



MEMORANDUM

DATE: June 15, 2022
TO: Planning Commission
FROM: Peter Russell, Senior Transportation Planner
RE: June 23, 2022, update on Tumalo Community Plan process

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 either in person or online, provide a recap of the June 8 walking tour for the TGM grant, and summarize the County's continuing public outreach.

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 state's land use system. 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 is earmarked for the bike/ped/transit segment of the TCP.

Staff prepared a website, www.deschutes.org/tumaloplan, which went live on April 27, and was referenced at the May 11 open house in the Tumalo Community School gym. The website includes a StoryMap that provided a narrative of the TCP's history, purpose, and process; a survey asking

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.

about major topics pertinent to Tumalo; and a box to provide for the public to provide e-mail contact info. The website accepted comments until May 25 and received responses from 55 individuals.

II. ONLINE SURVEY #1 RESULTS

The 15 questions included basic demographic questions, what people did or did not like Tumalo, and opportunities for open-ended comments. The survey was not limited to just residents or property owners in Tumalo.

Question 1: Where approximately do you live in Tumalo? Of the 47 who provided geographic information, about half lived within the boundaries and half lived outside town. Of those lived outside Tumalo, it was about a 2:1 ratio of living north of Tumalo vs. living south.

The results below came from 55 respondents.

Question 2: How long have you lived in Tumalo? The recent development of Tumalo also reveals itself in how long respondents have lived there, although the attractiveness of the area is indicated by the percentage of those who have lived there for decades.

- 1-5 years 35%
- 20+ years 25%
- 5-10 years 16%
- 10-15 years 9%
- 15-20 years 7%
- Don't live there 7%

Question 3: How long do you intend to live in Tumalo? The appeal of Tumalo also shows in the responses about how long people intend to remain. Nearly 90% of respondents plan to never leave or stay for at least a decade.

- Do not intend to move 54%
- 10+ years 33%
- I don't live there 5%
- 1-5 years 4%
- 6-10 years 4%

Question 4: Do you own or rent where you live in Tumalo? Nearly 90% of the respondents own their home where they live in Tumalo. More respondents did not live in Tumalo than rented in Tumalo.

- Own home 89%
- Do not live in Tumalo 7%
- Rent 4%

Question 5: Where do you physically work? A slight majority of Tumalo residents are retired while the second-largest group work in Tumalo either in person or remotely from Tumalo.

- Retired 45%
- Work in or from Tumalo 38%
- Bend 15%
- Elsewhere in Des. Co. 2%

Question 6: What are the major issues/challenges facing Tumalo today? The plurality of respondents felt traffic was the major challenge facing Tumalo. Other concerns were drought and the community's rapid rate of growth. As respondents could pick multiple answers, the total exceeds 100%.

- Traffic 73%
- Drought 64%
- Growing too fast 40%
- Septic vs. sewer 36%
- Risk of wildfire 38%
- Cost of housing 31%
- Other 30%

Question 7: What appeals to you about Tumalo? Respondents rank-ordered seven variables from highest to lowest. As in the 2010-2030 TCP, the small town aspect of Tumalo led as 79% of respondents scored that the highest.

- Small town feel 6.6/7
- Close to river, state park, recreation 5.0/7
- Proximity to Bend 4.9/7
- Quality of Tumalo School 3.8/7
- Family lives nearby 3.3/7
- Ability to walk everywhere 3.0/7
- Affordability 2.9/7

Question 8: What would you change about Tumalo? Respondents had two polar opposite reactions. One can be viewed as pro-development and the other expressed a desire to keep things as they are now. Again, respondents could pick more than one choice, so the percentages will exceed 100%.

- Restrict development 49%
- Add more restaurants 42%
- Add more bike lanes 33%
- Add more sidewalks 31%
- Add bus stop for CET 29%
- Add sewer system 29%
- Oher 26%

- Add more businesses 20%

Question 9: What would you retain about Tumalo? Respondents leaned toward keeping building's at pedestrian scale and the commercial core remain on Cook. Again, respondents could pick more than once choice so the percentages will exceed 100%.

- Small size of buildings 84%
- Businesses are locally owned 75%
- Commercial core stays on Cook 64%
- Leaved unpaved streets unpaved 18%
- Other 15%
- Areas w/o sidewalks stay that way 9%

Question 10: What would you like Tumalo to look like in 20 years? While many wanted a trail along the Deschutes River, there was also a strong sentiment that 2040 Tumalo should resemble 2022 Tumalo. Again, respondents could pick more than one choice so the percentages will exceed 100%.

- Trails along Deschutes River 56%
- 2040 Tumalo resembles 2022 49%
- More roundabouts 29%
- Other 24%
- Business on Bruce, Wharton, 5th, 7th 15%
- More 2-story buildings on Cook 13%
- More single-family homes 7%
- Small apartments, duplexes 7%

Question 11: What do you call a resident of Tumalo? This was done more as an icebreaker or change of pace.

- There is no actual term 58%
- Other 14%
- Tumaloite 13%
- Tumaloean 11%
- Tumalooer 2%
- Tumalord 2%

Question 12: What is your age? As would be expected in a community that skews toward the retired, the age of respondents was predominantly middle-aged or older.

- 6-19 years 0%
- 20-39 years 9%
- 40-59 years 42%
- 60-79 years 44%
- 80 or older 5%

Question 13: How do you identify?

- Female 62%
- Male 29%
- Prefer not to answer 9%

Question 14: Is there anything else you think we should know about Tumalo and to make the 2040 plan a success? The 33 responses ranged from very specific suggestions to more generalized ideas. These major themes emerged: 1) keeping Tumalo as small and unchanged as possible; 2) if there will be sufficient water; 3) desire to maintain businesses being local rather than franchises; 4) desire to protect the Deschutes River; 5) accommodate bicyclists and pedestrians; 6) concerns about traffic volumes and speeds. Several also mentioned opposition to Thornburgh Resort, which is beyond – both geographically and legally – the scope of the Tumalo Community Plan.

III. ASK A PLANNER

For the week of June 13-17, the website listed appointments to meet informally one-on-one with a long range planner to talk about Tumalo. The meetings were either face to face or via Zoom. Staff will be meeting with approximately eight people as of this writing. Staff will present an oral summary to the PC.

IV. TUMALO WALKING TOUR

Karen Swirsky (KAI) assisted by Katie Popp (KAI) led a group of 20-25 people on stroll and chat through the core. County staff (Tarik Rawlings and myself) assisted as well. The route began at the fire station at Cook/4th, went west to edge of US 20, looped north to Tumalo Community School, then went east to Cline Falls Hwy and south on Cook to the Bite. As this done as part of the TGM grant, the approximately 90-minute walking tour focused on bike/ped/transit issues, aka Active Transportation. The group watched the afternoon release of students from the school, which is K-5, and uses buses at the back (south) end of school and a parent pick up/drop off area on the front (north) side of the school.

During the tour, participants spoke on the following topics:

- Current drop off/pick up system at Tumalo school is much better than the previous method which had buses in front and parents in back.
- The fitness track just west of the school is popular with many residents, especially older ones. The informal trail from 4th Street to the fitness track could be a potential path to the upcoming ODOT project to build a bike/ped underpass of US 20 at 4th, which will connect to Strickland. There is an underground Laidlaw District waterline that will need replacing in 5-10 years in the vicinity of the path.

- Cline Falls Hwy/Cook Avenue/Tumalo Road is problematic for several reasons. Drivers are traveling too fast on Cline Falls; could be possible location for a roundabout; need wider shoulders for bicyclists on Cline Falls Hwy; posted speed needs to be lowered.
- General comments on pedestrian facilities were neither supportive nor opposed to more sidewalks throughout Tumalo, although there was sentiment for closing sidewalk gaps on Cook Avenue from 4th Street to Tumalo Road. There also needs to be improved pedestrian facilities leading to/from the put in/take out to the Deschutes River at the Cline Falls/Tumalo Road intersection.
- General commenters on bicycling mentioned the narrow shoulders on Cline Falls Hwy and Tumalo Road mentioned several times. Group noted not many bicyclists are pedaling through the core area other than those using the Twin Bridges State Scenic Bike Route. Some would like to see more accommodations for cyclists within Tumalo for Tumalo residents.
- General comments on transit strongly opposed a potential bus stop in Tumalo for Cascades East Transit (CET). This was especially true for any stops near the Tumalo Community School. One attendee suggested an alternative location for the stop be by Knife River on the south side of US 20 by O.B. Riley Road. The concern was homeless people would use the bus to come to Tumalo.

V. NEXT STEPS

Staff is synthesizing the public comments received in the various forums mentioned above as well as stakeholder interview in June to update the StoryMap in July. The July StoryMap will contain Technical Memo #1, which includes a summary of existing conditions, major changes since 2010-2030, seek public comment, and have draft policies in reaction to the public's input.

The next TCP in-person open house will be in late August, tentatively.

Staff will also meet with the TGM stakeholders committee on June 16.

V. CONCLUSION

Staff is prepared to answer any questions.