



## 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*