



# Refinement Plan

# Terrebonne

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Date: July 5, 2018

Project #: 21463  
ODOT Key #21162

To: Terrebonne Refinement Plan Project Management Team (PMT)  
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Subject: Technical Memorandum #1: Plans and Policy Review (Task 3.2)

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This memorandum provides a review of current transportation related plans, standards, rules, regulations and policies in place by the State and Deschutes County that pertain to the Terrebonne Refinement Plan (TRP). 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 TRP 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 TRP 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 Deschutes County Transportation System Plan and/or the Oregon Highway Plan 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 Terrebonne Refinement Plan (TRP)**

Document/Policy	Relevance to TRP	Page
<b>Statewide Planning Documents</b>		
OAR Chapter 734 Division 051		2
Oregon Highway Plan (as amended)		3
ODOT Highway Design Manual		6
Oregon Freight Plan		6
Oregon Intersection Safety Implementation Plan		6
Oregon Bicycle and Pedestrian Safety Implementation Plan		7
Statewide Planning Goals (OAR chapter 660 division 012, known as the Transportation Planning Rule or TPR)		7
Oregon Bicycle/Pedestrian Plan		7
Oregon Transportation Safety Action Plan		9
ODOT Region 4 Active Transportation Needs Inventory		10
ODOT Operational Notices/Policies		10
US 97 Freight Plan Phase 1: Existing Conditions		11
US Highway 97 Corridor Strategy		11
Statewide Transportation Improvement Program	If identified, the TRP will incorporate projects programmed in the STIP.	12
Oregon Resilience Plan	Projects, policies, and regulations identified as part of the TRP will incorporate applicable transportation system elements included in the Resilience Plan. Maintaining mobility along US 97 is a key objective of the Resilience Plan.	12
<b>Regional and Local Planning Documents</b>		
Deschutes County 2012 TSP	Projects, policies, and regulations identified as part of the TRP will reflect the policies and projects in the County's TSP.	12
Deschutes County Comprehensive Plan Chapter 4	Projects, policies, and regulations identified as part of the TRP will reflect the policies and projects in the County's Comprehensive Plan.	13
Terrebonne Community Plan	Projects, policies, and regulations identified as part of the TRP will reflect the policies and projects in the Community Plan.	13
Cascades East Transit Transportation Plan	The TRP will integrate the regional transit and transportation demand management strategies identified by CET plans.	13
Trip 97	Projects, policies, and regulations identified as part of the TRP will reflect the goals and vision of Trip 97.	14
2007 TPAU Terrebonne Technical Memorandum	Identified safety and operations of US 97 in the study area of the TRP in 2007.	14

## STATEWIDE PLANS AND POLICIES

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

### 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).

Within Terrebonne, US 97 connects the community's 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	2015 ADT	Posted Speed Limit (mph)	Access Spacing Standard (feet)
US 97	Entire Section within Community	Statewide Highway	>5,000	35/45/55/65	770/990/1320/1320

### 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 Terrebonne 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, there is one ODOT highway within the Terrebonne Community: US 97. 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 includes an Expressway designation immediately north and south of Terrebonne but does not include the Expressway designation within the Terrebonne urban area between 11<sup>th</sup> Street in the south and Lower Bridge Way in the north.

#### *Policy 1B: Land Use and Transportation*

Policy 1B provides clarification 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 Terrebonne 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.”

Within Terrebonne 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 to determine 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. 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 TRP, the 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 prioritizes 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*

Terrebonne 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 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 TRP, ODOT, 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 (OFP, 2011)**

The Oregon Freight Plan (OFP) is the modal plan of the OTP that supports the movement of goods and commodities in the state. Per this policy, it 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 in existing freight facilities (including rail, marine, air, and pipeline infrastructure).

Within Terrebonne, 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 TRP.

- *Strategy 1.2: Strive to 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 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 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 in Terrebonne 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, amongst other areas, 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.

The Terrebonne Community falls under the jurisdiction of Deschutes County. In compliance with the TPR, Terrebonne may need to adopt/amend transportation planning goals of the Deschutes County TSP and the 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 Terrebonne 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 Terrebonne 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 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 Terrebonne 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

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 project to understand 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 TRP 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 through ODOT. Applicable directives to the Terrebonne 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 Terrebonne segment extended from Redmond to Madras. The segment did not appear to have any outliers compared to other segments on the corridor. The TRP will support the findings related to the Phase 1 of the US 97 Freight Plan.

## 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 Terrebonne:

- Terrebonne and other small communities may have lower pedestrian activity, but these areas present safety issues related to vehicle speeds.
- Rural communities such as Terrebonne 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 TRP 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 Terrebonne.

Most notably, the 2018 – 2021 STIP identifies \$20,150,000 for US97: Lower Bridge Way-NW 10<sup>th</sup> Street to:

- Evaluate solutions for safe access on US97 through Terrebonne including pedestrian crossings, an overpass or a grade separated interchange at the US97/Lower Bridge Way intersection.

Planning for and delivering this project is the intent of this Refinement Plan.

## 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, Terrebonne 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 TRP.

### 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 Terrebonne community:

- Maintaining a three-lane cross section on US 97 in Terrebonne while providing traffic calming options such as a couplet, traffic signals, or a bypass;
- Evaluating intersection improvements at Lower Bridge Way/US with either a simple overpass or a grade-separated interchange; and,
- Conducting a Refinement Plan for the Community consistent with the goals and objectives of the OHP, Terrebonne Community Plan, and public outreach.

Deschutes County, Jefferson County, and ODOT are working together on the Terrebonne Refinement Plan development and will ensure consistency of the plans and policies.

#### Deschutes County Comprehensive Plan Chapter 4

Section 4.3 of the Deschutes County Comprehensive Plan discusses unincorporated communities. The plan identifies Terrebonne as an unincorporated community with zoning that allows for a mix of residential and commercial uses. The Terrebonne Community Plan was referenced for additional context about the community.

#### Terrebonne Community Plan (2010-2030)

The Terrebonne Community Plan was developed in conjunction with the Deschutes County TSP to support the Community's goals and objectives within the County through year 2030. The vision statement for the Community Plan is to "*Maintain the livability of Terrebonne as a small town with its rural and scenic character, by encouraging efficient services and safe traveling throughout the community*". Key transportation related goals for the community are:

- *Road Network Goals and Policies*
  - *Provide a transportation network that accommodates local, commuter, and region traffic;*

- *Provide a transportation network that improves transportation efficiency, convenience, and safety;*
- *Identify and select a long-term solution for US 97 from the County TSP;*
- *Sidewalk and Bicycle Goals and Policies*
  - *Accommodate paved bicycle lanes/shoulders on county arterial and collector roads and provide shared use facilities on local roads where traffic volumes are low;*
  - *Provide sidewalks that maintain the rural characteristic of the community;*
- *US 97 Corridor Goals and Policies*
  - *Use enforcement and traffic calming techniques to slow traffic to posted speeds;*
  - *Improve pedestrian crossings near and within the school zone;*
  - *Support a three-lane section on US 97 through Terrebonne; and*
  - *Accommodate trucks as necessary through Terrebonne.*

The Refinement Plan includes goals that are consistent with and will support the Terrebonne Community Plan goal and objectives.

## Cascades East Transit Transportation Plan

The Cascade East Transit (CET) Transportation Plan is governed by the Central Oregon Intergovernmental Council (COIC)Regional Transit Master Plan. The Regional Transit Master Plan provides the CET vision statement to: *"Provide safe, efficient, reliable and cost-effective regional transit connections within and between the urban growth boundaries of all communities in Central Oregon"*. The Terrebonne Community is currently served by the CET Community Connector Route 22 between Redmond and Madras. The Master Plan identifies the need to develop a southbound bus pullout on the westside of US 97 with a signalized pedestrian crossing connecting to the Terrebonne Mini Market Park & Ride. The TRP will support the goals of improving transit accessibility and wayfinding as described in the master plan.

## Trip 97 (2013)

Trip 97 is a partnership between the jurisdictions and agencies responsible for the US 97 corridor in the Central Oregon region including Deschutes County, Jefferson County, and ODOT. 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 US 97 corridor in Central Oregon. 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 broad 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 Terrebonne Refinement Plan will consider the performance measures strategies and identify funding options in accordance with those acknowledged in Trip 97.

### 2007 TPAU Terrebonne Technical Memorandum

In 2007, ODOT's Transportation Planning and Analysis Unit (TPAU) released a report that looked at the existing and future safety and operations of US 97 in Terrebonne. The report included an analysis for closing Wimp Way, capacity analyses for all major intersection on US 97 in Terrebonne, and five-year historical crash data. Key findings of the report are:

- Rerouting and closing Wimp Way does not significantly affect the intersection performance of Lower Bridge Way/US 97;
- US 97 is likely to experience capacity constraints with a 2-lane cross section in the future condition (2029);
- There are limited gaps for pedestrians to cross US 97; and
- Access management is needed throughout the corridor.

The Terrebonne Refinement Plan will consider the findings and identify alternatives in accordance with findings of TPAU's analysis.