

4. TRANSPORTATION NEEDS ANALYSIS

4.1 TRANSPORTATION FACILITY DEFICIENCIES

Chapter 2.2 identified the range of existing transportation needs for Deschutes County including the following issues:

- High accident locations
- Pavement condition problem locations
- Roadway width deficiencies
- Transit deficiencies
- County road capacity problems
- State highway capacity problems

The findings from Chapter 2.2, combined with the results of the transportation estimates in Chapter 3, form the basis for establishing the needs of the County transportation system over the next 20 years. These identified needs taken together with the results of the public participation process direct what policies and projects ultimately comprise the draft system plan covered in Chapter 5.

4.2 PUBLIC INVOLVEMENT AND INTERAGENCY COORDINATION

Citizen involvement and interagency coordination is an important component of the Transportation Planning Rule (TPR). A vital step in developing a transportation system plan (TSP) is to identify a public and interagency involvement process that brings citizens, special transportation interest groups, transportation providers, community economic interests, federal, state and local agencies and other jurisdictions into the planning process. Early involvement in the TSP process is important in identifying issues, establishing community understanding and confidence in the process, setting community goals and objectives and developing an appropriate work program.

Deschutes County recognizes the importance of public outreach in the TSP process by creating a public involvement plan to maximize the opportunities the public would have to comment on the TSP and be an integral part of the planning process. Community involvement was achieved through the holding of public meetings and open houses in the community and at the regular meetings of the County Planning Commission. In addition, several project newsletters were produced and mailed to a community mailing list and placed at public buildings throughout the County. The second project newsletter contained a mail-back survey regarding road development standards and maintenance. Several news articles appeared in the Bulletin and other community-based newspapers. The outreach process is identified in Table 4.2.T1.

Interagency coordination was achieved by the formation of a County Transportation Technical Advisory Committee (CTAC), which held scheduled monthly meetings for the duration of the project. Representatives on the CTAC included staff from ODOT, the County, and the cities of Bend, Sisters and Redmond. The following is a chronology of the public outreach effort for the Deschutes County TSP:

- County Transportation Technical Advisory Committee (TTAC) established to review products and guide the project. Comprised of staff from the County, and the cities of Bend, Redmond

and Sisters, the committee meets on a monthly basis for the duration of the project.

- The County Planning Commission is designated as the project's citizen advisory committee, and is kept informed through periodic staff presentations for the duration of the project. This committee plays an important role in guiding the direction of the project and approving the products generated by the TSP process.
- County staff regularly attends meetings of the Bend Urban Area Transportation Committee, the Bend Transportation Technical Advisory Committee, and the County Bicycle Advisory Committee to coordinate the County TSP with the preparation of the Bend TSP.

The following specific activities occurred during the course of the project:

- Project Newsletters were created and distributed to provide updates to the community on the status of the TSP project.
- Community meetings were held to solicit input and present concepts to the general public. Meetings were held in the unincorporated communities of La Pine, Tumalo and Terrebonne.
- The local print media and radio and television stations carried feature stories on the County TSP.
- The second project newsletter contained a mail-back transportation survey that was filled-out and returned by 74 people. The survey questions and the voting results are included in Table 4.2.T.2. Most of the responses were clear cut as to a yes or no answer. If no answer received at least a 50 percent majority of votes, the result was considered even. While the sampling was statistically too small to provide direction, the results provide a sense of what road standards County residents want, and where improvements should be made.

Table 4.2.T1
Deschutes County TSP Public Outreach Chronology

Project	Activity	Date(s)
County Board of Commissioners	Worksession	1. April 14, 1998
	Worksession/Public Hearing	2. April 29, 1998
County Planning Commission (Citizen Advisory Committee)	TSP Status Report	1. January 12, 1995
		2. April 13, 1995
		3. January 25, 1996
		4. June 13, 1996
		5. November 6, 1997
		6. December 3, 1997
	TSP Public Hearing	7. January 22, 1998
		8. February 26, 1998
		9. March 26, 1998
Central Oregon Board of Realtors	TSP Status Report	1. December 15, 1994
Bend Chamber of Commerce Transportation Subcommittee	TSP Status Report	1. March 22, 1995
County Transportation Technical Advisory Committee (TTAC)	Regular Meeting:	
	1. December 8, 1994	14. September 12, 1996
	2. January 12, 1995	15. October 10, 1996
	3. March 30, 1995	16. February 13, 1997
	4. June 8, 1995	17. April 10, 1997
	5. August 10, 1995	18. May 8, 1997
	6. October 26, 1995	19. June 12, 1997
	7. December 14, 1995	20. July 24, 1997
	8. February 8, 1996	21. September 11, 1997
	9. March 14, 1996	22. October 30, 1997
	10. April 11, 1996	23. December 11, 1997
	11. May 9, 1996	24. January 29, 1998
	12. June 13, 1996	25. March 12, 1998
	13. July 11, 1996	
Local Television News Coverage (Z21) and Local Radio Coverage (KBND), (KICE)	Interview with Project Manager	1. April 13, 1995
		2. December 16, 1996
		3. December 4, 1997
		4. January 15, 1998
South County Transportation Advisory Committee	TSP Status Report	1. November 14, 1995
		2. December 12, 1995
		3. July 26, 1996
		4. January 15, 1997
		5. April 16, 1997
Project Newsletter distributed to:	Spring Edition	1. May 5, 1995
City of Bend	Fall Edition	2. December 9, 1996
County Admin. Bldg.		
Central Oregon Board of Realtors		
Central Oregon Builders Association		
County Libraries		
Community Meeting	La Pine	1. June 29, 1995
	Terrebonne	2. May 20, 1996
	Terrebonne	3. August 22, 1996
	Bend	4. December 16, 1996
	North County	5. December 17, 1996
	South County	6. December 18, 1996
	Tumalo	7. March 5, 1997
Transportation Survey	Countywide	1. December 9, 1996

**Table 4.2.T2
TRANSPORTATION SURVEY RESULTS**

Deschutes County should:	Overall Results	Yes	%	No	%	No Opinion	%
1. Just maintain current roads, not pave existing unimproved roads.	No	28	38%	42	57%	4	5%
2. Work towards paving local roads to full local road width standards (28'-36').	Even	35	47%	26	35%	13	18%
3. Pave local roads to a lesser width, as long as they're paved.	Even	33	45%	34	46%	7	9%
4. Consider a range of revised (reduced) residential street widths that are sized for anticipated traffic, rather than using a single standard.	Yes	56	76%	12	16%	6	8%
5. Complete a system of striped bike lanes on all collectors and arterials.	Yes	37	50%	31	42%	6	8%
6. Install sidewalks along at least one side of all rural collectors and arterials in rural communities.	No	26	35%	38	51%	10	14%
7. Just work towards getting sidewalks along the highways in rural communities.	No	26	35%	38	51%	10	14%
8. Not build (or require) sidewalks in any rural area as long as there's enough shoulder area to walk on.	Yes	41	55%	27	36%	6	8%
9. Give the roads with the highest traffic volumes, the highest maintenance priority.	Yes	57	77%	14	19%	3	4%
10. Change road requirements in rural areas to allow narrower paved streets without curbs or sidewalks, with just enough width to satisfy emergency vehicles.	Yes	37	50%	30	41%	7	9%
11. Focus on extending or creating a grid street layout for new subdivisions.	Yes	44	59%	21	28%	9	12%
12. Not promote a grid street pattern, unlimited cul-de-sacs are ok.	No	24	32%	40	54%	10	14%
13. Allow partial width street improvements for new developments.	Even	26	35%	25	34%	23	31%
14. Not allow new developments unless the adjacent streets are improved to full County standard.	Yes	50	68%	16	22%	8	11%

The survey respondents agreed with the following statements, listed in order of highest to lowest majority:

- Give the roads with the highest traffic volumes, the highest maintenance priority. (77%)
- Consider a range of revised (reduced) residential street widths that are sized for anticipated traffic, rather than using a single standard. (76%)

- Not allow new developments unless the adjacent streets are improved to full County standard. (68%)
- Focus on extending or creating a grid street layout for new subdivisions. (59%)
- Not build (or require) sidewalks in any rural area as long as there is enough shoulder area to walk on. (55%)
- Change road requirements in rural areas to allow narrower paved streets without curbs or sidewalks, with just enough width to satisfy emergency vehicles. (50%)
- Complete a system of striped bike lanes on all collectors and arterials. (50%)

TRAFFIC CONGESTION ISSUES

Outside of the urban areas, traffic congestion at intersections may be more of a perceived problem rather than a capacity issue. Over the course of the public involvement process, the following locations were identified as having a congestion problem usually during a peak hour on most days of the year.

- Deschutes Junction (Tumalo Road) at Highway 97 (overpass under construction);
- South Century Drive at Highway 97 (main access to Sunriver);
- Venture Lane at South Century Drive (Sunriver Business Park);
- Cook Avenue / OB Riley Road at Highway 20 (Tumalo);

SAFETY ISSUES

During the course of the public involvement process for this project, as well as other concurrent outreach efforts for the La Pine, Terrebonne and Tumalo projects, several areas were identified that have design, and/or access, or other problems that contribute to an unsafe situation. Several of these areas, identified with “()” have already been addressed with a corrective project or have projects in design or the land use review process.

- Deschutes Junction crossing at Highway 97 (approved project);
- Intersection of Highway 242 and Highway 20/126 in Sisters (approved project);
- Intersection of Highway 20 and Highway 126 at ODOT truck scale in Sisters;
- Intersection of Burgess Road and Highway 97 (completed project);
- Intersection of Cook Avenue/OB Riley Road and Highway 20;
- Intersection of Rosland Road and Wickiup Junction frontage road (under design);
- Excessive speeds on Highway 97 through Wickiup Jct., and lack of a center left turn lane;
- Excessive speeds on Deschutes Market Road;
- Lack of a southbound deceleration lane on Highway 97 at South Century Drive;
- Winter icing on Highway 97 between Bend and La Pine;
- Deer migration corridor across Highway 97 south of Bend;
- Unsafe pedestrian crossing of Highway 97 in Terrebonne and La Pine;
- Insufficient shoulder width for bikes on Baker Road;
- Insufficient shoulder width on OB Riley Road between Tumalo State Park and the top of the grade;
- Need for “escape” routes from rural subdivisions;