

 **COPY**



Jordan Valley Transportation System Plan

January 1998

Prepared for:
City of Jordan Valley

Chapter 7 Updated June 2001
by TriLand Design Group, Inc.



W&HPACIFIC

8405 SW Nimbus Avenue
Beaverton, OR 97008



TABLE OF CONTENTS

| Chapter | Page |
|--|------|
| 1 INTRODUCTION | |
| Planning Area..... | 1-1 |
| Planning Process | 1-3 |
| 2 EXISTING PLANS, POLICIES AND CODES | |
| City of Jordan Valley | 2-2 |
| Malheur County Planning Efforts | 2-1 |
| State Transportation Planning Reports, Corridor Studies, Current Planning Efforts and Recent and Future Transportation Improvements | 2-4 |
| Idaho Planning Transportation Efforts..... | 2-10 |
| Federal Transportation Planning Reports, Current Planning Efforts and Recent and Future Transportation Improvements..... | 2-10 |
| 3 GOALS AND OBJECTIVES | |
| Goal Statement..... | 3-1 |
| Overall Transportation Goal | 3-1 |
| 4 EXISTING TRANSPORTATION SYSTEM | |
| 5 IMPACTS OF GROWTH AND FUTURE NEEDS | |
| Population | 5-1 |
| Traffic Volumes | 5-3 |
| Future Facility Needs..... | 5-6 |
| 6 ALTERNATIVES ANALYSIS | |
| Evaluation of Potential Projects..... | 6-2 |
| Summary | 6-6 |
| 7 TRANSPORTATION SYSTEM PLAN | |
| Introduction..... | 7-1 |
| Recommended Street Standards | 7-1 |
| Modal Plans | 7-10 |
| Transportation Systems Plan Implementation Program | 7-17 |
| 8 FINANCIAL PLAN | |
| Introduction..... | 8-1 |
| Transportation System Improvements – Cost and Timing | 8-1 |
| Existing and Historic Financing Sources..... | 8-4 |
| Potential Future Transportation Funding Sources | 8-6 |
| APPENDIXES | |
| A Inventory of Transportation System | |
| B Sample Policy and Ordinance language | |
| C Transportation System Funding Sources | |
| D Malheur County TSP Financial Plan | |



LIST OF FIGURES

| Figure | | Page |
|--------|---|------|
| 1-1 | Jordan Valley Vicinity Map..... | 1-2 |
| 4-1 | Existing Functional Classification..... | 4-2 |
| 4-2 | Pedestrian Generators and sidewalk Inventory | 4-8 |
| 5-1 | City of Jordan Valley Population, 1940-1996 | 5-1 |
| 5-2 | Distribution of Population by Age Group, Jordan Valley, 1990 | 5-2 |
| 5-3 | Jordan Valley 1990 Employment by Sector (Employed persons 16 years and over: 205)..... | 5-3 |
| 5-4 | 1996 Monthly ADT-US Highway 95@ Basque Station..... | 5-5 |
| 5-5 | Distribution of AADT by Vehicle Type | 5-5 |
| 7-1 | Streets Typical Sections..... | 7-2 |
| 7-2 | Recommended Street Classifications..... | 7-5 |
| 7-3 | Pavement and Sidewalk Options | 7-14 |



LIST OF TABLES

| Table | | Page |
|-------|--|-------|
| 4-1 | City of Jordan Valley Roads by Pavement Condition and Surface Width | 4-5 |
| 4-2 | City of Jordan Valley 1996 Average Daily Traffic Volumes on US Highway 201 | 4-6 |
| 5-1 | Jordan Valley Population, 1960-1996..... | 5-1 |
| 5-2 | Population Estimates, Forecasts and Average Annual Growth Rate, 1995-2015... | 5-2 |
| 5-3 | 1987-1996 AADT on US Highway 95 @ Basque Station..... | 5-3 |
| 5-4 | 1996, 2017 Traffic Volumes on US Highway 95 in Jordan Valley | 5-4 |
| 5-5 | 1996 Monthly ADT US Highway 95 @ Basque Station..... | 5-4 |
| 5-6 | 2017 Traffic Volumes and LOS on US Highway 95 in Jordan Valley..... | 5-6 |
| 6-1 | Transportation Planning Goals and Potential Transportation Improvement Projects | 6-1 |
| 6-2 | Recommended Pavement Improvements..... | 6-4 |
| 6-3 | Transportation Project Options: Summary of Recommendations and Costs..... | 6-6 |
| 7-1 | Recommended Street Design Standards | 7-1 |
| 7-2 | Suggested Access Management Guidelines for Rural Streets | 7-6 |
| 7-3 | Implementation Plan | 7- 19 |
| 8-1 | Financial Plan..... | 8-3 |
| 8-2 | Recommended Funding Sources..... | 8-8 |
| 8-3 | Added Cost of New Transportation Funding Measures..... | 8-9 |

Introduction



Jordan Valley Transportation System Plan



CHAPTER 1: INTRODUCTION

The City of Jordan Valley Transportation System Plan (TSP) guides the management of existing and future transportation facilities for the next 20 years. This TSP document satisfies the requirements of the Oregon Transportation Planning Rule (TPR), which establishes the requirements for TSP preparation. The TPR allows a full or partial exemption from these requirements for cities under 2,500 population [OAR 660-12-055 (6)], but Jordan Valley is complying with the requirements of the TPR.

PLANNING AREA

The City of Jordan Valley TSP study area includes all lands inside the Jordan Valley Urban Growth Boundary (UGB). The transportation system studied in this plan includes facilities under several different jurisdictions:

- State of Oregon,
- Malheur County,
- City of Jordan Valley.

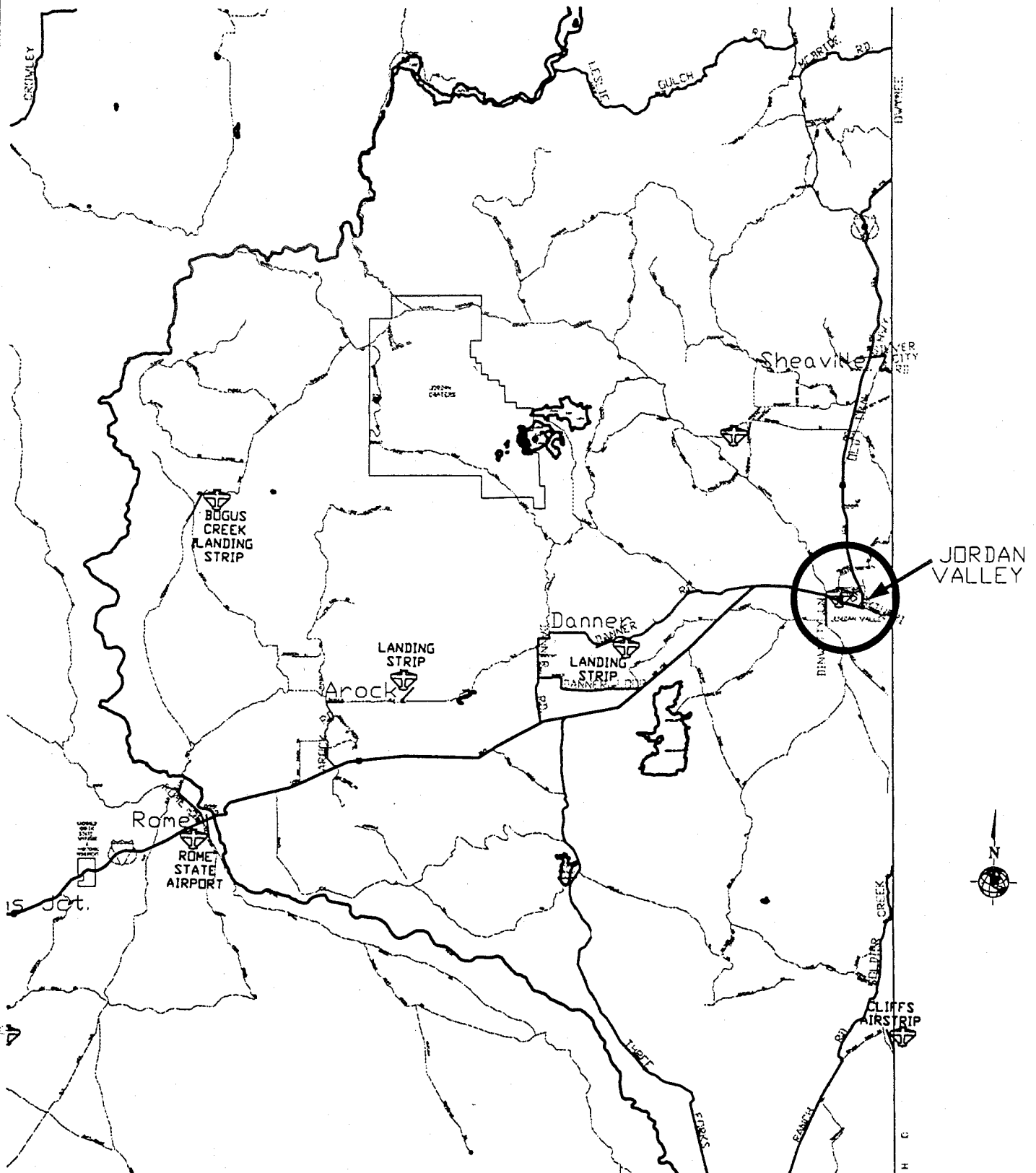
US Highway 95 is the primary street through the city, making a sharp, 90° North - West turn within the city.

As shown in the vicinity map (Figure 1-1), Jordan Valley is located in the southeastern portion of Malheur county. The city lies only two miles from the Oregon-Idaho state line and approximately 90 miles south of Ontario. The developed area of the city represents less than 20% of the total area within the city limits. Jordan Valley's UGB extends beyond the City of Jordan Valley, mainly to the north and west. In 1996, Jordan Valley's population was 385.

The major economic activities in the area are mining, agriculture and retail commerce. The area's largest employer, the DeLamar mine, is located in Idaho. Another major part of Jordan Valley's economy is derived from the traffic off of US Highway 95. Agriculture, primarily grazing and the production of livestock with some irrigated hay production, is also a significant economic contributor in the area.

CITY OF JORDAN VALLEY VICINITY MAP

W&H PACIFIC
8405 SW NIMBUS AVE.
BEAVERTON, OR 97008
(503) 626-0455



4-3211-0101

PMALV02.dwg

FIG. 1-

Revised 11/21/97 CAB



PLANNING PROCESS

The Oregon Department of Transportation (ODOT) funded the preparation of the City of Jordan Valley TSP in 1997-98 as part of the Malheur County TSP. The plan was developed through a series of technical analyses combined with input from City Council and ODOT staff. Key elements of the process included:

- Involving the City of Jordan Valley (Chapter 1)
- Reviewing Existing Plans and Policies (Chapter 2)
- Establishing Goals and Objectives (Chapter 3)
- Describing the Existing Transportation System (Chapter 4)
- Developing population, employment and travel forecasts (Chapter 5)
- Developing and analyzing and evaluating potential transportation system improvements (Chapter 6)
- Writing the Transportation System Plan elements (Chapter 7)
- Reviewing and summarizing a capital improvements program (chapter 8)

Community Involvement

Community involvement and City of Jordan Valley oversight of the TSP process will be established and described in the final draft of this chapter.

Review and Inventory of Existing Plans, Policies and Public Facilities

The following documents will be reviewed and summarized as a part of the TSP:

| | |
|-----------------------|---|
| <u>Jordan Valley</u> | City of Jordan Valley Comprehensive Plan (1979) City of Jordan Valley Zoning Ordinance (1981) City of Jordan Valley Subdivision Ordinance |
| <u>Malheur County</u> | Malheur County Comprehensive Plan (1982) Malheur County Strategic Plan (1996) Draft Malheur County Transportation Systems Plan (1997) |
| <u>Oregon</u> | Draft US Highway 95 Corridor Plan (1996) Draft Statewide Transportation Improvement Plan, 1998-2001 Oregon Transportation Plan, including modal plans |
| <u>Idaho</u> | Idaho Transportation Department General Highway Maps |
| <u>Federal</u> | Intermodal Surface Transportation Efficiency Act of 1991 |

Goals and Objectives

Goals and objectives are outlined in Chapter 3. These goals and objectives were used to evaluate potential improvement projects.

Inventory of Existing Transportation System

Chapter 4 provides a summary of the existing conditions inventory of transportation facilities in the City of Jordan Valley. This inventory was completed in August 1997.

Future Transportation System Demands

The Transportation Planning Rule (TPR) requires that all TSPs address a 20-year forecasting period. Future traffic volumes for the existing plus committed transportation systems were projected. Chapter 5 summarizes and illustrates the travel demand forecasting analysis.

Transportation System Potential Improvements

After the travel forecasts were developed, the consultant team evaluated a series of potential transportation system improvements. Chapter 6 elaborates on each alternative, and the rationale for the final selection of a preferred alternative.

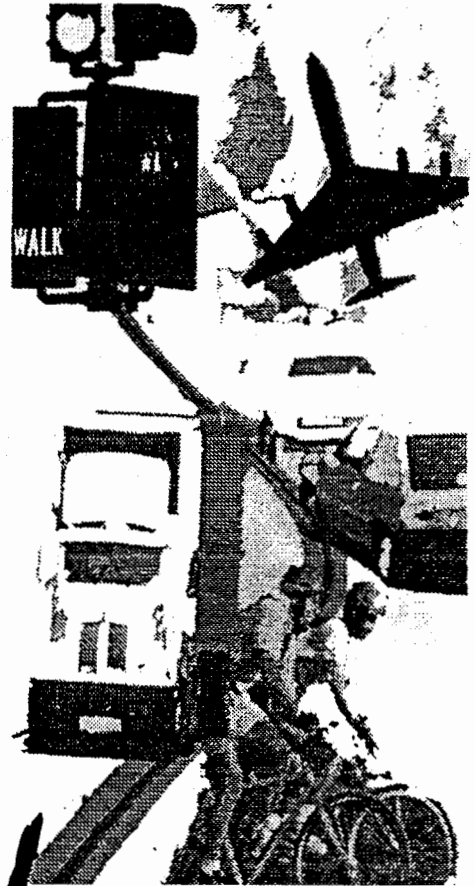
Transportation System Plan

Chapter 7 addresses each mode of transportation and provide an overall implementation program. The elements include a street system, a bicycle and pedestrian plan, a public transportation element/discussion, as well as airport, pipeline and rail elements. Additionally, suggestions for implementation are included in this chapter.

Funding Options

The City of Jordan Valley needs additional funding mechanisms, and the funding options chapter will review existing and potential financing opportunities. The financing and funding options available to the city are described in Chapter 8.

Existing Plans Policies and Codes



Jordan Valley Transportation System Plan



CHAPTER 2: EXISTING PLANS, POLICIES AND CODES

The City of Jordan Valley TSP started with a review and summary of all city, county, state and federal plans, policies and codes relevant to transportation in the city. They are summarized below.

CITY OF JORDAN VALLEY

City of Jordan Valley Comprehensive Plan, 1979

The City of Jordan Valley Comprehensive Plan briefly addresses the transportation system (pages 17-21), including historic traffic count data and a description of the adequacy of the existing transportation system, citing few traffic or facility issues with the following exceptions:

- With the large volume of truck traffic through Jordan Valley, a major safety problem is the sharp, ninety degree turn Highway 95 makes in Jordan Valley, at Bassett on Main Street.
- The recent change in speed limits by the State Speed Control Board in Salem ... has increased the safety hazard to pedestrians, especially to school children in the area.

The airport in Jordan Valley is also addressed, including its importance as an emergency strip. The Plan notes that the City, which had been leasing the airport, had applied for state and federal funds to purchase and improve the airport, but had been turned down.

In terms of land use and urbanization, the Plan notes that the developed areas of Jordan Valley occupy approximately 14 percent of the total area within the present city boundary, that the major land uses within the city are irrigated hay and pasture land and that the commercial land uses are along Main Street and Bassett Street.

There are three transportation-related Comprehensive Plan policies:

- Pedestrian and automotive safety will be the primary consideration in any changes or modification of existing streets and construction of new streets.
- The city will work with the State Highway Division to improve the turning radius of US Highway 95 in Jordan Valley.
- The city will work with the County Court and State Department of Transportation in developing an economically feasible solution for the purchase and improvement of the airport.



City Of Jordan Valley Zoning Ordinance, No. 91, as amended in 1981

This ordinance establishes three land use zones (residential, commercial and general use) and identifies for each the permitted and conditional uses, as well as standards such as lot coverage and minimum lot size. The ordinance also identifies the procedures for conditional use permits, not conforming lots and uses, variances, amendments and public hearings. Specific to transportation, the purpose statement includes the following language: "to provide for the protection of future primary roads and the widening of certain existing roads." For conditional use permits four of the general criteria are transportation-related, addressing required dedications, facility capacity and adequate ingress and egress. Additionally, the improvement of the street system, including paving, curbs, sidewalks and signals is included as a general condition.

City Of Jordan Valley Subdivision Ordinance, No. 92

In this ordinance, the City of Jordan Valley outlines the requirements for developing new subdivisions, as well as addresses transportation infrastructure design standards. In general, the ordinance supports a continuation of the existing grid pattern by requiring a continuation of existing major and secondary streets and intersections as near to right angles as possible.

MALHEUR COUNTY PLANNING EFFORTS

Malheur County Comprehensive Plan, 1982

The Malheur County Comprehensive Plan designates US Highway 95 as a major arterial. Transportation policies are cited under the Comprehensive Plan's Goal 12 - Transportation. Selected policies which may be of particular relevance to transportation systems and facilities within Jordan Valley are listed below:

Policies

3. Plans for new transportation facilities will identify impacts on: (a) the transportation needs of all citizens, including the handicapped and the elderly; (b) local land use patterns; (c) the local economy; (d) environmental quality; (e) energy and resources; (f) existing transportation systems; (g) fiscal resources; and (h) natural resources.
5. During the design or improvement of transportation facilities, consideration will be given to pedestrian, bicycle, and equestrian traffic.
7. Access to existing and potential aggregate resource sites will be maintained and protected through zoning regulations.
10. Access management on arterial highways will be coordinated with the Oregon State Department of Transportation.
14. The county will cooperate with cities and other governmental agencies to improve the transportation system.



19. The county will establish agreements with the cities that, whenever lands are annexed to a city, all county roads or segments thereof that are within or along the boundaries of the proposed annexation will be incorporated into the city's street system, thereby removing such roads from the county's road system.
27. All road maintenance agreements between the Road Department or road districts and other agencies, including but not limited to the cities, utility companies, the BLM, and the U.S. Forest Service, will be in writing and filed with the County Court. These agreements will be reviewed at the annual meeting of the Road Advisory Board.
28. The County Court will coordinate road improvement and maintenance activities between the Road Department, road districts, and local, state, and federal agencies.
29. The county will request the state to initiate a comprehensive road-signing program.
33. The county will encourage the protection and improvement of present airport facilities.

Malheur County Strategic Plan, December 1996

The Strategic Plan recently adopted by the County includes Physical Infrastructure and Business Development goals that call for transportation improvements. These include the following suggested strategies:

General Transportation Planning

- Collaborate with the Community Solutions Team, Oregon Department of Transportation, and NOVA Transportation Committee to forge a Transportation Master Plan outlining development plans and implementation schedules to complete the transportation projects in Malheur County.
- Coordinate with ODOT and other responsible public jurisdictions the priority for project funding, engineering and implementation.

New Financing Mechanisms

- Investigate the benefits and feasibility of establishing a Port District in Malheur County to fund infrastructure improvements for industrial site development projects.

Airport Improvements/Construction

- Obtain funding for the construction of Jordan Valley airport improvements.
- Outline a development plan and implementation schedule for the Jordan Valley airport improvements.
- Obtain all necessary permit approvals from Oregon Department of Transportation (Aeronautics) to construct a state airport at Jordan Valley.



Draft Malheur County Transportation Systems Plan (TSP), 1998

The Malheur County TSP addresses rural and intercity transportation issues in response to Oregon's statewide Transportation Planning Rule or "TPR" for short. The TPR requires all Oregon cities and counties to develop 20-year, transportation plans with strategies and local land use and transportation policies to manage future growth. It also requires local jurisdictions to assess ways in which future transportation improvements are paid for.

The Draft Malheur County TSP includes a full evaluation of alternatives to identify needed transportation improvements in rural Malheur County needed over the next 20 years. The cost of these improvements is estimated at approximately \$33 million. The County's share of these costs is about \$9 million over the next 20 years. One of the key projects in the plan is to improve the East-West, farm to market truck route, that offers a parallel route to Highway 20/26 between Vale and Ontario.

Other recommended projects include:

- Improve "S" curve on Arcadia Avenue and Alameda Boulevard
- Replace bridges as needed
- Widen Graham Boulevard/Bully Creek Road
- Extend Stanton Boulevard to Highway 201
- Construct a new Jordan Valley Airport
- Reconstruct Owyhee Avenue and extend Columbia Ave. to Lytle Blvd.

New funding measures to pay for the recommended projects could include a \$0.01 per gallon County-wide gas tax over the next 20 years, \$10 per year, County-wide Vehicle Registration Fee over the next 20 years; and \$0.55 per \$1,000 assessed value, Road Bond over the last 10 year period.

STATE TRANSPORTATION PLANNING REPORTS, CORRIDOR STUDIES, CURRENT PLANNING EFFORTS AND RECENT AND FUTURE TRANSPORTATION IMPROVEMENTS

ODOT US Highway 95 Corridor Plan (Draft June 10, 1996)

This plan examines the US Highway 95 corridor in terms of existing and forecast demands and facilities and translates the policies of the Oregon Transportation Plan into specific actions within the corridor. The draft findings and conclusions are summarized below:

- Highway level of service is expected to remain high over the 20-year planning horizon.
- Poor road geometry, along with a high percentage of truck traffic, average daily traffic (ADT), will generate occasional congestion at mile points 8 and 53 in the future.
- Road maintenance, especially in the winter, is vital to the economic existence of the small communities along the route.



- Pavement conditions along US 95 are poor by comparison to state highways.
- Accidents are primarily related to road geometry and weather.
- There are limited alternatives to the private automobile for the mobility-disadvantaged population in this corridor.
- Trucking is the only alternative for freight movement in the corridor.
- Partnering may be an option to facilitate implementation of specific objectives within the corridor, (i.e., rest stops, scenic waysides) which otherwise may not be completely funded by government sources in the near term.
- Traffic volumes on US 95 are extremely low for a federal highway.
- Neither capital investment or facility management will reduce travel time significantly.

The following comments, issues and objectives from the Draft Corridor Plan are of particular relevance to Jordan Valley:

- Facilities management techniques, such as control over driveway and intersection spacing, may be warranted in the Jordan Valley area to address level of service or safety issues.
- The only significant cultural feature along this segment of US 95 is the cemetery at the northeast edge of Jordan Valley. Within the Urban Growth Boundary, the cemetery occupies approximately one-tenth mile along the roadway.
- The following issues were identified through the planning process:
 - * Issue: Jordan Valley needs a state supported airport for fixed wing aircraft to serve life flight, BLM (spraying and fire control) and other essential services.
 - * Issue: US 95 does not have an efficient connection between Jordan Valley and the Vale/Ontario urban area.
 - * Issue: Ingress acceleration and off-peak operations create unacceptable levels of heavy truck noise in Jordan Valley.
 - * Issue: Left turn lanes are needed in Jordan Valley where there is a high accident rate.
 - * Issue: Pedestrian and vehicle access are safety issues in Jordan Valley.
 - * Issue: There is a problem with drivers not reducing their speed in Jordan Valley.
- The following objectives were developed in response to the goals, policies and issues:
 - * Objective D1 -- Excessive Speeding
There is a concern over the existing and projected mix of through traffic and its impact on local vehicular and non-vehicular (bicycle and pedestrian) traffic in Jordan Valley.
Corridor Objectives: In Jordan Valley consider facilities management and traffic calming measures (e.g., curb extension, signage, pavement treatments) and enhanced enforcement to help slow traffic to posted speed limits and to improve safety.
 - * Objective D2 -- High-Accident Locations
Corridor Objectives: Evaluate the provision of parking on both sides of the roadway in Jordan Valley, considering possible safety issues.



ODOT Statewide Transportation Improvement Program 1998-2001 Draft

No projects are identified for the City of Jordan Valley.

Oregon Transportation Plan (1992)

The Oregon Transportation Plan (OTP), in a policy element, defines the goals, policies and actions for the state over the next forty years. It directs the coordination of transportation modes and the relationship of transportation to land use, economic development, the environment and energy use. It also addresses the coordination of transportation with federal, state, regional and local plans. In its system element, described below, the OTP identifies a coordinated multimodal transportation system, a network of facilities and services for air, rail, highway, public transit, pipeline waterways, marine transportation, bikeways and other modes of transportation. The OTP, including the policy and system elements and adopted modal and facility plans (described in a - h, below), is intended to meet the requirements for the state TSP. Transportation Planning Rule requirements will be reviewed and listed in the development of Chapter 9.

a. Oregon Bicycle and Pedestrian Plan (1995)

The Oregon Bicycle and Pedestrian Plan outlines the general principles and policies that ODOT follows to provide bikeways along state highways and describes the framework for cooperation between ODOT and local jurisdictions. The Plan also offers guidance to cities and counties for the development of local plans. It also states ODOT's commitment to providing wide, paved shoulders in rural areas as a part of its standard construction practices. The state priority is to complete the bicycle and pedestrian networks within urban areas and to accommodate recreational improvements as a part of rural road improvements. *US Highway 95 is designated as a Statewide Bicycle Route.*

b. Oregon Highway Plan (1991)

The Oregon Highway Plan (OHP), adopted by the Oregon Transportation Commission in 1991, outlines the policies which enable the Department of Transportation to better manage the highway system for the period 1991-2010. A key component of the OTP, it merits special consideration. The adopted policies of the OHP that pertain to the City of Jordan Valley include both Level of Importance (LOI) and Access Management policies.

Level Of Importance (LOI) Policy

ODOT has devised a "level of importance" classification system to prioritize highway improvement needs and define operational objectives. The highway classification system defines four levels of importance including: (1) Interstate, (2) Statewide, (3) Regional, and (4) District. The level of importance concept is based on the premise that the more important



routes require a higher level of service. Interstate routes, for example, should maintain a higher level of service than district routes.

1. **Interstate Highways:** The primary function of highways in this level is to provide connections and links to major cities, regions of the state, and other states. *The City of Jordan Valley contains no Interstate Highway facilities.*
2. **Statewide Highways:** The primary function of highways in this level is to provide connections and links to larger urban areas, ports and major recreation areas that are not directly served by interstate highways. Statewide highways provide links to the interstate system and alternate links to other states. A secondary function is to provide links and connections for intra-urban and intra-regional trips. Connections are primarily with roadways that serve areas of regional significance or scope.

Statewide routes generally serve centers of 5,000 or more population, have route lengths of 50 miles or more, do not parallel other statewide routes within 25 miles, connect at each end with interstate routes, statewide routes or major recreational areas, and carry at least 500 vehicles per day. The management objective is to provide for safe and efficient high-speed continuous-flow operation in rural areas and high to moderate-speed operations with limited interruptions of flow in urban and urbanizing areas. *US Highway 95 is designated as having a Statewide Level of Importance.*

3. **Regional Highways:** The primary function of highways in this level is to provide connections and links to areas within regions of the state, between small urbanized areas and larger population centers, and to higher level facilities. *The City of Jordan Valley contains no Regional Highway facilities.*
4. **District Highways:** The primary function of highways in this level is to serve local traffic and land access. *The City of Jordan Valley contains no District Highway facilities.*

Level of Service (LOS) Standards: The LOI policy includes operational level of service (LOS) standards. These standards are to be used by ODOT when making operating decisions (such as access management decisions) and when coordinating with local comprehensive planning. LOS standards range from LOS A (free flowing traffic) to LOS F (unacceptably high levels of congestion). The ODOT's objective is to maintain LOS at or above the listed standards. *The standards for US Highway 95, which is classified as a Statewide Level of Importance, are as follows: LOS C for urban, urbanizing and rural development center areas; LOS B for rural areas; and, LOS E for Special Transportation Areas.* Special Transportation Areas are compact areas, such as central business districts, in which growth management consideration outweigh LOS policy considerations.



Access Management Policy

Several factors, including the number, spacing, type and location of accesses, intersections, and traffic signals have a significant effect on the capacity, speed, safety and general operational efficiency of highways. These factors need to be effectively managed in order to operate the highway system. Collectively these factors comprise access management.

The OHP Access Management policy provides a framework for making access decisions which will be consistent with the function and operating levels of service identified in the LOI Policy. It will be used by the ODOT to carry out its responsibilities for managing access under statutes and administrative rules. It will also be used by the OSHD to guide the design of highways and coordination with local comprehensive planning.

The OHP Access Management Policy standards are defined by roadway. These standards are intended to guide new development, not to retrofit existing facilities. There are six Access Management categories. *US Highway 95 within the City of Jordan Valley is in Access Management Category 4.* Category 4 calls for limited control on Statewide LOI facilities in Urban areas as follows:

- Intersections with Public Roads - at grade or interchanges allowed with 1/4 mile spacing;
- Intersections with Private Roads - Left or right turns allowed with 500' spacing;
- Signal Spacing - 1/2 mile;
- Median Control - Partial or none.

c. Oregon Benchmarks (1994)

The Oregon Benchmarks (updated in 1994) is a planning guide used by all State agencies to track quality of life issues throughout the State. A number of transportation-related Benchmarks guide ODOT planning efforts addressing issues such as livable communities, improving transportation access options, access to alternative transportation modes, improving state highways, transit facilities, and air service, and improvements to telecommunication networks.

d. Oregon Aviation System Plan (1991)

The Oregon Aviation System Plan (ASP) provides state policy guidance and a framework for the planning and operation of a safe, convenient, and economic system of airports. The ASP contains the following elements:

- A classification of public and private airports;
- An analysis and projection of state and regional aeronautical facility and service needs;
- A strategic plan designed to carry out the purpose and policy of the aviation system planning rule (OAR 660-13);



- Policies that promote planning, coordination, and technical assistance in airport development and safety;
- A state aviation facility plan for each state owned airport; and
- A mechanism to change the classification of an airport, including coordination with affected local governments.

A city or county with planning jurisdiction for an airport identified in the state ASP is required to prepare a local TSP. The city or county has the option of requiring the local airport owner or manager to prepare the TSP. Local TSPs must be coordinated with transportation system plans. The private airstrip in Jordan Valley is classified in the Oregon ASP as a Non-National Plan of Integrated Airport Systems facility.

e. Oregon Rail Freight Plan (1994)

There is no freight rail service in the City of Jordan Valley.

f. Oregon Rail Passenger Policy and Plan (1992)

There is no passenger rail service in the City of Jordan Valley.

g. Section 1.6.7 - Oregon Transportation Safety Action Plan (1995)

The Oregon Transportation Safety Action Plan (OTSAP) is the safety component of the OTP. The OTSAP identifies 70 specific actions which constitute a safety agenda to guide ODOT and the state over the next 20 years. Of the 70 actions, the following 11 respond to most traffic-related deaths and injuries or other key areas of concern:

- Develop a traffic law enforcement strategic plan;
- Seek a dedicated funding source for traffic law enforcement services and support needs;
- Continue a sustained research-based transportation safety public information/education program;
- Support the expansion of local transportation safety programs;
- Complete a strategic plan for traffic records improvements and establish a traffic records system that will serve the needs of state and local agencies;
- Recognize the prevalence of driving under the influence of a controlled substance and revise DUII standards;
- Pass legislation to establish 0.04 percent blood alcohol count (BAC) as the standard for measuring alcohol impairment for all drivers 21 years and over. Continue zero tolerance law for persons under 21;
- Establish and fund a statewide accident management program designed to minimize traffic congestion and secondary crashes by clearing incidents as quickly as possible;
- Ensure access to child safety seats to all young children;



- Develop and implement a comprehensive youth transportation safety strategy for youth to age 21; and
- Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety.

h. Corridor Planning

Corridor Planning is a program to develop a long-range “vision” and plan for improving and managing the state transportation system. The program aims to assure consistency of land use plans and transportation plans in these corridors. Corridor planning will identify the functions and levels of service of each corridor, needed transportation facility and service improvements, transportation management actions, priorities for actions, and any changes in comprehensive land use plans needed to make transportation improvements and to protect the integrity of the transportation investments. *(See discussion of US Highway 95 Corridor Plan)*

IDAHO PLANNING TRANSPORTATION EFFORTS

Malheur County borders on four Idaho counties: (from north to south) Washington County, Payette County, Canyon County and Owyhee County. There are a number of stateline crossings (e.g. US Highway 95 and Main Street/Yturri). A review of the Idaho Department of Transportation General Highway Maps suggests that most of the road classifications are the same or compatible with those established by Malheur County and ODOT.

FEDERAL TRANSPORTATION PLANNING REPORTS, CURRENT PLANNING EFFORTS AND RECENT AND FUTURE TRANSPORTATION IMPROVEMENTS

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

ISTEA set maximum funding levels for federal-aid highway and transit programs through the fiscal year 1997. The funding levels set by ISTEA could be reduced by congress each year as part of the appropriation process and were proposed to increase significantly in later years of the act. For the City of Jordan Valley, the prioritization of projects and funding would not change significantly from past practice in that the City’s priorities must compete with statewide priorities and needs.

The major programs funded under ISTEA that applied to the City of Jordan Valley include a - d, below:



a. National Highway System

Which includes the interstate system and other major highways. These other major highways are those routes designated in the Oregon Highway Plan as "statewide" significant routes.

b. Surface Transportation Program

Funds under this program can be used for any transportation project on any road except those classified as local or rural minor collector. The act sets aside 10% at this fund for safety improvements, 10% for transportation enhancement activities, 50% to be distributed to areas within the state based upon the states relative share of population between urbanized areas over 200,000 population and other areas, with the remaining 30% available to use in any area of the state.

c. Bridge Program

This program provides for inspection, maintenance, rehabilitation or replacement of bridges on any highway system.

d. Safety

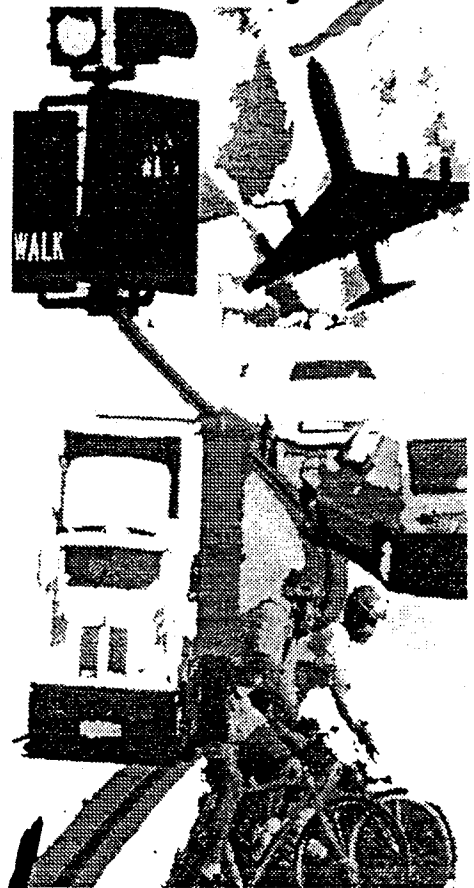
As stated above, 10% of the surface Transportation Program funds are set aside for safety projects.

Although there are a number of other programs funded by ISTEA, such as Congestion Mitigation, IVHS and Mass Transit, these programs would generally not apply directly to the City of Jordan Valley.

In order for any needed project to balance the transportation and land use requirements, a thorough description of each project as well as its benefits, estimated cost and alternatives must be prepared in order to compete with the statewide needs. In addition, potential funding sources must be identified for each project.

The enactment of the ISTEA began moving decision-making for federal programs to states and this program and other state policies incorporated in the Oregon Transportation Plan encourage reassessment of responsibilities and obligations for funding. These changing relationships have resulted in significant issues for state and local governments. There is no clear definition of state responsibility. At one time, the state operated on an informal consensus that it should provide one-half the match on federally funded local and other projects that served statewide needs. No similar consensus seems to exist today. The state's responsibility for transit, airports and other local transportation infrastructure and services is not clear.

**Goals and
Objectives**



**Jordan Valley
Transportation
System Plan**



CHAPTER 3: GOALS AND OBJECTIVES

The purpose of the TSP is to provide a guide for the City of Jordan Valley to meet its transportation goals and objectives. The following goals and objectives were developed for the scope of work for this project. The goals were reviewed and amended as necessary by the stakeholders and decision makers. When the final goals were developed, each element in the plan was evaluated against these goals.

GOAL STATEMENT

The City of Jordan Valley Transportation System Plan (TSP) shall meet all specifications and requirements set out in the 1995 DLCD Transportation Planning Rule (TPR) and the 1995 Oregon Department of Transportation (ODOT) Transportation Plan.

OVERALL TRANSPORTATION GOAL

Develop a transportation system that enhances the livability of the City of Jordan Valley and accommodates growth and development through careful planning and management of existing and future transportation facilities.

Goal 1: Improve and enhance safety and traffic circulation

Objectives

- Develop an efficient road network
- Improve and maintain existing roadways and bridges
- Identify local problem spots and recommended solutions
- Work with ODOT to improve the turning radius of US Highway 95 in Jordan Valley
- Work with ODOT to improve speed limit compliance on US Highway 95 in Jordan Valley
- Work with ODOT to improve signage on US Highway 95, particularly for eastbound traffic at the 90° turn.

Goal 2: Identify the 20-year roadway system needs to accommodate developing or undeveloped areas without undermining the agricultural character of the surrounding area.



Objectives

- Adopt policies and standards that address street connectivity, spacing and access management
- Coordinate rights-of-way and alignments between the City and County well in advance of street projects
- Improve access into and out of commercial and industrial areas
- Improve the access onto and off of arterial roadways to encourage growth

Goal 3: Preserve the function, level of service and safety of City streets.

Objectives:

- Develop access management standards
- Promote alternative modes of transportation
- Promote transportation system management
- Develop procedures to minimize impacts to and protect transportation facilities, corridors or sites during the development review process

Goal 4: Increase the use of alternative modes of transportation (walking and bicycling) through improved access, safety and service.

Objectives

- Provide sidewalks and safe crossings on arterial and collector streets
- Provide shoulders on rural collector and arterial streets
- Provide appropriate bikeways
- Promote alternative modes through community awareness and education

Goal 5: Improve emergency air access capabilities in the vicinity of Jordan Valley.

Objectives

- Work with the County and ODOT to develop an economically feasible solution for the purchase, development and maintenance of an airstrip in the Jordan Valley area to serve emergency response aircraft and other essential services

**Existing
Transportation System**



**Jordan Valley
Transportation
System Plan**



CHAPTER 4: EXISTING TRANSPORTATION SYSTEM

A detailed assessment of the existing transportation system has been conducted for the City of Jordan Valley. This chapter provides a summary of the existing system conditions within the City of Jordan Valley, and includes the following:

- physical characteristics and existing traffic control measures on state highways, collectors and local roads;
- existing traffic volumes;
- existing traffic operations (levels-of-service) and safety characteristics of state highway facilities within the City;
- characteristics of existing pedestrian facilities;
- characteristics of existing bicycle facilities;
- existing public transit service; and
- existing rail, air, pipeline and waterway service.

ROADWAY FACILITIES

The transportation system in Jordan Valley consists almost entirely of roadway facilities for motorized vehicles. As the foundation of the most significant portion of the transportation network, all roads within the Jordan Valley UGB were driven to collect and verify inventory information. Appendix A lists the complete inventory information gathered through the Oregon Department of Transportation, Malheur County and the roadway survey.

Functional Classification

Three roadway types have been identified within the City of Jordan Valley: arterial, collector and local. Figure 4-1 illustrates the location of these facilities.

Arterials

Arterials form the primary roadway network within and through a region. In Malheur County, arterials generally link major cities in the County with, and providing a connections between, urban areas outside the region, as well as serve area land uses. Within smaller cities, arterials act as conduits through town. These arterials often function as main streets, operating at low travel speeds with moderate to high interruptions to flow. In the City of Jordan Valley, US Highway 95 acts as this main thoroughfare, passing through the commercial center and connecting Jordan Valley with Burns Junction to the west, Idaho and eventually Adrian to the north.



Collectors

In Malheur County, collectors connect other collectors and local roads to urban centers or to interstate, major arterial or minor arterial facilities. Collectors perform an analogous function in smaller cities, serving traffic between local roads and activity centers or arterial streets. Jordan Valley has one collector: Main Street/Yturri Road, which connects Jordan Valley to Idaho to the east.

Local Roads

Local roads allow private residences and businesses to access any other type of roadway facility, except the interstate. In the City of Jordan Valley, local roads connect local residents with the arterial and collectors described previously, as well as with significant destinations, such as the school and city hall.

State Highways

US Highway 95 has been designated by the state as a facility of Statewide importance and is part of the National Highway System. It is the primary commercial link between Idaho and Nevada/California, connecting US 84 in Idaho with US 80 which runs through Nevada and California. According to the Draft US Highway 95 Corridor Plan, data indicate that average daily traffic on US Highway 95 between Idaho and Nevada is much less than the statewide average and that, although truck volumes are lower than the statewide average (less than 500 per day throughout the corridor), they make up an unusually high percentage of all traffic.

Locally US Highway 95 provides the primary route between the City of Jordan Valley and other Malheur County urban areas. Although the County is neither responsible for, nor owns or maintains this roadway, it functions as part of the foundation of County transportation and supports commercial and industrial development in Jordan Valley. US Highway 95 enters Jordan Valley from the west as Main Street, passing adjacent residential and commercial development before entering the City's primary downtown core at Blackaby Street. Within city limits, posted speeds on the west leg of the highway change from 55 mph to 45 mph just west of Idaho Street and to 25 mph west of Blackaby Street.

From the north, US Highway 95 enters Jordan Valley as Bassett Street and passes through sparse development before entering a network of local, residential roads at Iowa Avenue, eventually entering the downtown core and intersecting with Main Street/Yturri Road. Posted speeds along this portion of US Highway 95 transition from 55 mph to 40 mph to 25 mph north of the rodeo grounds.

Throughout Jordan Valley, US Highway 95 operates as a two lane facility. North of Main Street and west of Blackaby Circle, US Highway 95 also contains two paved shoulder of varying widths.



Other Roadways

The majority of roads in Jordan Valley are maintained by the City and serve local traffic. Main Street/Yturri Road, a two-lane collector, connects the agricultural community east of Jordan Valley with the City and provides farm-to-market access. The remaining, local roads directly access housing and are generally paved with two travel lanes and no curbs, thereby allowing for residential parking along their undesignated shoulders. Roads south of US Highway 95 adjacent to and including Young Field Avenue have curbs, although in many places, growing plants have overtaken them. The posted speed on these roads is generally 25 mph, although some are posted at 20 mph.

Existing Traffic Control

Traffic control in the City of Jordan Valley consists of a flashing signal at the intersections of US Highway 95 with Main Street/Yturri Road, a flashing yellow school crossing light on Bassett Street north of Oregon Avenue and stop signs on minor street approaches at significant intersections. These intersections occur along arterial and collector streets, as well as along Somerville Street and Oregon Street.

Pavement Condition

Pavement conditions vary on roads within the City of Jordan Valley. As with facilities in greater Malheur County, inventoried roadways have been classified as having *Very Good*, *Good*, *Fair*, *Poor* or *Very Poor* pavement, as shown in Table 4-1. Roads in Jordan Valley span the range of pavement conditions, with no single condition seeming to be more prevalent than another.

Bridges

There are four bridges across Baxter Creek: Yturri Boulevard, Oregon Avenue, Iowa Avenue and California Avenue (limited to foot traffic only). Current structural and surface conditions have not been assessed and recorded as part of the Jordan Valley TSP either by the County or the City.

Traffic Volumes

Traffic volumes along US Highway 95 through the City of Jordan Valley in 1996 are shown in Table 4-2. Traffic counts along other facilities in Jordan Valley, are estimated to range from 400-600 vehicles per day on collectors to less than 400 vehicles per day on local roads.



**Table 4-1
City Of Jordan Valley Roads By Pavement Condition And Surface Width**

| Road | From | To | Pavement Type | | | Pavement Condition (1) | Roadway Width (ft) |
|----------------|-------------------|-------------------|------------------|--------|--|------------------------|--------------------|
| | | | Asphalt/Concrete | Gravel | | | |
| Blackaby Cir | Highway 95 | end (S) | X | | | 5 | 18 |
| Blackaby St | Highway 95 | California Ave | X | | | 2 | 24 |
| California Ave | Blackaby St | Highway 95 | X | | | 3 | 18 |
| | Somerville St | Marshall St | X | | | 1 | 18 |
| Combs St | Marshall St | Combs St | X | | | 1 | 14 |
| | California Ave | Oregon Ave | | X | | 5 | 18 |
| Delamar Val | Highway 95 | Highway 95 | X | | | 3 | 24 |
| Dinwiddie St | Main St | Swisher Ave | X | | | 2 | 20 |
| Florence Dr | Young Field Ave | end (N) | X | | | 4 | 14 |
| Highway 95 | City Limit | Iowa Ave | X | | | 1 | 32 |
| | Iowa Ave | Main St/Yturri Rd | X | | | 3 | 42 |
| | Main St/Yturri Rd | Wroten St | X | | | 3 | 60 |
| | Wroten St | Delamar Way (W) | X | | | 3 | 30 |
| | Delamar Way (W) | City Limit | X | | | 3 | 32 |
| Idaho St | Highway 95 | end (S) | X | | | 4 | 14 |
| Iowa Ave | Highway 95 | Somerville St | X | | | 2 | 20 |
| | Somerville St | Marshall St | X | | | 1 | 20 |
| Jordan St | Highway 95 | end (S) | X | | | 4 | 14 |
| Lynde Dr | Highway 95 | Somerville St | | X | | 2 | 14 |
| Malheur St | Young Field Ave | end (S) | X | | | 4 | 14 |
| Marshall St | Oregon Ave | California Ave | X | | | 5 | 20 |
| | California Ave | Iowa Ave | X | | | 2 | 24 |
| Montana Ave | Iowa Ave | Montana Ave | X | | | 1 | 24 |
| | Montana Ave | end (N) | X | | | 4 | 24 |
| Montana Ave | Somerville St | Marshall St | X | | | 1 | 20 |
| Oregon Ave | Combs St | Marshall St | X | | | 5 | 18 |
| | Marshall St | Somerville St | X | | | 2 | 18 |
| | Somerville St | Highway 95 | X | | | 1 | 20 |
| | Highway 95 | Wroten St | X | | | 1 | 14 |
| | Wroten St | Blackaby St | X | | | 2 | 14 |
| Palmer St | Oregon Ave | end (N) | X | | | 3 | 16 |
| Samuel Dr | Young Field Ave | end (N) | X | | | 4 | 14 |
| Somerville St | Main Street | Oregon Ave | X | | | 1 | 24 |
| | Oregon Ave | California Ave | X | | | 2 | 24 |
| | California Ave | Iowa Ave | X | | | 3 | 24 |
| | Iowa Ave | Montana Ave | X | | | 1 | 24 |
| | Montana Ave | end (E) | X | | | - | - |
| | Highway 95 | Lynde Rd | | X | | * | * |

* The roadway was under construction at the time of inventory.



Table 4-1 (Continued)
City Of Jordan Valley Roads By Pavement Condition And Surface Width

| Road | From | To | Pavement Type | | | Pavement Condition | Roadway Width (ft) |
|--|---------------|------------|------------------|--------|--|--------------------|--------------------|
| | | | Asphalt/Concrete | Gravel | | | |
| Swisher Ave | Dinwiddie St | Highway 95 | X | | | 2 | 14 |
| Wroten St | Highway 95 | Oregon Ave | X | | | 2 | 13 |
| Young Field Ave | Idaho St | end (E) | X | | | 4 | 14 |
| Yturri Rd | Somerville Rd | City Limit | X | | | 2 | 22 |
| (1) 1 - Very Good 2 - Good 3 - Fair 4 - Poor 5 - Very Poor | | | | | | | |

Table 4-2
City Of Jordan Valley 1996 Average Daily Traffic Volumes On US Highway 95

| Location | Milepost | Average Daily Traffic |
|---------------------------------------|----------|-----------------------|
| North City Limits | 19.44 | 1300 |
| 0.01 miles north of Indiana Avenue | 20.16 | 1400 |
| 0.01 miles south of California Avenue | 20.23 | 1400 |
| 0.01 miles north of Main Street | 20.44 | 1500 |
| 0.01 miles west of Bassett Street | 20.46 | 1600 |
| West City Limits | 21.64 | 1300 |

Traffic Safety

A summary of the reported accidents on State highway facilities in the study area over a five-year period (January 1992 to December 1996) was assembled from ODOT records and is described below.



According to this data, only one accident occurred on US Highway 95 within Jordan Valley City Limits. The turning movement accident with snow on the ground took place in December, 1995 just north of Main Street and resulted in no personal injury. The accident rate along US Highway 95 in Jordan Valley is estimated at ~0.2 accidents/per million vehicle miles, indicating that this segment of the Highway does not have significant traffic safety problems.

Although accident data for other roads in the City of Jordan Valley is not available for analysis, it is unlikely that collector or local roads have significant safety problems. Volumes on these facilities are low, substantially reducing the opportunity for accidents.

Pedestrian Facilities

Pedestrian travel occurs throughout the City of Jordan Valley between residences and schools, commercial areas, public service buildings and churches. Existing pedestrian generators and facilities are shown in Figure 4-2. Because of the low volume and low speeds of traffic along the local and collector roads, they generally warrant no separate pedestrian facilities. US Highway 95, however, experiences higher volumes of traffic, traveling at approximately 25 mph.

Bicycle Facilities

Bicycle travel in the City of Jordan Valley generally occurs along the same routes as pedestrian travel. Again, because of the low volume and low speeds of traffic along all roads except US Highway 95, separate bicycle travel facilities would not significantly impact safety; bicyclists typically share through-travel lanes with motorized vehicles in a fairly safe environment. US Highway 95 is a designated Statewide Bicycle Route and, as such, the Oregon Bicycle Plan calls for facility preservation and improvement to safely accommodate bicycle travel.

Public Transportation

The City of Jordan Valley supports no public transportation system. However, Boise/Winnemucca Trailways runs one round-trip bus daily between Boise and Reno with stops in Jordan Valley and McDermitt. Additionally, there are paratransit providers based in the Treasure Valley area which provide services to the area residents including:

- The Oregon State Department of Human Resources Volunteer Program provides rides for residents of Malheur County; and
- Malheur County Transportation Service has accessible van which is driven by volunteers and is used to take people (elderly and disabled) to the doctor.

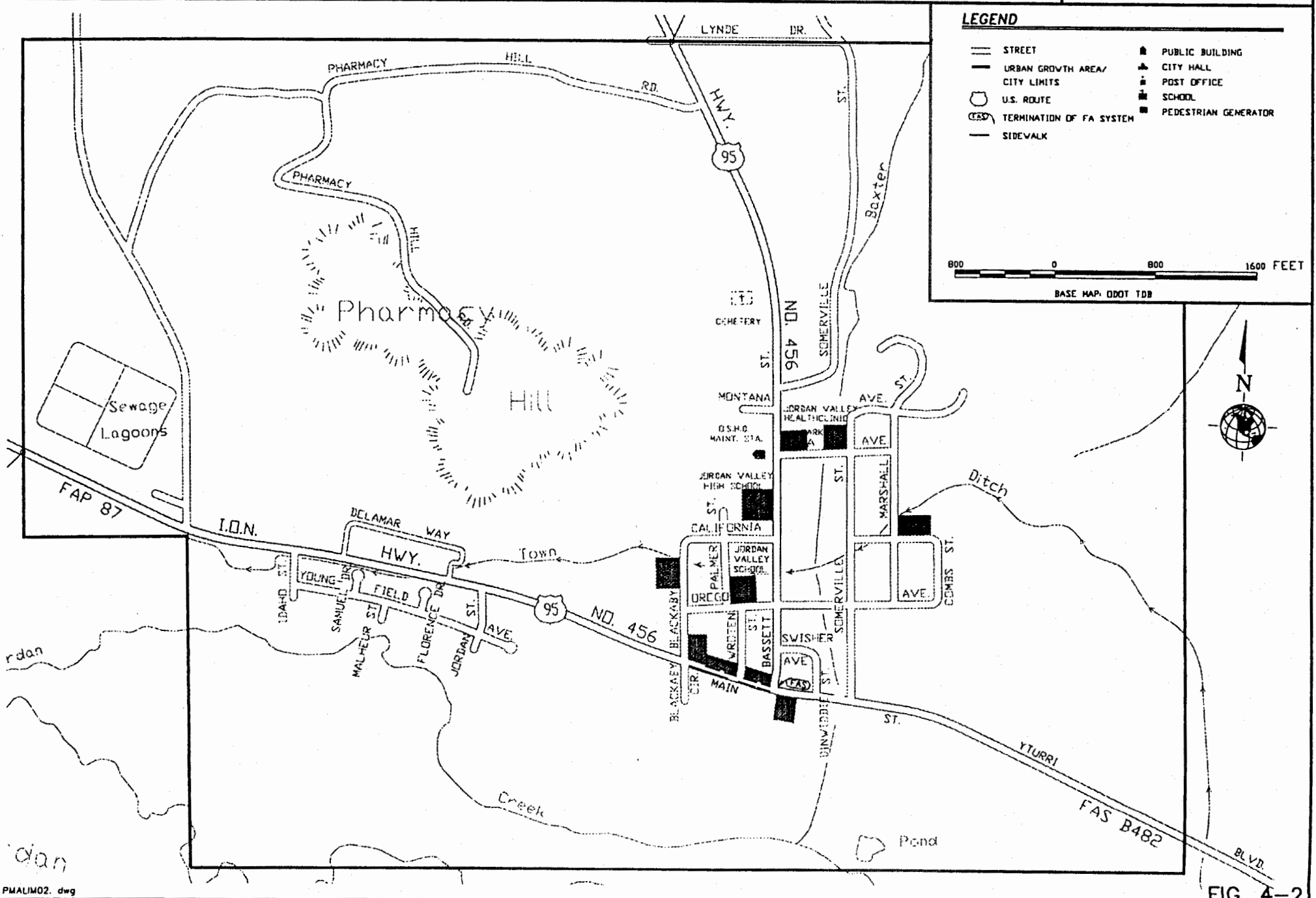
Rail Service

Jordan Valley does not access any railroad or rail service.

CITY OF JORDAN TRANSPORTATION SYSTEM PLAN

Pedestrian Generators and Sidewalk Inventory

W&H PACIFIC
 8405 SW NIMBUS AVE.
 BEAVERTON, OR 97008
 (503) 626-0455





Air Transportation

Eighteen years ago, the Jordan Valley Comprehensive Plan (1979) noted that the airport in Jordan Valley was classified as a "Basic Utility Stage 1" airport and that the city was leasing the airport from the owner. The Comprehensive Plan went on to note that the city had been unsuccessful in securing funds to purchase the airport but would continue to seek a solution. This airport is no longer in general use and currently, the development of a new, unattended, single-runway facility is in early proposal stages.

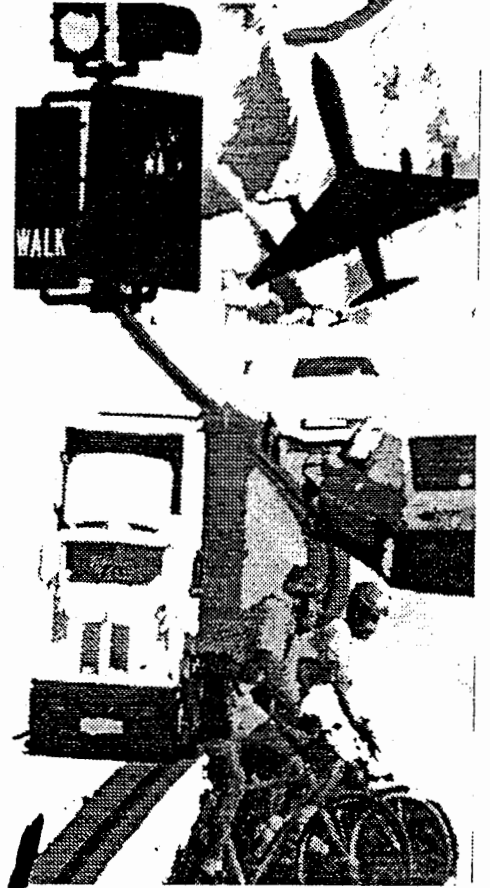
Waterways

The City of Jordan Valley has access to no navigable waterways.

Pipeline

The City of Jordan Valley contains no pipeline infrastructure.

Impacts of Growth and Future Needs



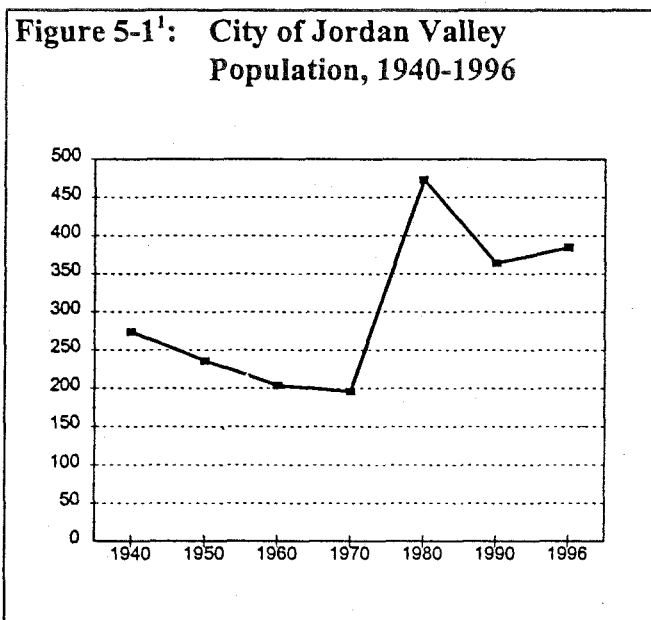
Jordan Valley Transportation System Plan

CHAPTER 5: IMPACTS OF GROWTH AND FUTURE TRANSPORTATION FACILITY NEEDS

The City of Jordan Valley's future transportation facility needs presented in this Chapter are based on several factors: historic and projected population change, historic and projected economic change, and historic and projected traffic growth on the state highways.

POPULATION

Land use and population change are key factors in projecting future facility needs. However, preparing accurate projections in a small community such as Jordan Valley can be challenging. As Figure 5-1 illustrates, historically Jordan Valley has experienced significant population shifts. The 1979 *Jordan Valley Comprehensive Plan* noted with the opening of the DeLamar Mine, the city's population doubled in two years (1977-1979), however, prior to that it had been declining steadily. Table 5-1, below, shows the county's population from 1960 to 1996 as well as the percent change between 1990 and 1996. As this table shows, after peaking in 1980, the population of Jordan Valley again began to decline, although now appears to be slowly increasing.



**Table 5-1:²
Jordan Valley Population, 1960-1996**

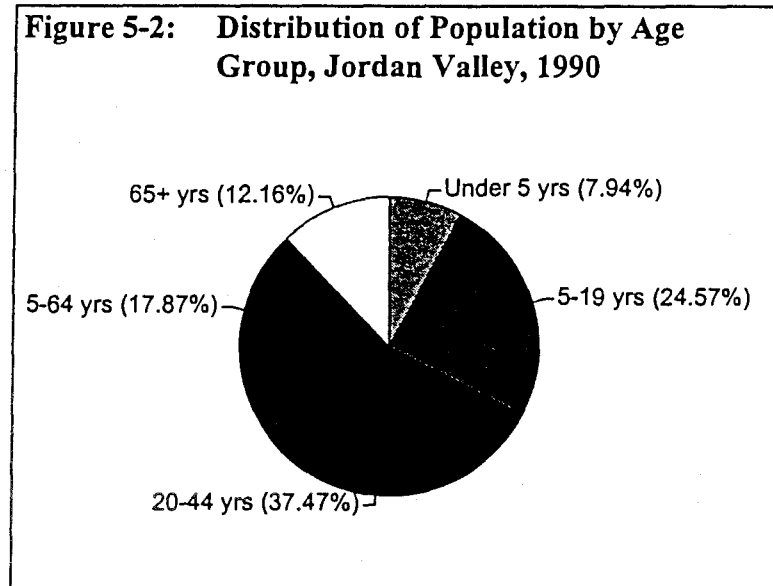
| | 1960 | 1970 | 1980 | 1990 | 1996 | Percent Change 1990-96 |
|--------|--------|--------|--------|--------|--------|---------------------------|
| City | 204 | 196 | 473 | 364 | 385 | 5.77% |
| County | 22,764 | 23,169 | 26,896 | 26,038 | 28,700 | 10.22% |

¹ 1979 Jordan Valley Comprehensive Plan (pop. data 1940-1970) base source: US Census; Oregon Economic Development Department (pop. data 1980-1996).

² Oregon Economic Development Department, data current and valid as of 9/8/97



As Figure 5-2 shows, the largest single age group in Jordan Valley in 1990 was 20-44 year olds. However, the three age groups that generally contain the most transportation-disadvantaged individuals (age 65 and over, under 5 years, and 5-19 years) together represented 44.67 percent of the population in 1990.³



Malheur County, together with the incorporated cities, has developed growth projection for the year 2015. Table 5-2 identifies the 2015 projection for Jordan Valley and Malheur County. Intermediate year projections are based on the 1995-2015 average annual growth rate (compounded). As this table shows, Jordan Valley is forecast to continue to grow slowly through the next 18 years to reach a population of 502 by the year 2015.

**Table 5-2
Population Estimates, Forecasts
And Average Annual Growth Rate, 1995-2015**

| Jurisdiction | Population | | | | | Average Annual Growth Rate (compounded) |
|---------------|-------------------|-------------------|-------------------|-------------------|-------------------|---|
| | 1995 ⁴ | 2000 ⁵ | 2005 ⁶ | 2010 ⁶ | 2015 ⁶ | |
| Jordan Valley | 410 | 431 | 454 | 477 | 502 | 1.02% |
| Co. Total | 28,305 | 30,122 | 32,079 | 34,189 | 36,466 | 1.27% |

³ Oregon Economic Development Department, data current and valid as of 9/8/97.

⁴ Center for Population Research and Census, Portland State University.

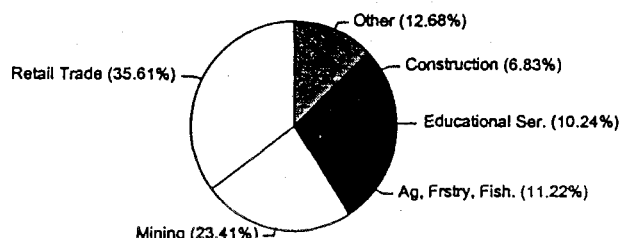
⁵ Forecast based on estimated growth rate.

⁶ 2015 forecast as agreed upon by Malheur County, City of Ontario, and DLCD.

⁷ Average annual growth rates based on 1995 present values, 2015 future values, and 20 year timeframe.

Employment forecasts and patterns can also affect future traffic volumes. According to the Oregon Economic Development Department, the Jordan Valley had a 1990 total employment of 205 persons. As shown in Figure 5-3, the largest employment sector in Jordan Valley was Retail Trade. However, the single largest employer in the area was the Kin Ross DeLamar Mining Company with approximately 150 employees. The mine is slated to close in 5 to 7 years, which will likely affect Jordan Valley's population.

Figure 5-3: Jordan Valley 1990 Employment by Sector (Employed persons 16 years and over: 205)



TRAFFIC VOLUMES

Historic Volumes

Projected traffic volumes are based on both the population and land use factors described above as well as the historic traffic volumes described below. Table 5-3 identifies shows the annual average daily traffic (AADT) for the last ten years on US Highway 95. The annual count data was collected by ODOT's Automatic Traffic Recorders (ATR)⁸. The ATR on US Highway 95 is located near Basque Station, 3.0 miles south of Blue Mountain Pass Summit (roughly 80 miles from Jordan Valley). The average annual compounded growth rate based on the amount of change between 1987 to 1996 is 0.96%.

**Table 5-3
1987-1996 AADT on US Highway 95 @ Basque Station**

| | Year | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 |
| AADT | 1,015 | 1,157 | 1,189 | 1,274 | 1,281 | 1,255 | 1,252 | 1,314 | 1,186 | 1,117 |
| Net Change | | 142 | 32 | 85 | 7 | -26 | -3 | 89 | -128 | -69 |

Traffic Forecasts

Traffic volumes on US Highway 95 have historically grown very slowly and according to the Highway Performance Monitoring System (HPMS) data cited in the draft US Highway 95

⁸ Oregon Department of Transportation, 1996 Malheur County ATR Stations data, 10/20/97.



Corridor Plan that trend is expected to continue through the year 2016. This forecast for continued gradual growth is also reflected by the population projection for Jordan Valley. However, ADT in Jordan Valley is mostly through traffic, not related to local population. Table 5-4 identifies the projected traffic volumes on US Highway 95 in Jordan Valley. While traffic volume data is not available for local streets, it is likely that traffic volumes on local streets will also follow the same trend, increasing at approximately 1% per year.

**Table 5-4
1996, 2017 Traffic Volumes on US Highway 95 in Jordan Valley**

| Location | Milepost | 1996 ADT | 2017 ADT |
|---------------------------------------|----------|----------|----------|
| North City Limits | 19.44 | 1,300 | 1,589 |
| 0.01 miles north of Indiana Avenue | 20.16 | 1,400 | 1,711 |
| 0.01 miles south of California Avenue | 20.23 | 1,400 | 1,711 |
| 0.01 miles north of Main Street | 20.44 | 1,500 | 1,833 |
| 0.01 miles west of Bassett Street | 20.46 | 1,600 | 1,955 |
| West City Limits | 21.64 | 1,300 | 1,589 |

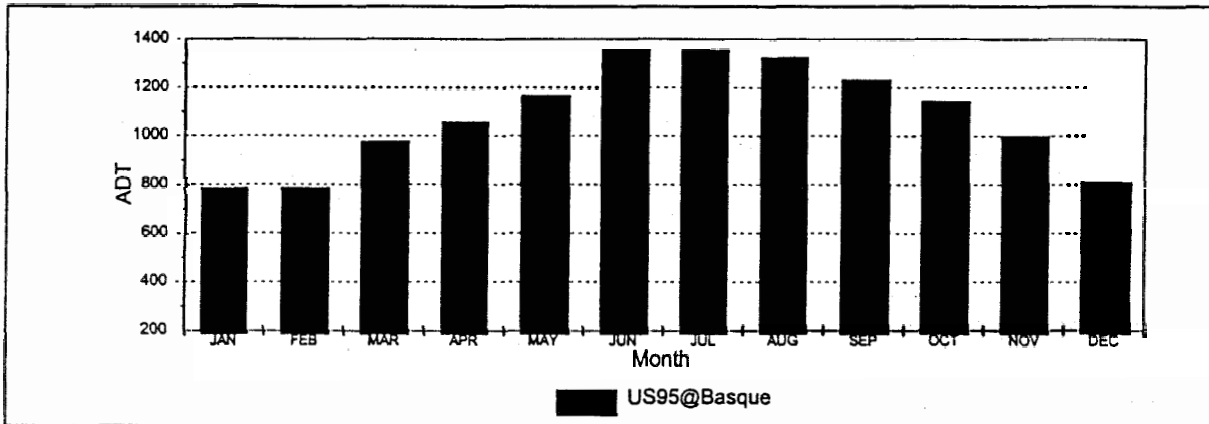
Seasonal Variations

Time of year may affect the amount of traffic on a roadway system, for example tourism, harvest and closure due to snow or flooding are generally seasonal events. In order to assess seasonality, monthly ADT data for 1996 at US Highway 95 @ Basque Station are presented in Table 5-5. Also included is "Percent of 1996 AADT". This percentage describes the relationship between Monthly ADT and AADT. For example, the December, 1996, ADT at US Highway 95 @ Basque Station is 809 trips, which represents 72% of the 1996 Annual ADT of 1,117. The more extreme the highs and lows of the percentages the more seasonal the roadway usage. As the data show the peak traffic seasons is from June to August. Figure 5-4 represents this data graphically. Therefore, tourism during summer months is a cause of increased automobile traffic in Jordan Valley.

**Table 5-5
1996 Monthly ADT
US Highway 95 @ Basque Station**

| | Monthly ADT | Percent of 1996 AADT |
|-----------|-------------|----------------------|
| January | 784 | 70% |
| February | 786 | 70% |
| March | 978 | 88% |
| April | 1,056 | 95% |
| May | 1,165 | 104% |
| June | 1,356 | 121% |
| July | 1,353 | 121% |
| August | 1,324 | 119% |
| September | 1,232 | 110% |
| October | 1,143 | 102% |
| November | 1,000 | 90% |
| December | 809 | 72% |

**Figure 5-4
1996 Monthly ADT - US Highway 95 @ Basque Station**

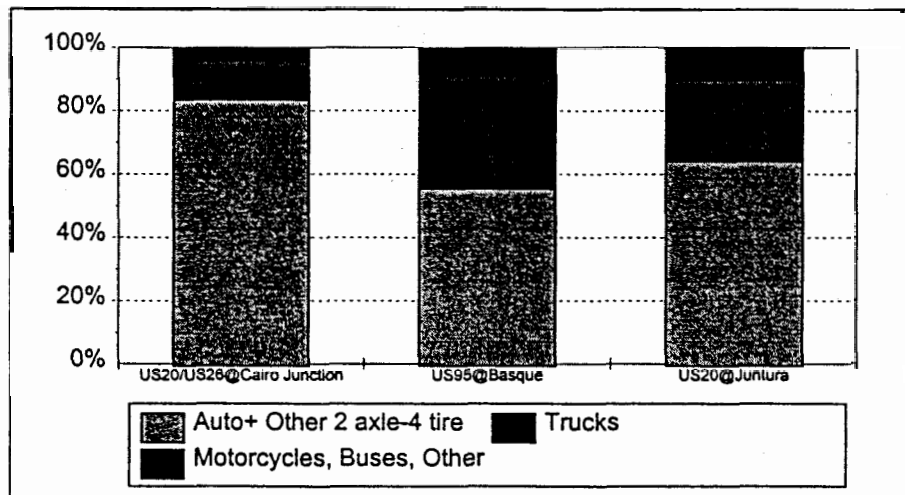


Type of Vehicle

Malheur County roadways are not uniformly utilized by the same type of vehicles. The proportion of trucks, autos and other vehicles varies by location. Figure 5-5 shows the 1996 percentage of truck trips on US Highway 95 @ Basque Station. For comparison, two other Malheur County ATR location are also included. The figure illustrates how the percentage of 1996 AADT at the three Malheur County ATR locations is distributed amongst three generalized vehicle categories:

(1) passenger cars and other 2 axle 4 tire vehicles; (2). trucks (including trailers); and (3) other vehicles (including buses, motorcycles and scooters). As Figure 5-5 shows, in 1996 US 95 @ Basque Station had the greatest percentage of trucks trips (35.4%).

Figure 5-5: Distribution of AADT by Vehicle Type





Future Traffic Conditions

As discussed previously, gradual increases in daily traffic are expected through the year 2017 on US Highway 95 and Jordan Valley's local street system. As shown in Table 5-6, the LOS on those section of US Highway 95 within Jordan Valley are not expected to deteriorate significantly in the next 20 years and, based the standards in the *Highway Capacity Manual*⁹, are expected to remain well within acceptable levels of service (LOS A/B). All other roadways in the study area are also expected to maintain acceptable LOS throughout the twenty year planning period.

Table 5-6
2017 Traffic Volumes and LOS on US Highway 95 in Jordan Valley

| Location | Mile post | AADT | Peak ¹⁰ | | |
|---------------------------------------|-----------|-------|--------------------|--------------------|--------|
| | | | Total AADT | Auto ¹¹ | Trucks |
| North City Limits | 19.44 | 1,589 | 1,922 | 1,242 | 681 |
| 0.01 miles north of Indiana Avenue | 20.16 | 1,711 | 2,070 | 1,337 | 733 |
| 0.01 miles south of California Avenue | 20.23 | 1,711 | 2,070 | 1,337 | 733 |
| 0.01 miles north of Main Street | 20.44 | 1,833 | 2,218 | 1,433 | 785 |
| 0.01 miles west of Bassett Street | 20.46 | 1,955 | 2,366 | 1,529 | 838 |
| West City Limits | 21.64 | 1,589 | 1,922 | 1,242 | 681 |

FUTURE FACILITY NEEDS

Based on the travel demand forecast, outstanding safety issues, the special needs of the transportation-disadvantaged (e.g., the elderly and disabled), and public input, the following needs have been identified:

Roadway

- Work with ODOT to address issues on Highway 95 in Jordan Valley including modifying the 90° turn, reducing speeding and improving signage;
- Repair pavement in poor or failing condition;
- Provide off-road overnight parking for trucks; and
- Improve access management in US Highway 95 corridor.

⁹ Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council.

¹⁰ Peak ADT based on July/August percent of 1996 AADT (121%).

¹¹ Auto/Truck split based on 1996 vehicle distribution at ATR US Highway 95@Basque Station (35.4% trucks).



Bus

- Improve intercity passenger bus service;
- Enhance rideshare opportunities for commuters; and
- Better meet the local and regional transportation needs of the transportation-disadvantaged.

Bicycle/Pedestrian

- Extend and improve pedestrian/bicycle facilities in downtown commercial area.

Airport

- Improve emergency air access in the Jordan Valley area.

**Alternatives
Analysis**



**Jordan Valley
Transportation
System Plan**



CHAPTER 6: ALTERNATIVES ANALYSIS

As required by the Oregon Transportation Planning Rule, transportation alternatives were developed and explored for the Jordan Valley Transportation System Plan. The alternatives reflect the various potential project options which might be considered for inclusion in the final TSP (Chapter 7). The alternatives were developed to address the goals and objectives identified in Chapter 3.

The potential transportation system improvements described in this chapter were each developed to address specific problems or concerns. Table 6-1, below, identifies all of the potential transportation system improvements evaluated during the TSP development process and their relationship to the goals identified in Chapter 3.

**Table 6-1
Transportation Planning Goals and Potential Transportation Improvement Projects**

| | |
|--|--|
| Goal 1: Improve and enhance safety and traffic circulation | |
| Project 1 | Modify turning radius on US Highway 95 in Jordan Valley |
| Project 2 | Implement measures to reduce speeding on US Highway 95 in Jordan Valley |
| Project 3 | Provide improved signage on US Highway 95 in Jordan Valley |
| Goal 2: Identify the 20-year roadway system needs to accommodate developing or undeveloped areas without undermining the agricultural character of the surrounding area | |
| Project 4 | Adopt and implement access management for new development for US Highway 95 in Jordan Valley |
| Goal 3: Preserve the function, level of service and safety of City Streets | |
| Project 5 | Provide adequate off-road parking for trucks |
| Project 6 | Repair pavement in poor or very poor condition |
| Project 7 | Adopt a street classification system and design standards |
| Goal 4: Increase the use of alternative modes of transportation (walking and bicycling) through improved access, safety and service | |
| Project 8 | Extend and improve pedestrian/bicycle facilities in downtown commercial area |
| Project 9 | Increase availability and usage of public transportation and ridesharing |
| Goal 5: Improve emergency air access capabilities in the vicinity of Jordan Valley | |
| Project 11 | Site and develop a new public airstrip in the Jordan Valley area |



EVALUATION OF POTENTIAL PROJECTS

Each of the potential transportation system improvements was qualitatively evaluated based on its effectiveness at meeting the transportation planning goals identified in Chapter 3, its safety, environmental, socioeconomic and land use impacts, as well as its financial feasibility.

Project 1: Modify turning radius on US Highway 95 in Jordan Valley

A long time concern in Jordan Valley has been the turning radius on US Highway 95. The highway makes a sharp, 90° turn in downtown Jordan Valley. Negotiating this turn can be difficult for motorists, particularly for drivers of large vehicles. Modifying this turn to increase the turning radius should help alleviate this problem; however, it will allow vehicles to make the turn at somewhat greater speeds.

ODOT has jurisdiction over improvements to US Highway 95 and the city should support and encourage their effort to make the necessary improvements. According to ODOT, improvements are already underway with efforts currently being made to secure adequate right-of-way.

Project 2: Implement measures to reduce speeding on US Highway 95 in Jordan Valley

The US Highway 95 corridor planning effort identified speeding on US Highway 95 as a concern in Jordan Valley. Various measures could be implemented that would discourage motorists from exceeding the posted speed limit. These include:

- Physical measures such as speed bumps, road humps, rumble strips, median barriers, traffic circles and road narrowing;
- Passive measures such as stop signs and speed limit signs;
- Police enforcement, transverse markings, crosswalks, "odd" speed limit signs, vertical elements along roadway, bicycle lanes.

Implementation of some of these measures may not be desirable as they would conflict with other transportation goals and may create significant problems. For example, speed bumps, while effective at reducing traffic can create a safety hazard, increase noise, and cause problems for snowplows. However, it is likely that a combination of appropriate measures could increase speed limit compliance in Jordan Valley; therefore, the city should work with ODOT to develop a speed control system for US Highway 95. The project cost is likely minimal, and can be borne through ODOT's regular maintenance program.

Project 3: Provide improved signage on US Highway 95 in Jordan Valley

Concerns have been raised over eastbound vehicles, particularly trucks, missing the left turn on US Highway 95 and proceeding straight down Yturri Boulevard, where there is very limited opportunity for turn around. Improving the highway signage to more clearly identify the highway direction may help to resolve this problem.



This improvement can be implemented at a very low cost and is recommended. ODOT has jurisdiction over signs on a state highway, therefore the city would have to request that ODOT make the improvement.

Project 4: Adopt and implement access management standards for new development for all arterials in Jordan Valley

Access management is an important tool for maintaining the efficiency and safety of a transportation system. Too many access points can diminish the functionality of an arterial, by creating delays and hazards due to turning movements. Currently US Highway 95 is the only arterial roadway in Jordan Valley. Improved access management has been raised as an issue in the US Highway 95 corridor planning process and adopting standards is an objective under both Goals 2 and 3 in Chapter 3.

The 1991 Oregon Highway Plan specifies an access management classification system for state facilities. Although the City of Jordan Valley may designate state highways as arterial roadways within its transportation systems, the access management categories for these facilities should generally follow the guidelines of the Oregon Highway Plan. US Highway 95 is currently designated as a highway of statewide importance. This designation permits: at-grade or interchanges with 1/4 mile spacing for intersections with public roads, left or right turns with 500' spacing for intersections with private roads, signal spacing of 1/2 mile, and either partial or no median control.

While the access management described above can be applied to some portions of US Highway 95 within the city limits, in the developed, downtown core the spacing distances would be excessive. Shorter block lengths and a well-developed grid system are important to small cities, along with convenient and safe pedestrian facilities. To address this issue, the Oregon Highway Plan allows for the designation of Special Transportation Area (STA) for compact areas in which growth management considerations outweigh the need to limit access. STA can include central business districts, however, they do not apply to whole cities or strip development areas along individual highway corridors.

In Jordan Valley an STA is recommended from Iowa Avenue to Blackaby Street. To accommodate a compact development pattern and the existing public roadway spacing and to allow reasonable access spacing for private driveways, less restrictive access standards are recommended for this downtown section. Within the STA, access standards should allow intersection spacing at a minimum of 250 feet and driveway spacing at a minimum of 100 feet.

Project 5: Provide adequate off-street overnight parking for trucks

Currently trucks traveling the US Highway 95 corridor frequently overnight on the side of the road in downtown Jordan Valley. While highway-related commercial activity is important to the economy of the town, with their generators running the trucks create a noise problem as well as a



traffic safety concern. Therefore, identifying a safe, off-highway location within walking distance of downtown is recommended. Partnering with ODOT to create a highway rest area may be the most cost-effective means of developing a site. Another possibility would be to create a dual-use site by modifying an existing facility such as the rodeo grounds. Developing a dual-use site would allow for the consolidation of public infrastructure investments for paving and facilities such as restrooms. Once the site is developed, the city may wish to prohibit overnight camping within the city limits except at designated locations.

Project 6: Repair pavement in poor or very poor condition

Pavement conditions on streets within Jordan Valley were identified in Chapter 4. The street sections with pavement in “very poor” or “poor” condition are shown in Table 6-2 as well as a rough estimate of the repair costs.

**Table 6-2
Recommended Pavement Improvements**

| Very Poor Condition | Length | Width | Cost/Lineal Ft. | Cost |
|--|--------|-------|-----------------|-----------|
| Blackaby Circle from US Hwy 95 to the south end | 300' | 18' | \$27.00 | \$8,100 |
| Combs St. from California Ave. to Oregon Ave. | 500' | 18' | \$27.00 | \$13,500 |
| Marshall St. from Oregon Ave. to California Ave. | 500' | 20' | \$28.00 | \$14,000 |
| Oregon Ave. from Marshall Ave. to Somerville St. | 300' | 18' | \$27.00 | \$8,100 |
| Subtotal | | | | \$43,700 |
| Poor Condition | | | | |
| Florence Dr. from Young Fld Ave to north end | 200' | 14' | \$25.00 | \$5,000 |
| Idaho St. from US Hwy 95 to south end | 400' | 14' | \$25.00 | \$10,000 |
| Jordan St from US Hwy 95 to south end | 500' | 14' | \$25.00 | \$12,500 |
| Malheur St. from Young Fld Ave. to south end | 150' | 14' | \$25.00 | \$3,750 |
| Marshall St. from Montana Ave. to north end | 800' | 24' | \$30.00 | \$24,000 |
| Samuel Dr. from Young Fld Ave. to north end | 200' | 14' | \$25.00 | \$5,000 |
| Young Field Ave. from Idaho St. to City Limit | 1,700' | 14' | \$25.00 | \$42,500 |
| Subtotal | | | | \$102,750 |
| TOTAL | | | | \$146,450 |

* Based on planning cost estimates for 2" pavement overlay.

It is recommended that the City of Jordan Valley schedule the repair of roads in “Very Poor” condition within the next five to ten year timeframe at a cost of \$43,700 and those with “Poor” condition within the next ten to twenty years at a cost of \$102,750. This recommended schedule should be modified based on factors such as traffic volumes and funding availability.

Project 7: Adopt street classification system and design standards

The function of a street is determined by operational characteristics such as traffic volume and capacity. By classifying streets according to their function, the City of Jordan Valley can provide for consistency in construction, operation and maintenance. These classification should



be reflected in street design standards which link the design of the street to its function. Street design standards should establish desired street widths and amenities (e.g. sidewalks, bike lanes) for the various street classifications at a scale appropriate for the City of Jordan Valley. Adoption of a TSP which includes street classification and design standards will allow the City of Jordan Valley to implement this program.

Project 8: Extend and improve pedestrian/bicycle facilities in downtown commercial area

Providing a safe, pedestrian-friendly environment is a key factor in creating a successful small town environment. Pedestrian safety on US Highway 95 has long been a concern in Jordan Valley. The City developed a sidewalk plan that includes sidewalks on a one block stretch of east side of Blackaby, on Main Street (US Highway 95) from Blackaby to Bassett and on Bassett (US Highway 95) from Main Street to Swisher Avenue on the east side of the street and Oregon Avenue on the west side of the street. The City prepared a cost estimate for the project with the total cost estimated at \$102,648.

US Highway 95 is designated as a Statewide Bicycle Route in the Oregon Bicycle and Pedestrian Plan. As such any major improvements to the highway will include bicycle striping

Project 9: Increase availability and usage of public transportation and ridesharing

Malheur County is responsible under state law for administration of the Special Transportation Fund program in Malheur County. This program, which is funded by cigarette tax moneys, is intended to provide transportation services to the elderly and disabled. Statewide 75% of the available funds are distributed by formula (for FY 1998 Malheur County received \$34,533) and the remaining 25% are discretionary funds available through a competitive grant program. Generally, the discretionary funds are used for capital purchases (e.g., new vehicles) with the other moneys going to operations.

Currently, Malheur County provides limited Dial-a-Ride service for the elderly and disabled. Some limited public transportation service is also provided the City of Ontario, the Department of Human Resources, Malheur Council on Aging, Nyssa Senior Center, Ontario Senior Center, and Vale Senior Center. However, service in the Jordan Valley area is extremely limited. In order to increase available service, Jordan Valley should work with ODOT and the County to either develop a new senior van program or extend the services of an existing provider. Additional opportunities may also exist through enhanced interstate coordination to provide improved service in conjunction with nearby Idaho jurisdictions.

Project 10: Site and develop a new public airstrip in the Jordan valley area

Historically Jordan Valley had an airstrip; however, that facility has been closed for some time. The Jordan Valley area has been acknowledged locally and by ODOT Aeronautics as needing a new facility. A new site has been preliminarily identified. Development of this site as a new State Airport would require a land exchange with the Bureau of Land Management (BLM) as



well as some additional land acquisition. Drainage improvements would also have to be made. ODOT Aeronautics has suggested that local enthusiasm and initiative are necessary to move this project forward. Planning level project costs are estimated at approximately \$250,000. How these costs might be shared among the partners will be determined at a later date.

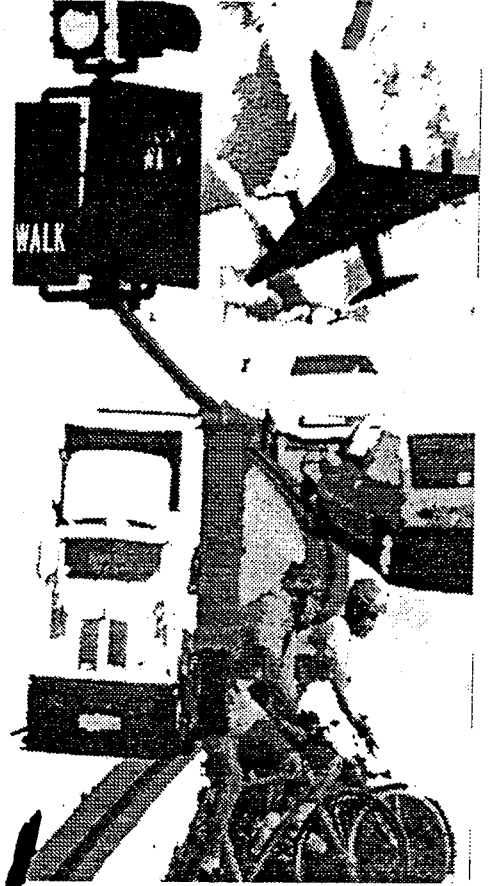
SUMMARY

Table 6-3, below, summarizes the project option recommendations described in this chapter. Chapter 7 goes into greater detail about how the recommended project options will fit into the modal plans for the City of Jordan Valley.

**Table 6-3
Transportation Project Options: Summary of Recommendations and Costs**

| Option | Recommendation | Cost |
|---|---|--------------------|
| 1. Modify turning radius on US Highway 95 in Jordan Valley | Currently being implemented by ODOT | Currently Underway |
| 2. Implement measures to reduce speeding on US Highway 95 in Jordan Valley | Implement, ODOT has jurisdiction | TBD |
| 3. Provide improved signage on US Highway 95 in Jordan Valley | Implement, ODOT has jurisdiction | Low Cost |
| 4. Adopt and implement access management for US Highway 95 in Jordan Valley | Implement new policies | Low Cost |
| 5. Provide adequate off-road parking for trucks | Implement, partner with ODOT | TBD |
| 6. Repair pavement in poor or very poor condition | Implement | \$146,450 |
| 7. Adopt street classification system and design standards | Implement new policies | Low Cost |
| 8. Extend and improve pedestrian/bicycle facilities in downtown commercial area | Implement | \$102,648 |
| 9. Increase availability and usage of public transportation and ridesharing | Implement | TBD |
| 10. Site and develop a new public airstrip in the Jordan Valley area | Implement, partner with ODOT and Malheur County | \$250,000 |

Transportation System Plan



Jordan Valley

Transportation
System Plan

W&HPACIFIC

CHAPTER 7: TRANSPORTATION SYSTEM PLAN

INTRODUCTION

The City of Jordan Valley TSP includes separate elements for each travel mode within the city: Street, Pedestrian, Bikeway, Public Transportation, Rail Service, Air Service, Pipeline Service and Waterway Transportation plans. The analysis and evaluation of ten project options was summarized in Chapter 6. Based on the recommended project options that resulted from that analysis, a subsequent review of the 1999 Oregon Highway Plan, and updates and revisions recommended by the Jordan Valley City Council in 2001, a number of Transportation System Plan and project improvements are identified and summarized as part of this chapter. Other components of the TSP include transportation policies and standards to effectively guide plan development. These include street design standards, functional classification and access management.

RECOMMENDED STREET STANDARDS

Street Standards

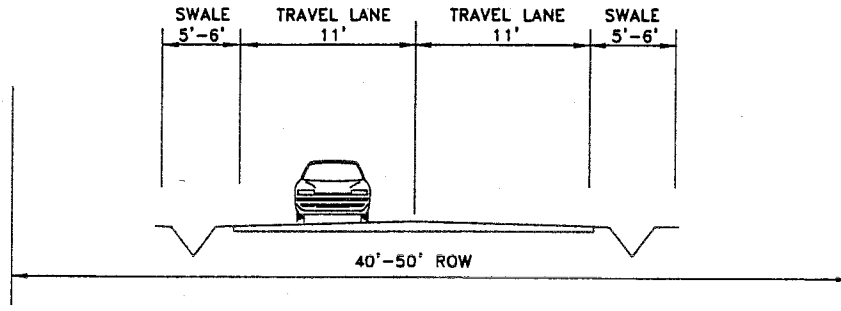
Street standards link the design of a street to its function. Function is determined by operational characteristics (e.g., traffic volume, operating speed, safety, and capacity). Street design standards help guide the development of streets which are both safe and consistent. Additionally, they simplify the administrative process associated with the planning and construction of a new street. The development of the City of Jordan Valley TSP provides the City with an opportunity to review and revise street design standards to more closely fit with the functional street classification and the goals and objectives of the TSP. Street design standards are based on local needs, experience, policies and publications of the profession. Revised street standards are illustrated in Figure 7-1 and summarized in Table 7-1, below.

Table 7-1
Recommended Street Design Standards

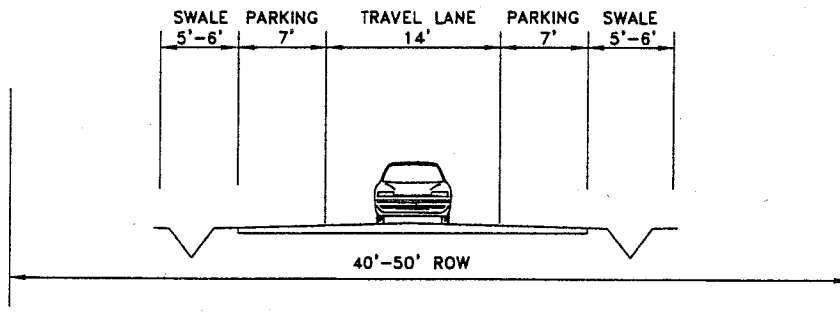
| Classification | Minimum Right-of-Way Width | Minimum Improvement Width |
|--------------------------|-----------------------------------|----------------------------------|
| Arterial | 60 feet | 52 feet |
| Collector | 40 feet | 30 feet |
| Local Residential Street | 40 feet | 28 feet |

TYPICAL CROSS-SECTIONS

LOCAL STREET



OPTION A



OPTION B

FIG. 7-1

4-3211-0101
PMALDT05.DGW

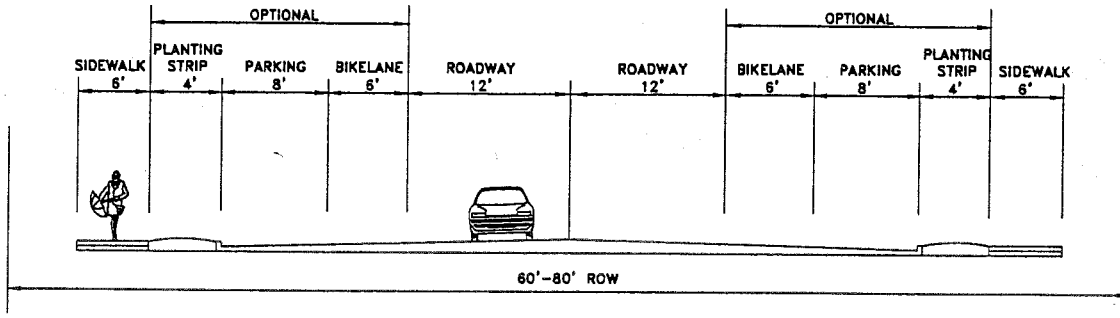
CITY OF JORDAN VALLEY RECOMMENDED
STREET STANDARDS TYPICAL SECTIONS

IRLAND DESIGN GROUP, INC.
10260 SW NIHBUS AVE. M4
TIGARD, OR 97223
(503) 968-6589
UP DATED 6/27/01

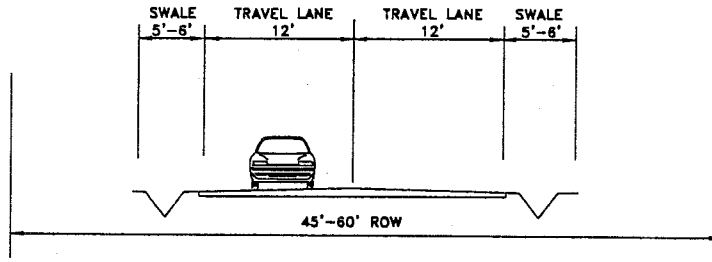
WHPACIFIC
8405 SW NIHBUS AVE.
BEAVERTON, OR 97008
(503) 626-0455

TYPICAL CROSS-SECTIONS

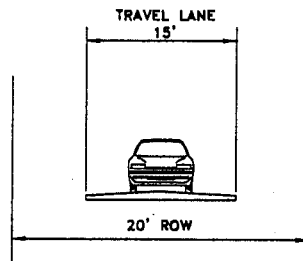
ARTERIAL STREET



COLLECTOR



ALLEY



4-3211-0101
PMALDT05.DGW

FIG. 7-1

CITY OF JORDAN VALLEY RECOMMENDED
STREET STANDARDS TYPICAL SECTIONS

TRILAND DESIGN GROUP, INC.
10260 SW HUMBUS AVE. M4
TIGARD, OR 97223
(503) 988-6589
UP DATED 6/27/01

WHPACIFIC
3405 SW HUMBUS AVE.
BEAVERTON, OR 97008
(503) 626-0435

Functional Classification

City of Jordan Valley roads and highways should be classified according to their function, providing for consistency in construction, operation and maintenance. The functional hierarchy of streets provides: grouping of roads and highways by the service they provide; facility definitions to handle different desired levels of access and mobility; an understanding of how a street is being used; and, guidelines on how roads are to be designed. The function of the street within the street system and the types and intensities of land use along their routes are other important factors in their appropriate designation. Figure 7-2 shows the recommended functional classification.

Arterial Streets provide linkage between population centers within the region and connection to state and national highways, serving primarily through traffic with limited access. Delays are generally associated with the inability to pass on two-lane highways as opposed to heavy volume. As shown in Figure 7-2, the recommended Functional Classification Map, within City of Jordan Valley, Highway 95 is the only Arterial Street.

As shown in Figure 7-1, new or improved arterials should include two 12 foot wide travel lanes, two 6 foot wide bike lanes, two 8 foot wide parking strips (optional), two 5 foot wide planted strips (optional) and two 5 foot wide sidewalks. Generally, new or improved arterials also include curbs and gutters.

Collector Streets provide both local access and circulation within the City, distributing trips from the arterials through the area to their ultimate destinations, often serving abutting uses directly. Unlike arterials, access control may not be required. As shown in Figure 7-2, the recommended Functional Classification Map, within City of Jordan Valley, Yturri Boulevard is the only Collector Street.

As shown in Figure 7-1, new or improved collectors should include two 12 foot wide travel lanes.

Local Streets have the primary function of providing access to immediately adjacent land and serve little or no through traffic. They are generally narrower than collector streets. As shown in Figure 7-2, the recommended Functional Classification Map, within City of Jordan Valley, all streets other than US Highway 95 and Yturri Boulevard are local streets.

As shown in Figure 7-1, new or improved local streets should include two 11 foot wide travel lanes or one two-way 14 foot travel lane.

Bike Lanes. For the most part, collector and local streets in small towns such as Jordan Valley do not require separate bikeway facilities. Bicyclists can generally be accommodated on the shared street or on a shoulder, depending on traffic volumes on arterials particularly. However, on arterials, particularly in areas with higher bicycle use, striping the shoulder for a bicycle lane may be appropriate.

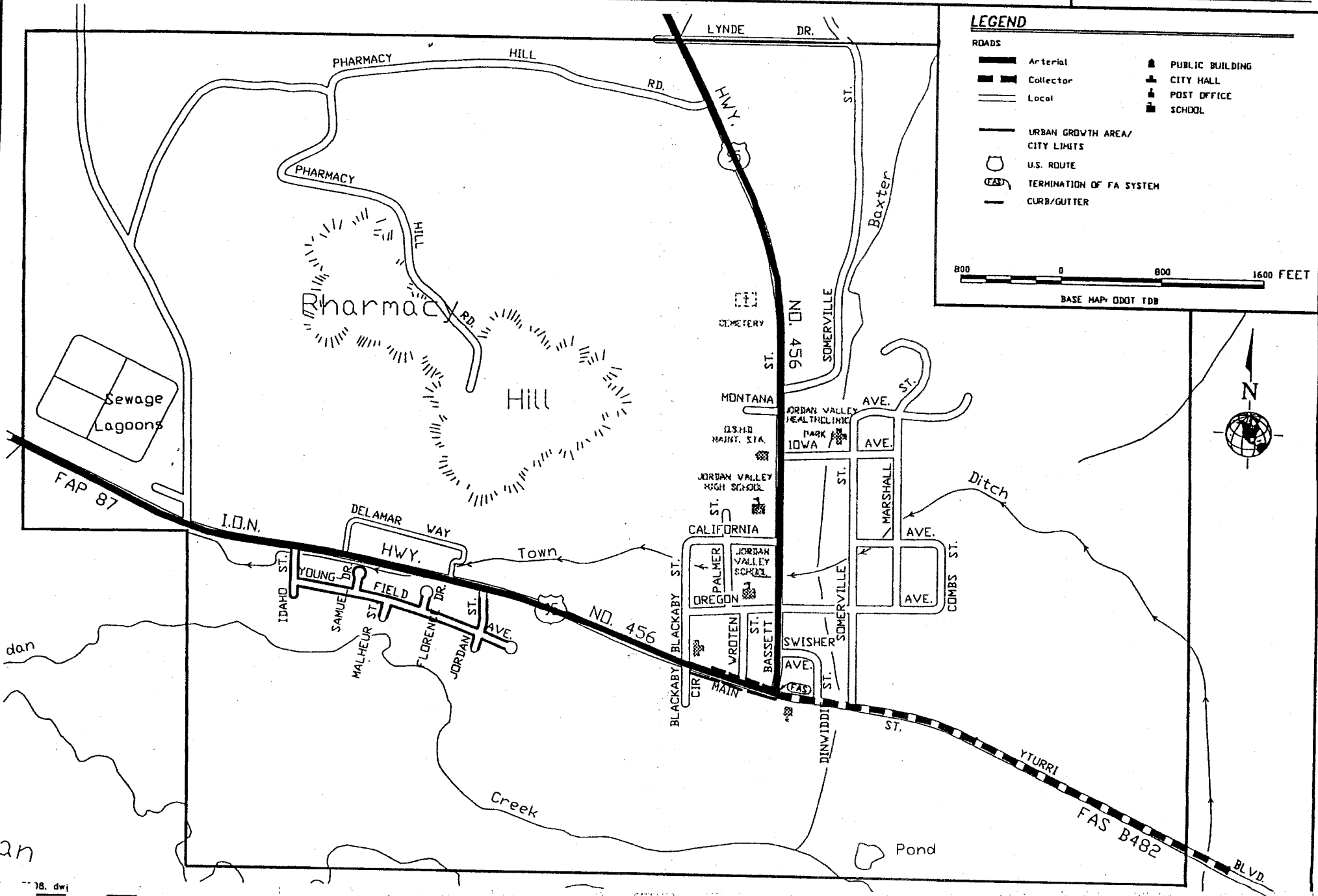
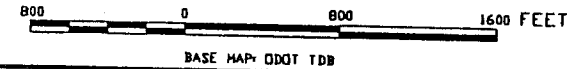
CITY OF JORDAN VALLEY TSP

Recommended Functional Classification

W&HPACIFIC
 8405 SW NIMBUS AVE.
 BEAVERTON, OR 97008
 (503) 626-0455

LEGEND

- ROADS**
- Arterial
 - Collector
 - Local
 - URBAN GROWTH AREA/ CITY LIMITS
 - U.S. ROUTE
 - TERMINATION OF FA SYSTEM
 - CURB/GUTTER
- PUBLIC BUILDING
 - CITY HALL
 - POST OFFICE
 - SCHOOL



Sidewalks. Sidewalks are not recommended for all street classifications in Jordan Valley, but pedestrian lanes may be recommended. The compact size of the town makes walking a viable alternative mode which should be encourage with the provision of a safe and complete pedestrian circulation system. However, sidewalks are particularly important in areas with higher pedestrian activity and traffic volumes (e.g., US Highway 95 in downtown Jordan Valley).

Access Management Plan

The TPR defines access management as measures regulating access to streets, roads and highways from public roads and private driveways and requires that new connections to arterials and state highways be consistent with designated access management categories. As the City of Jordan Valley continues to develop, the arterial/collector/local street system will become more heavily used and relied upon for a variety of travel needs. As such, it will become increasingly important to manage access on the existing and future arterial/collector street system as new development occurs.

It should be noted that existing developments and accesses on the transportation network will not be affected by the recommended access management techniques until either a land use action is proposed, a safety or capacity deficiency is identified that requires specific mitigation, or a major construction project is begun on the street.

Experience throughout the United States has shown that a well managed access plan for a street system can:

- minimize the number of potential conflicts between all users of the street system, and hence provide safer and more efficient traffic operations
- minimize local cost for transportation improvements needed to provide additional capacity and/or access improvements along unmanaged roadways

One objective of the Jordan Valley TSP is to develop an access management policy that maintains and enhances the integrity (capacity, safety, and level-of-service) of the city's streets. Too many access points along a street can contribute to deterioration in its safety, and on some streets, can interfere with efficient traffic flow.

Table 7-2 provides general access management guidelines for each of the street classifications. General access management techniques can include restricting the spacing of private driveways based on the type of development. Or, the city could consider offsetting driveways to minimize the number of conflict points between traffic using driveways and public streets. Additional access management strategies are embedded in Jordan Valley's recommended development ordinances, which already restrict development to appropriate zones and consider the effect of development on the existing transportation network.

State Highways

Access management is important to promoting safe and efficient travel for both local and long distance users along State Highway 95 in the City of Jordan Valley. The 1999 *Oregon Highway Plan* specifies an access management spacing standards and policies for state facilities. Although the City of Jordan Valley may designate state highways as arterial roadways within

their transportation system, access management for these facilities follows the Access Management Spacing Standards of the 1999 Oregon Highway Plan. These spacing standards are based on highway classification, type of area and speed, which are shown in the appendix to this document. This section of the TSP describes the state highway access management objectives and specific highway segment where special access spacing standards apply.

General

Highway 95 through the City of Jordan Valley is categorized in the 1999 Oregon Highway Plan as a State Highway. The primary function of these highways is to provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. The management objective of Statewide urban highways is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas (STAs), local access may also be a priority.

To assist in implementing state access management standards and policies, the 1999 Oregon Highway Plan also recognizes that state highways serve as main streets of many communities, such as downtown Jordan Valley. Shorter block lengths and a well-developed grid system are important to a downtown area, along with convenient and safe pedestrian facilities. In general, downtown commercial arterial streets typically have blocks 200 to 400 feet long, driveway access sometimes as close as 100-foot intervals and occasionally, crosswalks, along with on street parking. The need to maintain these typical downtown characteristics must be carefully considered along with the need to maintain the safe and efficient movement of through traffic. The Oregon Highway Plan recognizes the main street function through the designation of Special Transportation Areas (STAs).

Special Transportation Area

A Special Transportation Area (STA) is a designation that may be applied to a state highway, when a downtown, business district or community center straddles the state highway within a community's urban growth boundary. STAs can include central business districts but they do not apply to whole cities or strip development areas along individual highway corridors.

The primary objective of a STA is to provide access to community activities, businesses and residences, and to accommodate pedestrian, and bicycle movements along and across the highway in a compact central business district. A STA designation will allow reduced mobility standards, accommodate existing public street spacing and compact-development patterns, and enhance opportunities to provide improvements for pedestrians and bicyclists in the downtown area. Inclusion in a STA allows for redevelopment with exception to the proposed access management standards.

Access management in STAs corresponds to the existing city block for public road connections and discourages private driveways. However, where driveways are allowed and land use patterns permit, the minimum spacing for driveways is 175-foot or mid-block if the current city block spacing is less than 350 feet. In addition, the need for local street connections may outweigh the consideration of maintaining highway mobility within a STA.

In Jordan Valley, the area along Highway 95 between Blackaby Street (M.P. 20.59) and Swisher Avenue (M.P. 20.44) exemplifies the design features of a historic downtown. Within this segment, buildings are spaced close together, parking is on street, and the posted speed limit is 30 m.p.h. The compact development pattern qualifies this area for a STA highway segment designation.

Upon adoption of the TSP by the Jordan Valley City Council and a finding of compliance with the Oregon Highway Plan, the City of Jordan Valley and ODOT Region 5 may jointly designate this segment of Highway 95 as an STA through a Memorandum of Understanding (MOU). The MOU will incorporate by reference the TSP and the following STA Management Plan provisions.

Special Transportation Area Management Plan

The Jordan Valley STA is located on the portion of Highway 95 between the intersections of Blackaby Street (M.P. 20.59) and Swisher Avenue (M.P. 20.44), which is located completely within the urban growth boundary and city limits of the City of Jordan Valley.

The primary objective of the Jordan Valley STA is to provide access to community activities, businesses and residences, and to accommodate pedestrian, and bicycle movements along and across the highway in the city's central business district.

The designation of an STA in Jordan Valley is intended to accommodate the existing public street spacing and compact development pattern. Specific access management conditions for the Jordan Valley STA on Highway 95 include:

- a) Minimum spacing for public road connections at the current city block spacing of approximately 300 feet.
- b) Public road connections are preferred over private driveways. Private driveways are discouraged in an STA.
- c) Where land use patterns permit, ODOT will work with the City and property owners to identify appropriate access to adjacent property owners within the STA.
- d) Where a right to access exists, access will be allowed to property at less than the designated spacing standard only if the property does not have reasonable alternative. If possible, other options should be considered, such as joint access.
- e) Where a right to access exists, the number of driveways to a single property shall be limited to one. ODOT will work with the City and property owners if additional driveways are necessary to accommodate and service the traffic to the property, and will not interfere with driver expectancy and the safety of through traffic on the highway.
- f) Driveways shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations in areas of restricted sight distance or at points that interfere with the placement and proper functioning of traffic control signs, lighting or other devices that affect traffic operation will not be permitted.
- g) If a property is landlocked (no reasonable alternative exists) because a driveway cannot be safely constructed and operated and all other alternatives have been explored and rejected,

ODOT might be required to purchase the property. However, if a hardship is self-inflicted, such as by partitioning or subdividing a property, ODOT has no responsibility for purchasing the property.

Today, traffic on the state highway operates at LOS A/B or better. Increase in traffic volumes over the 20 year projection period will not impact the level-of-service (LOS) or meet the maximum volume to capacity ratio of 0.90 for Highway 95 within the city's STA.

To maintain highway mobility through a STA in Jordan Valley, land use development decisions (within the urban growth boundary) shall not cause traffic flow to exceed a volume to capacity ratio of 0.90. The posted speed limit in the STA is currently 30 mph and will remain at 30 or 25 miles per hour as allowed by state statute in a business district. Curb (parallel) parking is permitted in the STA, provided minimum sight distance requirements are met for all public road connections and private driveways. Parking in this area is adequate at this time. No signals or traffic control devices currently exist in this area. No changes are contemplated.

The designation of a STA in Jordan Valley further identifies the need to accommodate pedestrian, and bicycle movements along and across the highway in the compact central business district. The recommended urban arterial standard within the STA consists of a 60 to 80-foot right-of-way with a paved width of 36-52 feet that includes two 12-foot travel lanes with optional six foot bike lane and optional 8-foot parking strip on each side of the road. The standard includes a 6 foot walkway on each side of the road and an optional 4 foot planting strip.

Another essential component to accommodate pedestrians in a STA is street crossings. There are no specific crosswalk enhancements or safety improvements recommended within the STA at this time. Future improvements and modifications to the highway within the STA and within the curb line, or if no regular established curb, to the r/w utilized for highway purposes will be made in accordance with the Oregon Highway Design Manual and with ODOT approval.

Existing maintenance and operational strategies along Highway 95 will be employed within the STA, consistent with Oregon Revised Statute 373.020, as follows:

ODOT shall be responsible for the ongoing maintenance of: a) the roadway surface between curbs, or if no regular established curb, to that portion of right-of-way utilized for highway purposes b) painting centerline stripe, c) designated school crosswalk delineation, directional and regulatory signs except those signs described as the City's responsibility and d) plowing snow one blade-width of centerline stripe provided there are no conflicts with utilities.

City shall be responsible for the on going maintenance of: a) storm sewer system, b) sidewalks, c) landscaping, d) luminaries, e) U-turn signs, parking signs, and street name signs, f) painting parking-stripes and other pavement delineation not described as ODOT's responsibility, and g) snow removal from parking strip.

Future improvements and modifications to the highway within the STA will include maintenance and operational strategies with ODOT and City approval.

Table 7-2
Suggested Access Management Guidelines for Rural Streets

| Functional Classification | Intersection | | | |
|---------------------------|-------------------|--------------|-------------------|---------------------|
| | Public Road | | Private Drive | |
| | Intersection Type | Spacing | Intersection Type | Spacing |
| Arterial* | at-grade | 770** | Left/Right Turns | ** |
| Collector | at-grade | 0.25 mile | Left/Right Turns | 300 feet |
| Local | at-grade | 200-400 feet | Left/Right Turns | Access to each lot. |

* Hwy 95 through Jordan Valley is classified as a State Highway.

** 770 feet is the 1999 Oregon Highway Plan Access Management Spacing Standard for State Highways in Urban areas for posted speed limits of 30 and 35 mph. For Special Transportation Areas (STAs) such as Highway 95 through Jordan Valley, minimum spacing for public road approaches is either the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways, and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

The existing *legal* driveway connections, traffic intersection spacings and other accesses to the state highway system are not required to meet the spacing standards of the assigned category immediately upon adoption of this access management plan. However, existing permitted connections not conforming to the design goals and objectives of the roadway classification will be upgraded as circumstances permit and during redevelopment. At any time, an approach road may need to be modified due to a safety problem or a capacity issue that exists or becomes apparent. By statute, ODOT is required to ensure that all safety and capacity issues are addressed.

A conditional access permit may be issued by ODOT and the City of Jordan Valley for a single connection to a property that cannot be accessed in a manner that is consistent with the spacing standards (shown in Table 7-2). These conditions would apply to properties that either have no reasonable access or cannot obtain reasonable alternative access to the public road system. The permit should carry a condition that the access may be closed at such time that reasonable access becomes available to a local public street. In addition, approval of a conditional permit might require ODOT-approved turning movement design standards to ensure safety and managed access. Under special circumstances, ODOT may be required to purchase property in order to prevent safety conflicts.

MODAL PLANS

The City of Jordan Valley modal plans have been developed using information collected and analyzed through the goals and objectives (Chapter 3), the physical inventory (Chapter 4), forecasts (Chapter 5), the alternatives analysis (Chapter 6) and input from area residents. The plans address transportation system needs for City of Jordan Valley for the next 20 years. The specific timing of individual projects will be influenced by changes in the land use pattern and actual population growth in future years.

Street Plan

The TSP recommends a detailed program of local, collector and arterial street improvements as listed below. The TSP identifies those transportation projects and programs, which together with

the existing transportation system, will serve the land uses as defined in the City of Jordan Valley Comprehensive Plan. Over the next 20 years these street projects will increase traffic safety and capacity and enhance connectivity and circulation throughout City of Jordan Valley.

Any new street construction or street widening project that expands the street system capacity is defined as a capacity improvement. Street upgrades and safety projects (i.e., all non-capacity work) generally include improvements to existing facilities such as street reconstruction or intersection upgrades, that increase the level of safety or efficiency.

The following descriptions detail, by project number, the purpose and scope of each improvement at the planning level. Prior to project design and construction, specific environmental impacts, grading requirements, and street alignments should be analyzed as necessary.

Project 1 **Implement Measures to Reduce Speeding on US Highway 95 in Jordan Valley**
(*safety*)

This project is intended to address concerns expressed regarding speeding on US Highway 95. As US Highway 95 is under the jurisdiction of ODOT, the City of Jordan Valley should work with ODOT to develop an effective speed control system.

Project 2 **Provide Improved Signage on US Highway 95 in Jordan Valley**
(*safety*)

The purpose of this project is to reduce the incidence of eastbound motorists missing the left turn on US Highway 95 and continuing straight on Yturri Boulevard, where there is limited opportunity to turn around particularly for oversized vehicles. As US Highway 95 is under the jurisdiction of ODOT, Jordan Valley should encourage ODOT to provide improved signage on US Highway 95 in Jordan Valley.

Project 3 **Designate and Implement Highway 95 through Downtown Jordan Valley as a Special Transportation Area (STA)**
(*safety and capacity*)

The primary objectives of designating Highway 95 through downtown Jordan Valley as an STA are to provide access to community activities, businesses, and residences; and to accommodate downtown pedestrian movement along and across Highway 95. The STA plan will recommend direct street connections and shared on-street parking, identified property access, and recognize that local auto, pedestrian, and bicycle movements are generally as important as the through movement of traffic. The STA plan will recommend slow traffic speeds, generally 25 mph or less.

Project 4 **Provide Adequate Off-Street Overnight Parking for Trucks**
(*safety and noise*)

This project is intended to provide truckers wishing to overnight in Jordan Valley with a safe place to park their trucks. The location should be close to downtown stores and restaurants but far enough away from residential uses that the trucks' generators do not create a disturbance for residents. Providing public restroom facilities may also be a consideration. The initial step of this

project should be for the City to inventory potential sites. Planning level project costs will be determined after a specific proposal is developed.

Project 5

(safety)

Repair Pavement in poor or very poor condition

Pavement maintenance is an ongoing concern for most jurisdictions. The purpose of this project is to identify and schedule for repair those streets with pavement which is currently in "poor" or "very poor" condition (see Figure 7-3). Tentatively, pavement in "very poor" condition is proposed for repair within the first five years of the planning period and pavement in "poor" condition for the remaining fifteen years. The total twenty year planning level project cost is estimated at \$146,450.

Project 6

(safety and circulation)

Adopt street classification system and design standards

By classifying streets according to their function, the City of Jordan Valley can provide for consistency in construction, operation and maintenance. Street design standards should establish desired street widths and amenities (e.g. sidewalks, bike lanes) for the various street classifications at a scale appropriate for the City of Jordan Valley. Adoption of a TSP which includes street classification and design standards will allow the City of Jordan Valley to implement this program.

Pedestrian Plan

Walking is our most basic transportation mode and a popular form of recreation. Given the compact size of City of Jordan Valley, walking may provide a viable transportation alternative for many trips. In order to encourage pedestrian activity, the city should develop a complete pedestrian circulation system on all paved streets, with particular emphasis placed on arterials (i.e., US Highway 95). The city's sidewalk system should be expanded to include at a minimum the project described below:

Pedestrian Project

Improve and extend sidewalks as follows (see Figure 7-3):

- to the corner of City Hall
- on Main Street (US Highway 95) from Blackaby to Bassett
- on Bassett (US Highway 95) from Main Street to Swisher Avenue (on the east and west side of the street)

The City of Jordan Valley has estimated the cost of this project as \$102,648. New sidewalks should be constructed with curb cuts for wheelchairs at every crosswalk to comply with the Americans with Disabilities Act (ADA).

Bikeway Plan

Currently, bicyclists in City of Jordan Valley share the street with motorists. Given the size of the city, the small population and the generally low traffic volumes, bicycle-only facilities on local or collector streets, such as dedicated bicycle lanes, would likely be of little benefit in creating a modal shift toward bicycling in City of Jordan Valley.

Bicycle parking is generally lacking in Jordan Valley. Bike racks could be installed in front of downtown businesses and all public facilities (schools, post office, city hall), as appropriate. Typical rack designs cost about \$50 per bike plus installation. Jordan Valley could begin by placing racks where needs are identified and respond to requests for racks at specific locations.

Transportation Demand Management

The goal of transportation demand management (TDM) is to reduce or redistribute peak travel demands in order to more efficiently use the transportation system, rather than building new or wide streets. There is a wide range of techniques which have been successful in other communities and which could be initiated to help alleviate some traffic congestion (e.g., carpooling and vanpooling, alternative work schedules, bicycle and pedestrian facilities). However, the effectiveness of many of these TDM measures is dependent upon sufficient population densities.

In the City of Jordan Valley, where traffic volumes are generally low and the population and employment bases are relatively small, implementing TDM strategies is not effective in most cases. However, implementing bike lane and sidewalk improvements for bicyclists and pedestrians when making other street improvements, can encourage the use of alternative modes and thus is considered a TDM strategy.

Because interstate commuting is a factor in City of Jordan Valley, residents who live in Jordan Valley and work in Idaho should be encouraged to carpool with co-workers, if possible. Opportunities for ridesharing can be further enhanced by City of Jordan Valley by continuing to support the efforts of existing rideshare programs. Informal carpools do exist between Jordan Valley and the DeLamar mine.

No costs have been estimated for the TDM plan. Grants may be available to set up programs; other aspects of Transportation Demand Management can be encouraged through ordinance and policy (see Implementation Section).

Public Transportation Plan

Malheur County currently provides limited Dial-a-Ride service for the elderly and disabled. Some limited public transportation service is also provided by the City of Ontario, the Department of Human Resources, Malheur Council on Aging, Nyssa Senior Center, Ontario Senior Center, and Vale Senior Center. In order to increase available service, the City of Jordan Valley should work with Malheur County, ODOT and existing public transportation providers to increase mobility for the transportation-disadvantaged and improve commuter ridesharing opportunities. Opportunities may exist through enhanced interstate coordination to provide improved service in conjunction with nearby Idaho jurisdictions.

Neither the City of Jordan Valley nor Malheur County have local fixed-route transit service at this time. Fixed-route transit generally requires relatively high population densities in order to be effective. In the City of Jordan Valley a small population and low traffic volumes on the highways indicate that mass transit is not necessary or economically feasible at this time. The TPR exempts areas of less than 25,000 from including mass transit facilities in their development regulations.

Rail Service Plan

The City of Jordan Valley has no passenger or freight rail service.

Air Service Plan

The City should continue to work with the County and ODOT to improve emergency air access in Jordan Valley area by partnering with ODOT and the City of Jordan Valley to build a new airport.

Airport Project

Historically Jordan Valley had an airstrip; however, that facility has been closed for some time. This area has been acknowledged locally and by Oregon Department of Aeronautics (ODA) as needing a new facility. Development of a site as a new State Airport would require land acquisition. Drainage improvements would also have to be made. ODA has suggested that local enthusiasm and initiative are necessary to move this project forward. Project costs are estimated at approximately \$2 million. How these costs might be shared among the potential partners (ODOT, ODOA, Jordan Valley, Malheur County and others) will be determined at a later date.

Pipeline Service Plan

Other than local sewer and water service, the City of Jordan Valley has no existing pipeline services.

Waterways Transportation Plan

Although several small rivers and creeks flow through the City, they are too shallow to allow for effective water transportation.

Utilities Coordination Plan

The cost to move private utilities is an expense to the tax payer/rate payer, and should be minimized at every opportunity. Utility improvements will be coordinated with street improvements to the extent possible. Where this is not possible, utilities should be responsible for the full cost of returning the transportation facility to its original condition. Emphasis should be placed on two-way communication and a partnership between the jurisdictions and the private utilities to minimize costs for all transportation improvements.

TRANSPORTATION SYSTEMS PLAN IMPLEMENTATION PROGRAM

Implementation of the City of Jordan Valley TSP will require changes to the City's comprehensive plan, zoning code and capital improvement plan. These actions will enable City of Jordan Valley to address both existing and future transportation issues throughout the city in a timely and cost effective manner.

Recommended Policies for Implementation

The following policies, which are part of the TSP, are intended to guide the approval process for different types of projects:

- The Transportation System Plan is an element of the City of Jordan Valley Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment of the new alignment falls within a transportation corridor identified in the Transportation System Plan.
- Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
- Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation system Plan, the classification of the roadway and approved road standards shall be allowed without land use review.
- Changes in the frequency of transit, rail and airport services that are consistent with the Transportation System Plan shall be allowed without land use review.
- For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.
- Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;
- Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.

Updating the Jordan Valley Comprehensive Plan

Essential to implementing the TSP is establishing a linkage between the TSP and the City's Comprehensive Plan. In order to do this the City of Jordan Valley may wish to include a policy in its Comprehensive Plan which clarifies the role to the TSP. For example:

The Transportation System Plan is an element of the City of Jordan Valley Comprehensive Plan. All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.

To further ensure that the policies and projects of the TSP are implemented, the City of Jordan Valley may wish to take the following steps (Appendix B contains sample ordinance language):

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures. (See above).
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
 - * access management and control;
 - * protection of public use airports;
 - * coordinated review of land use decisions potentially affecting transportation facilities;
 - * conditions to minimize development impacts to transportation facilities;
 - * regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;
 - * regulations assuring that amendments to land use applications, densities and design standards are consistent with the Transportation System Plan.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and access ways that provide reasonable direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

Improvement Schedule

Table 7-3, on the following page provides an outline for TSP implementation. It is intended to provide the city with guidance in terms of the projected timeframes and partnerships available for the various projects outlined above. Specific financing issues are addressed in Chapter 8.

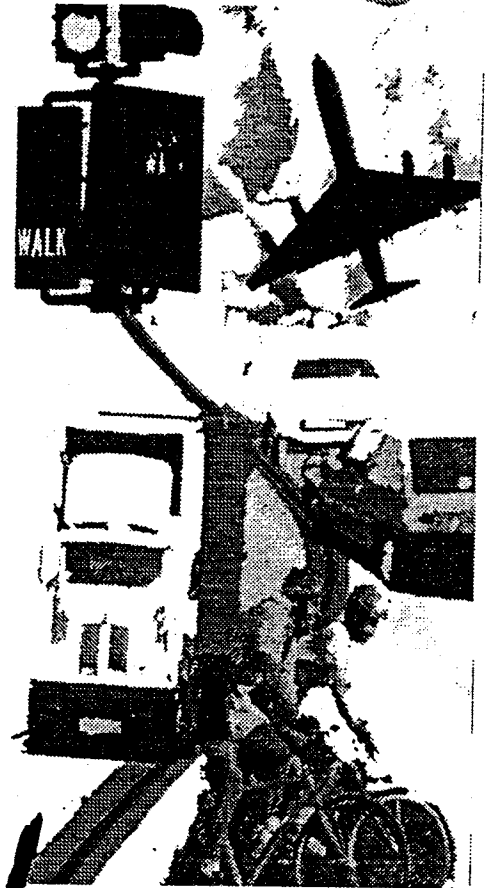
TABLE 7-3
City of Jordan Valley TSP
Implementation Plan

| PROJECT DESCRIPTION | PROJECT / PROGRAM SCHEDULE | | | | BENEFIT | | | | COST 1997 dollars | PARTNERSHIP | | | |
|---|----------------------------|------|-------|-------|---------|------------|-----------------|------------------|--------------------------|-------------|--------|------------|------------|
| | YEARS | | | | Safety | Operations | Alternate Modes | Freight Mobility | | State | County | City | Private |
| | 0-5 | 6-10 | 11-15 | 16-20 | | | | | | | | | |
| Roadway System Plan | | | | | | | | | | | | | |
| 1 Modify Turning Radius on US Highway 95 | █ | | | | ✓ | ✓ | | ✓ | <i>Underway</i> | ✓ | | | |
| 2 Speed Reduction Measures on US Highway 95 | █ | | | | ✓ | ✓ | | ✓ | <i>TBD</i> | ✓ | | <i>TBD</i> | <i>TBD</i> |
| 3 Improve Signage on US Highway 95 | █ | | | | ✓ | ✓ | ✓ | ✓ | <i>TBD</i> | ✓ | | <i>TBD</i> | |
| 4 Adopt and Implement Access Management | █ | | | | ✓ | ✓ | ✓ | ✓ | <i>TBD</i> | | | ✓ | |
| 5 Provide Adequate Off-Street Overnight Parking for Trucks | █ | █ | | | ✓ | ✓ | | ✓ | <i>TBD</i> | ✓ | ✓ | ✓ | ✓ |
| 6 Repair Pavement in poor or very poor condition | █ | █ | | | ✓ | ✓ | | ✓ | \$148,450.00 | <i>TBD</i> | | ✓ | ✓ |
| Pedestrian System Plan | | | | | | | | | | | | | |
| 1 Improve and extend sidewalks | █ | █ | | | ✓ | ✓ | ✓ | | \$102,648.00 | ✓ | | ✓ | <i>TBD</i> |
| Bicycle System Plan | | | | | | | | | | | | | |
| Ongoing bicycle facility improvements | █ | █ | | | ✓ | ✓ | ✓ | | <i>TBD</i> | ✓ | | ✓ | <i>TBD</i> |
| Public Transportation System Plan (including Transportation Demand Management programs) | | | | | | | | | | | | | |
| | █ | █ | | | | | | ✓ | <i>TBD</i> | ✓ | ✓ | ✓ | <i>TBD</i> |
| Air System Plan | | | | | | | | | | | | | |
| Jordan Valley Airport Construction | | | █ | | ✓ | ✓ | ✓ | | \$250,000.00 | ✓ | ✓ | ✓ | ✓ |
| Pipeline / Waterway / Utilities Plan | | | | | | | | | | | | | |
| | █ | █ | | | | ✓ | | | <i>TBD</i> | ✓ | ✓ | ✓ | ✓ |

NOTES:

[1] Roadway projects not included in current ODOT STIP or within regular ODOT and County maintenance programs.

Financial Plan



Jordan Valley Transportation System Plan

W&HPACIFIC



CHAPTER 8: FINANCIAL PLAN

INTRODUCTION

The City of Jordan Valley TSP financial plan includes a transportation financing program that includes:

- a list of planned transportation facilities and major improvements;
- a general estimate of the timing for planned transportation facilities and major improvements;
- determination of planning level cost estimates for the transportation facilities and major investments identified in the TSP (intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan(s) and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms); and,
- a discussion of existing and potential financing sources to fund the development of each transportation facility and major improvement (which can be described in terms of general guidelines or local policies).

The timing and financing provisions in the transportation financing program are not considered a land use decision as defined by the TPR and ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under State law. In addition, the transportation financing program is to implement the comprehensive plan policies which provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities which would cause premature development of urbanizable areas or conversion of rural lands to urban uses.

This chapter summarizes the financing program defined for the City of Jordan Valley TSP as required by the TPR. It summarizes the transportation improvement projects, identifies general timing and rough cost estimates of transportation system improvements, and summarizes the existing and potential future financial resources to pay for these improvements, as a general policy guideline.

TRANSPORTATION SYSTEM IMPROVEMENTS - COST AND TIMING

The total cost of all transportation system improvements in City of Jordan Valley is expected to exceed \$150,000. These improvements include roadway and airport facility improvements on the State and County transportation system over the next 20 years (as identified in Chapter 7 - TSP).



Table 8-1 provides an estimate of the schedule (five-year increments) and jurisdiction (State, County, city and private) responsible for making major roadway improvements. Descriptions of the types of projects and their associated costs follow.

Roadways

Six roadway improvement projects will be needed to upgrade the roadway and highway system within City of Jordan Valley over the next 20 years. Approximately \$146,450 of the total transportation system improvements are attributed to these roadway projects. Target dates for project construction have been tentatively identified by five-year increment, as illustrated in Table 8-1.

Pedestrian Facilities

New pedestrian facilities (along arterial/local roads) in the City of Jordan Valley transportation system will also increase by approximately 0.5 miles. Approximately \$102,648 of the total transportation system improvements are attributed to these pedestrian facility improvements.

Airport Facilities

The estimated cost for the siting and development of a new airstrip in the Jordan Valley area is \$250,000. The City of Jordan Valley's share of that amount is undetermined at this time. The project is planned for completion in the 11-15 year time frame.

Timing

Project priorities have been grouped into five-year categories. Table 8-1 summarizes the improvements that will occur within those time frames. Funding responsibility and recommended funding sources are also indicated.

**TABLE 8-1
City of Jordan Valley TSP
Financial Plan**

| PROJECT DESCRIPTION | PROJECT / PROGRAM SCHEDULE | | | | COST | PARTNERSHIP | | | | JORDAN VALLEY CAPITAL OUTLAY (millions) | | | | |
|---|----------------------------|----------|----------|----------|-----------|-------------|-------|--------|------|--|----------|----------|----------|-------|
| | YEARS | | | | | 1997 Dollar | State | County | City | Private | YEARS | | | |
| | 0-5 | 6-10 | 11-15 | 16-20 | | | | | | | 0-5 | 6-10 | 11-15 | 16-20 |
| Roadway System Plan | | | | | | | | | | | | | | |
| 1 Modify Turning Radius on US Highway 95 | ████████ | | | | TBD | ✓ | | TBD | | | | | | |
| 2 Speed Reduction Measures on US Highway 95 | ████████ | | | | TBD | ✓ | | TBD | | | | | | |
| 3 Improve Signage on US Highway 95 | ████████ | | | | TBD | ✓ | | TBD | | | | | | |
| 4 Adopt and Implement Access Management | ████████ | | | | TBD | ✓ | | ✓ | | | | | | |
| 5 Provide Adequate Off-Street Overnight Parking for Trucks | ████████ | ████████ | | | TBD | ✓ | | ✓ | | | | | | |
| 6 Repair Pavement in poor or very poor condition | ████████ | ████████ | ████████ | ████████ | \$146,450 | 30% | TBD | 70% | | \$25,629 | \$25,629 | \$25,629 | \$25,629 | |
| Pedestrian System Plan | | | | | | | | | | | | | | |
| 1 Improve and extend sidewalks | ████████ | ████████ | | | \$102,648 | 50% | TBD | 50% | | \$25,662 | \$25,662 | | | |
| Bicycle System Plan | | | | | | | | | | | | | | |
| Ongoing bicycle facility improvements | ████████ | ████████ | ████████ | ████████ | TBD | ✓ | TBD | ✓ | ✓ | | | | | |
| Public Transportation System Plan (including Transportation Demand Management programs) | ████████ | ████████ | ████████ | ████████ | TBD | ✓ | ✓ | ✓ | ✓ | | | | | |
| Alr System Plan | | | | | | | | | | | | | | |
| 1 Jordan Valley Airport Construction | | | ████████ | | \$250,000 | 25% | 50% | TBD | 25% | | | | | |
| Pipeline / Waterway / Utilities Plan | ████████ | ████████ | ████████ | ████████ | TBD | ✓ | ✓ | ✓ | ✓ | | | | | |

COST PER 5-YEAR INCREMENT \$51,291 \$51,291 \$25,629 \$25,629

TOTAL COST \$153,839





EXISTING AND HISTORIC FINANCING SOURCES

Road-Related Funding

In 1992, Oregon received \$704 million, or 67 percent of its highway revenues, from the collection of user taxes and fees. The second largest category is almost entirely comprised of the sale of timber logged from National Forests. In 1992, these timber receipts raised roughly \$115 million. The remaining revenue sources - road and crossing tolls, general fund appropriations, property taxes, miscellaneous receipts and bond receipts - accounted for \$223.5 million or roughly 21 percent of total transportation revenues.

The most significant portion of Oregon's highway user taxes and fees come from federal fuel and vehicle taxes, state taxes, and general motor vehicle fees. These categories account for 32 percent, 34 percent, and 25 percent, respectively, of all highway user taxes and fees collected in the state. During the 1980's, Oregon's transportation budget was bolstered by a series of two-cent annual gas tax increases. At the same time, the Federal Government was increasing investment in highways and public transportation. The situation is different today. The last two Legislatures failed to increase the gas tax and federal budget cuts are reducing transportation funding available to Oregon. The State Highway Fund is further losing buying power because the gas tax is not indexed to inflation, and increased fuel efficiency of vehicles reduces overall consumption.

Oregon Highway Trust Fund revenues are distributed among state (60.22 percent), County (24.38 percent) and City (15.40 percent) governments to fund their priority road needs. In 1995-96, the state estimated it would collect \$575 million in state highway funds. Counties and cities would then receive about \$140 and \$90 million, respectively.

Oregon law allows local government, in addition to receiving state highway trust fund revenues, to levy local fuel taxes for roadway related improvements. Multnomah and Washington Counties, and some small cities (Tillamook, The Dalles, Woodburn) have used this authorization. Several attempts have been made by other jurisdictions but have not been supported by the electorate. As few local governments have implemented this option, non-user road revenues tend to be relied upon, to supplement the funds received from state and federal user revenues. Other local funding sources have included property tax levies, local improvement district assessments, bonds, traffic impact fees, road user taxes, general fund transfers, receipts from other local governments, and other miscellaneous sources.

Oregon's basic vehicle registration fee is \$15 per year regardless of the vehicle being registered. Oregon law permits local governments (counties) and governmental entities to impose local option vehicle registration fees. To date, no county has implemented this tax.

Cities have relied more than counties on transfers from their general funds to support roadway improvements. Ballot Measure 5, however, approved by the voters in 1990, reduced the range of funding and financing options available to both cities and counties. Measure 5 limited the



property tax rate for purposes other than for payment of certain general obligation indebtedness to \$15 per \$1000 of assessed value. The measure further divided the \$15 per \$1000 property tax authority into two components: \$5 per thousand dedicated to the public schools; the remaining \$10 dedicated to other local government units, including cities, counties, special service districts, and other non-school entities. The tax rate limitation for cities and counties went into effect in 1992. The school portion of the measure is being phased in over a five-year period beginning in FY 1992. In 1996, voters again approved a property tax limitation measure, Ballot Measure 47/50, further impacts the ability of cities and counties to pay for needed infrastructure through historic or traditional means.

At the same time that increased growth and increased transportation demands are occurring, cities and counties have lost another traditional source of revenue for infrastructure construction and upgrade - timber harvest receipts. Under a 1993 negotiated mitigation plan, federal forest receipts to support county roads are decreasing 3 percent per year. In 1996, counties will receive 74 percent of their 1986-90 average receipts, and by 2003 they will receive 55 percent of the late 1980s revenues.

Given this funding environment, current funding levels and sources are not adequate to meet the transportation needs of the State, cities and counties for the next 20 years. In response to this gap between needs and funding, Governor Kitzhaber organized the Oregon Transportation Initiative to look at statewide transportation needs and to develop a program to address how these needs will be met. Through a public process led by business and civic leaders across the state, findings and recommendations on the state of transportation needs and methods to address those needs was submitted to the Governor in July 1996. A result of these recommendations was appointment of a committee to develop a legislative proposal to the 1997 Legislature regarding transportation funding. Part of that proposal was identification of a "base" transportation system, with a priority of maintenance, preservation and operation of a system of transportation facilities and services that ensures every Oregonian a basic level of mobility within and between communities. It is expected that other components will include efficiencies resulting from better intergovernmental cooperation (shared resources and equipment, better communication on project needs and definition), and elimination of legislative barriers to more efficient and cost-effective methods of providing transportation services.

A part of transportation funding will be identification of relationships and responsibilities relative to delivery of projects and services. In Oregon, the primary state role has been to construct and maintain the state highway system and to assist local government with funding of other modes. The state also has a role in intercity passenger services and airports. This has historically been minor, but would grow significantly if serious efforts were put into intercity rail improvements. Local governments, in addition to providing local road and bridge construction, maintenance and preservation, provide local transit and airport support. The Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) began moving decision-making for federal programs to states and this program and other state policies incorporated in the Oregon



Transportation Plan (OTP) encourage reassessment of responsibilities and obligations for funding.

These changing relationships have resulted in two significant issues for state and local governments. First, there is no clear definition of state responsibility. At one time, the state operated on an informal consensus that it should provide one-half the match on federally funded local and other projects that served statewide needs. No similar consensus seems to exist today. The state's responsibility for transit, airports and other local transportation infrastructure and services is not clear. The question of regional equity is raised in considering especially high-cost project needs, such as the Bend Parkway or the Portland area light rail program. Regional equity will probably require consideration of all modes together, because different regions may have different modal needs and financial arrangements.

Given this dynamic transportation funding environment, it is clear that local governments need to reassess traditional methods of funding projects and look creatively at ways to meet public expectations of high quality transportation services.

Airport Funding

Federal grants from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) are used to support general airport infrastructure improvements, with 90 percent Federal funding and a 10 percent local match. Given the ability to adjust user charges to address inflation, revenues will likely remain stable for operation and maintenance of the airport, particularly in relation to funding issues faced by other transportation modes, and advertising space in the terminal, and a variety of user fees - fuel flowage fees, aircraft landing fees, terminal rent fees for airlines, rental cars and the restaurant.

POTENTIAL FUTURE TRANSPORTATION FUNDING SOURCES

There are a variety of methods to generate revenue for transportation projects. Funding for transportation improvement projects are derived from three sources: federal, state and local governments. Appendix C provides a summary of federal, state and local highway, bridge, sidewalk, bicycle and transit funding programs that have typically been used in the past. Although property tax is listed as a possible revenue source, the impacts of Ballot Measure 47/50 are likely significant, but still vague.

Recommendations for Receiving Federal and State Sources

Most Federal funding is passed through ODOT to the local jurisdictions. *A good working relationship with ODOT Region 5 planners and the Region Manager is important to have major transportation improvements included as part of the STIP when it is updated every two years.* ODOT maintains interstate and state highways - in City of Jordan Valley this includes Highway



95. State and federal funds administered through ODOT are the primary sources of funding for improvements to this facility. Projects that involve ODOT highways account for approximately \$10 million in the next ten years and \$1 million in the remaining 10 year period. *The City should take an active role in representing its transportation priorities to ODOT during its process of formally incorporating priorities into the STIP.*

Recommendations for Developing Local Funding Sources

The 1997 Oregon Legislature failed to adopt statewide funding program enhancements. An increase in Oregon gas tax, associated weight-mile tax, vehicle registration fees and dedicated transit funding would have helped City of Jordan Valley (significantly) meet the needs for new transportation system improvements. Without those measures, City of Jordan Valley will have to rely on enhanced local funding measures, at least until statewide funding measures are secured. *The City should consider developing local financing to support funding the higher priority projects, to be more attractive for state and federal allocations by providing a larger local match. City of Jordan Valley could consider any one or combination of the following financing measures:*

- *Local improvement district*
- *System development charges/traffic impact fees*
- *Local/regional gasoline taxes*
- *Roadway improvement levies*
- *Roadway maintenance/utility fees*

Potential funding sources are typically judged based on a number of criteria, including:

- legal authority;
- financial capacity;
- stability;
- administrative feasibility;
- equity; and
- political acceptability.

In general recognition of these criteria, new LID's, SDC's/TIF's and street maintenance fees were considered but dropped as viable, local funding measures for new transportation improvement projects in the City of Jordan Valley areas for the following reasons:

- In general, street maintenance is already funded through current programs (statewide gas tax/vehicle registration fees and weight-mile taxes), new maintenance/utility fees could be interpreted as over- or double-taxing;



- new development may not occur at significant levels, yielding low impact fee revenues - or impact fees would need to be extremely high in order to yield significant revenue, quite possibly resulting in discouraging even the smallest of developments (as planned); and,
- New LID's would be difficult to form around large city projects, placing the financial burden disproportionately in select areas instead of across the city (to all those who benefit by the projects).

Hence, the City of Jordan Valley TSP includes a more focused evaluation of local gasoline taxes, vehicle registration fees and street improvement bonds as new and viable measures to fund the City of Jordan Valley share of needed transportation system improvements consistent with and part of an overall county program. As summarized in Appendix D, a range of funding options were investigated to ascertain the level of revenue generated based on county-wide application for each funding measure. Table 8-2 summarizes the 20-year revenues generated by the new county-wide funding measures recommended in the Draft Malheur County TSP (January 1998).

**Table 8-2
Recommended Funding Sources**

| Funding Source/ Rate | ADDITIONAL REVENUE | | | | | |
|---|--------------------|-----------------|------------------|--------------------|--------------------|-----------------------------|
| | Vale | Adrian | Jordan Valley | Nyssa | Ontario | Uninc. Malheur County |
| County-Wide Local Gas Tax - 20 Years [1] \$0.01 per gallon | \$409,900 | \$23,400 | \$82,300 | \$557,500 | \$2,355,200 | \$2,550,800 |
| County-Wide Vehicle Registration Fee - 20 Years [1] \$10 per year | \$574,600 | \$32,900 | \$115,400 | \$781,500 | \$3,301,700 | \$3,575,900 |
| County-Wide Road Bond - 10 Years (2008-2017) \$0.55 per \$1,000 assessed value | \$411,250 | \$23,500 | \$82,600 | \$559,300 | \$2,362,900 | \$2,559,200 |
| Total Revenue | \$1,395,750 | \$79,800 | \$280,300 | \$1,898,300 | \$8,019,800 | \$8,685,900 |
| City of Jordan Valley Transportation System Needs) | | | \$153,800 | | | |

[1] Based on 20-year growth in registered vehicles, commensurate with forecasted population growth.

The diversification of residential and commercial/industrial in City of Jordan Valley and Malheur County makes it difficult to translate the real, added cost of new transportation funding measures. The valuation of homes and industry vary greatly across the City. For the purposes of illustrating the impact of these new funding measures a simplified summary is provided based on a typical¹ household (dwelling) in the City of Jordan Valley. Table 8-3 summarizes the added expenses for a "typical" dwelling to pay for needed transportation system improvements in the City of Jordan

¹ Single-family dwelling assessed at \$120,000, with 2 automobiles accumulating 20,000 miles per year at 18 miles per gallon.



Valley through these measures. Beginning in 1998, each typical dwelling would pay \$42.22 per year in added local gas tax and vehicle registration fees. Beginning in 2008, the 10-year Road Bond would add \$66.00 in local property tax to the local gas tax and vehicle registration fees, totaling \$108.22 in annual expense to the typical dwelling.

**Table 8-3
Added Cost of New Transportation Funding Measures**

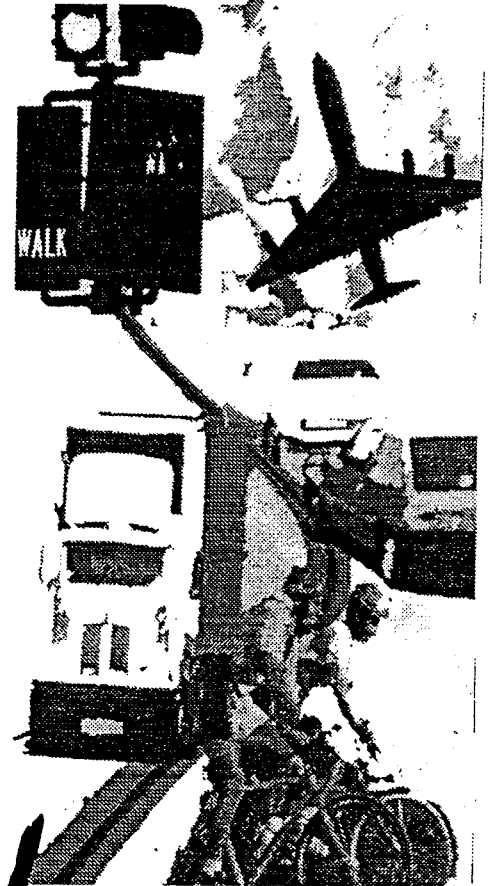
| New County-Wide Transportation Revenue Measures | Added Annual Expense (1997 dollars) for Typical Dwelling | |
|---|--|-----------------|
| | In 1998 | In 2008 |
| 20-Year Local Gas Tax (\$.01/gal) | \$22.22 | \$22.22 |
| 20-Year Local Vehicle Registration Fee (\$10/year) | \$20.00 | \$22.00 |
| 10-Year ² Road Bond (\$.55 per \$1,000 assessed value) | | \$66.00 |
| TOTAL | \$42.22 | \$108.22 |

Revenues from the proposed funding measures should be adequate to meet the financial needs of the City of Jordan Valley for major street and sidewalk projects over the next 20 years. Additional evaluation of the economic impact of any new tax and bonding measures, particularly a local gasoline tax should be completed before a public vote and eventual implementation (assuming voter approval). Furthermore, the introduction of new local funding measures will require significant public support. Those measures adopted by the City will require definition of local programs to administer the fee and/or tax collection programs.

The City of Jordan Valley should continue to explore state and federal funding opportunities to meet its long-term transportation needs. State funding is available for funding bike lane modifications, with a state requirement that one percent of the State Highway Fund be spent for the development of pedestrian and bikeways. Federal ISTEA programs include the Surface Transportation Program that provides funds for any road not classified as a local or rural minor collector. The Transportation Enhancement Program provides funds for enhancing pedestrian and bicycle facilities, landscaping and other scenic beautification, and improvements to scenic or historic sites. This program may be a source of funds for projects that include adding bicycle lanes, sidewalks and off-road pathways. The Highway Enhancement Program provides funds for safety improvement projects on public roads. All of these programs are coordinated through the ODOT Region 5 staff and must be included in the STIP.

² 2008-2017.

Appendices



Jordan Valley

Transportation
System Plan



**APPENDIX A
INVENTORY OF TRANSPORTATION SYSTEM**

**TABLE A-1
CITY OF JORDAN VALLEY ROADWAY INVENTORY**

Inventory Date: September 1, 1997

| Road | From | To | Posted Speed | Pavement Type and Condition | | | | | Travel Lanes and Width (ft) | | | | | | | Bike Lanes | | | Sidewalks | | | Comments | | | | | | | |
|----------------|----------------|----------------|--------------|-----------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|---------------------------------|
| | | | | Concr. | Asph. | Ch. Seal | Grav. | Dirt | Very good | Good | Fair | Poor | Very Poor | 2 | 3 | <8 | 8 | 9 | 10 | 11 | 12 | | >12 | Width | Good | Fair | Poor | Width | Good |
| Idaho St | Hwy 95 | end | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Young Field | Idaho St | Samuel Dr | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| | Samuel Dr | Malheur St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| | Malheur St | Florence Dr | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| | Florence Dr | Jordan St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| | Jordan St | end | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Samuel Dr | all | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Malheur St | all | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Florence Dr | all | | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Jordan St | Hwy 95 | end | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Delamar Val | Hwy 95 (E) | Hwy 95 (W) | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gutter |
| Blackaby Cir | Hwy 95 | end | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Blackaby St | Hwy 95 | Oregon Ave | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Oregon Ave | California Ave | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| California Ave | Blackaby St | Palmer St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Palmer St | Bassett St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Bassett St | Somerville St | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Somerville St | Marshall St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | not a through street |
| | Marshall St | Combs St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 11 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Combs St | California Ave | Oregon Ave | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Oregon Ave | Combs St | Marshall St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Marshall St | Somerville St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Somerville St | Bassett St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Bassett St | Wroten St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| | Wroten St | Blackaby St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Palmer St | Oregon Ave | end (N) | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 8' - 12' shoulders gravel/grass |
| Wroten St | Main St | Oregon Ave | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 13 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Dinwiddie St | Main St | Swisher Ave | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Swisher Ave | Dinwiddie St | Bassett St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 14 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

February 1998
Source: W&H Pacific and ODOT
Invent

**TABLE A-1
CITY OF JORDAN VALLEY ROADWAY INVENTORY**

Inventory Date: September 1, 1997

| Road | From | To | Posted Speed | Pavement Type and Condition | | | | | Travel Lanes and Width (ft) | | | | | | | Bike Lanes | | | Sidewalks | | | Comments | | | | | | | | | |
|---------------|-----------------|-----------------|--------------|-----------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|------|
| | | | | Concr. | Asph. | Ch. Seal | Grav. | Dirt | Very good | Good | Fair | Poor | Very Poor | 2 | 3 | <8 | 8 | 9 | 10 | 11 | 12 | | >12 | Width | Good | Fair | Poor | Width | Good | Fair | Poor |
| Montana Ave | Bassett St | end (W) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | gravel alley | |
| | Somerville St | end (E) | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| Bassett St | Main St | Swisher Ave | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 9 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| | Swisher Ave | Oregon Ave | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 9 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| | Oregon Ave | California Ave | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 9 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| | California Ave | Iowa Ave | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 9 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| Bassett St | Iowa Ave | Montana | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| | Montana | Somerville St | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| Hwy 95 | Somerville St | Pharm. Hill Rd | 55 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| | Pharm. Hill Rd | Lynde Dr | 55 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 4 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | |
| Somerville St | Main St | Oregon Ave | 20 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Oregon Ave | California Ave | 20 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | California Ave | Iowa Ave | 20 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Iowa Ave | Montana | 20 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Montana | end (E) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Hwy 95 | Lynde Dr | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | very rough road, narrow | |
| Iowa Ave | Bassett St | Somerville St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Somerville St | Marshall St | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Marshall St | Oregon Ave | California Ave | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | California Ave | Iowa Ave | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Iowa Ave | Montana | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| | Montana | end (N) | | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Hwy 95 | City Limit | gravel road | 55 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |
| | gravel road | Idaho St | 55 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |
| | Idaho St | Delamar Way (W) | 45 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |
| | Delamar Way (W) | Delamar Way (E) | 45 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 4 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |
| | Delamar Way (E) | Jordan St | 45 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |
| | Jordan St | Blackaby St | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | shoulder = bike lane | | |

**TABLE A-1
CITY OF JORDAN VALLEY ROADWAY INVENTORY**

Inventory Date: September 1, 1997

| Road | From | To | Posted Speed | Pavement Type and Condition | | | | | Travel Lanes and Width (ft) | | | | | | | Bike Lanes | | | Sidewalks | | | Comments | | | | | | | | |
|-----------|---------------|---------------|--------------|-----------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|-----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|----|--------------------------|-------------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|---|---|
| | | | | Concr. | Asph. | Ch. Seal | Grav. | Dirt | Very good | Good | Fair | Poor | Very Poor | 2 | 3 | <8 | 8 | 9 | 10 | 11 | 12 | | >12 | Width | Good | Fair | Poor | Width | Good | Fair |
| Hwy 95 | Blackaby St | Wroten St | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | broken curb and sidewalk - both sides, shoulder = bike lane |
| | Wroten St | Bassett St | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 3 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | broken curb and sidewalk - both sides, shoulder = bike lane |
| Pvt Rd | Main St | north | 25 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Lynde Dr | Hwy 95 | Somerville St | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | X | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |
| Yturri Rd | City Limits | Somerville St | 35 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | short sidewalk in front of church on north side | |
| | Somerville St | Bassett St | 25 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |



APPENDIX B SAMPLE POLICY AND ORDINANCE LANGUAGE

The Appendix includes Policy and Ordinance Language addressing the following issues:

- Standards for Transportation Improvements.
- Recommended Policies for Protection of Transportation Facilities including Recommended Policies to Protect Public Use Airports.
- Recommended Policies to Assure that Amendments are Consistent with the Transportation System Plan.
- Recommended Policies for Pedestrian and Bicycle Circulation.
- Recommended Ordinances for Bicycle Parking.



Standards for Transportation Improvements

Standards for Transportation Improvements

 Uses Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:

- A. *Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.*
- B. *Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.*
- C. *Projects specifically identified in the Transportation system Plan as not requiring further land use regulation.*
- D. *Landscaping as part of a transportation facility.*
- E. *Emergency measures necessary for the safety and protection of property.*
- F. *Acquisition of right-of-way for public roads, highway, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.*
- G. *Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.*

Conditional Uses Permitted

- A. *Construction, reconstruction or widening of highways, roads, bridges or other transportation projects that are: (1) not improvements designated in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to the site plan and/or conditional use review, shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:*
 - 1. *The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.*
 - 2. *The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.*



3. *The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.*

4. *Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.*

B. If review under this section indicates that the use or activity is inconsistent with the Transportation System Plan, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional permit review.

Time Limitation on Transportation-Related Conditional Use Permits

A.. Authorization of a conditional use shall be void after a period specified by the applicant as reasonable and necessary based on season, right-of-way acquisition, and other pertinent factors. This period shall not exceed three years.



Recommended Policies for Protection of Transportation Facilities

For inclusion in the Comprehensive Plan.

- *The City of Jordan Valley shall protect the function of existing and planned roadways as identified in the Transportation System Plan.*
- *The City of Jordan Valley shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.*
- *The City of Jordan Valley shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.*
- *The City of Jordan Valley shall consider the potential to establish or maintain access ways, paths, or trails prior to the vacation of any public easement or right-of-way.*
- *The City of Jordan Valley shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, setbacks.*
- *The function of existing or planned general use airports shall be protected through the application of appropriate land use designations to assure future land uses are compatible with continued operation of the airport.*

Recommended policies to Protect Public Use airports

- *To avoid danger to the public safety from potential aircraft accidents, commercial and residential uses resulting in concentrations of people shall not be permitted beneath the airport approach surfaces and an area within _____ feet parallel from the runway centerline.*
- *Land uses around the airport shall be required to provide an environment that will not be adversely affected by noise and safety problems and will be compatible with the airport and its operations.*
- *The airport is recognized as an important transportation facility. Its operation, free from conflicting land uses, is in the best interests of the citizens of the City of Jordan Valley; therefore, incompatible land uses will be prohibited on the lands adjacent to the airport.*
- *The City of Jordan Valley shall encourage cooperation between the City of Jordan Valley, and the Oregon Aeronautics Section when reviewing any land use development near the airport.*
- *The City of Jordan Valley will cooperate and coordinate with the Malheur County, and the Oregon Aeronautics Section in the protection of the airport and future expansion areas from potential adverse effects posed by incompatible land uses.*



- *The City of Jordan Valley shall create local airport Advisory Committees for each airport. This committee shall be responsible for advising the sponsors during the development of airport Master plans, implementing ordinances or in individual land use actions.*
- *The land use element of the airport Master Plan shall be protected from development that could conflict with aircraft approach safety, or threaten surrounding development.*
- *Development in highly hazardous areas, such as land within a floodway or under the Airport Runway Approach Zone will be restricted or prohibited.*
- *Because of potential bird hazards to airborne aircraft, land uses beneath designated airport approach surfaces within 500 feet off the approach end of runway(s) accommodating piston engine aircraft, and within 10,000 feet of the approach end of runway(s) accommodating jet aircraft shall not create water impoundments, sanitary landfills, or sewer treatment plants.*
- *The City of Jordan Valley shall adopt and implement an Airport Overlay Zone supporting land use compatibility around the airport.*
- *The City of Jordan Valley supports:*
 - * *Land Use Zoning with respect to the airport land use plan and noise contours;*
 - * *A comprehensive capital-improvements program for land acquisition for airport expansion and safety; and*
 - * *Frequent updating of the Airport Master Plan and related land use plans to keep the Planning program current with changes in community goals.*
- *The City of Jordan Valley shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.*
- *The City of Jordan Valley shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.*
- *The proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.*



- *The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.*
- *Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or access ways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.*
- *Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.*

Review of land use actions is typically initiated by a Notice. This process is usually defined by a Procedures Ordinance or Noticing Policy. This Ordinance or Policy should be amended to provide for Notice to ODOT regarding any land use action on or adjacent to a State facility. Similarly, all actions by a city or county potentially affecting another jurisdiction's road should require notice to that jurisdiction's public work department. In addition, the policy should be to notice providers of public transit and special interest transportation groups such as truckers, railroad, bicyclists, pedestrians, and the disabled on any roadway or other transportation project.

Information that should be conveyed to reviewers includes:

- *Project location.*
- *Proposed land use action.*
- *Location of project access point(s).*

Additional information that could be supplied to the review upon request (provided the information is available) includes a site plan showing the following:

- *Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;*
- *Number and direction of lanes to be constructed on the driveway, plus striping plans;*
- *All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.);*
- *Trip generation data or appropriate traffic studies;*
- *Parking (motor vehicle and bicycle) and internal circulation plans for vehicles and pedestrians;*



- *Plat map showing property lines, right-of-way, and ownership of abutting properties; and*
- *A detailed description of any requested variance.*



Recommended Regulations to Assure that Amendments are Consistent with the Transportation System Plan

The following statements should be added to the local ordinance and policy language governing zone changes and plan amendments:

A plan or land use regulation amendment significantly affects a transportation facility if it:

- a. Changes the functional classification of an existing or planned transportation facility;*
- b. Changes standards implementing a functional classification system;*
- c. Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or*
- d. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.*

Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

- a. Limiting allowed land uses to be consistent with the planned function of the transportation facility;*
- b. Amending the Transportation System Plan to ensure that existing, improved or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,*
- c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.*



Recommended Policies for Pedestrian and Bicycle Circulation

To comply with objectives of the Transportation System Plan and the Transportation Planning Rule, it is recommended that the small jurisdiction amend its Comprehensive Plans with policies such as the following to protect, support, and encourage bicycle and pedestrian travel.

Comprehensive Plan Policies:

- *It is the policy of the City of Jordan Valley to plan and develop a network of streets, access ways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.*
- *The City of Jordan Valley shall require streets and access ways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.*
- *In areas of new development the City of Jordan Valley shall investigate the existing and future opportunities for bicycle and pedestrian access ways. Many existing access ways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.*
- *Bikeways shall be included on all new arterial and collectors within the Urban Growth Boundary except on limited access freeways.*
- *Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.*
- *Priority shall be given to developing access ways to major activity centers within the Urban Growth Boundary, such as the downtown commercial center, schools, and community centers.*
- *Bikeways and pedestrian access way shall connect to local and regional travel routes.*
- *Bikeways and pedestrian access ways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.*
- *Maintain and repair of existing bikeways and pedestrian access ways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.*
- *A citizens advisory committee shall be established to protect and promote bicycle and pedestrian transportation within the Urban Growth Boundary.*



Recommended Ordinances for Bicycle Parking

- *A minimum of 2 bicycle parking spaces per use (one sheltered and one unsheltered) shall be required.*
- *The following Special Minimum Standards shall be considered as supplemental requirements for the number of required bicycle parking spaces.*

- Multi-Family Residences. Every residential use of four (4) or more dwelling units shall provide at least one sheltered bicycle parking space for each unit.

- Parking Lots. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.

- Schools. Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure or similar cover.

- Downtown Areas. In downtown areas with on-street parking, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Spaces may be clustered to serve up to six (6) bicycles; at least one cluster per block shall be provided. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 5 feet. Customer spaces are not required to be sheltered. Sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.

- Rural Schools, Service Centers, and Industrial Parks. Where a school, service center, or industrial park is located 5 or more miles from the closest urban area or rural residential subdivision with a density of more than one dwelling unit per 20 acres, a minimum of two bicycle parking spaces per use shall be required.

- *The following formulas for Calculating the Number of Required Bicycle Parking Spaces are recommended.*

-Fractional numbers of spaces shall be rounded up to the next whole space.

-For facilities with multiple uses (such as commercial center), the bicycle parking requirements shall be calculated by using the total number of motor vehicle parking spaces for the entire development.



Approval of Subdivision Tentative Plans and Final Plats. Information required shall include the location and design of all proposed pedestrian and bicycle facilities, including access ways.

1. Pedestrian and Bicycle Circulation.

- a) *On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access within new subdivisions, multi-family developments, planned development, shopping centers, and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Residential developments shall include streets with sidewalks and access ways. Pedestrian circulation through parking lots shall be provided in the form of access ways.*
- b) *Bikeways shall be required along arterial and collectors with ADT's greater than 3,000. Sidewalks shall be required along arterial, collectors, and most local streets, except that sidewalks are not required along controlled access roadways (freeways).*

2. Cul-de-Sacs and Access ways.

- a) *Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, access ways shall be provided connecting the ends of cul-de-sacs are planned, access ways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.*
- b) *Access ways for pedestrians and bicyclists shall be 10 feet wide and located within 20-foot-wide right-of-way or easement. If the streets within the subdivision are lighted, the access ways shall also be lighted. Stairs or switchback paths may be used where grades are steep.*
- c) *Access ways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.*
- d) *The Hearings Body or Planning Director may determine, based upon evidence in the record, that an access way is impracticable. Such evidence may include but is not limited to:*
 - i) *Physical or topographic conditions make an access way connection impractical. Such conditions include but are not limited to freeways, railroads, extremely steep slopes, wetlands, or other bodies of water where a connection cannot reasonably be provided.*
 - ii) *Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering potential for redevelopment.*



iii) Where access ways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995 that preclude a required access way connection.



APPENDIX C TRANSPORTATION SYSTEMS FUNDING SOURCES

- Table 1: Summary of Road-Related Transportation Funding Programs: Federal Sources
- Table 2: Summary of Road-Related Transportation Funding Programs: State Sources
- Table 3: Summary of Road-Related Transportation Funding Programs: Local Sources
- Table 4: Currently Used Revenue Sources For Cities
- Table 5: Summary of Transit Funding Programs
- Table 6: Currently Used Transit Revenue Sources in Oregon



Table 1
Transportation Systems Plan
Summary of Road-Related Transportation Funding Programs: Federal Sources

| Program Name | Description |
|--|---|
| Intermodal Surface Transportation Efficiency Act (ISTEA) | ISTEA is designed to provide flexibility in federal funding of transportation projects. ISTEA established several funding programs including the 1) National Highway System; 2) Interstate Program; 3) Surface Transportation Program; 4) Congestion Management and Air Quality Improvements Program; and 5) National Scenic Byways Program. |
| Surface Transportation Program (STP) | <p>The Surface Transportation Program was authorized by Title I of the ISTEA. The STP funds are allocated to the State and suballocated to cities and counties on a formula basis by the Oregon Transportation Commission.</p> <p>STP funds may be used for any road that is not functionally classified as a local or rural minor collector and must be included in the Transportation Improvement Program to receive STP funds.</p> |
| Transportation Enhancement Program (Part of STP) | <p>The ISTEA includes provisions that require the State to set aside a portion of its Surface Transportation Program (STP) funds for projects that will enhance the cultural and environmental value of the State's transportation system.</p> <p>Eligible transportation enhancement projects must be directly related to the intermodal transportation system. This program funds enhancements including pedestrian and bicycle facilities; preservation of abandoned railway corridors; landscaping and other scenic beautification; control and removal of outdoor advertising; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities; archaeological planning and research; and mitigation of water pollution due to highway runoff.</p> |
| Highway Enhancement System (HES) | <p>The FHWA Highway Enhancement System Program provides funding for safety improvement projects on public roads. Safety improvement projects may occur on any public road and must be sponsored by a county or city.</p> <p>To be eligible for Federal aid, a project should be part of either the annual element of a Regional Transportation Plan or the annual listing of rural projects by ODOT, although they do not have to be part of the approved State Highway Improvement Program to receive HES funding.</p> |
| Timber Receipts (USFS) | The United States Forest Service shares 25 percent of national forest receipts with counties. By Oregon law (ORS 294.060), the County then allocates 75 percent of the national forest receipts to the road fund and 25 percent to local school districts. |
| Community Development Block Grants (CDBG) | Community Development Block Grants (CDBG) are administered by the Department of Housing and Urban Development (HUD) and could potentially be used for transportation improvements in eligible areas. |



Table 2
Transportation Systems Plan
Summary of Road-Related Transportation Funding Programs: State Level

| Program Name | Description |
|----------------------------------|--|
| State Highway Fund | <p>The State Highway Fund composed of gas taxes, vehicle registration fees, and weight-mile taxes assessed on freight carrier. In 1994, the state gas tax was \$0.24 per gallon. Vehicle registration fees were \$15 annually. Revenues are divided as follows: 15.57 percent to cities, 24.38 percent to counties, and 60.05 percent to ODOT. The city share of the State Highway Fund is allocated based on population.</p> <p>ORS 366.514 requires at least one percent of the State Highway Fund received by ODOT, counties and cities be expended for the development of footpaths and bikeways. ODOT administers the bicycle funds, handles bikeway planning, design, engineering and construction, and provides technical assistance and advice to local governments concerning bikeways.</p> |
| Special Public Works Fund (SPWF) | <p>The State of Oregon allocates a portion of revenues from the state lottery for economic development. The Oregon Economic Development Department provides grants and loans through the SPWF program to construct, improve and repair infrastructure to support local economic development and create new jobs. The SPWF provides a maximum grant of \$500,000 for projects that will help create a minimum of 50 jobs.</p> |
| Transportation Access Charges | <p>The most familiar form of a transportation access charge is a bridge or highway toll. Transportation access charges are most appropriate for high-speed, limited access corridors; service in high-demand corridors; and bypass facilities to avoid congested areas.</p> <p>Congestion pricing, where drivers are charged electronically for the trips they make based on location and time of day, is the most efficient policy for dealing with urban congestion. It not only generates revenue for maintenance and improvements; but also decreases congestion and the need for capital improvements by increasing the cost of trips during peak periods.</p> <p>The Oregon Revised Statutes allow ODOT to construct toll bridges to connect state highways and improve safety and capacity. The Statues also allow private development of toll bridges. Recent actions by the Oregon legislature provide authority for developing toll roads. State authority for congestion pricing does not exist; new legislation would be required.</p> |
| Immediate Opportunity Fund (IOF) | <p>Financed at a level of \$5 million per year to a maximum of \$40 million through FY96. The fund is to support specific economic developments in Oregon through the construction and improvement of roads and is restricted for use in situations that require a quick response and commitment of funds. It is anticipated that the maximum amount available for a single project is \$500,000 or 10 percent of the annual program level. This fund may be used only when other sources of financial support are unavailable or insufficient and are not a replacement or substitute for other funding sources.</p> |



| | |
|---------------------------------------|--|
| OR Transportation Infrastructure Bank | As a pilot program for the USDOT, the Oregon Transportation Commission has made \$10 million available from projects that will not be contracted in FY 1996. The OTIB will make loans for transportation projects and will offer a variety of credit enhancements. Initial loans must be for improvements on federal aid highways, repayments go into an account that will be made available for any mode. Ability to repay will be a key factor in all loans. |
| Traffic Control Projects | <p>The State maintains a policy of sharing installation, maintenance, and operational costs for traffic signals and luminaire units at intersections between State highway and city streets (or county roads). Intersections involving a State highway and a city street (or county road) which are included on the state-wide priority list are eligible to participate in the cost sharing policy.</p> <p>ODOT establishes a statewide priority list for traffic signal installations on the State Highway System. The priority system is based on warrants outlined in the Manual for Uniform Traffic Control Devices. Local agencies are responsible for coordinating the statewide signal priority list with local road requirements.</p> |



Table 3
Transportation Systems Plan
Summary of Road-Related Transportation Funding Programs: Local Sources

| Program Name | Description |
|--|--|
| Special Assessments/Local Improvements Districts | <p>Special assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct and/or financial benefit to its owners.</p> <p>Local Improvement Districts (LIDs) are legal entities established by the City to levy special assessments designed to fund improvements that have local benefits. Through a local improvement district (LID), streets or other transportation improvements are constructed and a fee is assessed to adjacent property owners.</p> |
| Systems Development Charges (Impact Fees) | <p>Systems Development Charges (SDCs) are fees paid by land developers intended to reflect the increased capital costs incurred by a municipality or utility as a result of a development. Development charges are calculated to include the costs of impacts on adjacent areas or services, such as increased school enrollment, parks and recreation use, or traffic congestion.</p> <p>Numerous Oregon cities and counties presently use SDCs to fund transportation capacity improvements. SDCs are authorized and limited by ORS 223.297 - 223.314.</p> |
| Local Gas Tax | <p>A local gas tax is assessed at the pump and added to existing state and federal taxes. Tillamook, The Dalles and Woodburn are Oregon cities that have a local gas tax. Multnomah and Washington Counties also have gas taxes.</p> |
| Local Parking Fees | <p>Parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements.</p> |



| Program Name | Description |
|---------------------------|--|
| Street Utility Fee | Most city residents pay water and sewer utility fees. Street user fees apply the same concept to city streets. A fee would be assessed to all businesses and households in the city for use of streets based on the amount of use typically generated by a particular use. For example, a single-family residence might, on average, generate 10 vehicle trips per day compared to 130 trips per 1,000 square feet of floor area for retail uses. Therefore, the retail use would be assessed a higher fee based on higher use. Street services fees differ from water and sewer fees because usage cannot be easily monitored. Street user fees are typically used to pay for maintenance more than for capital projects. |
| Vehicle Registration Fees | Counties can implement a local vehicle registration fee. The fee would operate similar to the state vehicle registration fee. A portion of the County fee would be allocated to the City. |
| Property Taxes | Local property taxes could be used to fund transportation, although this is limited by Ballot Measure 5 and 47. |
| Revenue Bonds | Revenue Bonds are bonds whose debt service is financed by user charges, such as service charges, tolls, admissions fees, and rents. If revenues from user charges are not sufficient to meet the debt service payments, the issuer generally is not legally obligated to levy taxes to avoid default, unless they are also based by the full faith and credit of the insuring governmental unit. In that case, they are called indirect general obligation bonds. Revenue bonds could be secured by a local gas tax, street utility fee, or other transportation-related stable revenue stream. |



Table 4
Currently Used Revenue Sources For Cities (millions of 1995 dollars)

| Facility | Revenue Source | Importance (not 100%) | 3 Year Trend | Dedication | Rate |
|--|--|----------------------------|---|---|--|
| Streets/Bridges/ Sidewalks/ Bike Lanes | Oregon Highway Trust Fund | 51% of total road or \$89. | Growing about 1.75% per year. | Constitutionally limited to funding activities that benefit autos & trucks. | 24¢/gal. for gas; \$30/biennium registration fee. |
| | General Fund Transfers | 9% or \$15. | Varies but assume growth @ 3%/yr. But not used by all cities. | May be used for any purpose. | Varies widely. |
| | Special Property Tax Levies | 5% or \$7. | Increasing, only used by about 18 cities. | May be used for purpose described in election. | Varies widely. |
| | Improvement District Assessments | 7% or \$12.5. | Varies but increases when local development increases. | May be used for construction of adjacent streets-sidewalks. | Varies with construction cost & local ordinances. |
| | Systems Development Charges/Traffic Impact Fees | 4% or \$7. | Varies but increases when local development increases, only used by about 2 dozen cities. | May be used for construction of new streets. | Varies with construction cost & local ordinances. Rates generally higher in Portland Metro area. |
| | Utility Franchise Fees | 3% or \$4. | Grows roughly w/population and inflation. | Is a general revenue used by some cities for streets. | Statutory limit of 5% of utility gross receipts. |
| | Interest Earnings | 4% or \$6. | Varies w/current interest rates. | Have same Constitutional limits as Highway Fund. | Used as general street revenue. |
| | Local Gas Tax | 0.44% or \$0.7 | Unchanged. | Have same Constitutional limits as Highway Fund. | Used by Tillamook, The Dalles, and Woodburn. |
| | Private Contributions | 3% or \$4.3 | Varies widely. | Usually contributions are related to specific development street impacts. | Negotiated individually. |
| | Misc. - permit fees, finds, fines, parking, Motel Tax, other | 8% or \$14.5. | Gradual growth. | General revenues used for streets. | Varies widely by City. |
| | Federal - FHWA+HUD | 3% or \$5.6. | Relatively stable | Used mainly for new construction w/some rehab. | Based on federal allocation to Oregon. |
| | Misc. State Revenues - mainly Lottery funds. | 2% or \$3. | Varies, no trend. | Used mainly for economic development capital improvements. | Specific grants to individual cities each year. |
| Off-street Bike Paths | Misc. general funds & ISTEA | ?? | Varies from year to year. | ISTEA & General Funds used for construction, General Funds used for maintenance & repair. | Varies from year to year. |



**Table 5
Transportation System Plan
Summary of Transit Funding Programs**

| Program Name | Description |
|--|---|
| FEDERAL SOURCES | All funds from the Federal Transit Administration (FTA) pay 80 percent of capital costs and require a 20 percent local match. |
| FTA Section 18 | Section 18 is a federally sponsored program for small urban and rural areas (under 50,000 population) to support both capital and operating needs. These funds are dispersed through ODOT and distributed on a population basis. |
| FTA Section 16 | These funds are distributed through ODOT to support the capital needs of nonprofit social service transportation providers. Funding of paratransit vehicles for public agencies is done through FTA Section 16. |
| FTA Section 9 | If an urban area reaches a population of 50,000, it will no longer be eligible for Section 18 funds but will be eligible for Section 9 funds for urban populations greater than 50,000. Operating assistance is available to a predetermined regional cap based on the size and productivity of the operation. Capital assistance is available with a limit of 80 percent of a capital project. FTA funds are allocated to transit agencies based on a complex formula which includes population, population density, and the number of revenue service hours operated within a year. |
| FTA Section 3 | FTA Section 3 funds are limited to capital purchases and fall into three categories: 1) bus/bus facilities, 2) new rail starts, and 3) rail upgrade. As with other FTA grants, the Section 3 Discretionary funds provide 80 percent funding with a 20 percent required local match. |
| Congestion Management/Air Quality Program (CMAQ) | This program was included in ISTEA for non-attainment areas as defined in the Federal Clean Air Act. ISTEA funds are administered by ODOT and are generally focused on air quality improvements. |
| STATE SOURCES | |
| Oregon Public Transit Assistance (In-Lieu Payroll Tax) | This fund source is a local payroll tax disbursed by the state to support transit services. To be eligible for these funds, a transit district must be formed and it must be generating local revenues (i.e., property tax). The amount is determined based on the number of State and Federal employees within the Transit District and is the reimbursement of payroll taxes collected from those employees. There is a restriction on the funds specifying that the amount of money received cannot exceed the amount of funding generated locally through the property tax. These funds can be used to support operations or as local match for federal capital grants. |



| | |
|------------------------|---|
| Developer Impact Fees | <p>An impact fee is a charge imposed on new development to compensate for its impact on the local transportation infrastructure. A fee is typically assessed on square footage of planned development. Impact fees can be implemented by local ordinance with specific criteria for establishing an impact fee and can be imposed in downtown urban areas or in outlying growth areas.</p> <p>An impact fee is a controversial measure and, like other developer fees, must show a connection between the development and the service provided.</p> |
| Parking Taxes and Fees | <p>A parking tax or fee could be levied by a city and all or a portion of it dedicated to transit uses. Many downtown areas levy parking fees and as the city grows, the levy can be used as a strategy to encourage transit use for trips to the downtown area.</p> |



**Table 6
Transportation System Plan
Currently Used Transit Revenue Sources in Oregon**

| Transit Service Type/Function | Funding Source | Status |
|--|--|---|
| Urban Public Transportation (Portland & Eugene) (operating & capital) | <ol style="list-style-type: none"> 1. Local Payroll Tax - operating 2. Federal grants - capital 3. Federal grants - operating 4. Fares & advertising | <ol style="list-style-type: none"> 1. Major Source - \$100 million/yr. Growing - Sensitive to Economic Conditions 2. Major source - \$10 million/yr - Stable 3. Minor source - \$5 million/yr - Declining 4. Minor source - Growing w/ridership |
| Urban Public Transportation (Salem, Corvallis, Medford, K-Falls) | <ol style="list-style-type: none"> 1. Property tax (typically a taxbase or stand-alone levy w/in \$10 cap for local gov't services) 2. Federal grants - capital 3. Federal grant - operating 4. Fares & advertising | <ol style="list-style-type: none"> 1. Major Source - Growing Slowly 2. Major Source - \$2 million/yr. - Stable 3. Major Source - \$2 million/yr. - Declining 4. Minor Source - Growing w/ridership |
| Small City & Rural (Astoria, Union County, etc.) (operating & capital) | <ol style="list-style-type: none"> 1. Federal grants - capital & operating 2. Local Property Tax (typically w/in city or county operating levy) 3. Fares, donations & advertising | <ol style="list-style-type: none"> 1. Major Source - Declining 2. Major Source - Stable 3. Minor Source - Stable |
| Mobility for Seniors & People with Disabilities - (operating & capital) | <ol style="list-style-type: none"> 1. Special Transportation Fund (2¢ state cigarette tax) - operating & capital 2. Social Service Agency grants / contracts - operating 3. Local Property Tax (typically w/in city or county operating levy) 4. Federal grants - capital & operating 5. Fares, donations advertising | <ol style="list-style-type: none"> 1. Major Source - \$5 million/yr. - Declining 2. Major Source - Declining 3. Minor Source - Stable 4. Major Source - Declining 5. Minor - Stable |
| Intercity Bus (operating & capital) | <ol style="list-style-type: none"> 1. Major Interstate Routes: Fares 2. Branch & feeder routes: Private capital, Fares | <ol style="list-style-type: none"> 1. Sole Source - Declining 2. Private |



**APPENDIX D
MALHEUR COUNTY TSP FINANCIAL PLAN**

Financial Pla



*W*alheur County
Transportation
System Plan

CHAPTER 8: FINANCIAL PLAN

INTRODUCTION

The Malheur County TSP financial plan includes a transportation financing program that includes:

- a list of planned transportation facilities and major improvements;
- a general estimate of the timing for planned transportation facilities and major improvements;
- determination of planning level cost estimates for the transportation facilities and major investments identified in the TSP (intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan(s) and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms); and,
- a discussion of existing and potential financing sources to fund the development of each transportation facility and major improvement (which can be described in terms of general guidelines or local policies).

The timing and financing provisions in the transportation financing program are not considered a land use decision as defined by the TPR and ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under State law. In addition, the transportation financing program is to implement the comprehensive plan policies which provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities which would cause premature development of urbanizable areas or conversion of rural lands to urban uses.

This chapter summarizes the financing program defined for the Malheur County TSP as required by the TPR. It summarizes the transportation improvement projects, identifies general timing and rough cost estimates of transportation system improvements, and summarizes the existing and potential future financial resources to pay for these improvements, as a general policy guideline.

TRANSPORTATION SYSTEM IMPROVEMENTS - COST AND TIMING

The total cost of all transportation system improvements in Malheur County is expected to exceed \$33 million. Malheur County's portion of these costs is estimated at almost \$9 million. These improvements include roadway, bicycle and airport facility improvements on the State and County transportation system over the next 20 years (as identified in Chapter 7 - TSP).

Appendix E summarizes the individual projects along with their planning-level cost estimates. All costs are estimated in constant 1997 dollars. Table 8-1 provides an estimate of the schedule (five-year increments) and jurisdiction (State, County, city and private) responsible for making major roadway improvements. Descriptions of the types of projects and their associated costs follow.



Roadways

Fourteen roadway improvement projects will be needed to upgrade the roadway and highway system within Malheur County over the next 20 years. Approximately \$31 million of the total transportation system improvements are attributed to these roadway projects. Target dates for project construction have been tentatively identified by five-year increment, as illustrated in Table 8-1.

Bicycle Facilities

New bicycle facilities (along collector/arterial roads) in the Malheur County transportation system will increase by approximately 32 miles, most of which are included in roadway improvement projects. The Graham Boulevard/Bully Creek Road shoulder widening project, estimated at \$1.7 million provides a significant system improvement linking Bully Creek Reservoir to the major state highway system of bicycle facilities.

Pedestrian Facilities

New pedestrian facilities (along collector/arterial roads) in the Malheur County transportation system will also increase by approximately 32 miles, all of which are included in roadway improvement projects.

Airport Facilities

The estimated cost for the siting and development of a new airstrip in the Jordan Valley area is \$250,000. The Malheur County's share of that amount is estimated to be \$ 125,000, planned for completion in the 11-15 year time frame.

Timing

Project priorities have been grouped into five-year categories. Table 8-1 summarizes the improvements that will occur within those time frames. Malheur County expenditures to extend and improve Railroad Avenue are the greatest in the first 10 years, averaging about \$290,000 per year. Other major expenditures for transportation improvements are expected in the last 10 years for an estimated \$5 million to widen Bully Creek Road and extend Stanton Boulevard and Columbia Boulevard. The County will be expected to make investments to improve transportation facilities for existing development and to improve major collectors and arterials that serve the entire area.



EXISTING AND HISTORIC FINANCING SOURCES

Road-Related Funding

In 1992, Oregon received \$704 million, or 67 percent of its highway revenues, from the collection of user taxes and fees. The second largest category is almost entirely comprised of the sale of timber logged from National Forests. In 1992, these timber receipts raised roughly \$115 million. The remaining revenue sources - road and crossing tolls, general fund appropriations, property taxes, miscellaneous receipts and bond receipts - accounted for \$223.5 million or roughly 21 percent of total transportation revenues.

The most significant portion of Oregon's highway user taxes and fees come from federal fuel and vehicle taxes, state taxes, and general motor vehicle fees. These categories account for 32 percent, 34 percent, and 25 percent, respectively, of all highway user taxes and fees collected in the state. During the 1980's, Oregon's transportation budget was bolstered by a series of two-cent annual gas tax increases. At the same time, the Federal Government was increasing investment in highways and public transportation. The situation is different today. The last two Legislatures failed to increase the gas tax and federal budget cuts are reducing transportation funding available to Oregon. The State Highway Fund is further losing buying power because the gas tax is not indexed to inflation, and increased fuel efficiency of vehicles reduces overall consumption.

Oregon Highway Trust Fund revenues are distributed among state (60.22 percent), County (24.38 percent) and City (15.40 percent) governments to fund their priority road needs. In 1995-96, the state estimated it would collect \$575 million in state highway funds. Counties and cities would then receive about \$140 and \$90 million, respectively.

Oregon law allows local government, in addition to receiving state highway trust fund revenues, to levy local fuel taxes for roadway related improvements. Multnomah and Washington Counties, and some small cities (Tillamook, The Dalles, Woodburn) have used this authorization. Several attempts have been made by other jurisdictions but have not been supported by the electorate. As few local governments have implemented this option, non-user road revenues tend to be relied upon, to supplement the funds received from state and federal user revenues. Other local funding sources have included property tax levies, local improvement district assessments, bonds, traffic impact fees, road user taxes, general fund transfers, receipts from other local governments, and other miscellaneous sources.

Oregon's basic vehicle registration fee is \$15 per year regardless of the vehicle being registered. Oregon law permits local governments (counties) and governmental entities to impose local option vehicle registration fees. To date, no county has implemented this tax.

Cities have relied more than counties on transfers from their general funds to support roadway improvements. Ballot Measure 5, however, approved by the voters in 1990, reduced the range of funding and financing options available to both cities and counties. Measure 5 limited the property tax rate for purposes other than for payment of certain general obligation indebtedness to \$15 per \$1000 of assessed value. The measure further divided the \$15 per \$1000 property tax



authority into two components: \$5 per thousand dedicated to the public schools; the remaining \$10 dedicated to other local government units, including cities, counties, special service districts, and other non-school entities. The tax rate limitation for cities and counties went into effect in 1992. The school portion of the measure is being phased in over a five-year period beginning in FY 1992. In 1996, voters again approved a property tax limitation measure, Ballot Measure 47/50, which will further impact the ability of cities and counties to pay for needed infrastructure through historic or traditional means.

At the same time that increased growth and increased transportation demands are occurring, cities and counties have lost another traditional source of revenue for infrastructure construction and upgrade - timber harvest receipts. Under a 1993 negotiated mitigation plan, federal forest receipts to support county roads are decreasing 3 percent per year. In 1996, counties will receive 74 percent of their 1986-90 average receipts, and by 2003 they will receive 55 percent of the late 1980s revenues.

Given this funding environment, current funding levels and sources are not adequate to meet the transportation needs of the State, cities and counties for the next 20 years. In response to this gap between needs and funding, Governor Kitzhaber organized the Oregon Transportation Initiative to look at statewide transportation needs and to develop a program to address how these needs will be met. Through a public process led by business and civic leaders across the state, findings and recommendations on the state of transportation needs and methods to address those needs was submitted to the Governor in July 1996. A result of these recommendations was appointment of a committee to develop a legislative proposal to the 1997 Legislature regarding transportation funding. Part of that proposal identified a "base" transportation system, with a priority of maintenance, preservation and operation of a system of transportation facilities and services that ensures every Oregonian a basic level of mobility within and between communities. It is expected that other components will include efficiencies resulting from better intergovernmental cooperation (shared resources and equipment, better communication on project needs and definition), and elimination of legislative barriers to more efficient and cost-effective methods of providing transportation services. However, the 1997 Legislature failed to pass either the Governor's measures or their own.

A part of transportation funding will be identification of relationships and responsibilities relative to delivery of projects and services. In Oregon, the primary state role has been to construct and maintain the state highway system and to assist local government with funding of other modes. The state also has a role in intercity passenger services and airports. This has historically been minor, but would grow significantly if serious efforts were put into intercity rail improvements. Local governments, in addition to providing local road and bridge construction, maintenance and preservation, provide local transit and airport support. The Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) began moving decision-making for federal programs to states and this program and other state policies incorporated in the Oregon Transportation Plan (OTP) encourage reassessment of responsibilities and obligations for funding.



These changing relationships have resulted in two significant issues for state and local governments. First, there is no clear definition of state responsibility. At one time, the state operated on an informal consensus that it should provide one-half the match on federally funded local and other projects that served statewide needs. No similar consensus seems to exist today. The state's responsibility for transit, airports and other local transportation infrastructure and services is not clear. The question of regional equity is raised in considering especially high-cost project needs, such as the Bend Parkway or the Portland area light rail program. Regional equity will probably require consideration of all modes together, because different regions may have different modal needs and financial arrangements.

Given this dynamic transportation funding environment, it is clear that local governments need to reassess traditional methods of funding projects and look creatively at ways to meet public expectations of high quality transportation services.

Transit Funding

Transit service in Oregon has evolved from private development and reliance on user fees for operating revenue to public ownership with public subsidy for operations. No clear philosophy of the state role in providing transit services is evident and the state is continuing its discussion on how the state should raise revenue in support of transit. The state has used general funds, lottery funds, stripper well funds, cigarette tax revenue and other funds at various times to support transit service. These efforts have largely been targeted towards supplying half the required match to federal capital improvement grants. Other than the elderly and disabled program, the state has provided no operating funds for transit. The state role has been one of granting authority to local governments to raise locally-generated operating revenue.

Federal Transit Administration (FTA) grants account for 69 percent of Oregon's funding for transit capital construction, which includes purchase of buses and other equipment. Federal funding for transit was increased through the flexibility provided by ISTEA. This federal legislation expired September 30, 1997 and, while new legislation is still pending, there is strong indication that current flexibility will be retained, although it will be dependent on Congressional approval to continue current programs. The largest source of transit operating revenues, \$87 million, are local funds, which provide 64 percent of revenues needed for transit operations. Passenger fares cover 22 percent of Oregon's transit system operating costs. Transportation for the elderly and disabled is funded through dedication of two cents of the state cigarette tax and through federal programs.

Airport Funding

Federal grants from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) are used to support general airport infrastructure improvements, with 90 percent Federal funding and a 10 percent local match. Given the ability to adjust user charges to address inflation, revenues will likely remain stable for operation and maintenance of the airport, particularly in relation to funding issues faced by other transportation modes and advertising



space in the terminal, and a variety of user fees - fuel flowage fees, aircraft landing fees, terminal rent fees for airlines, rental cars and the restaurant.

MALHEUR COUNTY TRANSPORTATION FUNDING

Revenues for roadway purposes for fiscal years 1991-1996 for Malheur County are summarized in Table 8-2. The majority of funds have been received from state gas tax revenues. The other sources of income have been on interest on reserves, and moneys from the State Highway fund. State Highway Fund moneys have historically been dedicated to operation and maintenance of the road-related system. There are minimal local sources of funding applied to transportation improvements within Malheur County.

In review and summary, it appears that Malheur County is continuing to keep pace with roadway maintenance needs. The County also has some reserve funds to improve a limited number of bridges in the future. However, Malheur County currently has no significant revenue programs to match needed capital improvements over the next 20 years like the Railroad and Alberta Avenue extension projects.

**Table 8-2
Malheur County Revenues For Roadway Purposes**

| Fiscal Year: | 1991/92 | 1992/93 | 1993/94 | 1994/95 | 1995/96 | 1996/97 |
|--|------------------|------------------|------------------|------------------|------------------|------------|
| REVENUE | | | | | | |
| Federal (ISTEA, other) | 202,221 | 92,132 | 62,930 | 113,079 | 430,780 | 369,708 |
| State (gas tax, veh.reg.) | 1,319,260 | 1,556,577 | 1,955,171 | 1,551,321 | 1,982,676 | 1,510,398 |
| Local (property tax *) | 560,657 | 543,803 | 560,196 | 657,500 | 669,481 | N/A |
| Other (interest, sales, etc.) | 89,786 | 104,524 | 117,033 | 147,886 | 139,619 | N/A |
| SUBTOTAL | 2,171,924 | 2,297,036 | 2,695,330 | 2,469,786 | 3,222,556 | NA |
| EXPENSE | | | | | | |
| Cash Carryovers | 892,759 | 1,013,018 | 1,150,098 | 1,646,687 | 1,468,765 | N/A |
| Dedicated Reserves (equipment, bridges, projects) | 498,178 | 591,520 | 714,695 | 625,845 | 649,580 | N/A |
| TOTAL AVAILABLE | 3,562,861 | 3,901,574 | 4,560,123 | 4,742,318 | 5,340,901 | N/A |

* only road assessment districts
N/A = not available

POTENTIAL FUTURE TRANSPORTATION FUNDING SOURCES

There are a variety of methods to generate revenue for transportation projects. Funding for transportation improvement projects are derived from three sources: federal, state and local governments. Appendix G provides a summary of federal, state and local highway, bridge, sidewalk, bicycle and transit funding programs that have typically been used in the past.



Although property tax is listed as a possible revenue source, the impacts of Ballot Measure 47/50 are likely significant, but still vague.

Recommendations for Receiving Federal and State Sources

Most Federal funding is passed through ODOT to the local jurisdictions. *A good working relationship with ODOT Region 5 planners and the Region Manager is important to have major transportation improvements included as part of the STIP when it is updated every two years.* ODOT maintains interstate and state highways - in Malheur County this includes I-84 and Highways 20, 26, 78, 95 and 201. State and federal funds administered through ODOT are the primary sources of funding for improvements to this facility. Projects that involve ODOT bridges and highways account for approximately \$16 million in the next ten years and \$5 million in the remaining 10 year period.

As shown in Figure 8-1, ODOT's contribution towards transportation improvements in unincorporated Malheur County is needed within the next 10 years. The two significant projects include partnering with Malheur County and the City of Ontario to extend Railroad Avenue and improve and extend 18th Street across the UPRR; and replacing obsolete bridges along state highways, particularly across the Snake River. ODOT currently has approximately \$12 million in the current STIP for the "Ontario Transportation Solution Package." A portion of this funding package should be dedicated to the Railroad Avenue/18th Street Extension (approximately \$6.5 million) and the remaining should be dedicated towards the North-South Arterial (ODOT, City of Ontario and Malheur County project to be determined as part of the Ontario TSP).

ODOT should update the STIP to prioritize needed bridge improvements. Current federal and state revenue programs will likely fall short of needs in Malheur County. Hence, *Malheur County and ODOT should take an active role in representing their priorities to the Oregon State Legislature, Governor and members of the US Congress and Senate to enhance state and federal investment in Malheur County bridge infrastructure.*

As noted earlier, the 1997 Oregon Legislature failed to pass enhancements to transportation infrastructure investment. In lieu of statewide funding enhancements, Malheur County must look to local measures to fund future capacity projects.

Recommendations for Developing Local Funding Sources

The 1997 Oregon Legislature failed to adopt statewide funding program enhancements. An increase in Oregon gas tax, associated weight-mile tax, vehicle registration fees and dedicated transit funding would have helped Malheur County (significantly) meet the needs for new transportation system improvements. Without those measures, Malheur County will have to rely on enhanced local funding measures, at least until statewide funding measures are secured. *The County should consider developing local financing to support funding the higher priority projects, to be more attractive for state and federal allocations by providing a larger local match.* Malheur County could consider any one or combination of the following financing measures:

- Local improvement district (LID)
- System development charges/traffic impact fees (SDC/TIF)
- Local/regional gasoline taxes and vehicle registration fees
- Roadway improvement levies or bonds
- Roadway maintenance/utility fees

Potential funding sources are typically judged based on a number of criteria, including:

- legal authority;
- financial capacity;
- stability;
- administrative feasibility;
- equity; and
- political acceptability.

In general recognition of these criteria, new LID's, SDC's/TIF's and roadway maintenance fees were considered but dropped as viable, local funding measures for new transportation improvement projects in the Malheur County rural areas for the following reasons:

- roadway maintenance is already funded through current road programs (statewide gas tax/vehicle registration fees and weight-mile taxes), new maintenance/utility fees could be interpreted as over- or double-taxing;
- rural development is not likely to occur at significant levels, yielding low impact fee revenues - or impact fees would need to be extremely high in order to yield significant revenue, quite possibly resulting in discouraging even the smallest of developments (as planned); and,
- LID's would be difficult to form around large county projects, placing the financial burden disproportionately in select areas instead of across the county (to all those who benefit by the projects).

Hence, the Malheur County TSP includes a more focused evaluation of local gasoline taxes, vehicle registration fees and road improvement bonds as new and viable measures to fund the Malheur County share of needed transportation system improvements. A range of funding options were investigated to ascertain the level of revenue generated based on county-wide application for each funding measure. As described separately below, each county-wide funding measure is also summarized by reporting the revenue generated for each of the County jurisdictions (assuming a revenue distribution to local jurisdictions based on future, year 2017 population).

Local Vehicle Registration Fee

Statewide vehicle registration fees are lowest in Oregon (\$15/year) when compared to neighboring states, as shown in Table 8-3. Only counties can implement local vehicle registration fees in Oregon. A summary of annual and 20-year revenues from a local vehicle



registration fee in Malheur County is provided in Table 8-4. Local revenues are listed by jurisdiction, with options for both a \$10 and \$20 local fee in addition to the current \$15/year statewide fee. County-wide (including incorporated cities) revenues from a \$10-\$20 local vehicle registration fee ranges from \$8.4 to \$16.8 million over 20 years. Revenues allocated to unincorporated Malheur County are estimated at \$3.6 million over 20 years based on a \$10 per year local vehicle registration fee. Regardless of the option chosen, a local vehicle registration fee would require local voter approval.

Table 8-3
Comparison of Automobile-Related Taxes
(as of March 1997)

| Tax | Oregon | Washington | California | Idaho | Nevada |
|------------------|------------|------------|------------|------------|------------|
| Gas Tax | \$.24/gal* | \$.23/gal | \$.25/gal* | \$.25/gal | \$.28/gal* |
| Registration Fee | \$15/year | \$36/year | \$29/year | \$28/year | \$33/year |
| Ad Valorem Tax | \$0 | \$172/year | \$148/year | \$0 | \$78/year |
| Auto Sales Tax** | \$0 | \$191/year | \$191/year | \$123/year | \$172/year |

Source: ODOT, Policy Section.

* California includes sales tax, Oregon and Nevada include local option tax.

** Prorated over eight years.

Table 8-4
Local Vehicle Registration Fee Option

| Jurisdiction | Future (2017) Population | Distribution | 1998 ANNUAL REVENUE | | 20-YEAR REVENUE 1998-2017 | |
|--------------------|--------------------------------|---------------|--|------------------|--|---------------------|
| | | | Local Vehicle Registration Fee Options | | Local Vehicle Registration Fee Options | |
| | | | \$10/yr | \$20/yr | \$10/yr | \$20/yr |
| Adrian | 143 | 0.4% | \$1,500 | \$2,900 | \$32,900 | \$65,700 |
| Jordan Valley | 502 | 1.4% | \$5,100 | \$10,200 | \$115,400 | \$230,800 |
| Nyssa | 3,400 | 9.3% | \$34,500 | \$69,100 | \$781,500 | \$1,563,000 |
| Ontario | 14,364 | 39.4% | \$145,900 | \$291,800 | \$3,301,700 | \$6,603,400 |
| Vale | 2,500 | 6.9% | \$25,400 | \$50,800 | \$574,600 | \$1,149,300 |
| Unincorporated Co. | 15,557 | 42.7% | \$158,000 | \$316,000 | \$3,575,900 | \$7,151,800 |
| TOTAL | 36,466 | 100.0% | \$370,400 | \$740,800 | \$8,382,000 | \$16,764,000 |

Local Gasoline Tax

Oregon's state-wide gasoline tax, as summarized in Table 8-3, is quite similar to neighboring states, and is \$.01 (per gallon) lower than Idaho. Raising a Malheur County gasoline tax may introduce impacts to the Oregon/Idaho economy of gasoline sales and the revenues they generate locally. By assuming no change in the gasoline sales/revenue economy, the estimated annual and



20-year revenues from a county-wide local gasoline tax can yield significant revenues for transportation system improvements. As shown in Table 8-5, county-wide revenues over a 20-year period range from approximately \$6.0 to \$12.0 million based on a \$.01-\$.02 local gas tax (per gallon). Revenues allocated to unincorporated Malheur County range from \$2.5 to \$5.1 million over the next 20 years based on the same local gas tax options.

**Table 8-5
Local Option Gas Tax**

| Jurisdiction | 1996 Gallons | Future (2017) Population | Distribution | LOCAL OPTION GAS TAX | | | |
|--------------------|-------------------|--------------------------------|---------------|----------------------|------------------|------------------------------|---------------------|
| | | | | Annual Revenue | | 20-Year Revenue 1998-2017 | |
| | | | | \$.01/Gal | \$.02/Gal | \$.01/Gal | \$.02/Gal |
| Adrian | | 143 | 0.4% | \$1,200 | \$2,300 | \$23,400 | \$46,900 |
| Jordan Valley | | 502 | 1.4% | \$4,100 | \$8,200 | \$82,300 | \$164,600 |
| Nyssa | | 3,400 | 9.3% | \$27,900 | \$55,700 | \$557,500 | \$1,115,000 |
| Ontario | | 14,364 | 39.4% | \$117,800 | \$235,500 | \$2,355,200 | \$4,710,400 |
| Vale | | 2,500 | 6.9% | \$20,500 | \$41,000 | \$409,900 | \$819,800 |
| Unincorporated Co. | | 15,557 | 42.7% | \$127,500 | \$255,100 | \$2,550,800 | \$5,101,700 |
| TOTAL | 29,896,036 | 36,466 | 100.0% | \$298,960 | \$597,921 | \$5,979,207 | \$11,958,414 |

Road Bond Measure

Local property taxes could be used to fund transportation improvements. Roadway capital improvements are typically funded by a serial levy that implements property taxes for a set period of time, often for a specific set or list of projects. Voter approval is required for serial levies. Since passage of Measures 5 and 47/50, property tax levies are primarily used to support General Obligation bonds that finance transportation improvements, because levies for bonded indebtedness are exempt from property tax limitations.

Table 8-6 summarizes a range of road bond options based on the rate of added bond indebtedness ranging from \$.25 to \$.60 per \$1,000 assessed property value. The estimated 20-year revenues from county-wide bond measure options ranges from \$5.5 to \$13.1 million. Revenues allocated to unincorporated Malheur County range from \$2.3 to \$5.6.

Summary

A summary of the estimated revenues generated by the county-wide funding sources described above is provided in Table 8-7. Annual, five-year and 20-year revenues are listed in the table,



Table 8-6
Road Bond Option

| ROAD BOND OPTIONS | | | | | | | | | | |
|---------------------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|---------------------|
| 20-Year Revenues* | | | | | | | | | | |
| Rate per \$1,000 Assessed Value | | | | | | | | | | |
| Jurisdiction | Future | | \$0.25 | \$0.30 | \$0.35 | \$0.40 | \$0.45 | \$0.50 | \$0.55 | \$0.60 |
| | Population | Distribution | | | | | | | | |
| Adrian | 143 | 0.4% | \$21,400 | \$25,700 | \$29,900 | \$34,200 | \$38,500 | \$42,800 | \$47,000 | \$51,300 |
| Jordan Valley | 502 | 1.4% | \$75,100 | \$90,100 | \$105,100 | \$120,100 | \$135,100 | \$150,100 | \$165,200 | \$180,200 |
| Nyssa | 3,400 | 9.3% | \$508,500 | \$610,200 | \$711,900 | \$813,500 | \$915,200 | \$1,016,900 | \$1,118,600 | \$1,220,300 |
| Ontario | 14,364 | 39.4% | \$2,148,100 | \$2,577,700 | \$3,007,400 | \$3,437,000 | \$3,866,600 | \$4,296,200 | \$4,725,800 | \$5,155,500 |
| Vale | 2,500 | 6.9% | \$373,900 | \$448,600 | \$523,400 | \$598,200 | \$673,000 | \$747,700 | \$822,500 | \$897,300 |
| Uninc. Co. | 15,557 | 42.7% | \$2,326,500 | \$2,791,800 | \$3,257,100 | \$3,722,400 | \$4,187,700 | \$4,653,000 | \$5,118,400 | \$5,583,700 |
| TOTAL | 36,466 | 100.0% | \$5,453,433 | \$6,544,120 | \$7,634,806 | \$8,725,493 | \$9,816,179 | \$10,906,866 | \$11,997,553 | \$13,088,239 |

* Based on a 1996/1997 Total Assessed Valuation of \$1,090,686,597.



and were used in the process of matching the scope and timing of transportation system needs in Malheur County, with the appropriate type and mix of new funding sources. Table 8-8 summarizes the recommended funding sources (and their implementation period) which include the following:

- \$.01 per Gallon, County-wide Local Gas Tax over the next 20 years;
- \$10 per year, County-wide Vehicle Registration Fee over the next 20 years; and,
- \$0.55 per \$1,000 assessed value, Road Bond over the last 10 year period.

The county-wide local gas tax and vehicle registration fee rates, coupled with the current statewide rates, appear to be minimal when compared to other states and jurisdictions. Each measure generates significant revenue, both for the County and cities, and should be relatively stable over the 20-year lifetime of the TSP.

Currently, many of the cities and unincorporated areas of Malheur County have a number of local and county-wide programs funded through property taxes. The introduction of a new county-wide road bond might receive significant opposition within the next few years, but could be well received towards later years in the TSP time frame. To generate the remaining revenue needs within the 20-year TSP, a county-wide road bond levied at \$0.55 per \$1,000 assessed value over the last 10 years is needed.

**Table 8-7
Estimated Revenue from Additional Funding Sources**

| Funding Source and Rate | ADDITIONAL REVENUE | | |
|--|--------------------|-------------|--------------|
| | Annual | 5-Year [2] | 20-Year |
| County-Wide Local Gas Tax [1] | | | |
| \$.01 per gallon | \$298,960 | \$1,494,802 | \$5,979,207 |
| \$.02 per gallon | \$597,921 | \$2,989,604 | \$11,958,414 |
| County-Wide Vehicle Registration Fee [1] | | | |
| \$10 per year | \$370,400 | \$1,903,174 | \$8,382,000 |
| \$20 per year | \$740,800 | \$3,806,349 | \$16,764,000 |
| County-Wide Road Bond | | | |
| \$.25 per \$1,000 assessed value | \$272,672 | \$1,363,358 | \$5,453,433 |
| \$.30 per \$1,000 assessed value | \$327,206 | \$1,636,030 | \$6,544,120 |
| \$.35 per \$1,000 assessed value | \$381,740 | \$1,908,702 | \$7,634,806 |
| \$.40 per \$1,000 assessed value | \$436,275 | \$2,181,373 | \$8,725,493 |

[1] Based on 20-year growth in registered vehicles, commensurate with forecasted population growth.
 [2] Revenue projections for 1998-2002.



**Table 8-8
Recommended Funding Sources**

| Funding Source/ Rate | ADDITIONAL REVENUE | | | | | |
|---|--------------------|------------------|--------------------|--------------------|--------------------|--------------------------|
| | Adrian | Jordan Valley | Nyssa | Ontario | Vale | Uninc. Malheur County |
| County-Wide Local Gas Tax - 20 Years [1] \$0.01 per gallon | \$23,400 | \$82,300 | \$557,500 | \$2,355,200 | \$409,900 | \$2,550,800 |
| County-Wide Vehicle Registration Fee - 20 Years [1] \$10 per year | \$32,900 | \$115,400 | \$781,500 | \$3,301,700 | \$574,600 | \$3,575,900 |
| County-Wide Road Bond - 10 Years (2008-2017) \$0.55 per \$1,000 assessed value | \$23,500 | \$82,600 | \$559,300 | \$2,362,900 | \$411,250 | \$2,559,200 |
| Total Revenue | \$79,800 | \$280,300 | \$1,898,300 | \$8,019,800 | \$1,395,750 | \$8,685,900 |
| Malheur County Transportation System Needs (unincorporated area) | | | | | | \$8,620,000 |

[1] Based on 20-year growth in registered vehicles, commensurate with forecasted population growth.

The Malheur County TSP Financial Plan, summarized previously in Table 8-1, includes the proposed local revenue sources utilizing the recommended local gas tax, vehicle registration fee and road bond funding measures. As only one scenario among many, these financing measures together provide the level of local funding to pay for needed transportation system improvements in rural Malheur County. They also raise significant revenues for transportation system improvements within each of the municipalities.

The diversification of residential, commercial/industrial and agricultural activities in Malheur County makes it difficult to translate the real, added cost of new transportation funding measures. The valuation of homes and industry vary greatly across the County, as do the current property tax levels. For the purposes of illustrating the impact of these new funding measures a simplified summary is provided based on a typical¹ household (dwelling) in Malheur Country. Table 8-9 summarizes the added expenses for a "typical" dwelling to pay for needed transportation system improvements in the unincorporated areas of Malheur County through these measures. Beginning in 1998, each typical dwelling would pay \$42.22 per year in added local gas tax and vehicle registration fees. Beginning in 2008, the 10-year Road Bond would add \$66.00 in local property tax to the local gas tax and vehicle registration fees, totaling \$108.22 in annual expense to the typical dwelling.

¹ Single-family dwelling assessed at \$120,000, with 2 automobiles accumulating 20,000 miles per year at 18 miles per gallon.

**Table 8-9
Added Cost of New Transportation Funding Measures**

| New, County-Wide Transportation Revenue Measures | Added Annual Expense (1997 dollars) for Typical Dwelling | |
|---|--|-----------------|
| | in 1998 | in 2008 |
| | \$22.22 | \$22.22 |
| 20-Year Local Gas Tax (\$.01/gal) | | |
| 20-Year Local Vehicle Registration Fee (\$10/year) | \$20.00 | \$22.00 |
| 10-Year ² Road Bond (\$.55 per \$1,000 assessed value) | | \$66.00 |
| TOTAL | \$42.22 | \$108.22 |

Additional evaluation of the economic impact of any new tax and bonding measures, particularly a local gasoline tax should be completed before a public vote and eventual implementation (assuming voter approval). Furthermore, the introduction of new local funding measures will require significant public support. Those measures adopted by the County will require definition of local programs to administer the fee and/or tax collection programs.

Malheur County should continue to explore state and federal funding opportunities to meet its long-term transportation needs. State funding is available for funding bike lane modifications, with a state requirement that one percent of the State Highway Fund be spent for the development of pedestrian and bikeways. Federal ISTEA programs include the Surface Transportation Program that provides funds for any road not classified as a local or rural minor collector. The Transportation Enhancement Program provides funds for enhancing pedestrian and bicycle facilities, landscaping and other scenic beautification, and improvements to scenic or historic sites. This program may be a source of funds for projects that include adding bicycle lanes, sidewalks and off-road pathways. The Highway Enhancement Program provides funds for safety improvement projects on public roads. All of these programs are coordinated through the ODOT Region 5 staff and must be included in the STIP.

² 2008-2017.