



DRAFT FINAL TRANSPORTATION PROJECT MEMORANDUM

Date: September 23, 2022

To: Chris Doty, Peter Russell, and Cody Smith, Deschutes County

From: Matt Kittelson, Julia Kuhn, and Daniel Bowers

Project: Deschutes County TSP Update

Subject: 2040 Transportation Projects

This memorandum presents potential changes to the transportation system that could help address existing and future needs in Deschutes County. The needs were identified through feedback obtained from County residents, partner agency staff and by technical analyses of roadways, intersections, bike facilities, transit, walking routes, and transportation safety. Many of the identified changes help to support plans that are identified by the local cities, the Oregon Department of Transportation (ODOT), other County planning efforts, the Transportation Safety Action Plan (TSAP) and/or local refinement and facility plans. For planning purposes and the County's future considerations related to the Capital Improvement Program (CIP), the alternatives identified have been prioritized as high, medium and low, and cost estimates are provided for each.

The information contained in this memorandum is presented primarily in graphical and tabular form with supporting text to further clarify/supplement the information.

The recommended multimodal transportation projects are organized into the following categories for implementation based on complexity, likely availability of funding, and assessment of need:

- Intersection changes,
- Roadway segments, including changes to functional classification,
- ODOT intersections and roadways,
- Pedestrian facilities,
- Bicycle facilities
- Bridges,
- Federal Land Access Program (FLAP) roads,
- Transit, and,
- Safety

Some projects may be accelerated and others postponed due to changing conditions, funding availability, public input, or more detailed study performed during programming and budgeting processes. Further, project design details may change before construction commences as public input, available funding, and unique site conditions are taken into consideration. Projects identified herein may be funded through a variety of sources including federal, state, county or local transportation funds, system development charges (SDCs), through partnerships with private developers, or a combination of these sources.

In addition, as part of TSP implementation, the County will continue to coordinate with ODOT and the local communities regarding project prioritization, funding and construction.

BASIS OF NEEDS ASSESSMENT

The May 2021 *Existing Conditions and Future Needs Memo* (herein referred to as the “May 2021 memo”) summarized year 2021 and projected year 2040 needs related to people driving, riding bikes, walking, taking transit and moving freight. The needs were identified through feedback from the County and partner agency staff, through a technical analyses, and from feedback received from County residents. As summarized in that memo, there are a number of changes to the transportation system that could be implemented in the next 20 years to enhance safety and mobility for all users. These potential transportation system changes formed the basis of the projects and associated costs outlined in the enclosed memo.

PROJECT COSTS

The estimated construction costs for each project are provided in the subsequent tables. These costs are order-of-magnitude (e.g., planning-level) estimates that account for right-of-way, design engineering, and construction and generally include a 30 percent contingency factor¹. The costs were calculated for each project using the methodology and procedures recommended by the American Association of Cost Engineers (Class 5 estimates). All costs are rounded to the nearest \$100,000 and provided in 2021 dollars. The detailed costs include all estimation assumptions as well as any deviations related to unique topographic, right-of-way, or other constraints.

Where applicable, cost estimates include anticipated project funding that would provide bicycle or pedestrian facilities, including usable shoulder space.

Costs for individual transit corridors are not provided. The County and Cascades East Transit (CET) will continue to collaborate on capital improvements and strategic policies that can help implement more robust transit service throughout the County.

INTERSECTION CHANGES

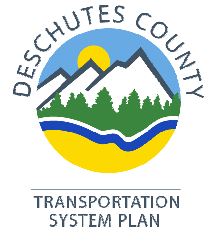
As discussed in the May 2021 memo, the needs assessment at intersections focused on both vehicular capacity as well as potential geometry changes identified by the Project Advisory Committee as well as projects identified through the TSAP.

Two locations were identified where vehicular capacity changes would be needed in the next twenty years, including Deschutes Market Road at Greystone Lane, and S Century Drive at Venture Lane. Given the location of these roadways in proximity to the Bend Urban Growth Boundary (UGB) and Sunriver, respectively, the County will coordinate implementation of potential changes at these locations with the City and local community.

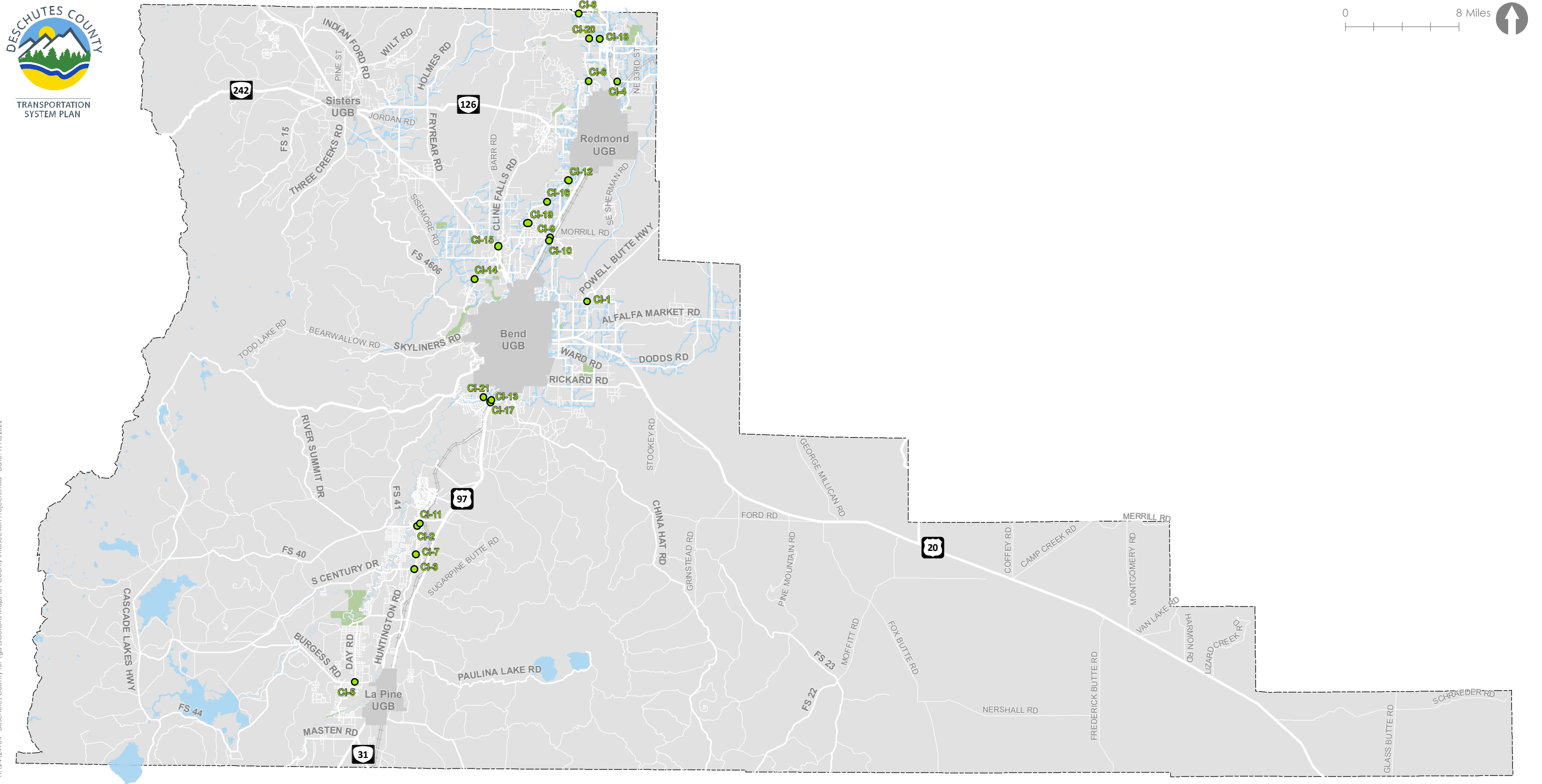
The TSP is not inclusive of all of the intersection projects that the County will pursue over the next twenty years. Rather, these have been identified as projects that the County can pursue to strategically improve the operational efficiency of specific intersections and important roadways. These projects can enhance system operations and can be completed as opportunities arise. In all cases, the County will review the appropriate

¹ Contingency factor determined based on the scope and scale of the planned project with larger projects typically utilizing a larger contingency factor.

intersection control options at the time of project development and delivery. The projects are illustrated in Figure 1 and in Table 1.



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- County Intersection Project
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 1

County Intersection Projects Deschutes County, Oregon

Table 1. Intersection Changes and Associated Cost Estimates

ID	ROAD 1	ROAD 2	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CI-1	POWELL BUTTE HWY	BUTLER MARKET RD	ROUNDAABOUT	HIGH	\$2,500,000	-
CI-2	S CENTURY DR	SPRING RIVER RD	ROUNDAABOUT	HIGH	\$2,200,000	\$200,000
CI-3	HUNTINGTON RD	SOUTH CENTURY DR	ROUNDAABOUT	HIGH	\$2,000,000	-
CI-4	NE 5TH ST	ONEAL HWY	REALIGNMENT	HIGH	\$130,000	-
CI-5	BURGESS RD	DAY RD	SIGNAL	HIGH	\$800,000	\$100,000
CI-6	COYNER RD	NORTHWEST WAY	LEFT TURN LANES (NORTHWEST WAY ONLY)	HIGH	\$400,000	-
CI-7	S CENTURY DR	VANDERVERT RD	ROUNDAABOUT	MEDIUM	\$2,100,000	-
CI-8	NW 43RD ST	NW CHINOOK DR/ NW POVEY AVE	REALIGNMENT, LEFT TURN LANE	MEDIUM	\$700,000	-

ID	ROAD 1	ROAD 2	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CI-9	GRAYSTONE LN	PLEASANT RIDGE RD	REALIGNMENT, LEFT TURN LANE	MEDIUM	\$2,700,000	-
CI-10	DESCHUTES MARKET RD	GRAYSTONE LN	SIGNAL WITH TURN LANES	MEDIUM	\$2,300,000	-
CI-11	VENTURE LN	S CENTURY DR	ROUNDBOUT OR REALIGNMENT	MEDIUM	\$2,100,000	-
CI-12	S CANAL BLVD	MCVEY AVE	REALIGNMENT	MEDIUM	\$400,000	-
CI-13	CINDER BUTTE RD	CHEYENNE RD	REALIGNMENT	MEDIUM	\$200,000	-
CI-14	JOHNSON RD	TYLER RD	REALIGNMENT	MEDIUM	\$600,000	-
CI-15	CLINE FALLS HWY	COOK AVE/TUMALO RD	ROUNDBOUT OR REALIGNMENT	MEDIUM	\$1,800,000	\$200,000
CI-16	S CANAL BLVD	SW YOUNG AVE	REALIGNMENT	MEDIUM	\$300,000	-
CI-17	BAKER RD	CINDER BUTTE RD	INTERSECTION IMPROVEMENTS	MEDIUM	\$1,200,000	-

ID	ROAD 1	ROAD 2	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CI-18	NW LOWER BRIDGE WAY	NW 19TH ST	TURN LANES/REALIGNMENT	MEDIUM	\$500,000	-
CI-19	OLD BEND REDMOND HWY	SWALLEY RD/ KIOWA DR	REALIGNMENT	LOW	\$200,000	-
CI-20	NW LOWER BRIDGE WAY	NW 31ST ST	TURN LANES	LOW	\$500,000	-
CI-21	BAKERRD	BROOKSWOOD BLVD	SIGNAL/TURN LANES	LOW	\$1,400,000	\$100,000

ROADWAY CHANGES

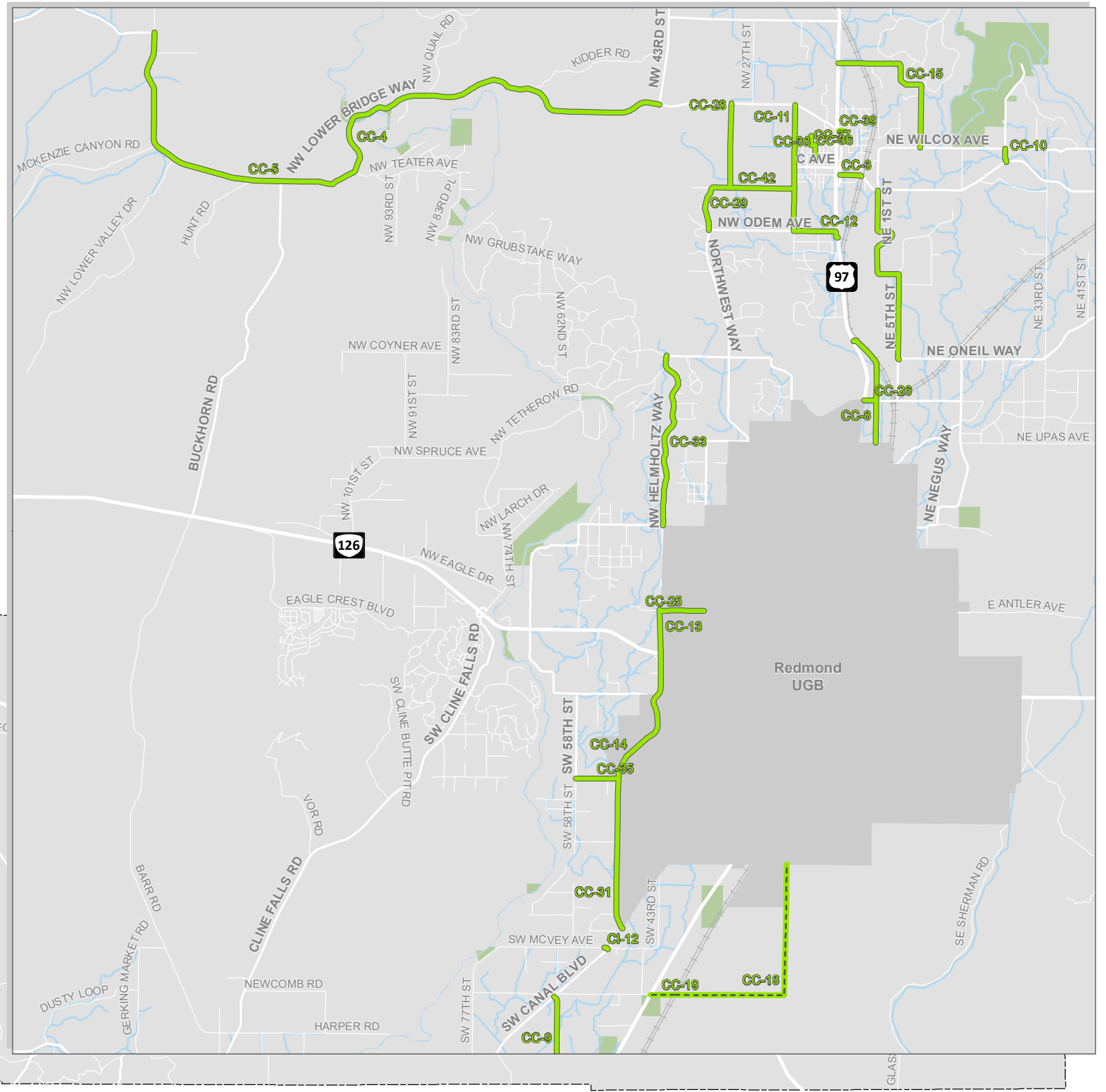
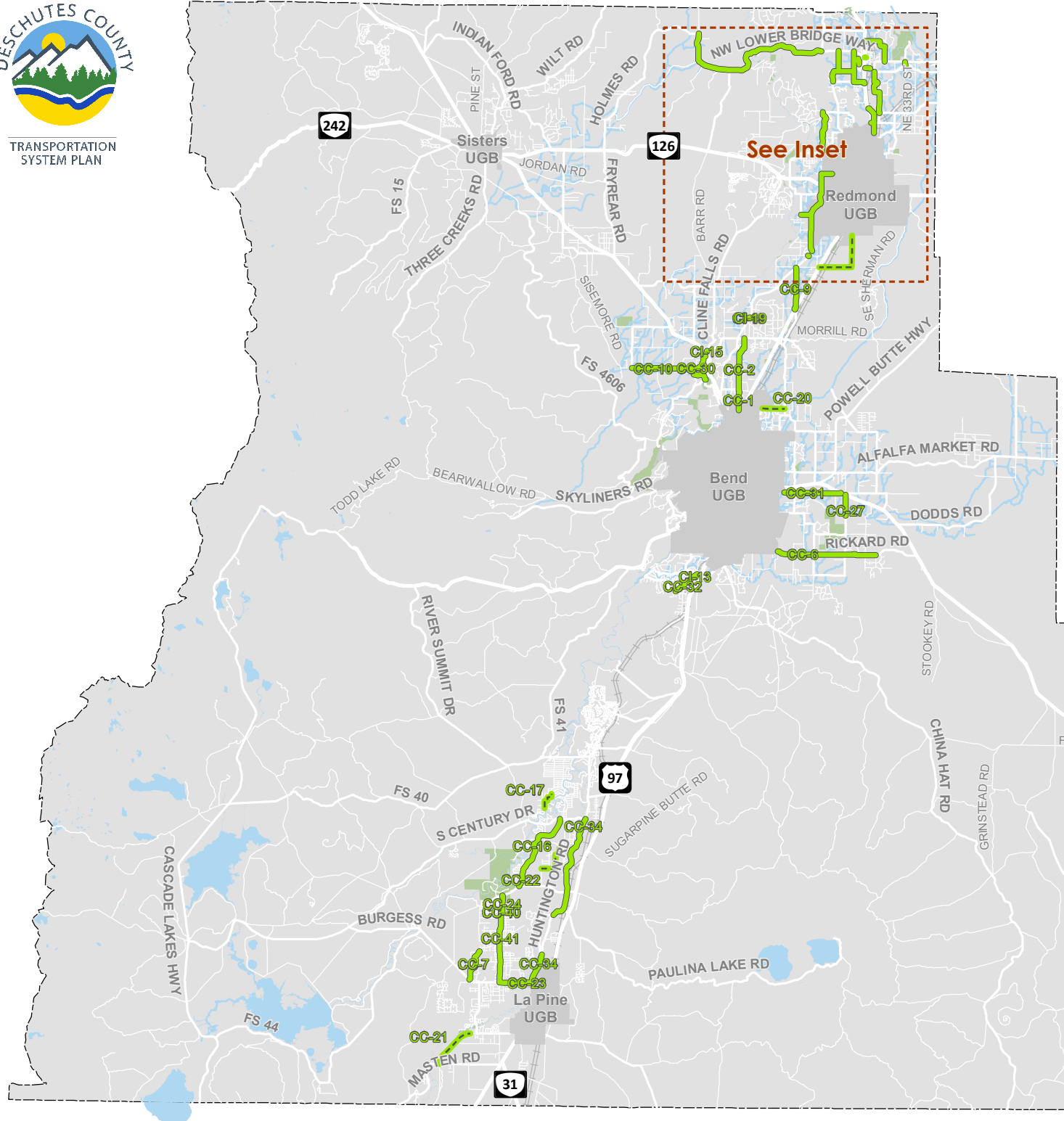
As discussed in the May 2021 memo, the needs assessment identified strategic roadway corridors where vehicular capacity and/or changes to the roadway characteristics may be needed to help support future growth and economic development in the region as well as to enhance the safety of all users. The identified projects also can help to strength connections between areas of the County and to other areas in Central Oregon. These projects are illustrated in Figure 2 and Table 2. The projects identified in Figure 2 will be implemented over time to reflect changing needs for the various users of the transportation system and economic development opportunities.

In reviewing Figure 2, it is helpful to note that many existing roadways within the County area not built to current County standards and that not all roadways within the County will be rebuilt to match these standards over the next twenty years. It is also important to note that changes to existing roadways (beyond those identified in the TSP) may be required as part of future land use approvals consistent with the roadway functional classification requirements.

In addition to the roadway changes, the County is proposing changes to the existing functional classification system based on review by County staff, input from stakeholders, and coordination with partner agencies. These changes will occur as part of TSP implementation. These are recommended changes are shown in Figure 3 and Table 3.



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- County Road Projects
- - - - County Road Extension Projects
- + Parks
- ~ Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 2

County Roadway Projects Deschutes County, Oregon

Table 2. Roadway Changes and Associated Cost Estimates

ID	ROAD	BEGIN	END	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CC-1	HUNNELL RD	LOCO RD	RODGERS RD	NEW ROAD	HIGH	\$1,600,000	\$500,000
CC-2	HUNNELL RD	RODGERS RD	TUMALO RD	RECONSTRUCTION/ PAVE	HIGH	\$3,900,000	\$1,200,000
CC-3	SMITH ROCK WAY	HIGHWAY 97	RR XING/UGB TERREBONNE	WIDEN & OVERLAY	HIGH	\$600,000	\$200,000
CC-4	NW LOWER BRIDGE WAY	43RD ST	BUCKHORN RD	WIDEN & OVERLAY	HIGH	\$7,300,000	\$2,200,000
CC-5	NW LOWER BRIDGE WAY	BUCKHORN RD	HOLMES RD	WIDEN & OVERLAY	HIGH	\$5,100,000	\$1,500,000
CC-6	RICKARD RD	KNOTT RD/27TH ST	BOZEMAN TRAIL	WIDENING	MEDIUM	\$2,300,000	\$700,000
CC-7	SUNRISE LN	300' NORTH OF SHADY LN	BURGESS RD	COUNTY STANDARD IMPROVEMENT	MEDIUM	\$1,300,000	\$400,000
CC-8	ONEIL HWY	REDMOND CITY LIMITS	N. CANAL BLVD	WIDEN & OVERLAY	MEDIUM	\$700,000	\$200,000

ID	ROAD	BEGIN	END	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CC-9	61ST ST	S. CANAL BLVD	HWY 97	WIDEN & OVERLAY	MEDIUM	\$1,800,000	\$600,000
CC-10	TUMALO RESERVOIR RD	OB RILEY RD	COLLINS RD	WIDEN & OVERLAY	MEDIUM	\$5,300,000	\$1,600,000
CC-11	NW 19TH ST	NW LOWER BRIDGE WAY	NW ODEM AVE	COUNTY STANDARD IMPROVEMENT	MEDIUM	\$2,700,000	\$800,000
CC-12	NW ODEM AVE	NW 19TH ST	HWY 97	COUNTY STANDARD IMPROVEMENT	MEDIUM	\$1,100,000	\$300,000
CC-13	SW HELMHOLTZ WAY	OR 126	ANTLER AVE	WIDEN & OVERLAY	MEDIUM	\$900,000	\$300,000
CC-14	NE 1ST ST, NE KNICKERBOCKER AVE, AND NE 5TH ST	ONEIL HWY	SMITH ROCK WAY	WIDEN & OVERLAY	LOW	\$3,400,000	\$1,000,000
CC-15	NW EBY AVE, NE 5TH ST, NE CAYUSE AVE, AND NE 9TH ST	US 97	NE WILCOX RD	WIDEN & OVERLAY	LOW	\$1,700,000	\$500,000
CC-16	WHITTIER DR, WOLF ST, AND SHAWNEE CIRCLE	WHITTIER DR - END OF COUNTY MAINTENANCE	LAZY RIVER DR	COUNTY STANDARD IMPROVEMENT	LOW	\$2,600,000	\$800,000
CC-17	STELLAR DR, UPLAND RD, SAVAGE DR, WINCHESTER DR, BROWNING DR	STELLAR DR END OF COUNTY MAINTENANCE (@MILKY WAY)	STAGE STOP DR (@BROWNING DR/PITCH CT)	COUNTY STANDARD IMPROVEMENT	LOW	\$1,300,000	\$400,000

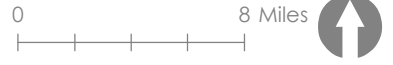
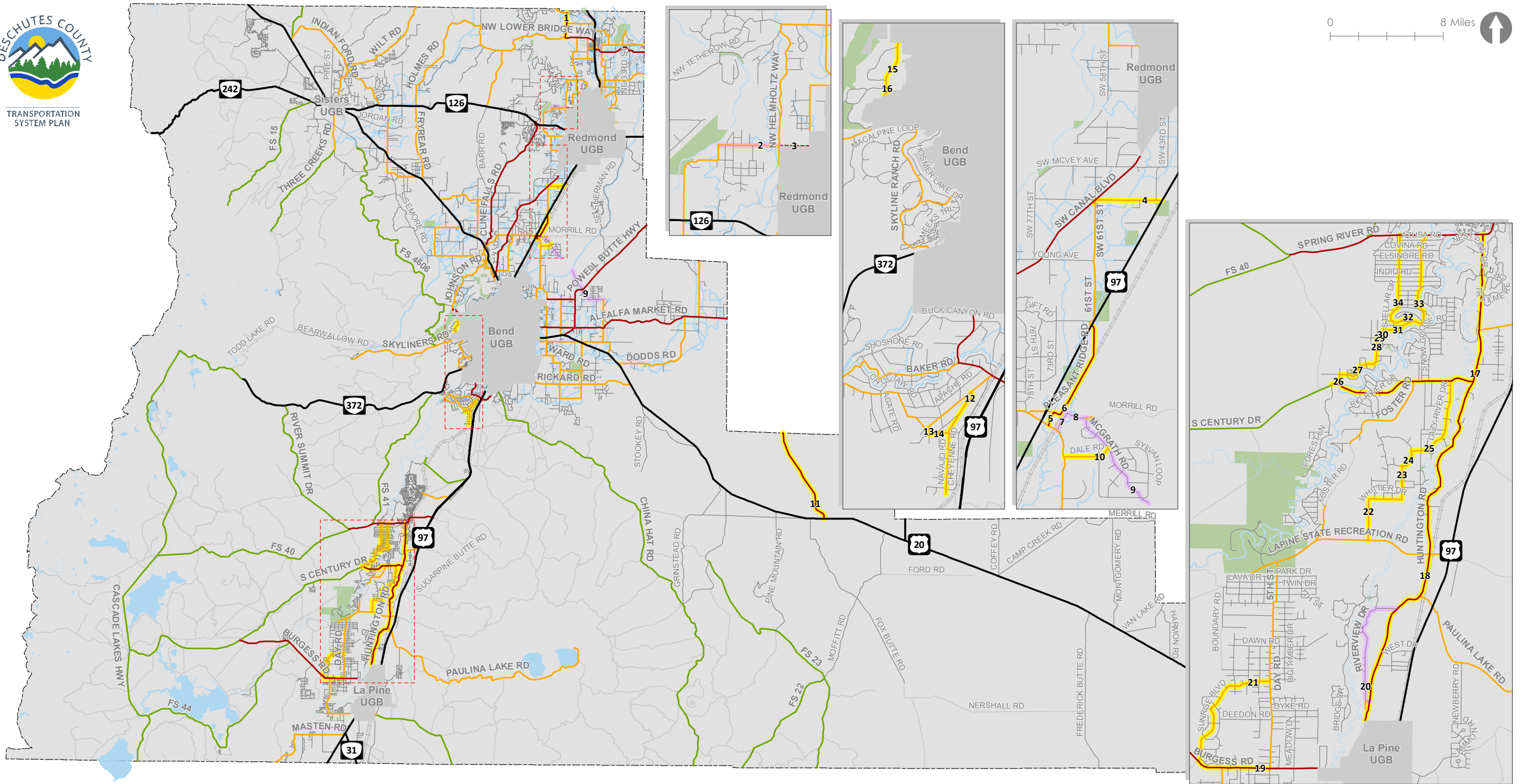
ID	ROAD	BEGIN	END	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CC-18	SW 19TH ST	END OF PAVEMENT – SW 19TH ST	BNSF RR CROSSING	ROADWAY EXTENSION	LOW	\$7,300,000	\$2,200,000
CC-19	SW 19TH ST	BNSF RR CROSSING	US 97 (@SW QUARRY AVE)	ROADWAY EXTENSION	LOW	\$1,300,000	\$400,000
CC-20	COOLEY RD	URBAN GROWTH BOUNDARY	DESCHUTES MARKET RD	ROADWAY EXTENSION	LOW	\$2,900,000	\$900,000
CC-21	6TH ST	MASTEN RD	6TH ST - END OF COUNTY MAINTENANCE	ROADWAY EXTENSION	LOW	\$3,800,000	\$1,100,000
CC-22	FOSTER RD	SOUTH CENTURY DR	LA PINE STATE REC. RD	COUNTY STANDARD IMPROVEMENT/ WIDEN & OVERLAY	LOW	\$4,100,000	\$1,200,000
CC-23	BURGESS RD	DAY RD	HUNTINGTON RD	WIDEN & OVERLAY	LOW	\$1,900,000	\$600,000
CC-24	5TH ST (LA PINE)	AMBER LN	LAPINE STATE REC. RD	WIDEN & OVERLAY	LOW	\$800,000	\$200,000
CC-25	W. ANTLER AVE	NW 35TH ST	NW HELMHOLTZ WAY	WIDEN & OVERLAY	LOW	\$400,000	\$100,000
CC-26	N. CANAL BLVD	ONEIL HWY	HIGHWAY 97	WIDEN & OVERLAY	LOW	\$1,100,000	\$300,000

ID	ROAD	BEGIN	END	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CC-27	GOSNEY RD	US 20	RICKARD RD	WIDEN & OVERLAY	LOW	\$2,800,000	\$800,000
CC-28	31ST ST	NW SEDGEWICK	NW LOWER BRIDGE WAY	WIDEN & OVERLAY	LOW	\$1,000,000	\$300,000
CC-29	NW ALMETER WAY	NORTHWEST WAY	NW SEDGEWICK AVE	WIDEN & OVERLAY	LOW	\$500,000	\$200,000
CC-30	BAILEY RD	US 20	TUMALO RESERVOIR RD	WIDEN & OVERLAY	LOW	\$1,300,000	\$400,000
CC-31	BEAR CREEK RD	CITY LIMITS	US 20	WIDEN & OVERLAY	LOW	\$3,200,000	\$1,000,000
CC-32	CINDER BUTTE RD	BAKER RD	MINNETONKA LN	WIDEN & OVERLAY	LOW	\$1,300,000	\$400,000
CC-33	NW HELMHOLTZ WAY	MAPLE AVE	NW COYNER AVE	WIDEN & OVERLAY	LOW	\$2,500,000	\$700,000
CC-34	HUNTINGTON RD	SOUTH CENTURY DR	BURGESS RD	WIDEN & OVERLAY, EXCLUDING PORTION FROM RIVERVIEW DR TO RIVERVIEW DR	LOW	\$6,600,000	\$2,000,000
CC-35	SW WICKIUP AVE	SW HELMHOLTZ WAY	SW 58TH ST	WIDEN & OVERLAY	LOW	\$600,000	\$200,000

ID	ROAD	BEGIN	END	PROJECT DESCRIPTION	PRIORITY	COST ESTIMATE	BIKE/PED COMPONENT OF COST
CC-36	4TH ST (TERREBONNE)	MAJESTIC ROCK DR	F AVE	COUNTY STANDARD IMPROVEMENT	LOW	\$200,000	\$100,000
CC-37	F AVE (TERREBONNE)	4TH ST	5TH ST	COUNTY STANDARD IMPROVEMENT	LOW	\$100,000	-
CC-38	5TH ST (TERREBONNE)	F AVE	CENTRAL AVE	COUNTY STANDARD IMPROVEMENT	LOW	\$300,000	\$100,000
CC-39	H AVE (TERREBONNE)	11TH ST	12TH ST	COUNTY STANDARD IMPROVEMENT	LOW	\$200,000	\$100,000
CC-40	AMBER LN	5TH ST	DAY RD	REALIGNMENT	LOW	\$300,000	\$100,000
CC-41	DAY RD	AMBER LN	BURGESS RD	WIDEN & OVERLAY	LOW	\$3,000,000	\$900,000
CC-42	NW SEDGEWICK AVE	NW 19TH AVE	NW ALMETER WAY	WIDEN & OVERLAY	LOW	\$1,000,000	\$300,000



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- Highway
- Arterial
- Future Arterial
- Collector
- Forest Highway
- Local
- Unimproved
- Functional Class Upgrade
- Functional Class Downgrade
- Parks
- Water

Data Source: Deschutes County

Figure 3
Proposed Functional Roadway Classifications
Deschutes County, Oregon

Table 3. Proposed Change to Functional Classification

ID	ROAD	BEGIN	END	FUNCTIONAL CLASSIFICATION		COMMENTS
				CURRENT	PROPOSED	
1	43RD ST	NW LOWER BRIDGE WAY	NW CHINOOK AVE	COLLECTOR	ARTERIAL	ONE OF THE MAIN ROADS NW OF TERREBONNE, MAIN ACCESS TO CROOKED RIVER RANCH, 1/2 ACCESS ROADS TO CRR
2	NW MAPLE AVE	NW HELMHOLTZ WAY	NW 59TH ST	ARTERIAL	COLLECTOR	POSSIBLE DATABASE ERROR, UPDATING TO MATCH COUNTY MAPPING
3	NW MAPLE AVE	NW 35TH ST	NW HELMHOLTZ WAY	NA	ARTERIAL	FUTURE CONNECTION; CALLED OUT IN THE CITY OF REDMOND TSP; FROM TSP- "PROPOSED 3 LANE ARTERIAL TO IMPROVE CONNECTIVITY BETWEEN AND WITHIN EXISTING NEIGHBORHOODS, EMPLOYMENT, AND COMMERCIAL AREAS, TO PROVIDE CONNECTIONS TO NEWLY DEVELOPED OR DEVELOPING AREAS, AND TO PROVIDE ALTERNATIVE TRAVEL ROUTES FOR ALL MODELS TO EXISTING STREETS"
4	SW QUARRY AVE	US 97	S CANAL BLVD	LOCAL	COLLECTOR	IMPROVE CONNECTION TO CANAL WHICH IS AN ARTERIAL ROAD THAT RUNS PARALLEL TO 97, KEY ROAD SEGMENT IN CONNECTION TO NORTH TUMALO AREA FROM US 97, 2 LANE ROAD WITH NARROW GRAVEL SHOULDERS
5	GRAYSTONE LN	DESCHUTES MARKET RD	PLEASANT RIDGE RD	COLLECTOR	ARTERIAL	1275' SEGMENT THAT IS KEY IN THE EASTERN PARALLEL ROADS TO US 97, CONNECTION FOR US 97 ACCESS FROM TUMALO RD/DESCHUTES MARKET ROAD
6	PLEASANT RIDGE RD	GRAYSTONE LN	US 97	COLLECTOR	ARTERIAL	600' SEGMENT THAT IS KEY IN CONNECTION FOR US 97 ACCESS FROM TUMALO RD/DESCHUTES MARKET ROAD
7	19TH ST	DESCHUTES MARKET RD	MORRILL RD	COLLECTOR	LOCAL	1750' SEGMENT THAT CONNECTS TO RURAL FARMLAND AREA NE OF BEND, NO MAJOR TRAFFIC GENERATORS
8	MORRILL RD	19TH ST	MCGRATH RD	COLLECTOR	LOCAL	1675' SEGMENT THAT CONNECTS TO RURAL FARMLAND AND HIKING AREA NE OF BEND, NO MAJOR TRAFFIC GENERATORS, THE REST OF MORRILL ROAD IS LOCAL

ID	ROAD	BEGIN	END	FUNCTIONAL CLASSIFICATION		COMMENTS
				CURRENT	PROPOSED	
9	MCGRATH RD	MORRILL RD	END	COLLECTOR	LOCAL	ROAD THAT CONNECTS TO RURAL FARMLAND AREA NE OF BEND, NO MAJOR TRAFFIC GENERATORS
10	DALE RD	DESCHUTES MARKET RD	MCGRATH RD	LOCAL	COLLECTOR	4,180' SEGMENT THAT CONNECTS RURAL LAND TO DESCHUTES MARKET ROAD
11	GEORGE MILLICAN RD	US 20	COUNTY LINE	LOCAL	ARTERIAL	POSSIBLE DATABASE ERROR, UPDATING TO MATCH COUNTY MAPPING
12	NAVAJO RD	CINDER BUTTE RD	END	LOCAL	COLLECTOR	TRAFFIC FROM HOMES, DRIVEWAYS EVERY 50-100', 1' PAVED SHOULDER, CONNECTS TO CINDER BUTTE ROAD WHICH IS A COLLECTOR
13	MINNETONKA LN	CINDER BUTTE RD	CHEROKEE DR	LOCAL	COLLECTOR	TRAFFIC FROM HOMES, DRIVEWAYS EVERY 50-100', NO PAVED SHOULDER, CONNECTS TO CINDER BUTTE ROAD WHICH IS A COLLECTOR
14	CHEROKEE DR	MINNETONKA LN	NAVAJO RD	LOCAL	COLLECTOR	TRAFFIC FROM HOMES, DRIVEWAYS EVERY 50-100', 1' PAVED SHOULDER, CONNECTS TO MINNETONKA LANE AND NAVAJO ROAD THAT ARE BEING UPGRADED AS WELL
15	MCCLAIN DR	CITY LIMITS	SAGE STEPPE DR	LOCAL	COLLECTOR	POSSIBLE DATABASE ERROR, UPDATING TO MATCH COUNTY MAPPING
16	SAGE STEPPE DR	MCCLAIN DR	CITY LIMITS	LOCAL	COLLECTOR	1580' SEGMENT IN NEW DEVELOPED AREA, CONTINUES MCCLAIN DRIVE PROPOSED UPGRADE OF COLLECTOR
17	S CENTURY DR	SPRING RIVER RD	DESCHUTES RIVER XING	COLLECTOR	ARTERIAL	CONNECTION TO THE COMMUNITIES OF THREE RIVERS, CALDERA SPRINGS, AND CROSSWATER
18	HUNTINGTON RD	S CENTURY DR	CITY LIMITS	COLLECTOR	ARTERIAL	CONNECTION BETWEEN LA PINE, THREE RIVERS, AND SUNRISE; GRAVEL SHOULDER AND PAVED SHOULDER 0'-2'
19	BURGESS RD	DAY RD	SUNRISE BLVD	COLLECTOR	ARTERIAL	POSSIBLE DATABASE ERROR, UPDATING TO MATCH COUNTY MAPPING

ID	ROAD	BEGIN	END	FUNCTIONAL CLASSIFICATION		COMMENTS
				CURRENT	PROPOSED	
20	RIVERVIEW DR	HUNTINGTON RD	HUNTINGTON RD	COLLECTOR	LOCAL	PARALLEL TO HUNTINGTON ROAD, RURAL CONNECTIONS TO RIVER AND HOMES, CURVY ROAD
21	SUNRISE BLVD	BURGESS RD	DAY RD	LOCAL	COLLECTOR	CONNECTION TO MANY HOMES, DRIVEWAYS EVERY 50-300', GRAVEL SHOULDERS, PAVED SHOULDERS 0-2'
22	WHITTIER DR	LA PINE STATE REC. RD	WOLF ST	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO LA PINE STATE PARK FROM THREE RIVERS AND OTHER COMMUNITIES TO THE NORTH; 1/2 IS A GRAVEL ROAD, OTHER HALF IS PAVED WITH NO STRIPING
23	WOLF ST	WHITTIER DR	SHAWNEE CIRCLE	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO LA PINE STATE PARK FROM THREE RIVERS AND OTHER COMMUNITIES TO THE NORTH; GRAVEL ROAD
24	SHAWNEE CIRCLE	WOLF ST	LAZY RIVER DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO LA PINE STATE PARK FROM THREE RIVERS AND OTHER COMMUNITIES TO THE NORTH; GRAVEL ROAD
25	LAZY RIVER DR	SHAWNEE CIRCLE	S CENTURY DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO LA PINE STATE PARK FROM THREE RIVERS AND OTHER COMMUNITIES TO THE NORTH
26	BONANZA LN	S CENTURY DR	STAGE STOP DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES AND BIG RIVER GROUP CAMPGROUND
27	STAGE STOP DR	BONANZA LN	BROWNING DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
28	BROWNING DR	STAGE STOP DR	WINCHESTER DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
29	WINCHESTER DR	BROWNING DR	SAVAGE DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
30	SAVAGE DR	WINCHESTER DR	UPLAND RD	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES

ID	ROAD	BEGIN	END	FUNCTIONAL CLASSIFICATION		COMMENTS
				CURRENT	PROPOSED	
31	UPLAND RD	SAVAGE DR	MILKY WAY	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
32	MILKY WAY	STELLAR DR	SOLAR DR	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
33	SOLAR DR	MILKY WAY	SPRING RIVER RD	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES
34	STELLAR DR	MILKY WAY	SPRING RIVER RD	LOCAL	COLLECTOR	ENHANCE CONNECTION ROUTE TO WEST THREE RIVERS HOMES

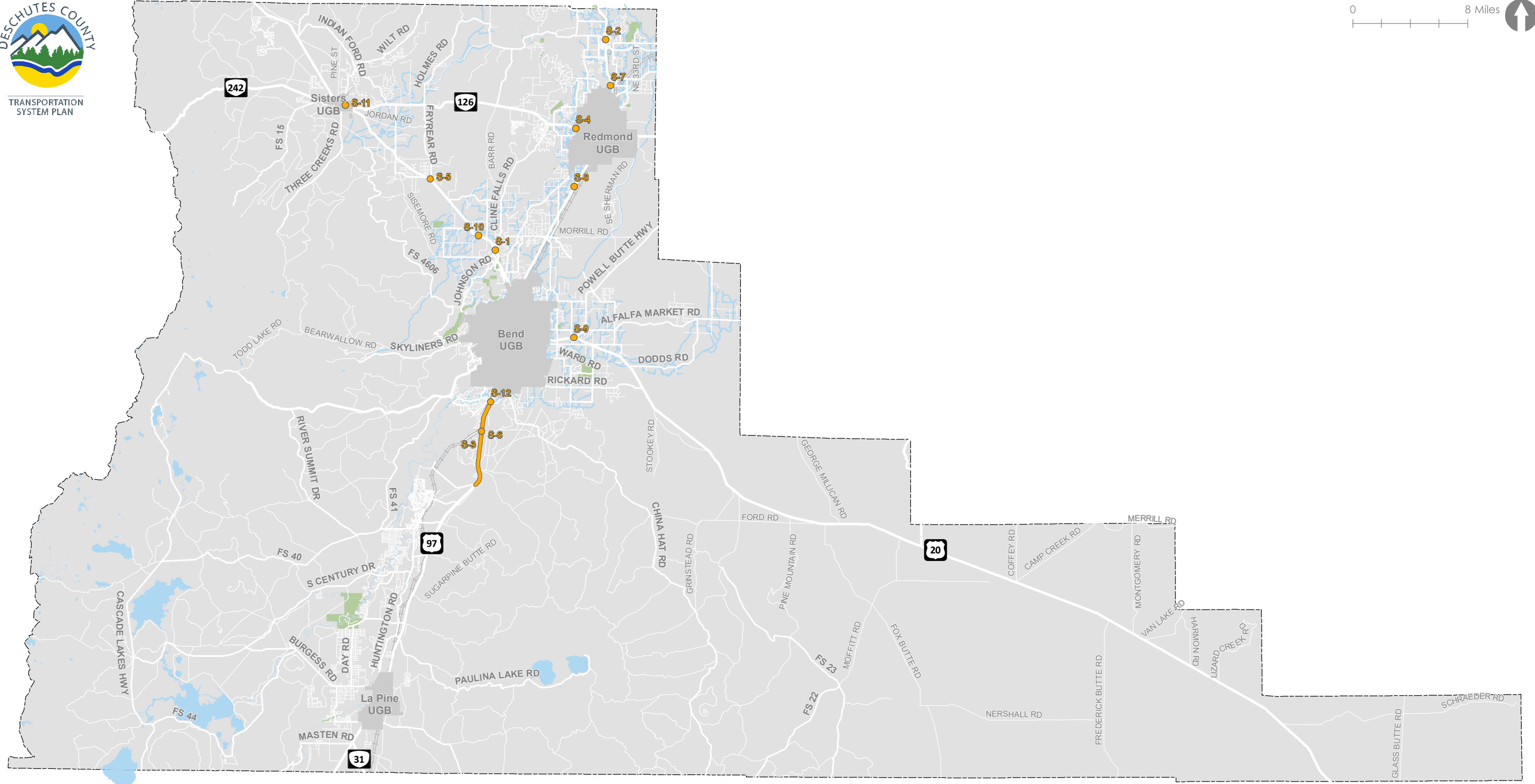
ODOT Intersections and Roadways

Future changes to a number of ODOT intersections and roadways within the County have been identified in previously adopted and/or acknowledged transportation plans. Through discussions between ODOT and County staff, Figure 4 and Table 4 identify the key locations for inclusion into the TSP. In addition to the listed projects, the County will continue to partner with ODOT to monitor and identify future projects that help to address the needs of local, regional and statewide travel.

As the road authority for projects on the state highway system, the timing, need, and funding for projects will be directed by ODOT rules and regulations. In some cases, the County may partner with ODOT on implementation whereas in others, the projects will be planned, designed and constructed by ODOT.



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- State Highway Projects
- Parks
- Water
- UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 4
State Facility Projects
Deschutes County, Oregon

Table 4. ODOT Intersections Changes and Associated Cost Estimates

ID	ROAD 1	ROAD 2	DESCRIPTION	NOTES	PRIORITY	COST	COUNTY CONTRIBUTION	BIKE/PED COMPONENT OF COUNTY CONTRIBUTION
S-1	US 20	COOK AVE/O.B. RILEY RD	TWO-LANE ROUNDABOUT	ODOT PROJECT PROGRAMMED FOR 2023	HIGH	\$11,000,000	\$9,100,000	\$1,800,000
S-2	US 97	LOWER BRIDGE WAY	GRADE SEPARATED INTERCHANGE FROM US 97	INTERCHANGE PROJECT IDENTIFIED VIA US97: TERREBONNE/ LOWER BRIDGE WAY IMPROVEMENT PROJECT. ODOT PROJECT PROGRAMMED FOR 2023.	HIGH	\$30,200,000	\$10,000,000	\$700,000
S-3	US 97	BAKER ROAD TO LAVA BUTTE	IMPLEMENTATION OF MULTIUSE PATH	ODOT PROJECT CURRENTLY IN DESIGN PHASE	HIGH	\$3,000,000	-	-
S-4	OR 126	SW HELMHOLTZ WAY	TRAFFIC SIGNAL OR INTERSECTION IMPROVEMENT	COORDINATE WITH CITY OF REDMOND & ODOT ON SPECIFIC PROJECT. ALSO IDENTIFIED WITHIN REDMOND TSP.	MEDIUM	\$1,000,000	\$500,000	\$100,000
S-5	US 20	FRYREAR RD	TURN LANE ON HIGHWAY, REALIGN	INTERSECTION IDENTIFIED WITHIN DESCHUTES COUNTY TSAP	MEDIUM	\$3,000,000	\$2,500,000	-
S-6	US 97	DESCHUTES RIVER WOODS SOUTH INTERCHANGE PROJECT	INTERCHANGE	THIS PROJECT WILL PROVIDE A GRADE SEPARATED INTERCHANGE ON US 97 THAT WILL CONNECT THE DESCHUTES RIVER WOODS SUBDIVISION (WEST) AND THE HIGH DESERT MUSEUM AREA (EAST). A FUTURE REFINEMENT PROCESS (INTERCHANGE AREA MANAGEMENT PLAN, OR OTHER) WILL DETERMINE THE CONNECTION POINT TO THE DRW. A GRADE SEPARATION OF THE BNSF RXR WILL ALSO BE REQUIRED.	LOW	\$42,900,000	\$10,000,000	-
S-7	US 97	PERSHALL-O'NEIL HWY	IMPLEMENT COMPONENTS OF THE INTERCHANGE AREA MANAGEMENT PLAN (IAMP) ADOPTED FOR THIS AREA.	THE COUNTY WILL COORDINATE WITH ODOT AND THE CITY OF REDMOND ON THE APPROPRIATE COUNTY INVOLVEMENT TO IMPLEMENT IAMP PROJECTS.	LOW	MULTIPLE PROJECTS	-	-

ID	ROAD 1	ROAD 2	DESCRIPTION	NOTES	PRIORITY	COST	COUNTY CONTRIBUTION	BIKE/PED COMPONENT OF COUNTY CONTRIBUTION
S-8	US 97	QUARRY RD	GRADE SEPARATED INTERCHANGE FROM US 97	PROJECT TIMING AND NEED TO BE FURTHER REFINED. MAY REQUIRE STATEWIDE PLANNING GOALS EXCEMPTIONS PRIOR TO IMPLEMENTATION. NEED FOR PROJECT LIKELY DRIVEN BY ECONOMIC DEVELOPMENT WITHIN REDMOND INDUSTRIAL LANDS	LOW	\$50,000,000	\$5,000,000	-
S-9	US 20	POWELL BUTTE HWY	ROUNDABOUT	PROJECT TIMING AND NEED TO BE FURTHER REFINED.	LOW	\$5,000,000	\$500,000	-
S-10	US 20	PINEHURST RD	TURN LANE ON HIGHWAY, REALIGN	PROJECT TIMING AND NEED TO BE FURTHER REFINED.	LOW	\$3,000,000	\$2,500,000	-
S-11	US 20	LOCUST ST	ROUNDABOUT	COUNTY CONTRIBUTION TO ODOT/ CITY OF SISTERS PROJECT	LOW	\$6,000,000	\$1,000,000	-
S-12	US 97	BAKER ROAD	IMPLEMENT COMPONENTS OF THE INTERCHANGE AREA MANAGEMENT PLAN (IAMP) FOR THIS AREA.	THE COUNTY WILL COORDINATE WITH ODOT AND THE CITY OF BEND ON THE APPROPRIATE COUNTY INVOLVEMENT TO IMPLEMENT IAMP PROJECTS.	LOW	MULTIPLE PROJECTS	-	-

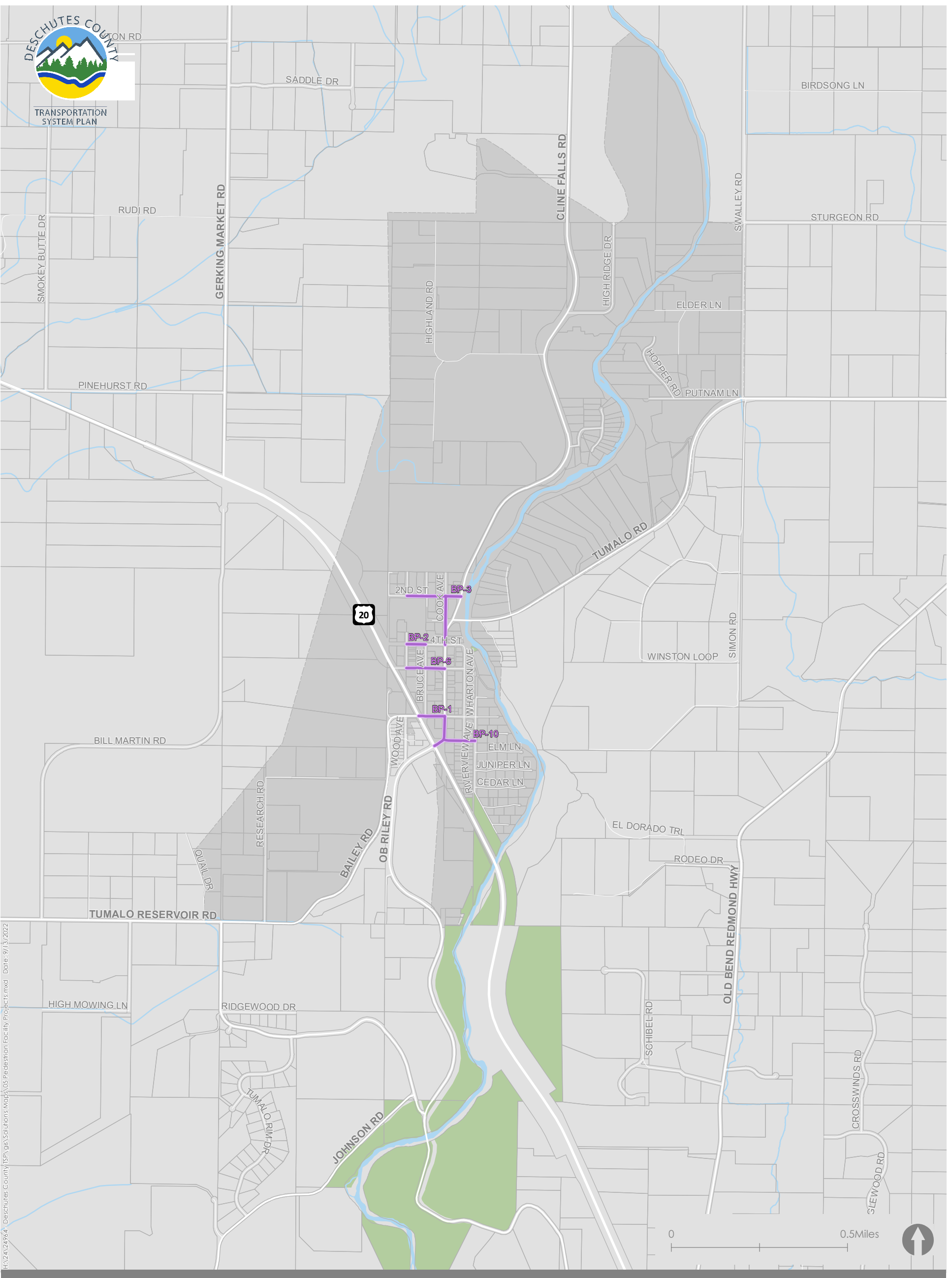
PEDESTRIAN FACILITIES

Figure 5 and Table 5 reflect priorities for changes to the pedestrian system within Terrebonne and Tumalo. In general, the sidewalks identified in the TSP reflect providing sidewalks between the residential areas and schools as well as to provide connections to neighborhood commercial areas in the two communities.

Other changes to the pedestrian system as well as pedestrian crossing improvements may be provided in the future based on project development and design as well as funding opportunities. The County may require sidewalk construction as part of future land use actions as well, consistent with the Development Code requirements.



TRANSPORTATION SYSTEM PLAN



H:\24\24964 - Deschutes County\BP\ge\olutions\Maps\05 Pedestrian Facility Projects.mxd Date: 9/13/2022

-  Pedestrian Projects
-  Parks
-  Water
-  Unincorporated Cities

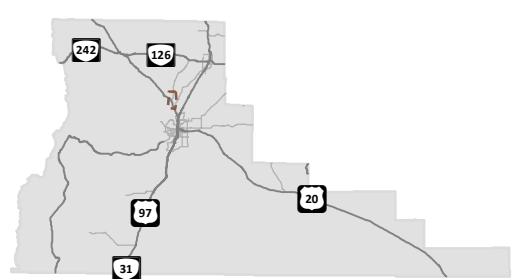


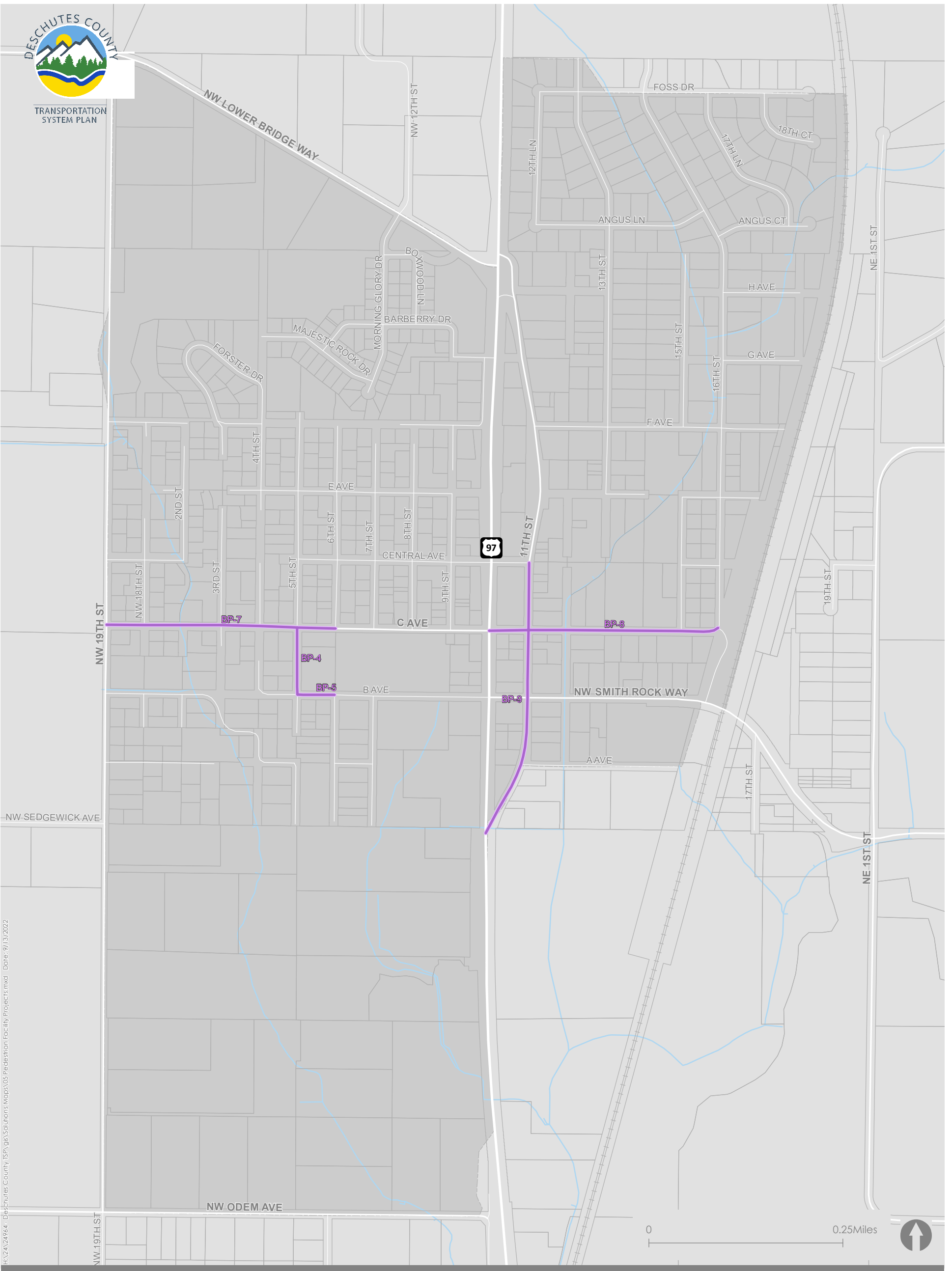
Figure 5A

Pedestrian Facility Projects Tumalo , Oregon

Data Source: Deschutes County



TRANSPORTATION
SYSTEM PLAN



- Pedestrian Projects
- Parks
- Water
- Unincorporated Cities

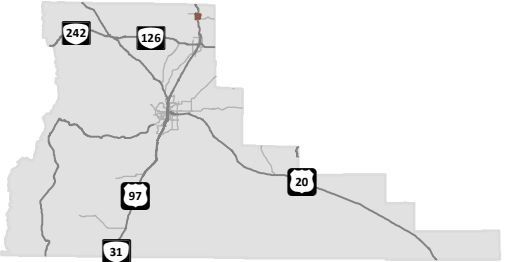


Figure 5B

**Pedestrian Facility Projects
Terrebonne , Oregon**

Data Source: Deschutes County

Table 5. Pedestrian Facilities and Associated Cost Estimates

ID	ROAD	BEGIN	END	DESCRIPTION	PRIORITY	COST
BP-1	7TH ST (TUMALO)	US 20	COOK AVE	5' SIDEWALK ON BOTH SIDES	HIGH	\$300,000
BP-2	4TH ST (TUMALO)	WOOD AVE	BRUCE AVE	5' SIDEWALKS ON BOTH SIDES	HIGH	\$300,000
BP-3	2ND ST/COOK AVE SIDEWALKS (SRTS-TUMALO)	US 20	TUMALO SCHOOL	5' SIDEWALKS IN AREAS WITHOUT	MEDIUM	\$1,700,000
BP-4	5TH ST (TERREBONNE)	B AVE	C AVE	5' SIDEWALK ON EAST SIDE ONLY	MEDIUM	\$200,000
BP-5	B AVE (TERREBONNE)	5TH ST	6TH ST	5' SIDEWALK, NORTH SIDE ONLY	MEDIUM	\$200,000
BP-6	5TH ST (TUMALO)	WOOD AVE	COOK AVE	5' SIDEWALKS ON BOTH SIDES	MEDIUM	\$500,000
BP-7	C AVE (TERREBONNE)	6TH ST	NW 19TH ST	5' SIDEWALKS ON BOTH SIDES	MEDIUM	\$1,000,000
BP-8	C AVE (TERREBONNE)	US 97	16TH ST	5' SIDEWALK ON SOUTH SIDE ONLY	LOW	\$600,000
BP-9	11TH ST (TERREBONNE)	CENTRAL AVE	U.S. 97	5' SIDEWALKS ON BOTH SIDES	LOW	\$1,100,000
BP-10	8TH ST (TUMALO)	COOK AVE	RIVERVIEW AVE	5' SIDEWALKS ON BOTH SIDES	LOW	\$400,000

BICYCLE FACILITIES

Deschutes County provides and maintains useable shoulders along roadways for use by people riding bikes though not all roadways are currently improved to include such facilities. The County has an aspirational bicycle route system, referred to as County Bikeways, where useable shoulders will be provided, as practical, as part of ongoing maintenance and roadway improvements projects. Facilities designated as County Bikeways are shown in Figure 6. Crossing improvements, though not specifically identified in the TSP, may be provided when bicycle facilities are constructed that cross major roads. The need for and type of crossing treatments as well as other facility changes will be evaluated at the time of project development and design. The County may provide such facilities as standalone projects or in conjunction with scheduled maintenance activities. At the time this memo was written, the County was evaluating potential changes to the Development Code requirements (as included in the County Code Title 22 requirements) related to bicycle facility requirements as part of land use actions. Future changes to Title 22 will be considered as part of TSP implementation.

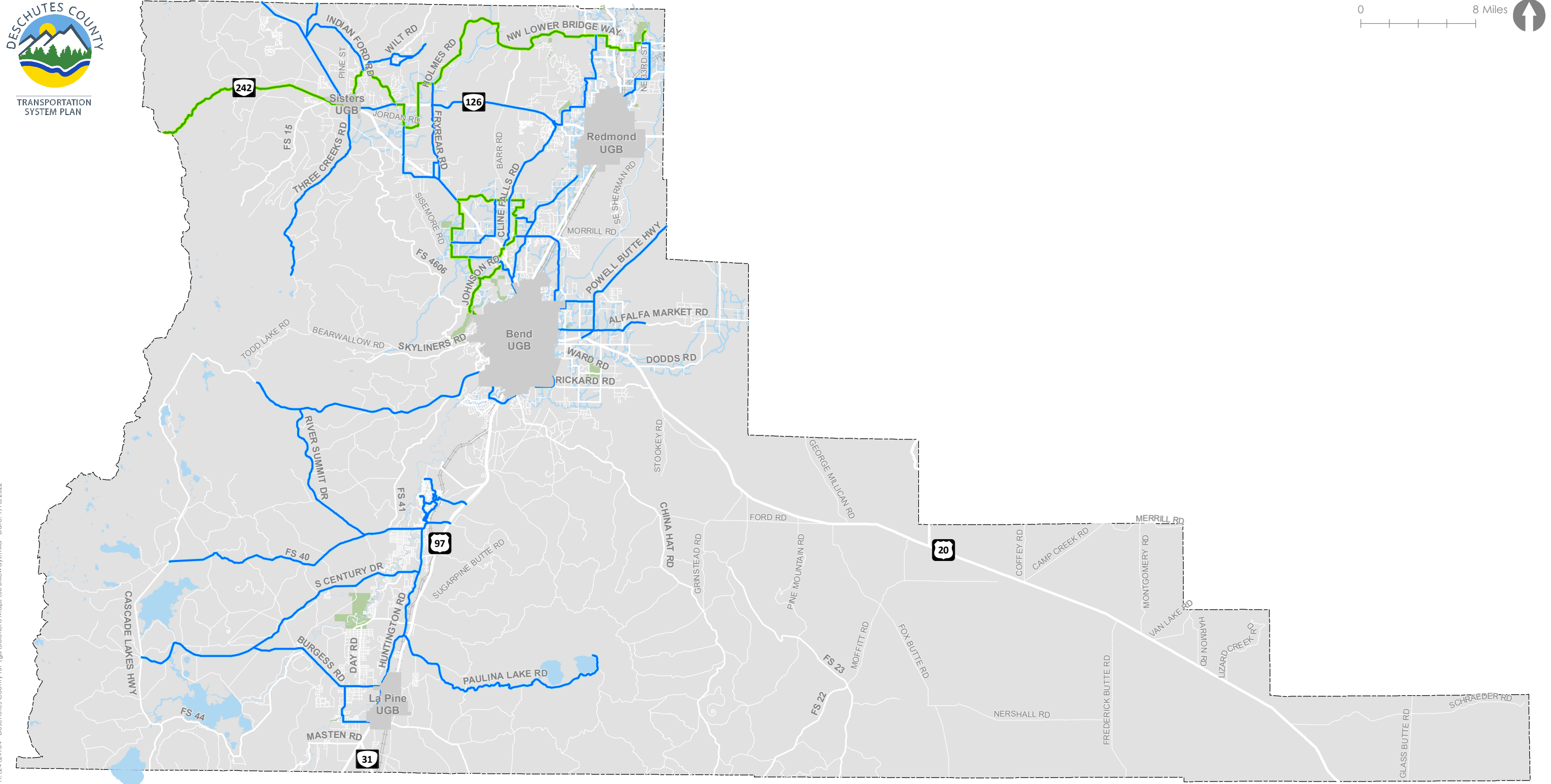
In addition, as part of implementation of the TSP, changes to the bicycle network will continue to be informed as part of the County's Bicycle and Pedestrian Committee (BPAC) activities. BPAC's mission is "to promote and encourage safe bicycling and walking as a significant means of transportation in Deschutes County" and focuses on both changes to the system as well as public education and awareness and a review of safety and funding needs as part of implementation of potential projects.

As part of that coordination, Table 6 and Table 7 identify regional bicycle connections that have been developed and prioritized with input from BPAC. Table 5 identifies routes that would connect communities and serve broad transportation functions, such as commuting, recreation, or daily services. Table 6 identifies routes that primarily provide connections to recreational opportunities, which could also serve to improve transportation mode choices available to County residents and visitors.

Over time, strengthening the connections summarized in the tables will help to expand the overall bicycle infrastructure within the County. Specific routes, including roadways and specific projects needed to support or develop these routes, have not yet been identified. In addition, the funding to construct and maintain these facilities has not yet been identified. In the future, these costs may be funded by the County and/or a variety of agency partners, pending the actual alignment and project elements identified. The County will work with BPAC and agency partners, including ODOT and local jurisdictions, to advance development and implementation of preferred routes as resources allow.

Finally, the County, by reference, will adopt the Map 11 of the Bend Parks and Recreation District's (BPRD's) Comprehensive Plan (2018)² identifying future trail connections to parks within the County but outside the Bend (UGB) as well as those within the Deschutes National Forest. As noted in the BPRD plan, the trails have been prioritized for implementation but the actual alignments in the map are approximate and subject to future easement/user agreements to enable trail construction, availability of funding, and securing agreements from affected property owners for trailheads and parking areas. As part of TSP implementation, the County will coordinate with BPRD on the planning for and timing of new trails. It is important to note that not all County roadways are currently or will be designed to provide roadside parking for trailhead users. The County will work with BPRD to identify appropriate locations in the future to provide safe access for trail users as well as to roadway users not accessing the parks/trails.

² [BPRD-Comp-Plan-Adopted-for-web.pdf \(bendparksandrec.org\)](#)



H:\24\24964 - Deschutes County TSP\gis\Solutions Maps\06 Bikeways.mxd Date: 9/13/2022

- County Bikeway
- Oregon Scenic Bikeways
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 6
Bikeways
Deschutes County, Oregon

Table 6. Bicycle Route Community Connections

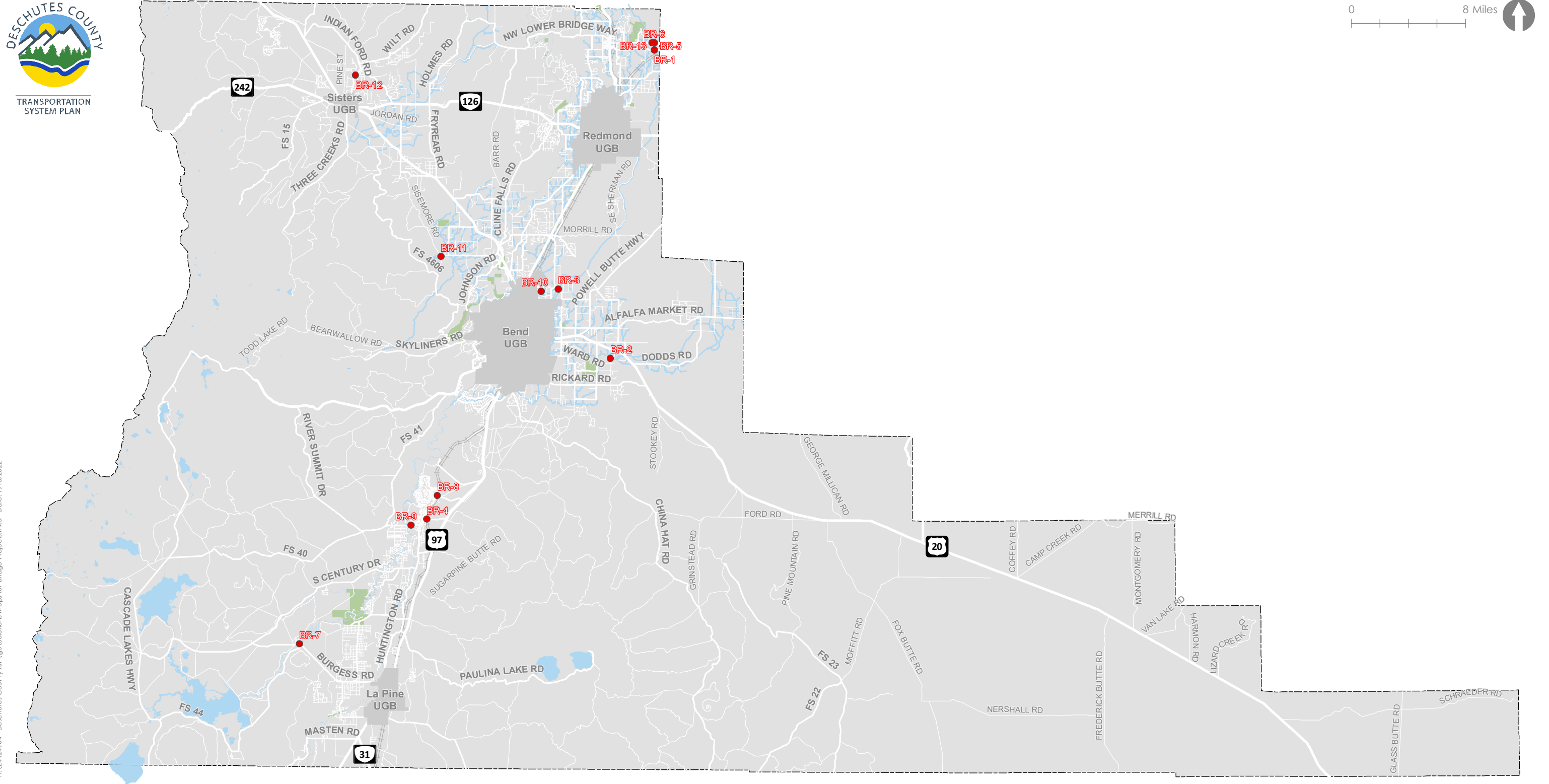
COMMUNITY CONNECTION	DESCRIPTION	PRIORITY
BEND TO REDMOND	VARIOUS ROUTES POSSIBLE. PREFERRED ROUTE ALIGNMENT HAS NOT BEEN IDENTIFIED.	HIGH
BEND TO SUNRIVER	ROUTE CURRENTLY IN DESIGN AS A MULTI-USE PATH ALONG US 97 (PROJECT S-3). WOULD CONNECT BEND, LAVA LANDS, AND SUNRIVER.	HIGH
BEND TO SISTERS	COULD INCLUDE BEND TO TUMALO AND/OR BEND TO TUMALO STATE PARK CONNECTION, WHICH IS ALSO A PRIORITY ROUTE, AND WOULD LIKELY INCLUDE COUNTY AND ODOT FACILITIES. FUTURE COORDINATION WILL BE REQUIRED. ADDITIONAL SISTERS TO TUMALO CONNECTION MAY BE NECESSARY IF BEND TO SISTERS ROUTE DOES NOT INCLUDE THE TUMALO COMMUNITY.	HIGH
REDMOND TO SISTERS	ROUTE COULD OCCUR ADJACENT TO OR WITHIN ODOT RIGHT-OF-WAY (OR 126)	HIGH
REDMOND TO TERREBONNE	ROUTE WOULD LIKELY OCCUR ADJACENT TO OR WITHIN ODOT RIGHT-OF-WAY (US 97)	HIGH
REDMOND TO TUMALO	ROUTE MAY OVERLAP WITH OTHER ROUTE DEVELOPMENT, SUCH AS BEND TO SISTERS OR POSSIBLE REDMOND TO SISTERS.	HIGH
SISTERS TO TERREBONNE & SMITH ROCK STATE PARK	ROUTE IS CURRENTLY PART OF A SCENIC BIKEWAY. IMPROVEMENTS TO THE EXISTING ROUTE, INCLUDING IMPROVED CROSSINGS, ARE NEEDED.	HIGH
SISTER TO BLACK BUTTE RANCH	SIGNIFICANT PRIOR PLANNING WHICH ASSUMED A MULTI-USE PATH PARALLEL US 20.	HIGH
DESCHUTES RIVER WOODS TO EAST SIDE OF BEND	ROUTE WOULD CONNECT AREA SOUTH OF BEND TO NEW DEVELOPMENT AREAS AND RECREATIONAL OPPORTUNITIES WITHIN OR NEAR SOUTHEAST BEND. ROUTE COULD BENEFIT FROM TRAIL CONSTRUCTION WITHIN FUTURE SE BEND DEVELOPMENTS.	MEDIUM
SUNRIVER TO LA PINE	ODOT IS CURRENTLY IN THE PLANNING STAGES TO IDENTIFY PREFERRED ROUTE LOCATION.	MEDIUM
BEND TO PRINEVILLE	ROUTE COULD UTILIZE STATE HIGHWAYS AND/OR COUNTY ROADS. COORDINATION WITH ODOT AND CROOK COUNTY WILL BE REQUIRED.	LOW
REDMOND TO POWELL BUTTEE & PRINEVILLE	ROUTE COULD UTILIZE STATE HIGHWAYS AND/OR COUNTY ROADS. COORDINATION WITH ODOT AND CROOK COUNTY WILL BE REQUIRED.	LOW
BLACK BUTTE RANCH TO CAMP SHERMAN	ROUTE WOULD REQUIRE COORDINATION WITH FOREST SERVICE	LOW

Table 7. Bicycle Route Recreation Connections

COMMUNITY CONNECTION	DESCRIPTION	PRIORITY
BEND TO CASCADES LAKES TRAILHEADS	CASCADE LAKES HIGHWAY CORRIDOR AND BICYCLE FACILITIES STUDY (2019) IDENTIFIES MANY NEEDED IMPROVEMENTS ALONG THE CORRIDOR. ROUTE WOULD PROVIDE ACCESS TO SIGNIFICANT RECREATIONAL OPPORTUNITIES. ROUTE HIGHLY UTILIZED TODAY.	MEDIUM
BEND TO TUMALO STATE PARK	CURRENT CONDITIONS RESTRICT THE ROUTE TO PEDESTRIAN ONLY. BPRD HAS CONDUCTED PRIOR PLANNING ON THIS ROUTE, INCLUDING A CONNECTION TO RILEY RANCH.	MEDIUM
TUMALO TO TUMALO STATE PARK	ROUTE WOULD CONNECT TUMALO COMMUNITY TO RECREATION OPPORTUNITIES. COULD BE PART OF BEND TO SISTERS AND/OR TUMALO CONNECTION.	MEDIUM
LA PINE TO ROSLAND PARK	ROUTE WOULD CONNECT PLANNED MULTI-USE PATH WITHIN LA PINE TO ROSLAND PARK TO THE WEST.	MEDIUM
REDMOND TO RADLANDS RECREATION AREA	ROUTE WOULD CONNECT REDMOND TO RECREATION AREAS EAST OF TOWN. COORDINATION WITH REDMOND WILL BE NECESSARY.	MEDIUM
SUNRIVER TO CASCADE LAKES TRAIL HEADS	ROUTE EXISTS AND IS HEAVILY UTILIZED TODAY. IMPROVEMENTS NECESSARY TO INCREASE SHOULDER WIDTH IN SOME AREAS. POSSIBLE COORDINATION WITH SUNRIVER AND ODOT.	MEDIUM
REDMOND TO RECREATION AREAS TO WEST	ROUTE WOULD CONNECT REDMOND TO RECREATION AREAS, INCLUDING DESCHUTES RIVER, EAGLE CREST, CLINE BUTTE RECREATIONAL AREA, ETC.	LOW
BEND TO RECREATION AREAS TO THE EAST	ROUTE TO CONNECT BEND WITH RECREATION AREAS TO THE EAST INCLUDING RESORTS, BLM LANDS, BIKING TRAILS, ETC. LIKELY COORDINATION WITH BPRD.	LOW
CLINE BUTTE RECREATION AREA TO TUMALO	ROUTE INCLUDES PORTION OF TWO BRIDGES SCENIC BIKEWAY. IMPROVEMENTS TO THE EXISTING ROUTE, INCLUDING IMPROVED CROSSINGS, ARE NEEDED.	LOW

BRIDGES

In 2020, the majority of the County’s bridges were rated as being structurally sufficient. Three bridges were noted as having rating associated with a “structurally deficient” categorization, including Sisemore Road at Couch, Gribbling Road across the Central Oregon Irrigation District canal, and Foot Bridge across the Crooked River. The County regularly reviews the structural ratings of its bridges and makes changes as funding and other opportunities arise. Projects to address these deficiencies and other county priorities are shown in Figure 7 and Table 8. These projects represent the County’s current priorities but do not encapsulate all of the bridges that may be modified over time.



H:\24\24964 - Deschutes County TSP\GIS\Solutions Maps\07 Bridge Projects.mxd Date: 9/13/2022

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 7

**Bridge Projects
Deschutes County, Oregon**

Table 8. Bridge Projects and Associated Cost Estimates

ID	ROAD	LOCATION	DESCRIPTION	PRIORITY	COST
BR-1	SMITH ROCK WAY	NORTH UNIT CANAL	REPLACEMENT	HIGH	\$1,000,000
BR-2	GRIBBLING RD	CENTRAL OREGON CANAL	REPLACEMENT	HIGH	\$900,000
BR-3	HAMEHOOK RD	-	REPLACEMENT	HIGH	\$1,100,000
BR-4	S CENTURY DR	BNSF RR	REHABILITATION	HIGH	\$2,700,000
BR-5	WILCOX AVE	-	REMOVAL	MEDIUM	\$200,000
BR-6	WILCOX AVE	-	REMOVAL	MEDIUM	\$100,000
BR-7	BURGESS RD	-	REPLACEMENT	MEDIUM	\$2,100,000
BR-8	COTTONWOOD DR	BNSF RR	REPLACEMENT	LOW	\$3,800,000
BR-9	SPRING RIVER RD	DESCHUTES RIVER	REHABILITATION	LOW	\$400,000
BR-10	OLD DESCHUTES RD	PILOT BUTTE CANAL	REPLACEMENT	LOW	\$400,000

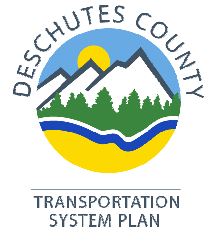
ID	ROAD	LOCATION	DESCRIPTION	PRIORITY	COST
BR-11	SISEMORE RD	-	REPLACEMENT	LOW	\$600,000
BR-12	CAMP POLK RD	-	REPLACEMENT	LOW	\$1,400,000
BR-13	WILCOX AVE	-	NEW BRIDGE	LOW	\$1,300,000

FEDERAL LANDS ACCESS PROGRAM ROADWAYS

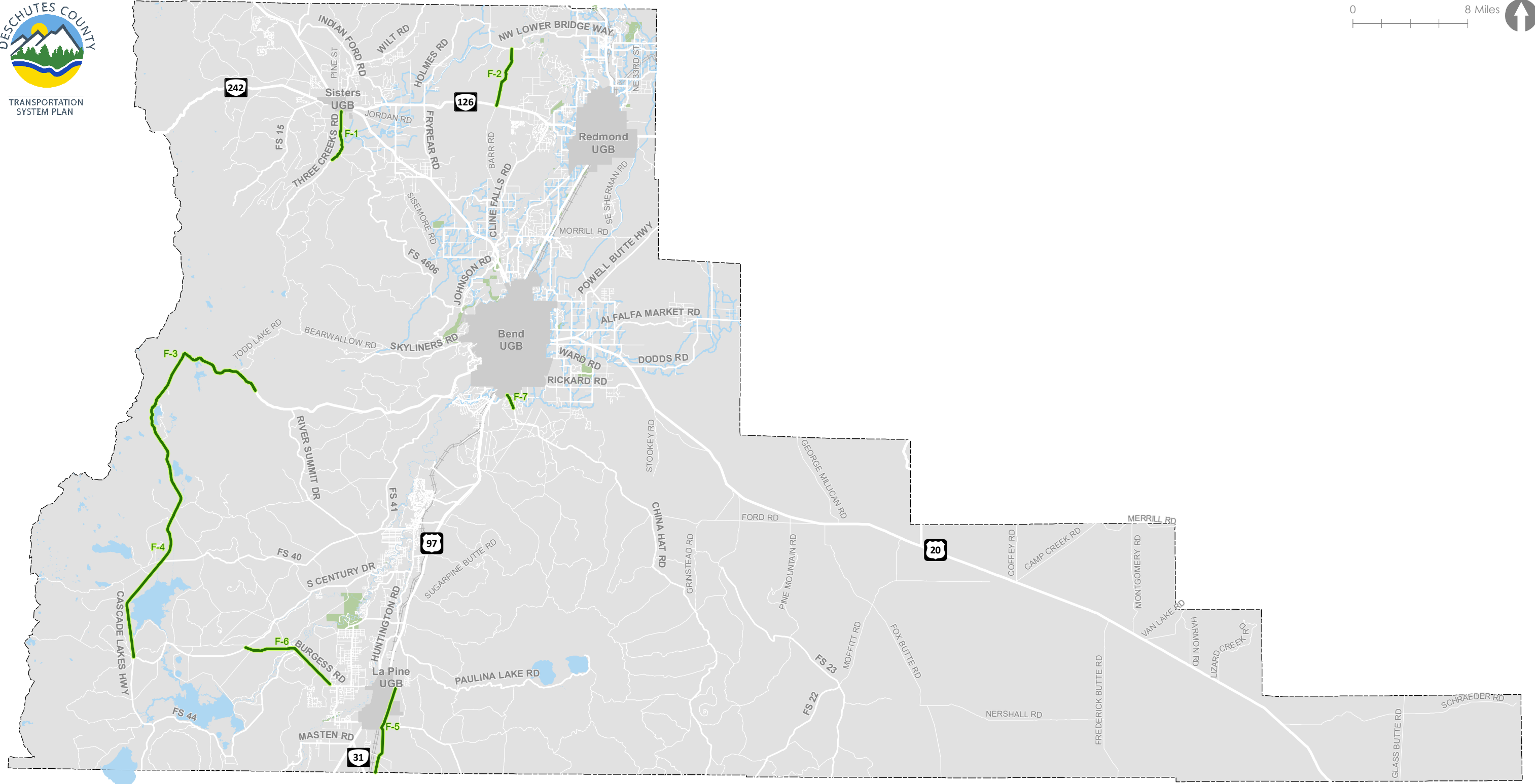
The Federal Lands Access Program (FLAP) was established to “improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.” This program is intended to provide supplemental funding to be used in combination with State and County funds for public roads, transit, and other transportation facilities. In particular, FLAP helps prioritize funding for “high-use recreation sites and economic generators.” FLAP is funded through the Federal Highway Trust Fund and its allocation is based on road mileage, bridges, land area and number of visits to the lands.

FLAP provides funding opportunities to help the County deliver capital projects to increase access to Federal Lands. In addition, FLAP is a funding tool to help the County fund maintenance of existing roads that provide access to Federal Lands, such as those designated as Forest Highways and other roads that provide similar access.

Figure 8 and Table 9 identify the County’s current priorities for future FLAP-funded projects. As part of TSP implementation, the County will continue to coordinate with all of the federal agencies, BPRD, Cascades East Transit, and ODOT on the request for future FLAP-funded projects.



H:\24\24964 - Deschutes County TSP\gis\Solutions Maps\07 FLAP Projects.mxd Date: 9/13/2022



- Federal Land Access Projects
- + Parks
- + Water
- + UGBs

Data Source: ODOT, Oregon State Parks, Deschutes County

Figure 8
**FLAP Projects
Deschutes County, Oregon**

Table 9. FLAP Roadways and Associated Cost Estimates

ID	ROAD	BEGIN	END	DESCRIPTION	PRIORITY	COST	COUNTY CONTRIBUTION	BIKE/PED COMPONENT OF COUNTY CONTRIBUTION
F-1	THREE CREEKS RD	SISTERS CITY LIMITS	FOREST SERVICE BOUNDARY	3.7-MILE-LONG SEGMENT SCOPED FOR WIDENING, PAVEMENT REHABILITATION, SAFETY IMPROVEMENTS, AND REMOVAL OF BR #16060	HIGH	\$2,900,000	\$600,000	\$200,000
F-2	BUCKHORN RD	LOWER BRIDGE WAY	HIGHWAY 126	RECONSTRUCTION/ PAVE	MEDIUM	\$6,500,000	\$1,300,000	\$400,000
F-3	CASCADE LAKES HWY	MILEPOST 21.98	ELK LAKE	WIDEN & OVERLAY; IMPROVE SIDE SLOPES; INCREASE HORIZONTAL SIGHT DISTANCE; INSTALL GUARDRAIL; INSTALL CENTERLINE RUMBLE STRIPS, POST-MOUNTED DELINEATORS AND HIGH-TYPE PAVEMENT MARKINGS; INSTALL SHOULDER RUMBLE STRIPS OR EDGE LINE RUMBLE STRIPS; POSSIBLE STRUCTURE ADJUSTMENTS AND CULVERT EXTENSIONS OR REPLACEMENTS; INSTALL LEFT-TURN AND RIGHT-TURN LANES AT MAJOR DESTINATIONS	MEDIUM	\$12,200,000	\$2,400,000	\$700,000
F-4	CASCADE LAKES HWY	ELK LAKE	S CENTURY DR	WIDEN & OVERLAY; IMPROVE SIDE SLOPES; INCREASE HORIZONTAL SIGHT DISTANCE; INSTALL GUARDRAIL; INSTALL CENTERLINE RUMBLE STRIPS, POST-MOUNTED DELINEATORS AND HIGH-TYPE PAVEMENT MARKINGS; INSTALL SHOULDER RUMBLE STRIPS OR EDGE LINE RUMBLE STRIPS; POSSIBLE STRUCTURE ADJUSTMENTS AND CULVERT EXTENSIONS OR REPLACEMENTS; INSTALL LEFT-TURN AND RIGHT-TURN LANES AT MAJOR DESTINATIONS	LOW	\$9,000,000	\$1,800,000	\$500,000

ID	ROAD	BEGIN	END	DESCRIPTION	PRIORITY	COST	COUNTY CONTRIBUTION	BIKE/PED COMPONENT OF COUNTY CONTRIBUTION
F-5	DARLENE WAY	ROSLAND RD	COUNTY LINE	COUNTY STANDARD IMPROVEMENT OF FULL-LENGTH DARLENE WAY; ASSUMED NO ROW ACQUISITION ON EXISTING ALIGNMENT ACROSS BLM LAND	LOW	\$6,800,000	\$1,400,000	\$400,000
F-6	BURGESS RD	SUNRISE CT	SOUTH CENTURY DR	WIDEN & OVERLAY	LOW	\$5,300,000	\$1,100,000	\$300,000
F-7	CHINA HAT RD	KNOTT RD	ONE MILE SOUTH OF KNOTT RD AT THE DESCHUTES NATIONAL FOREST BOUNDARY	WIDEN & OVERLAY	LOW	\$900,000	\$200,000	\$100,000

TRANSIT

By reference, the County will adopt the Cascade East Transit (CET) Master Plan. This Master Plan has a number of projects that can help increase service to the unincorporated areas of the County as well as to the High Desert Museum and Lava Lands Visitor Center. As part of TSP implementation, the County will continue to partner with CET to identify collaborative funding sources and future service enhancements.

TRANSPORTATION SAFETY ACTION PLAN PROJECTS

The County’s 2019 Transportation Safety Action Plan (TSAP) provides a range of projects, policies, and programs to address identified safety needs within the unincorporated areas of the County. The County will adopt the TSAP, by reference, as part of the updated TSP.

The top sites for safety improvements in unincorporated Deschutes County identified through the TSAP are shown in Table 10. Table 11 also include projects that have been identified to address these needs and relevant status. As part of TSP implementation, the County will continue to identify future project refinements, as needed, monitor the timing of intersection changes at these locations, and seek funding opportunities and/or the potential to combine safety-related projects with other project development within the County.

Table 10. TSAP Priority Locations & Status

INTERSECTION	PROJECT IDENTIFIED?	STATUS
US 20/WARD RD/HAMBY RD	ROUNDAABOUT	PROJECT COMPLETE
US 97/VANDEVERT RD	INTERSECTION IMPROVEMENT	PROJECT COMPLETE
US 20/FRYREAR RD	TURN LANE ON HIGHWAY, REALIGN FRYREAR ROAD(PROJECT SI-5)	COUNTY TO COORDINATE WITH ODOT ON FUTURE PROJECT REFINEMENT.
BURGESS RD/DAY RD/PINE FOREST DR	TURN-LANES	PROJECT COMPLETE
BEAR CREEK RD/WARD RD	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
ALFALFA MARKET RD/DODDS RD	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
US 20/OLD BEND REDMOND HWY	ROUNDAABOUT	ODOT PROJECT PROGRAMMED FOR 2022
US 20/O.B. RILEY RD/COOK AVE	ROUNDAABOUT	ODOT PROJECT PROGRAMMED FOR 2022
US 97/61ST ST	IMPROVED AS PART OF ODOT US 97 BEND TO REDMOND PROJECT	PROJECT COMPLETE
US 97/11TH ST/LOWER BRIDGE WAY	PART OF US97: TERREBONNE/ LOWER BRIDGE WAY IMPROVEMENTS	ODOT PROJECT PROGRAMMED FOR 2023
61ST ST/QUARRY AVE/CANAL BLVD	IMPROVED AS PART OF ODOT US 97 BEND TO REDMOND PROJECT	PROJECT COMPLETE

INTERSECTION	PROJECT IDENTIFIED?	STATUS
NORTHWEST WAY/COYNER AVE	ADD TURN LANES	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP.
ALFALFA MARKET RD/WALKER RD	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
US 97/SMITH ROCK WAY/B AVE	PART OF US97: TERREBONNE/ LOWER BRIDGE WAY IMPROVEMENTS	ODOT PROJECT PROGRAMMED FOR 2023
DESCHUTES MARKET RD/HAMEHOOK RD	ROUNDAABOUT	COUNTY PROJECT PROGRAMED FOR 2022
US 97/BURGESS RD	TRAFFIC SIGNAL	PROJECT IDENTIFIED IN WICKIUP JUNCTION REFINEMENT PLAN. COUNTY TO COORDINATE WITH CITY OF LA PINE AND ODOOT ON FUTURE PROJECT REFINEMENT AND IMPLEMENTATION.
US 20/HAWKS BEARD (BLACK BUTTE RANCH)	NONE	COUNTY TO COORDINATE WITH ODOT ON FUTURE PROJECT REFINEMENT.
EL CAMINO LANE/HELMHOLTZ WAY	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
CANAL BLVD/HELMHOLTZ WAY	ADD TURN LANES	PROJECT COMPLETE
DICKEY RD/NELSON RD	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
US 97/GALLOWAY AVE	NONE	COUNTY TO COORDINATE WITH ODOT ON FUTURE PROJECT REFINEMENT.
BUTLER MARKET RD & POWELL BUTTE HWY	ROUNDAABOUT	PROGRAMMED FOR 2023 CONSTRUCTION
BUTLER MARKET RD & HAMBY	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
BUTLER MARKET RD & HAMEHOOK	NONE	INTERSECTION NOW UNDER CITY OF BEND JURISDICTION
BAKER RD & CINDER BUTTE	INTERSECTION IMPROVEMENT	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP
S CENTURY & HUNTINGTON	ROUNDAABOUT	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP
CLINE FALLS RD/COOPERS HAWK DR/ FALCON CREST DR	NONE	COUNTY TO CONDUCT FUTURE PROJECT REFINEMENT.
LOWER BRIDGE WAY/19TH ST	TURN LANES/REALIGNMENT (PROJECT C-18)	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP.
LOWER BRIDGE WAY/31ST ST	TURN LANES (PROJECT C-20)	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP.
LOWER BRIDGE WAY/43RD ST	INCLUDED IN FUTURE ROADWAY IMPROVEMENT PROJECT (PROJECT CC-4)	PROJECT IDENTIFIED IN DESCHUTES COUNTY TSP.

NEXT STEPS

The County will be conducting an on-line Open House in fall 2022 to obtain feedback on the projects listed herein as well as to identify new potential projects for consideration. The results of the upcoming public engagement will enable the County to finalize the list of projects for inclusion into the updated TSP as well as to begin to identify potential funding sources.