



MEMORANDUM

Date: Tuesday, December 13, 2022

To: PMT and TCP Active Transportation Advisory Committee

From: Karen Swirsky and Katie Popp, Kittelson & Associates

Subject: DRAFT Final Concept Plan

INTRODUCTION

Overview

The Tumalo Community Plan (TCP) Active Transportation Update project focuses on planning efforts for the Active Transportation component of the 2040 Tumalo Community Plan (TCP). Over the past two decades, there have been significant changes in and around Tumalo that have galvanized the transition of the Tumalo core into an active community center. These changes have warranted an update to the Active Transportation element of the Tumalo Community Plan (TCP) to support the growth of a vibrant, livable community with increased transportation choices, including to bicycling, walking, and transit.

The desired outcomes of this project include:

1. Reviewing state, regional, and local plans regarding active transportation
2. Identifying gaps in the Tumalo bicycle and sidewalk system
3. Reaching out to Tumalo residents and business owners regarding active transportation needs
4. Recommending improvements to infrastructure to support active modes of transportation within Tumalo, including potential transit access
5. Creating a list of needed active transportation projects in Tumalo
6. Providing materials and exhibits for amendments to the Tumalo Community Plan and County Transportation System to implement the suggested recommendations for active transportation (provided as separate memorandum to the County)

This Final Concept Plan addresses the outcomes of parts 1-5 of this project, which were accomplished with multiple virtual and in-person Tumalo public engagement events and discussions with the Tumalo Active Transportation Advisory Committee and Project Management Team. These outcomes are organized into three themes for active transportation that emerged throughout the public engagement process:

1. Safety and Speed Improvements
2. Pedestrian Connectivity
3. Transit

Public Outreach

This section discusses public input from multiple public engagement events, including:

1. Tumalo Active Transportation Walking Tour (Wednesday, June 8th, 2022)
2. Interactive StoryMap (June 8th – July 13th, 2022)
3. Virtual open house (October 5th- 24th, 2022)

The Tumalo Community Plan Open House, walking tour, and interactive StoryMap supported the development of the Initial Concept Plan. The Initial Concept Plan was then presented in the virtual open house, which gave the public the opportunity to comment on the initial plan and provide any additional feedback to be included in the development of this Final Concept Plan.

In addition to the three public events that were specifically created to receive public input on the Tumalo Active Transportation Plan update, Deschutes County held an Open House for the entire Tumalo Community Plan Update on Wednesday, May 11th, 2022. The Open House included a table introducing the Active Transportation plan update.

Public Event #1: Tumalo Active Transportation Walking Tour

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 pick-up/ drop-off strategy for student safety and general efficiency.

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 45 mph 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 25 mph 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 the Oregon Department of Transportation (ODOT). However, due to the challenges of the intersection as a transition from a business area to more rural land use patterns, a more significant treatment at the intersection is warranted to enhance the safety of pedestrians and cyclists as well.

Several intersection alternatives for the Cline Falls Highway and Tumalo Road intersection were considered, including a traffic signal, all-way stop, turn lanes, and a roundabout. Based on discussions with the public, project management team, and Active Transportation Advisory Committee, a roundabout is the preferred alternative due to the safety benefits for both motorized and non-motorized transportation users. In further support of the roundabout alternative, a preliminary analysis of projected safety benefits of each potential intersection alternative was conducted using ODOT's Crash Reduction Factors (CRFs) from the All Roads Transportation Safety Program¹. The CRF estimates the projected percent decrease in crashes that would result from converting the existing intersection (side street stop control intersection in a rural area) to a given alternative. For example, a CRF of 82% for a roundabout alternative indicates that converting an intersection that has stop control on the side street (such as the Cline Falls Highway/ Tumalo Road intersection) to a roundabout is expected to reduce the number of crashes at the intersection by 82%. CRFs are often used to

¹ Oregon Department of Transportation (ODOT) (2020). *HSIP Countermeasures and Crash Reduction Factors*. <<https://www.oregon.gov/odot/Engineering/ARTS/CRF-Appendix.pdf>>.

quantify safety benefits of an intersection improvement alternative. A summary of CRFs for each of the initial alternatives considered is shown in **Table 1**.

Table 1. Crash Reduction Factors (CRFs) of Intersection Alternatives

Alternative	Crash Reduction Factor
All Way Stop Control	48% for all crashes, all severities
Traffic Signal	77% for angle crashes, -58% for rear end crashes ¹
Turn Lanes	37% ² for all crashes, all severities
Roundabout	82% for all crashes, all severities

¹ A traffic signal would reduce the number of angle crashes by 77% but increase the number of rear-end crashes by 58%.

² Combined CRF of installing a right turn lane on a single major road approach and a left turn lane on a single major road approach (Cline Falls Hwy). The CRF was calculated using guidance from FHWA and the CMF Clearinghouse.

Kittelson & Associates, Inc. is 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.

Enhanced Entry Statement

The Cline Falls Highway 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 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, shown in Figure 2. A similar treatment for Tumalo is suggested as a possible treatment to 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.

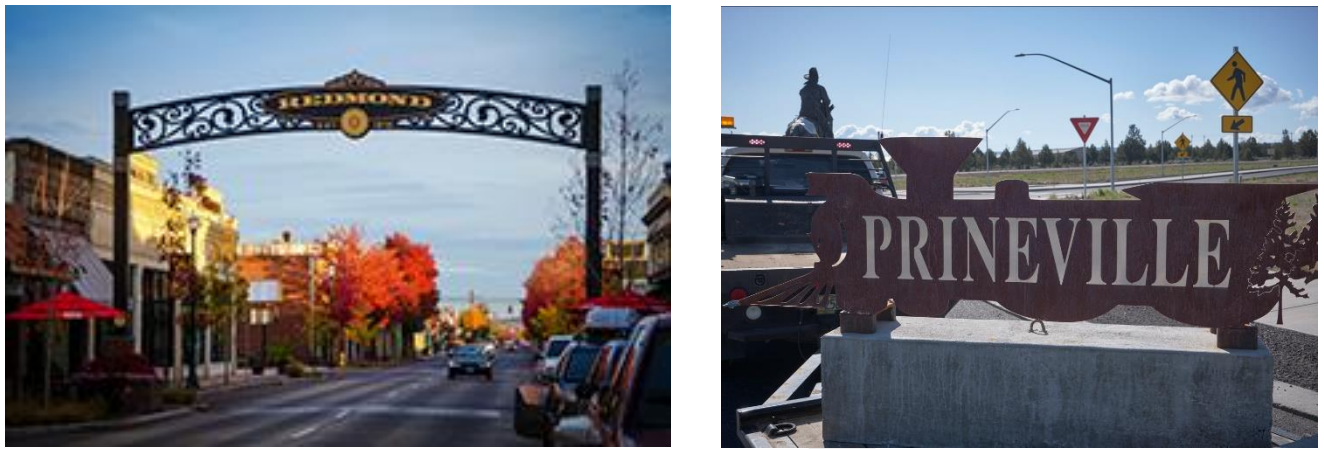


Figure 2. Examples of entry statements signifying a change of setting.

Shoulder Widening

The project team received several comments in support of widening the shoulders along Cline Falls Highway and Tumalo Road to enhance safety for bicyclists. Both roadways are popular routes for bicyclists and Tumalo Road is included as a segment in the most current map of the Twin Bridges Scenic Bikeway. Widening the shoulders could reduce vehicle-bicycle conflict on these roadways, which are both rural two-lane highways with vehicles traveling at higher speeds.

Safety and Speed Improvement Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 3:

- 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
- Implement variable speed warning signs on Cline Falls Highway and Tumalo Road
- Enhanced Entry statement at Cline Falls Hwy/ Tumalo Road as a suggestion to signify a change of setting
- 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

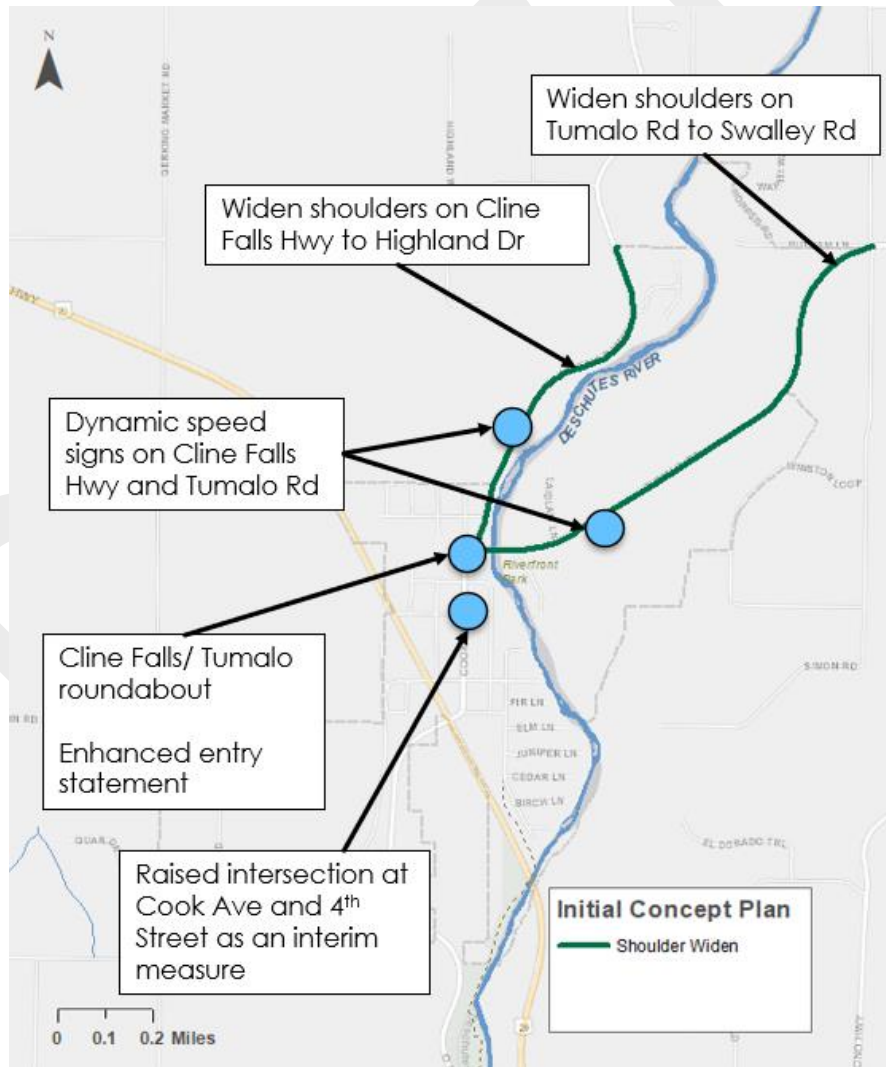


Figure 3. Safety and Speed Improvement Concept #2: Pedestrian Connectivity

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.

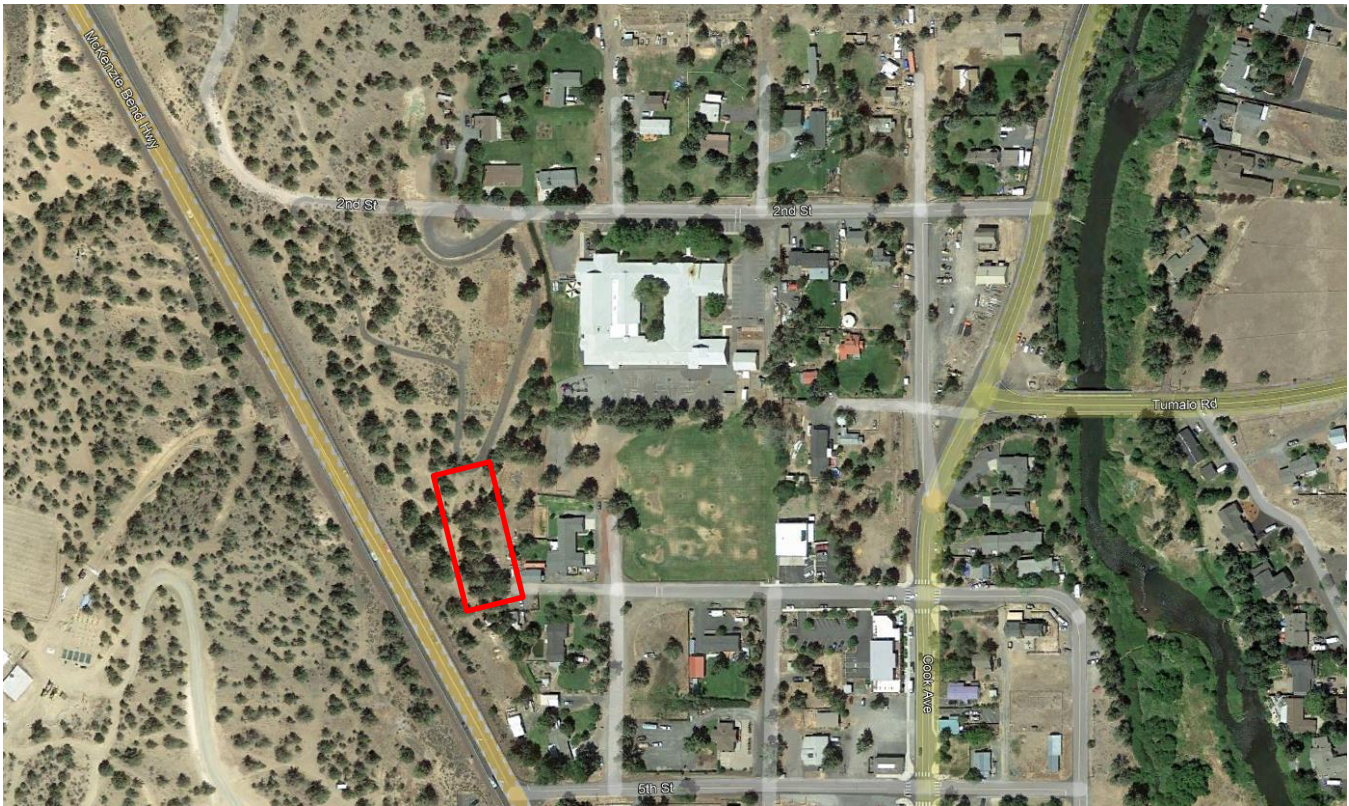


Figure 4: Fit Trail Park connection to planned 4th Street underpass

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. 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. Based on discussions within the

Advisory Committee, some suggested walking loop routes are identified in Figure 5. Ultimately, any formalized walking route loops will be decided by the community.

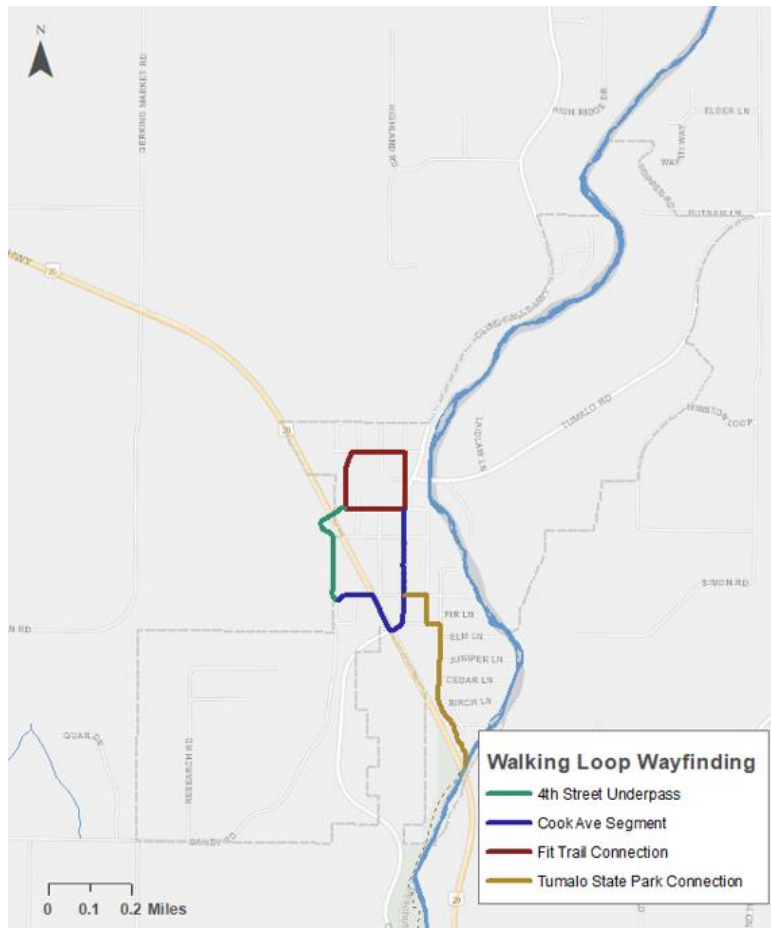


Figure 5: Walking loop routes

Tumalo to Tumalo State Park Trail

A formalized trail connection to Tumalo State Park from the Tumalo core area has been a recurring topic of discussion in the community over the past two decades. A few years ago, the County received a grant from the state to further explore the possible connection. However, the idea was shut down by the State Historic Preservation Office (SHPO) due to the presence of artifacts. The forthcoming update to the Tumalo Community Plan has revived discussions about the potential trail connection. The proposed trail connection would likely utilize existing makeshift trails along Riverview Avenue in southwest Tumalo that connect to State Park via an undercrossing at US20. Based on input through several public outreach events, support for the proposed trail is divided amongst community members. Those against the proposed trail expressed concerns about a trailhead located in the residential area along Riverview Avenue. Trails that pass through County-administered land or private property in unincorporated areas must go through County land use review and approval processes. Trails that pass through Tumalo State Park will need to be approved by

Oregon State Parks. Trails that pass through or along ODOT rights-of-way will need to be approved by the ODOT.

Based on the recommendation of the Advisory Committee, a Tumalo to Tumalo State Park Trail connection is included in this Final Concept Plan. However, due to the mixed support from the community, future planning efforts including additional community engagement would be necessary prior to identifying a final alignment and initiating local, state, or federal approvals.

Pedestrian Connectivity Recommendations

The Safety and Speed Improvements concept is comprised of the following recommendations shown in Figure 6:

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

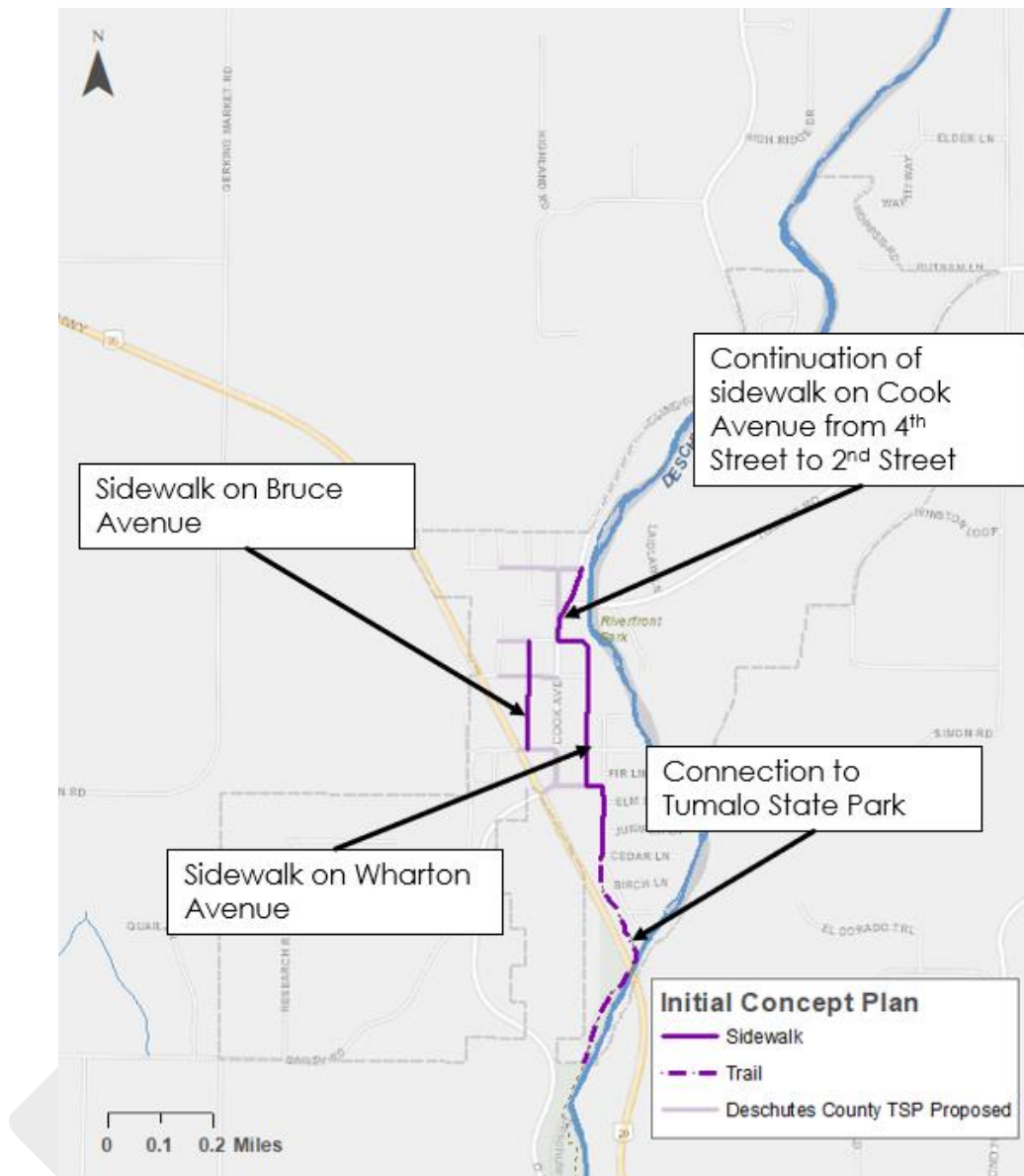


Figure 6. Pedestrian Connectivity Concepts

TRANSIT

CET has identified a stop in Tumalo as a new addition to Route 29 as part of the 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 interim location for a CET stop before pedestrian facilities on Bruce Avenue are improved. 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 7. Ultimately, the location of the stop will be decided by CET.



Figure 7. Transit stop recommended locations



APPENDIX A

StoryMap Comments Summary

A summary of the StoryMap comments is shown in Table 2.

Table 2. StoryMap comments summary.

#	Comment	Likes
1	Add sidewalk to Bruce Avenue between 4 th and ultimately 7th	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? <i>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)</i>	1
4	Where practical, widen shoulders on Tumalo Road between Putnam/Tumalo Road and Cline Falls Hwy/Tumalo Road intersections <i>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)</i>	1
5	Any safety improvements to this busy intersection would be great. RAB is the best option in my opinion. <i>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</i>	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. <i>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.</i>	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.	2

	<i>Reply: I agree with this.</i>	1
13	<p>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.</p> <p><i>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.</i></p>	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



APPENDIX B

Open House Comments Summary

The Tumalo Community Plan (TCP) Active Transportation Update [virtual open house](#) was open from October 5-24, 2022. Visitors were introduced to the three leading topics included in the draft concept, including (1) Safety and Speed Improvements; (2) Pedestrian Connectivity; and (3) Transit in Tumalo. The open house received 23 total comments shown in Table 3.

Table 3. Virtual Open House Comments

No.	Response	Comments
1	I don't like this	A roundabout at tumalo road is not needed, a 3 way stop would be more than adequate, and utilize the tax payers money much better. A raised intersection isn't necessary either the stop at tumalo road would take care of this as well. Your roundabout plan would cause all traffic to go through the front lawn of two homes, are they ok with this? Pretty sure no one asked them.
2	I like this	I would like to see the speed limit reduced to 25 MPH for the first 2 tenths of a mile past the river while heading east on Tumalo road. There is housing density and activity for almost a quarter of a mile there. It would be even better if there was some law enforcement to support the speed limit already in place. Currently 40 MPH
3	I don't like this	I dont agree that a roundabout is the best solution for the TumaloRd/Cline Falls intersection. Most roundbouts in Bend are already obsolete by the time they are built and put into use. Also, they are expensive and will encroach on residential properties. A roundabout should be a LAST resort -- after all other means of controlling traffic there have been exhausted. How about a 3 way stop, or traffic light? Other options deserve to be explored!
4	I like this	I live off Swalley so having a roundabout at Tumalo and Cline falls Highway would be a great benefit as cars come fast from both directions and the back-up wait is getting worse. With all the bicyclists would be nice to have shoulders on Swalley as well. Slowing cars down on Cook through downtown with better crosswalks is an excellent idea. With Knife River and other similar rock companies in area the amount of rocks thrown from these trucks onto many of the roads in Tumalo is unbelievable. The new roundabouts are only going to make this worse. As a daily on-road motorcyclist I have almost gone down three times from hitting a patch of lose gravel. Please do something about better street cleaning and start charging these companies a surcharge for this or have them coverer their loads. My calls about this issue fall on deaf ears.
5	I like this	I like the idea of the raised intersection; the ones I've encountered seem effective, and it's a minimal modification. I'm skeptical of an enhanced entry - I feel like that's been tried with the granite Tumalo sign at the Cook/Tumalo Ave. intersection, and at least 2 people have run right into it! I'd rather not see a grand entry like the Prineville or Redmond examples - that seems too grand for Tumalo. There are so many changes coming - it'd be nice to retain Tumalo's humble character. I used to be an avid cyclist in Portland, and to this day I'd feel more comfortable riding in traffic

		there than I do on the scenic bikeway in Tumalo. Traffic simply moves too fast all along Cline Falls Hwy, much further than a wide shoulder is proposed. I don't think the shoulder will do anything to slow speeds or cure the aggressive drivers who seem to not want to share the road. Having a few extra feet of space would not make me feel any safer, or markedly change my reluctance to ride. I live on the bikeway and find this really unfortunate.
6	-	I have lived in Tumalo on 7th Street for 36 years. Mule deer have migrated through the proposed new roundabout area forever. I think a couple deer crossing signs are needed in this area if no signs are in the area yet when the new roundabout goes in this December. Regards, Jim Mooers [Submitted via email – not part of open house comments]
Pedestrian Connectivity Concept Map		
6	I like this	It's ok, I didn't gather really one way or another from the residents I spoke with on this. It was mixed comments.
7	I don't like this	I agree sidewalks need to be improved in town. But the trail connection to the State park is asinine! Have you considered the effects of this "walkway" to the residents on 4th street and the school? including: light pollution, invitation to homeless to sleep in the tunnel, and a general increase in foot traffic in front of all those folk's homes and the school? Seems like the trail could be moved close to the river -- Adjacent to the Antique store just South of Cook Ave.
8	I like this	Isn't there a pedestrian path planed for under hwy 20? If not, that was an excellent idea.
9	I don't like this	I oppose the pedestrian trail running the length of Riverview Avenue -- which in the map is the north-south (vertical) dotted line between Fir and Birch Lanes. Riverview Avenue is a private, unimproved road that homeowners and nearby property owners already have to deal with wear-and-tear issues such as dust and pothole problems. Again, Riverview is NOT a public road -- how can a trail be established on private property?
10	I like this	Support this!
11	-	Regarding a trail connection to Tumalo State Park, several years ago a similar plan was overwhelmingly rejected by the neighborhoods on streets connected to Riverview Drive. That plan included a trailhead West of the river and north of the Hwy 20 bridge. I personally canvassed the neighborhood collecting signatures against. These were provided to Anthony Raguine and, consequently, the plan was abandoned. Re-writing the trail connection effort will still bring folks driving to the pathway and parking in our neighborhood. Be SURE to include road improvements, parking, security and sanitary considerations with any trail connection thoughts, and then still plan for an overwhelming push-back from the neighborhood.
12	-	The trail connection should be a real trail. Not too sure about the sidewalk on Wharton Avenue..... At least enough room to walk on. Another issue I have that I want this to get to the right people.....Tumalo is a small community and we need to route all the very large trucks..(like knife river trucks) bypass this town. They all need to be on the big hwys not driving down our small town pass small houses. I come from the Portland area and I have not seen anything like it..... Thx Larry
13	I like this	Connectivity to Tumalo State Park will be nice.

14	I like this	Looks great. Downtown Tumalo needs a park as this community is underserved for parks in Bend. Having these pedestrian trails connect to a park in downtown would be ideal.
15	I like this	<p>I am all for accessibility and sidewalks. I would love to see sidewalks continued up Cline Falls so that folks who live less than a mile from Tumalo didn't have to drive to the Bite!</p> <p>I am concerned that a walkway on Wharton, past a popular river access point at 4th and Wharton, and then again by the Hwy 20 bridge might bring undesirable impacts on the riverbank and the river itself. The informal parking area at Cook Ave. and Tumalo Ave. is overused, dangerous for drivers and pedestrians, and is a disaster for the riverbank and the riparian area alongside. Is there any work being done to mitigate the impacts of creating access to a part of the river that will see an increase of traffic?</p> <p>I would also love to be able to walk to Tumalo State Park from its namesake town, but my above concerns apply here, as well.</p>
Transit Concept		
16	I don't like this	From the people who I have talked to about this, only 3 out of 79 thought this was a good idea. That is only 3.7%. This shows me that a transit stop is not necessary for Tumalo. This would cause a much larger carbon footprint than we currently have.
17	I don't like this	<p>I STRONGLY oppose a transit stop in Tumalo. And I am not sure why Tumalo would need one -- it is not really a "destination" for shopping or services. You are inviting trouble into this tiny rural hamlet. Mass transit will bring homeless, drugs, and crime.</p> <p>My experiences in Bend with Hawthorne station have been horrific! I was assaulted by a homeless man while walking my young children to Juniper, and refuse to shop in that area due to it being unsafe, presence of drug paraphernalia, theft, violence, and loitering of unsavory characters. This is NOT wanted or needed in Tumalo!</p>
18	I don't like this	I don't see the need for this.
19	I like this	I think it's important to have transit in Tumalo, either location seems fine -- Country Store and gas station is currently super congested as it is, so maybe Bruce?
20	I don't like this	No transit bus stops in Tumalo. I do not believe these are necessary and will only invite homeless people to Tumalo.
21	I like this	Either location. Needs to include parking.
22	I like this	I'm happy to have transit at all! Seems like the Bruce Ave. option might be better in terms of not disrupting the flow of traffic within Tumalo - there's less traffic on Bruce Ave, while the 5th St/Cook Ave intersection sees quite a bit of turning traffic, both for the gas station and due to 5th ave being the safer street from which to make a left turn onto Hwy 20. I know the left turn issue will be resolved by a roundabout, but it seems like the gas station traffic might be snarled by having a close bus stop.
23	I don't like this	Tumalo doesn't really have a draw for Transit. Those that live here have cars to go to town for groceries and socialization. A bus transit stop would bring transient persons into town. We are so small we don't have the infrastructure to care for those individuals. We also don't need transients hanging around town with our children at the school so close. Nor do we need to foster any ideas of a houseless camp in Tumalo on any private or public land.