

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.

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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.

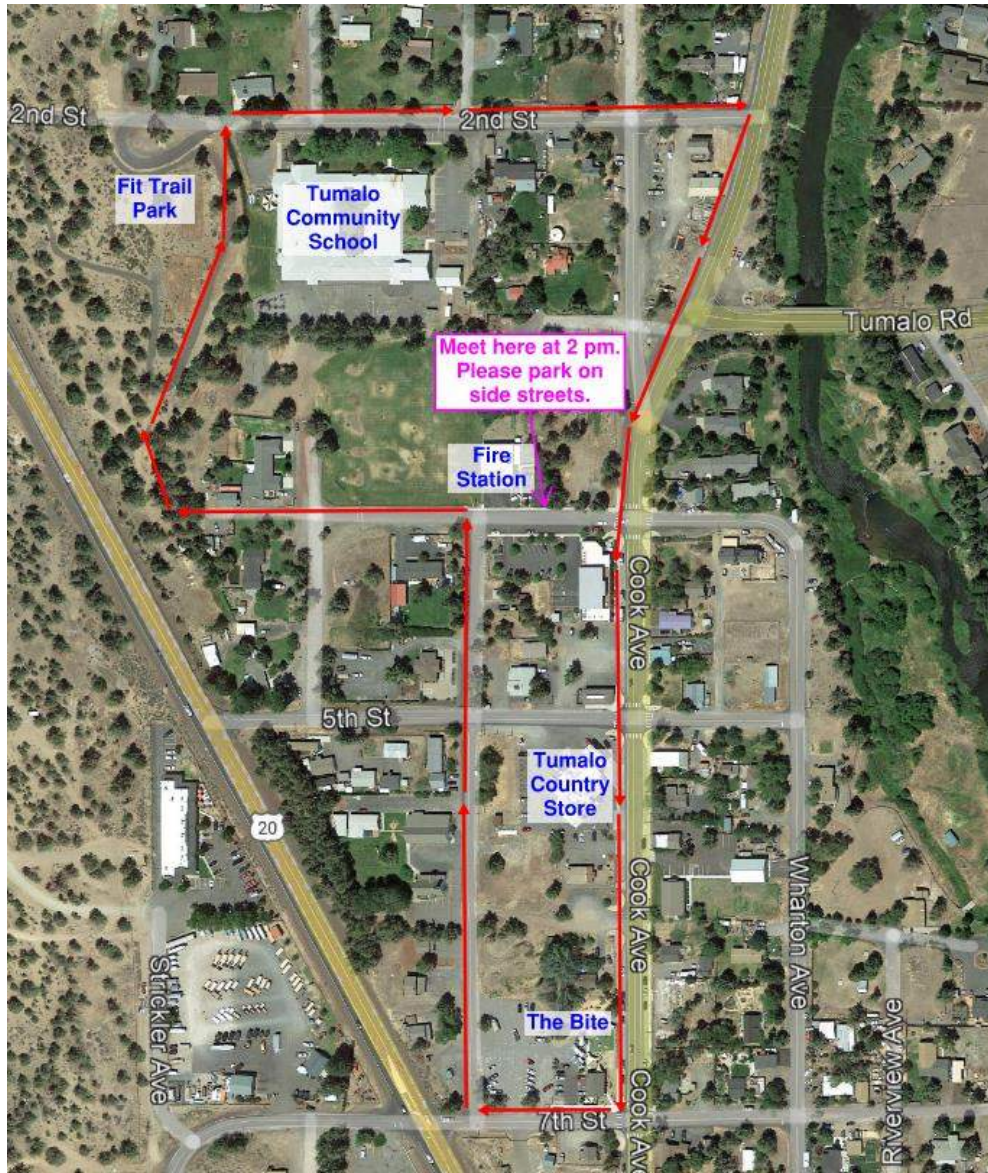


Figure 1: Tumalo Active Transportation Walking Tour Map.

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

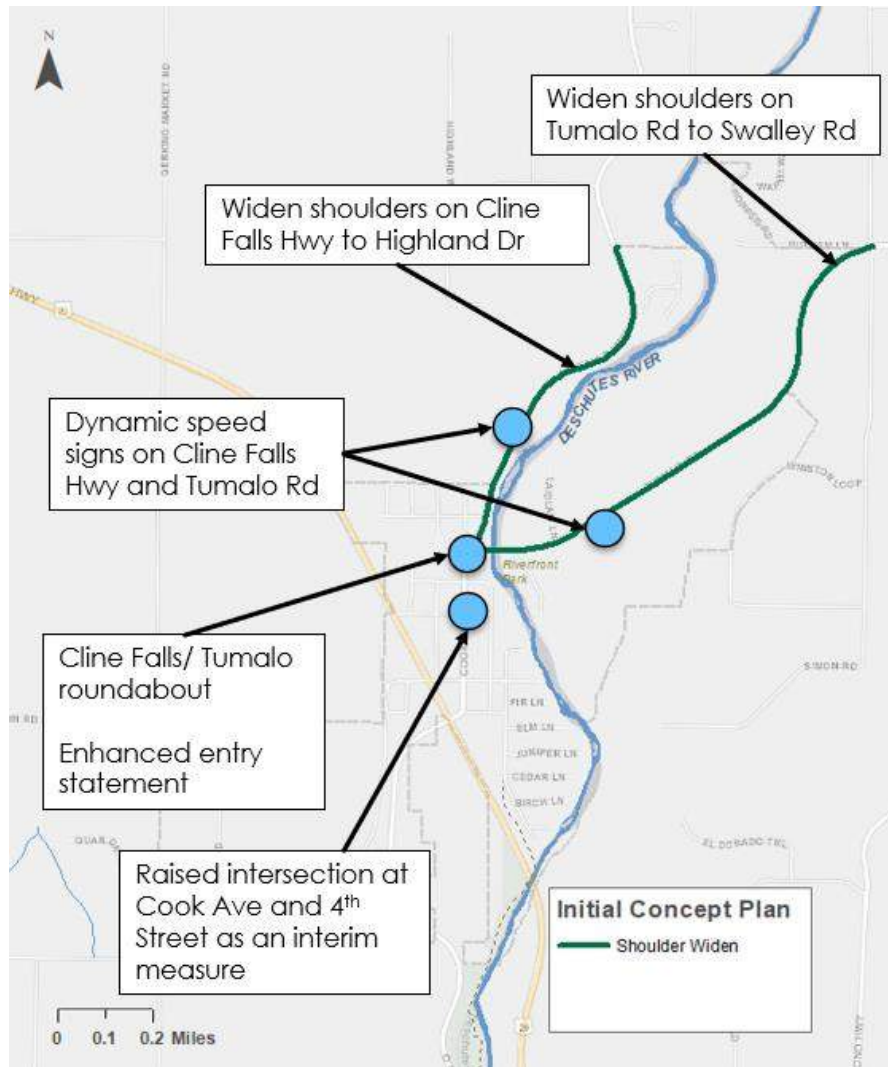


Figure 3. Safety and Speed Improvement Concept #2: Pedestrian Connectivity

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.

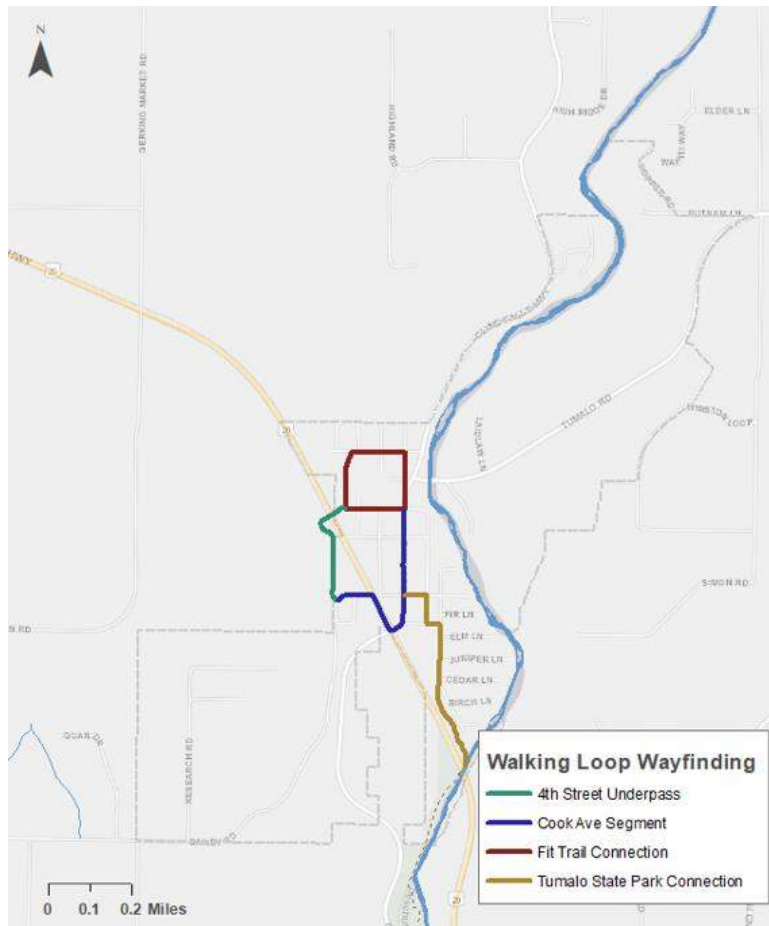


Figure 5: Walking loop routes

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)

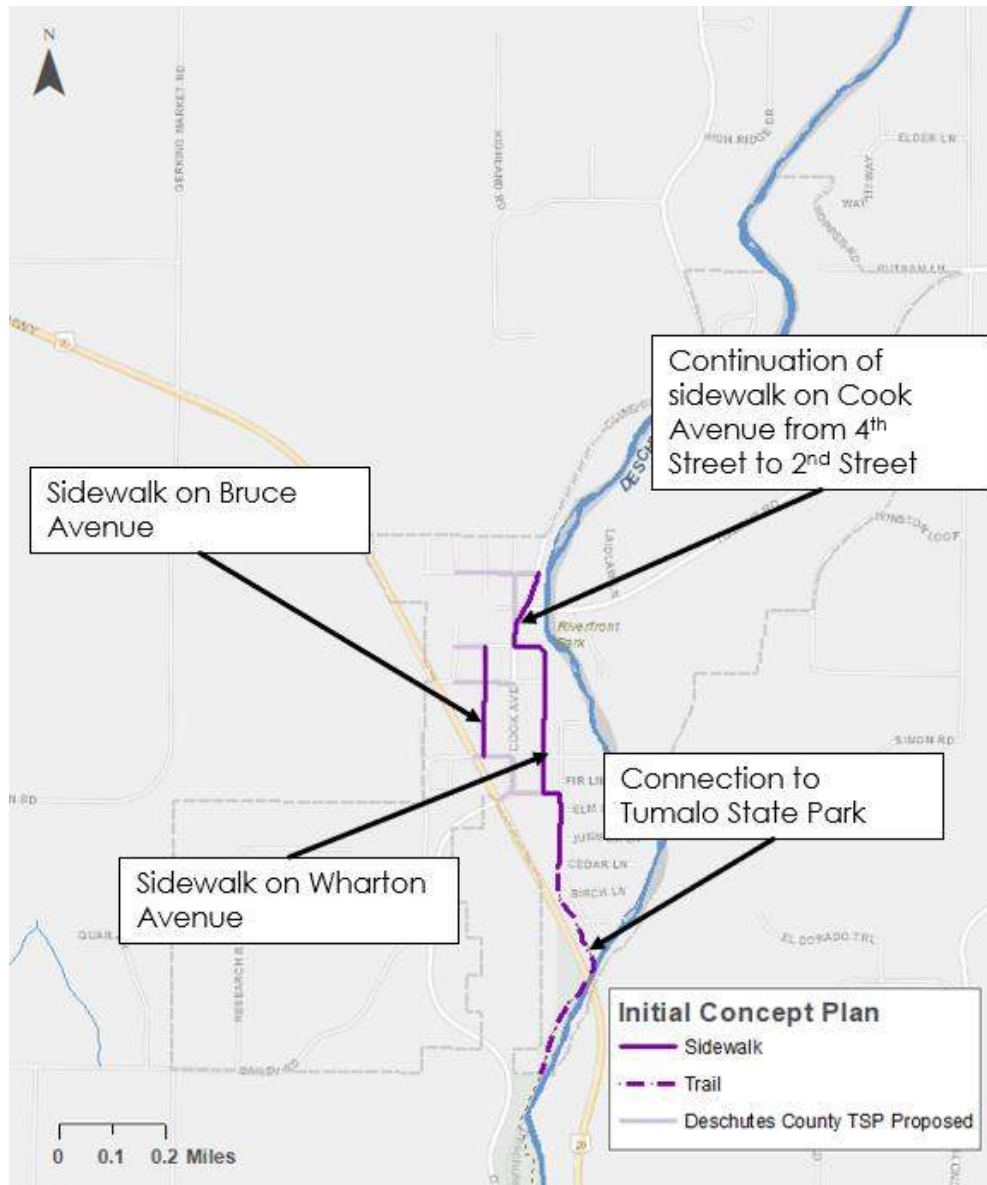


Figure 6. Pedestrian Connectivity Concepts

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 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	-	<p>The trail connection should be a real trail. Not too sure about the sidewalk on Wharton Avenue..... At least enough room to walk on.</p> <p>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.</p> <p>I come from the Portland area and I have not seen anything like it..... Thx Larry</p>
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	<p>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!</p> <p>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?</p>

		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.
Paved Multiuse Path		Off	Min.	Stand.	High Use	Min.	Stand.	Min.	Stand.	2%	Stand.	Max.	Aggregate Base	A. C.	Yes	Min.
			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

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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).

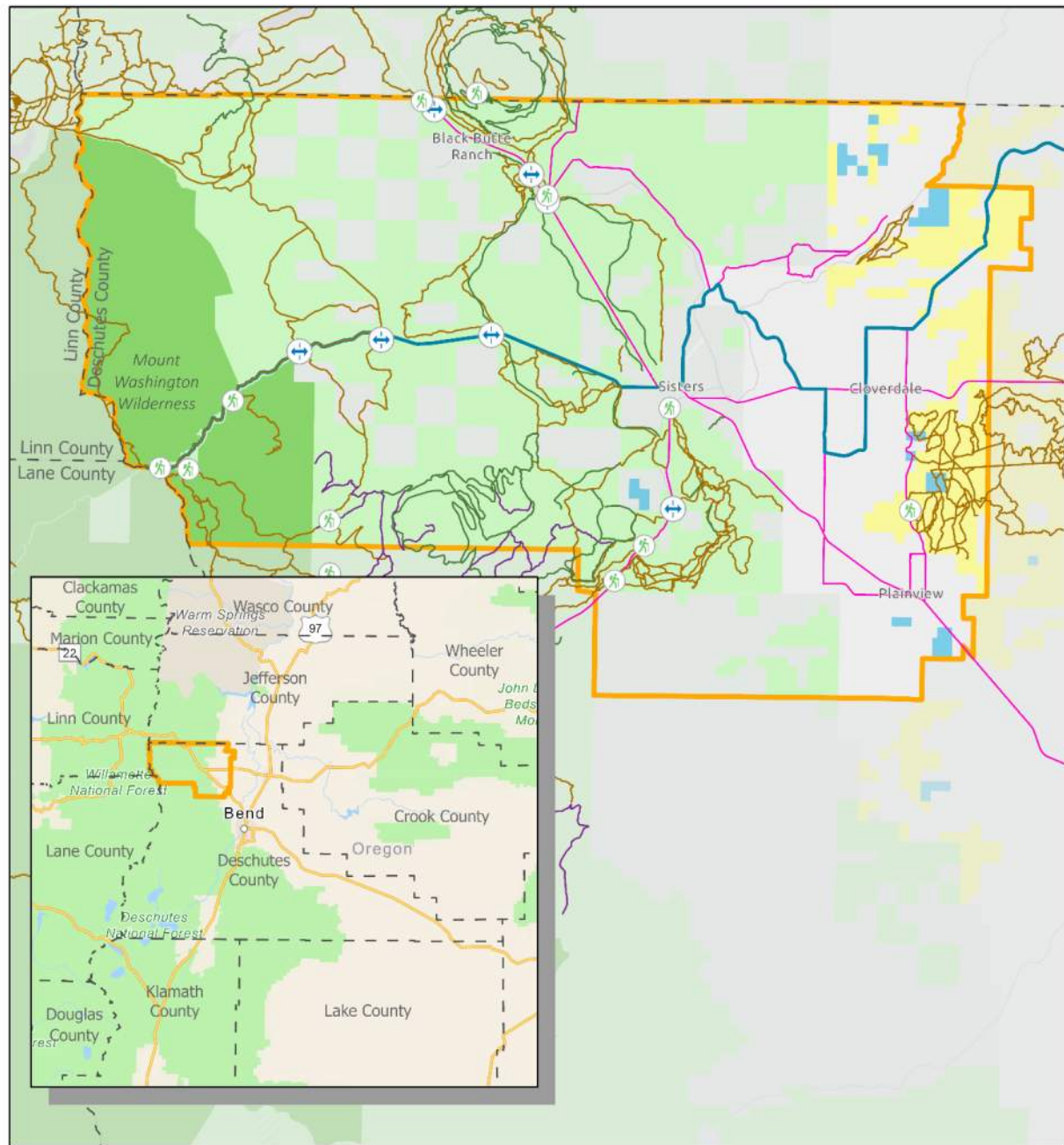
In addition to the proposed trails, the County may consider adopting policies based on the outcomes of this project. This could be done by incorporating those findings directly into a section of the TSP devoted to this topic or the Concept Plan could be cited in the TSP as a supporting document and potentially 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.

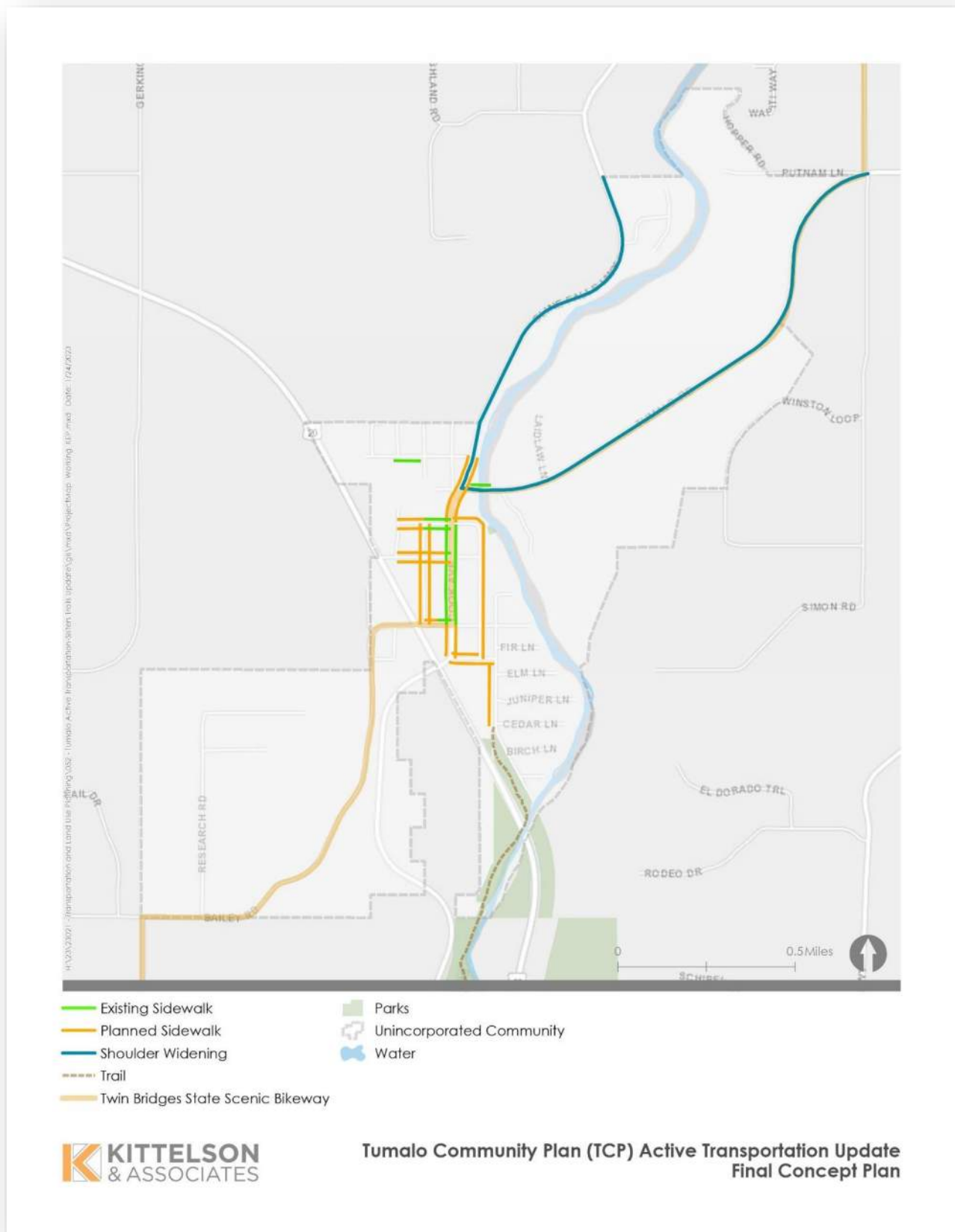
TSP Adoption Recommendations

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



KITTELSON & ASSOCIATES

**Tumalo Community Plan (TCP) Active Transportation Update
Final Concept Plan**



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.

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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.