



MEMORANDUM #1

Date: September 15, 2019
To: Project Management Team & Advisory Committee
From: Matt Kittelson, PE, Julia Kuhn, PE & Steven Kochvar
Project: Wickiup Junction Refinement Plan
Subject: Technical Memorandum #1: Plans and Policies

Project #: 23256

INTRODUCTION

This memorandum provides a review of current transportation related plans, standards, rules, regulations and policies in place by the State, La Pine, and Deschutes County that pertain to the Wickiup Junction Refinement Plan (WJRP). This summary serves as a reference for the Project Management Team (PMT) and the Advisory Committee (AC) and identifies key issues for consideration as part of the refinement plan

Some documents reviewed herein describe existing transportation-related standards, targets, and guidelines with which the WJRP shall coordinate and be consistent; other documents contain identified transportation improvements to include in the analyses of potential projects. Some policies and regulatory documents described in this review may require amendments following the adoption of the WJRP to ensure implementation of the identified policies and projects as well as compliance with Oregon's Transportation Planning Rule. These amendments could potentially include the La Pine Transportation System Plan, Deschutes County Transportation System Plan, and/or the Oregon Highway Plan. These will be identified through the adoption process. Table 1 provides a summary of the documents reviewed and summarized as part of this memorandum.

Table 1. Summary of Documents Reviewed and Relevance to Wickiup Junction Refinement Plan (WJRP)

Document/Policy	Relevance to WJRP	Page
Statewide Planning Documents		
OAR Chapter 734 Division 051	Projects, policies, and regulations identified as part of WJRP will reflect the policies of the statewide modal plans and policies and will comply with or move in the direction of meeting the standards and targets established in the plans related to safety, access, and mobility.	3
Oregon Highway Plan (as amended)		3
ODOT Highway Design Manual		5
Oregon Freight Plan		6
Oregon Intersection Safety Implementation Plan		6
Oregon Bicycle and Pedestrian Safety Implementation Plan		6
Statewide Planning Goals (OAR chapter 660 division 012, known as the Transportation Planning Rule or TPR)		6
Oregon Bicycle/Pedestrian Plan		7
Oregon Transportation Safety Action Plan		8
ODOT Region 4 Active Transportation Needs Inventory		9
ODOT Operational Notices/Policies		9
US 97 Freight Plan Phase 1: Existing Conditions		10
US Highway 97 Corridor Strategy		10
Statewide Transportation Improvement Program		If identified, the WJRP will incorporate projects programmed in the STIP.
Oregon Resilience Plan	Projects, policies, and regulations identified as part of the WJRP will incorporate applicable transportation system elements included in the Resilience Plan. Maintaining mobility along US 97 is a key objective of the Resilience Plan.	10
Regional and Local Planning Documents		
Deschutes County 2012 Transportation System Plan	Projects, policies, and regulations identified as part of the WJRP will reflect the policies and projects in the County's TSP.	11
City of La Pine Transportation System Plan	Projects, policies, and regulations identified as part of the WJRP will reflect the policies and projects in the City's TSP.	11
Central Oregon Regional Transit Transportation Master Plan	The WJRP will integrate the regional transit and transportation demand management strategies identified by CET plans.	12
Central Oregon Strategic Transportation Options Plan		12
Trip 97	Projects, policies, and regulations identified as part of the TRP will reflect the goals and vision of Trip 97.	13

2010 US97 at Wickiup Junction Traffic Analysis Report	The outcomes of this study identified several transportation challenges within the Wickiup Junction community and supported the Wickiup Junction rail line overcrossing project, which is currently suspended. The WJRP will identify revised alternatives to address the needs identified by this study.	13
Deschutes County Intelligent Transportation System ("ITS") Plan	The WJRP will identify technological and management improvements in support of the ITS Plan.	13
Report on Central Oregon Rail Planning	This report prioritizes the BNSF Line / US 97 rail crossing as one that should be grade-separated. This rail line overcrossing project is currently suspended, and the WJRP will identify revised alternatives to address the needs identified by this report.	14
US 97 Freight Plan Phase 2 (Technical Memorandum #3: Investment Strategy)	This report suggested potential safety and mobility improvements for freight along US 97. The report lists the La Pine Corridor Refinement Plan as a potential solution to traffic and safety issues on the segment of US 97 through La Pine. The WJRP will implement solutions that will add improvements suggested in the US 97 Freight Plan Phase 2.	14

STATEWIDE PLANS AND POLICIES

This section documents the applicable statewide plans and policies to the WJRP.

OAR CHAPTER 734 DIVISION 051

Commonly referred to as Division 51, ODOT adopted OAR 734-051 to establish procedures and criteria to govern highway approaches, access control, spacing standards, medians and restriction of turning movements. The application of these criteria to changes to the State highway are intended to comply with statewide planning goals, acknowledged comprehensive plans, state law, and the Oregon Transportation Plan (OTP).

At Wickiup Junction, US 97 connects La Pine residents, employees, and visitors with other areas in Central Oregon as well as through the state. The highway also provides connections between areas within the community and at the same time, can present a barrier to walking, bicycling, and driving across the highway. A summary of the access management spacing standards for US 97 is shown in Table 2.

Table 2. ODOT Access Management Spacing Standards

Route Name	Facility Extents	Facility Designation	2017 ADT	Posted Speed Limit (mph)	Access Spacing Standard (feet)
US 97	Entire Section within Community	Statewide Highway	>5,000	45/50	990/1,100

OREGON HIGHWAY PLAN (OHP)

The OHP is a modal plan of the Oregon Transportation Plan (OTP) to guide ODOT in the planning, operations, and financing of its highway system. Policies in the OHP emphasize the efficient management of the highway system to increase safety, partner with local and regional jurisdictions, and employ new techniques to improve the capacity of the existing system before expanding capacity. The OHP's policies provide an essential link between land use and transportation, provide standards and targets for highway performance, design, and access management, and emphasize the multimodal relationship between state highways, local and regional streets, bicycle, pedestrian, transit, rail, and air systems.

The following are identified OHP policies that are relevant to Wickiup Junction Refinement Plan.

POLICY 1A: STATE HIGHWAY CLASSIFICATION

ODOT classifies its highways into four levels of importance: Interstate, Statewide, Regional, and District. This classification system guides ODOT's management of and decisions regarding the investment in the highway system as well as the development of facility plans and the agency's review of local plan and zoning amendments and facility management decisions, such as road approach permits.

As noted above, US 97 is the only ODOT highway within La Pine. The purpose and management objectives of the highway is provided in Policy 1A, as summarized below.

- ▶ **Statewide Highways (US 97)** are intended to provide inter-urban and inter-regional mobility and to connect larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to connect regional trips. ODOT's management objective of these highways is to provide safe and efficient operations with minimal interruptions to flow within urban areas.

US 97 is designated as a Statewide Highway and Expressway within the Wickiup Junction area.

POLICY 1B: LAND USE AND TRANSPORTATION

Policy 1B identifies that ODOT will work with other agencies to establish the linkage between land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. Policy 1B also recognizes that state highways can serve as the main street in some communities, and as such, this policy provides for a balance between serving a local community's needs and through traffic.

POLICY 1C: STATE HIGHWAY FREIGHT SYSTEM

To support the continued vitality of local and state economies, the designated state's freight system facilitates efficient and reliable interstate, intrastate, and regional truck movement. This freight system includes routes that carry significant tonnage by truck and serve as the primary interstate and intrastate highway connections to ports, intermodal terminals, and urban areas. Highways included in this designation have higher highway mobility standards than other statewide highways.

As a critical north-south route, US 97 is designated as a **Freight Route** throughout Oregon, including the Wickiup Junction area.

POLICY 1F: HIGHWAY MOBILITY POLICY

This policy establishes mobility targets that implement the objectives of the OTP and other OHP policies. The policy, as revised, offers the flexibility to the state and local jurisdictions to collaboratively implement mobility targets that support and reflect land use, transportation and economic development priorities.

The mobility targets are a measure of state highway performance based on a volume to capacity (v/c) ratio. The targets are intended to make initial assessment of measures needed to maintain acceptable and reliable mobility but also to recognize that alternative mobility targets (including measures that are not v/c-based) can be effective in identifying solutions that “better balance state and local community needs and objectives.”

At Wickiup Junction the following target is applicable on US 97:

- ▶ Unsignalized Statewide Freight Route outside of an MPO area in an Unincorporated Community: **v/c ratio less than 0.80** (non-state approaches). This follows the guidelines that indicates non state highway unsignalized intersections should adhere to the volume to capacity ratio for District/Local Interest Roads

POLICY 1G: MAJOR IMPROVEMENTS

This policy establishes a three-tier process related to evaluating major improvements to the state highway system. The first priority is to improve the safety and management of the existing system prior to adding roadway capacity. Transportation System Management (TSM) and Transportation Demand Management (TDM) measures (including land use changes) can be used to evaluate ways to better manage the efficiency of the existing system. The second priority is to make minor improvements to the state highway system and/or improvements to the local street network. The third priority is to add lanes to increase capacity or make other major improvements. The City of La Pine, Deschutes County, and ODOT will work to ensure that proposed improvements support this policy.

POLICY 2B: OFF-SYSTEM IMPROVEMENTS

This policy allows ODOT to make financial contributions to local street improvements that support the state highway system and are consistent with Policy 1G. As part of the WJRP, the City of La Pine, Deschutes County, ODOT and other affected stakeholders will collaboratively identify improvements that support this policy and are consistent with local policies and priorities.

POLICY 2F: TRAFFIC SAFETY

This policy priorities improvements to enhance the safety of all users of the highway system. Action 2F.4 provides for the implementation of the Safety Management System to allocate resources to areas with the most significant safety issues.

POLICY 3A: CLASSIFICATION AND SPACING STANDARDS

As discussed above, ODOT manages location, spacing, and intersections along state highways to ensure the safe and efficient operations for the traveling public. These management tools recognize the intended function and classification of the highways (as discussed in Action 3A.2). The applicable access management spacing standards, as established in the OHP, are implemented by access management rules in OAR 734, Division 51 and highlighted in the above section.

POLICY 4A: EFFICIENCY OF FREIGHT MOVEMENT

La Pine is bisected by US 97, which is an important statewide freight route. The highway is ranked among the top five corridors for freight movement in the state. This route is considered vital for rescue and recovery operations in case of catastrophe. Policy 4A recognizes the need to maintain and improve the efficiency of freight movement on the state system. The City of La Pine, Deschutes County, and ODOT will work together to identify needed improvements consistent with this policy.

POLICY 4B: ALTERNATIVE PASSENGER MODES

This policy supports the development and enhancement of “alternative passenger services and systems” that help preserve the performance and function of the state highway system. As part of the WJRP, ODOT, the City of La Pine, Deschutes County and the Central Oregon Intergovernmental Council (COIC) will work together to identify potential improvements to support the Cascades East Transit (CET) service within the Community.

ODOT HIGHWAY DESIGN MANUAL (HDM)

The HDM establishes design standards and procedures for the state highway system. The HDM has been coordinated with the American Association of State Highway and Transportation Officials' (AASHTO) policies. The HDM provides guidance on the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. The standards in the HDM are specified by functional classification. US 97 is identified as a statewide freight facility.

OREGON FREIGHT PLAN (OFF, 2017)

The Oregon Freight Plan (OFF) is the modal plan of the OTP that supports the movement of goods and commodities in the state. Per this policy, it is the state's intent “to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses.” This plan prioritizes strategic investments to existing freight facilities (including rail, marine, air, and pipeline infrastructure).

Within La Pine, US 97 is part of the state's freight network. The following policies in the Freight Plan can help shape the improvements evaluated as part of the WJRP.

- ▶ Strategy 1.2: Support freight access to the Strategic Freight System. This includes proactively protecting and preserving corridors designated as strategic.
- ▶ Action 1.2.1. Preserve freight facilities included as part of the Strategic Freight System from changes that would significantly reduce the ability of these facilities to operate as efficient components of the freight system unless alternate facilities are identified or a safety-related need arises.
- ▶ Strategy 2.4: Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System with the intent to improve supply chain performance.

OREGON INTERSECTION SAFETY IMPLEMENTATION PLAN (ISIP)

The ISIP was also developed in conjunction with the Transportation Safety Action Plan (TSAP) and provides for intersection-related safety measures to reduce fatal crashes. The ISIP requires an analysis of crash trends, cost effective countermeasures and for pairing low cost improvements with education and enforcement. ODOT, the City of La Pine, and Deschutes County will collaborate to identify specific projects to enhance the safety of intersections with identified crash deficiencies.

OREGON BICYCLE AND PEDESTRIAN SAFETY IMPLEMENTATION PLAN (BPSIP)

The BPSIP was also developed in conjunction with the TSAP with the intent of reducing the frequency and severity of pedestrian and bicycle related crashes. Like the ISIP, the BPSIP identifies priority locations and countermeasure options. No priority locations at Wickiup Junction were identified in the BPSIP.

TRANSPORTATION PLANNING RULE (TPR, OAR 660-012)

Oregon defines 19 statewide planning goals; of which Goal 12 is *Transportation*. The Transportation Planning Rule (TPR), OAR Division 12, defines how to implement this goal and requires that counties and cities work with ODOT to comply with the goals prepared by the governing Transportation System Plans that are consistent with the OTP.

The TPR recognizes the role that a safe, convenient, and economical transportation system plays in supporting local and state economic vitality. It also requires the integration of comprehensive land use planning with transportation needs and the promotion of multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less.

In compliance with the TPR, La Pine may need to adopt/amend the TSP's goals, projects, and city land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions (OAR 660-012-0045(2))." These may include:

- ▶ Standards to protect future operations of roads;
- ▶ Identifying if a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs (660-012-0050).

The Refinement Plan includes goals that are consistent with and support the TPR. Further, the development of the Wickiup Junction Refinement Plan will follow the TPR provisions summarized in OAR 660-012.

OREGON BICYCLE AND PEDESTRIAN PLAN (OBPP, 2016)

The vision of the OBPP is that *"In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well connected biking and walking routes. People can enjoy Oregon's scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians."*

The OBPP recognizes that walking and biking support economic growth, health, environmental quality, and mobility. The OBPP outlines the following goals that are applicable to the La Pine community:

Goal 1: Safety. Eliminate pedestrian and bicyclist fatalities and serious injuries and improve the overall sense of safety of those who bike or walk.

Goal 2: Accessibility and Connectivity. Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.

Goal 3: Mobility and Efficiency. Improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system.

Goal 4: Community and Economic Vitality. Enhance community and economic vitality through walking and biking networks that improve people's ability to access jobs, businesses, and other destinations, and to attract visitors and tourists, new residents, and new business to the state, opening new opportunities for Oregonians.

Goal 5: Equity. Provide opportunities and choices for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across the state to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.

Goal 6: Health. Provide Oregonians opportunities to become more active and healthy by walking and biking to meet their daily needs.

Goal 7: Sustainability. Help to meet federal, state, and local sustainability and environmental goals by providing zero emission transportation options like walking and biking.

Goal 8: Strategic Investment. Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.

Goal 9: Coordination, Cooperation, and Collaboration. Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

The City of La Pine, Deschutes County and ODOT will work together to identify policies and projects in support of these goals.

Finally, the ODOT Bicycle and Pedestrian Design Guide supports the OBPP and the Highway Design Manual and guides the design and management of bicycle and pedestrian facilities on state-owned facilities.

OREGON TRANSPORTATION SAFETY ACTION PLAN (TSAP, 2016)

The TSAP establishes goals to achieve the vision that there will be "no deaths or life-changing injuries on Oregon's transportation system by 2035." These goals foster a safety culture, provide infrastructure to enhance safety, support healthy communities, leverage technology, and coordinate agencies and stakeholders to work together. The TSAP prioritizes improvements related to four areas:

- ▶ Risky behaviors, such as impaired driving, distracted driving, unbelted driving, and speeding.
- ▶ Infrastructure such as intersection improvements.
- ▶ Protections for vulnerable users, such as pedestrians, bicyclists, and older road users.
- ▶ Improved facility management, including data collection, training, enforcement, licensing and emergency response.

The TSAP identifies several actions in support of these priorities. Some of these action items that are relevant to La Pine include:

- ▶ Action 6.3.2: Continue work between ODOT, cities, and counties to consider and revise, as appropriate, regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives.
- ▶ Action 6.3.6: Focus facility design and redesign to achieve operating speeds consistent with safety goals, context, users, and land use.
- ▶ Action 6.5.1: Implement design treatments to achieve appropriate speeds and manage sight distance consistent with context, users, and community goals.
- ▶ Action 6.5.3: Support multimodal safety considerations during local Transportation System Plan development, and other planning efforts (e.g., local Transportation Safety Action Plans) to guide project planning, operations and maintenance for safer transportation facilities.
- ▶ Action 6.6.1: Implement low-cost systemic safety improvements at intersections.
- ▶ Action 6.8.1: Evaluate the safety performance of innovative pedestrian facilities. Continue implementing the most effective.
- ▶ Action 6.8.2: Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high-risk areas and facilities.
- ▶ Action 6.10.1: Evaluate the safety impacts of innovative bicycle facilities. Continue implementing the most effective.

ODOT REGION 4 ACTIVE TRANSPORTATION NEEDS INVENTORY (ATNI)

ODOT Region 4 is working to create “safer, more walkable and bikeable networks in and between communities across Central Oregon, in alignment with the direction recently set out in ODOT’s Statewide Bicycle and Pedestrian Plan.” The Region has completed an initial phase of the project to identify pedestrian and bicycle-related needs. To date, three steps have been completed, including:

- ▶ Step 1. An inventory of the existing shared-use paths, bike lanes, sidewalks, and paved shoulders on ODOT highways;
- ▶ Step 2. An assessment of these existing facilities with respect to ODOT’s current design standards, to understand areas with gaps and deficiencies; and,
- ▶ Step 3. An evaluation of the gaps and deficiencies in the system using a range of evaluation criteria to help classify and prioritize the bicycle and pedestrian needs on the system.

The evaluation of the gaps and deficiencies is intended to be used in project scoping, future project selection, project design, and identifying locations most in need of dedicated pedestrian or bicycle projects. ODOT will be working on “*Volume 1: Near Term Actions of the Implementation Work Plan for the Statewide Bicycle and Pedestrian Plan*”.

The WJRP will identify pedestrian and bicycle-related improvements in support of the Active Transportation Needs Inventory.

ODOT OPERATIONAL NOTICES/POLICIES

ODOT has issued technical directives to support the technical position for project policies to ensure consistency throughout ODOT. Applicable directives to the Wickiup Junction Refinement Plan include:

- ▶ PD-16: Highway Mobility
 - This directive provides guidance on implementing mobility policies, processes, roles and responsibilities. This notice is consistent with the procedures documented in the ODOT Mobility Procedures Manual (MPM).
- ▶ RD15-02(B): Modern Roundabout Design
 - This directive reinstated Chapter 8 of the Oregon Highway Design Manual (HDM) after it was temporarily removed in 2012.
- ▶ DEES 02: Roundabouts on State Highway Systems
 - This directive is used to plan for projects and improvements on the state highway system, including intersection control projects such as traffic signal installation or construction of a roundabout. It establishes the expectation and processes concerning freight mobility to be followed whenever a roundabout is proposed to be installed on the state highway system.
- ▶ TR 18-01 (B): Rectangular Rapid-Flashing Beacons
 - This directive informs ODOT of the FHWA approval for optional use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (RRFBs) at uncontrolled marked crosswalks and provides direction for ODOT to take with existing and future RRFB's.

US 97 FREIGHT PLAN PHASE 1: EXISTING CONDITIONS

Phase 1 of the US 97 Freight Plan identifies the existing conditions of the 292-mile US 97 corridor from the Washington border to the California border. Phase 1 documented the crash history, traffic volumes, commodity flow and geometry of the corridor. The corridor was broken into 11 segments. The La Pine segment extended from south Bend to south La Pine. The WJRP will support the efforts related to the Phase 1 of the US 97 Freight Plan to serve freight along US 97.

US HIGHWAY 97 CORRIDOR STRATEGY

The US Highway 97 Corridor Strategy is intended to implement the goals and policies identified by the Oregon Transportation Plan, Oregon Highway Plan, and various multimodal, transit, and freight plans on US 97 between Madras and the California border. The primary goal for the US 97 corridor is *"To promote commerce by efficiently distributing good and services, while enhancing travel safety, maintaining environmental integrity and preserving regional quality of life"*. The corridor plan identified several issues related to La Pine:

- ▶ La Pine and other small communities may have lower pedestrian activity, but these areas present safety issues related to vehicle speeds.
- ▶ Rural communities such as La Pine should focus on slowing vehicles to posted speeds via enforcement, environment, and traffic calming techniques.
- ▶ Sidewalks, bike lanes, and enhanced pedestrian crossings should occur in conjunction with new highway projects.

The WJRP will support the recommendations associated with the US Highway 97 Corridor Strategy.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP, 2018 – 2021)

The STIP serves as the state's four-year capital improvement program for multimodal projects as well as for projects in the National Parks, National Forests and Native American tribal lands. The STIP is updated every two years in accordance with federal requirements. In addition, there are STIP projects that enable maintenance activities for Cascade Eastside Transit (CET) but do not represent any changes to CET's service to La Pine.

The 2018 – 2021 STIP identifies \$16,343,090.09 for US97 @ Wickiup Junction to:

- ▶ Realign US97 & construct an overcrossing at Wickiup Junction La Pine and realign Burgess Rd and connect it with US97.

This project was initiated by ODOT but has since been suspended due to challenging soil conditions. The WJRP is intended to identify a transportation plan for the Wickiup Junction area without the construction of this project.

OREGON RESILIENCE PLAN (ORP, 2013)

The ORP was developed in 2013 in response to a House Resolution that directed the Oregon Seismic Safety Policy Advisory Commission to prepare a plan that "reviews policy options, summarizes relevant reports and studies by state agencies and makes recommendations on policy direction to protect lives and keep commerce flowing during and after a Cascadia earthquake and tsunami". The plan's goal is to improve the infrastructure reliability to reduce the social and economic impact associated with these events.

The Redmond Municipal Airport is identified as the primary state FEMA emergency response airport in Central Oregon. Given the proximity to Redmond and the significance of US 97, La Pine would naturally see an increase in traffic volume in the case of a Cascadia event.

US 97 is identified as a Tier 1, Phase 1 Lifeline Route considered vital for rescue and recovery operations in case of a natural catastrophe, such as a major earthquake.

REGIONAL AND LOCAL PLANS AND POLICIES

This section documents the applicable regional and local plans and policies to the WJRP.

DESCHUTES COUNTY 2012 TRANSPORTATION SYSTEM PLAN (TSP)

The Deschutes County TSP identifies policies and improvements that support the County's transportation system through the year 2030. The TSP highlights the importance of providing a safe and efficient system for all users and recognizes the role of the highways that provide statewide roles in providing for regional and statewide freight movement. Key goals from the TSP include:

- ▶ Coordinating with the plans and policies established by adjacent counties and the State.
- ▶ Providing a safe and efficient network for residential and non-residential mobility.
- ▶ Enhancing the opportunity for intermodal connections and public transportation throughout the County.

- ▶ Support a safe and convenient bicycle and pedestrian system that is integrated within the transportation system.
- ▶ Maintain the existing level and intensity of freight and rail activity throughout the County and encourage the expansion of private industry.

The TSP identified the following projects within the La Pine community:

- ▶ Identify La Pine isolated subdivisions and seek grant funding to improve access to and from these areas
- ▶ Add a center turning lane on Burgess Road and widen the bridge over Little Deschutes River

Deschutes County, the City of La Pine, and ODOT are working together on the Wickiup Junction Refinement Plan development and will ensure consistency of the plans and policies.

CITY OF LA PINE TRANSPORTATION SYSTEMS PLAN

The La Pine Transportation System Plan was developed in 2012 to support the City's goals over the next twenty years. The plan is intended to *"provide the City, County, and ODOT with guidance for operating and improving a multimodal transportation system within the La Pine Urban Growth Boundary."* Key transportation related goals for the community are:

- ▶ TSP Goals and Policies
 - Provide a safe, convenient, and accessible system to support the growth and livability of La Pine;
 - Provide a transportation network that improves transportation efficiency, convenience, and safety;
 - Optimize investment in the existing transportation system; and
 - Provide a transportation system that supports the economic viability of La Pine and Central Oregon
- ▶ Vehicular Project Priorities:
 - Establish an "arterial ring" within downtown La Pine
 - Upgrade 3rd Street and 4th Street to Major Collectors in the downtown area between Morson Street and Hinkle Way
 - Upgrade Cagle Road and Skidgel Road to paved roads
 - Construct Wickiup Junction Overcrossing (as noted previously this project is currently suspended)
- ▶ Sidewalk and Bicycle Goals and Policies
 - Provide east-west connections within the Cagle subdivision where roads are currently unpaved
 - Provide pedestrian access across US 97 within Wickiup and downtown La Pine
 - Create a connected trail system between the downtown and Wickiup, particularly along the west side of the highway
 - Consider pedestrian connectivity for recreational trips, such as those to existing and planned parks and trails

The Refinement Plan includes goals that are consistent with and will support the La Pine Transportation System Plan goal and objectives.

CENTRAL OREGON REGIONAL TRANSIT MASTER PLAN

La Pine is currently served by the CET Community Connector Route 30 between La Pine and Bend. The WJRP will support the goals of the Central Oregon Regional Transit Master Plan.

Transit service to La Pine is provided by CET, which is governed by the Central Oregon Intergovernmental Council (COIC) Regional Transit Master Plan. The purpose of the Regional Transit Master Plan is to:

- ▶ Analyze future needs of the transit system
- ▶ Identify short-term system adjustments and longer term service needs
- ▶ Promote the benefits of a regional transit system
- ▶ Develop a regional agreement on the funding structure for the sustainability of Cascades East Transit

CENTRAL OREGON STRATEGIC TRANSPORTATION OPTIONS PLAN

The Central Oregon Strategic Transportation Options Plan (COTOP) is "a long-range strategic plan intended to guide local and intercommunity public transportation investments in Central Oregon." Its goal is to meet 2030 demand for intercommunity trips with investment in public transit and supportive long-term land use policies that promote transit.

The WJRP will support the goal of the COTOP to meet 2030 demand for intercommunity trips.

TRIP 97 (2013)

Trip 97 is a partnership between the jurisdictions and agencies responsible for the US 97 corridor in the Central Oregon region. Trip 97 is a comprehensive transportation planning approach that looks at funding, projects, and collaborative efforts to improve the safety, operation, and economic development along the corridor. Phase 1 of the partnership accomplished many goals including:

- ▶ Developing a comprehensive list of funding options;
- ▶ Documenting governance strategies for the partnership to allow agencies to work together; and
- ▶ Identified performance measures for the transportation system to address a board range of local, regional, and statewide goals and tied these measures to funding sources.

Trip 97 is part of ODOT's integrated corridor management program. Trip 97 itself is not an adopted plan.

The Wickiup Junction Refinement Plan will consider the performance measures strategies and identify funding options in accordance with those acknowledged in Trip 97.

2010 US97 AT WICKIUP JUNCTION TRAFFIC ANALYSIS

The Wickiup Junction Project was conducted to address safety and congestion at the at-grade railroad crossing of US97. Key findings of the report include:

- ▶ The US 97/Burgess Road and US 97/Rosland Road intersections will exceed ODOT mobility targets and are forecast to meet traffic signal warrants by 2032; and

- ▶ Northbound queues at the US 97/Burgess Road intersection and southbound queues at the US 97/Rosland Road intersection may extend over the railroad crossing in the future.

The outcome of this analysis supported the need for the Wickiup Junction grade separated crossing of the BNSF rail line, which is currently suspended. As a result, the Wickiup Junction Refinement Plan will consider a refined set of alternatives to address the transportation challenges identified in the 2010 Wickiup Junction Traffic Analysis.

DESCHUTES COUNTY INTELLIGENT TRANSPORTATION SYSTEM (“ITS”) PLAN

The Deschutes County Intelligent Transportation System (ITS) Plan was developed by ODOT, the City of Bend, the City of Redmond, Deschutes County, the Bend Metropolitan Planning Organization, and the Federal Highway Administration. The plan details a 20-year deployment plan of advanced technology and management projects to improve the safety and efficiency of the transportation system. The following projects have been identified as part of the ITS Plan:

- ▶ Install PTZ camera on US 97 at US 31 junction (south of La Pine)
- ▶ Connect traffic signals in La Pine to the Central Signal System and upgrade traffic signal software if necessary

The WJRP will identify technological and management improvements in support of the ITS Plan.

REPORT ON CENTRAL OREGON RAIL PLANNING

The Report on Central Oregon Rail Planning was developed by ODOT with feedback from local jurisdictions to address various rail related safety, congestion, freight mobility, and economic development issues for Central Oregon. Key findings and recommendations of the report include:

- ▶ Improving or eliminating all public at-grade crossings for the Burlington Northern Santa Fe (BNSF) and City of Prineville (COPR) railways (including the BNSF crossing of US 97 in La Pine)
- ▶ Making strategic investments in Central Oregon to avoid eventual loss of rail service by Class 1 haulers
- ▶ Exploring the feasibility of passenger or commuter rail in Central Oregon

US 97 FREIGHT PLAN PHASE 2 (TECHNICAL MEMORANDUM #3: INVESTMENT STRATEGY

The US 97 Freight Plan Phase 2 Technical Memorandum #3 was developed by ODOT with WSP and DKS to prioritize freight needs along US 97 and identify solutions and investments. The report ranks locations along the corridor by need of investment, details planned projects on those corridors, and proposes solutions. The report ranks the nine-mile section of the corridor that passes through all of La Pine as #1 and #2 in terms of need rank of planned projects. These planned projects fall under the umbrella of the 2011 La Pine Corridor Plan Improvements and include the following:

- ▶ Cross section to include median with turn lanes and some raised medians.
- ▶ Roadway lighting improvements.
- ▶ Traffic signal at 1st Street (completed).
- ▶ Turn lanes on side streets.
- ▶ Realignment of Morson Street to provide alternate north-south route.

- ▶ Other related improvements (concept figures and some partial costs).
- ▶ Several have been completed, including the traffic signal at US 97/1st street, marked crossings with medians, pedestrian streetscape on the west leg, ADA improvements on the east leg and illumination at the intersection. To the north, the 2016/2017 Wickiup Junction Project construction halted due to unstable soils. However, illumination and extension of a right turn lane at Rosland have been implemented.
- ▶ Minor safety improvements being implemented as part of repaving (2018).

The report also suggests the following solutions as methods to implement the planned projects on US 97 through La Pine:

- ▶ Minor safety improvements being implemented as part of repaving (2018).
- ▶ Completion of the Wickiup Junction Refinement Plan.
- ▶ US97 Bend – Spring Creek Hill Variable Speed System (K19260).

The WJRP will implement solutions that will add improvements suggested in the US 97 Freight Plan Phase 2.