



MEMORANDUM

Date: Thursday, July 28, 2022

To: PMT and TCP Active Transportation Advisory Committee

From: Karen Swirsky and Katie Popp, Kittelson & Associates

Subject: Technical Memorandum #2: Initial Concept Plan

INTRODUCTION

Overview

This Initial Concept Plan memorandum summarizes and refines (1) public input from public events and the [online StoryMap](#) and (2) discussions within the Project Management Team and Tumalo Community Plan (TCP) Active Transportation Committee. The public events include the Tumalo Community Plan Open House on Wednesday, May 11th, and the Tumalo Active Transportation Walking Tour on Wednesday, June 8th. Three clear themes for active transportation improvements in Tumalo emerged: (1) Safety and Speed Improvements, (2) Pedestrian Connectivity, and (3) Transit.

Public Outreach

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 preferred pick-up/ drop-off strategy.

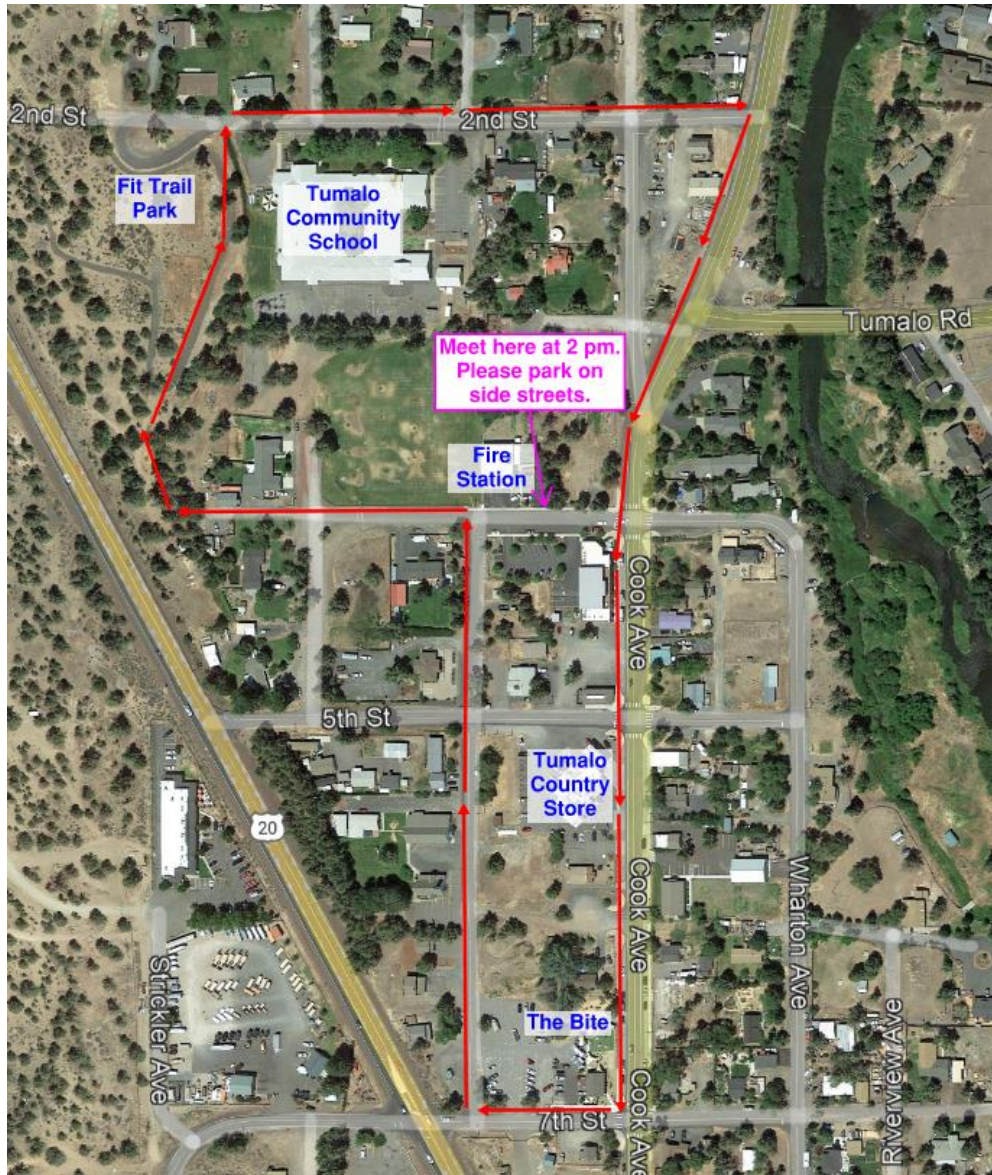


Figure 1: Tumalo Active Transportation Walking Tour Map.

The online StoryMap was open for comments from June 8th to July 13th, 2022. The StoryMap interactive tool allowed users to click a location within the Tumalo boundary and add a comment. Users could also reply to and “Like” other comments in support. Overall, 22 comments and replies were collected. The responses are provided at the end of the memorandum.

CONCEPT #1: 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 45mph 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 25mph 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 ODOT. However, due to the challenges of the intersection as a transition from a business area to rural land use patterns, a more significant treatment at the intersection, such as a roundabout, is warranted to enhance the safety of pedestrians and cyclists as well. A roundabout would also slow speeds of southbound traffic on Cline Falls Hwy.

Kittelsohn & Associates, Inc. will be 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.

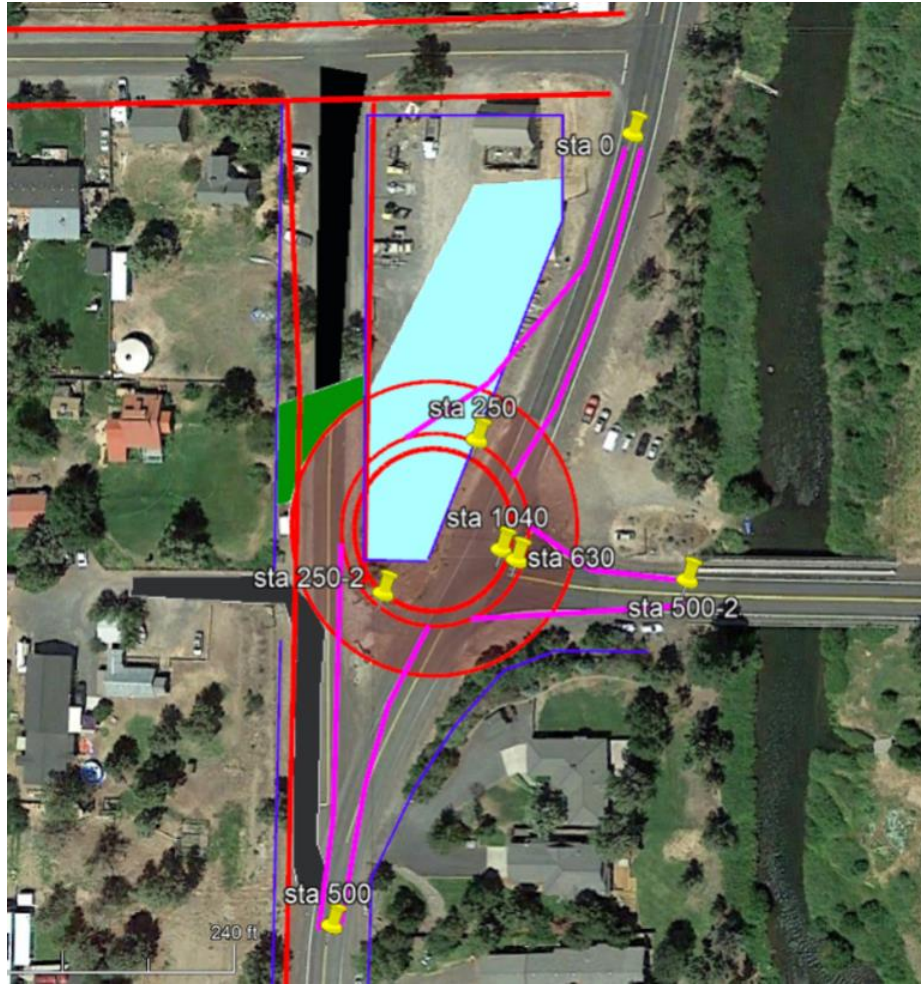


Figure 2. Preliminary potential roundabout concept. Subject to change.

Enhanced Entry Statement

The Cline Falls Hwy 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 also 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. A similar treatment for Tumalo could 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.

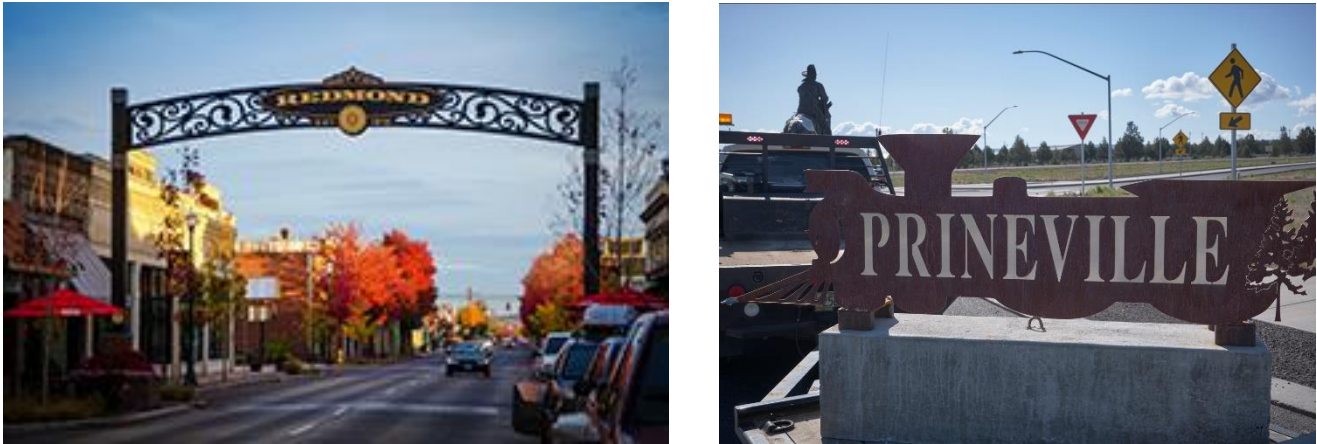


Figure 3: Examples of entry statements signifying a change of setting.

Safety and Speed Improvement Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 4:

- 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
- 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
- Implement variable speed warning signs on Cline Falls Highway and Tumalo Road
- Enhanced Entry statement at Cline Falls Hwy/ Tumalo Road

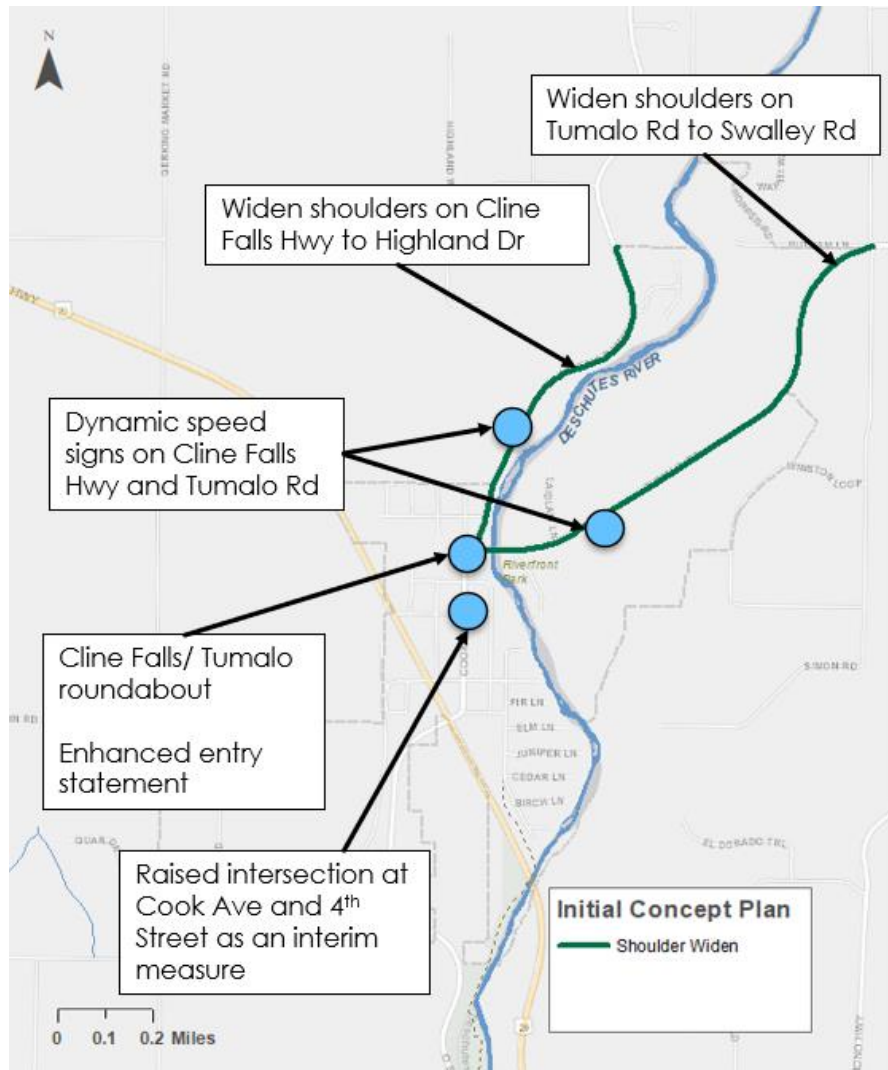


Figure 4. Safety and Speed Improvement Concepts

CONCEPT #2: 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 5: 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. Potential walking loop paths are shown in 5.



Figure 6: Walking loop routes

As shown in Figure 6, 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.

Pedestrian Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 7:

- Sidewalk on both sides of Bruce Avenue. For project prioritization purposes, sidewalk should be prioritized on the east side if funds are limited.
- Sidewalk/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)

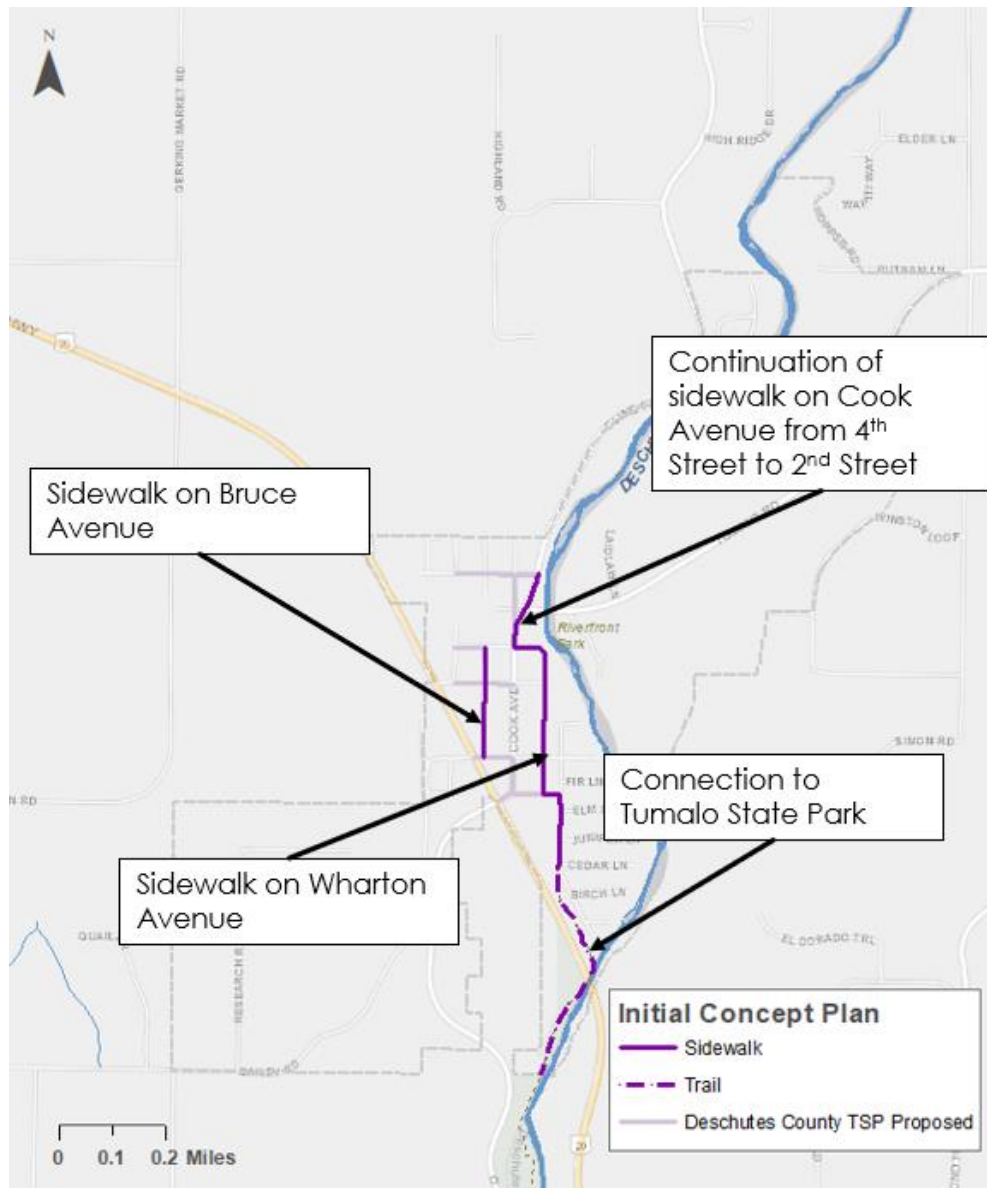


Figure 7. Pedestrian Connectivity Concepts

CONCEPT #3: TRANSIT

CET has identified a stop in Tumalo as a new addition to Route 29 as part of their 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 location that provides access to Tumalo businesses and a connection to the surrounding sidewalk network. 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 8. Ultimately, the location of the stop will be decided by CET.



Figure 8. Transit stop recommended locations

StoryMap Comments Summary

A summary of the StoryMap comments is shown in Table 1. The StoryMap can still be accessed [here](#).

Table 1. The locations of each comment are attached at the end of this memorandum with numbers from the first column of The StoryMap can still be accessed [here](#).

Table 1 corresponding to the numbers showing the locations of comments. The StoryMap can still be [accessed here](#).

Table 1. StoryMap comments summary.

#	Comment	Likes
1	Add sidewalk to Bruce Avenue between 4 th and ultimately 7 th	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?	1

	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)	
4	Where practical, widen shoulders on Tumalo Road between Putnam/Tumalo Road and Cline Falls Hwy/Tumalo Road intersections 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)	1
5	Any safety improvements to this busy intersection would be great. RAB is the best option in my opinion. 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	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. 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.	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. Reply: I agree with this.	2 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. 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.	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