

# Draft Deschutes County Transportation System Plan



Source: ODOT

# What is a TSP?

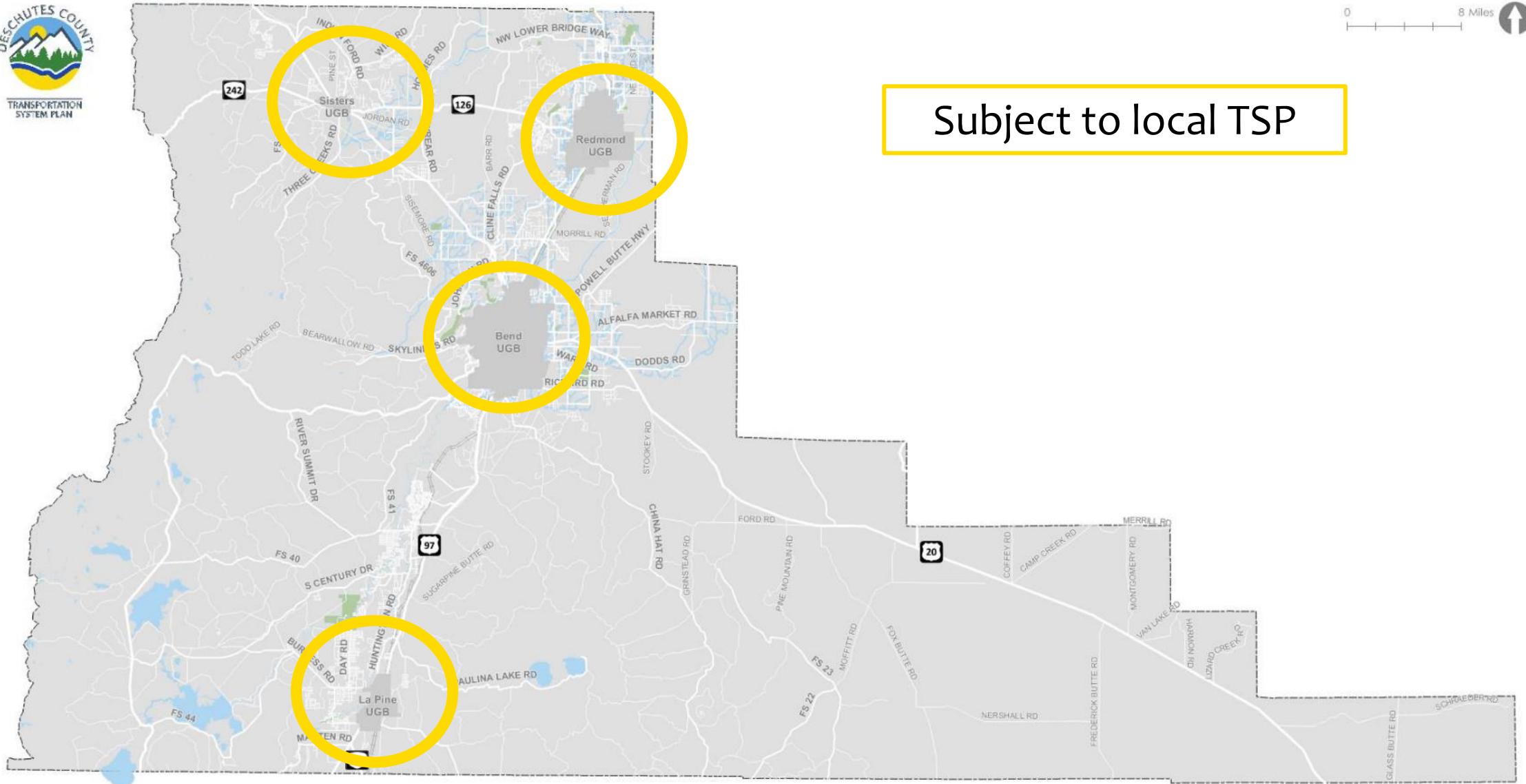
- Transportation element of the Deschutes County Comprehensive Plan
- Provides a prioritization of projects that the County can reasonably fund and implement over the next 20 years
- Reflects County's top priority to preserve and maintain existing roadways
- Includes a long-term vision of a transportation system that allows people to travel within the County via driving, riding bikes, walking and transit

# Why Update the TSP?

- Reflects the significant growth that has occurred during last 10 years and helps plan for the needs of the unincorporated and rural areas over the next 20 years
- Recognizes the continuing decrease in revenue for “new investments” and provides a prioritization of how the County can make investments in the future
- Reflects County transportation system’s crucial role in the event of a Cascadia Subduction Event, aka earthquake
- Incorporates the findings of recently completed plans by the cities, ODOT, CET, and other agencies that address transportation needs within the County boundaries
- Evaluated and confirmed need to keep the Roadway Moratorium



# County versus City TSPs



Subject to local TSP

# Who Helped Shaped the TSP?

- Technical Working Group of County Staff and Consulting team
- 2 Public Open Houses
- Multiple Agency Partner Coordination Committee Meetings
- Broad engagement with partner agencies, including ODOT and other state agencies
- Outreach to County's Bicycle and Pedestrian Advisory Committee (BPAC) on bicycle facility planning

# Public Involvement Process

- First Virtual Open House held in May 2021; minimal public participation
- Second Virtual Open House held in December 2022; 159 people provided input
- Broad support for project list with recommendations for key projects to be prioritized.
- Most open house comments were in response to the following:
  - **Sunrise Boulevard** – Support for project
  - **Deschutes River Woods South Interchange Project** – Both support and concern.
    - Note: Will require further evaluation and coordination with ODOT prior to implementation
  - **Sisters to Black Butte Ranch Bike Path** – Mixed feedback
  - **SW Bend Ped/Bike Bridge** – BPRD project, included in TSP by reference to BPRD Master Plan

# Draft TSP Overview

- Chapter 1 – Introduction
- Chapter 2 – Goals & Policies
- Chapter 3 – Needs Assessment and Evaluation
- Chapter 4 – Providing Multimodal Systems
- Chapter 5 – Transportation Investment Priorities
- Chapter 6 - Funding

# Summary of Prioritized Investments

Table 1-1: Total Cost of Prioritized TSP Investments

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

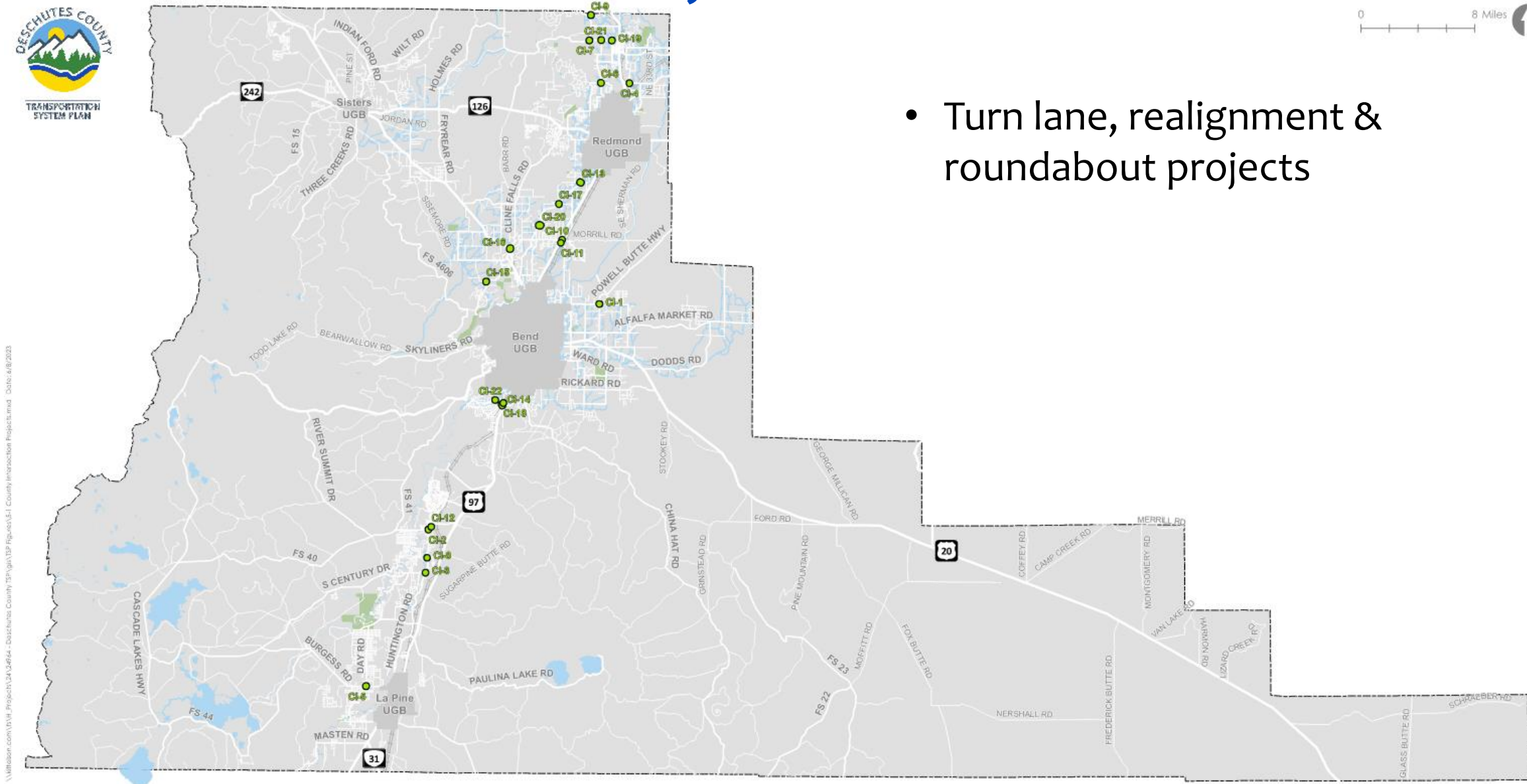




# Prioritized Transportation Investments

- All projects include project cost estimates for County planning and budgeting purposes; final costs and designs will be confirmed upon implementation
- Helps County to review and develop Capital Improvement Program (CIP) project lists
- Includes County Transportation Safety Action Plan
- Provides flexibility for future intersection and roadway investments, depending on need and funding

# Intersection Projects

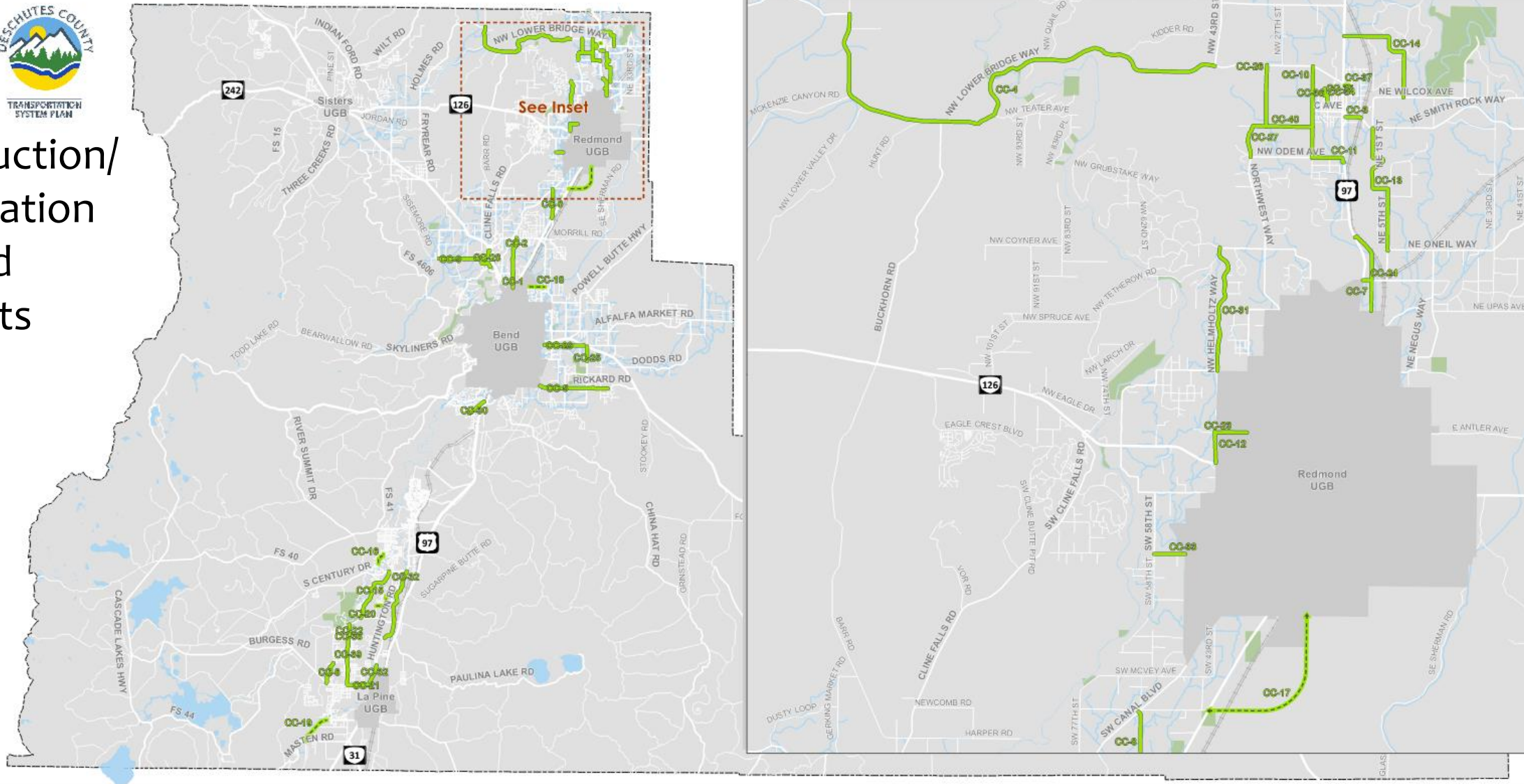


- Turn lane, realignment & roundabout projects

# Roadway Projects



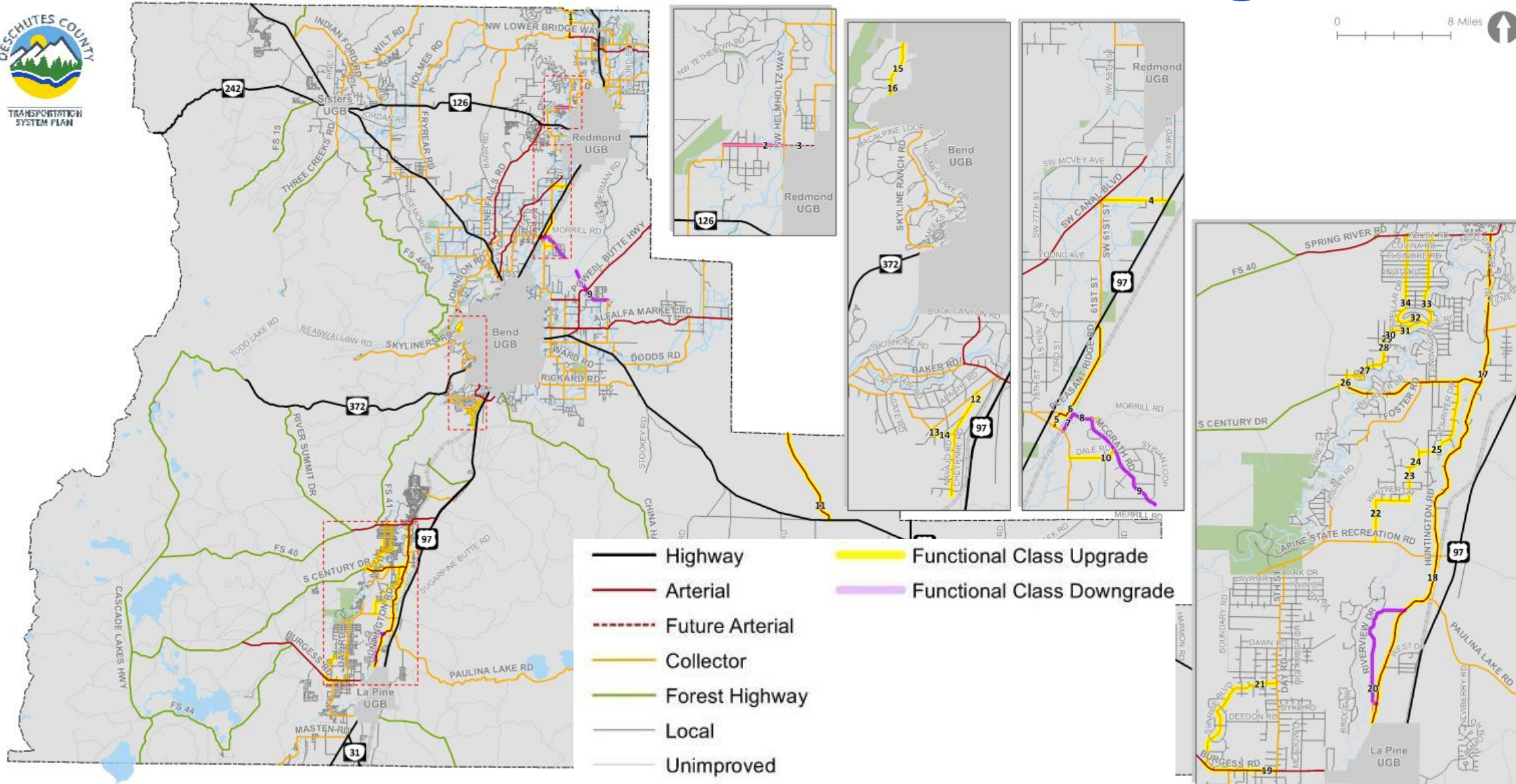
- Reconstruction/Modernization
- New Road Alignments



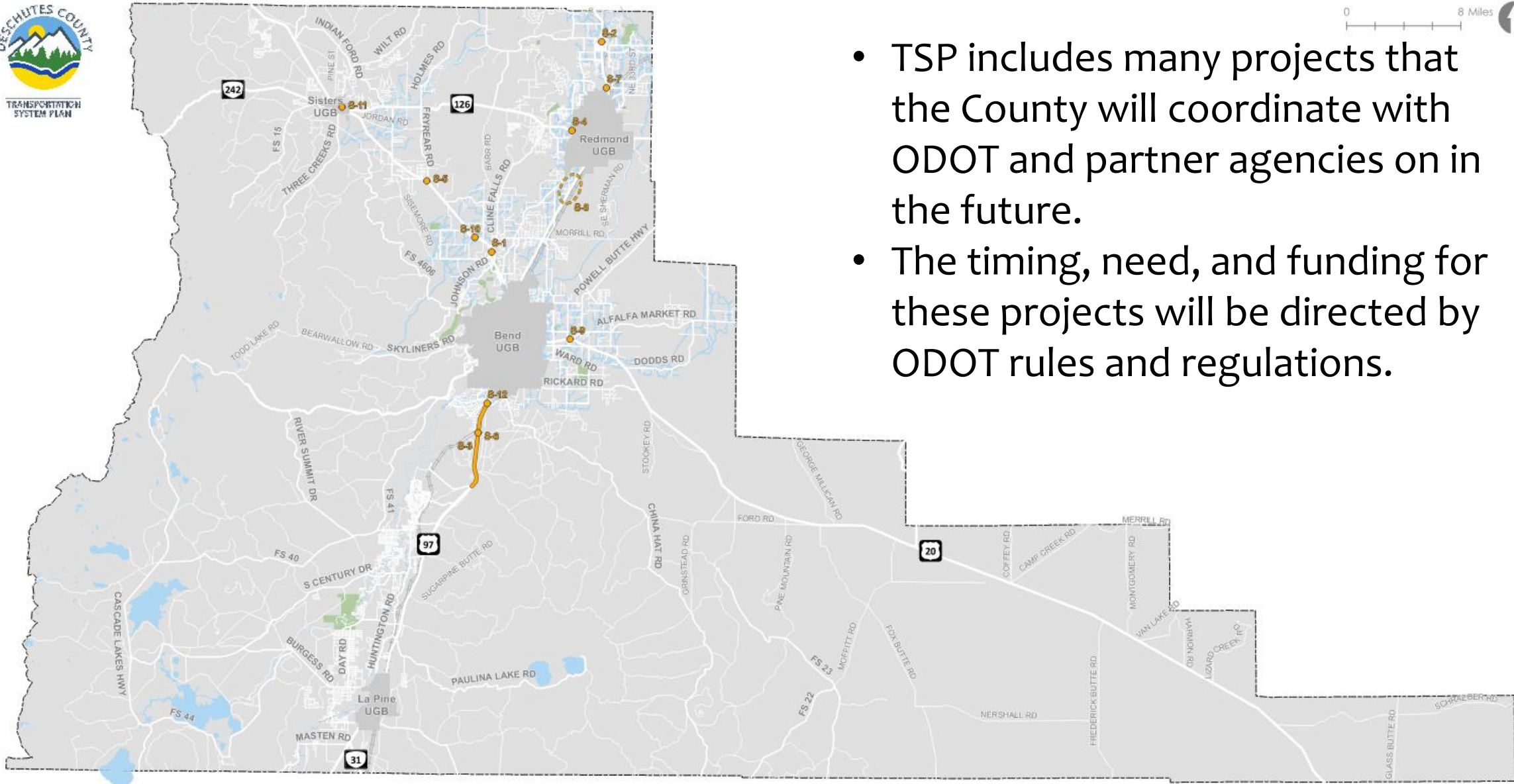
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# Functional Classification Changes



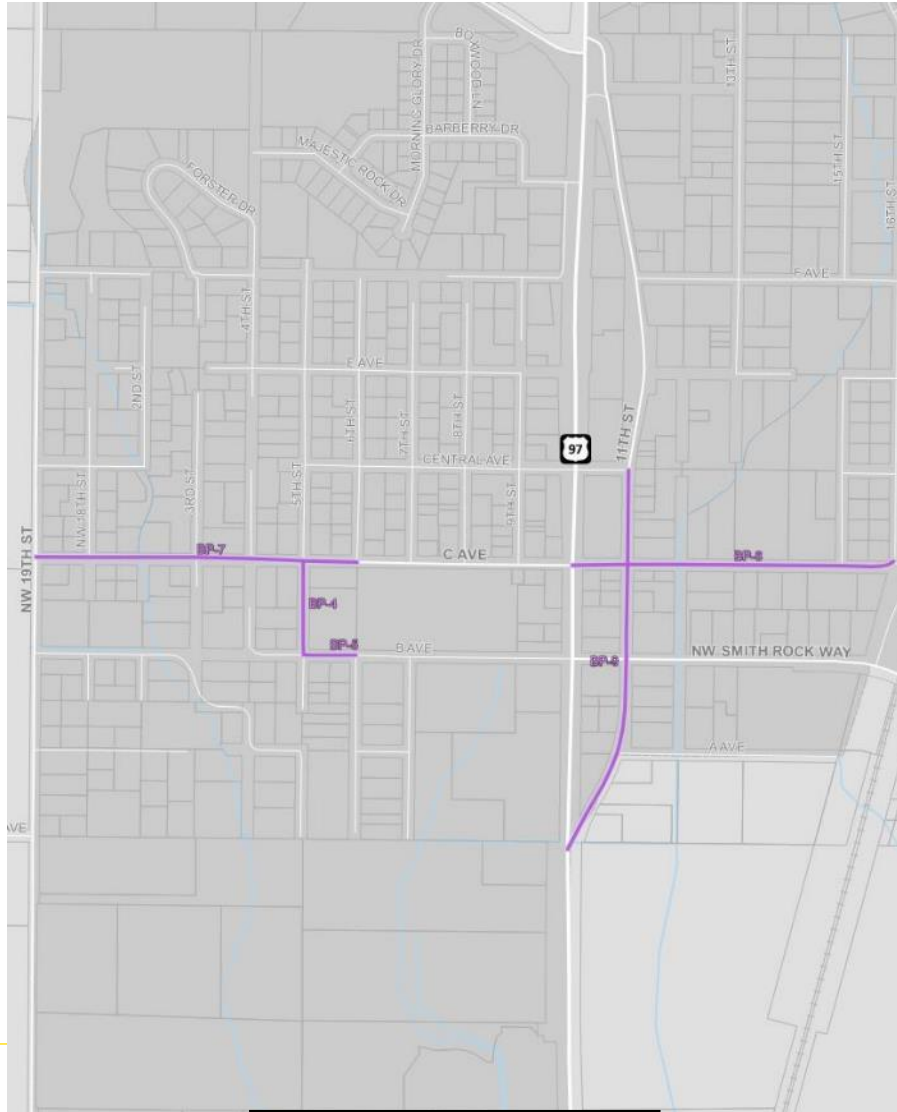
# ODOT Facility Projects



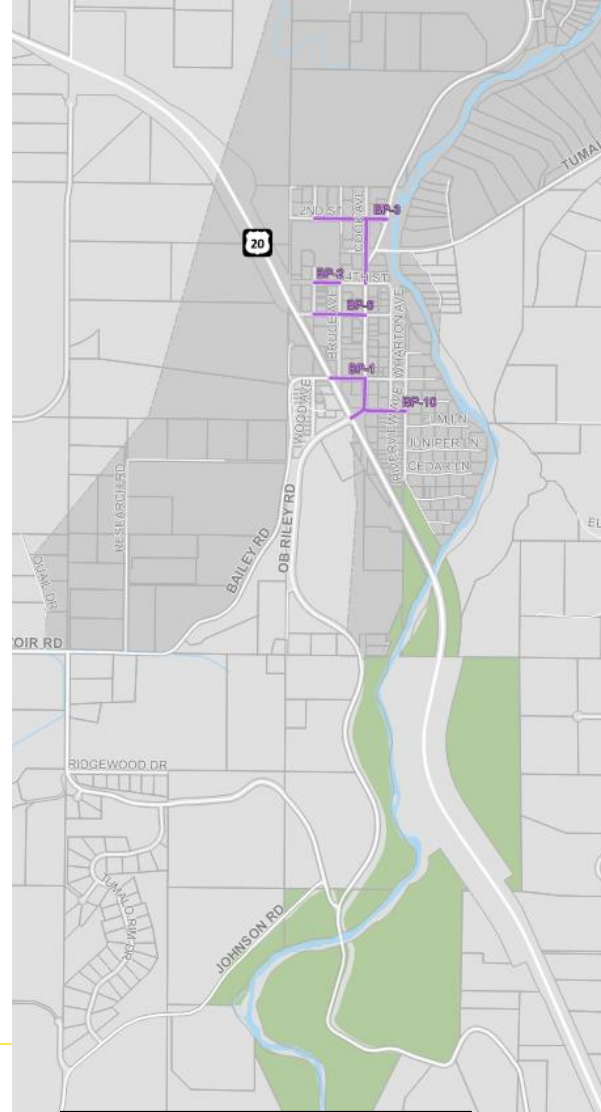
- TSP includes many projects that the County will coordinate with ODOT and partner agencies on in the future.
- The timing, need, and funding for these projects will be directed by ODOT rules and regulations.



# Planned Pedestrian Facilities



Terrebonne Area



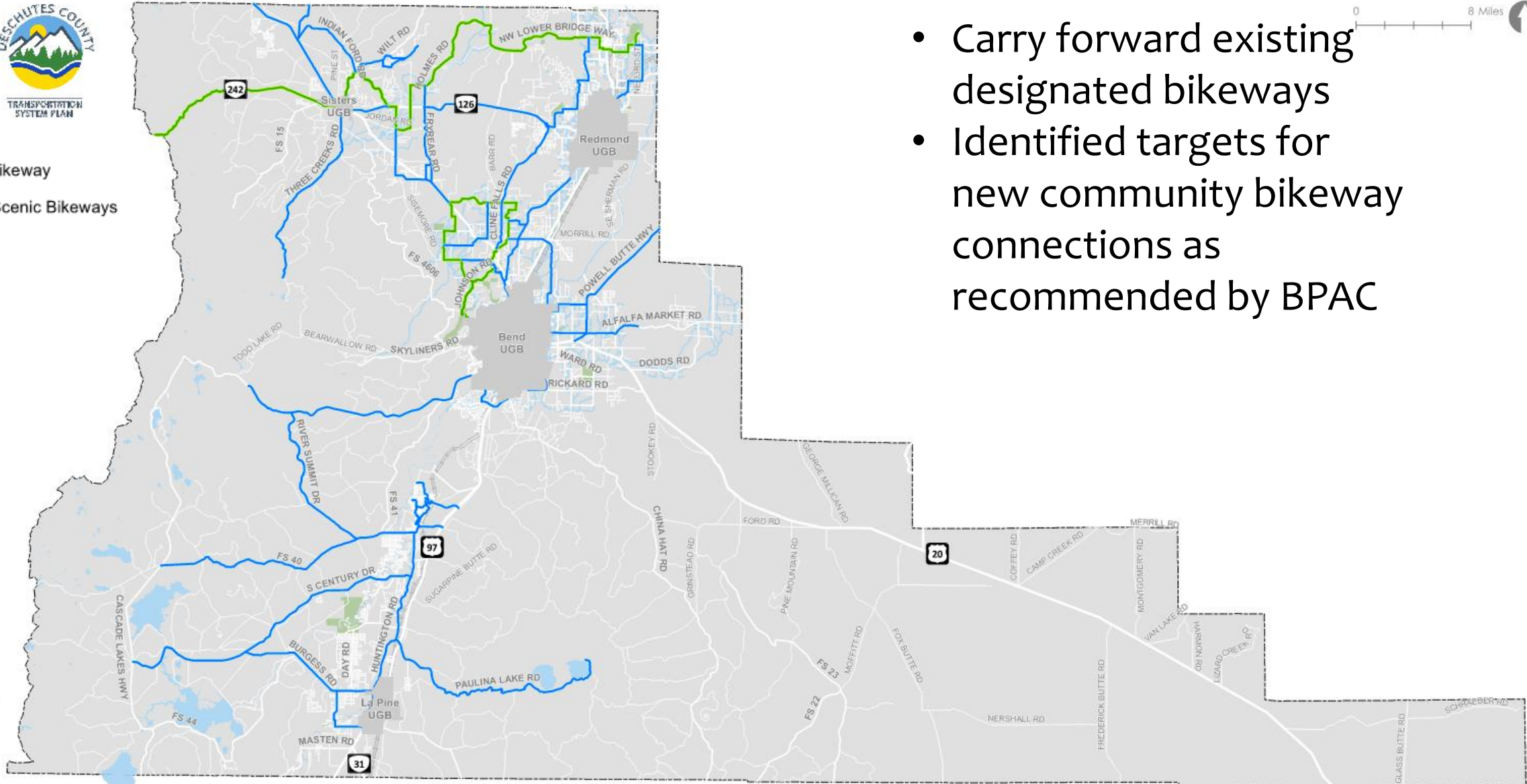
Tumalo Area

- Filling sidewalk gaps in rural unincorporated communities

# Bicycle Facilities



- County Bikeway
- Oregon Scenic Bikeways



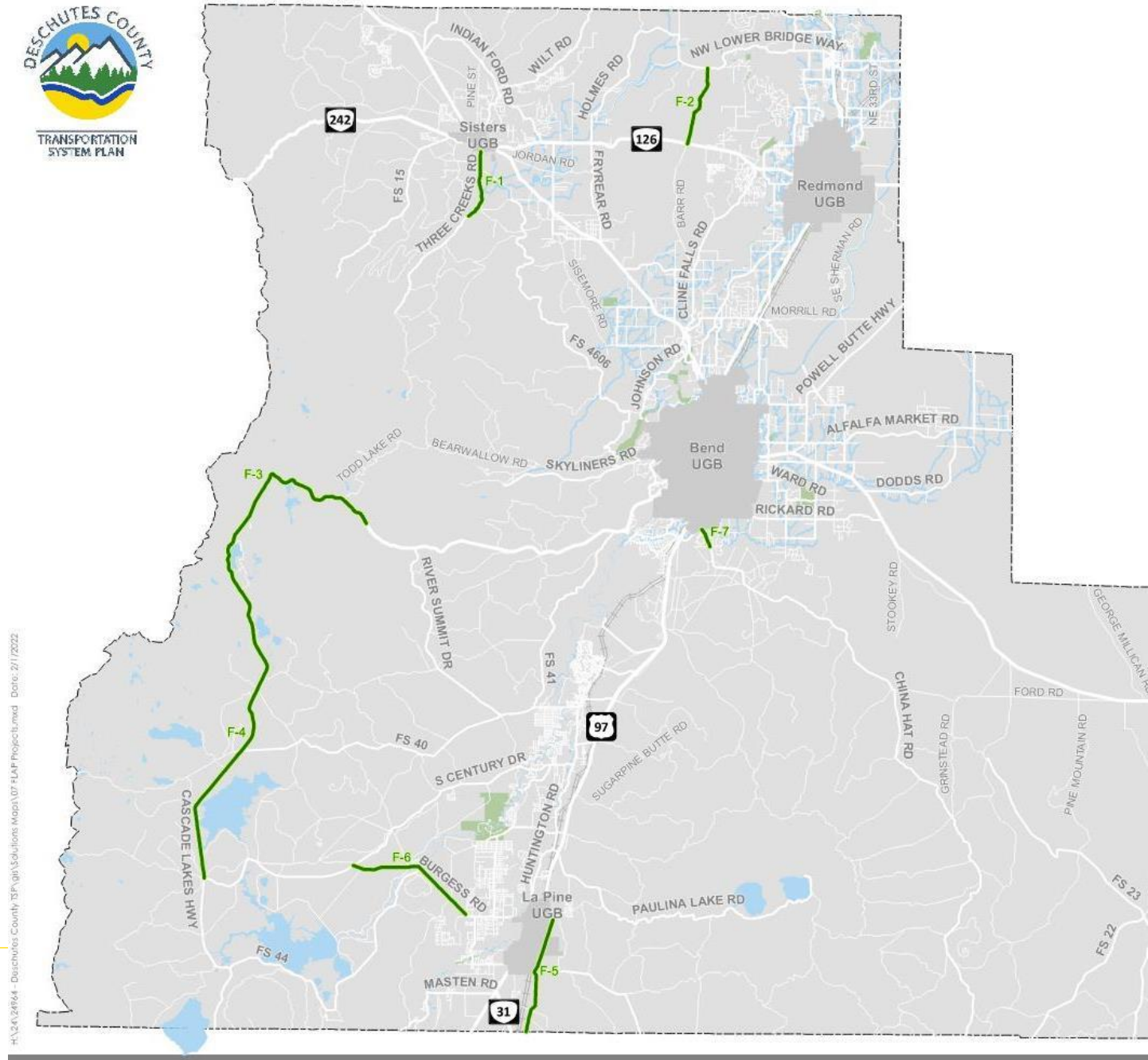
- Carry forward existing designated bikeways
- Identified targets for new community bikeway connections as recommended by BPAC





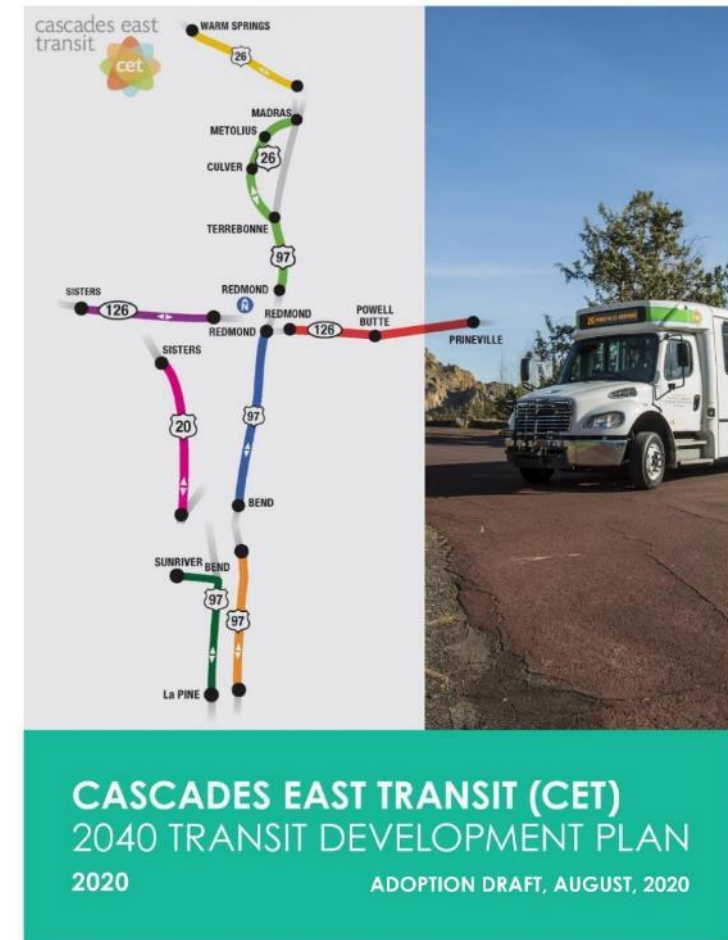
# FLAP Projects

- Federal program intended to improve access to Federal lands.
- Projects focus on upgrades to County standards and reconstruction



# Transit Facilities

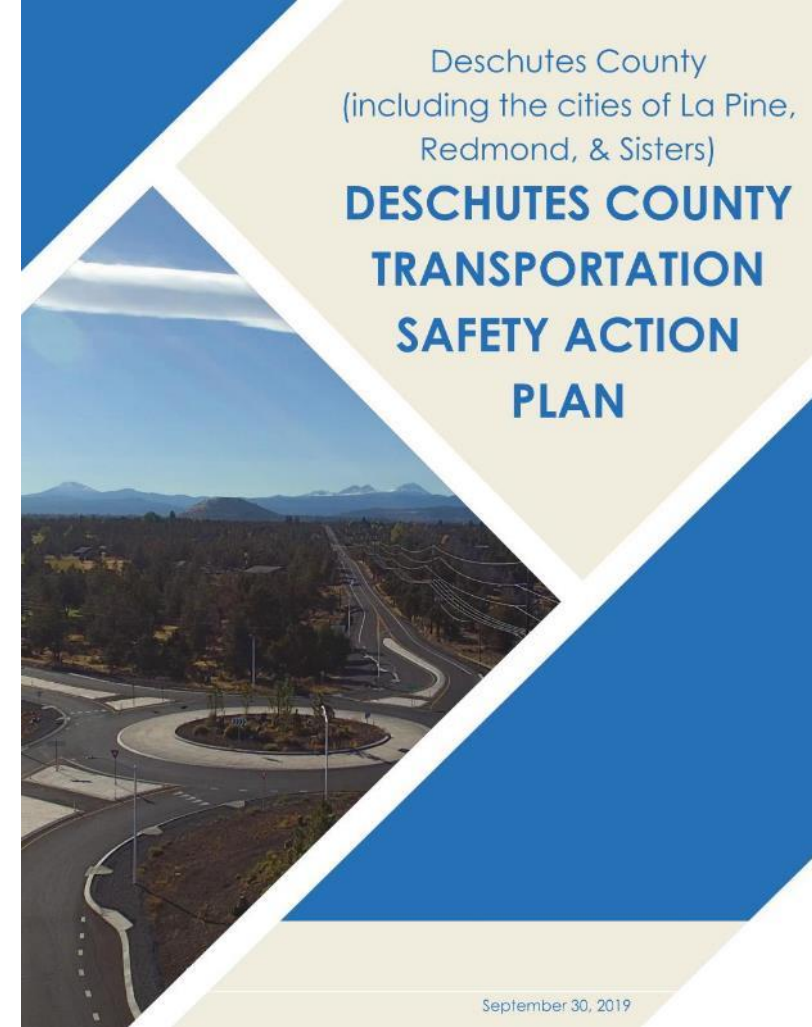
- Close coordination with CET 2040 Transit Master Plan
  - TSP will adopt Plan by reference
  - Projects can help increase service to unincorporated areas of the County
- Several transit providers today:
  - Cascades East Transit
    - Mostly Dial-A-Ride service within the County
    - Community Connector between communities
  - Various regional services including:
    - Central Oregon Breeze, POINT, Shuttle from Chemult





# Safety

- Deschutes County TSAP
  - Key Countywide document to help identify crash trends and identify solutions to address those trends
  - Focused on fatal and severe crashes
  - **TSP project list incorporates Priority Improvement locations**



# Funding Priorities

- Current maintenance and operational standards remain in place
- County's existing Road Moratorium remains in place.
- Existing funding levels will remain relatively consistent and no major programs (County, State, Federal, etc.) are implemented to significantly change predicted revenues



# How Will County Use TSP Once Adopted?

- Work with Local, State and Federal Agencies to identify funding for project priorities
- Continued work with partner agencies on prioritizing projects
- Identifying projects for CIP list
- Future public outreach on specific project details when funding is available
- County staff, Planning Commission and Board of County Commissioners can use policies goals and priorities to guide land use and transportation decision-making

# Planning Commission Review

- Planning Commission began a public hearing process on August 10, 2023
- Open record period was extended until August 24, 2023
- Planning Commission deliberations were held on October 12, 2023
- Planning Commission recommendation made on October 12, 2023

# Planning Commission Recommendation

- On October 12, 2023, Planning Commission recommended that the BOCC adopt the TSP including the following amendments:
  1. Removal of the Conceptual Multi-use Pathway Connection between City of Sisters and Black Butte Ranch. (6 Commissioners in favor, 1 Commissioner in opposition)
  2. Changing the Multi-use Pathway Connection between Baker Road and Lava Butte to be located on the west side of Highway 97 rather than the east side. (7 Commissioners unanimously in favor)



# Planning Commission Recommendation

3. Changing the priority status for the 2<sup>nd</sup> Street/Cook Ave sidewalks in Tumalo project (Table 5.5 ID BP-3) from Medium to High. *(6 Commissioners in favor, 1 Commissioner absent)*
4. Changing the priority status for the US 20/Powell Butte Highway Roundabout project (Table 5.4 ID S-9) from Low to High. *(6 Commissioners in favor, 1 Commissioner absent)*
5. Changing the priority status for the US 20/Locust St Roundabout project (Table 5.4 ID S-11) from Low to High and noting that the project, with contributions from Deschutes County, City of Sisters, and ODOT, is funded for construction in 2024. *(6 Commissioners in favor, 1 Commissioner absent)*

# Next Steps in TSP Process

- Board holds public hearing on November 29, 2023
- Board can adopt TSP as presented, as amended, or deny

# Questions?