



## TECHNICAL MEMORANDUM #1

**Date:** Tuesday, May 31, 2022

**To:** Project Management Team

**From:** Matt Hastie and Brandon Crawford, APG|MIG

Karen Swirsky, Carrie Theus, and Katie Popp, Kittelson & Associates

**Subject:** Technical Memorandum #1 (TM1): Existing Conditions, Plans, and Policies

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## INTRODUCTION

### Project Background

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This project consists of two parts: (1) Tumalo Community Plan Active Transportation Update and (2) Sisters Country Trails Expansion Outreach. Both parts support the growing active transportation needs of Deschutes County (County) residents. Two project stakeholder committees have been assembled, each of which will help guide active transportation and trails expansion opportunities in each respective study area. The outcomes of the project will also be incorporated into the County's Transportation System Plan (TSP) update.

#### **Tumalo Community Plan Active Transportation**

A number of previous planning efforts are relevant to the Active Transportation update. The Tumalo Health Impact Assessment was completed in 2008; the Tumalo Community Plan was adopted in 2010; and the County's Transportation System Plan was adopted in 2012. Since those planning documents were adopted, Tumalo has seen significant changes as numerous artisan businesses have sprung up featuring handcrafted beverages, organic products, two food cart pods, and a wellness clinic. Tumalo continues to transition from an agricultural hamlet into an active community center.

Other notable changes in Tumalo include a State Scenic Bikeway (Twin Bridges route) which traverses Tumalo's core and development of a connection between Riley Ranch Reserve and Tumalo State Park. Cascades East Transit's recent 2040 Master Plan identifies Tumalo as a future area to serve, given the community's growth. Finally, the northwest boundary of the Bend Metropolitan Planning Organization now extends into Tumalo's core.

An updated active transportation element of the Tumalo Community Plan will support a vibrant, livable community with increased transportation choices.

## Sisters Country Trails Expansion Outreach

In 2019, the Central Oregon Intergovernmental Council (COIC), the City of Sisters, and Deschutes County collaborated on the Sisters Country Vision Action Plan (SCVAP). The area encompassed by the SCVAP is Sisters Country, which is defined geographically as the Sisters School District attendance boundaries.<sup>1</sup> This project implements Livable Strategy 4 (Expanded Trail System) of SCVAP Plan, which identifies four actions needed to meet the community’s desire for expanding the existing trail system. Specifically, this outreach effort focuses on implementation of Action 4.1 (Trails Expansion Outreach), which calls for: “[c]ommunity outreach to gain input for trail connections between Sisters and Sisters Country.” The product will be map of potential new trail connections and amendments to the Deschutes County Transportation Systems Plan (TSP).

The SCVAP (2019) encompasses approximately 10,000 residents within both the City of Sisters, and rural lands outside the city but within the Sisters School District attendance boundaries. Sisters Country has long had active cycling, hiking, and equestrian groups. The SCVAP received extensive community involvement, which identified a desire to identify possible expansions to the trails network. The Project will ensure consistency between the Bicycle and Pedestrian Plan of the County’s TSP and the plans of the United States Forest Service (“USFS”) and Sisters Trails Alliance.

## Memo Purpose/Overview

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The purpose of this memo is to outline, describe, and map existing trails and active transportation conditions for the Tumalo community and Sisters Country. In addition, relevant plans and policies were reviewed and are summarized in this memo, which will help ensure the Project and its recommendations are consistent with federal, state, regional, and local transportation plans and policies and standards. Agency and stakeholder outreach also is being conducted, and initial feedback on trails/active transportation conditions and needs are summarized in this memo. An assessment of both study areas’ existing trails/active transportation network and related plans/policies will help the project team and the Project Stakeholder Committees identify opportunities, challenges, constraints, and gaps in the region’s trails and active transportation system.

## TCP ACTIVE TRANSPORTATION UPDATE




This memo summarizes relevant policy and planning documents associated with active transportation in the Tumalo community, including past and present planned transportation projects such as transit stops, bicycling and walking facilities. See Figure 1 for the analysis area.

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<sup>1</sup> This study focuses on the lands and trails outside of the City of Sisters city limits but within Sisters Country.



Data Source: Deschutes County, Oregon State Parks

-  Tumalo Unincorporated Community Boundary
-  Parks
-  Water

**Figure 1**  
**Tumalo Unincorporated Community Boundary**

## Deschutes County Comprehensive Plan

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### **Chapter 4, Urban Growth Management, Section 4.3 Unincorporated Communities**

Besides the four incorporated cities in Deschutes County, there are a number of unincorporated communities. In 1994 LCDC adopted OAR 660-22 to clarify what uses could be allowed in “unincorporated communities” without violating Statewide Planning Goals 11 and 14 relating to public facilities and urbanization. The rule identifies four different kinds of rural communities: Urban Unincorporated Community (UUC), Rural Community, Resort Community, and Rural Service Center (RSC).

Tumalo was classified as a Rural Community in 1997. Tumalo is a small rural community located approximately three miles northwest of Bend in the center of Deschutes County. Oregon Administrative Rules recognize areas like Tumalo as a “Rural Unincorporated Community.” Oregon defines “Rural Unincorporated Communities” as places located outside of cities that consist mainly of residences, but also have at least two other land uses that provide commercial, industrial, or public uses (including but not limited to schools, churches, and post offices). The amount of residential, commercial, and industrial development can be greater in an unincorporated community than on other rural land, but less than inside an incorporated city such as Redmond or Bend. Urban services such as sewer and water are allowed in a Rural Unincorporated Community, as well as different street designs. The rules for planning and zoning unincorporated communities can be found in the OAR in Chapter 660, Division 22.<sup>2</sup>

### **Chapter 4, Urban Growth Management, Section 4.7, Tumalo Community Plan (Appendix B)**

The County has created a separate Community Plan (TCP) for the Rural Community of Tumalo. The TCP was adopted by Ordinance 2010-027 and is an integral part of the Deschutes County Comprehensive Plan (Appendix B). The TCP has goals and policies provide a guide to decision making for land use planning, capital improvements, and physical development— including active transportation. A number of the objectives of the TCP— such as an underpass of Highway 20 for people walking and bicycling, are planned and will soon be constructed. One of the policies in the TCP states for new sidewalks on community roads to be without curbs and gutters and consistent with the rural character of the community. Public sentiment supports sidewalks in the development core of Tumalo, but not in the residential areas away from Cook Avenue. An update of the TCP has been initiated in 2022.

### **Deschutes County TSP, Section 5.5 Bike and Pedestrian Plan (Appendix C)**

Section 5.5 of the County’s adopted Transportation System Plan (TSP) discusses the types of facilities appropriate for cyclists and walkers in the non-urban areas of the County. The TSP is currently being updated, and it is expected that this section of the Plan will be updated to address the safety and comfort needs of people walking and bicycling in order to increase the use of these modes, particularly in areas of population concentration and mixed uses such as Tumalo.

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<sup>2</sup> <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3072>

## Tumalo Health Impact Assessment

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A Health Impact Assessment on the Tumalo Community Plan was completed in 2010.<sup>3</sup> The purpose of the HIA was two-fold: (1) Evaluate the draft Tumalo Community Plan (TCP) in the context of community health by addressing the health impacts of policies contained within; and (2) Support County Planners in their process of finalizing the TCP by including recommendations that may be incorporated into the final plan. It identified the vulnerable populations of rural residents and school-age children. Categories related to existing local conditions and background data were developed and used to assess health consequences that may be influenced by the HIA's three policy focus areas. These metrics, also known as proximal health impacts, include frequency and quality of physical activity, traffic safety, and rural livability. The following are the principal findings and recommendations that promote positive health outcomes relative to the three HIA focus areas.

- Improving the safety and accessibility of U.S. 20
  - Provide a safe and efficient system for cyclists, equestrians, pedestrians, and motor vehicles to support local economic development, recreational uses, and community health
  - Support a 'complete streets' policy consistent with Table A of Deschutes County Code 17.48
  - Support changes in roadside environment to promote a reduction in traffic speed through tree planting, signage, shoulder treatments or other means
  - Improve crossing conditions across U.S. 20 by providing a grade separated crossing to support safe access to recreation and community services for all users
- Multi-modal trail system and nearby recreation
  - Protect and enhance the rural small-town character of the Tumalo Community, while encouraging accessibility on the provision of services, supporting healthy active lifestyles, and increasing social connections among community members and the surrounding rural community
  - Preserve public access to the river and support infrastructure improvements including formal river access points, public signage, lighting, sanitary facilities, and improved parking conditions
  - Support school district in improving community use of Tumalo Community School facilities through joint-use policies that encourage community education, recreation and enrichment programs for students, parents, and non-parent community members
  - Support the development of a trails and recreation master plan
  - Support and advocate for the expansion of the Bend Metro Park and Recreation District to include the Tumalo area

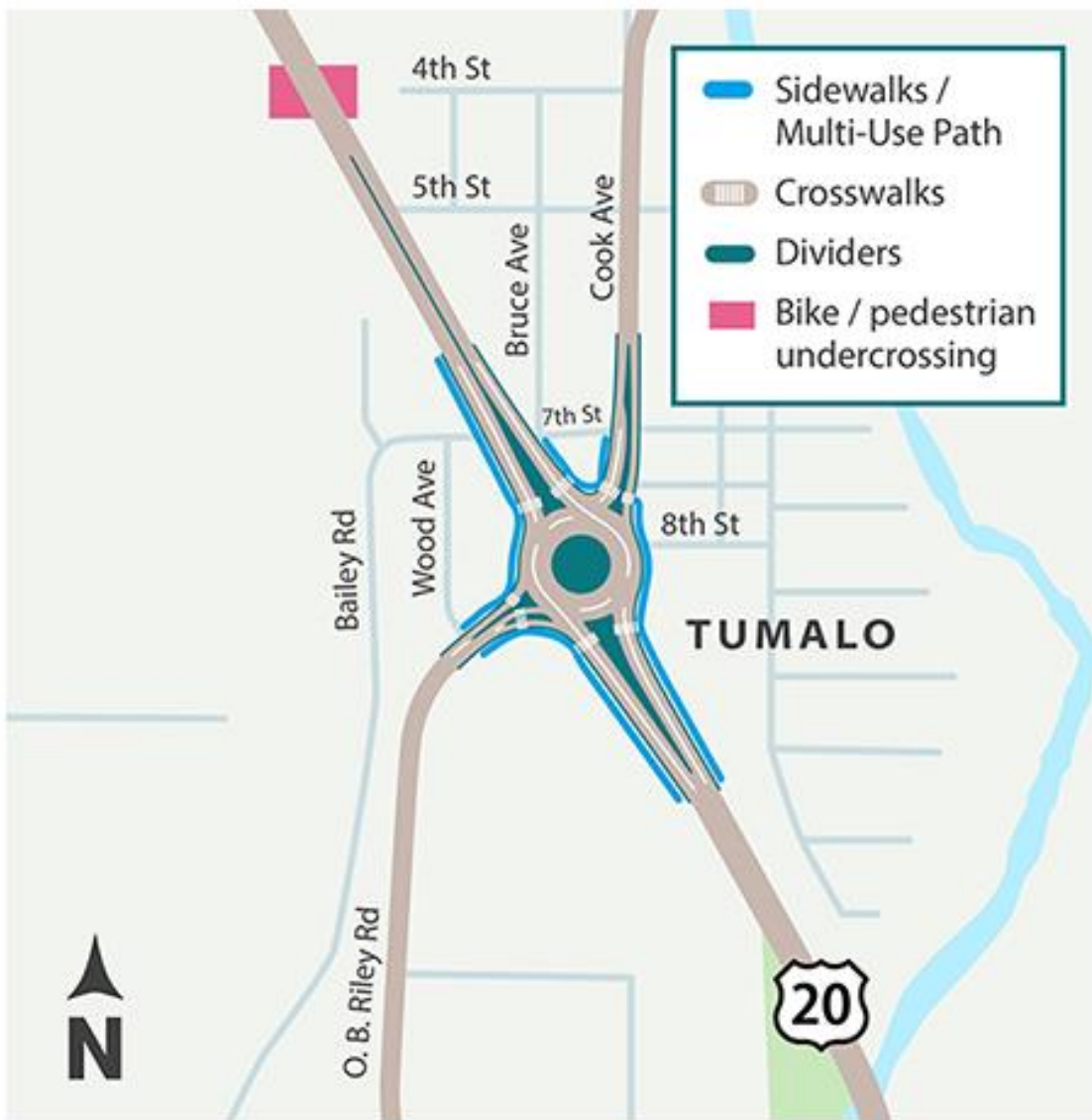
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<sup>3</sup> [https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/TRACKINGASSESSMENT/HEALTHIMPACTASSESSMENT/Documents/Tumalo Plan HIA.pdf](https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/TRACKINGASSESSMENT/HEALTHIMPACTASSESSMENT/Documents/Tumalo%20Plan%20HIA.pdf)

## ODOT U.S. 20/Cook Avenue/O.B. Riley Road Roundabout

As part of the U.S. 20 Tumalo-Cooley Road project, a roundabout will be constructed at U.S. 20/Cook Avenue and a bicycle/pedestrian undercrossing will be installed beneath U.S. 20 at 4th Street in Tumalo. The roundabout will be equipped with flashing beacons and ADA compliant crosswalks and ramps. Figure 2 shows an overview of the plans for the roundabout at the intersection of U.S. 20/OB Riley Road/Cook Avenue. Figure 3 shows the Bike/Pedestrian undercrossing at U.S. 20 and 4th Street in Tumalo. Figure 4 shows the in-progress concept of U.S. 20/Tumalo Multi-Use Path.

Figure 2: Roundabout at U.S. 20/OB Riley Road/Cook Avenue. Web Map: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011>



**Figure 3: Bike/Pedestrian Undercrossing at U.S. 20 and 4th Street in Tumalo. Web Map:**  
<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011>



Figure 4: In-Progress Concept of US20/ Tumalo Multi-Use Path. Source: ODOT.





## CET Master Plan

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The 2040 Cascades East Transit (CET) Transit Master Plan (TMP) outlines a framework for providing transit and related services to Central Oregon for the next 20 years.<sup>4</sup> It will be used by CET to identify new services, further policy discussions, inform how Statewide Transportation Improvement Funds (STIF) transit funds are spent, and monitor future funding needs and opportunities. There is currently no transit stop in Tumalo. The TMP proposes a modification to Route 29 for service between Sisters and Bend to provide a stop at Tumalo. CET anticipates placing a transit stop in Tumalo once the U.S. 20/OB Riley Road/Cook Avenue roundabout is complete as the roundabout will make circulation through Tumalo easier and safer. CET does not currently have a specific location in mind, except that they would like to avoid the section of Cook Avenue where The Bite, a food cart pod, is located. The on-street parking near The Bite is heavily used, and CET would like to minimize conflicts. The CET bus will enter Tumalo on Cook Avenue but could stop on Cook Avenue north of The Bite, Bruce Avenue, 4<sup>th</sup> Street, or 5<sup>th</sup> Street. Currently, Route 29 runs at 6:40-7:00 am, 3:45-4:15 pm, and 5:10-5:40 pm. Ridership is extremely low on this route. Addition of stops should be monitored for each route to ensure compliance with the FTA 'commuter bus' designation due to the requirement to provide complementary ADA paratransit for a traditional fixed-route bus. CET would be willing to share a bus pull out with Tumalo School and is interested in discussing the idea of a mini-mobility hub possibly on 4<sup>th</sup> Street with stationary repair equipment.

## Tumalo to Tumalo State Park Connecting Trail

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In October 2011, Deschutes County sent a Letter of Intent to Oregon State Parks and Recreation Department (OPRD), describing its intent to apply for grant funding to construct a portion of the Tumalo Trail. As shown in Figure 5, the roughly 0.5-mile segment would be a 10-foot-wide paved path underneath U.S. 20 on the west bank of the Deschutes River between Riverview Avenue and O.B. Riley Road, providing a safe crossing of the highway to ultimately connect to Tumalo State Park. The trail would continue south along the west side of the river for approximately another 0.6 miles as an aggregate and boardwalk trail to connect to the existing natural trail at Tumalo Reservoir Road (Tumalo State Park Campground/Day Use Area). A review of the grant request from the State Historic Preservation Office (SHPO) revealed two reported cultural resource sites along Tumalo Creek. SHPO records triggered a requirement for a cultural resources survey to confirm the records, and possible mitigation of resources if needed. Because of the costs that the SHPO determination added to the project, the County decided to drop the project in 2012. In 2013, OPRD offered limited additional resources to the County to resurrect the project; however, the County determined that the resources would not be adequate to construct the paved portion within SHPO's parameters and returned the grant. The County Transportation System Plan (TSP), however, retains language supporting the Tumalo Trail. The planned multiuse path undercrossing at U.S. 20 and 4<sup>th</sup> Street in

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<sup>4</sup> [https://cascadeseasttransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan\\_Final\\_Adopted\\_September-2020.pdf](https://cascadeseasttransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan_Final_Adopted_September-2020.pdf)

Tumalo will provide some of the highway crossing benefits of the Tumalo Trail, but there still exists a need for the Tumalo Trail.

Figure 5: Conceptual Alignment for Tumalo to Tumalo State Park Trail Connection (2012). Source: Deschutes County.

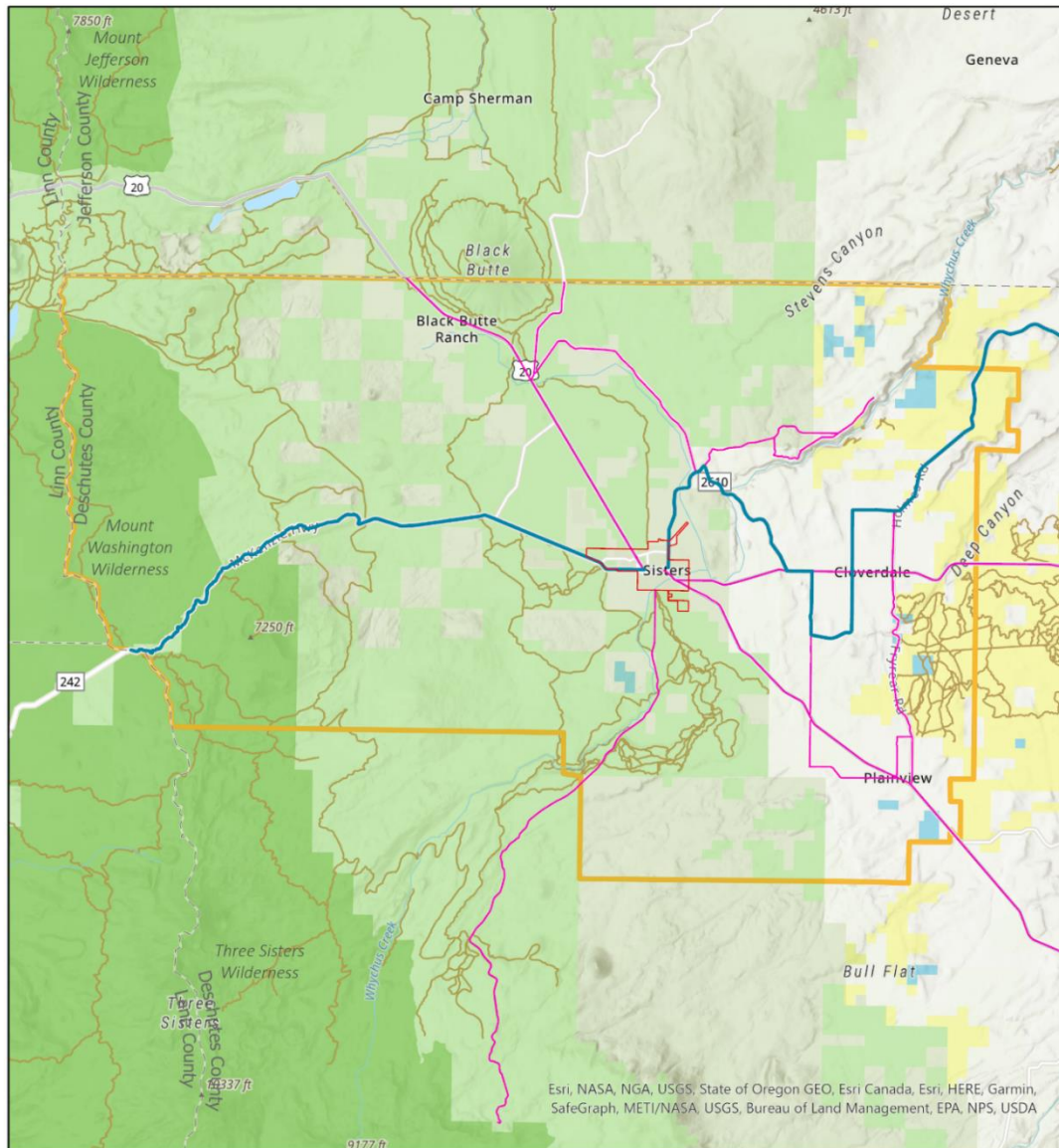


# SCVAP TRAILS EXPANSION

This section summarizes relevant policy and planning documents associated with trails in the Sisters Country area. It also summarizes the location of existing trails in the area based on readily available information from Deschutes County, the US Forest Service, and the Sisters Trails Alliance. Information about trails identified in the Deschutes County GIS system is shown in Figure 6.

**Figure 6: Trails and Bikeways in Sisters Country. Web Map:**

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=ff3ce41f917b4ac2a5d2484f6b87e7da>



## Sisters Country Trail System



Data Sources:  
 Deschutes County  
 USGS Trails Explorer  
 Oregon Spatial Data Library



## Deschutes County Comprehensive Plan (2012)

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*Chapter 3, Rural Growth Management, Section 3.7, Appendix C, Deschutes County TSP, Section 5.5 Bike and Pedestrian Plan.*

The Bikeway and Pedestrian Plan of the Deschutes County TSP (TSP Section 5.5) implements the bike/ped element of the County Comprehensive Plan (Section 3.7, Appendix C). This plan summarizes the County's existing bicycle and pedestrian system, and specifically notes the following facilities and establishes bikeway and pedestrian goals and policies for the County. Several goals and policies apply to the County trail system, including:

- **TSP Goal 15.5** – Work with BPAC to identify a system of off-road paved and non-paved shared-use paths to be included in the County transportation system
- **TSP Policy 15.3.b** – Plan for bicycle access between the County's urban and rural areas
- **TSP Policy 15.3.c** – Develop a bikeway system, to be updated semi-annually and including a map for the public that describes the opportunities for bicycling in Deschutes County
- **TSP Policy 15.3.h** – Make potential use, safety, and cost of bikeway construction, the primary considerations when designing specific bikeways
- **TSP Policy 15.3.i** – Emphasize the designation of on-road bikeways, where conditions warrant due to safety reasons and the cost of construction and maintenance of separate bike paths
- **TSP Policy 15.3.j** – Expend resources for the maintenance of existing bikeways and to keep pace with the development of new bikeways
- **TSP Policy 15.3.m** – Work with affected jurisdictions to acquire, develop, connect, and maintain a series of trails along the Deschutes River, Tumalo Creek, and the major irrigation canals so that these features can be retained as community assets
- **TSP Policy 15.3.n** – Adopt standards for trail system rights-of-way and trail improvements that are based on the type of planned trail use and reflect the standards of the most recent version of the *Oregon Bicycle and Pedestrian Plan*
- **TSP Policy 15.3.o** – Pursue grant opportunities to plan or construct the Tumalo Trail between Tumalo State Park and the unincorporated community of Tumalo
- **TSP Policy 15.3.p** – Work cooperatively with City parks and recreation districts to support grant applications to build or maintain trails in the rural County whether on public or private lands
- **TSP Policy 15.3.q** – Support the implementation of the Three Sisters Scenic Bikeway plan
- **TSP Policy 15.4** – New public and private land developments in Deschutes County shall accommodate and tie into the bicycle system and shall provide their residents and employees with appropriate bicycle facilities.
- **TSP Policy 15.8** – Developers in Deschutes County shall be encouraged to design paths that connect to the countywide bikeway system and that provide the most direct route for commuters. In some cases, it may be appropriate to relax a requirement, such as for a sidewalk on one side of a residential street, in favor of a comparable and relatively parallel bike path within the development.

However, the developer’s provision of a bike path shall not change the on-road bikeway requirement for arterials and collectors.

- **TSP Policy 15.9** – Deschutes County shall facilitate the development of mountain bike routes and the creation of paved off-road shared-use paths. The County shall work with its public agency and non-profit partners and the County Bicycle and Pedestrian Advisory Committee (BPAC) to identify such routes and incorporate them into its transportation system where appropriate. Particular attention shall be given to obtaining and keeping rights-of-way for uninterrupted routes linking various residential, commercial, resort, and park areas within the County. Linear corridors such as rivers, irrigation canals, ridges and abandoned roadway and rail lines shall receive special attention. Proposed developments may be required to provide such identified trail and path rights-of-way as part of their transportation scheme in order to maintain the integrity and continuity of the Countywide system.
- **TSP Policy 15.10** – The County shall work with local agencies, jurisdictions, and affected property owners to acquire, develop, address trail-connectivity issues and maintain only those sections of trail that are located outside of UGBs that are consistent with the County’s TSP, but are part of a trail plan or map that has been adopted by the local jurisdiction and/or the County. Staff will work with local, state, federal agencies, and BPAC to determine the priority for trails that connect urban and rural areas.
- **TSP Policy 15.11** – Off-road paved shared-use paths shall be constructed in accordance with the guidelines set forth in the most current edition of the *Oregon Bicycle and Pedestrian Plan*.

In addition to these goals and policies, the Plan offers support for potential grant applications by third parties to build and maintain trails, specifically noting the following that are in Sisters Country:

- Bend to Sisters along the old Brooks-Scanlon logging road
- South Deschutes County to Bend, with connections to Sisters, Redmond, and Smith Rock State Park

The Plan also suggests the following are suited for off-road paths:

- Along irrigation district maintenance “ditch rider” roads adjacent to irrigation canals<sup>5</sup>
- Major utility easements
- Short connector routes between adjoining subdivisions, and between subdivisions and adjoining commercial areas, schools, parks, public lands, and between rural and urban trail systems
- Abandoned roadways and rail lines
- Additional bicycle paths within destination resorts and new recreational communities now in the planning stage

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<sup>5</sup> Ditch rider roads are typically constructed adjacent to irrigation canals as access for the irrigation district to maintain the canals. Ditch rider roads are attractive for walking and bicycling because they tend to be linear and relatively flat. However, the actual ownership of ditch rider roads can make public access problematic. Many are constructed as easements over individual properties; therefore, permission for public access must be granted by every landowner. Even when the ditch rider road is owned outright by the irrigation district, concerns about safety and liability can result in reluctance to grant open public easement. The project team is coordinating with irrigation districts in Sisters Country to further assess these issues.

- Heavily used and impacted forest trails that could benefit from the additional armoring that a widened pavement surface provides

## Sisters Country Vision Action Plan (2019)

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The SCVAP is a near-term, targeted plan intended to engage the City and implement the long-term vision for the future of Sisters Country, which was developed during the Sisters Country Vision process. The Sisters Vision Implementation Team continues to identify, refine, and identify strategies for implementing the vision as a whole and actions identified during the process. The “Livable Sisters” focus area in the Action Plan includes Strategy 4 – Expanded Trail System. The Strategy calls for the City to support the Sisters Trails Alliance and U.S. Forest Service in expanding and integrating the trails network throughout Sisters Country. The Strategy identifies the following “Actions”:

- Action 4.1 – Trail Expansion Outreach
- Action 4.2 – Trail Expansion Funding
- Action 4.3 – Regional Trails System
- Action 4.4 – Separated Bike and Equestrian Trails on Sisters Tie Trail

This project implements **Action 4.1 – Trail Expansion Outreach**.

## USFS Deschutes National Forest Plans

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As shown previously in Figure 6, a significant portion of the Sisters Country and the region’s trail system and bikeways are located in the Deschutes National Forest. The Deschutes National Forest only has a single plan– The Deschutes National Forest Land Resource Management Plan (1989).<sup>6</sup> This Plan establishes goals, standards, and guidelines for trail system management in the Deschutes National Forest. As stated in the Plan, the primary goal for the National Forest’s trail system is “[to] provide trails of all difficulty levels, trails in visually appealing settings, and trails for those modes of travel appropriate for the Forest in both summer and/or winter.” The Plan sets standards and guidelines for general trail use and maintenance, summer trails, winter trails, off-highway vehicle (OHVs), and specially designated trails, and Pacific Crest National Scenic Trail Non-Wilderness Segments (Forest Plan 4-32 to 4-34, TR 1-36). The Plan also identifies areas where protection of natural resources, including plants and wildlife is a higher priority, and development of trails and associated recreation are lower priorities and/or should be avoided or mitigated.

Construction of any new trails within USFS or BLM lands would necessitate compliance with the National Environmental Protection Act (NEPA), which requires studies to ensure that undue impacts to the environment would not result from construction or use of the new trail. Typical topics that need to be examined include wildlife use, plant life, historic or cultural resources, and erosion impacts to watersheds.

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<sup>6</sup> [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/stelprdb5347268.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5347268.pdf)

In Oregon, construction of new trails<sup>7</sup> on lands zoned for Forest or Farm Use require a conditional land use review from the local agency– in this case, Deschutes County.

## Deschutes National Forest Alternative Transportation Study

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The Deschutes National Forest Alternative Transportation Study examines non-motorized alternative transportation options to access popular recreation destinations in the Deschutes National Forest. The Study profiles several high-use transportation corridors, including the US 20 Corridor that connects Bend, Tumalo, Sisters, Black Butte Trailhead, and several other destinations.

The Study identifies the following popular trails and bikeways in the US 20 Corridor, which are also in Sisters Country:

- Metolius River Trail
- Suttle Lake Trail
- Metolius Windigo Trail
- Black Butte Trails
- Peterson Ridge Trail System
- Sisters to Smith Rock Scenic Bikeway
- Metolius River Loops Bikeway

The Study finds that the US 20 Corridor generally lacks connectivity and access along its entire length. In response, the Study provides the following recommendations/objectives:

- Support alternative transportation systems to manage visitation along the corridor between Bend and Sisters and promote active transportation among gateway communities along this section of the Corridor
- Improve/promote access for all visitors between the Sisters and Black Butte sections of the Corridor

Specific opportunities to help advance the trails and active transportation objectives are described in Table 1 and shown in Figure 7.

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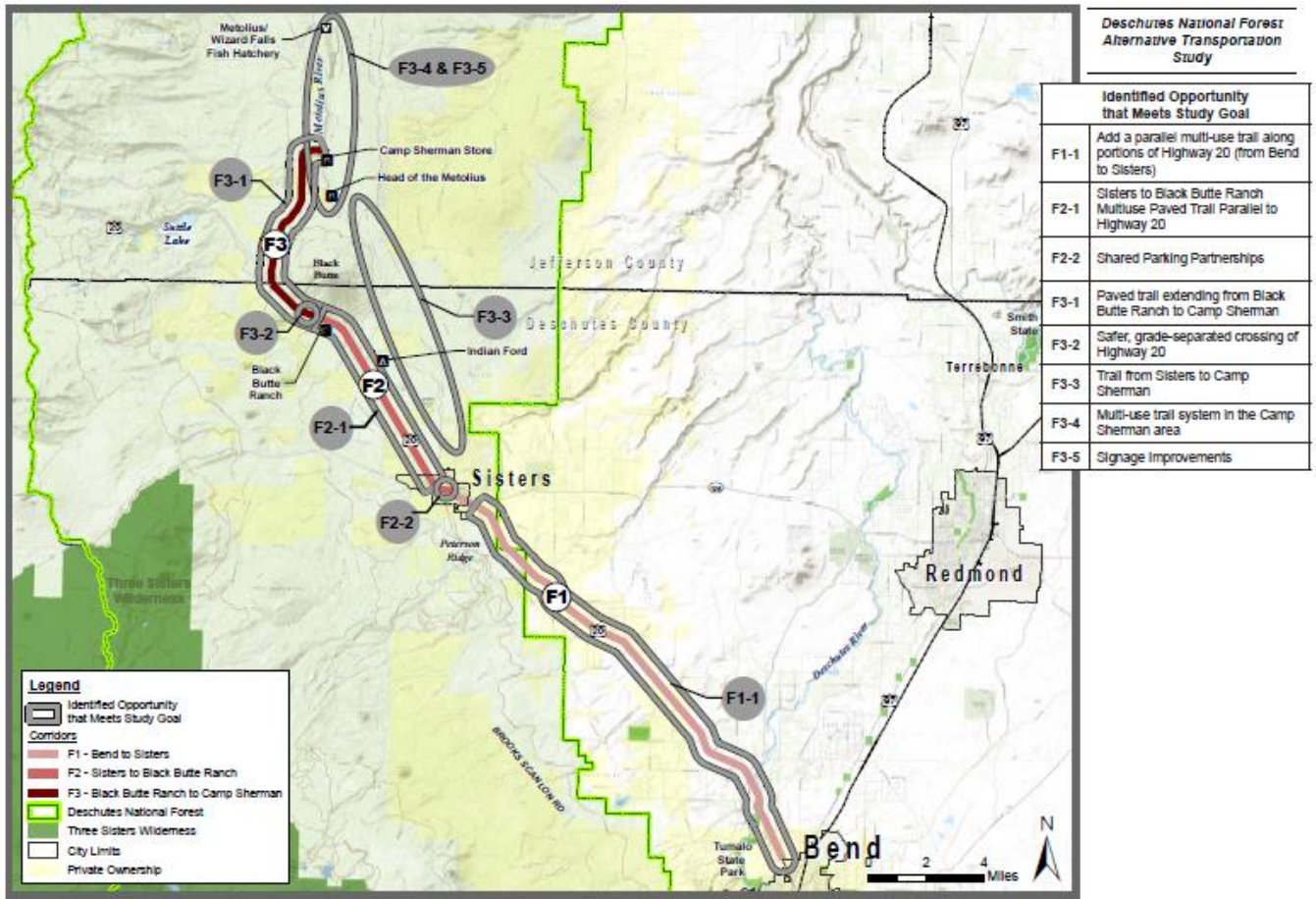
<sup>7</sup> Guide to trails in EFU and forest zones | <https://digital.osl.state.or.us/islandora/object/osl%3A4078>

Table 1: Corridor F: Bend to Sisters, Back Butte, and Camp Sherman- Potential Opportunities and Consistency with Study Goal and Objectives. Source: Deschutes National Forest Alternative Transportation Study.

Opportunity	Goal and Priority Objective Assessment
<b>Sub-corridor F1-1: US 20 – Bend to Sisters</b>	
<p><b>F1-1: Add a parallel multi-use trail along portions of US 20 (from Bend to Sisters).</b> Existing county roads could provide bike connections parallel to US 20, but the multi-use trail would fill in where there are gaps.</p>	<p>This opportunity would support alternative transportation between two gateway communities to the DNF, thus lessening impacts on surrounding resources and improving safety by providing a designated path for non-motorized transportation. Therefore, this opportunity meets the goal of the Study and the priority objective for the corridor. However, because of limited USFS jurisdiction in this corridor segment, this opportunity would require another agency to lead the effort.</p>
<b>Sub-corridor F-2: US 20 – Sisters to Black Butte</b>	
<p><b>F2-1: Sisters to Black Butte Ranch Multiuse Paved Trail Parallel to Highway 20.</b> This opportunity would create a paved multi-use trail between Sisters and Black Butte Ranch on the west side of US 20.</p>	<p>This opportunity would support access to the DNF by providing connections to the DNF and increasing recreational opportunities for users of different skill levels, meeting both the goal of the Study and the priority objective for the corridor. This opportunity would also divert cyclists off of US 20. This approach would require multi-agency and stakeholder cooperation. If the project is in ODOT right-of-way, ODOT would need to be a partner.</p>
<b>Sub-corridor F3: US 20 – Black Butte to Camp Sherman</b>	
<p><b>F3-1: Paved trail extending from Black Butte Ranch to Camp Sherman.</b></p> <p><b>F3-3: Trail from Sisters to Camp Sherman (parallel to US 20).</b> Would create a paved multi-use trail between Sisters and Camp Sherman on the east side of Black Butte.</p>	<p>This opportunity would provide a paved connection from Black Butte Ranch to a major destination for bicyclists (Camp Sherman). This corridor segment has multiple land allocations such as Wild and Scenic River, Late Successional Reserve, Critical Habitat to be considered. This opportunity would support access to the DNF by providing connections to the DNF and increasing recreational opportunities for users of different skill levels. This approach would require multi-agency and stakeholder cooperation, and coordination with existing planning documents. This corridor segment has multiple land allocations such as Wild and Scenic River, Late Successional Reserve, Critical Habitat to be considered, making implementation of projects more difficult and complex.</p>



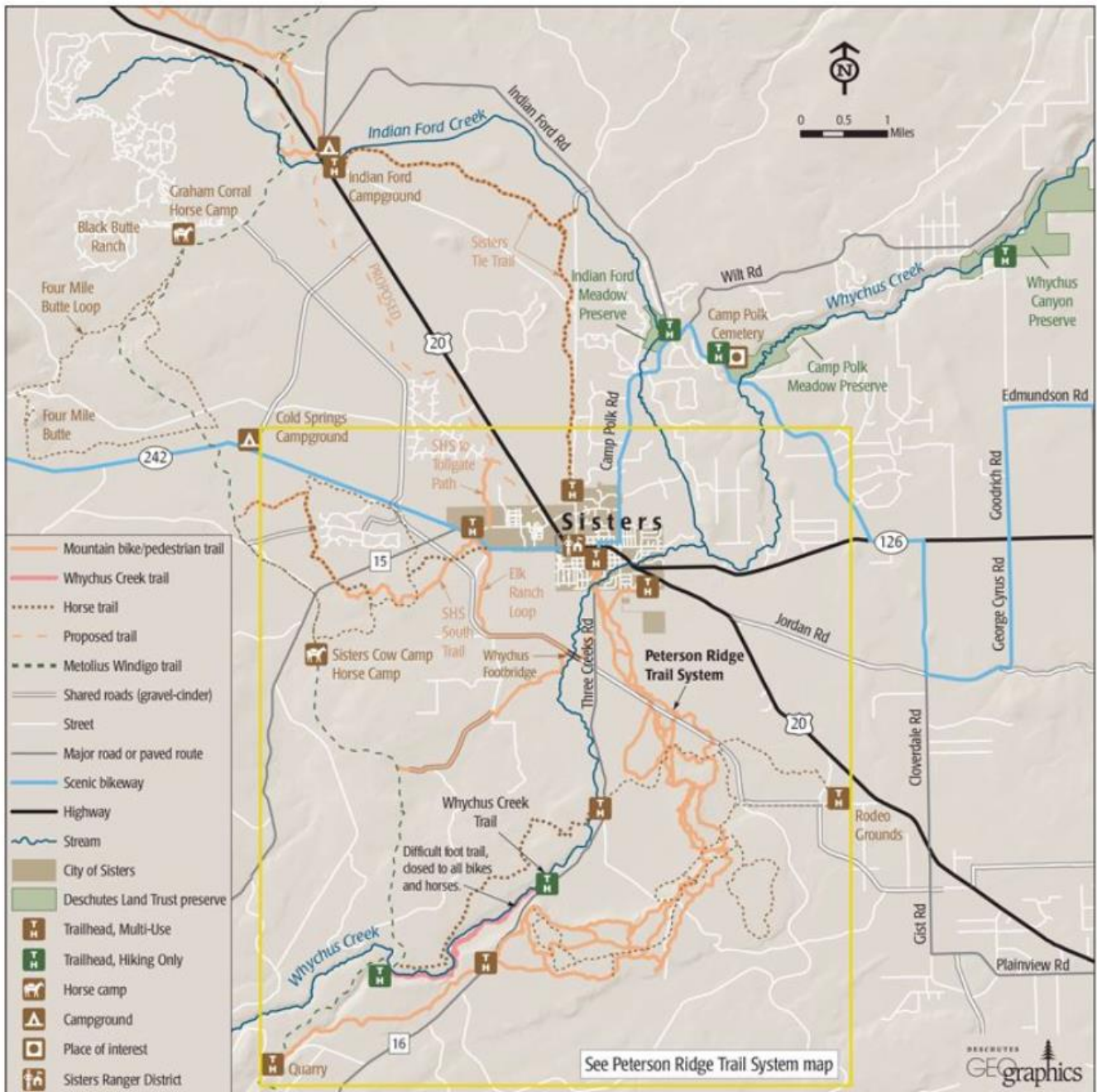
Figure 7: Corridors F1, F2, F3 (Hwy 20 to Sisters, Black Butte Ranch, and Camp Sherman). Source: Deschutes National Forest Alternative Transportation Study.



## Sisters Trail Alliance

Sisters Trail Alliance (STA) is a non-profit organization focused on creating and maintaining the trails system in the Sisters area. STA is largely volunteer-run and hosts various trails events and work parties. The organization also offers trail descriptions, trail directions and guidance, trail maps in the region, and other information for trail users. Figure 8 from the STA website shows the various trails and trail types in the area, and the link below is to a more detailed regional trails map.

Figure 8: STA Trails Map. Source: STA Website, <https://www.sisterstrails.org/page-18133>



## OAR 660-034 State and Local Park Planning

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Oregon Administrative Rules (OAR) 660-034 establishes policies and procedures for planning state and local parks. Some of these rules allow park uses, such as trails, on agricultural and forest lands. Specifically, OAR 660-034-0035 establishes rules for park use on agricultural and forest land, and OAR 660-034-0040 clarifies that local governments may allow park uses on agricultural and forest lands. The following excerpts from the OARs applies to trails on agricultural and forest land:

### **OAR 660-034-0035 Park Uses on Agricultural and Forest Land**

*(1) All uses allowed under Statewide Planning Goal 3 are allowed on agricultural land within a state park, and all uses allowed under Statewide Planning Goal 4 are allowed on forest land within a state park, provided such uses are also allowed under OAR chapter 736, division 18 and all other applicable laws, goals, and rules. Local governments may allow state parks and park uses as provided in OAR chapter 660, division 33, and ORS 215.213 or 215.283 on agricultural lands, or as provided in OAR 660-006-0025(4) on forest lands, regardless of whether such uses are provided for in a state park master plan.*

*(2) The park uses listed in subsection (a) through (i) of this section are allowed in a state park subject to the requirements of this division, OAR chapter 736, division 18, and other applicable laws. Although some of the uses listed in these subsections are generally not allowed on agricultural lands or forest lands without exceptions to Statewide Planning Goals 3 or 4, a local government is not required to adopt such exceptions in order to allow these uses on agricultural or forest land within a state park provided the uses, alone or in combination, meet all other applicable requirements of statewide goals and are authorized in a state park master plan adopted by OPRD, including a state park master plan adopted by OPRD prior to July 15, 1998:*

*[...]*

*(c) Recreational trails: walking, hiking, biking, horse, or motorized off-road vehicle trails; trail staging areas;*

### **OAR 660-034-0040 Planning for Local Parks**

*(1) Local park providers may prepare local park master plans, and local governments may amend acknowledged comprehensive plans and zoning ordinances pursuant to the requirements and procedures of ORS 197.610 to 197.625 in order to implement such local park plans. **Local governments are not required to adopt a local park master plan in order to approve a land use decision allowing parks or park uses on agricultural lands under provisions of ORS 215.213 or 215.283 or on forestlands under provisions of OAR 660-006-0025(4), as further addressed in sections (3) and (4) of this rule.** If a local government decides to adopt a local park plan as part of the local comprehensive plan, the adoption shall include:*

*[...]*

*(3) All uses allowed under Statewide Planning Goal 3 are allowed on agricultural land within a local park and all uses allowed under Statewide Planning Goal 4 are allowed on forest land within a local park, in accordance with applicable laws, statewide goals, and rules.*

*(4) Although some of the uses listed in OAR 660-034-0035(2)(a) to (g) are not allowed on agricultural or forest land without an exception to Goal 3 or Goal 4, a local government is not required to take an exception to Goals 3 or 4 to allow such uses on land within a local park provided such uses, alone or in combination, meet all other statewide goals and are described and authorized in a local park master plan that:*

*(a) Is adopted as part of the local comprehensive plan in conformance with Section (1) of this rule and consistent with all statewide goals;*

*(b) Is prepared and adopted applying criteria comparable to those required for uses in state parks under OAR chapter 736, division 18; and*

*(c) Includes findings demonstrating compliance with ORS 215.296 for all uses and activities proposed on or adjacent to land zoned for farm or forest use.*

## Lazy Z Ranch Master Plan

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The Lazy Z Ranch Master Plan is currently being considered for adoption by the City of Sisters. This plan includes options and recommendations for expanding the City's treated wastewater disposal capacity (i.e., irrigation and water recycling/reuse options). Alternatives in this plan include incorporating new trails and connections to existing trails along irrigation routes, which is intended to enhance community interaction and provide recreational opportunities with the irrigation system in the area. Specifically, the plan proposes a trail network to accompany wetland and forested pond areas that are integrated with the irrigation network and trail access through the Wheel Line and Pivot irrigation areas. These alternatives also propose future trail connections to the Peterson Ridge trail network. Figure 9 and Figure 10 below lay out concepts for the trail network and irrigation network location and design.

Figure 9: Lazy Z Ranch Trails/Irrigation Concept 1. Source: City of Sisters.

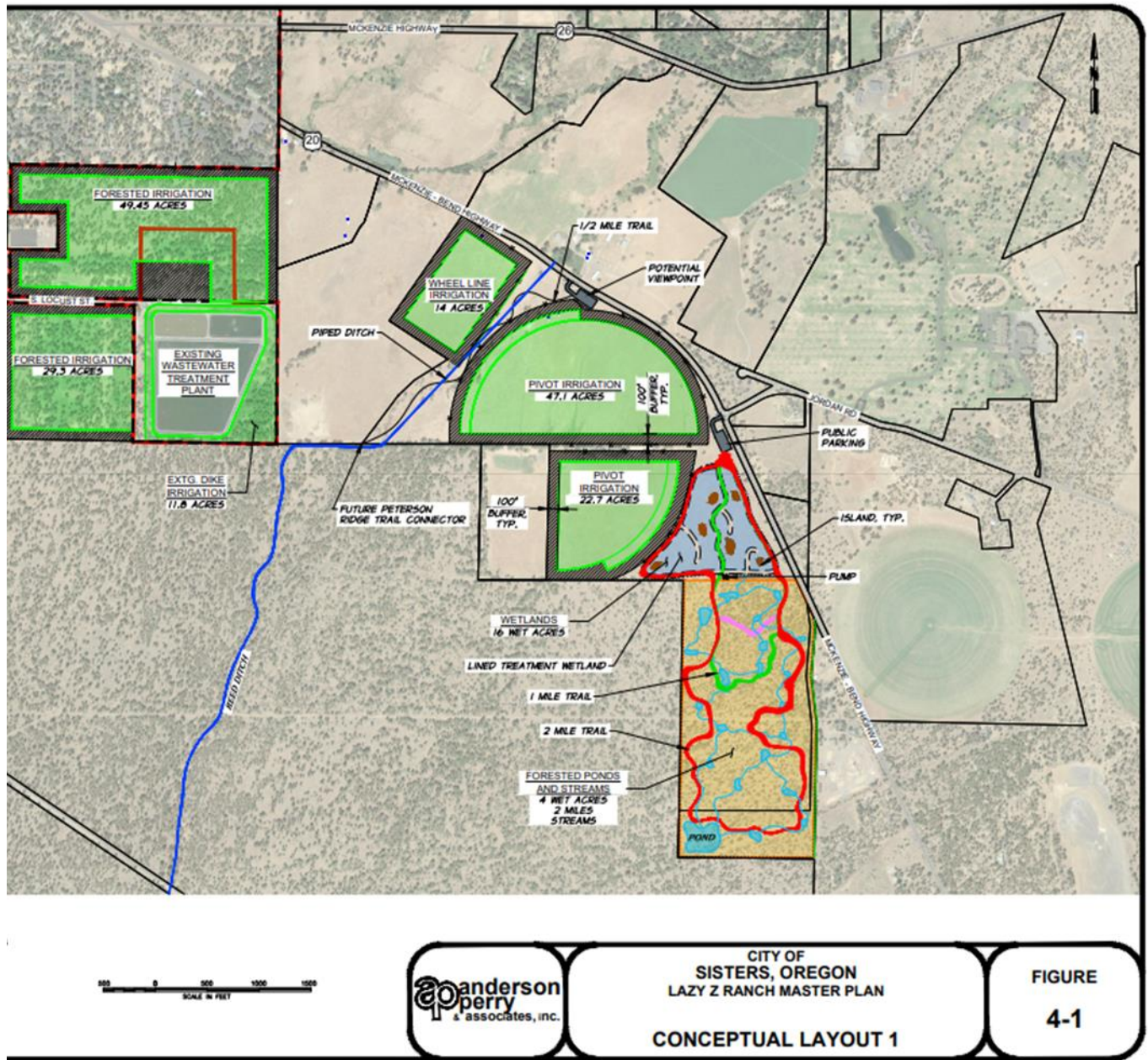
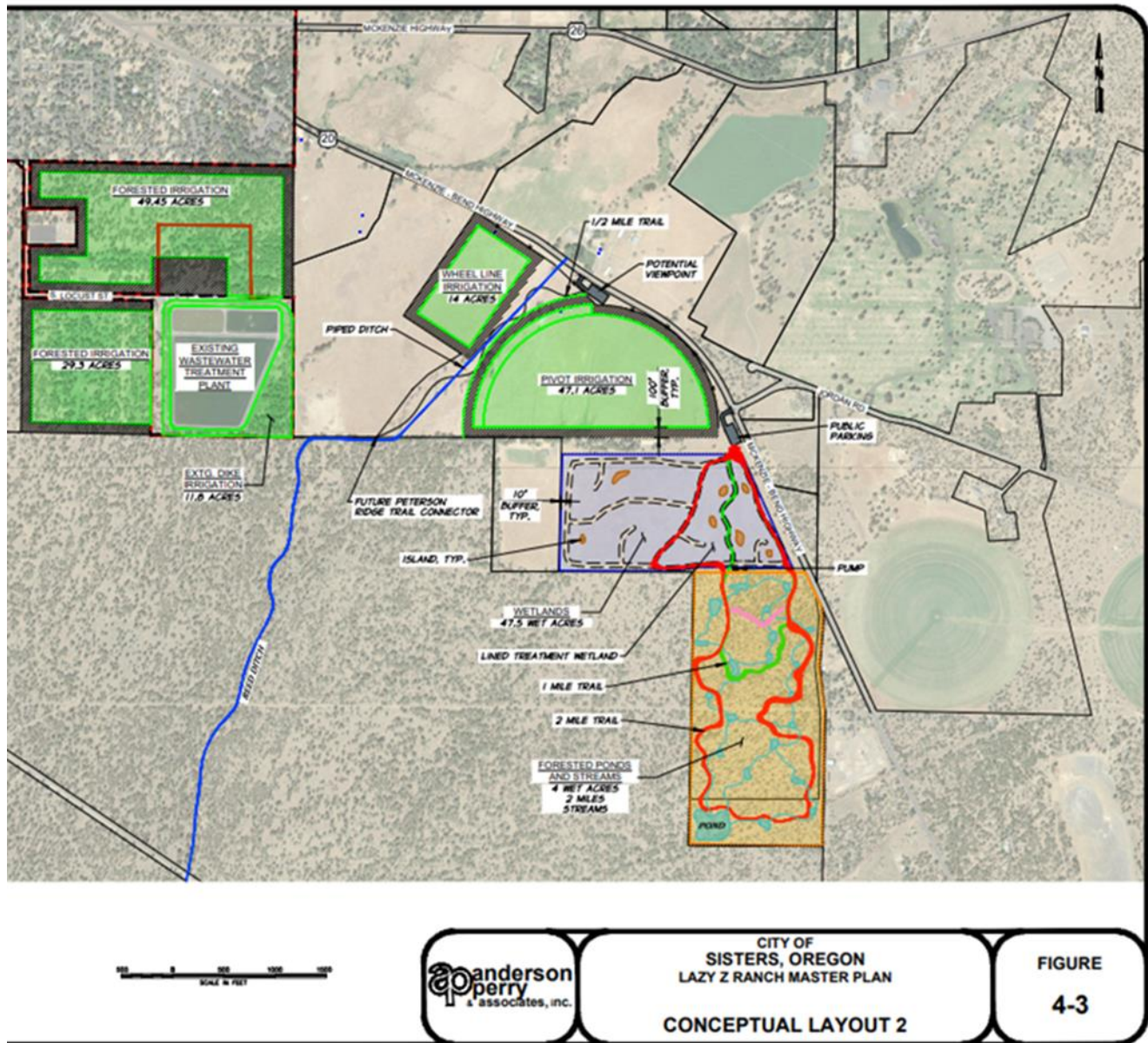


Figure 10: Lazy Z Ranch Trails/Irrigation Concept 2. Source: City of Sisters.



## Sisters Parks Master Plan (2016 – Update Pending)

The City of Sisters Parks Master Plan guides the development of the community’s parks system. The Plan was most recently updated in 2016, and it is currently undergoing another round of updates. The Plan provides an inventory of existing parks, identifies current and future park needs, establishes goals and objectives for the parks system, and includes a capital improvement plan and funding strategies for acquisition and improvements.

Section 5.3 of the Plan establishes several goals and objectives related to the community and regional trail system, including the following:

- Objective 1.3 – Develop a wayfinding system to help users locate facilities.
- Objective 2.3 – Develop strategies to address system and service gaps.
- Objective 3.1 – Update existing facilities to improve accessibility and, as appropriate, ensure new facilities are accessible.
- Objective 6.2 – Construct pedestrian and bicycle paths and trails to promote connectivity between parks.

Section 6.5 – Trail Development – describes the community’s support for additional trails and pathways in the City and includes the following recommendation:

**Recommendation TD-1:** *The City should ensure that all future developments include nonmotorized access for residents to neighborhood parks, trails, and other recreational public lands outside the UGB. All future developments, transportation plans, trail plans, park plans, and city improvement projects should be reviewed with non-motorized connectivity as an important goal.*

The Plan also includes a targeted recommendation for creek access and trail development in accordance with the Whychus Creek Restoration and Management plan (2009). Two trails/linear parks projects are identified with estimated funding costs in Table 7-8 of the Implementation section of the plan:

**Table 7-8. Linear Park/Trails Development**

TRAIL/LINEAR FACILITY		
PROJECT	TOTAL COST	SCHEDULE
Site L-1 - Undeveloped R/W: St. Helens Ave/Cedar St.	\$ 45,000	Priority III
Site L-2 - Undeveloped R/W: Oak St between Pine and Ash St.	\$ 45,000	Priority III
<b>TOTAL</b>	<b>\$ 90,000</b>	

Source: City of Sisters.

The project team will work with the City and other partners to ensure that any trails-related Parks Master Plan updates are coordinated with trails expansion/connection opportunities identified for Sisters Country.

## Maps and Data Sources

- Adventure Cycling: <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/interactive-network-map/>
- Cascades East Transit (CET) 2040 Transit Development Plan: [https://cascadeseasttransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan\\_Final\\_Adopted\\_September-2020.pdf](https://cascadeseasttransit.com/wp-content/uploads/2020/10/CET-2040-Transit-Master-Plan_Final_Adopted_September-2020.pdf)
- Deschutes County Bikeways: <https://maps.deschutes.org/custom/basic/bikeways.html>
- Deschutes County Data Downloads: <https://data.deschutes.org/>
- Forest Service Trails Map: <https://www.fs.fed.us/ivm/>
- Geospatial Data Discovery: <https://data-usfs.hub.arcgis.com/>

- Healthy Tumalo Community Plan:  
<https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/TRACKINGASSESSMENT/HEALTHIMPACTASSESSMENT/Documents/Tumalo%20Plan%20HIA.pdf>
- ODOT Tumalo Projects: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011>
- Sisters Trails Alliance Data: <https://www.sisterstrails.org/resources/SistersAreaTrails.pdf>
- USFS Data Source, Download National Datasets:  
<https://data.fs.usda.gov/geodata/edw/datasets.php?dsetCategory=imagerybasemapsearthcover>
- USFS Deschutes National Forest Management Plan:  
[https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/stelprdb5347268.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5347268.pdf)
- USGS Trails Map:  
<https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=d3c32c758316402dbd8292b7ffa720e>
- USGS Trail Data: <https://apps.nationalmap.gov/downloader/#/>