate district formation, coordinate with the residents and business owners on the creation of a public sewer district.
8. Explore legislative approaches to preclude non-voluntary connections to private sewer systems.
9. Explore with Department of Environmental Quality (DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.
10. Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw Plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.

Transportation Goal

Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.

Road Network Policies

1. Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.
2. Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.
3. Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.
4. Encourage ODOT to use its "Blueprint for Urban Design" for U.S. 20 projects to enhance the roadside environment by signage, accommodating alternate modes, roadside amenities, and landscaping.

Road and Sidewalk Policies

1. Implement road development standards for Tumalo that are consistent with the small-scale character of the community.
2. Utilize land development and grant funding opportunities to improve street segments identified for improvement in the Transportation System Plan.
3. Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.
4. Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.
5. Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.
6. Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.
7. Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards, and consider revising widths of multiuse paths from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.

TUMALO COMMUNITY PLAN REVISIONS TO GOALS AND POLICIES				
Action	2020 Text	2010 Text	Notes	Key
<i>GOAL AND POLICIES INTRO PARAGRAPH</i>				
Modification	The following goals and policies are designed to address issues specific to the Tumalo Rural Unincorporated Community. The policies supplement existing Deschutes County Comprehensive Plan policies and were developed with input received from community members, stakeholders, and relevant agency partners.	The following goals and policies were developed from community and stakeholder meetings, and input from ODOT and the Oregon Department of Land Conservation and Development. Staff also revisited Deschutes County's existing Comprehensive Plan and Transportation System Plan, as well as applicable state law and administrative rules.	Text specifies to area zoned as Tumalo; ODOT, DLCD minimally involved in update; deleted reference to state laws and administrative rules as staff found these redundant; the County would not create a plan that violated and was inconsistent with state laws and administrative rules.	Unchanged = 2020 & 2010 text is the same; Modification = Minor change in text; Revision = Major change in text; Addition = new text; Deletion = text eliminated
<i>COMMUNITY VISION STATEMENT</i>				
Modification	Retain the livability of Tumalo as a rural small town, by ensuring safe and efficient public services and collaborating with the surrounding rural area.	Retain the livability of Tumalo as a rural small-town, by ensuring safe and efficient public services and collaborating with the surrounding rural community.	Delete hyphen in small-town; change community to area as "community" has specific use in OAR 660-022; "area" consistent with intent of vision statement.	
<i>LAND USE GOAL</i>				
Revision	Continue to implement a clear and transparent planning process framework and policy reflective of the community's small town rural character.	Protect and enhance the rural small-town character of Tumalo by supporting public services, healthy active lifestyles and social connections among residents and stakeholders	2010 goal went far beyond land use; seemed to be more of a vision. 2020 text more closely related to land use planning.	
<i>LAND USE POLICIES</i>				
Unchanged	Conform land use regulations to the requirements of Unincorporated Communities as defined in OAR 660 Division 22 or any successor	2020 and 2010 language are the same	None	
Revision	Ensure County plans and land use regulations comply with state requirements for agricultural uses in the Exclusive Farm Use (EFU) zone; explore larger setback requirements structures from property lines shared with EFU properties.	Ensure County plans and land use regulations require that new uses authorized within Tumalo do not adversely affect agricultural uses in the surrounding exclusive farm use (sic) zones.	Edited for brevity, but consistent with intent of 2010 text.	
Unchanged	Encourage the preservation of historical structures such as the Tumalo Community Church (1905) and the Laidlaw Bank and Trust (1910).	2020 and 2010 language are the same	None	
Modification	Review the Tumalo Community Plan periodically to determine if it meets the current and future needs of the area.	Review the Tumalo community goals and policies every five years to determine if they meet the current and future needs of the area.	Changed goals and policies to entire plan; changed five years to periodically for flexibility; moved from 2010 Community Policies to 2020 Land Use Policies. Review could be sooner than five years or longer, depending upon circumstances.	
Deletion	N/A	Apply setbacks for homes built along the rim forming Deschutes River Canyon and Laidlaw Butte to protect scenic views visible from the community.	Issue addressed in Deschutes County Code (DCC) 18.116.160 for the river; a butte by geographic terms is not a rim.	

Deletion	N/A	Coordinate with Tumalo Community Association, Tumalo Business Association, and similar local organizations on land use issues, where appropriate.	TCA and TBA apparently no longer exist nor have any analogous entities appeared. DCC 22 requires notice of land use applications both by sign and mailed notice to properties within 250 feet of subject property and notices of public hearings. DCC 22.20 and 22.24 contain public notice requirements for quasi-judicial land use applications; DCC 22.12 sets notice requirements for legislative land use applications.
<i>NATURAL RESOURCES, OPEN SPACE, AND RECREATIONAL GOAL</i>			
Addition	Support the preservation and conservation of natural resources, cultural resources, and open space while providing ample and diverse opportunities for recreation.	None	Natural Resources, Open Space, and Recreation Goal added to 2020 plan; 2010 did not have one.
<i>NATURAL RESOURCES, OPEN SPACE, AND RECREATION POLICIES</i>			
Revision	Continue to support Tumalo as a regional bicycle destination.	Establish Tumalo as a regional bicycle destination through land use, transportation, and recreation policies and programs.	2020 language recognizes Tumalo's current status, especially after establishment of Twin Bridges State Scenic Bikeway through town.
Revision	Support community and agency partners in planning and development of a multi-use trail system from Tumalo State Park to Tumalo	Establish a multi-use trail system from Tumalo State Park to Tumalo.	New text recognizes County does not have Parks and Recreation District and thus cannot let, yet 2020 text remains consistent with intent of 2010 text.
Revision	Encourage consolidation of designated access points to the Deschutes River and education of trail users to preserve riparian areas.	Preserve public access to the river.	Addressed access to the Deschutes consistent with 2010 text, but added text about education and protecting banks of river.
Addition	Encourage voluntary designation of open space and public access to the Deschutes River on adjacent private properties.	None	Addresses community concerns about loss of undeveloped areas and access to river.
Addition	Provide County perspective and support for community-based restoration projects to protect the health and vitality of the Deschutes River and its tributaries.	None	Added language that can be cited to indicate County support when third parties seek grant applications.
Revision	Preserve publicly-owned lands along the Deschutes River as designated open space.	Preserve publicly owned lands along the Deschutes River by designating them as open space.	County-owned lands are currently zoned Flood Plain, which does act as open space. County parcels are 16-12-31A, TL 099 and 16-12-30, TL 1900.
Revision	Collaborate with public, private, and nonprofit organizations on infrastructure improvements near recreation areas including formal river access points, wayfinding signage, lighting, or sanitary facilities.	Support infrastructure improvements including formal access river points, public signage, sanitary facilities and improved parking conditions.	Add references to other parties to help with any grant applications as 2020 text indicates County support. Parking is addressed in a policy further down on Tumalo State Park and park districts.

Unchanged	Support community efforts to designate the segment of the Deschutes River through Tumalo as an Oregon Scenic Waterway for its recreational values.	2020 and 2010 language are the same	None
Revision	Coordinate with community partners on the development of a trails and recreation master plan.	Support the development of a trails and recreation master plan.	2020 text recognizes entities other than County would develop a plan given the County's lack of a Parks and Rec District, but is consistent with intent of 2010 text.
Revision	Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore annexation of Tumalo into an existing district. Support assessment opportunities for access and parking improvements at heavily used river access points.	Consider adding Tumalo State Park to the Tumalo Rural Community boundary.	2010 language was Community Policy 1. However, its is difficult under OAR 660-022-020 and 660-004-0022(4) to expand Tumalo UUC boundaries to include Tumalo State Park. Easier process for OSPRD to extend into Tumalo or have a local parks district annex Tumalo. New text captures intent of 2010 plan and adds parking. Topic moved from 2010 Community Polices to 2020 Natural Resources, Open Space, and Recreation Policies.
Revision	Assist in outreach to Oregon State Parks Department or municipal parks and recreation districts to explore annexation of Tumalo into an existing district. Support assessment opportunities for access and parking improvements at heavily used river access points.	Explore the future expansion of Bend Metro Park and Recreation District to include the Tumalo area.	2010 language was Open Space and Recreation Policy 16. 2020 text captures intent of 2010 plan but adds the potential of other districts annexing Tumalo as Tumalo Community School is in the Redmond School District.
Addition	Explore whether the County should form a Parks and Recreation District as part of the County's Comprehensive Plan Update.	N/A	Added text based on numerous public comments input pertaining to parks and open space and desire for the County to have a Parks and Rec district or department.
Revision	Coordinate with community partners on efforts to create and maintain new local parks.	Support community efforts to create and maintain local parks.	Word choice as "coordinate" implies earlier joint efforts while being consistent with 2010 text.
Addition	Encourage preservation or improvement of groundwater quality and the conservation of groundwater supplies.	N/A	Added text based on numerous public comments input pertaining to concerns about water and drought.
Addition	Provide public educational outreach on the importance and benefits of water conservation, encouraging low water use, and drought-tolerant landscaping.	N/A	Added text based on numerous public comments input pertaining to concerns about water and drought.
Addition	Encourage Tumalo to become a fire-adapted community through the Firewise Program.	N/A	Added text based on numerous public comments input pertaining to concerns about wildfire risks and drought.
<i>RESIDENTIAL AREA GOAL</i>			
Addition	Maintain the small town character and feel of Tumalo, while accommodating the community's residential growth.	N/A	2010 plan did not have a residential goal, only policies.

<i>RESIDENTIAL AREA POLICIES</i>			
Addition	Encourage density and design features that are compatible with existing development.	N/A	Added text based on public comments on concerns about future development to blending in with existing structures.
Unchanged	Permit livestock in the residential districts subject to use limitations.	2020 and 2010 language are the same	None
Unchanged	Plan and zone for diversity of housing types and densities suited to the capacity of the land to accommodate water and sewage requirements.	2020 and 2010 language are the same	None
Deletion	N/A	Designate residential lands on the comprehensive plan map with a corresponding residential district on the zoning map.	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate residential land so they are proximate to the commercial area.	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate Residential 5 acre lands on the perimeter of the community	Action needs to be applicant initiated for his/her subject property(ies).
Deletion	N/A	Designate higher density residential lands in the bowl formed by the Deschutes River canyon	Action needs to be applicant initiated for his/her subject property(ies). Unclear if there is adequate area for septic tanks to serve higher density lots.
<i>ECONOMIC DEVELOPMENT GOAL</i>			
Addition	Retain the economic vibrancy of Tumalo's historic core and industrial area while providing economic development opportunities that are compatible with the small town rural character of the community.	N/A	2010 plan did not have an Economic Development goal, only Commercial Area Policies.
<i>ECONOMIC DEVELOPMENT POLICIES</i>			
Unchanged	Explore design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.	Encourage design standards in the commercial district so new development is compatible with the rural character of the community and reduces negative impacts on adjacent residential districts.	Changed "Encourage" to "Explore"; moved text from 2010 Commercial Area Policies to 2020 Economic Development Policies.
Addition	Explore alternatives to the solar setback standards for development within the commercial zoning district of Tumalo.	N/A	Added based on public input on challenge of applying solar setbacks to the small lots of the Laidlaw plat.
Revision	Allow residential uses and mixed residential/commercial uses, without inhibiting future commercial development opportunities in the Commercial Zoning Districts.	Allow residential and mixed residential/commercial uses, while preventing residential uses from dominating or setting development standards in the commercial district.	Doubtful 2010 text is enforceable; 2020 revision captures intent of 2010 text of having the residential and commercial zoning districts' uses remain compatible.
Unchanged	Support economic development initiatives and tourism in the Tumalo area.	Support economic development initiatives and tourism in the Tumalo area.	Moved 2010 language from Community Policies to 2020 Economic Development Policies.

Deletion	N/A	Prohibit additional lands from being designated commercial until an economic analysis review is completed.	2010 policy's vagueness would make it difficult to implement. A plan amendment/zone change to commercial in the burden of proof must provide findings for Goal 9 (Economic Development) and Goal 12 (Transportation). Essentially, address the economic reason why the use should occur on this subject property and whether there are any adverse effects on transportation. If there are, explain how they will be mitigated. In other words, PAPA/ZC process would address 2010 intent.
Revision	Allow for existing and future uses without producing adverse effects upon water resources or wastewater disposal. Coordinate with relevant agencies to ensure proposed uses meet requirements for water availability and wastewater disposal.	New uses that will not exceed the capacity of water and sewer service available to the site on the effective date of this rule (OAR 660-004-0022(3)(a)); or, if such services are not available to the site, the capacity of the site itself to provide water and absorb sewage.	2010 text only applied to industrial zoned lands; 2020 text applies to all lands within Tumalo. 2010 language appeared in Industrial Policies Section, which has been replaced in 2020 by Economic Development Policies Section.
Revision	Limit industrial activities to low-impact uses that rely on rural resources.	Allow only the following new or expanded uses in the Tumalo rural community boundary: Uses authorized under Goals 3 and 4 (farm and forest uses); expansion of use existing on the date of this rule; small-scale, low impact uses; uses that require proximity to rural resources as defined in OAR 660-004-0022(3)(a). New uses that will not exceed the capacity of water and sewer service available to the site on the effective date of OAR 660-004-0022, or if such services are not available to the site, the capacity of the site itself to provide water and absorb sewage. Newer uses more intensive than this section, provided an analysis set forth in the Comprehensive Plan demonstrates, and land use regulations, ensure that such uses are necessary to provide employment that does not exceed the total projected work force within the community and the surrounding rural area; that such uses would not rely upon a work force employed by uses within urban growth boundaries; and that the determination of the work force of the community and surrounding rural area considers the total industrial and commercial employment in the community and is coordinated with employment projections for nearby urban growth boundaries.	2010 text edited for brevity while 2020 text remains consistent with intent of 2010 language. 2010 verbiage more akin to development code than a policy document and has requirements that are of dubious legality and/or difficult to demonstrably prove.

<i>PUBLIC FACILITY GOAL</i>			
Revision	Ensure irrigation, domestic water, wastewater, and other utility systems are safe, efficient, and economical.	Ensure water and sewage treatment systems encompass the appropriate scale and cost.	Based on massive public input about concerns of cost of sewer hook-ups, added the "economical" qualifier.
<i>PUBLIC FACILITY POLICIES</i>			
Addition	Consider water and wastewater capacity when assessing development capabilities on individual lots in Tumalo.	N/A	Based on public input regarding concerns about water and staff input on septic issues.
Addition	Promote efficient water and wastewater systems in new development to manage water resources carefully.	N/A	Based on public input regarding concerns about water and staff input on septic issues.
Revision	Encourage early planning and acquisition of sites needed for public facilities.	Encourage early planning and acquisition of sites needed for public facilities (e.g. school, roads, water supply facility, parks.)	Shortened 2010 text as County as school districts, water districts, and parks districts acquire their own properties based on their own master plans.
Revision	Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site disposal system, or connection to a public sewer system if available, consistent with the findings of the Tumalo Sewer Feasibility Study (2022).	Support replatting of lots in the area comprising the Laidlaw Plat and other lands designated commercial to create lots large enough to accommodate a DEQ approved on-site disposal system.	Added reference to a public sewer and Tumalo Sewer Feasibility Study based on public input against a private sewer system.
Modification	Coordinate with local irrigation districts and the Tumalo Town Ditch to avoid adverse effects on their infrastructure and distribution systems.	Coordinate development within the Laidlaw Water District to determine if connection to its water system is required. Support the protection of the Tumalo Town Ditch easement and its distribution system.	2020 text melds and shortens 2010 Public Facility Goals #4 and #6.
Revision	Maintain efforts to ensure the Tumalo domestic water system complies with public health regulations and state and federal water quality regulations.	Support the development and management of the domestic water system for Tumalo so that cumulative development will not result in public health hazards or adverse environmental impacts that violate state or federal water quality regulations.	2020 text edited 2010 language for brevity, but remains consistent with 2010 text's intent.
Revision	If Tumalo residents initiate district formation, coordinate with residents and business owners on the creation of a public sewer district.	Coordinate with the Tumalo residents and business owners on the creation of a sewer district, if the community initiates district formation.	2020 text shortens 2010 text, makes clear that community input was for a public sewer system; 2010 text did not have that distinction.
Addition	Explore legislative approaches to preclude non-voluntary connections to private sewer systems.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.

Addition	Explore with Department of Environmental Quality(DEQ) to determine whether a property owner can record a land use provision stating a private sewer is not lawfully available under Oregon Administrative Rule (OAR) 340-040-0160 unless the land owner voluntarily consents to the connection.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.
Addition	Prohibit private sewers in Tumalo, unless the property owners of the lots in the Laidlaw plat, Deschutes River Tract, and Deschutes River Homesite Rimrock Addition form a district and vote on the issue.	N/A	Policy is in response to community input on the topic of private sewers in Tumalo.
Deletion	N/A	Determine residential minimum lot sizes by the capacity of the land to accommodate available water and wastewater facilities.	Tumalo dimensional standards are already set forth in DCC 18.67.080 for all districts and DCC 18.67.020 and 18.67.030 for residential districts. County does not have staff expertise to conduct a study to determine minimum lot sizes by carrying capacity. Additionally, technological changes and/or sewer availability will change a lot's carrying capacity.
Modification		Ensure high quality fire protection in Tumalo and the surrounding area.	2010 text modified to call out Fire Wise program and moved to Natural Resources, Open Spaces and Recreation Policies.
Deletion	N/A	Encourage early planning and acquisition of sites needed for public facilities (e.g. school, roads, water supply facility, parks.)	County does not have the authority to acquire sites for schools, water supply facilities, or parks. County only plans for County facilities such as roads, but new roads would be in the Transportation System Plan (TSP).
TRANSPORTATION GOAL			
Modification	Provide a safe and efficient system for all modes of transportation, including bicycle, pedestrian, and transit, to support local economic development, recreational uses, and community health.	Provide a safe and efficient system for all modes of transportation, including active modes, to support local economic development, recreational uses, and community health.	2020 text specified modes for plain English rather than use 2010 phrase of "active modes".
ROAD NETWORK POLICIES			
Modification	Periodically review the Transportation System Plan policies and standards for Tumalo to reflect best practices.	Review the existing Transportation System Plan policies and standards for Tumalo.	2020 text added "periodically" to indicate this would happen more than once.
Modification	Periodically review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.	Review existing roadway design requirements to ensure complete streets which accommodate all modes of travel.	2020 text added "periodically" to indicate this would happen more than once.

Addition	Collaborate with the Oregon State Police and Deschutes County Sheriff's Office to address speeding within Tumalo.	N/A	2020 text added after public concerns regarding speeding on Cook Avenue, Cline Falls Highway, Tumalo Road, and US 20. Consistent with 2010 plan's intent to lower speeds.
Deletion	N/A	Coordinate with the Tumalo community and Oregon Department of Transportation to implement both short- and long-term improvements to solve transportation problems, including at the Cook Avenue and US 20 intersection.	2010 US 20 Policy no longer needed with ODOT's construction of bike/ped refuge at US 20/Bailey Hill-7th; construction of a bike/ped underpass at US 20/4th; and the construction underway for a two-lane roundabout at US 20/Cook-O.B. Riley.
Revision	Encourage ODOT to use its "Blueprint for Urban Design" for US 20 projects to enhance the roadside environment by signage, accommodating alternate modes, and roadside amenities and landscaping.	Enhance the roadside environment, through tree planting, signage, or other means.	County does not have authority to require roadside amenities within US 20 right of way; reference to "Blueprint for Urban Design," which also includes amenities and all modes, and thus 2020 text is consistent with intent of 2010 text.
<i>ROAD AND SIDEWALK POLICIES</i>			
Modification	Implement road development standards for Tumalo that are consistent with the small-scale character of the community	Implement road development standards for Tumalo that minimize pavement width and are consistent with the small-scale character of the community.	2020 text deleted 2010 phrase "minimize pavement width" but remains consistent with intent of 2010 text.
Unchanged	Utilize land development and grant funding opportunities to improve street segments identified for improvements in the Transportation System Plan.	2020 and 2010 language are the same.	None
Revision	Provide functional, cost-effective sidewalks within the commercial core while preserving the rural character of the residential areas.	Provide functional cost effective sidewalks that are consistent with the rural character of the community.	2020 text addresses need for sidewalk in the commercial core while respecting public input on not wanting sidewalks in residential areas from Wharton to the river. 2020 language is consistent with the intent of 2010 text.
Unchanged	Provide sidewalks or multiuse paths where they are needed for safety, as set forth in the Transportation System Plan.	2020 and 2010 language are the same	None
Modification	Construct sidewalks specified on community roads without curbs and gutters and allow adequate room for utilities.	Construct sidewalks specified on community roads without curbs and gutters, distant from property lines, to allow for utilities.	2020 text deletes "distant from property lines" reference, but remains consistent with intent of 2010 text.
Addition	Provide wayfinding signage and maintenance best practices on County arterials and collectors to ensure safe and accessible routes for all users.	N/A	2020 text resulted from TGM Bike/Ped/Transit update, public input, especially for bicyclists, pedestrians, rafters, and tourists.
Addition	Review Deschutes County Code (DCC) 17.48, Table B, Minimum Bikeway Design Standards and consider revising widths of multiuse path from 8 feet to 10 feet and up to 12 feet in areas with high mixed use.	N/A	2020 text resulted from TGM Bike/Ped/Transit update.

May 17, 2023

Tumalo Community Plan (TCP) Trails Update

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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MEMORANDUM

Date: Tuesday, May 3rd, 2022

To: Project Management Team

From: Karen Swirsky, Carrie Theus, and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #1 Minutes

Attendees:

- Brandon Crawford, MIG bcrawford@migcom.com
- Carrie Theus, Kittelson & Associates ctheus@kittelson.com
- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jim Crouch, Heritage Brand, jim@heritagebrand.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Susan Altman, Deschutes County Planning Commission dcpcsusan@gmail.com
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us
- Tony DeBone, Deschutes County Board of County Commissioners Tony.DeBone@deschutescounty.gov
- Tony Vicknair, Tumalo School Tony.Vicknair@redmondschools.org (Note: Sam Platt will be taking over for Tony Vicknair after he retires this month)

Absent Committee Members:

- Andrea Breault, CET abreault@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Serena Gordon, Twin Bridges Scenic Highway serena@visitbend.com
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com

Notes:

Project Background, Objectives, and Desired Outcomes

- Karen Swirsky discussed project boundaries, background, and objectives ([See website for slides](#))
 - The Active Transportation component is just one sub-component of the planning updates to come in the Tumalo Community Plan (TCP) and Deschutes County Transportation Systems Plan (TSP)
- Objective of this project is to identify gaps in active transportation networks in Tumalo, develop a list of needed projects in Tumalo, and provide recommendations to the TCP and TSP for implementation

Background of Existing Plans

- Tumalo Health Impact Assessment (THIA) (2008)
- Tumalo Community Plan (TCP) update
 - Tumalo's long-term planning project, part of the county's comprehensive plan
 - Peter Russell - This project is one sub-set of the TCP and will inform the TCP for that Active Transportation segment.
 - There will be a TCP Open House on Wednesday, May 11th for the project team to collect input from community members and other stakeholders
 - Most accurate estimate of Tumalo population is 574, but future build-out population is estimated to be ~772
- Deschutes County Transportation System Plan Update
 - Anticipating that will be done late summer/ early Fall 2022
- Twin Bridges Scenic Bikeway
 - Chris Cheng - Currently the plan is to reroute the scenic bikeway through the proposed 4th Street underpass

Planned Projects

- US 20/ Cook Ave/ OB Riley Rd roundabout
- Tumalo Multi-Use Path & Underpass at 4th Street
 - Chris Cheng: Most of the funding for this project is coming from the county
- Cline Falls Rd/ Tumalo Rd/ Cook Ave Intersection Improvement
 - Potential roundabout or realignment of intersection
 - There's a takeout spot for people on the river located here, so this area could be more pedestrian-friendly
- Other sidewalk improvements (from the draft TSP)
 - Some of them will be accomplished as part of the roundabout project in 2023
- Cascades East Transit 2040 Master Plan
 - Rachel Zakem: CET is waiting for 2 roundabouts on US-20 to determine where the Tumalo stop will go
 - Rachel Zakem will touch base with Andrea Breault this week on any additional materials to provide to the project team

Other Needs?

- Karen Swirsky – Potential connection from the fitness track to 4th Street
 - Tony Vicknair – It's a walking track with several fitness stations. It's more popular with community members than with students at the school.
- Chris Cheng – A connection from the "downtown" Tumalo area to Tumalo State Park
 - There is a trail along the east side of the river that almost goes to the undercrossing. Connection could be used for people to get from campground to town, vice versa, without having to drive.
 - State parks used to own it the existing trail, then there was a jurisdictional transfer – Chris will send a state park contact to Karen.
- Devin Hearing - With the roundabout and undercrossing, wayfinding will be very important for bikes to continue to go to the undercrossing, not through the roundabout.
 - Peter Russell – The Tumalo trail idea [from Chris Cheng] was part of a discussion in 2009. The County got a grant from the state, but it was shut down by the State Historic Preservation Office (SHPO) because of the presence of artifacts (lithic scatter). The trail is probably feasible but may need environmental remediation which would add to the costs. Peter will look through his files and see if he can locate any documentation. Potential contact: Tumalo State Park Manager (Susan Bether)
- Peter Russell – How can the school drop-off/ pick-up be improved? Is a school traffic speed zone along Cook Avenue possible?
 - Cook Avenue is generally slow because of urban development, but Cline Falls Road has its challenges.
- Peter Russell – There are some pedestrian accommodations along the Tumalo Road bridge, but it's not comfortable at all due to fast drivers.
- Tony Vicknair – The school recently changed their school drop-off/ pick-up process, and it is working well. Parents drop-off along 2nd Street and loop around through the bus lane. Students cross the adjacent field to get to the buses.
 - There are only 4 buses, but ~170 parents in drop-off/ pick-up.
 - Bus drop-off is at 8:25am, pick-up at 3:25pm
 - The school would be enthusiastic about additional improvements to the drop-off/ pick-up process.
- Theresa Conley – Proposed a partnership between CET and school to propose a bus pull-out for student pickup and CET stop.
 - Karen Swirsky: Mini mobility hub that's multi-use if it's not too far away from the school.
 - Rachel Zakem: Not much more info on where to place the stop, just waiting to see the roundabouts.
 - Chris Cheng: Need to make sure there are walking/ biking facilities wherever the new stop is located.
- Tony Vicknair:
 - Since there will be bike and pedestrian facilities along 4th (Re: ODOT project), 4th/ Bruce/ SE side of the field would be a good location for a bus pull-out.
 - The field is very large and only used during the school day – so the school would be open to improvements along 4th Street.

- Jim Crouch - It would make a lot of sense to have a circular path that people could walk around – under the highway to 4th Street, walk under the bridge, back into the Bite, Cook Avenue, and loop around
 - There are many elderly people in Tumalo that would enjoy a walking loop – including Jim’s parents.
 - Lots of things long-term to think about as Tumalo continues to grow (commercial → industrial growth in southern part of Tumalo).
 - Karen asked Jim to provide a sketch of his proposed walking route.
- Peter Russell: SHPO and ODOT have certain requirements that could be challenging to the trail under the bridge.

Action Items

Need to follow up with:

- Tony Vicknair – share contact information for Sam Platt, incoming Tumalo Community School principal
- Peter Russell – send SHPO and other related documents (Re: Tumalo trail) to Karen Swirsky
- Rachel Zakem/ Andrea Breault (CET) – send any information on CET stop in Tumalo to Karen Swirsky
- Jim Crouch - sketch a potential walking loop in Tumalo on a map

Chat/Comment Log

[None]



MEMORANDUM

Date: Wednesday, June 22, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #2 Minutes

Attendees:

- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jim Crouch, Heritage Brand, jim@heritagebrand.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us
- Jeannie Fraley
- Gabriel Coler

Absent Committee Members:

- Nicole Mardell, Deschutes County Nicole.Mardell@deschutescounty.gov
- William Groves, Deschutes County William.Groves@deschutescounty.gov
- Andrea Breault, CET abreault@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Serena Gordon, Twin Bridges Scenic Highway serena@visitbend.com
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Tony DeBone, Deschutes County Board of County Commissioners Tony.DeBone@deschutescounty.gov
- Sam Platt, Tumalo School samuel.platt@redmondschools.org

Notes:

StoryMap Overview

- [Tumalo Active Transportation StoryMap](#) is accepting input from the public until July 12th
- Advisory committee to spread the word about the StoryMap
- Theresa Conley – It would be helpful to have a visual/ story about what the transit stop would look like in Tumalo
 - Would look similar to Sisters and Redmond stops
 - Rachel – share some pictures of the raised stop in Sisters

Tumalo Open House Debrief

- Peter Russell and Tarik Rawlings – Great turnout for the Tumalo Open House. Attendees very very involved and provided a lot of input. There are clearly two differing viewpoints in Tumalo: (1) Keep Tumalo the way it is and (2) Wish for a bit more growth in Tumalo.
- Karen Swirsky and Katie Popp – Three emerging themes from Tumalo Open House and Tumalo Walking Tour

Three Emerging Themes from Public Events

- Speed Control & Safety
- Pedestrian Connectivity
- Transit

Speed Control & Safety

- Karen and Katie went through several potential concepts to address speed control and safety, including (1) traffic signal at Cook Ave and Cline Falls Hwy, (2) Roundabout at Cook Ave and Cline Falls Hwy, (3) Raised intersection at Cook Ave and 4th St, (4) Entryway art, (5) Safety improvements such as shoulder widening on Bailey Road and Tumalo Road.
- Raised intersection
 - Peter Russell: County would be okay with a raised intersection. Another option is rumble strips.
 - Gabriel: Dan of raised intersection but wouldn't be necessary with the roundabout.
 - Jim: Agreed with Gabriel – Raised intersection would not be necessary with the roundabout.
- Roundabout
 - Jim: Supportive of a roundabout at Cline Falls Hwy/ Cook Avenue. Roundabout would improve safety for pedestrians, especially those at the river takeout heading to Tumalo downtown.

Pedestrian Connectivity

- Karen discussed opportunities for additional sidewalk connectivity on Bruce Avenue, Cline Falls Hwy, and Tumalo Road. Possible 1-2 mile walking loop routes were presented.

Transit

- Karen discussed opportunities for additional sidewalk connectivity on Bruce Avenue, Cline Falls Hwy, and Tumalo Road. Possible 1-2 mile walking loop routes were presented.
- Rachel Zakem – Deschutes River Woods currently has a country store stop. Rachel connected with the country store owner who didn't seem opposed, but a follow-up conversation needs to follow.

- Gabriel – Tumalo country store has a large parking lot but it can get chaotic with people coming in and out during busy times.
 - Alternative: Right before the Tumalo country store entrance on 5th Street
- Rachel – Transit stop must have sidewalks that are ADA compliant and connect to the Tumalo sidewalk network
 - Jim – Is there a need for a transit stop?
 - Rachel – A stop in Tumalo has been on CET's radar for a few years based on input from the public that specifically request a stop in Tumalo.
 - Peter – Out of the 55 people who took the TCP survey, 29% said they wanted a transit stop in Tumalo
 - Karen – The transit vehicle is a Ford Transit van which is very small (transporting max. 7-8 people).
 - Rachel – The route would be 3 stops a day in both directions.

Discussion

- Jeanine would like to see a community survey on transit & roundabout at Cline Falls Hwy/ Tumalo Road
- Most seemed to like the roundabout; Devin Hearing (Deschutes County) shared concerns sight distance and the constraint of the river and Tumalo Road bridge
- Mixed reviews on raised intersection. Some were not big fans but others like; general consensus is that there isn't a need for both the raised intersection and the roundabout
- Roundabout could be a good thing for all the folks using the river put-in, encouraging them to walk to downtown instead of driving
- Agreement that sidewalks on Bruce are important, maybe just on one side
- Most favored transit stop is on Bruce across from the Church – but the Country store could be a good interim location until sidewalks are built on Bruce
 - Country store can be chaotic at peak times
- Lots of support for a connection from Tumalo State Park to Tumalo downtown area, possibly as part of the walking loop

Action Items

- Advisory committee to spread the word about the [StoryMap](#)
- Send StoryMap to TCP Advisory Committee

Need to follow up with:

- Rachel Zakem – Share photos of transit stops that are representative of the future Tumalo stop

Chat/Comment Log

[Katie Popp] How would walking & biking fit in with these concepts?

[Theresa Conley] There are numerous driveways along that stretch that people riding bikes & driving need to navigate, I think

[Theresa Conley] Webpage for the broader ODOT project: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011>

[Katie Popp] If you have more thoughts after the meeting, the StoryMap would be a great space to share



MEMORANDUM

Date: Wednesday, August 31, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #3 Minutes

Attendees:

- Andrea Breault, Cascades East Transit (CET) abreault@coic.org
- Chris Cheng, Oregon Department of Transportation (ODOT) Chris.CHENG@odot.state.or.us
- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Gabriel Coler gabrielcoler@gmail.com
- Jeannine Fraley jeanninefraley@gmail.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, CET rzakem@coic.org
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org
- Theresa Conley, Oregon Department of Transportation (ODOT) Theresa.L.CONLEY@odot.state.or.us

Notes:

Tumalo Open House Overview; Peter Russell, Deschutes County

There were approximately 45 people at the open house. Many were confused that it was a meeting about the sewer feasibility study.

The County presented draft goals and policies for transportation, natural resources, open space, land use, environment, etc. Focusing on active transportation, the following generalizations can be made:

- Many attendees expressed opposition to Recreation policy #1. Peter feels that this is a result of an anti-tourist sentiment. In particular, people were uncomfortable with proposed policies that could make Tumalo more of a destination. Specifically, designating the river as Wild and Scenic, improving access to the river, or advertising Tumalo as the key destination on the Twin Bridges Scenic Bikeway. However, most were supportive of wider shoulders for cyclists and pedestrians.

- On the topic of transit in Tumalo, some attendees expressed opposition to a transit stop in Tumalo, mostly on social concerns but also wondering if there is a real need.
- There was support for road standards consistent with rural policy and sidewalk infill – but residents do not want sidewalks in residential areas away from the commercial core.

The County's next steps with Goals and Policies is to take all the feedback and simplify the language. The County is going to wait until the sewer feasibility study is done to reduce confusion, sometime in October. Therefore, the Active Transportation work will probably have its own online Open House in October in order to meet the grant deadlines.

Initial Concept Plan

Karen Swirsky (Kittelton) walked through the three key topics in the initial concept plan. Discussions from the meeting are documenting as they relate to each topic.

1. Safety & Speed Improvements. *Advisory Committee support, no comments.*
2. Pedestrian Connectivity

Tumalo to Tumalo State Park Trail

Chris asks if we have run the "Reconsidering trail from Tumalo to Tumalo State Park" proposal by Oregon State Parks. It's possible that ODOT swapped right-of-way with Oregon State Parks. Kittelson will check to make sure OSP is okay with the inclusion of the trail concept in the County Transportation Plan. Chris suggested Peter Wanamaker at OSP as a potential contact.

Jeannie asked for clarification on what the issue is with having a trail to Tumalo State Park. Karen explained the known archaeological sites along the trail. Jeannie expressed support for a river trail but there is a greater need on OB Riley Road for a separated path or shoulder widening.

Gabe lives near the existing user trail in that neighborhood and feels that it would be great to have an established trail that is cleaner and nicer than the existing makeshift trail which is often used by dirt bikers. A designated trailhead with parking might attract too many people. The surface could be wood chips or rolled granite, Shevlin Parks style – something that would be better than the existing ankle-deep sand. He understands that everyone wants things to stay the way they are now, but right now they're not clean and could be nicer.

Transit

Jeannie noted that many people she's talked to are not positive about a stop in Tumalo.

Peter pointed out that the Bend MPO, city and county are under new pressure to provide transit under the new rules to reduce greenhouse gases.

Karen reminded the Committee that the final decision is with CET. Our scope is to identify a potential location for CET.

Andrea said that CET has been collecting customer comment forms for about 12 years and the need to stop in Tumalo has been brought up over the past decade. She will provide these comment to us.

Gabe feels that the Country Store location might induce more negativity from the public and that it might possibly be better to wait until the sidewalks along Bruce Avenue can be constructed.

Theresa asked if we know timing for constructing sidewalks on Bruce. Peter's response is that most County sidewalks are development-driven. However, in order for the stop to be accessible, the sidewalk would only have to go to the nearest intersection, such as from 7th to the Bruce stop.

Theresa suggested that examples of transit stops from Prineville and La Pine might be useful to illustrate the concept. Peter suggested that we also include a photo of the van that would be used so folks don't get the idea that it's going to be a large bus.

Action Items

- Kittelson to check to make sure OSP is okay with the inclusion of the trail concept in the County Transportation Plan. Chris suggested Peter Wanamaker at OSP as a potential contact.
- CET to provide Kittelson with customer comments from the past decade that are related to a stop in Tumalo.

Chat/Comment Log

[Monday 4:36 PM] CONLEY Theresa L

Do we know the timing for constructing sidewalks on Bruce?

[Monday 4:40 PM] CONLEY Theresa L

I agree and same with transit stops - what if we bring examples from Sisters, Prineville or La Pine on how the bus stops work and what the stops and stop usage looks like?



MEMORANDUM

Date: Wednesday, December 14, 2022

To: Project Management Team

From: Karen Swirsky and Katie Popp, Kittelson & Assoc.

Subject: TCP Advisory Committee Meeting #4 Minutes

Attendees:

- Dave Thomson, County Bicycle & Pedestrian Advisory Committee (BPAC) d.a.thomson@icloud.com
- Devin Hearing, Oregon Department of Transportation (ODOT) devin.hearing@odot.oregon.gov
- Jeannine Fraley, Tumalo Resident jeanninefraley@gmail.com
- Karen Swirsky, Kittelson & Associates kswirsky@kittelson.com
- Katie Popp, Kittelson & Associates kpopp@kittelson.com
- Peter Russell, Deschutes County, peter.russell@deschutescounty.gov
- Rachel Zakem, Cascades East Transit (CET) rzakem@coic.org
- Steve Davidson, The Bite steven.davidson@fib.com
- Tarik Rawlings, Deschutes County Planning tarik.rawlings@deschutes.org

Notes:

Update from County Staff (Peter Russell)

- The next steps for the Tumalo Community Plan-Active Transportation will be to present the plan to the Planning Commission as part of the overall TCP update in January or February when the Sewer Feasibility Study is completed
- The TCP recommendations will eventually be incorporated into the County Transportation System Plan (TSP)

Update from Consultants (Kittelson)

- Karen presented a summary of comments received via the [online open house](#) held from October 5th-24th, 2022
- Karen went through a brief overview of what is included in the Final Concept Plan. There have not been any significant changes from the Draft Concept Plan to the Final Concept Plan.
- The last major step of the project is the Implementation Plan (Development Code updates)

Questions/ Comments

- Peter Russell: Would a formal trailhead for the Tumalo to Tumalo State Park be required if that trail is developed along Riverview Ave?
- Karen Swirsky: That would be up to the County and State Park, but likely not.
- Steve Davidson: Riverview Avenue and surrounding roadways are on the border of county maintenance, so those roads are very rustic.
- Peter Russell: Yes, that's correct. These roads are local access roads, which means they're publicly maintained but the county does not spend money on them.

Next Steps

- Implementation Plan
- Final concept plan to decision makers
- Incorporation into the Tumalo Community Plan (TCP) update
- Revisions to the Deschutes County Transportation Plan (TCP)

Action Items

- None

Chat/Comment Log

- None



MEMORANDUM

Date: Wednesday, December 07, 2022

To: PMT and TCP Active Transportation Advisory Committee

From: Karen Swirsky and Katie Popp, Kittelson & Associates

Subject: Final Concept Plan

INTRODUCTION

Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have galvanized the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased transportation choices, including to bicycling, walking, and transit.

The desired outcomes of this project include:

1. Reviewing state, regional, and local plans regarding active transportation
2. Identifying gaps in the Tumalo bicycle and sidewalk system
3. Reaching out to Tumalo residents and business owners regarding active transportation needs
4. Recommending improvements to infrastructure to support active modes of transportation within Tumalo, including potential transit access
5. Creating a list of needed active transportation projects in Tumalo
6. Providing materials and exhibits for amendments to the Tumalo Community Plan and County Transportation System to implement the suggested recommendations for active transportation (provided as separate memorandum to the County)

This Final Concept Plan addresses the outcomes of parts 1-5 of this project, which were accomplished with multiple virtual and in-person Tumalo public engagement events and discussions with the Tumalo Active Transportation Advisory Committee and Project Management Team. These outcomes are organized into three themes for active transportation that emerged throughout the public engagement process:

1. Safety and Speed Improvements
2. Pedestrian Connectivity
3. Transit

Public Outreach

This section discusses public input from multiple public engagement events, including:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

The Tumalo Community Plan Open House, walking tour, and interactive StoryMap supported the development of the Initial Concept Plan. The Initial Concept Plan was then presented in the virtual open house, which gave the public the opportunity to comment on the initial plan and provide any additional feedback to be included in the development of this Final Concept Plan.

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

Public Event #1: Tumalo Active Transportation Walking Tour

On Wednesday, June 8th from 2-4pm, Kittelson hosted a Tumalo Active Transportation Walking Tour for community members and project stakeholders to share their input on walking, biking, and transit infrastructure in the community. The tour had at least 10-15 participants at a time, with some people joining the tour later and others dropping off before it was complete. The tour started at the fire station and traveled west on 4th Street, then north to the Fit trail Park and Tumalo Community School, east on 2nd Street to Cline Falls Highway and Tumalo Road intersection, then south on Cook Avenue to end at The Bite. Due to time constraints, the tour did not walk along Bruce Avenue, but sidewalks and a CET stop on Bruce were discussed and input is summarized in this memorandum. A map of the walking tour is shown in Figure 1.

While passing by the Tumalo Community School, the tour group observed the afternoon pick-up process. A teacher at the school emphasized that the current process, which has vehicle pick-up at the front of the school and bus pick-up behind the school field on 4th Street, is the most pick-up/ drop-off strategy for student safety and general efficiency.

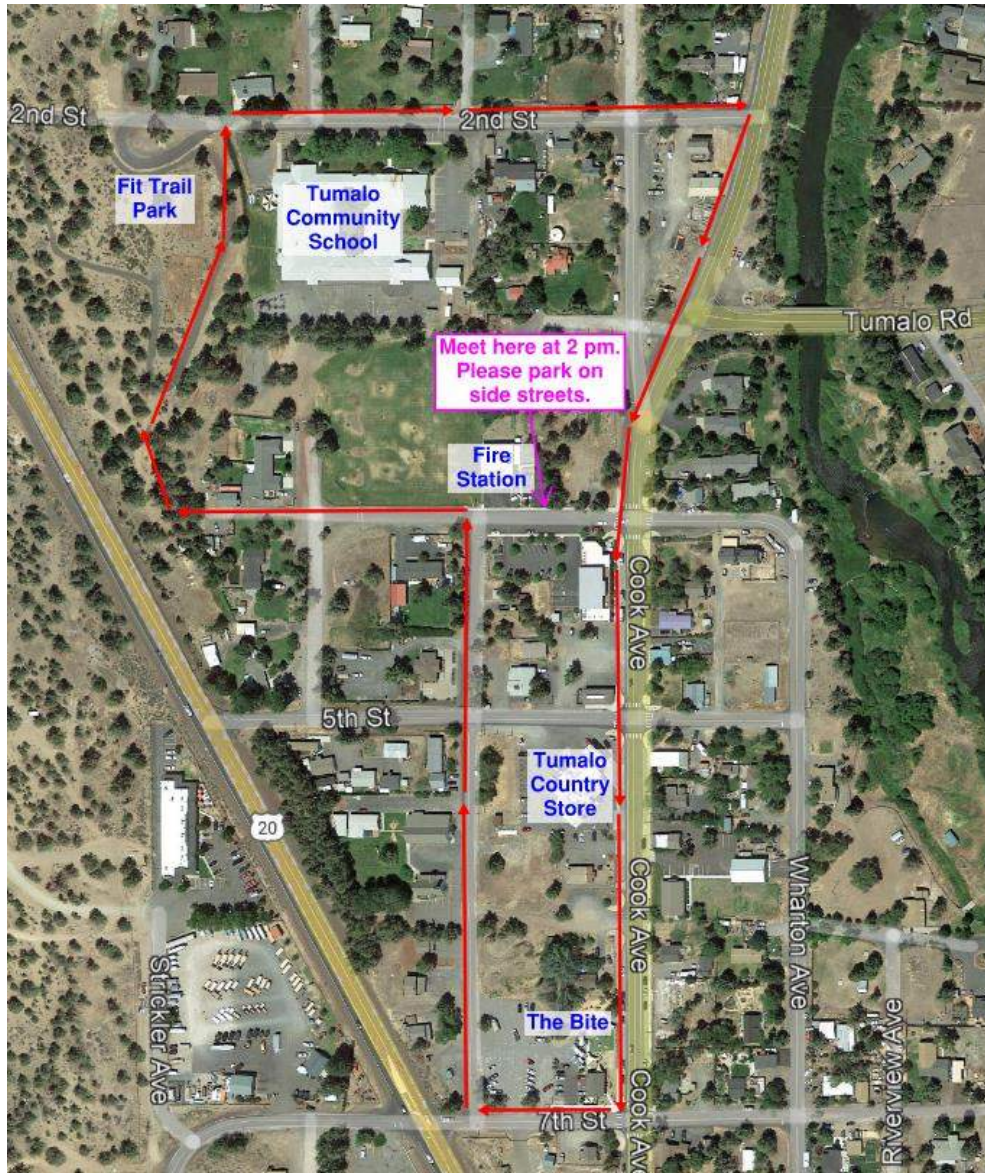


Figure 1: Tumalo Active Transportation Walking Tour Map.

Public Event #2: Online Interactive StoryMap

The [online StoryMap](#) was open for comments from June 8th to July 13th, 2022. The interactive StoryMap allowed users to provide comments related to active transportation in Tumalo by clicking a location on a map within the Tumalo boundary. Users could also reply to and “Like” other comments in support. Overall, 22 comments and replies were collected. The responses are provided in Appendix A.

Public Event #3: Virtual Open House

The Tumalo Community Plan (TCP) Active Transportation Update [virtual open house](#) was open from October 5-24, 2022. Visitors were introduced to the three leading topics included in the Initial Draft Concept, including (1) Safety and Speed Improvements; (2) Pedestrian Connectivity; and (3) Transit in Tumalo. The open house received 23 total comments provided in Appendix B.

SAFETY AND SPEED IMPROVEMENTS

Cline Falls Hwy/ Tumalo Road Intersection

Over the past decade, Tumalo has seen significant growth in its core business area along Cook Avenue. In conjunction with its role as the community's core business area, Cook Avenue north of 4th Street provides a connection to the rural area outside of the Tumalo core via Cline Falls Highway, a rural two-lane roadway with a posted speed of 45mph north of Tumalo Road. Based on input from public events and the online StoryMap tool, many residents are concerned about high vehicle speeds traveling southbound on Cline Falls Highway and eastbound on Tumalo Road.

On Tumalo Road, the 45 mph posted speed limit sign is located before a curve that limits sight distance for all modes of transportation as vehicles are increasing their speed heading eastbound. The Cline Falls Highway and Tumalo Road intersection is especially challenging for pedestrians and cyclists because of high speeds and lack of dedicated infrastructure to separate active modes of transportation from vehicular travel. Additionally, a popular river takeout located on the northeast corner of the intersection prompts pedestrian crossings through the intersection to access the Tumalo core area from the takeout. Improved active transportation infrastructure at the intersection would provide a vital connection to neighborhoods east of the river and the Tumalo Community School.

Residents suggest (1) implementing variable speed warning signs and/or (2) relocating existing posted speed limit signs so that vehicles are not prompted to increase their speeds from 25 mph to 45 mph so close to the intersection, as they do today. Based on discussions with the County, relocating existing posted speed limit signs is not a feasible option due to Speed Zone Orders adopted by the Oregon Department of Transportation (ODOT). However, due to the challenges of the intersection as a transition from a business area to more rural land use patterns, a more significant treatment at the intersection is warranted to enhance the safety of pedestrians and cyclists as well.

Several intersection alternatives for the Cline Falls Highway and Tumalo Road intersection were considered, including a traffic signal, all-way stop, turn lanes, and a roundabout. Based on discussions with the public, project management team, and Active Transportation Advisory Committee, a roundabout is the preferred alternative due to the safety benefits for both motorized and non-motorized transportation users. In further support of the roundabout alternative, a preliminary analysis of projected safety benefits of each potential intersection alternative was conducted using ODOT's Crash Reduction Factors (CRFs) from the All Roads Transportation Safety Program¹. The CRF estimates the projected percent decrease in crashes that would result from converting the existing intersection (side street stop control intersection in a rural area) to a given alternative. For example, a CRF of 82% for a roundabout alternative indicates that converting an intersection that has stop control on the side street (such as the Cline Falls Highway/ Tumalo Road intersection) to a roundabout is expected to reduce the number of crashes at the intersection by 82%. CRFs are often used to

¹ Oregon Department of Transportation (ODOT) (2020). *HSIP Countermeasures and Crash Reduction Factors*. <<https://www.oregon.gov/odot/Engineering/ARTS/CRF-Appendix.pdf>>.

quantify safety benefits of an intersection improvement alternative. A summary of CRFs for each of the initial alternatives considered is shown in **Table 1**.

Table 1. Crash Reduction Factors (CRFs) of Intersection Alternatives

Alternative	Crash Reduction Factor
All Way Stop Control	48% for all crashes, all severities
Traffic Signal	77% for angle crashes, -58% for rear end crashes ¹
Turn Lanes	37% ² for all crashes, all severities
Roundabout	82% for all crashes, all severities

¹ A traffic signal would reduce the number of angle crashes by 77% but increase the number of rear-end crashes by 58%.

² Combined CRF of installing a right turn lane on a single major road approach and a left turn lane on a single major road approach (Cline Falls Hwy). The CRF was calculated using guidance from FHWA and the CMF Clearinghouse.

Kittelson & Associates, Inc. is working with Deschutes County to develop a preliminary roundabout concept at Cline Falls Hwy and Tumalo Road. In the short term, variable speed warning signs or a raised intersection at Cook Avenue and 4th Street may be appropriate interim traffic calming treatments that could be implemented before a more significant treatment is developed.

Enhanced Entry Statement

The Cline Falls Highway and Tumalo Road intersection serves as the northern entry point to the Tumalo business area, which has become a popular spot for locals and visitors to shop and eat over the past few years. In addition to speed control and safety measures at the intersection, a more significant entry statement could signify to vehicles entering from the surrounding rural area that the environment is shifting to a downtown/business area, thus prompting lower speeds. Examples of significant entry statements for nearby communities include roundabout art at Prineville/Tom McCall Road and an archway in Redmond, shown in Figure 2. A similar treatment for Tumalo is suggested as a possible treatment to signify the change in environment for all modes of transportation and provide an opportunity for a public art display that embodies the unique character of the Tumalo community.



Figure 2. Examples of entry statements signifying a change of setting.

Shoulder Widening

The project team received several comments in support of widening the shoulders along Cline Falls Highway and Tumalo Road to enhance safety for bicyclists. Both roadways are popular routes for bicyclists and Tumalo Road is included as a segment in the most current map of the Twin Bridges Scenic Bikeway. Widening the shoulders could reduce vehicle-bicycle conflict on these roadways, which are both rural two-lane highways with vehicles traveling at higher speeds.

Safety and Speed Improvement Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 3:

- Intersection improvement at Cline Falls Highway and Tumalo Road (roundabout concept)
- Implement a raised intersection at Cook Avenue and 4th Street as an interim treatment before a more significant improvement is developed
- Implement variable speed warning signs on Cline Falls Highway and Tumalo Road
- Enhanced Entry statement at Cline Falls Hwy/ Tumalo Road as a suggestion to signify a change of setting
- Widen shoulders on Tumalo Road from the Deschutes River bridge to Swalley Road (approx. 1 mile)
- Widen shoulders on Cline Falls Highway from Tumalo Road to Highland Drive

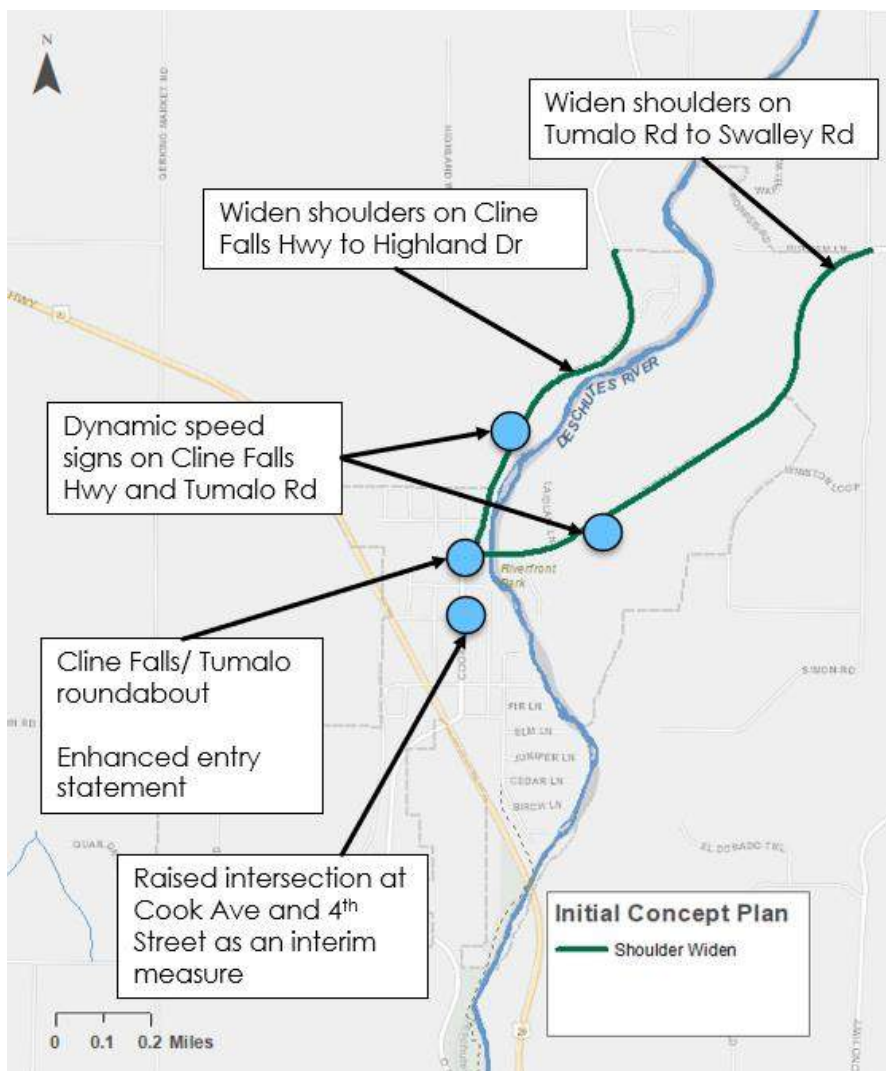


Figure 3. Safety and Speed Improvement Concept #2: Pedestrian Connectivity

PEDESTRIAN CONNECTIVITY

Existing pedestrian infrastructure in Tumalo is primarily located on Cook Avenue from 7th Street to 4th Street with some east-west extensions off Cook Avenue on 4th Street towards the school and on 7th Street along The Bite property. Currently, pedestrian infrastructure consists mainly of curbed sidewalks. The planned ODOT US 20/4th Street bike/ped underpass offers an opportunity to develop a more complete pedestrian network that targets better access to the Tumalo Community School and accommodates continued growth of businesses in downtown Tumalo that are starting to expand outside of Cook Avenue. The following gaps are identified as priorities for the improvement of the pedestrian infrastructure in Tumalo.

Bruce Avenue

Bruce Avenue is a north-south roadway that parallels Cook Avenue to the west. Several businesses, Tumalo Community Church, and the west boundary of parking lots for The Bite, Tumalo Country Store, and a commercial area at 5th Street/Cook are located along Bruce Avenue between 7th Street and 4th Street. As business continues to grow in the Tumalo core area and abutting properties are zoned commercial, Bruce Avenue will likely transition to a more developed business corridor like Cook Avenue. Consequently, incorporating Bruce Avenue into the pedestrian infrastructure network will accommodate growing foot traffic throughout the core area. Bruce Avenue connects to the back side of Tumalo Community School at 4th Street and would provide an additional connection to the planned 4th Street underpass. Bruce Avenue is also a viable candidate for a CET stop in Tumalo, as described in the *Transit* section.

4th Street to Fitness Trail

A connection between the planned US 20/4th Street underpass and the Fit Trail Park on the west side of the school is a feasible addition to the active transportation network in Tumalo (Figure 4). The connection would require paving approximately 200 feet of a dirt path that already connects the Fit Trail Park to 4th Street, which is a welcomed connection for residents that frequent the Fit Trail.



Figure 4: Fit Trail Park connection to planned 4th Street underpass

Wharton Avenue

Based on input from public events and the online StoryMap, Wharton Avenue is identified as a roadway in need of sidewalks to accommodate future development in Tumalo. Wharton Avenue is a north-south roadway that parallels Cook Avenue to the east. Today, Wharton Avenue is primarily residential. However, Heritage Brand is constructing a 10,000-square-foot facility on the corner of 7th Street and Wharton Avenue that could bring more foot traffic to Wharton Avenue. Additionally, a river access point is located on Wharton Avenue where it transitions to 4th Street. Like Bruce Avenue, Wharton Avenue will likely see additional development as properties on the west side are zoned commercial and an increased need for pedestrian infrastructure as Tumalo’s main business area continues to grow and expand past Cook Avenue.

Tumalo Walking Loop

There is support from local residents for a formalized 1-2 mile walking loop through Tumalo that would promote physical fitness for residents of all ages. With the construction of the planned 4th Street underpass and US20/Cook roundabout, there are opportunities to incorporate the new infrastructure into a walking loop identified by wayfinding signage. The walking loops would be established using existing infrastructure in addition to new infrastructure that will be developed with the 4th Street Underpass and US20/ Cook Avenue roundabout. Residents also identified the frequent use of makeshift dirt trails to access Tumalo State Park at the southern end of the Tumalo unincorporated community boundary. Based on discussions within the

Advisory Committee, some suggested walking loop routes are identified in Figure 5. Ultimately, any formalized walking route loops will be decided by the community.



Figure 5: Walking loop routes

Tumalo to Tumalo State Park Trail

A formalized trail connection to Tumalo State Park from the Tumalo core area has been a recurring topic of discussion in the community over the past two decades. A few years ago, the County received a grant from the state to further explore the possible connection. However, the idea was shut down by the State Historic Preservation Office (SHPO) due to the presence of artifacts. The forthcoming update to the Tumalo Community Plan has revived discussions about the potential trail connection. The proposed trail connection would likely utilize existing makeshift trails along Riverview Avenue in southwest Tumalo that connect to State Park via an undercrossing at US20. Based on input through several public outreach events, support for the proposed trail is divided amongst community members. Those against the proposed trail expressed concerns about a trailhead located in the residential area along Riverview Avenue. Trails that pass through County-administered land or private property in unincorporated areas must go through County land use review and approval processes. Trails that pass through Tumalo State Park will need to be approved by

Oregon State Parks. Trails that pass through or along ODOT rights-of-way will need to be approved by the ODOT.

Based on the recommendation of the Advisory Committee, a Tumalo to Tumalo State Park Trail connection is included in this Final Concept Plan. However, due to the mixed support from the community, future planning efforts including additional community engagement would be necessary prior to identifying a final alignment and initiating local, state, or federal approvals.

Pedestrian Connectivity Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 6:

- Sidewalk on both sides of Bruce Avenue. For project prioritization purposes, sidewalk should be prioritized on the east side if funds are limited.
- Walkway/ multi-use path on west side of Wharton Avenue.
- Continuation of pedestrian facilities north of 4th Street to 2nd Street on both sides (to tie into selected improvement at Cline Falls Hwy/ Tumalo Road).
- Wayfinding for a walking loop in Tumalo.
- Consider opportunities to develop a trail from Tumalo to Tumalo State Park (though much of the trail would be outside of the Tumalo unincorporated community boundaries)

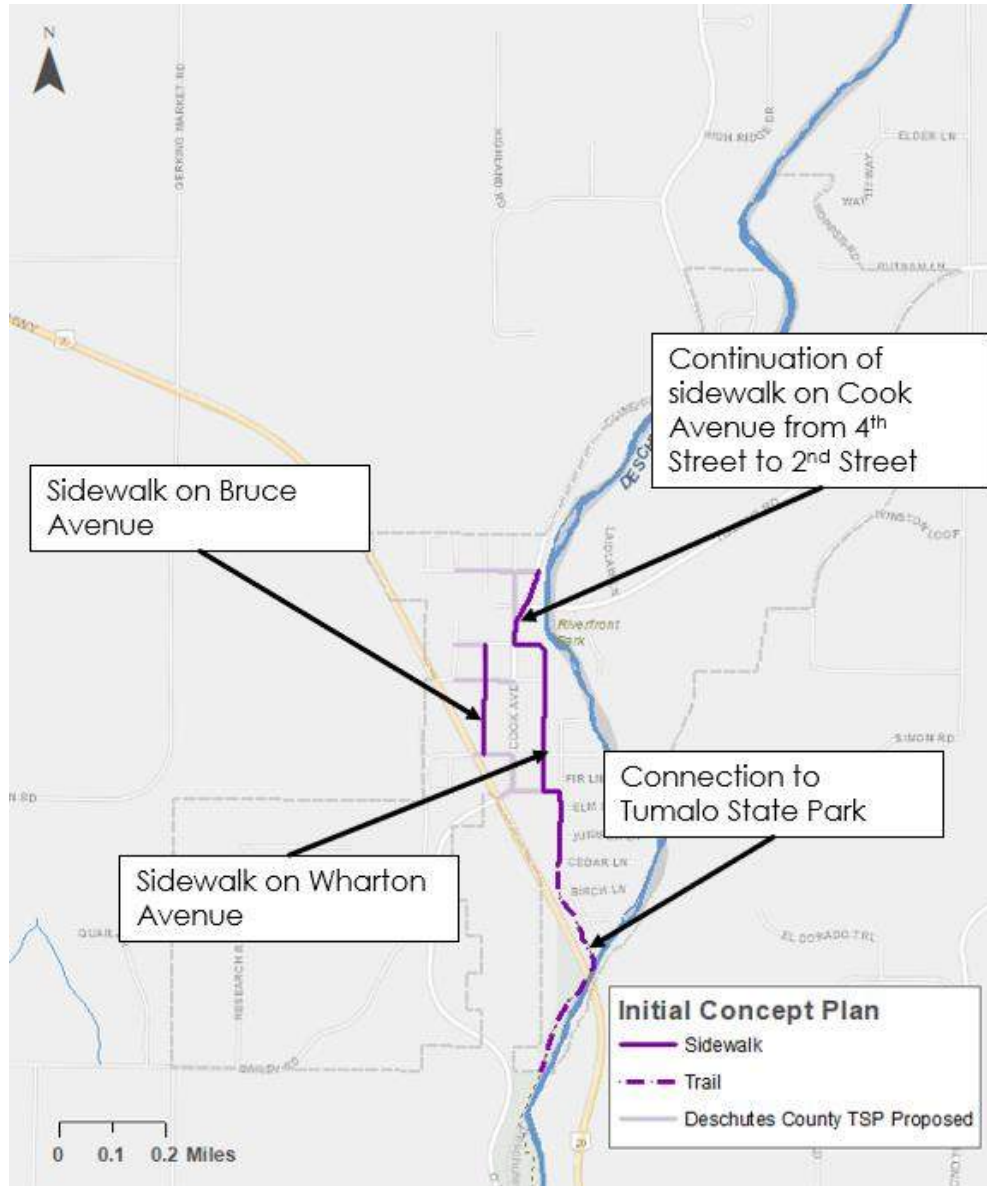


Figure 6. Pedestrian Connectivity Concepts

TRANSIT

CET has identified a stop in Tumalo as a new addition to Route 29 as part of the 2040 Master Plan. At the public event, several residents expressed concerns about locating a stop near the school. With those concerns in mind, the following locations are under initial consideration. Ultimately, the location will be decided by CET. The CET vehicle for this new connection in Tumalo would be a Ford Transit van, which has a maximum capacity of 8 people. Additionally, the CET stop must be ADA accessible and connect to a sidewalk network.

Bruce Avenue Stop

The east side of Bruce Avenue between 7th Street and the Tumalo Community Church has been identified as a viable location for a CET stop due to its proximity to downtown Tumalo. This stop would be located behind the parking lot for The Bite which is a primarily commercial area of town. A stop on Bruce Avenue would necessitate the construction of sidewalks on the east side of the street before the development of the stop.

Country Store (5th Street) Stop

The Tumalo Country Store is identified as a potential interim location for a CET stop before pedestrian facilities on Bruce Avenue are improved. CET has partnered with Country Stores in the past and is in favor of locating a stop where drivers can access a restroom and food.

Transit Recommendations

Both the Bruce Avenue and 5th Street stops are viable options for a CET stop in Tumalo, as shown in Figure 7. Ultimately, the location of the stop will be decided by CET.



Figure 7. Transit stop recommended locations



APPENDIX A

StoryMap Comments Summary

A summary of the StoryMap comments is shown in Table 2.

Table 2. StoryMap comments summary.

#	Comment	Likes
1	Add sidewalk to Bruce Avenue between 4 th and ultimately 7th	1
2	Is it possible to improve ped facilities on the Tumalo Bridge to get across the Deschutes River? Add a ped walkway to the outside of the existing structure on either both sides or one side?	2
3	As traffic increases on Cook, should Wharton receive more bike/ped amenities as a parallel alternate route to Cook? <i>Reply: There absolutely needs to be additional alternatives to get through town. Traffic on Cook has increased tremendously and bikes aren't safe on the road. (3 likes)</i>	1
4	Where practical, widen shoulders on Tumalo Road between Putnam/Tumalo Road and Cline Falls Hwy/Tumalo Road intersections <i>Reply: Immediately after the bridge on Tumalo road there are about 3 main neighborhoods where people use Tumalo road to walk towards town. There isn't a great shoulder for pedestrians or bikes so the walk is pretty dangerous. Would be great to have wider shoulders and more accessible walking conditions (i.e. flatter). (1 like)</i>	1
5	Any safety improvements to this busy intersection would be great. RAB is the best option in my opinion. <i>Reply: need electronic speed control..by the time they reach this intersection they are speeding up Cline falls road or Tumalo road, I believe this road is not designed for this much traffic...We need a bi-pass away from downtown Tumalo</i>	3 3
6	If Bruce Rd is to house a future transit stop, it will be critical to ensure that the stop is connected to the sidewalk network. It may be a good idea to include sidewalk improvements to Bruce in your plan.	1
7	This stretch of Cline Falls is very close to the river and it would be good to see active measures taken to prevent road pollution from entering the waterway. Aside from exhaust, oil, grease, and trash, tire fragments have been shown to make their way to the water in high concentrations. Ideally the road could be moved away from the river. <i>Reply: The noise pollution on this road as people speed up the hill is also out of control. Would be ideal to have stronger speed enforcement around this corner. It's also very dangerous for the wildlife crossing here - which happens very often - because people are just flooring it as soon as they get out of town.</i>	2 2
8	The speed limit jumps from 25 to 40 here when heading east. Cars are approaching the bridge from the west at 40 mph. There are often pedestrians on the bridge, or on the northwest side of the river with little protection. There is a house east of the sign that is only 30 feet from the road and on the curve. There are several other houses that are not setback too far from the road further to the east. I think it would be good to move the 40mph speed limit further east.	2

	<i>Reply: I agree with this.</i>	1
13	Great idea to have a bus stop in Tumalo for Route 29. Please consider a small covered and safe bus stop station either at 4th St near the pedestrian underpass and/or at the Cline Falls/Hwy20 round about. <i>Reply: The risks associated with homeless people getting access to our town far outweigh the benefits for the couple of people in Tumalo who would make use of public transport. It is essential that the consultant run a cost versus benefit analysis on any such investments.</i>	1
14	Large commercial building (Heritage Brand) is nearing completion on corner of 7th and Wharton. It appears there will be several driveway entries for this business. As a result, traffic will increase on 7th Street, on Wharton Ave., and on Cook Avenue. Please consider sidewalk needs on 7th and on Wharton.	1
15	I see only one proposed pedestrian path (providing sidewalks) that will cross Cook Ave. And that is the one marked at 8th Street. 8th Street is only a few car lengths off of Hwy. 20; and with the Hwy 20 round-about, I question crossing safety. Especially for children who walk or ride bikes to school. Cook Ave. (at any intersection) can be difficult to cross for pedestrians and bikers.	1
17	Please complete continuous sidewalk son Cook Ave. from Tumalo Road to the OB Riley Rd/HWY 20 round about.	0
18	Please add bike lanes to Tumalo Road between Cline Falls and the community boundary.	0
19	Public trail access along the Deschutes, connecting to the street ends (Pine, Fir, etc.) would enhance the rural village feel of Tumalo. Please add trail access to the west side of the river within the community boundary.	0
21	County nor consultant seem to understand that most of the 'bicycling' actually consists of amateur cyclists using the farm roads outside of Tumalo unincorporated. It's not people on eBikes getting their lunch at a food cart. The real issue to be addressed is coexistence between cyclist and farm equipment on rural roads	0
22	Highly congested with parked vehicles from river rafters. Congestion causes blind spots (ie: difficult crossing and pull-out) for vehicles, bicycles, and cars.	0



APPENDIX B

Open House Comments Summary

The Tumalo Community Plan (TCP) Active Transportation Update [virtual open house](#) was open from October 5-24, 2022. Visitors were introduced to the three leading topics included in the draft concept, including (1) Safety and Speed Improvements; (2) Pedestrian Connectivity; and (3) Transit in Tumalo. The open house received 23 total comments shown in Table 3.

Table 3. Virtual Open House Comments

No.	Response	Comments
1	I don't like this	A roundabout at tumalo road is not needed, a 3 way stop would be more than adequate, and utilize the tax payers money much better. A raised intersection isn't necessary either the stop at tumalo road would take care of this as well. Your roundabout plan would cause all traffic to go through the front lawn of two homes, are they ok with this? Pretty sure no one asked them.
2	I like this	I would like to see the speed limit reduced to 25 MPH for the first 2 tenths of a mile past the river while heading east on Tumalo road. There is housing density and activity for almost a quarter of a mile there. It would be even better if there was some law enforcement to support the speed limit already in place. Currently 40 MPH
3	I don't like this	I dont agree that a roundabout is the best solution for the TumaloRd/Cline Falls intersection. Most roundabouts in Bend are already obsolete by the time they are built and put into use. Also, they are expensive and will encroach on residential properties. A roundabout should be a LAST resort -- after all other means of controlling traffic there have been exhausted. How about a 3 way stop, or traffic light? Other options deserve to be explored!
4	I like this	I live off Swalley so having a roundabout at Tumalo and Cline falls Highway would be a great benefit as cars come fast from both directions and the back-up wait is getting worse. With all the bicyclists would be nice to have shoulders on Swalley as well. Slowing cars down on Cook through downtown with better crosswalks is an excellent idea. With Knife River and other similar rock companies in area the amount of rocks thrown from these trucks onto many of the roads in Tumalo is unbelievable. The new roundabouts are only going to make this worse. As a daily on-road motorcyclist I have almost gone down three times from hitting a patch of lose

		gravel. Please do something about better street cleaning and start charging these companies a surcharge for this or have them coverer their loads. My calls about this issue fall on deaf ears.
5	I like this	<p>I like the idea of the raised intersection; the ones I've encountered seem effective, and it's a minimal modification.</p> <p>I'm skeptical of an enhanced entry - I feel like that's been tried with the granite Tumalo sign at the Cook/Tumalo Ave. intersection, and at least 2 people have run right into it! I'd rather not see a grand entry like the Prineville or Redmond examples - that seems too grand for Tumalo. There are so many changes coming - it'd be nice to retain Tumalo's humble character.</p> <p>I used to be an avid cyclist in Portland, and to this day I'd feel more comfortable riding in traffic there than I do on the scenic bikeway in Tumalo. Traffic simply moves too fast all along Cline Falls Hwy, much further than a wide shoulder is proposed. I don't think the shoulder will do anything to slow speeds or cure the aggressive drivers who seem to not want to share the road. Having a few extra feet of space would not make me feel any safer, or markedly change my reluctance to ride. I live on the bikeway and find this really unfortunate.</p>
6	-	<p>I have lived in Tumalo on 7th Street for 36 years. Mule deer have migrated through the proposed new roundabout area</p> <p>forever. I think a couple deer crossing signs are needed in this area if no signs are in the area yet when the new roundabout goes in this December.</p> <p>Regards, Jim Mooers</p> <p>[Submitted via email – not part of open house comments]</p>
Pedestrian Connectivity Concept Map		
6	I like this	It's ok, I didn't gather really one way or another from the residents I spoke with on this. It was mixed comments.
7	I don't like this	<p>I agree sidewalks need to be improved in town.</p> <p>But the trail connection to the State park is asinine! Have you considered the effects of this "walkway" to the residents on 4th street and the school? including: light pollution, invitation to homeless to sleep in the tunnel, and a general increase in foot traffic in front of all those folk's homes and the school? Seems like the trail could be moved close to the river -- Adjacent to the Antique store just South of Cook Ave.</p>
8	I like this	Isn't there a pedestrian path planed for under hwy 20? If not, that was an excellent idea.

9	I don't like this	I oppose the pedestrian trail running the length of Riverview Avenue -- which in the map is the north-south (vertical) dotted line between Fir and Birch Lanes. Riverview Avenue is a private, unimproved road that homeowners and nearby property owners already have to deal with wear-and-tear issues such as dust and pothole problems. Again, Riverview is NOT a public road -- how can a trail be established on private property?
10	I like this	Support this!
11	-	Regarding a trail connection to Tumalo State Park, several years ago a similar plan was overwhelmingly rejected by the neighborhoods on streets connected to Riverview Drive. That plan included a trailhead West of the river and north of the Hwy 20 bridge. I personally canvassed the neighborhood collecting signatures against. These were provided to Anthony Raguine and, consequently, the plan was abandoned. Re-writing the trail connection effort will still bring folks driving to the pathway and parking in our neighborhood. Be SURE to include road improvements, parking, security and sanitary considerations with any trail connection thoughts, and then still plan for an overwhelming push-back from the neighborhood.
12	-	The trail connection should be a real trail. Not too sure about the sidewalk on Wharton Avenue..... At least enough room to walk on. Another issue I have that I want this to get to the right people.....Tumalo is a small community and we need to route all the very large trucks..(like knife river trucks) bypass this town. They all need to be on the big hways not driving down our small town pass small houses. I come from the Portland area and I have not seen anything like it..... Thx Larry
13	I like this	Connectivity to Tumalo State Park will be nice.
14	I like this	Looks great. Downtown Tumalo needs a park as this community is underserved for parks in Bend. Having these pedestrian trails connect to a park in downtown would be ideal.
15	I like this	I am all for accessibility and sidewalks. I would love to see sidewalks continued up Cline Falls so that folks who live less than a mile from Tumalo didn't have to drive to the Bite! I am concerned that a walkway on Wharton, past a popular river access point at 4th and Wharton, and then again by the Hwy 20 bridge might bring undesirable impacts on the riverbank and the river itself. The informal parking area at Cook Ave. and Tumalo Ave. is overused, dangerous for drivers and pedestrians, and is a disaster for the riverbank and the riparian area alongside. Is there any work being done to mitigate the impacts of creating access to a part of the river that will see an increase of traffic?

		I would also love to be able to walk to Tumalo State Park from its namesake town, but my above concerns apply here, as well.
Transit Concept		
16	I don't like this	From the people who I have talked to about this, only 3 out of 79 thought this was a good idea. That is only 3.7%. This shows me that a transit stop is not necessary for Tumalo. This would cause a much larger carbon footprint than we currently have.
17	I don't like this	I STRONGLY oppose a transit stop in Tumalo. And I am not sure why Tumalo would need one -- it is not really a "destination" for shopping or services. You are inviting trouble into this tiny rural hamlet. Mass transit will bring homeless, drugs, and crime. My experiences in Bend with Hawthorne station have been horrific! I was assaulted by a homeless man while walking my young children to Juniper, and refuse to shop in that area due to it being unsafe, presence of drug paraphernalia, theft, violence, and loitering of unsavory characters. This is NOT wanted or needed in Tumalo!
18	I don't like this	I don't see the need for this.
19	I like this	I think it's important to have transit in Tumalo, either location seems fine -- Country Store and gas station is currently super congested as it is, so maybe Bruce?
20	I don't like this	No transit bus stops in Tumalo. I do not believe these are necessary and will only invite homeless people to Tumalo.
21	I like this	Either location. Needs to include parking.
22	I like this	I'm happy to have transit at all! Seems like the Bruce Ave. option might be better in terms of not disrupting the flow of traffic within Tumalo - there's less traffic on Bruce Ave, while the 5th St/Cook Ave intersection sees quite a bit of turning traffic, both for the gas station and due to 5th ave being the safer street from which to make a left turn onto Hwy 20. I know the left turn issue will be resolved by a roundabout, but it seems like the gas station traffic might be snarled by having a close bus stop.
23	I don't like this	Tumalo doesn't really have a draw for Transit. Those that live here have cars to go to town for groceries and socialization. A bus transit stop would bring transient persons into town. We are so small we don't have the infrastructure to care for those individuals. We also don't need transients hanging around town with our children at the school so close. Nor do we need to foster any ideas of a houseless camp in Tumalo on any private or public land.

TCP Active Transportation Update/ SCVAP Trails Outreach Update - Adoption



MEMORANDUM

Date: Tuesday, January 31, 2023

To: Peter Russell, Nicole Mardell, and Tarik Rawlins, Deschutes County
Devin Hearing, ODOT

From: Karen Swirsky and Katie Popp, Kittelson and Associates, Inc.
Brandon Crawford and Matt Hastie, MIG | APG

Subject: TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures (Deschutes County Code)

INTRODUCTION

This memo provides proposed amendments to the Deschutes County Code (DCC) to support implementation of the Tumalo Community Plan (TCP) Active Transportation Update and the Sisters Country Vision Action Plan (SCVAP) Trails Expansion project.

The proposed amendments are a result of a thorough review of Oregon county and state codes, design standards, and active transportation guidance that aligns with the context of Tumalo and Sisters Country. The reviewed documents include:

- Oregon Bicycle and Pedestrian Design Guide (2011)
- AASHTO Guide for Development of Bicycle Facilities, 4th Edition (2012)
- Hood River County Bicycle Plan (2010)
- Clackamas County Active Transportation Plan (2015)
- Lane County Bicycle Master Plan (2022)
- Washington County Road Design and Construction Standards (2011)
- Washington County Bicycle Facility Design Toolkit (2012)

Proposed Amendments to the Deschutes County Code (DCC)

The County may consider amendments to the Minimum Road Design Standards (DCC 17.48 Table A) and the Minimum Bikeway Design Standards (DCC 17.48 Table) to support implementation of the TCP Active Transportation Update and Sisters Country Vision Action Plan (SCVAP) Trails Expansion project. The proposed amendments as a result of the outcomes of both projects are discussed in this section.

Tumalo Community Plan (TCP) Active Transportation Update

The proposed amendments associated with the outcomes of the TCP Active Transportation Update support the ongoing effort to develop a safe, livable, and connected active transportation network in the growing Tumalo unincorporated community. Based on outcomes from the project and a review of state and county design guidance, amendments to both Table A (Minimum Road Design Standards) and Table B (Minimum Bikeway Design Standards) are proposed. Proposed deletions are shown in ~~strikeout~~ and additions are shown in underline.

Proposed amendments for the Tumalo section of DCC 17.48 Table A:

1. Update the Tumalo Incorporated Community section of DCC 17.48 Table A to include guidance specific to arterials. Based on the Deschutes County “Roads Under Deschutes County Jurisdiction” document updated in September 2022, both Cook Avenue from Cline Falls Highway to US20 and Cline Falls Highway from the northern Tumalo – UGB boundary to Tumalo Road are designated urban arterials.
2. Update the minimum paved width of Path/ Trail to 10 feet for paved paths. Add language that defines the minimum separation from roadways for both trails and paths as 2 feet. Remove language about an 8’ minimum paved path from footnote (23), shown with the ~~strikeout~~ text below.
 - a. ~~(23) The minimum width is 8 ft. However, 8 ft. wide multiuse paths are not recommended in most situations because they may become over crowded. They should only be constructed as short connectors, or where long term usage is expected to be low, and with proper horizontal and vertical alignment to assure good sight distances.~~ 10 ft is the standard width for a two-way multi-use path but they should be 12 ft wide in areas with high mixed-use. Optimum use should be based on the relative use by cyclists and pedestrians. High use by skaters may also require greater width.

The proposed DCC 17.48 Table B (Minimum Bikeway Standards) amendments support the implementation of both the TCP Active Transportation Plan Update and the SCVAP Trails Expansion Outreach project and are shown in **17.48 Table** (after the “SCVAP Trails Expansion Outreach” section).

SCVAP Trails Expansion Outreach

The County should consider updates to the County Bikeway Design Standards (DCC 17.48 Table B Minimum Bikeway Design Standards) to support implementation of proposed trails in Sisters Country and the rest of the County. Given the relatively large portion of Forest Service land in the region, the County should consider adopting trail/bikeway design standards and guidelines that are consistent with US Forest Service Standard Trail Plans and Specifications to help ensure consistent trail designs and dimensions.¹

18.48.140 Bikeways

E. Mountain Bike Trails.

1. Mountain bike (dirt or other unpaved surface) trails may be used as recreational or interim transportation facilities.

¹ <https://www.fs.usda.gov/managing-land/trails/trail-management-tools/trailplans>

2. Trails used for transportation shall have a two-foot minimum tread width and a six-foot minimum clearing width centered over the trail, and a minimum overhead clearance of seven feet. ~~Trails used solely for recreational use may be narrower with less clearing of vegetation.~~

3. Trail design specifications are encouraged to follow USDA Forest Service Standard Trail Plans and Specifications to ensure a consistent and coherent bike trail network between County and Forest Service lands throughout Deschutes County.



17.48 Table B. Minimum Bikeway Design Standards

Type	Stripe	On/Off Road	Width ¹			Vertical Clearance		Lateral Clearance		Cross Slope Grade	Grade	Pavement Structure		Multi-use	ROW	
			Min.	Stand.	High Use	Min.	Stand.	Min.	Stand.			Stand.	Max.			Aggregate Base
Paved Multiuse Path		Off	Min.	Stand.	High Use	Min.	Stand.	Min.	Stand.	2%	Stand.	Max.	Aggregate Base	A. C.	Multi-use	ROW
			8' 10'	10' 12'	12' 14'	8'	10'	2'	3'		5%	>5% up to distance of 500'				
Mt. Bike Trail ²		Off		2'		7'	10'								Yes	
Bike Lane	8" with painted stencil	On	4' w/open shoulder 5' w/curb or parking	6'								Use on <i>urban</i> arterial or major collector, or rural roads near urban areas with high anticipated bike use	Same as parent roadway	No		
Shoulder Bikeway	4"	On	4' minimum or 6' on high volume roads (state highway or arterials), roads with high use of heavy trucks, buses, and recreational vehicles (Washington Co & Oregon Bicycle and Pedestrian Plan), or on a steep grade (Hood River)	6' standard, 4' w/open shoulder 5' w/curb or other barrier	6' 8'							Recommended on higher speed, and traffic volume rural roads	Same as parent roadway	No		
Shared Roadway		On										Recommended only on local roads with speeds of 25 mph or less, and <3,000 ADT 14-15' lanes preferred; max 16' (Oregon Bicycle and Pedestrian Plan) 10-14' travel lanes with shared land markings and other traffic calming measures to ensure slow speeds; 12-20' total roadway width, if there is no centerline stripe (not including parking lane)	Same as parent roadway	Yes		

Note: A.C. is asphalt-concrete

¹ 10 ft is the standard width for a two-way multi-use path; they should be 12 ft wide in areas with high mixed-use. Faster moving bicyclists require greater width than pedestrians; optimum width should be based on the relative use by these two modes. High use by skaters may also require greater width. ~~The minimum width is 8 ft. However, 8 ft. wide multi-use paths are not recommended in most situations because they may become over-crowded. They should only be constructed as short connectors, or where long term usage is expected to be low, and with proper horizontal and vertical alignment to assure good sight distances.~~

² Mountain bike trails and other trails may follow the design specifications of the US Forest Service Standard Trail Plans and Specifications in lieu of County standards. In some cases, US Forest Service standards may be required where trails span County and Forest Service land.



MEMORANDUM

Date: Tuesday, January 31, 2023

To: Peter Russell, Nicole Mardell, and Tarik Rawlins, Deschutes County
Devin Hearing, ODOT

From: Karen Swirsky and Katie Popp, Kittelson and Associates
Brandon Crawford and Matt Hastie, MIG | APG

Subject: TCP Active Transportation Update and SCVAP Trails Expansion Outreach – Implementation Measures (Deschutes County TSP)

INTRODUCTION

This memo provides recommendations for implementing the Sisters Country Vision Action Plan (SCVAP) Trails Expansion Concept Plan and the Tumalo Community Plan (TCP) Active Transportation Final Concept into the Deschutes County Transportation Systems Plan (TSP). The County is currently updating its TSP, and updated goals, policies, and projects should consider the proposed trails and recommendations from both the SCVAP and TCP Active Transportation Concept Plans.

TSP COORDINATION

SCVAP Trails Expansion Outreach

In early 2022, Deschutes County received a Transportation and Growth Management Grant to implement Action 4.1 of the Sisters Country Vision Action Plan¹. The strategy reads:

Livable Sisters Strategy 4 Action 4.1 (Trails Expansion Outreach)

“Conduct community outreach to gain input for trail connections between Sisters and Sisters Country.”

Community engagement and outreach was conducted via an online open house and survey that was designed to gather input on Sisters Country trail needs and to solicit feedback on conceptually proposed

¹ Sisters Country Vision Action Plan: https://www.ci.sisters.or.us/sites/default/files/fileattachments/community_development/page/12721/scv-final-action-plan-updated_june_2019.pdf

trails. The open house and survey collected 83 comments. A stakeholder advisory committee² was also formed to help inform and guide trail proposal recommendations over 3 meetings. Stakeholder advisory committee and community involvement helped inform the Sisters Country Trails Expansion Concept Plan.

TSP Adoption Recommendations

Proposed trails will be identified in the TSP in the form of a Sisters subarea trails map showing potential alignments (Figure 1³).

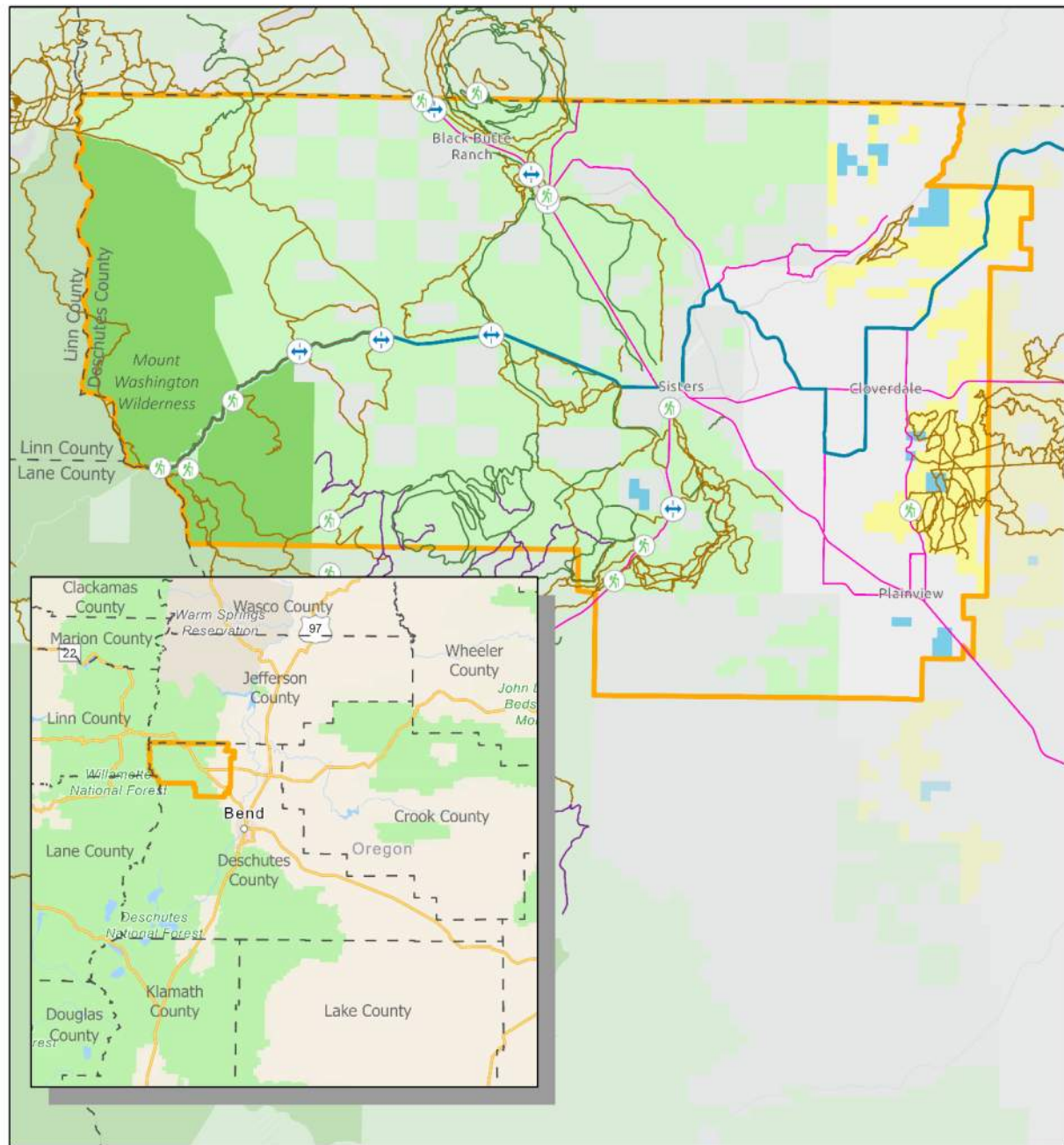
In addition to the proposed trails, the County may consider adopting policies based on the outcomes of this project. This could be done by incorporating those findings directly into a section of the TSP devoted to this topic or the Concept Plan could be cited in the TSP as a supporting document and potentially included as an appendix or exhibit to the TSP. Specific policy recommendations for incorporation in the TSP include the following:

- Consider input from regional non-motorized trails advocacy organizations, such as the STA, COTA, and OET regarding new trails, trail connections, and trail improvements.
- Provide trails that are safe and accessible for bicyclists, pedestrians, and equestrian users.
- Support trail connections to the County’s regional services and amenities.
- Support a trail system that includes trails that are accessible to all users and abilities.
- Coordinate with neighboring counties and other jurisdictions on inter-county or inter-jurisdictional trails.

² The advisory committee included representatives from the following entities: BOCC, US Forest Services, City of Sisters, ODOT, Deschutes County, BPAC, Equestrian Board, Sisters Trails Alliance, COTA, and Sisters District, among other community representatives.

³ Note this map is only for reference. The adopted regional trails map for the TSP will be in a different format.

Figure 1: Sisters Trails System



Sisters Country Trail System

- | | |
|----------------------------|-------------------------------------|
| Existing Trails | National Wilderness |
| State Scenic Bikeway | BLM |
| Proposed Equestrian Trails | National Forest |
| Proposed Bike/Hike Trails | Trailhead |
| Sisters Country | Crossing Points/Potential Crossings |
| County Boundaries | |
| State Land | |



Tumalo Community Plan (TCP) Active Transportation Update

Over the past decade, the Tumalo unincorporated community has seen significant growth in its core area, including several new businesses, restaurants, and other amenities. As a result of this growth, Deschutes County is currently going through the process of updating the 2010-2030 Tumalo Community Plan (TCP) to 2020-2040⁴. The County received a Transportation Grant Management (TGM) from the State, of which a portion is dedicated to updating the active transportation element (bike/ped/transit) of the Tumalo Community Plan.

Two public engagement opportunities and discussions with the TCP Active Transportation Advisory committee informed the Final Concept Plan, which established recommendations for sidewalk, trail, traffic calming, and bicycle improvements in Tumalo. The Final Concept Plan will be identified in the TSP in the form of a Tumalo area map showing proposed improvements to active transportation facilities in Tumalo, shown in Figure 2⁵.

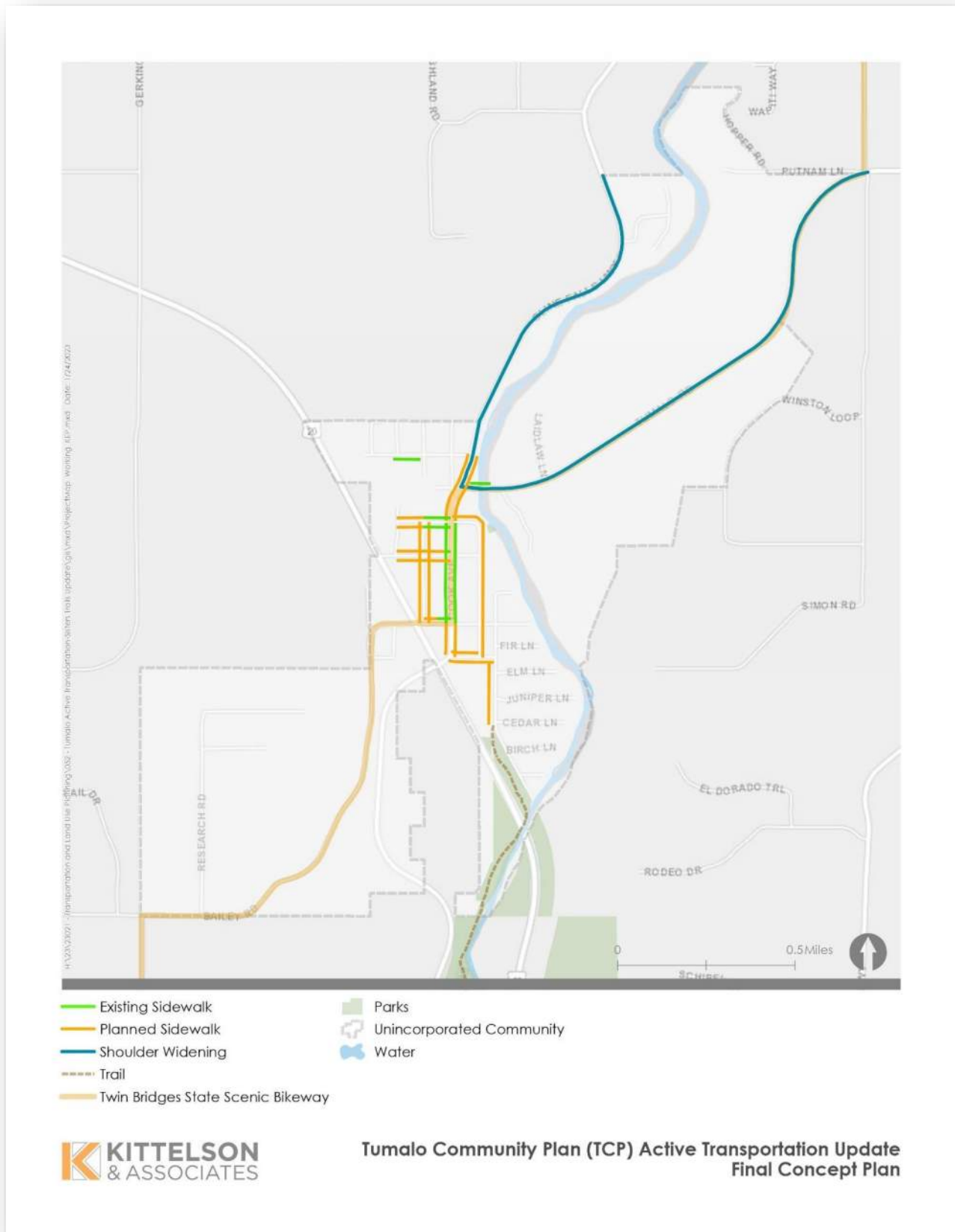
TSP Adoption Recommendations

The project team does not recommend any additional recommendations beyond Figure 2 to incorporate into the TSP as a result of this project.

⁴ Tumalo Community Plan (TCP) update website: <https://www.deschutes.org/cd/page/tumalo-community-plan-update>

⁵ Note this map is only for reference. The adopted regional trails map for the TSP will be in a different format.

Figure 2: TCP Active Transportation Update Final Concept





Tumalo Community Plan (TCP) Active Transportation Update

ODOT Planning Project Title VI Report

March 2023

Project Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have galvanized the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased transportation choices, including to bicycling, walking, and transit.



15 people attended the Tumalo Active Transportation Walking Tour held on June 8th, 2022, to identify needs and deficiencies in the active transportation network in Tumalo.

Analysis

- Review state, regional, and local plans regarding active transportation (bicycle, pedestrian, and transit) for relevant goals, policies, and objectives.
- Identify context sensitive projects related to Safety and Speed Improvements, Pedestrian Connectivity, and Transit to address existing gaps and deficiencies in the active transportation network in Tumalo.

Key Elements

- Active community engagement (virtual and in-person)
- Improve safety, access, and mobility for people walking, and biking in Tumalo.
- Identify a preferred intersection improvement for the Cline Falls Highway and Tumalo Road intersection.
- Identify a preferred transit stop location if a transit stop is added to a Cascade East Transit (CET) route.

Outreach and Public Involvement

Public involvement and outreach for the TCP Active Transportation Update project included the following:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive Virtual StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

The Tumalo Community Plan Open House, walking tour, and interactive StoryMap supported the development of the Initial Concept Plan. The Initial Concept Plan was then presented in the virtual open house, which gave the public the opportunity to comment on the initial plan and provide any additional feedback to be included in the development of the Final Concept Plan.

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

The TCP Active Transportation Advisory Committee also met four times throughout the project. The Committee consisted of community, regional, and State agencies with local and technical expertise related to active transportation in Tumalo. Some of the interests represented included school districts, local businesses, bicycle and pedestrian advocates, and County and State agencies. Committee members were responsible for reviewing and providing input on various elements of the project.



Tumalo Community Plan (TCP) Active Transportation Update

Project Information Sheet

March 2023

Project Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have contributed to the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased active transportation choices including bicycling, walking, and transit.



Looking at east sidewalks on 4th Street east of the downtown core.

Project Outcomes

- Reviewed state, regional, and local plans regarding active transportation (bicycle, pedestrian, and transit) for relevant goals, policies, and objectives.
- Provided multiple opportunities for public engagement and involvement, including virtual and in-person engagement opportunities.
- Developed a Final Concept Plan that identifies context sensitive projects related to Safety and Speed Improvements, Pedestrian Connectivity, and Transit to address existing gaps and deficiencies in the active transportation network in Tumalo.
- Provided materials and exhibits for amendments to the Tumalo Community Plan (TCP) and County Transportation System Plan (TSP) to implement the suggested recommendations for active transportation.

Outreach and Public Involvement

Public involvement and outreach for the TCP Active Transportation Update project included the following:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
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The TCP Active Transportation Advisory Committee also met four times throughout the project. The Committee consisted of community, regional, and State agencies with local and technical expertise related to active transportation in Tumalo. The interests represented included residents, school districts, local businesses, bicycle and pedestrian advocates, and County and State agencies. Committee members were responsible for reviewing and providing input on various elements of the project.

What's Next?

The County will consider adopting the revised Active Transportation Elements map as part of the County Transportation Plan Update, with adoption expected the spring of 2023.