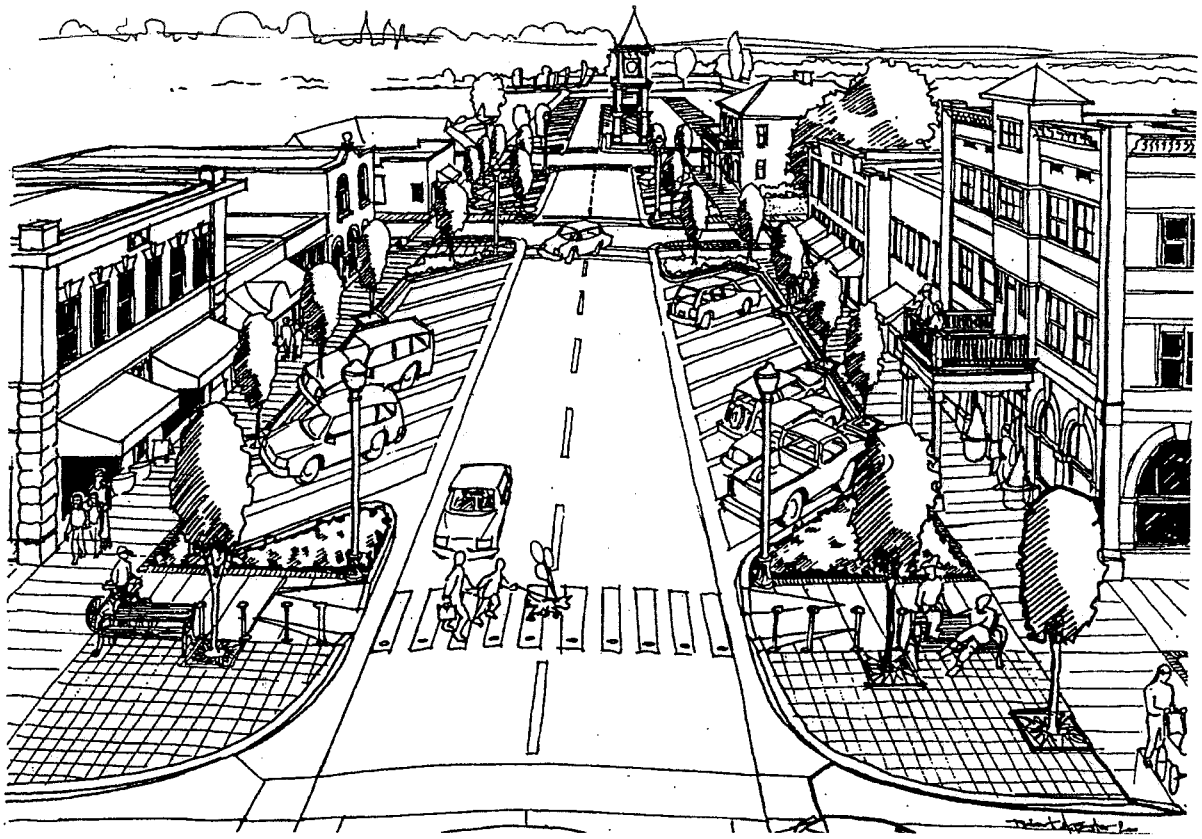
CITY OF VALE

DOWNTOWN MASTER PLAN



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I. PROJECT OVERVIEW

The primary objective of the Vale Downtown Master Plan is to develop a schematic "main street" plan for Vale's downtown highway facilities. In 1998 the Oregon Transportation commission approved two projects in the downtown Vale area, totaling $5,360,000. The Projects are intended to improve the pavement condition and safety on both couplets through Vale and construct pedestrian facilities to include curbs, walks, and gutters on both Highway 20 couplets (Washington Street and "A" Street). In addition, The City of Vale applied for and was awarded a $800,000 grant to add decorative lighting and other features to the downtown historic district. These improvements are planned to be constructed in 2002.

The schematic "main street" plan includes an analysis and recommendations for blending land use and transportation planning in downtown Vale. This is an opportunity to strengthen the downtown while balancing housing, employment, and community needs with highway capacity issues, access management and business needs. It is recognized that the Vale "main street" area is an important community focus and center of activity.

The Project Management Team initially defined the limits for the schematic "main street" plan to include Highway 20 (westbound Washington Street and eastbound "A" Street) from the Malheur River bridges at the east end of downtown to the west end of downtown at the intersection of Washington Street, "A" Street, and Graham Blvd. In addition, the downtown master plan provides design recommendations for the north-south oriented Main Street from Washington Street south to Wadleigh Park. The Master Plan also address street standards for local streets.

When implemented, the Downtown Master Plan will improve safe and convenient pedestrian, bicycle, and vehicular access throughout the downtown area. The plan recommends:

- pedestrian-friendly streets,
- safe and efficient multi-modal access to and through the downtown,
- integration and connectivity with adjacent neighborhoods and,
- efficient performance of transportation facilities and services.

The Vale Downtown Master Plan will strengthen the capability of Vale to effectively manage growth, integrate transportation and land use planning, encourage transportation-efficient land uses, comply with the State Transportation Planning Rule (TPR), and meet the objectives of the Vale Transportation System Plan (TSP).

II. EXISTING CONDITIONS / OPPORTUNITIES & CONSTRAINTS ANALYSIS

EXISTING CONTEXT

In order to prepare plans and designs for a city, it is initially important to gain an understanding of the existing context of the city. This section identifies the existing physical layout of Vale. This includes the primary features that provide the urban design framework, i.e. identification of the primary street layout, neighborhoods and land uses, activity centers and pedestrian generators, and other major features.

Highway 20 - "A" Street and Washington Street Corridor

Highway 20 is the primary physical element of the town of Vale. Highway 20 consists of the east-bound "A" Street and west-bound Washington Street. This is a one-way couplet system that extends approximately one-mile from the Malheur River bridges at the east end to the "A" Street/Washington Street/Graham Blvd. intersection at the west end. Both "A" Street and Washington Street consist of two travel lanes with parallel parking on both sides of the street. "A" Street and Washington Street are the primary carriers of through traffic and local traffic. The focus of this study is to improve vehicular, bicycle, and pedestrian safety along the "A"/Washington couplet system.

The downtown core generally extends along "A" Street and Washington Street between Glenn Street (Hwy. 26) to the east and West Street to the west. The downtown area includes a mixed use character including retail, office, residential, and vacant lots and buildings. The intersection of "A" Street and the north-south oriented Main Street is the historical town center. Downtown Vale has a historic character with historic buildings and numerous murals that primarily depict the Oregon Trail theme.

Other Primary Physical Elements

Main Street
The north-south oriented Main Street is the historic main street of Vale and located on the Oregon Trail. Historic buildings are located along Main Street, including the Stone House (now a museum) built in 1872 and the Hotel located at the southwest corner of Main and "A" Streets (currently vacant). Land uses along Main Street are primarily retail and office. Main Street has diagonal parking.

Highway 26
Highway 26, also referred to as Glenn Street and the John Day Highway, is a north-south oriented highway located near the eastern end of Vale.

The Malheur River
The Malheur River forms the eastern edge of Vale, flowing in a south-to-north direction. A tributary of the Malheur River forms the southern edge of Vale.

The Railroad
The railroad is oriented northeast-southwest and is located north Washington Street.

The Airport
The local airport is located just south of Vale with access via West Main Street.

Land Use Districts and Neighborhoods

Aside from the downtown area, seven land use districts/neighborhoods are identified.

The *South Neighborhood* is located in the south central and southeastern part of Vale, south of "A" Street and east of Wadleigh Park. The South Neighborhood primarily consists of residential uses with older housing stock and the three schools.

Wadleigh Park and the *Rodeo Grounds* are located in the southwestern part of Vale at the south end of Main Street and just west of the Malheur River. The parks provides open space and recreational including playfields and the rodeo grounds.

The *West Neighborhood*, located north of the railroad and west of 17th Street is an older residential neighborhood.

An *Industrial Area* is located north of the railroad between 17th Street and 14th Street.

The *North Neighborhood* is a new single family residential area located north of the railroad and west of Highway 26.

The *North-Central Neighborhood* fronts on Washington Street and includes older residential housing with good connection to the downtown area.

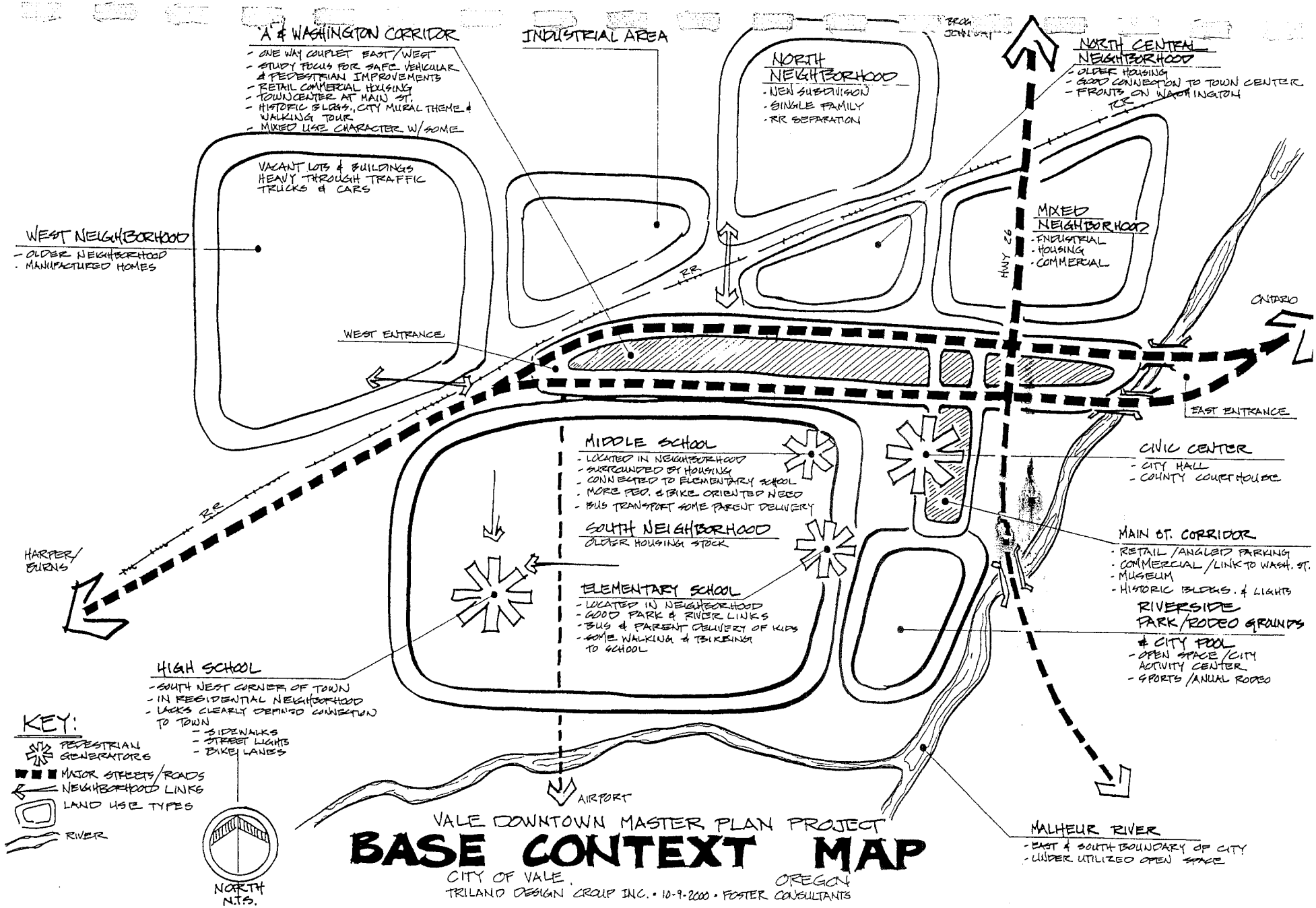
A *Mixed Neighborhood* bisects Highway 26, north of the railroad, and includes industrial, commercial, and residential uses.

Activity Centers and Pedestrian Generators
In addition to the downtown core, four activity centers/pedestrian generators were identified.

The *Civic Center*, located on "B" Street west of Bryant Street, includes Vale City Hall and the Malheur County Courthouse.

The South Neighborhood includes the elementary, middle, and high schools. The *Elementary School* and *Middle School* are located in a residential neighborhood which provides the opportunity for children to walk and bike to school. There is good linkage from the schools to the park and river. Good bus and parent delivery is provided.

The *Vale High School* is also located in the southwest corner of town in the residential neighborhood. The High School currently lacks clearly defined transportation connections to other parts of the town, i.e. lack of sidewalks, street lights, and bicycle lanes.



VALE DOWNTOWN MASTER PLAN PROJECT

BASE CONTEXT MAP

CITY OF VALE, OREGON

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EXISTING TRAFFIC AND ROADWAY CONDITIONS

This section summarizes the assessment of existing traffic and roadway conditions along Hwy. 20 (Washington Street and A Street) through the study area of downtown Vale. The objective of this task is to establish baseline traffic conditions and operational issues that will be used to assess future traffic volumes and needs throughout the study area. Major findings of this assessment include:

1. Traffic volumes through Vale are relatively low. However, trucks make up about 10 percent of the daily traffic along Hwy. 20. Truck maneuvers are critical at the intersection of Hwy 20. and Hwy. 26 (John Day Hwy.) at the east end of Vale. This will increase when the industrial land north of the City develops. Traffic speeds in Vale are relatively high for a downtown area. The low volumes and wide street widths tend to contribute towards this.
2. Almost all of the streets within the study area contain sidewalks. Light pedestrian activities were observed throughout the downtown area. Most of these activities were to/from the government facilities along B Street and commercial use along A Street in the downtown core. Pedestrian activities at the ends of the City were minimal.
3. Most streets in the study area have on-street parking. There are no major off-street municipal parking area, except to the south of the downtown core along Main Street at the City Park. However, the City does contain several parking areas along Washington and A, such as at the Churches on the west side of Vale, that could be used for major events. Residents and staff told us that the downtown area needs more convenient on-street parking areas. Finally, truck parking along Washington Street at the west side of Vale is problematic.

The following paragraphs document the information reviewed, analyses, results, and major findings.

Roadway Characteristics

The Street Classifications Plan is identified in the Transportation Systems Plan (TSP). Throughout most of the study area, both Washington and A Street contains two lanes (one in each direction) with parking on both sides. They are both 60 feet wide, except on the east side of Vale. No intersections have any turn lanes. Most minor streets contain two lanes and are 38 feet wide. Parking is permitted along most of the study area.

Pedestrian and Bicycling Facilities

The Pedestrian Plan is identified in the TSP. Almost all sections of the study area have sidewalks or walking areas. Marked pedestrian crosswalks are present at several intersections in the downtown core, particularly across "A" Street. Most street corners along these two streets do not have handicap ramp treatments. No bicycle lanes are marked in the study area. Light pedestrian activities were observed in the downtown core to/from the municipal buildings and nearby restaurants and business. Also, children were observed walking to school along the southern sections of the study area. With the high speeds noted above, walking across "A" Street can be hazardous.

Other Features

The City of Vale has two state routes on the east end, Hwy. 20 and Hwy. 26 (John Day Highway). A high-speed ramp is provided for westbound Hwy. 20 to northbound Hwy. 26 traffic, particularly trucks. City and ODOT staff have indicated that this ramp is problematic because of the lack of a proper merge area and the higher percent of trucks. Many have recommended that this ramp be closed and all traffic travel through the intersection of Hwy. 20/Hwy. 26 to the west. Finally, the Washington Street/A Street/Graham Blvd. intersection at the west end of Vale forms a non-standard intersection. Drivers traveling eastbound along Graham Blvd. have a tendency not to fully stop at Hwy 20. and cut across traffic.

Existing Traffic Volumes and Peak Hour Operations

Traffic Volumes

Traffic volume counts were not performed for this study, however the study area was observed during three afternoon periods during the week of August 31 through September 4, 2000 which was Labor Day weekend. Traffic levels were lower than usual due to recreation areas being closed due to poor weather and fire hazard conditions. Instead, past traffic counts, performed in the study area in June 2000, were used as shown in Table 1. These data include 6 AM to 8 PM vehicle turn movement counts including vehicle classifications. It should be noted that ODOT maintains a 24-hour traffic counting station at Cairo Junction (#23-006) to the east of Vale along Hwy 20. Reviewing data from this station revealed that June was a peak month for traffic. Thus, general observations of traffic were conducted, but traffic counts were not repeated. For comparison, Table 1 also includes traffic volumes from the previous TSP study that were performed in 1997. Comparing these two sets of counts found that the June counts are higher than the TSP counts, but this likely reflects seasonal variation. Data from the Cairo Junction count station reveals that average daily traffic (ADT) volumes have remained relatively constant during the last several years. Consequently, the PM peak hour traffic volumes taken in June can be considered to be the 30th highest design hour volumes for this assessment.

Finally, two observations about traffic flows are very important to the future plan for Vale. First, about 10 percent of vehicle traveling along Hwy. 20/Hwy. 26 are large trucks. These trucks will impact the design characteristics of future streetscape plans and require special parking areas. Second, most vehicles are simply passing through Vale and do not stop. Many vehicles are traveling well above the 25 MPH speed limit. The wide street cross-section along Washington and A Street also may contribute to higher driver speeds.

Peak Hour Traffic Operations

Traffic conditions at the major intersections that are shown in Table 1 were analyzed during the AM peak hour and the critical PM peak hour. Intersection operational analyses were conducted using the procedures in the 1997 Highway Capacity Manual (HCM) for evaluating unsignalized intersections, which describe the traffic operations of an intersection in terms of its Level of Service (LOS). The Level of Service (LOS) criteria range from "A", which indicates little, if any, delay, to "F", which indicates that vehicles experience long delays. Table 1 shows the results of the both peak hour periods. All intersections were estimated to operate at LOS C or better. The only vehicle queuing observed, which was minor, was southbound along the Hwy. 26 at Hwy. 20.

Table II-1: 2000 Levels of Service

Intersection	AM Peak Hour		PM Peak Hour	
	Minor Street Stop Control			
	Avg Vehicle Delay (Sec/Veh)	LOS	Avg Vehicle Delay (Sec/Veh)	LOS
Hwy. 20/Hwy. 26 (Westbound)	12.0	B	13.5	B
Hwy 20/Hwy. 26 (Eastbound)	11.5	B	1.3	C
Hwy 20/Graham Blvd.	11.6	B	17.8	C

Traffic Safety

Accident records for the most recent three years of available data (January 1997 to December 1999) were obtained from ODOT files along Highway 20. Only 15 accidents were reported in the study area and Table 2 summarizes these data. The majority of reported accidents occurred at Main Street and Hwy. 26. Only 3 of these 15 accidents (or 20 percent) resulted in an injury, while 12 involved property damage only. The accident rate for the downtown corridor was 1.63 accidents per million vehicle miles of travel along Washington Street and 2.34 accidents per million vehicle miles of travel along A Street. These rates are typical of other urban arterial roadways throughout Oregon.

Parking

Field reconnaissance found that most streets are marked and permit on-street parking. In addition, there are several off-street parking areas in the downtown core that could be used for special events. These lots are listed in Table 3. Also, the west side of Vale has several larger lots at churches that could be used. (The capacity of these lots was not estimated because they include large unmarked paved/gravel areas.) Another factor is available parking for large trucks. Currently, many trucks park at the west side of Vale along Washington Street, near the diner.

Table II-2: Off-Street Parking Areas in Downtown Core

Uses	Location	# of Parking Spaces
Farmer/Cenex	Glenn/Washington St	12
Pioneer Bank	Longfellow/Washington	10 (Wash.) & 8 (A St)
Schroeder Lawyer	Glenn/A St	7
True Value	Main/Washington St	8
Wilcox-Horse Buggy	Main/Washington St	6 & 10
Barber Shop	Main/A St	16
Welcome Inn	Main/A St	18
Pool/Wadleigh Park	Main/C St	60 (See Back of Map)
Post Office	Longfellow/B St	4
Sheriff	Main/B St	10 & 15
Les Schwab	Main/Washington St	7
Front of Sheriff	Court/B St	5
Malheur County Court House	Bryant/B St	21 & 2 H/C
City Hall	Bryant/B St	23 & 2 H/C
Dairy Queen	Court/A St	7
US Bank	Bryant/A St	13
Davis Photos	Bryant/B St	7
Davis Photos	Holland/B St	6
Family Health	Washington/Smith St	19 & 2 H/C
Apts for the Hearing	Smith/A St	22 & 1 H/C

Transportation Issues

Overall, intersection capacity and safety analysis did not reveal any specific deficiencies. However, there are many local transportation issues that need to be addressed. Observations of traffic operations and discussion with City officials and members of the Advisory Committee (AC) identified the following transportation issues in the study area:

- **Truck Travel along Hwy. 20 and Hwy. 26:** As noted above, about 10 percent of the traffic traveling through the study area are large trucks. This is relatively high. This impacts the design standards that need to be used at major intersections (i.e. Hwy. 20/Hwy. 26) as well as parking areas.

  Possible mitigation measures include: Check truck turning radii at key intersection to evaluate what measures would be appropriate and review truck routes to industrial area on north side of Vale.

- **Truck Parking:** Parking by large trucks at the west side of Vale is unorganized, and haphazard along Washington Street. These trucks interfere with westbound traffic and create sight problems for vehicles entering from side streets and pedestrians.

  Possible mitigation measures include: signing and creating special area for truck and RV parking.

- **Traffic Speeds through Downtown Core:** Although a formal speed study was not conducted, observations found that vehicles were traveling relatively fast through the downtown core. This is hazardous for pedestrians and vehicles turning from side streets. The wide streets and lack of activity tends to contribute to a driver's perception that these higher speeds are appropriate.

  Possible mitigation measures include: Reduce effective roadway width with curb extensions, median islands or entrance treatments, better marking/treatments at key pedestrian crossings, and enforce speed limits.

- **Intersection of Graham Blvd./Hwy. 20:** This intersection forms a non-standard angle and eastbound drivers along Graham Blvd. tend to cut across Hwy. 20 traffic. Several accidents and near misses have been reported at this intersection.

  Possible mitigation measures include: realigning eastbound approach to form a right angle with Hwy. 20.

PARKING INVENTORY/ANALYSIS

Existing On-Street Parking

The core area of downtown, from Washington Street to south of "A" Street, from Glenn Street to Holland Street, has approximately 200 on-street parallel parking spaces. This includes parallel parking on the south side of Washington Street, both sides of "A" Street, four side streets between Washington and "A" which have parallel parking, and Main Street which has diagonal parking. The only designated paved off-street parking within this area is approximately 40 parking spaces located between Glenn Street and Longfellow Street (Pioneer Bank parking).

On-street parking is provided on remaining streets throughout downtown Vale. However, there are many areas that currently are not curbed and have "open" access along the entire or majority of the block frontage. This reduces on street parking availability. The downtown plan will make recommendations for access management – defined property access that is adequate but not excessive.

Parking Adequacy

Currently, the downtown core area (described above) has roughly 90,000 square feet of ground level building area and 30,000 square feet of second level building area resulting in a need for approximately 400 parking spaces at full occupancy. Therefore, downtown revitalization and full occupancy of existing building area will result in the need for approximately 160 additional parking spaces. This will require over 48,000 square feet which is slightly greater than one downtown Vale block. This additional parking need does not account for new building development.

At public meetings, citizens expressed the current need for additional parking. The parking shortage is a result of limited off-street parking. This results in business employees parking on the street. In addition, there are residential dwellings located on the second level above some businesses as well as residences within closed proximity to businesses on "A" and Washington. The combination of business employee and residence parking limits spaces that are available for business patrons.

Typical parking requirements include:
Retail: one parking space per 200 square feet
Office: one parking space per 300 feet
Residential: two parking spaces per dwelling

Assuming a maximum build-out per block (with residential dwellings above retail/office) results in the need for approximately 128 parking spaces per block. (see attached diagram – Max. Development Potential for Typical Downtown Block in Vale / Parking Requirements). A maximum of 64 spaces (½ required) is available within the block and on the street. Therefore off-site parking is required that will consume approximately ½ of a different block.

In conclusion – even with some vacant downtown buildings there is a moderate existing parking shortage in the downtown core. With downtown revitalization and full occupancy of existing buildings, there will be a parking shortage of approximately 160 spaces or the equivalent of one full block. With new building development, there will be an even greater need for additional parking.

Parallel Versus Diagonal Parking on "A" Street and Washington Street

One parking alternative that was discussed at Advisory Committee and public meetings was reconfiguring parking on Washington and "A" streets to diagonal parking. The decision resulted in retaining parallel parking. Although diagonal parking could increase the number of parking spaces up to 50% (increase from approximately 8 parallel spaces to 12 diagonal spaces per block face) there are safety issues associated with diagonal parking. Conflicts between through-traffic and motorists backing into travel lanes creates conflicts and potential accidents. Motorist's visibility is limited when backing out of diagonal parking spaces. This coupled with moving through-traffic on a state highway led to consensus that the parallel parking should be maintained on Washington and "A" streets.

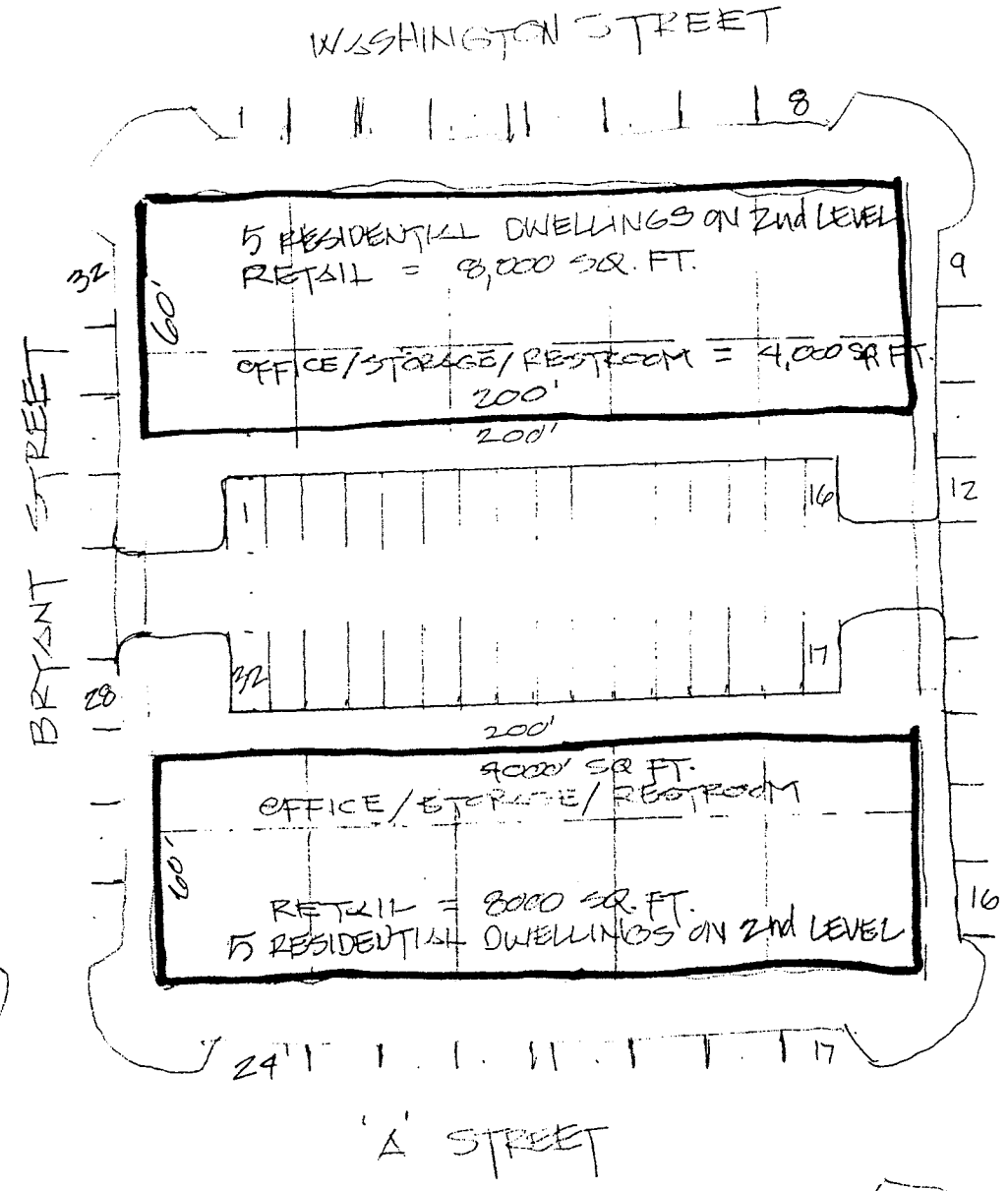
Side Street Parking

Alternative parking configuration from parallel to diagonal was also evaluated on side streets, particularly side streets between Washington and "A". The decision resulted in retaining the parallel parking. The curb-to-curb width of the side streets limits opportunities for diagonal parking. There is only enough width to provide diagonal parking on one side of the street, with one travel lane (one-way street) and parallel parking on the other side of the street. This would result in only two additional parking spaces per block while limiting side streets to one travel lane with one-way traffic. The one exception to this is Main Street which has a greater width and does have existing diagonal parking with two travel lanes.

MAX. DEVELOPMENT POTENTIAL FOR TYPICAL DOWNTOWN BLOCK IN VALE / PARKING REQUIREMENTS

TYPICAL PARKING REQUIREMENTS

RETAIL: 1 SPACE/ 200 SQ. FT.
OFFICE: 1 SPACE/ 300 SQ FT.
RESIDENTIAL 2 SPACES/ DWELLING.



64 parking spaces available on- and off-street
128 parking spaces required.

TRUCK DATA

The 1999 Oregon Highway Plan designates State Highway 20 as a freight system route. In addition, the City identifies the following roads as a truck route:

- 17th Street from north of Hope Street to "A" Street,
- Barkley Street,
- Hope Street,
- 14th Street from Oregon Street to the railroad tracks
- Oregon Street from 14th Street to Highway 26.

Primary freight generators and receivers with truck movement counts:

George's Shop & Rock	6,000 trucks
Ore-Ida Foods	13,000 trucks
Jamieson Produce	9,000 trucks
Dentinger Feed & Seed Co.	8,000 trucks
Amalgamated Sugar co.	17,000 trucks
Total Truck Movement	53,000 trucks

RAIL CROSSINGS

There are three railroad/street crossings in Vale: Highway 26 north of Railroad Avenue, 17th Street north of Harrison Street, and Graham Blvd. near the Highway 20 intersection. The new 17th Street crossing replaced the 14th Street crossing. The only apparent conflict or need for improvement is at the Graham Blvd. crossing. As recommended in the TSP and in this downtown plan, Graham Blvd. is recommended to intersect Highway 20 at a 90 degree angle to accommodate eastbound Graham Blvd. traffic. The TSP also recommends new traffic control equipment (rail signal and crossing arms) at the Graham Blvd. rail crossing.

WEST END ENTRANCE

Recommended improvements at Vale's west end is intended to improve traffic safety and provide an attractive entrance into town. Currently, Graham Blvd. intersects Washington Street at an odd angle creating a dangerous situation for eastbound vehicles crossing Washington Street from Graham Blvd. The plan recommends that eastbound Graham Blvd. traffic turn south on Nachez Street to stop at Hwy. 20 at a 90 degree angle. This will provide better visibility for motorists and eliminate vehicles crossing Washington Street to "A" Street at an odd angle. Westbound Washington Street traffic will be able to access Graham Blvd. using current street alignment.

This improvement also allows for construction of a landscaped median where the Washington Street/"A" Street couplet begins. The landscaped median will be a "gateway" entrance into Vale and should include trees, plants, flowers, ground cover, a "Welcome to Vale" sign, and possibly other graphics and signage identifying Vale attractions, i.e. murals, historic downtown, etc.

INFRASTRUCTURE ANALYSIS

Proposed Sidewalk Width

Existing sidewalk widths through downtown Vale are approximately 10 feet on "A" Street (through the downtown core) and 5-6 feet on Washington Street, the east and west ends of "A" Street, and on side streets. For "A" Street and Washington Street the downtown plan recommends an increased width to 14 feet which will include a 10 foot wide continuous pedestrian access adjacent to the buildings and building entrances, and a 5 foot wide paver/planter zone located adjacent to the curb. The paver/planter zone will contain planter areas, street trees, historic street lights, benches, flowering pots, trash receptacles, bicycle racks, and other street furniture amenities. The wider sidewalk will provide a safer and more pedestrian friendly street character. There is ample room to widen the sidewalk within the existing right-of-way with parallel parking on both sides of the street, one bicycle lane, and two travel lanes.

Potential Stormwater Drainage Considerations

The City of Vale recently evaluated the existing downtown storm drainage system by TV/Video. Results indicate a need to replace portions of the existing system. The increased sidewalk width will require storm drainage improvements, i.e. catch basins with connections to the existing system or relocation of the existing system. Storm drainage design will be included in the engineering design for the street improvements.

Utility Network

Remaining utilities, i.e. water, sanitary sewer, and "soft" or "dry" utilities including power, telephone, gas, cable, etc. exist throughout the downtown area. Primary water lines exist along:

- "A" Street between Sort Street at the east end and Yakima at the west end
- Washington Street from 10th Street to Main Street continuing north on Main Street one block to Harrison Street and west on Harrison to 17th Street.
- 17th Street from Hope Street to "A" Street
- West Main Street from "A" Street to "E" Street
- "E" Street from the High School to Cottage Street
- the south part of town along Cottage, "I", West Main, Ritter, and Airport Road

The City has recently completed water system improvements through portions of Vale. The water line replacement consisted of 22,000 lineal feet of water line, including renovation of the mainline from the Vale airport into town, and pipe replacement along "A", Washington, and Harrison streets.

Main sanitary sewer lines are located on:

- Washington Street from Glenn Street to West Street
- "A" Street from west of Glenn Street to west of Clark Street
- south of "A" on Holland Street
- south of "A between Longfellow Street and Glenn Street
- the north part of town on Water, Morton, 10th, and Foothill streets

Identification of Contaminated Sites

Potential contaminated sites in a downtown are typically where gas stations were once located. Another identified use with potential contaminants is a dry cleaners. Within downtown Vale, there are two gas stations sites that may have underground tanks, leakage, and/or contamination. One is the ex Chevron station located on "A" Street and the gas station located at the northeast corner of Washington Street and Glenn Street.

OPPORTUNITIES & CONSTRAINTS ANALYSIS

This section identifies various physical elements throughout the city of Vale. Please refer to the Opportunities & Constraints Analysis diagram. Identified elements includes streets and accessways, intersections, streetscape and parking, city entrances, natural resources such as the river and vegetation, land uses, screening and landscaping, building treatment, signage, vacant parcels, and other features. Descriptions of the various physical elements are divided into the following geographic sections:

- **The East End of Downtown**
- **Washington Street**
- **"A" Street**
- **Main Street**
- **The West End of Downtown**

Descriptions of each identified element include a list of existing conditions and constraints, and opportunities for physical improvements.

THE EAST END OF DOWNTOWN

East End Island

(east end where Hwy. 20 divides into the one-way couplet system)

Existing Conditions & Constraints

- Unfinished look
- Low maintenance

Opportunities

- Potential Accent Landmark

East End Entrance Feature

(just east of the Malheur River bridges between Washington and "A" Streets)

Existing Conditions & Constraints

- Windswept dry, desert appearance
- Collection of farm implements
- Low maintenance facility

Opportunities

- Add pullout parking
- Add historic lights
- Oregon Trail camp
- Wagon Circle
- Camp Fire

West Bound Bridge

(Washington Street)

Existing Conditions & Constraints

- No superstructure or interesting railings
- Has narrow sidewalks
- No access underneath bridge along either bank

Opportunities

- Potential pedestrian crossing for riverbank path loop
- Potential entrance statement with lights and access treatment on crosswalks

East Bound Bridge

("A" Street)

Existing Conditions & Constraints

- No sidewalks
- No west bank clearance under bridge
- No superstructure or railings of interest

Opportunities

- East bank clearance under bridge
- Potential east bank trail underneath bridge
- Potential historic lighting for gateway to Vale

Malheur River

Existing Conditions & Constraints

- Levee on west bank
- Road on east bank
- Riparian/wetland benches on east and west banks
- Existing hot springs, currently not available as a public amenity due to mushroom plant facility.

Opportunities

- Link to city streets and sidewalks
- Needs for tree planting for shade
- Fishing, canoeing, and hiking potential

- Riverside walk/bike loop using both sides with crossings for pedestrians and bicyclists at the Hwy. 26 bridge and on the west bound bridge
- Interpretive signage with lookout and artifacts
- Jogging facilities
- Bird watching
- Convert hot springs into a public amenity

Grassy Hillside
(east of the Malheur River, south of "A" Street)

Existing Conditions
- Open space
- Ease edge of Vale
- Sense of enclosure
- East terminace

Opportunities
- Landmark for town
- Maintain as open space

East End Trees
(various groups of trees between the river and Glenn Street)

Existing Conditions & Constraints
- Form edge of city
- Makes good entrance to town

Opportunities
- Needs additional planting for structure of streets especially on west bank of river, north of westbound bridge.

By-Pass Link
(connects westbound Hwy. 20 to northbound Hwy. 26; known locally as the "swoosh")

Existing Conditions & Constraints
- Cuts through blocks
- Limits access and use of open spaces
- Cuts off businesses

Opportunities
- Remove and join adjacent parcels
- Create village green area for east end of town

Glenn Street
(also called Hwy. 26 and the John Day Highway)

Existing Conditions & Constraints
- Traffic light at intersection of Hwy. 26 and Hwy.20

Opportunities
- Wider radius for truck turning at NE and NW corners
- Crosswalks
- New buildings

WASHINGTON STREET

Washington Street
(from Glenn Street to the west end of Vale)

Existing Conditions & Constraints
- Large trucks moving fast
- No enclosure (one-way couplet with "A" Street)

Opportunities
- Curb extensions at corners to match "A" Street
- Street trees, sidewalks, crosswalks, historic lights, parallel parking, parking bays, bicycle lanes
- Building infill at row line
- North side awnings
- Screening of exterior storage and equipment yards with landscape and fencing

Storage Yard
(NE corner of Washington St. and Longfellow St.)

Existing Conditions & Constraints
- Open storage eye sore
- Poor fencing
- Bad image for town

Opportunities
- Screen, improve fencing and landscape

17th Street

Existing Conditions & Constraints
- Extended across railroad tracks to north neighborhood
- 14th Street being closed
- Direct link to town center

Opportunities
- Add sidewalks to north neighborhood

Gravel Truck Parking
(north side of Washington St. between Yakima St. and West Main St.)

Existing Conditions & Constraints
- Open lot parking
- Pull-out with gravel surface
- May be on railroad property

Opportunities
- Design parking for pull through truck parking, pave, and stripe
- Limit curb cuts for ingress and egress
- Parking islands for trees

West Street

Existing Conditions & Constraints
- Link to north
- Important return street to urban center

Opportunities
- Improve intersection with curb returns, crosswalks, and strong visual indicators

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"A" STREET

"A" Street Downtown Core
(from Glenn Street to West Main Street)

Existing Conditions & Constraints
- Existing sense of urban downtown between West Street and Glenn Street
- Wide thoroughfare with some street trees
- Fast moving truck and car traffic

Opportunities
- Traffic calming with curb extensions between Cottage Street and Glenn Street, street trees, crosswalks, and defined parallel parking
- Historic period lights with addition of awnings on north side buildings
- Maintain historic character of buildings
- Add blade signs (projecting signs attached to building facades)
- Maintain murals and encourage more as the downtown theme

"A" Street West End
(west of West Main Street)

Existing Conditions & Constraints
- More neighborhood character or residential scale

Opportunities
- No curb returns
- Sidewalks away from curb
- Street trees in planter strip
- Parallel parking defined by striping only

"A" Street – West End Retail Uses
(south side of "A" between Smith Street and West Main Street)

Existing Conditions & Constraints
- Open parking area

Opportunities
- Limited and joint access to be considered
- Redesign parking to the sides of buildings

Truck Oriented Business
(south side of "A" between Yakima St. and Clark St.)

Existing Conditions & Constraints
- Outdoor equipment storage
- Eye sore
- Unorganized access and parking
- Street used as equipment storage
- Poor entrance to town

Opportunities
- Screen, fence, and landscape
- Clean up storage yard
- Redesign parking and use alley as joint access

Vale Oregon Irrigation District (V.O.I.D.)

Existing Conditions & Constraints
- Lacks connectivity with town center
- Open parking and yard storage

Opportunities
- Limit curb cuts
- Add screening with planting and fencing
- Add buildings at corners to reinforce urban center

MAIN STREET

Existing Conditions & Constraints
- Center of town
- Civic corridor, hotel, museum, and park
- Angled parking
- Historic street lighting

Opportunities
- Potential angled parking on other streets
- Extend historic lights on Main Street, Washington Street, "A" Street, "B" Street, and cross streets
- Curb extensions
- Accent pavement at intersections and along sidewalks

THE WEST END OF DOWNTOWN

Washington/"A"/Graham Intersection

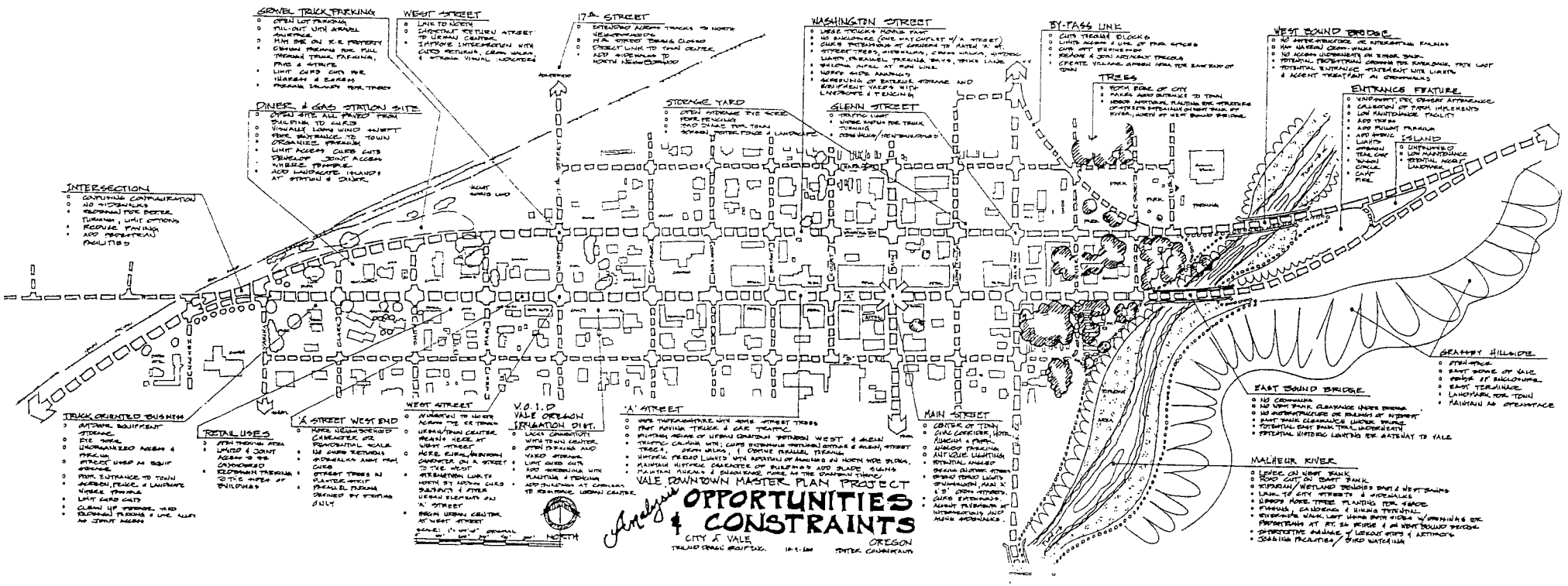
Existing Conditions & Constraints
- Confusing configuration
- No sidewalks

Opportunities
- Redesign for better and safer turning, limit options
- Reduce paving
- Add pedestrian facilities

Diner & Gas Station Site

Existing Conditions & Constraints
- Open site all paved from building to curb
- Visually looks windswept

Opportunities
- Improve visually as part of entrance or gateway into Vale
- Organize parking
- Limit access, curb cuts, develop joint access where possible
- Add landscape islands at station and diner


GRAVEL TRUCK PARKING
WEST STREET
17A STREET
WASHINGTON STREET
BY-PASS LINK
WEST BOUND BRIDGE
DINER & GAS STATION SITE
STORAGE YARD
GLENN STREET
TREES
ENTRANCE FEATURE
ISLAND
INTERSECTION
TRUCK ORIENTED BUSINESS
RETAIL USES
'A' STREET WEST END
WEST STREET
V.O.I.D. VALE OREGON IRRIGATION DIST.
'A' STREET
MAIN STREET
EAST BOUND BRIDGE
GRAVELY HILLSIDE
MALHEUR RIVER
NORTH
Analysis
OPPORTUNITIES & CONSTRAINTS
CITY OF VALE, OREGON
VALE DOWNTOWN MASTER PLAN PROJECT

VACANT LOTS & REDEVELOPMENT POTENTIAL

The following sites throughout the downtown area have been identified as vacant or appropriate for redevelopment. These sites are identified on the Opportunities and Constraints Analysis diagram and should be evaluated by the City of Vale as future needs for public facilities and/or parking arise.

- Both sides of Longfellow Street between "A" Street and "B" Street
- One parcel the south side of Washington Street between Main Street and Longfellow Street
- South side of Washington Street between Court Street and Main Street
- SW corner of Washington Street and Court Street
- South side of Washington Street between Holland Street and Bryant Street
- NE corner of Washington and Cottage Streets.
- NE corner of "A" Street and Cottage Street
- NE corner of Washington Street and 17th Street
- NW corner of Washington Street and 17th Street
- SE corner of "A" Street and West Main Street

HISTORIC CONCERNS

Downtown Vale does have historical significance. The ODOT Request for Determination of Eligibility (DOE) identifies the *Vale Commercial Historic District* as "A" Street and the north side of "B" Street between Holland and Main; and on Main Street S. from "A" Street to the south side of "B" Street. The DOE states that the Historic District is locally significant under National Register Criterion A as a major shipping and distribution center for Malheur County's surrounding agricultural industries, and under Criterion C as an excellent collection of commercial buildings erected over a 128-year period that depict a variety of building materials, types, and styles.

Main Street is a north-south oriented street that connects the City's Wadleigh Park at the south end to the historic location of the railroad depot at the north end. Vale is often referred to the town that grew up on The Oregon Trail. Main Street was built along the Oregon Trail. Today the east-west oriented "A" and Washington Streets (Highway 20) are the heavily traveled streets with commercial uses, particularly "A" Street within the Historic District. The "A" Street/Main Street intersection is considered the center of Vale with it's commercial presence and historic buildings.

The DOE identifies 35 buildings within the Vale Commercial Historic District with 25 buildings identified as Contributing buildings to the historic district. Three buildings are listed on the National Register of Historic Places including 123 Main Street (Drexel Hotel or the Vale Hotel), 148 Main Street (First Bank of Vale), and 283 Main Street S. (The Stone House)

Aside from historic building restoration, there are other resources and visual elements that lend cohesiveness to the downtown and should be considered in the Vale Downtown Master Plan. These include awnings, pedestrian paths, street lighting, street trees, street furniture and features, and parking. Historic photographs of downtown Vale identify canvas awnings, sidewalks, curb extensions, single globe street lights, diagonal parking on Main Street, street trees, and other features. Significant historic buildings and features should be preserved and restored where feasible, and downtown improvements should incorporate historic features and elements, specific to Vale.

ODOT's Cultural Resources Specialists and the State Historic Preservation Office (SHPO) recognize that there is a trend to make downtowns less automobile reliant by including street amenities such as curb extensions, trees, stylized light fixtures, and street furniture to regain a pedestrian-friendly atmosphere and enhance activity in the downtown area. There is a concern that if done incorrectly, these streetscape elements can change the ambiance or setting of a historic downtown and alter the town's authenticity and sense of place. Balancing street enhancement projects with sensitivity to the historic nature of the town requires an understanding of what are the special or unique qualities of the town.

The following summary identifies streetscape elements recommended for downtown Vale, identification of whether or not the streetscape element was once present in Vale based on a photograph provided by ODOTs Cultural Resources specialists, and comments from ODOTs Cultural Resources draft slide show narrative.

Table II-3: Summary of Downtown Vale Recommended Streetscape Elements and Historic Preservation

Streetscape Element	Historic Vale (from slide show)	ODOTs Cultural Resources Draft Slide Show Narrative
Awnings	(Do not recall if awnings were seen in the slide or not.)	Awnings have been used throughout history. Although awnings are not really streetscape elements they serve as a transition between the building, the sidewalk, and the street. Use of canvas or vinyl awnings is recommended rather than wood or metal.
Pedestrian Paths		
Sidewalks	Wooden sidewalks	Historic photographs indicate the first sidewalks were constructed of wood planks. In about 1915 concrete sidewalks were added.
Crosswalks	Shown as pathways extending from sidewalks at intersections	Historic views indicate that early cross walks were just worn paths crossing the road. Once the roads were paved most pedestrian crossings were marked by simple lines. A current trend is to make cross walks more visible so that drivers can readily see them.
Curb Extensions	Shown as platform extending from the sidewalk at intersections	Historic photographs indicate that many towns had some sort of sidewalk extensions before the streets were paved. The walkways had a platform that extended from the intersection corners to keep pedestrians out of the mud and dust and to create shorter crosswalks. These features are being reintroduced in the form of curb extensions to provide or increase pedestrian safety and convenience in crossing busy auto-oriented streets.
Historic Street Lighting (identical to those in place at the south end of Main Street and on Washington Street between Glenn St. and Longfellow St. (Pioneer Bank).	Shown hanging over the middle of the street	Historic photographs indicate that early lights were connected by wires stretched over intersections with a small light dangling above the intersection. After concrete sidewalks and roads were paved, which was usually between 1915 and 1925, many towns added decorative street lights along the street. Over time, the old light fixtures were replaced with lights placed on tall poles to provide more illumination for automobiles. In historic downtowns the trend now is to return to the decorative light fixtures to add ambiance to the street. Use of historic light fixtures is recommended if they can be accurately documented through old photographs or records. If there is no evidence that the town had decorative light fixtures, then contemporary fixtures, compatible in scale and colors but do not imitate a historic period, are recommended.
Street Trees	Shown adjacent to sidewalks	A review of historic photographs suggest a pattern of the use of trees in downtown areas. This pattern shows that trees were planted in a number of downtowns before the advent of the automobile, removed when the streets were paved, and sometimes added back during the City Beautiful Movement (1920s) and/or in the late 1970s. Most people love trees because they provide a sense of protection from the elements and automobiles and because they soften the urban environment. However, trees also can hide one of the most important features of a town, the buildings. Consequently, if trees are part of the future streetscape of the town it is recommended that they be carefully placed so that they do not obscure significant architectural features, awnings or signs. Trees do not need to be placed in evenly spaced rows to be effective. Additional narrative addresses tree specie, size, density, spacing, and maintenance.
Street Furniture and Features	Not shown	Historic photographs do not show many example of street furniture, although benches were a common feature placed in front of buildings. Benches provide a place for people to rest and visit and are frequently still in downtowns. Extant features such as fountains, clocks, dates, and sidewalk glass block basement vaults should be retained as they contribute to the identity of downtown. If there is no historic evidence, the use of contemporary furnishings that recall historic styles without imitating them are recommended. Period furnishings create a false emphasis on one favored time period. Placement should not obstruct pathways.

SPECIAL TRANSPORTATION AREA (STA)

The primary objective of managing highway facilities in an STA, as stated in the 1999 Oregon Highway Plan (OHP), is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center. An STA is a highway segment designation that may be applied to a highway segment, when a downtown, business district or community center straddles the state highway within an urban growth boundary or unincorporated community. Direct street connections and shared on-street parking are encouraged in urban areas. Direct property access is limited. Local auto, pedestrian, bicycle and transit movements to the business district are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 mph or less.

The following STA Evaluation Matrix demonstrates that downtown Vale along Highway 20 meets the STA criteria and therefore, is eligible for designation as a Special Transportation Area.

Table II-4: STA EVALUATION

STA STANDARDS/CHARACTERISTICS/CRITERIA	VALE STA CHARACTERISTICS/POTENTIAL
STA STANDARDS	
STAs must be designated in a corridor plan and/or local TSP and agreed upon in writing by ODOT and the local government.	The downtown plan and TSP will recommend an STA designation for Vale.
STAs apply to a highway segment.	The Vale STA will apply to State Highway 20. The boundaries of the STA could coincide with the Downtown Historic District boundaries which includes "A" Street (Hwy. 20) between Holland and Longfellow streets, the north side of "B" Street from Holland to Main streets, and Main Street between "A" and "B" streets (the Historic District also includes the Stone House on Main Street). In addition, it may be appropriate to include Washington Street (westbound Hwy. 20) between Holland and Longfellow streets within the STA.
Direct street connections and shared on-street parking are encouraged.	Existing local streets connect to Hwy. 20 (both eastbound and westbound). Shared on-street parking exists on Hwy. 20 and local streets.
Direct property access is limited.	Vehicular property access to properties on Hwy. 20 is limited between Holland and Longfellow streets. Primary vehicular access is from rear alleys accessed from side streets.
Purchase of access control may be of lesser importance and access to adjacent land use for all modes is a higher priority.	No additional vehicular access on Hwy. 20 within the STA is anticipated.
Redevelopment and in-fill development are encouraged.	There are opportunities for redevelopment and in-fill development in downtown Vale.
Local auto, pedestrian, bicycle and transit movements to the area are generally given more importance than the through movement of traffic.	This is the reason an STA is needed in Vale. There is significant pedestrian, bicycle, and parking in downtown Vale. These modes of transportation currently conflict with through traffic.

STA STANDARDS/CHARACTERISTICS/CRITERIA	VALE STA CHARACTERISTICS/POTENTIAL
STA CHARACTERISTICS	
A compact district located on a state highway within an urban growth boundary (UGB).	Downtown is a compact district located on Highway 20 (eastbound and westbound), primarily located between Holland Street and Longfellow Street.
Local access outweighs the consideration of highway mobility except on designated Freight Highways where accessibility and mobility needs are balanced.	Local accessibility and mobility on Highway 20 is essential to the community. Local access requires Hwy. 20 usage. Freight mobility and through traffic rely on Hwy. 20.
STAs include convenient movement of pedestrians, bicycles, transit, and automobiles.	The commercial establishments located on Hwy. 20 necessitate convenient and safe movement of pedestrians, bicycles, transit, and autos in downtown Vale for both local residents and visitors.
STAs typically have an interconnected local street system to facilitate automobile and pedestrian circulation.	Local streets connect to Hwy. 20
Speed typically do not exceed 25 mph.	Current Hwy. 20 speed limit through downtown Vale is 25 mph and connecting local street speed limit is 25 mph.
People who arrive by car or transit find it convenient to walk from place to place within the area.	The compact downtown area enables people to conveniently walk throughout the downtown.
OTHER STA ATTRIBUTES	
Mixed Uses	Downtown Vale primarily consists of commercial uses with some residential, industrial, and public uses.
Buildings spaced close together and located adjacent to the street with little or no setbacks.	This is particularly the case on "A" Street (eastbound Hwy. 20)
Sidewalks with ample width which are located adjacent to the highway and the buildings.	Existing sidewalks ranging between 6 and 10 foot widths and on "A" Street are located adjacent to the highway and buildings.
Interconnected local street networks to facilitate local automobile and pedestrian circulation except where topography severely constrains the potential for street connections.	Existing grid system facilitates local auto, bicycle, and pedestrian movement. No topographical constraints.
On street parking and shared or general purpose parking lots which are located behind or to the side of buildings.	Existing on-street parking and some general purpose parking behind buildings. Need additional parking.
Convenient automobile and pedestrian circulation within the center and off the state highway.	Existing grid system in place throughout the town enables convenient automobile and pedestrian circulation.

MARKET POTENTIAL

Downtown Vale has potential draw from three different sources: 1) from Vale residents who live, work, and play in Vale; 2) from people who live outside of Vale where Vale is the closest and most convenient place to do commerce and; 3) from visitors, tourists, truckers, and other through-traffic that pass through Vale via Highway 20.

This downtown plan focuses on physical improvements to the primary street system in Vale. This is just one element that leads to downtown revitalization. Safer and attractive streets will help make downtown Vale a desirable place for Vale and surrounding residents to come to and conduct commerce and socialize. As people are attracted to downtown, businesses will flourish, revenue will be generated, and resources will come available for additional downtown improvements. New businesses will appear offering residents and visitors an increased variety of goods and services.

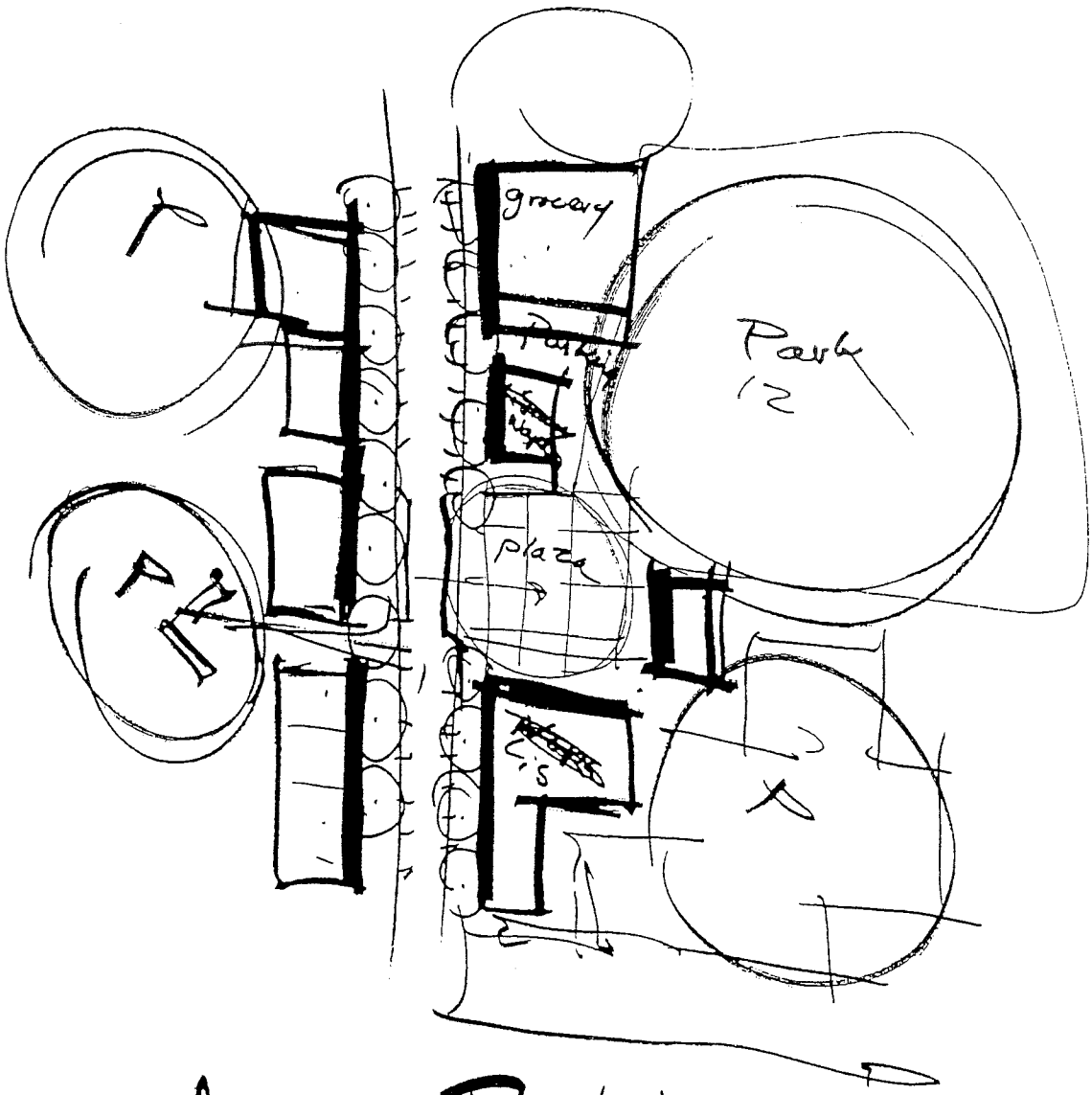
Vale has a history and "Oregon Trail" theme that is a current attraction. This history and theme is demonstrated with the many murals that are seen throughout town, and historic buildings, i.e. the Stone House Museum. Streetscape improvements will enhance and compliment the historic Oregon Trail theme.

There are other opportunities for Vale to become more of an attraction, a destination, and an improved place for commerce. These opportunities range from developing a niche market, i.e. crafts, just as some communities have focused their revitalization efforts on a specific niche, i.e. Joseph, OR with arts and bronze sculpture, and other communities with an antique niche. Significant physical features are another method for attracting people to a community. Vale may have an opportunity at some point in the future to develop the hot springs located near the Malheur River as a public amenity and attraction.

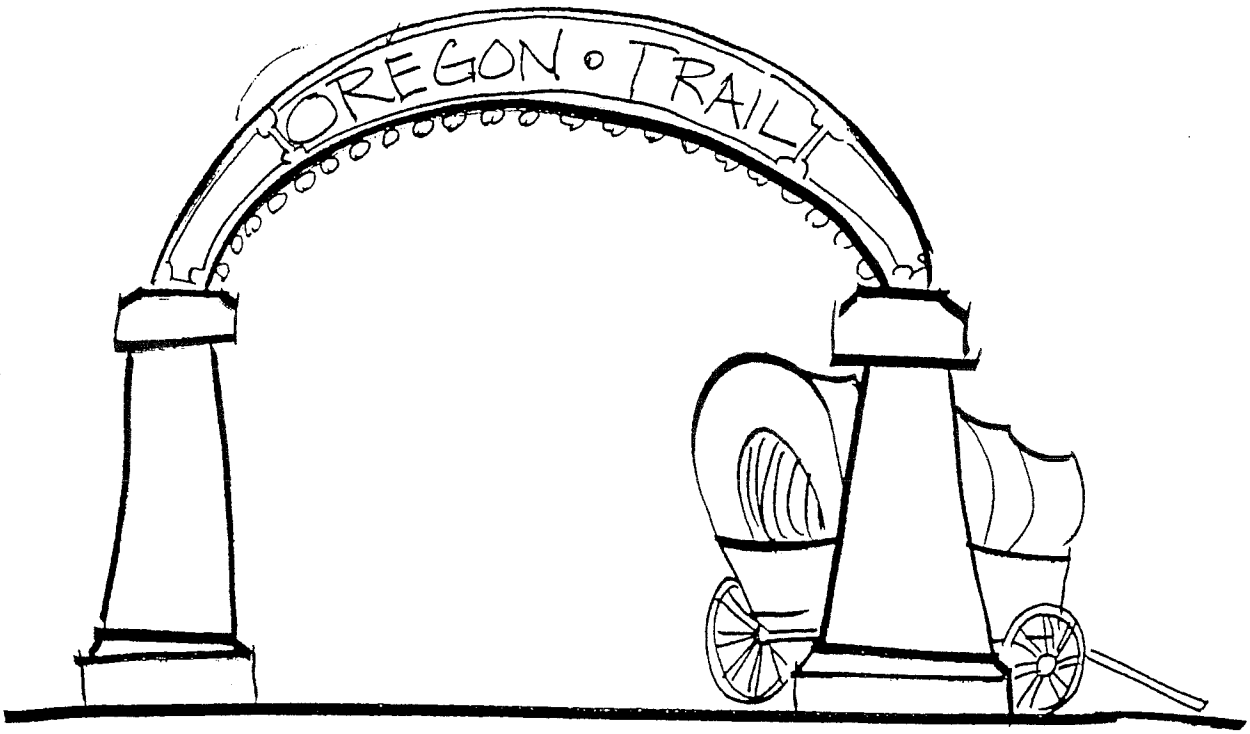
DIAGRAMS

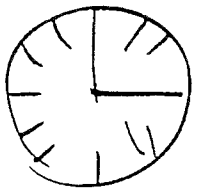
Following are 18 diagrams that address site specific issues, transportation improvement alternatives, and downtown improvement ideas including:

- Rear Area Parking Diagram
- Entrance Diagram
- Street Tree Diagram
- Urban Concept Diagrams (3)
- Two-way System Diagram
- Parallel Parking Diagram
- Diagonal Side Street Parking Diagram
- Center of Street Parallel Parking Diagram
- Center of Town Diagram
- Activity Center/Attractors Diagram (2)
- Urban Elements Diagram
- Activity Generator Concept Diagram
- Urban Landmark Concept Diagram
- Street Furniture Diagram (2)



Rear Area Parking Diagram



Time  Staging

Money $

"Do it ourselves!!"

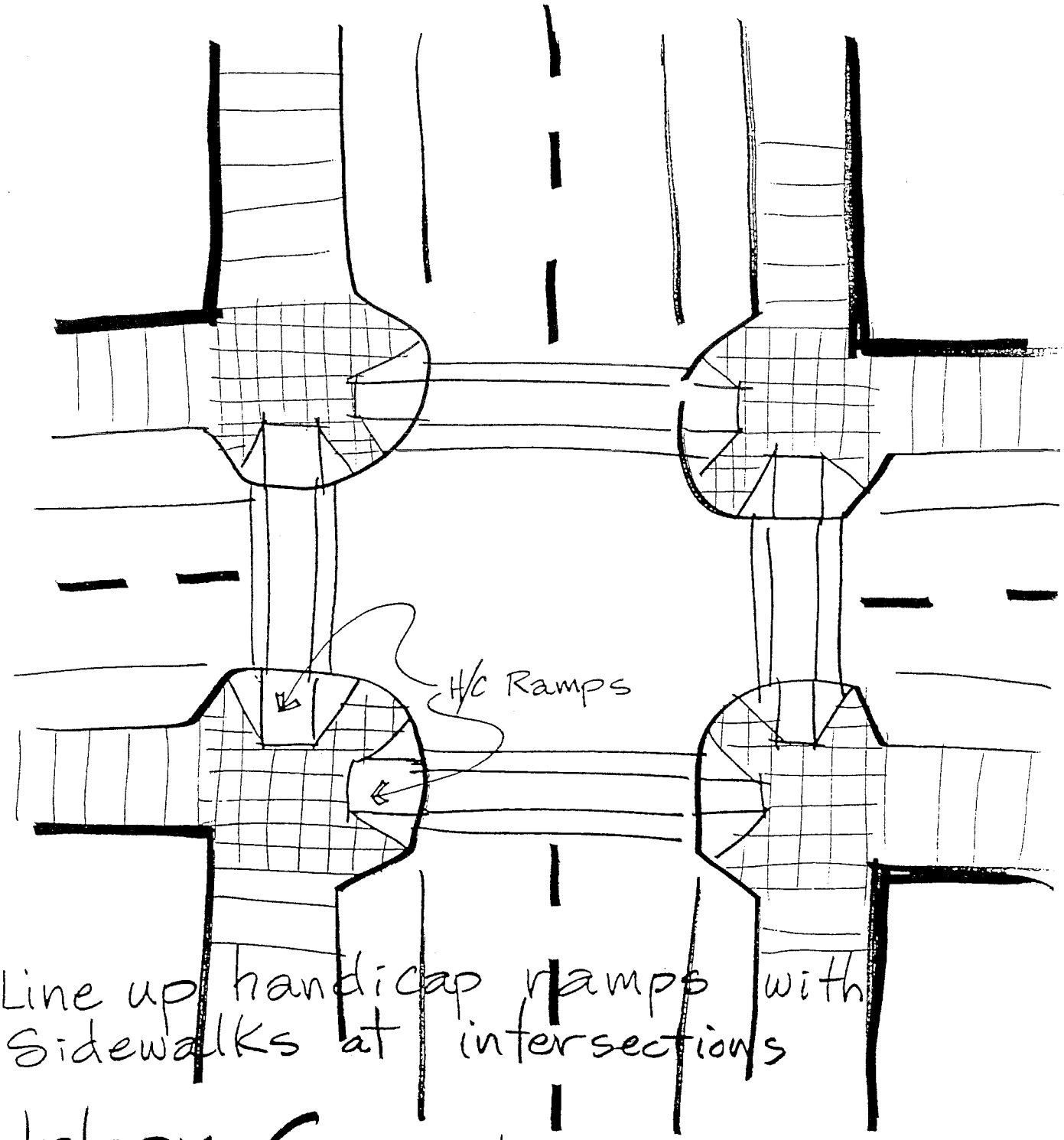
Entrance Diagram

Parking

- Local Residents off street req.
- Enforced Time on street

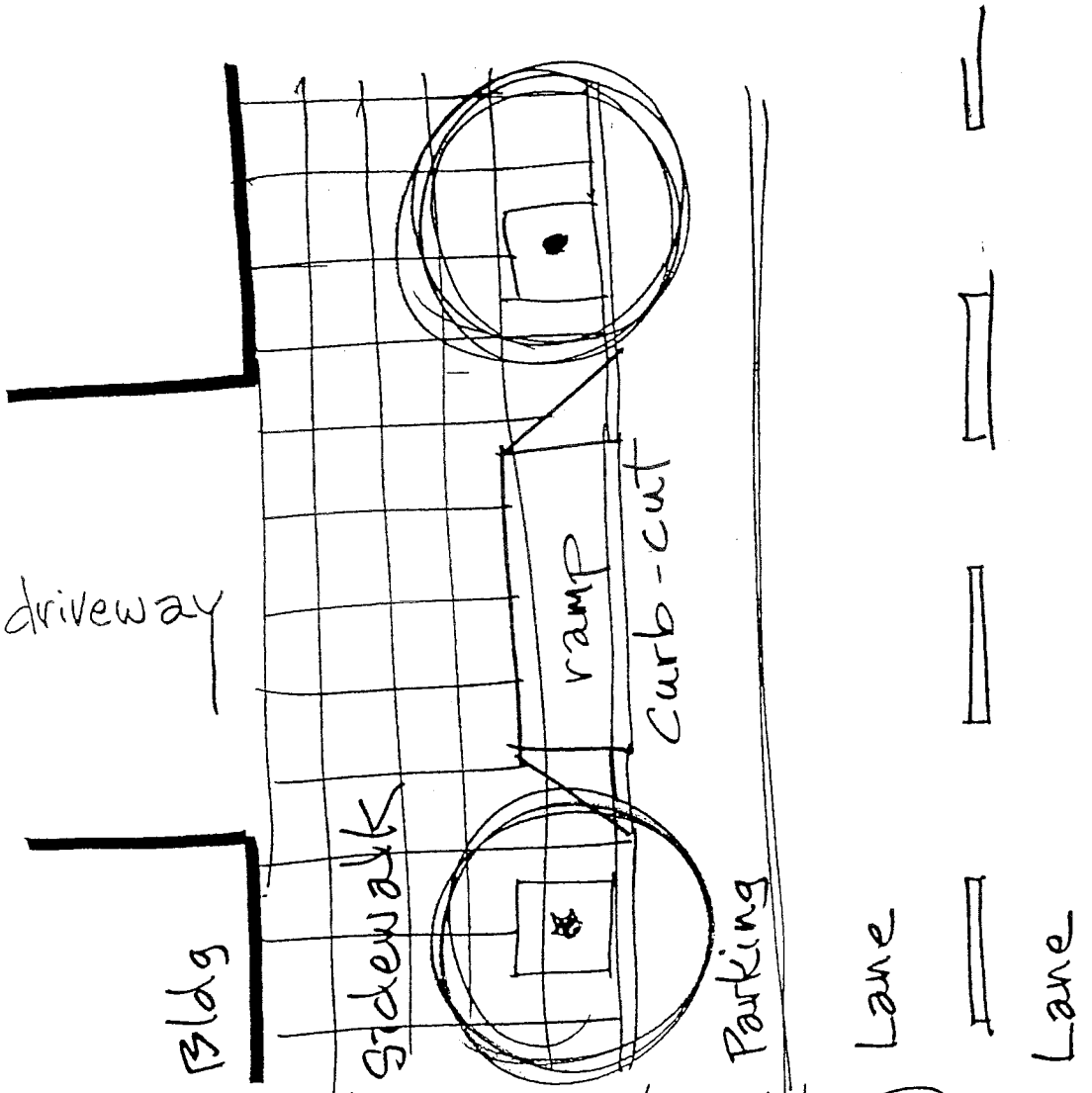
Trees

Street tree Diagram



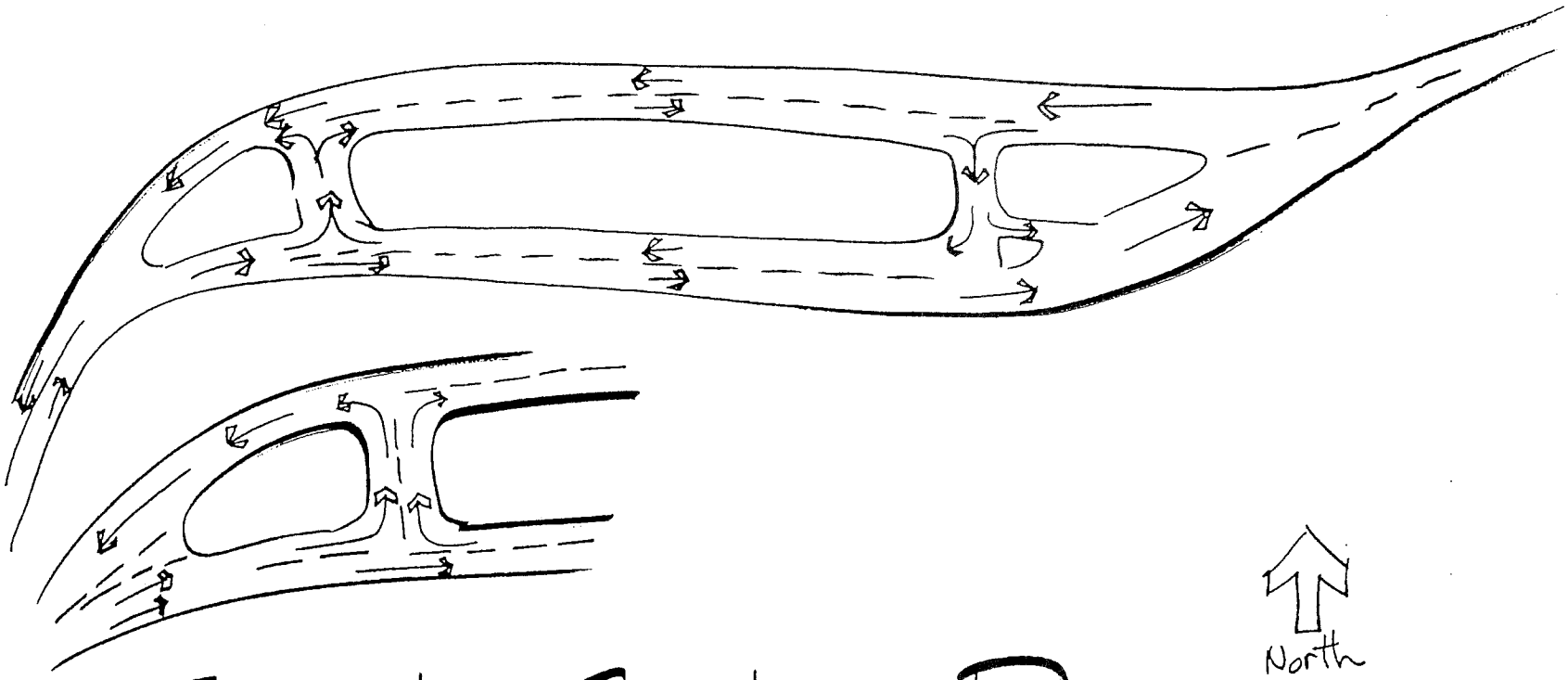
- Line up handicap ramps with sidewalks at intersections

Urban Concepts Diagrams

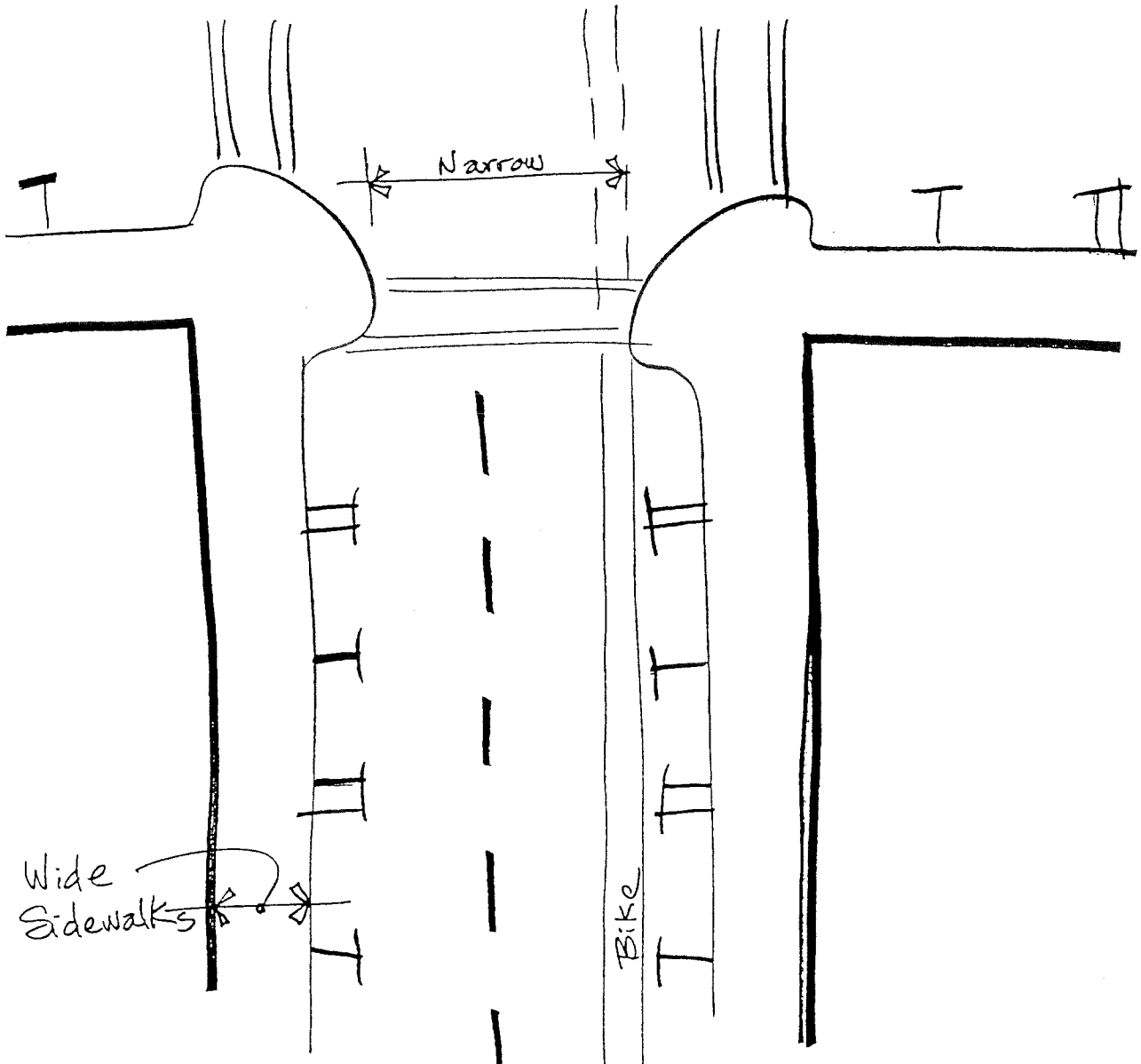


- Sidewalk Priority At Driveways
- Curb cuts/ramps in Furniture Zone
- Non striped parallel parking for more cars per lineal bay

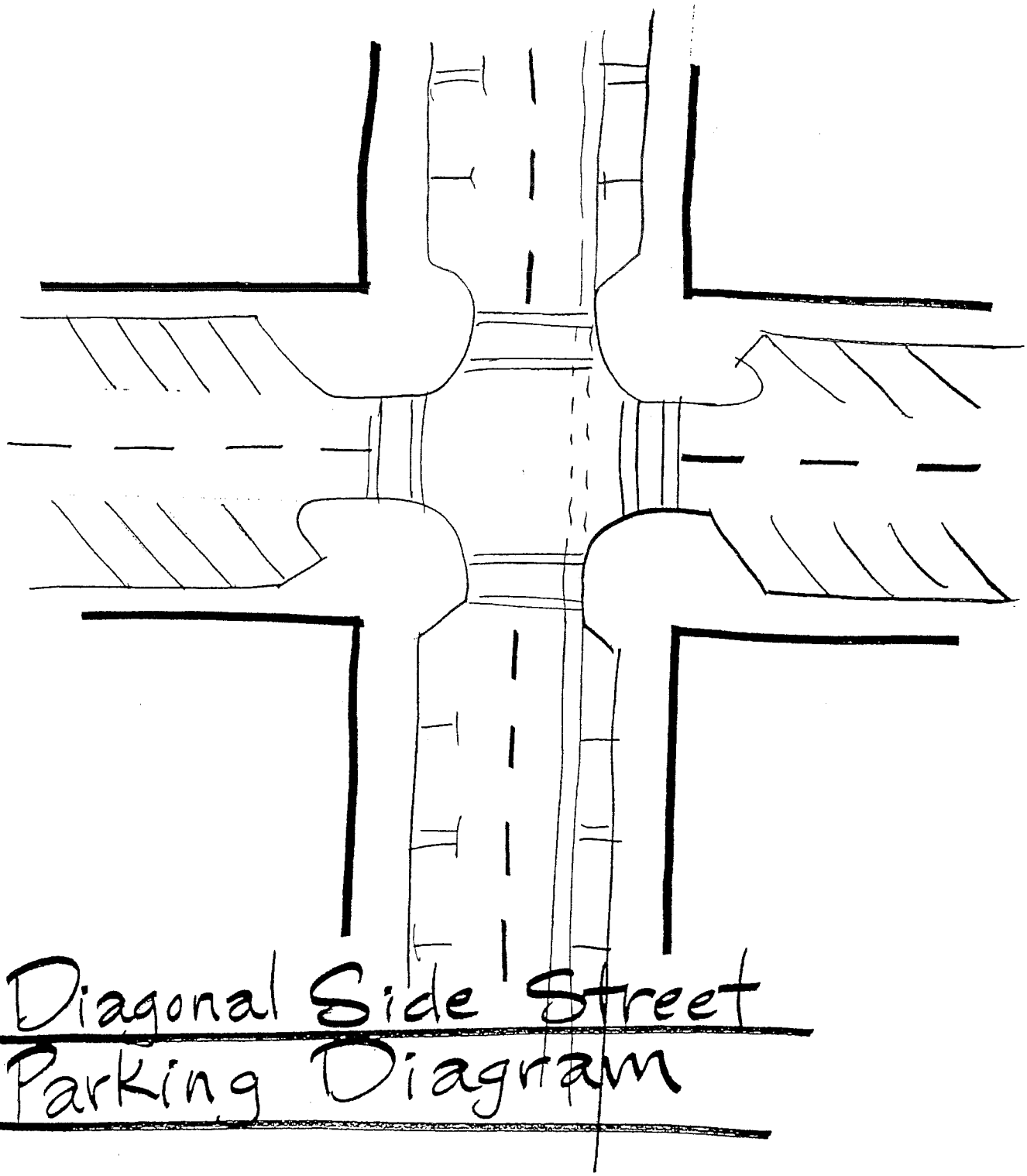
Urban Concept Diagrams



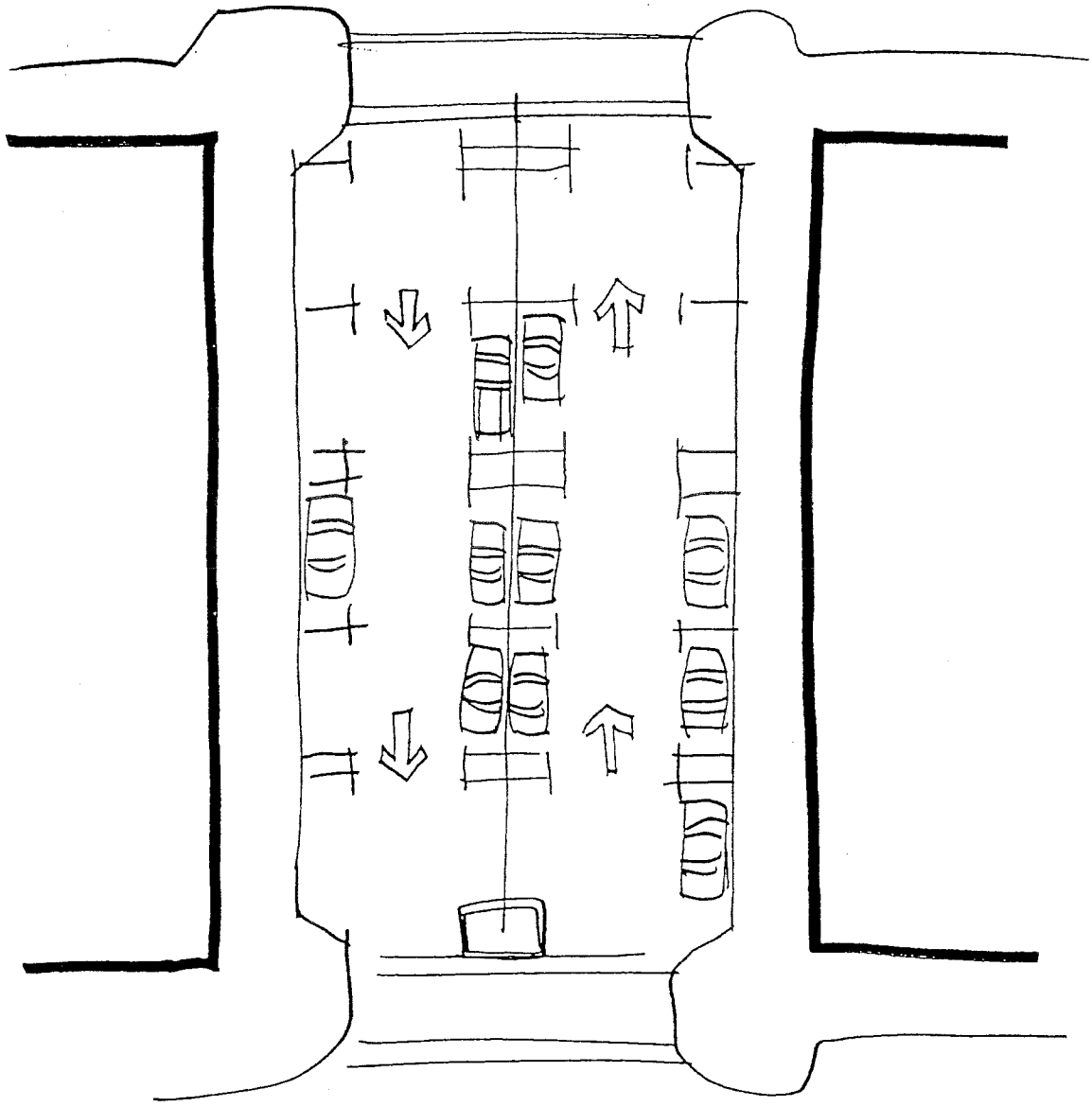
Two-Way System Diagram



Parallel Parking Diagram



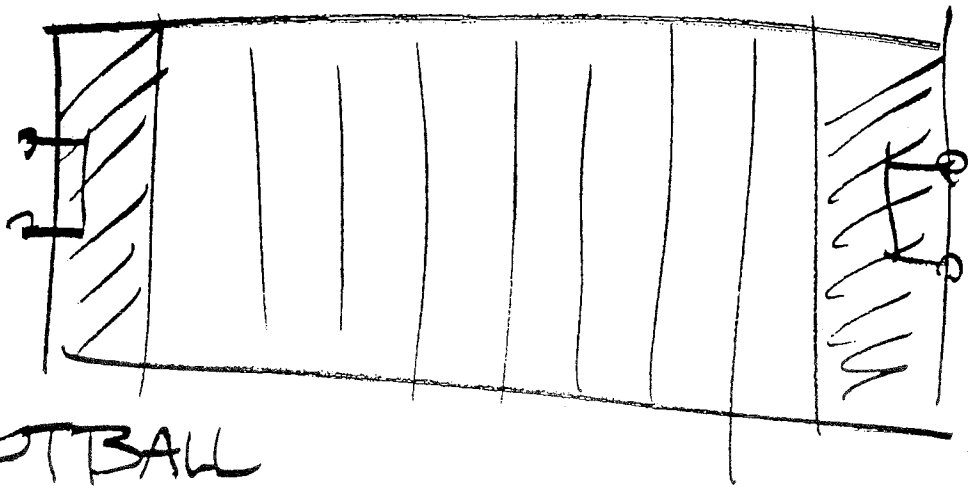
Diagonal Side Street Parking Diagram



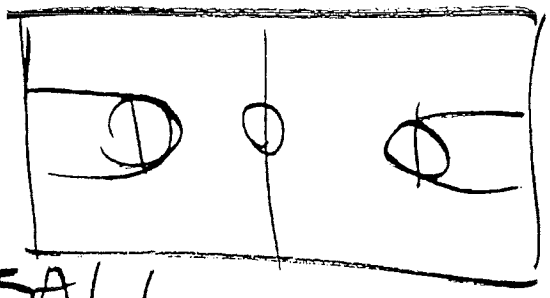
Center of Street Parallel Parking Diagram

FLAGS / LANDMARKS

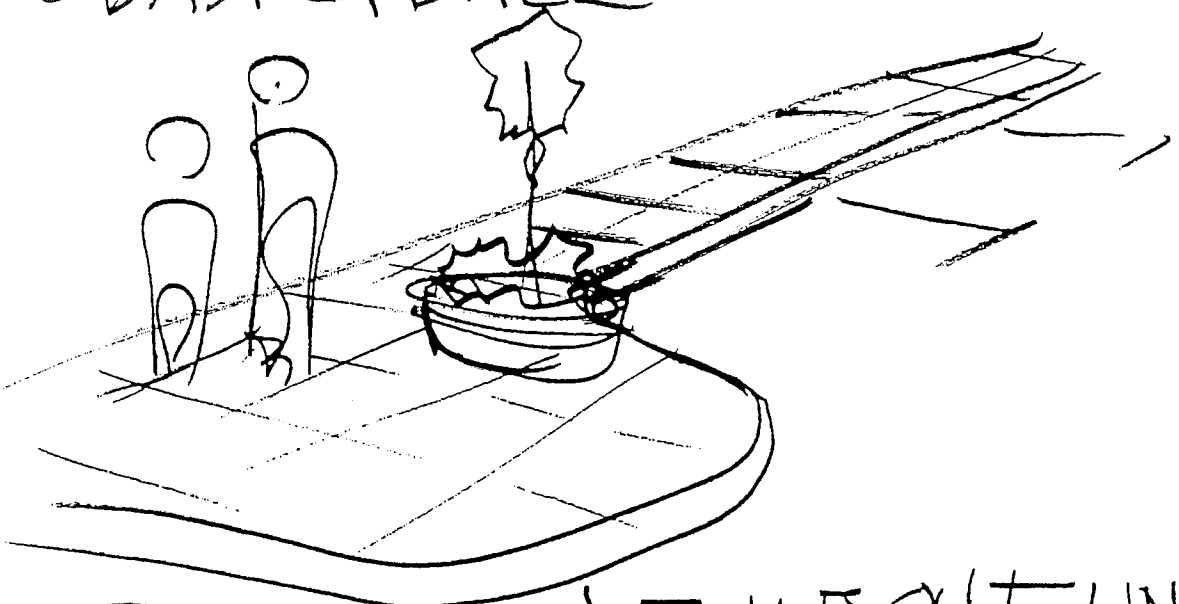
Center of town Diagram



- FOOTBALL

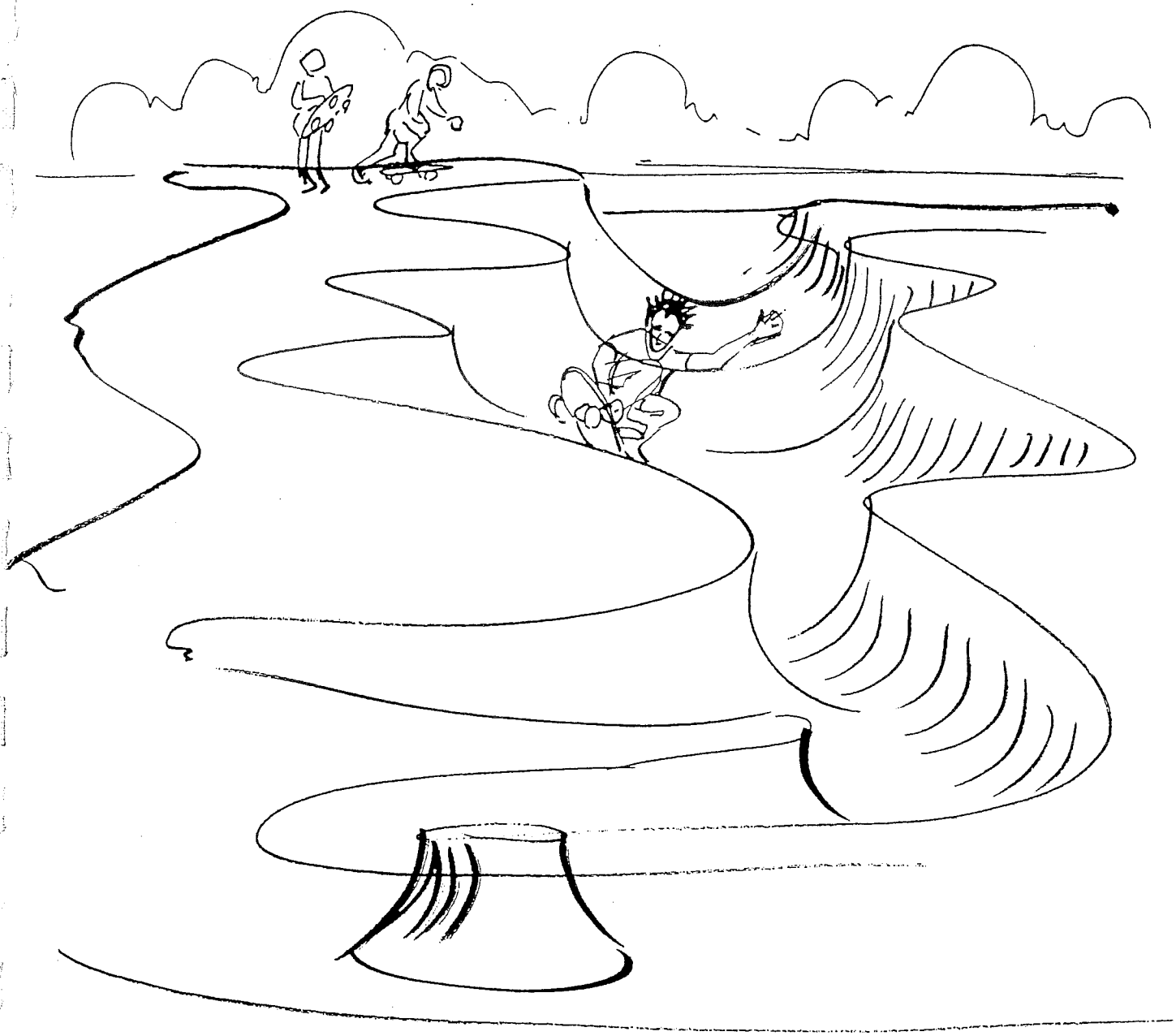


- BASKETBALL



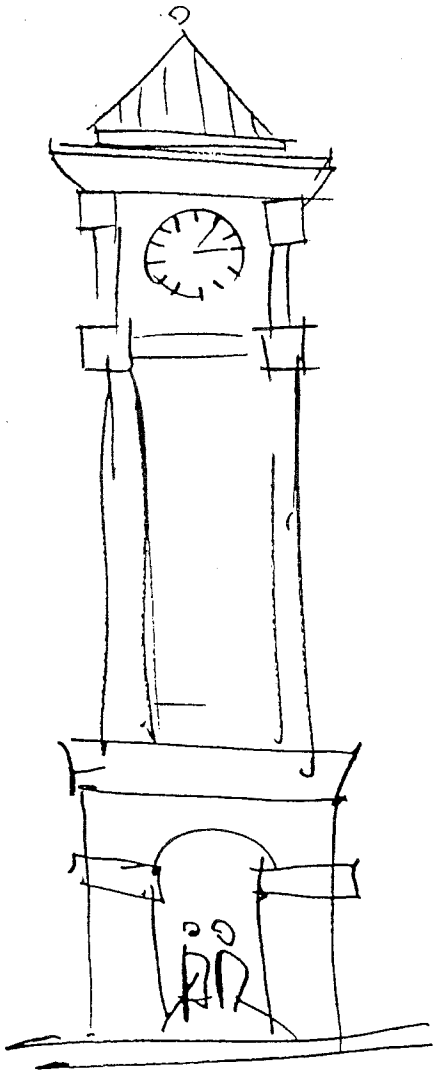
- PEDESTRIAN BULBOUT LINKAGE

Activity Center/Attractors Diagram



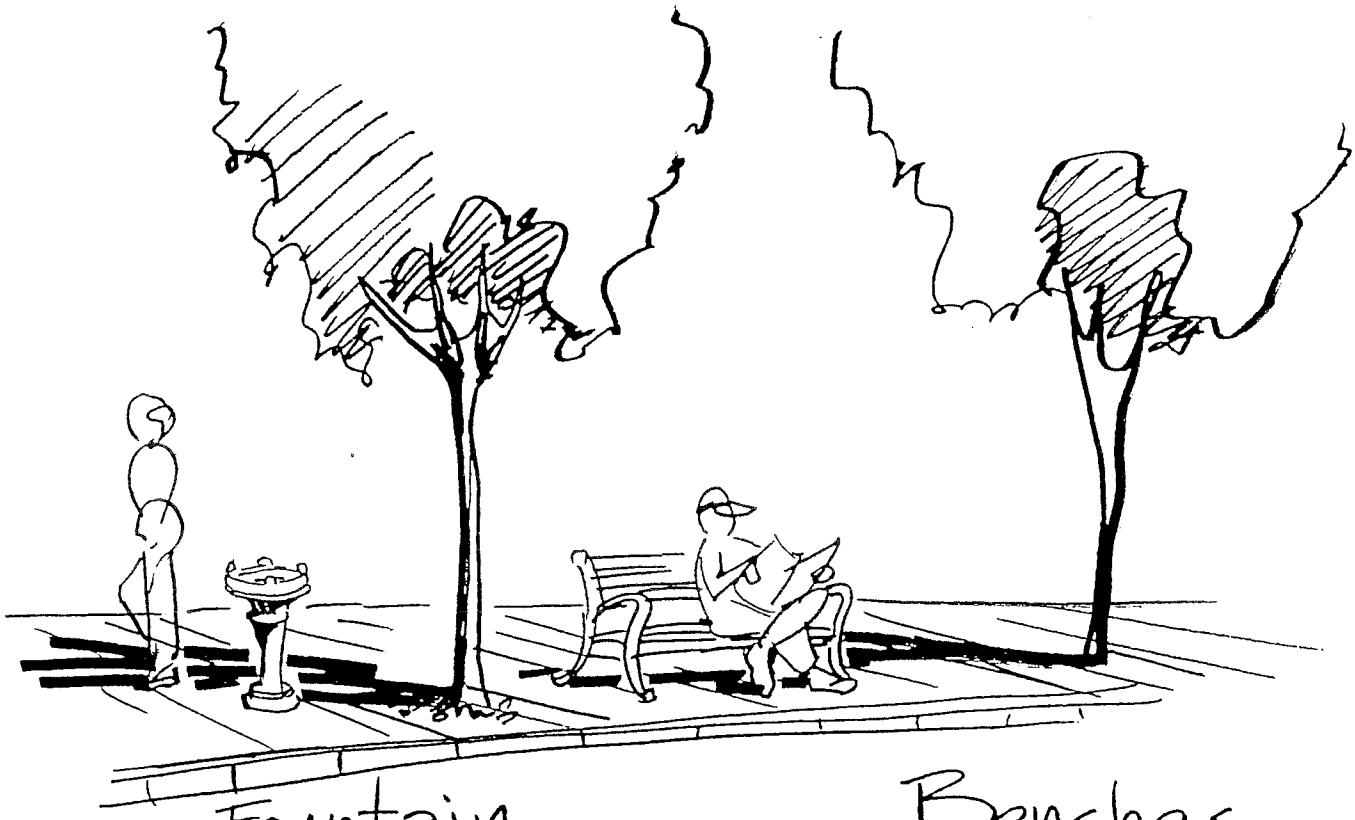
SKATE PARK

Activity Center Diagram



- CLOCK TOWER

Urban Landmark Concept Diagram

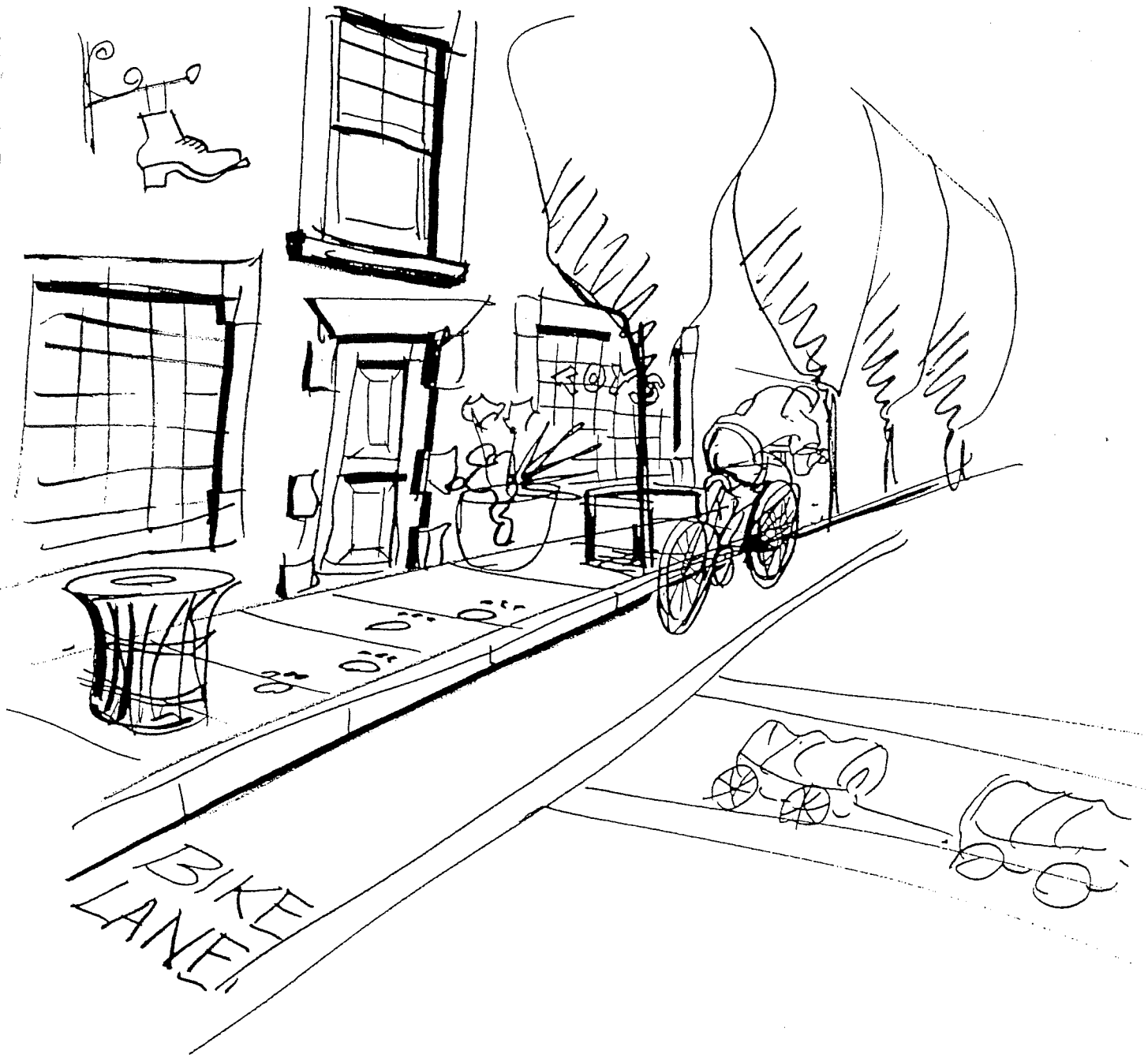


Fountain

Benches
Shade

Clock

Furniture Diagrams



TRASH
FLOWER POTS
CLOTHING STORE / SHOE STORE
STREET GRAPHICS
BIKE LANE

TOY STORE

Furniture Diagram

HIGHWAY 20 - 2020 TRAFFIC CONDITIONS

This section summarizes the assessment of future 2020 traffic operations along Highway 20 in Vale. This assessment considered the impact of the general growth factor of two percent per year applied to existing traffic counts to reflect increases in traffic from sources outside the immediate study area. Overall, this corridor has sufficient capacity to accommodate future 2020 traffic volumes.

STUDY AREA

The study area intersections consist of three major intersections along Highway 20 (Washington Street and "A" Street): Washington St./Glenn St. (Hwy. 26), "A" Street/Glenn Street, and Washington/"A"/Graham Blvd intersections. A reconnaissance of the study area was conducted. As mentioned in the existing conditions assessment memorandum, traffic volumes within the study area were obtained from actual weekday peak hour traffic counts conducted during June of 2000. **Figure 1** shows these recent AM and PM peak hour volumes obtained at these key intersections.

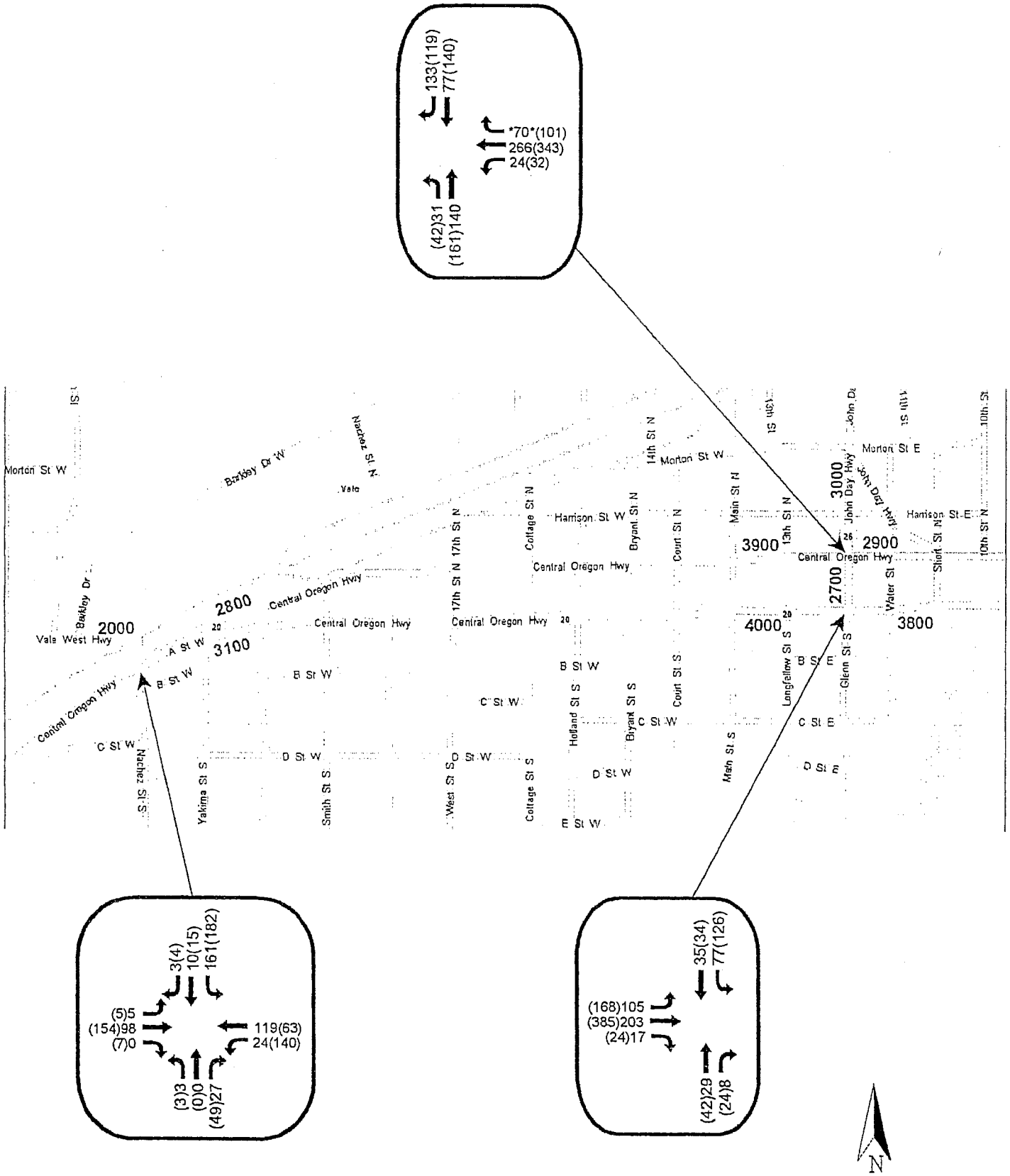
Estimate of Future 2020 Volumes and Initial Capacity Evaluation

Based on the information in the Assessment of Existing Conditions, it was apparent that these June volumes represent yearly peak volumes and can be considered to be the Highway's 30th highest annual volume that ODOT uses for establishing roadway design features. These volumes and past growth trends at the Cairo Junction permanent traffic counting station were evaluated to establish an annual growth trend. These data revealed that a 2 percent per year growth rate was appropriate for the study corridor.

To estimate future 2020 traffic volumes a ***Traffix*** roadway network model of Vale was developed. With this model a wide range of assumptions for future traffic patterns or land developments can be developed. Based on the 2 percent per year growth trend, existing 30th highest volumes in Figure 1 were increased by 40 percent to estimate future 2020 volumes. This growth factor would result in an increase of about 125-150 vehicles during the design hour in each direction along "A" Street (Hwy. 20) at Glenn Street (Hwy. 26) (eastbound) and along Washington Street (Hwy. 20) at Glenn Street (Hwy. 26) (westbound), increasing traffic from about 340-412 westbound vehicles per hour to about 476-577 eastbound vehicles per hour (See **Figure 2** for projected future volumes). Intersection capacity analyses were performed at the three study area intersections. All intersections appear to still have acceptable LOS and V/C ratios as shown in **Table 1**.

Through Vale, Highway 20 is classified as a Statewide Highway as well as a State Freight System Route under the 1999 State Classification System (1999 SCS). The maximum acceptable v/c ratio for a Statewide Freight Route outside the Portland Metro and not identified as a STA is 0.75. For portions identified as STA, the maximum v/c ratio is 0.85. This analysis assumed existing roadway configurations except that the westbound right turn ramp at John Day Hwy. (Hwy 26) was closed and the intersection of Washington Street (Hwy. 20)/Graham Road was realigned to be perpendicular to Hwy 20 as recommended in the TSP. The major intersections along Highway 20 were evaluated for capacity deficiencies. Results of these analyses are shown in **Table 1.**

Figure 2: Projected Future 2020 Weekday Traffic Volumes

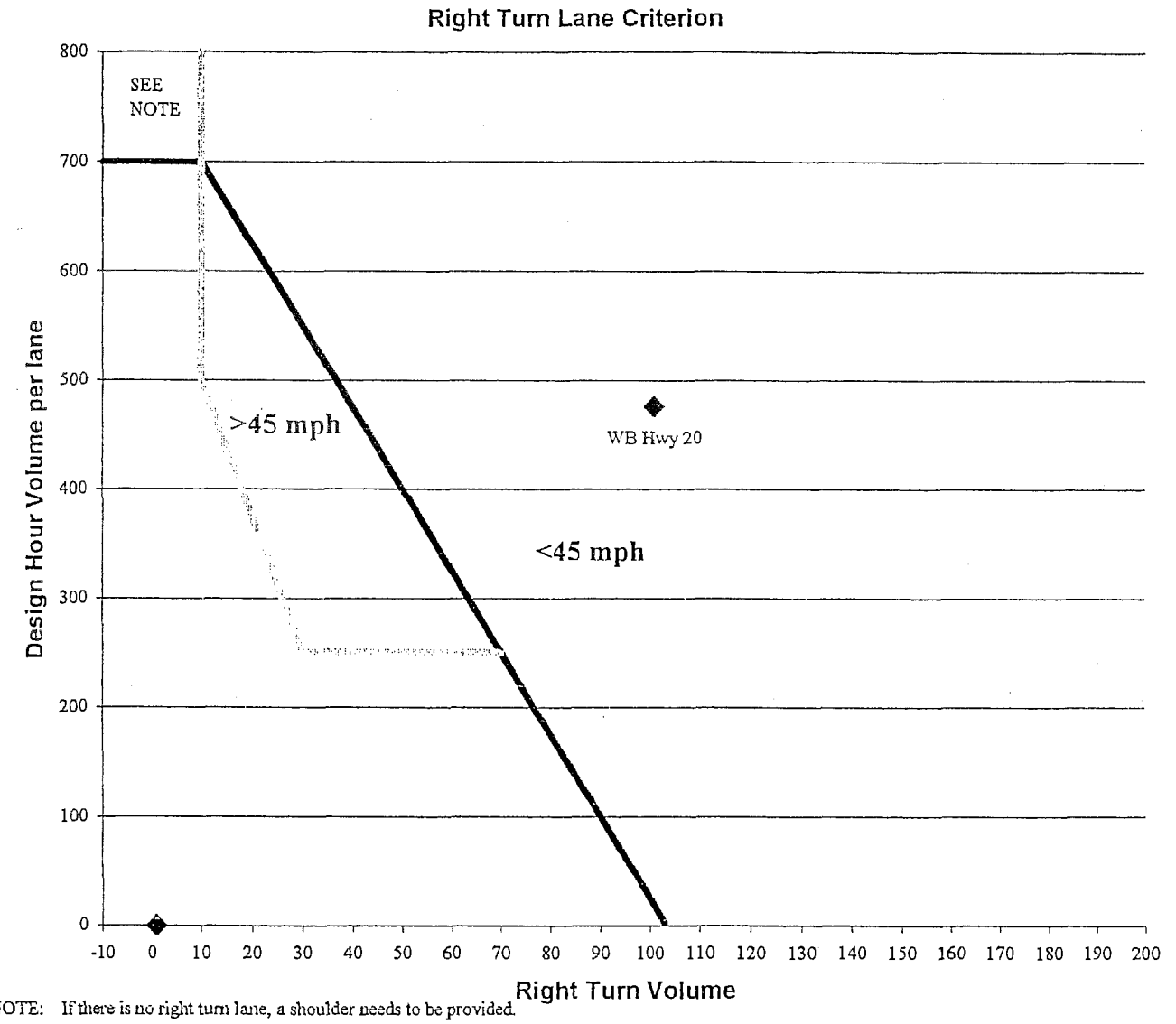


Drawing Not To Scale

AM(PM) Peak Hour Volumes

* Westbound Right Turn Lane Volumes Were Relocated From Short Street To John Day Hwy

Vale Oregon

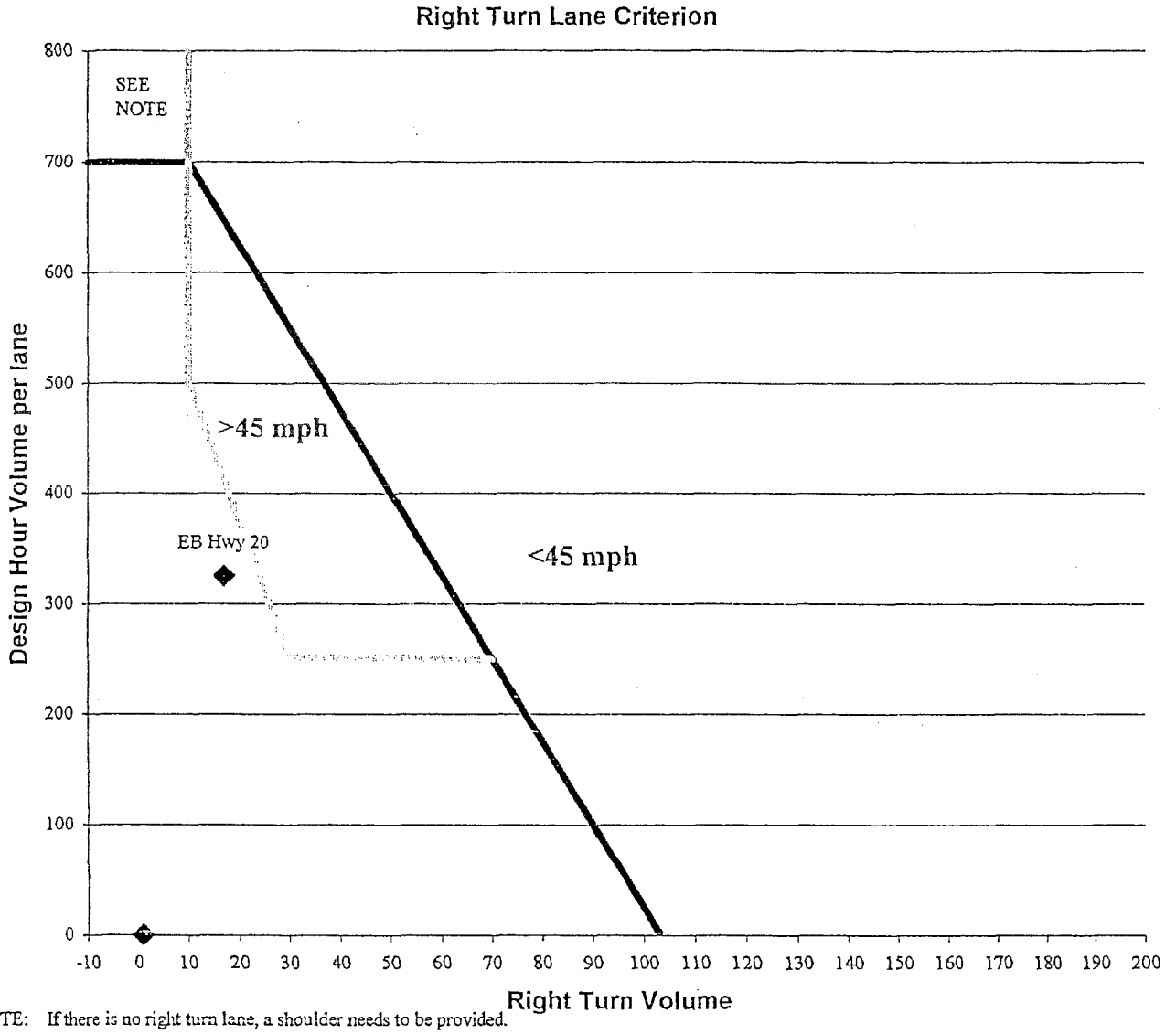


NOTE: If there is no right turn lane, a shoulder needs to be provided.
If this intersection is in a rural area and is connected to a public street, a right turn lane is needed.

Right Turn Criterian

Approach	Right-Turn Volume (vph)	Design Hour Volume (vph per Lane)	Minimum Criteria (Right Turns-vph)	Criterion Met
WB Hwy 20	101	476	50	YES

CCS
Engineers, Inc.

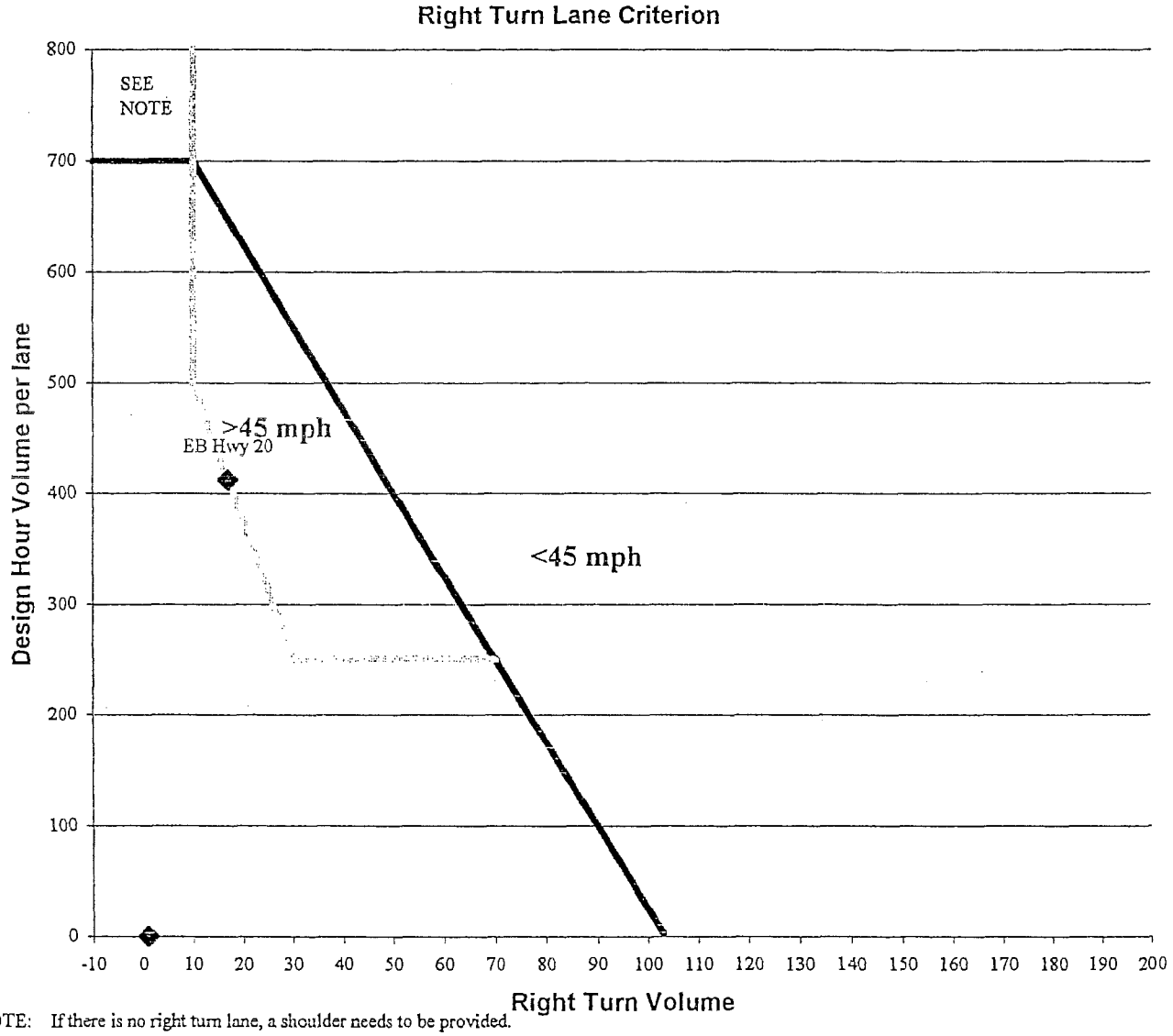


NOTE: If there is no right turn lane, a shoulder needs to be provided.
If this intersection is in a rural area and is connected to a public street, a right turn lane is needed.

Right Turn Criterian

Approach	Right-Turn Volume (vph)	Design Hour Volume (vph per Lane)	Minimum Criteria (Right Turns-vph)	Criterion Met
EB Hwy 20	17	325	70	NO

CTS
Engineers, Inc.

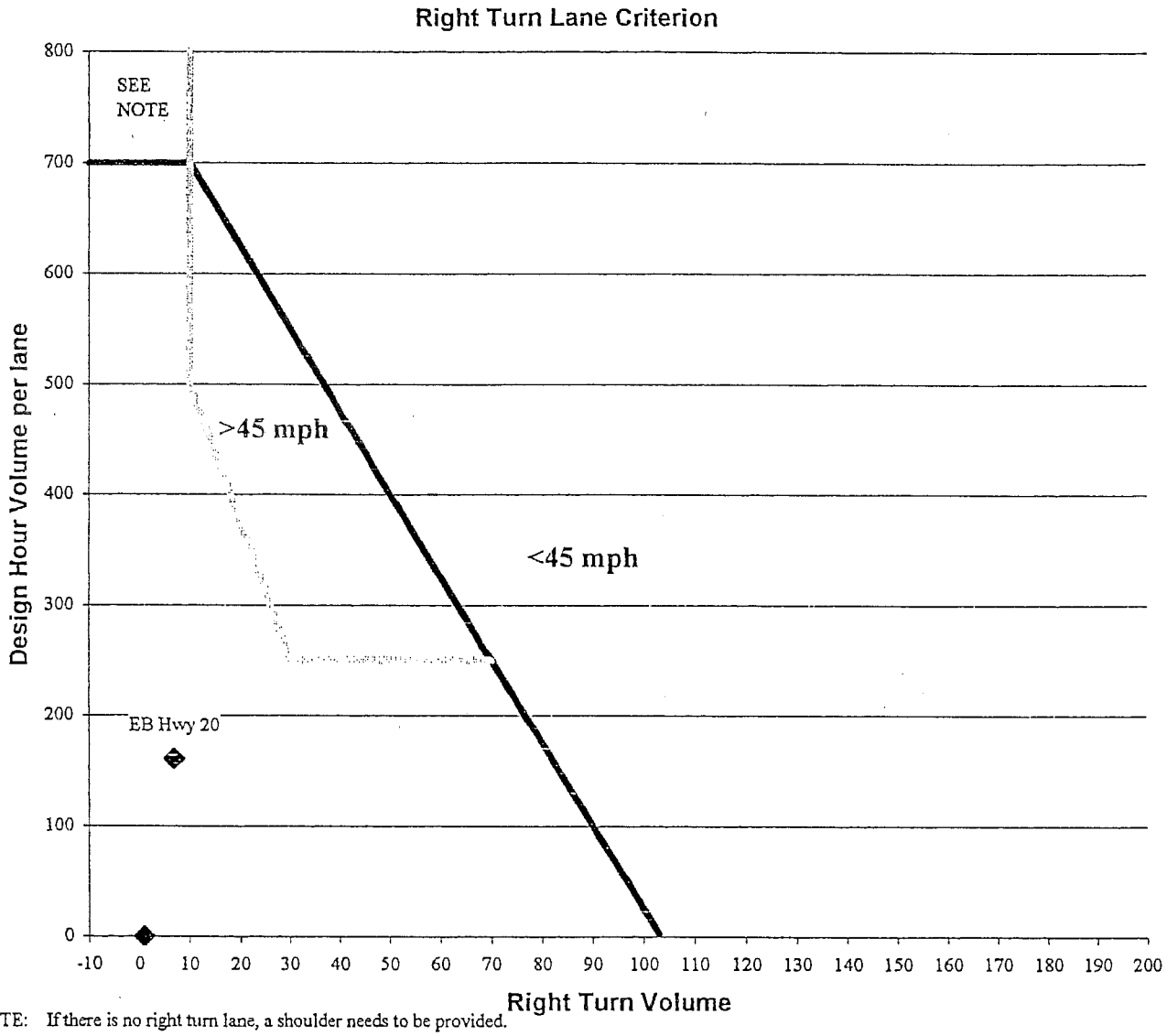


NOTE: If there is no right turn lane, a shoulder needs to be provided.
If this intersection is in a rural area and is connected to a public street, a right turn lane is needed.

Right Turn Criterian

Approach	Right-Turn Volume (vph)	Design Hour Volume (vph per Lane)	Minimum Criteria (Right Turns-vph)	Criterion Met
EB Hwy 20	17	412	58	NO

CTS
Engineers, Inc.

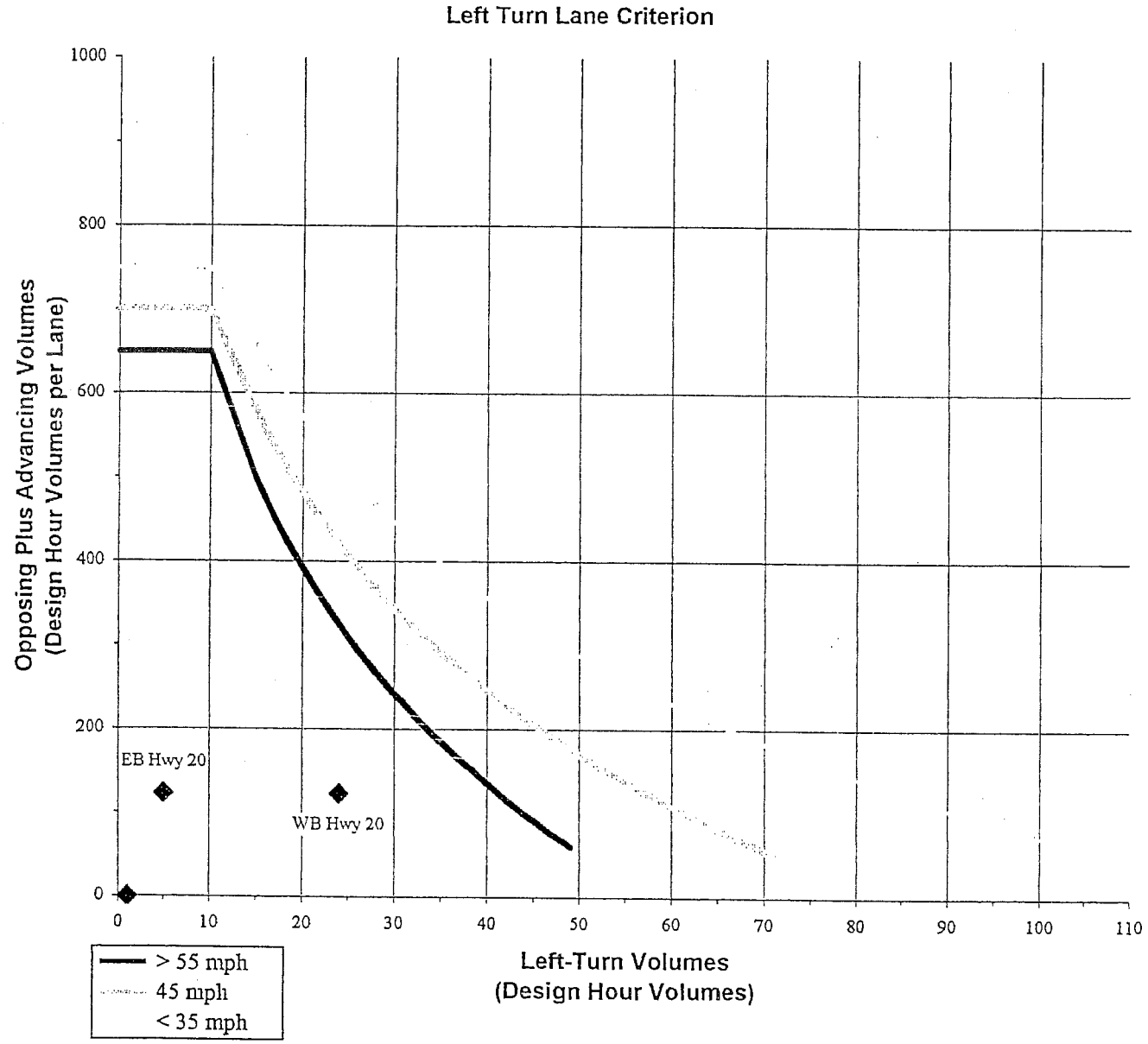


NOTE: If there is no right turn lane, a shoulder needs to be provided.
If this intersection is in a rural area and is connected to a public street, a right turn lane is needed.

Right Turn Criterian

Approach	Right-Turn Volume (vph)	Design Hour Volume (vph per Lane)	Minimum Criteria (Right Turns-vph)	Criterion Met
EB Hwy 20	7	161	92	NO

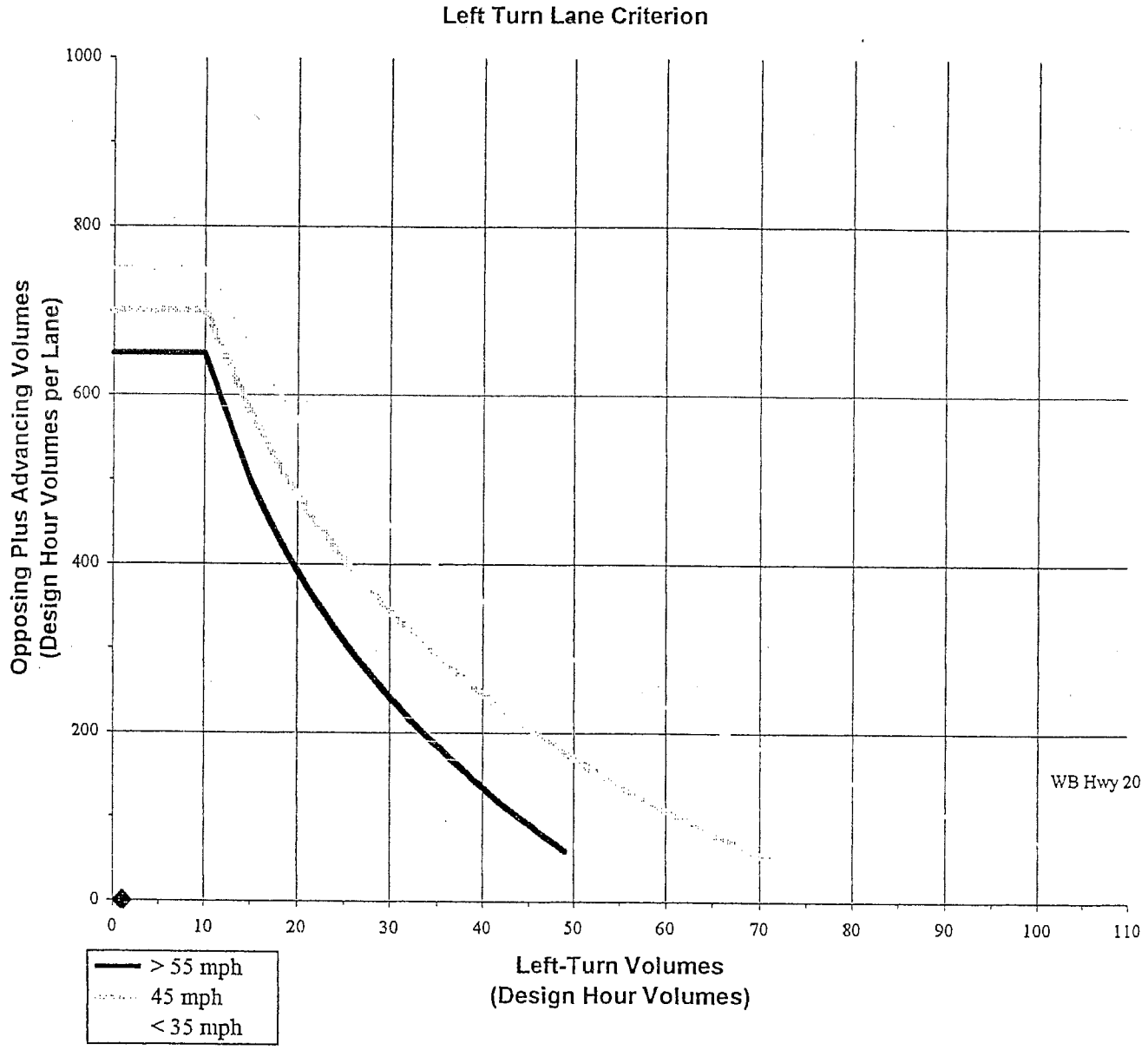
cts
Engineers, Inc.



Left Turn Criterion

Approach	Left Turns (vph)	Opposing Plus Advancing Volumes (vph/Lane)	Minimum Criteria (Left Turns-vph)	Criterion Met
EB Hwy 20	5	123	85	NO
WB Hwy 20	24	123	85	NO

CES
Engineers, Inc.



Left Turn Criterion

Approach	Left Turns (vph)	Opposing Plus Advancing Volumes (vph/Lane)	Minimum Criteria (Left Turns-vph)	Criterion Met
WB Hwy 20	140	182	70	Yes

CTS
Engineers, Inc.

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #8 Central Oregon Hwy/John Day Hwy

****

Average Delay (sec/veh): 15.4 Worst Case Level Of Service: C

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Include						Include						Include						Include					
Lanes:	0	1	0	0	0		0	0	0	1	0		0	0	0	0	0		0	1	0	1	0	
Volume Module: AM Peak																								
Base Vol:	22	100		0			0		55	95			0		0	0			17	190		50		
Growth Adj:	1.40	1.40		1.40			1.40		1.40	1.40			1.40		1.40	1.40			1.40	1.40		1.40		
Initial Bse:	31	140		0			0		77	133			0		0	0			24	266		70		
Added Vol:	0	0		0			0		0	0			0		0	0			0	0		0		
PasserByVol:	0	0		0			0		0	0			0		0	0			0	0		0		
Initial Fut:	31	140		0			0		77	133			0		0	0			24	266		70		
User Adj:	1.00	1.00		1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	1.00		1.00		
PHF Adj:	0.92	0.92		0.92			0.92		0.92	0.92			0.92		0.92	0.92			0.92	0.92		0.92		
PHF Volume:	33	152		0			0		84	145			0		0	0			26	289		76		
Reduct Vol:	0	0		0			0		0	0			0		0	0			0	0		0		
Final Vol.:	33	152		0			0		84	145			0		0	0			26	289		76		
Critical Gap Module:																								
Critical Gp:	7.1	6.5	xxxxx	xxxxx			6.5		6.2	xxxxx	xxxx	xxxxx			4.2	xxxx	xxxxx							
FollowUpTim:	3.5	4.0	xxxxx	xxxxx			4.0		3.3	xxxxx	xxxx	xxxxx			2.3	xxxx	xxxxx							
Capacity Module:																								
Cnflict Vol:	238	417	xxxxx	xxxx			379		183	xxxx	xxxx	xxxxx			0	xxxx	xxxxx							
Potent Cap.:	720	530	xxxxx	xxxx			556		865	xxxx	xxxx	xxxxx			0	xxxx	xxxxx							
Move Cap.:	531	530	xxxxx	xxxx			556		865	xxxx	xxxx	xxxxx			0	xxxx	xxxxx							
Level Of Service Module:																								
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx			xxxx		xxxxx	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx							
LOS by Move:	*	*	*	*			*		*	*	*	*			*	*	*							
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	530	xxxx	xxxxx	xxxx			xxxx		719	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx							
Shrd StpDel:	15.4	xxxx	xxxxx	xxxxx			xxxx		12.3	xxxxx	xxxx	xxxxx			0.0	xxxx	xxxxx							
Shared LOS:	C	*		*			*		B	*	*	*			A	*	*							
ApproachDel:		15.4							12.3			xxxxxx					xxxxxx							
ApproachLOS:		C							B			*					*							

V/C = (33+152)/530 = 0.35

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #22 Central Oregon Hwy/John Day Hwy

****

Average Delay (sec/veh): 23.2 Worst Case Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 0		0 0 0	1 0		0 0 0	0 0		0 1 0	1 0	
Volume Module: PM Peak												
Base Vol:	30	115	0	0	100	85	0	0	0	23	245	72
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	42	161	0	0	140	119	0	0	0	32	343	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	161	0	0	140	119	0	0	0	32	343	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	47	181	0	0	157	134	0	0	0	36	385	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	47	181	0	0	157	134	0	0	0	36	385	113
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	344	571	xxxxx	xxxx	514	249	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Potent Cap.:	614	434	xxxxx	xxxx	467	794	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Move Cap.:	377	434	xxxxx	xxxx	467	794	xxxx	xxxx	xxxxx	0	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	421	xxxx	xxxxx	xxxx	xxxx	576	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	23.2	xxxx	xxxxx	xxxxx	xxxx	17.5	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shared LOS:	C	*	*	*	*	C	*	*	*	A	*	*
ApproachDel:		23.2			17.5			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

V/C = (47+181)/421 = 0.54

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Central Oregon Hwy-A Sreet/Glenn Street

Average Delay (sec/veh): 15.5 Worst Case Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module: AM Peak												
Base Vol:	0	21	6	55	25	0	75	145	12	0	0	0
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	0	29	8	77	35	0	105	203	17	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	29	8	77	35	0	105	203	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	0	38	11	99	45	0	135	260	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	38	11	99	45	0	135	260	22	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	540	141	418	551	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	451	912	549	445	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	451	912	508	445	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	508	486	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	12.8	15.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	B	C	*	*	A	*	*	*	*	*
ApproachDel:		12.8			15.5			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

$v/c = (99+45)/486 = 0.30$

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #27 Central Oregon Hwy-A Sreet/Glenn Street

****

Average Delay (sec/veh): 28.2 Worst Case Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 1 0 1 0			0 0 0 0 0		
Volume Module: PM Peak												
Base Vol:	0	30	17	90	24	0	120	275	17	0	0	0
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	0	42	24	126	34	0	168	385	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	42	24	126	34	0	168	385	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	0	48	27	143	38	0	191	438	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	48	27	143	38	0	191	438	27	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	2.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	833	232	624	846	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	307	812	400	301	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	307	812	341	301	xxxxx	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	396	332	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	16.2	28.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	C	D	*	*	A	*	*	*	*	*
ApproachDel:		16.2			28.2			xxxxxx			xxxxxx	
ApproachLOS:		C			D			*			*	

$v/c = (143+38)/332 = 0.55$

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #2 Hwy 20/Graham Blvd-Nachez Street S

****

Average Delay (sec/veh): 13.9 Worst Case Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1	0	0	0 1 0	0	0
Volume Module: AM Peak												
Base Vol:	2	0	19	115	7	2	0	70	0	17	85	0
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Initial Bse:	3	0	27	161	10	3	0	98	0	24	119	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	27	161	10	3	0	98	0	24	119	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	3	0	31	187	11	3	0	114	0	28	138	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	0	31	187	11	3	0	114	0	28	138	0
Critical Gap Module:												
Critical Gp:	7.1	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.3	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	315	xxxx	114	323	308	138	xxxx	xxxx	xxxxx	114	xxxx	xxxxx
Potent Cap.:	642	xxxx	944	634	610	915	xxxx	xxxx	xxxxx	1421	xxxx	xxxxx
Move Cap.:	620	xxxx	944	604	598	915	xxxx	xxxx	xxxxx	1421	xxxx	xxxxx
Level Of Service Module:												
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	899	xxxxx	xxxx	607	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	9.2	xxxxx	xxxxx	13.9	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	B	*	*	*	*	A	*	*
ApproachDel:		9.2			13.9			xxxxxx			xxxxxx	
ApproachLOS:		A			B			*			*	

$V/C = (187+11+3)/607 = 0.33$

Projected 2020 Peak Hour Traffic Volumes

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

****

Intersection #16 Hwy 20/Graham Blvd-Nachez Street S

****

Average Delay (sec/veh): 26.2 Worst Case Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Stop Sign			Stop Sign			Uncontrolled				Uncontrolled			
Rights:	Include			Include			Include				Include			
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0	1	0	0	1	0	0	0
Volume Module: PM Peak														
Base Vol:	2	0	35	130	11	3	0	110	5		100	45	0	
Growth Adj:	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40		1.40	1.40	1.40	
Initial Bse:	3	0	49	182	15	4	0	154	7		140	63	0	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	3	0	49	182	15	4	0	154	7		140	63	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	3	0	53	196	17	5	0	166	8		151	68	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Final Vol.:	3	0	53	196	17	5	0	166	8		151	68	0	
Critical Gap Module:														
Critical Gp:	7.1	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx		4.2	xxxx	xxxxx	
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx		2.3	xxxx	xxxxx	
Capacity Module:														
Cnflict Vol:	549	xxxx	169	565	542	68	xxxx	xxxx	xxxxx		173	xxxx	xxxxx	
Potent Cap.:	450	xxxx	880	439	450	1001	xxxx	xxxx	xxxxx		1357	xxxx	xxxxx	
Move Cap.:	393	xxxx	880	374	396	1001	xxxx	xxxx	xxxxx		1357	xxxx	xxxxx	
Level Of Service Module:														
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	*	*	*	*		A	*	*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	825	xxxxx	xxxx	381	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Shrd StpDel:	xxxxx	9.7	xxxxx	xxxxx	26.2	xxxxx	xxxxx	xxxx	xxxxx		8.0	xxxx	xxxxx	
Shared LOS:	*	A	*	*	D	*	*	*	*		A	*	*	
ApproachDel:		9.7			26.2			xxxxxx				xxxxxx		
ApproachLOS:		A			D			*				*		

$v/c = (196+17+5)/381 = 0.57$

DOWNTOWN MASTER PLAN

The Vale Downtown Master Plan is the result of an inventory of existing conditions; research of plans and policies such as historical documentation and ODOT design standards; identification of opportunities and constraints; and meetings/design charrettes with the community, school children, the Downtown Advisory Committee, and the Project Management Team.

The Downtown Master Plan for the Vale Downtown Master Plan identifies recommended improvements for several parts of Vale. The Plan provides a more detailed design for streetscape improvements to Washington Street, "A" Street, and Main Street. This is a result of discussions with the Project Management Team and the Downtown Advisory Committee; and because of the secured funds which will enable construction of Washington Street and "A" Street improvements in 2002.

The Vale Downtown Master Plan is comprised of the following design elements:

- **Typical Street Improvements on Washington Street and "A" Street**
- **The East End Entrance – Gateway**
- **The Malheur River Multi-Use Trail**
- **Malheur River Hot Springs**
- **Eliminating the "Swoosh"**
- **Closing Water Street (north of Washington St.)**
- **The Washington Street (Hwy. 20)/Glenn Street •(Hwy. 26) Intersection**
- **West End Truck Parking and Circulation**
- **"A" Street – West End**
- **"A" Street – The Downtown Street Section**
- **Main Street**
- **Glenn Street (Hwy. 26)**
- **"B" Street**
- **North-South Oriented Side Streets**
- **Pedestrian/Bicycle Connections to Schools**
- **Wadleigh Park Improvements**
- **Development, Redevelopment, and Off-Street Parking Opportunities**
- **Murals**
- **Special Transportation Area (STA) Designation**

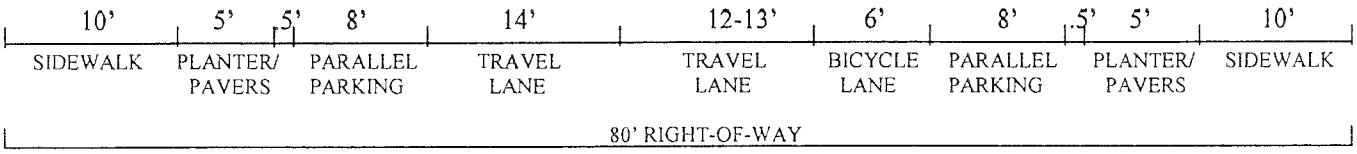
Downtown Master Plan design element descriptions, plans and renderings are enclosed:

TYPICAL STREET IMPROVEMENTS ON WASHINGTON STREET AND "A" STREET

For Washington and "A" Streets, the Downtown Master Plan includes improvements from the Malheur River Bridges at the east end to the Washington/ "A"/Graham Blvd. intersection at the west end of town. There was general consensus by the community to maintain the one-way couplet system with westbound Washington Street and eastbound "A" Street. There was also consideration of diagonal parking however it was decided that the parallel parking should be maintained. The following elements highlight the typical improvements proposed to occur along Washington and "A" Streets.

Typical Street Section

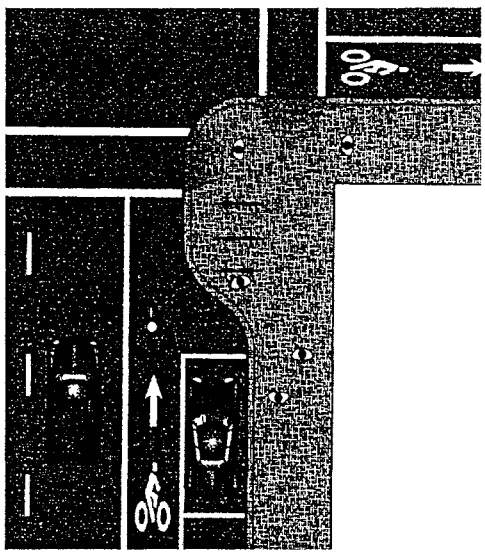
The existing right-of-way on Washington and "A" Streets is 80 feet. The typical street section from Glenn Street to West Main Street generally includes two travel lanes, bicycle lane on the right side, parallel parking, planter/street furniture (including curb), and sidewalks.



'A' STREET ONE-WAY EASTBOUND and WASHINGTON STREET ONE-WAY WESTBOUND
(Glenn Street to Yakima Street)

Curb Extensions at Intersections

The typical intersection on Washington and "A" Streets is proposed to have bulbouts, also known as curb extensions. Bulbouts extend the sidewalk at street corners. Bulbouts slow traffic because they narrow the street's curb-to-curb width. Bulbouts shorten pedestrian street crossings , improves pedestrian visibility to motorists, and overall provides a more pedestrian-friendly environment in the downtown. Bulbouts are often recommended where there is on-street parking because a natural extension of the sidewalk extends into the street the same distance as the parallel parking width, i.e. 8 feet. Bulbouts also widen the sidewalk where space is typically needed for sidewalk ADA ramps, signal poles, street signs, street furniture, and pedestrian waiting areas.



Typical Bulbout Diagram

Property Access/Driveways

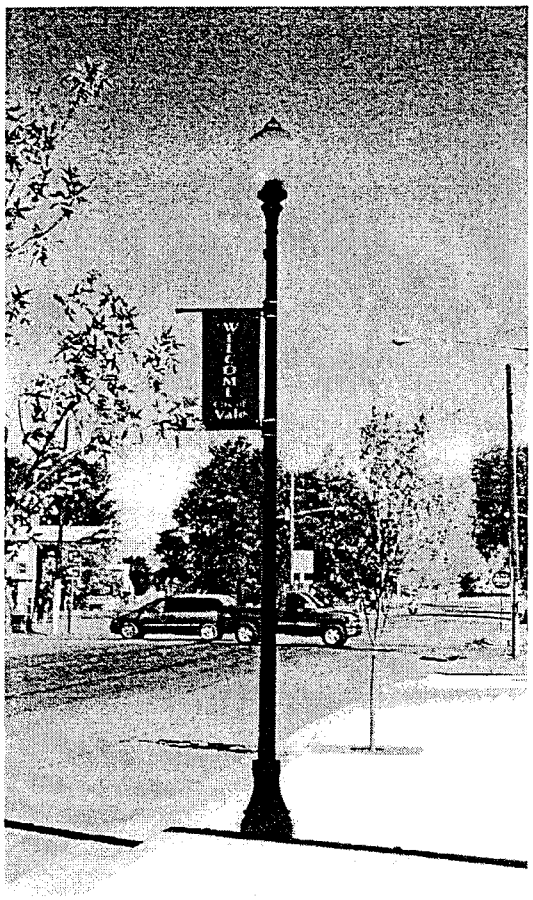
The Downtown Master Plan proposes defined access to private property (driveways). Currently, many properties have uncontrolled driveway access, i.e. vehicle access across the a majority of the street frontage. This uncontrolled access hinders traffic flow and conflicts with pedestrian traffic. Therefore, defined driveway access with curb cuts are proposed throughout Washington and "A" Streets. With few exceptions, driveways are not proposed to be eliminated, just better defined with adequate driveway width and curbs along the property frontage.

Street Trees
Street trees are proposed along both sides of 'A' and Washington Streets. Street tree locations shown on the enclosed plans are placed so that visual access to store fronts is maintained. The historic district may have fewer street trees and additional flower and shrub plantings.

Street trees provide several benefits to a downtown. They provide an identify to downtown and seasonal interest, add an attractive canopy, provide shade, cool in the summer, block wind in the winter, and absorb pollutants. When selecting the tree specie, consideration should be given to trees that require minimal maintenance and avoid trees that have shallow root systems that damage sidewalks and pavers.

Historic Street Lights
The Downtown Master Plan proposes single globe historic street lights within the historic district. The City has already initiated placement of historic streets lights as seen along the south end of Main Street at Wadleigh Park and on Washington Street in front of Pioneer Bank. These single globe street lights are similar in appearance to those seen in a 1920's photograph of Vale's "A" Street.

Street Furniture
Street furniture is within the 5 foot wide plant/paver strip located inside the curb. Street furniture is proposed to include benches, water fountains, bicycle racks, planter pots, street lights, signage, trash receptacles, and other elements. The planter/paver zone will be an extension of the sidewalk with pavers that are able to be removed to create planting areas.



Historic Street Light on Washington Street

EAST END ENTRANCE – GATEWAY

The area just east of the Malheur River bridges is the east entrance to the city. This area currently consists of a display with old farm implements, minimal maintenance, and a roadway connecting eastbound "A" Street traffic to westbound Washington Street. There is an opportunity to enhance this city entrance or gateway into the city by providing additional and attractive entry/gateway features. This could be Oregon Trail theme features such as a wagon train circle with campfire and signage identifying the city entrance.

THE MALHEUR RIVER MULTI-USE TRAIL

The Malheur River is a natural resource traversing the east edge of Vale. The Downtown Master Plan proposes a multi-use trail along the east and west banks of the river. The trail could be used by pedestrians, bicyclists, and equestrian users. Initial site reconnaissance indicates a loop trail could be established that extends on the west side levee and east side river bank with the Hwy. 20 and Hwy. 26 bridges providing connections between the east and west sides of the river.

MALHEUR RIVER HOT SPRINGS

The hot springs, located along the Malheur River, are natural resources that currently are not accessible nor an amenity for public use. The hot springs were used during the Oregon Trail movement and are a unique resource that could provide a benefit to local residents and be a tourist attraction. The City should evaluate the feasibility of making the hot springs a public amenity.

ELIMINATING THE "SWOOSH"

The existing "swoosh", as it is called locally, is a bypass road that westbound Hwy. 20 (Washington Street) traffic uses to access northbound Hwy. 26 (Glenn Street) at a higher speed without having to make the 90° turn at the intersection. There is general consensus amongst the community and ODOT to eliminate the swoosh because of it's substandard design and unsafe traffic condition. Elimination of the swoosh will have minimal impact on traffic, i.e. the westbound to eastbound traffic will need to slow down and possibly stop at the Washington Street/Glenn Street intersection. The elimination of the swoosh will create a parcel of land that can be developed, i.e. for commercial use or used to expand the park.

CLOSING WATER STREET
(North of Washington Street)

In addition to eliminating the swoosh, the Downtown Master Plan recommends closing Water Street north of Washington Street. This will not impact traffic flow and, with elimination of the "swoosh", enable one contiguous parcel of land that is not divided by a street. It will also improve traffic safety by eliminating one traffic crossing on Washington Street just east of Glenn Street. Motorists traveling from "A" Street to the grocery store or other places in the northeast part of town will continue to take Glenn Street or Short Street.

WASHINGTON STREET (HWY. 20)/ GLENN STREET (HWY. 26) INTERSECTION IMPROVEMENTS

With the proposed closure of the swoosh, this intersection will encounter additional traffic turning from eastbound Washington Street to northbound Glenn Street. A right turn lane with adequate truck turning radius is proposed on Washington Street. The northwest corner will be improved to allow better truck turning movements from Glenn Street to Washington Street. The southeast and southwest corners are proposed to have curb extensions.

TRUCK PARKING AND CIRCULATION AT THE WEST END

Currently, there is a significant amount of truck parking at the west end of town, primarily on Washington Street. Truck drivers are, primarily, parking in this area to visit the Starlite Cafe. The truck parking is not structured and causes some conflicts and safety issues. The Downtown Master Plan recommends structured truck/RV parking along the north side of Washington Street between West Main Street and Clark Street. The structured truck/RV parking will improve safety, circulation, and increase the number of trucks that currently are able to park in the immediate area. Diagonal striped parking will allow trucks and RVs to easily pull off of Washington Street and park. When leaving the parking spaces, trucks and RVs will pull forward to a loop travel lane which will connect to westbound Washington Street. The land recommended for the truck parking is owned by both ODOT and the railroad. An agreement for purchase or use of the railroad property will be required. Eastbound "A" Street trucks could access the truck/RV parking via West Main Street and return to "A" via Clark Street

or the loop street at the west end of the city park located between Washington and "A" streets.

"A" STREET – WEST END
"A" Street, west of West Main Street, is more suburban in nature than the downtown core of "A" Street. The west end "A" Street has greater building setbacks and does not have the continuous block building façades. Therefore, the Downtown Master Plan recommends a more suburban street section west of West Main Street including six foot sidewalks.

"A" STREET - DOWNTOWN STREET SECTION
"A" Street, between West Main Street and Glenn Street, is the primary downtown core of Vale that has a concentration of retail and office uses. Some of these block faces have a continuous building façade at the property line (right-of-way). This section of "A" Street will have a street section with elements similar to that described above in the Typical Street Improvements on Washington Street and "A" Street. This includes two travel lanes, bicycle lane on the right side, parallel parking, planter/paver zone, and sidewalks.

Through this section of "A" Street, buildings on the north side of the street are recommended to have awnings to provide shade. The awnings should represent the historical character of the awnings seen in Vale in the early 1900's, i.e. canvas material.

MAIN STREET
The Downtown Master Plan recommends improvements to Main Street from north of Washington Street south to it's terminus at Wadleigh Park.

The north-south oriented Main Street has historical significance in that it was built along The Oregon Trail and is the historic main street of Vale. Main Street extends from the historic location of the railroad depot at the north end to Wadleigh Park at the south end. Given the historical significance, the wide 80 foot right-of-way, the central location of Main Street, and it's terminus at Wadleigh Park, the Downtown Master Plan proposes a Main Street Plaza that will provide several functions:

Maintain Two-Way Street and Diagonal Parking
Main Street is proposed to remain a two-way street with diagonal parking.

The Plaza – From "A" Street to Wadleigh Park, Main Street is proposed to be a plaza that can be temporarily closed to vehicular traffic and available for a range of pedestrian-oriented special events, i.e. festivals, plays, concerts, school activities, presentations/speeches, etc.

Pavement treatment will provide an appearance that makes Main Street and attractive and special place. The pavement will be diagonally scored and/or have concrete bands which will identify diagonal parking spaces and provide an attractive visual appearance that is unique to other streets. The crosswalk on the south side of "A" Street will have covered openings for the placement of bollards that will temporarily restrict vehicles on Main Street. The bollard openings may also be placed on "B", "C", and "D" Streets where they intersect Main Street.

Intersections – Main Street intersections with Washington, "A", "B", and "C" Streets will have curb extensions, crosswalks, street furniture, and may have special treatment in the middle of the intersections within the crosswalk.

The Outdoor Stage – Main Street just south of "D" Street is proposed to have an outdoor stage to be used for plays, concerts, speeches, outdoor classroom activity, etc.

Historic Building Restoration – The Downtown Master Plan also encourages the development of a plan for historic buildings along Main Street.

GLENN STREET (HWY. 26)
Glenn Street is proposed to maintain two travel lanes and add bicycle lanes and sidewalks north of Washington Street.

"B" STREET
"B" Street west of Main Street includes the Civic District where City Hall and Malheur County Courthouse are located. "B" Street is proposed to maintain two travel lanes with diagonal parking between Court Street and Bryant Street. The

Downtown Master Plan recommends that sidewalks be continuous on both sides and street trees be planted along the inside of the sidewalks where feasible.

NORTH-SOUTH ORIENTED SIDE STREETS
North-south oriented streets are recommended to remain two-way, have parallel parking, and have continuous sidewalks. If available funding for the Project 2002 allows, it is recommended that improvements be made to those side streets connecting Washington Street and "A" Street. This would provide more of a cohesive and attractive improvement to the downtown area.

PEDESTRIAN/BICYCLE CONNECTIONS TO SCHOOLS
With the three schools being located in the south end of Vale, it is recommended that safe and continuous bicycle lanes and sidewalks be constructed along the primary school routes. Portions of these streets have sidewalks. Bicycle lanes should be provided on Yakima Street and West Main Street, two north-south oriented streets that provide primary access to the high school. Continuous sidewalks are recommended for all streets in this South Neighborhood section in proximity to the three schools.

WADLEIGH PARK IMPROVEMENTS
Wadleigh Park is a great city open space resource for residents and visitors of Vale. There is an opportunity to provide additional facilities and activities within the park. Several improvements and facilities were recommended during the youth charrette. The Downtown Master Plan recommends design and construction of a skate board park at Wadleigh Park. Other facilities, i.e. ballfields and play courts should be considered in the future.

DEVELOPMENT, REDEVELOPMENT, AND OFF-STREET PARKING OPPORTUNITIES
Downtown vacant lots and lots appropriate for redevelopment have been identified. The Downtown Master Plan recommends that the City consider acquisition or deals to provide additional public parking for some of these lots in the downtown area. Other lots may be appropriate for infill development. Infill development in the downtown core area should be consistent with existing downtown buildings, i.e. similar setbacks at the sidewalk/property line, building height and materials, etc.

MURALS
Vale is currently known for it's murals. This is a unique feature and attraction for the city. The community has expressed a desire for additional murals, primarily depicting The Oregon Trail Theme.

SPECIAL TRANSPORTATION AREA (STA)
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 feet 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 Vale, the area along Highway 20 (the "A" Street and Washington Street couplet) between Glenn Street and West Main Street 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 25 m.p.h. Additionally, the downtown extends east

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.

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In Vale, the area along Highway 20 (the "A" Street and Washington Street couplet) between Glenn Street and West Main Street 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 25 m.p.h. Additionally, the downtown extends east from Glenn Street to Short Street, and west from West Main Street to Yakima Street. The compact development pattern from Short Street to Yakima Street qualifies this area for a STA highway segment designation.

Upon adoption of the TSP by the Vale City Council and a finding of compliance with the Oregon Highway Plan, the City of Vale and ODOT Region 5 may jointly designate this segment of Highway 20 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 Vale STA is located on the portion of "A" Street and Washington Street (Highway 20) between the intersections of Holland Street and Longfellow Street, which is located completely within the urban growth boundary and city limits of the City of Vale.

The primary objective of the Vale 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 a STA in Vale is intended to accommodate the existing public street spacing and compact development pattern. Specific access management conditions for the Vale STA on Highway 20 include:

a) Minimum spacing for public road connections at the current city block spacing of approximately 200 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.

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Special Transportation Area Management Plan
The Vale STA is located on the portion of "A" Street and Washington Street (Highway 20) between the intersections of Short Street and Yakima Street, which is located completely within the urban growth boundary and city limits of the City of Vale.

The primary objective of the Vale 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.

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a) Minimum spacing for public road connections at the current city block spacing of approximately 200 feet.
b) Public road connections are preferred over private driveways. Private driveways are discouraged in an STA.
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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.
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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.

Through Vale, Highway 20 is classified as a Statewide Highway as well as a State Freight System Route under the 1999 State Classification System (1999 SCS). The maximum acceptable v/c ratio for a Statewide Freight Route outside the Portland Metro and not identified as a STA is 0.75. For portions identified as STA, the maximum v/c ratio is 0.85.

Today, traffic on the state highway operates at LOS C or better, which correlates to maximum volume to capacity ratio of 0.27. 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 0.85 for Highway 20 within the city's urban growth boundary.

To maintain highway mobility through a STA in Vale, land use development decisions (within the urban growth boundary) shall not cause traffic flow to exceed a volume to capacity ratio of 0.85. The posted speed limit in the STA is currently and will remain at 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 with the exception of a flashing yellow light at the Hwy. 20/Hwy. 26 intersection. No changes are contemplated.

The designation of a STA in Vale 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 80-foot right-of-way with a paved width of 48 feet that includes one 14-foot travel lane, one 12-foot travel lane, one 6-foot bicycle lane and an 8-foot parking strip on each side of the road. The standard includes a 10 foot walkway on each side of the road with a paver/planting strip of five feet between Glenn Street and West Main Street; and a 6-foot walkway from Short Street to Glenn Street, and from West Main Street to Yakima Street. To accommodate bicycle movements along the highway, bike lanes will be installed within the STA on right side of both "A" Street and Washington Street and extended to Short Street and Yakima Street, as recommended in the TSP.

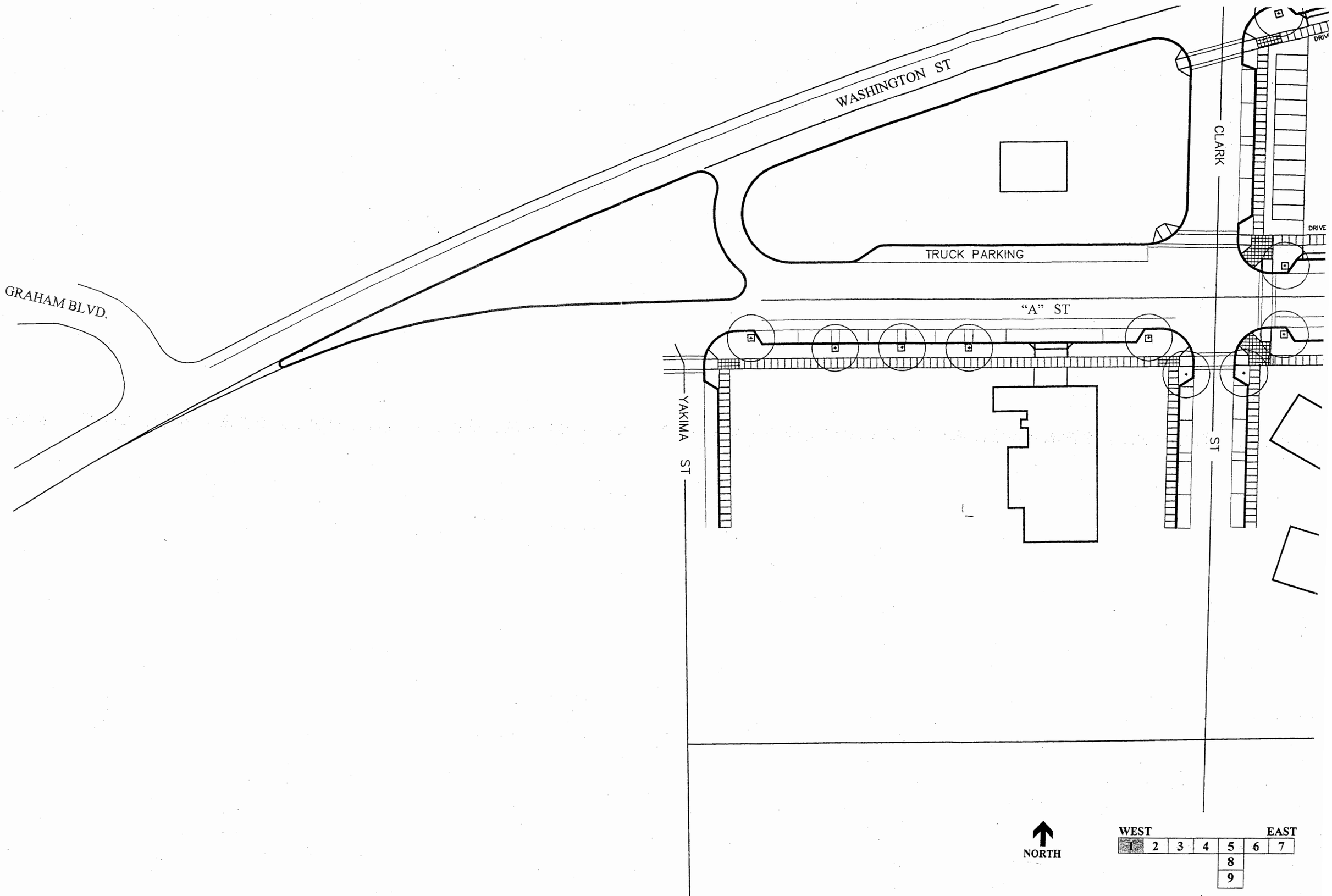
Another essential component to accommodate pedestrians in a STA is street crossings.
Crosswalk enhancements or safety improvements recommended within the STA at this include bulbouts (curb extensions) and crosswalks at the intersections throughout the STA. Future improvements and modifications to the 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 20 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.


WASHINGTON ST
GRAHAM BLVD.
CLARK
DRIVE
TRUCK PARKING
"A" ST
YAKIMA ST
ST
NORTH
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2
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TRUCK PARKING

U.S. HWY 20 WASHINGTON ST

DRIVEWAY

DRIVEWAY

DRIVEWAY

ALLEY

SMITH

DRIVEWAY

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CLARK ST

DRIVEWAY

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U.S. HWY 20 / A ST

BIKE LANE TYPICAL

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WASHINGTON ST

U.S. HWY 20

"A" ST

U.S. HWY 20

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PARKING TYPICAL
BIKE LANE TYPICAL

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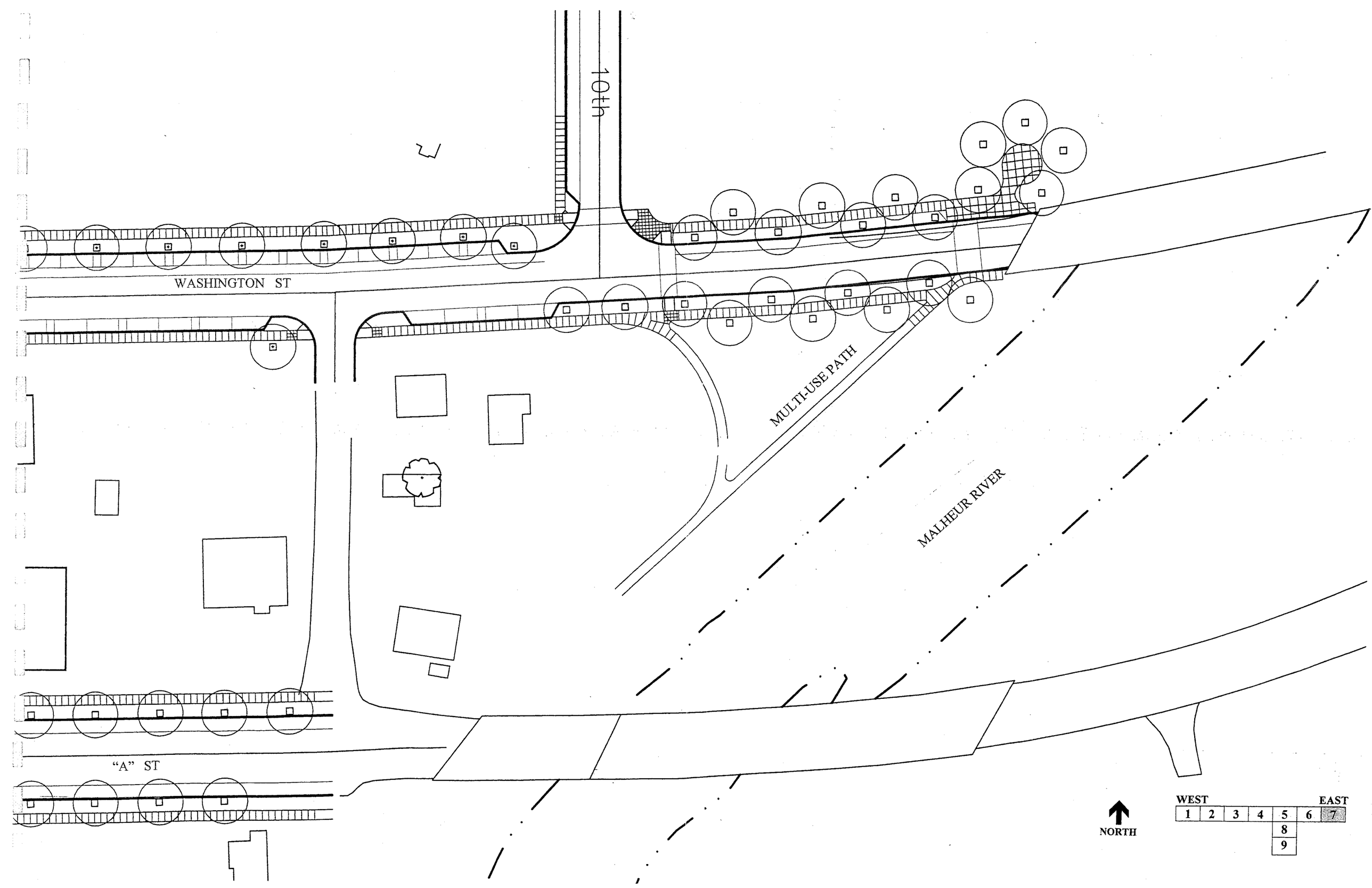
10TH
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MULTI-USE PATH
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LONGFELLOW ST

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MAIN

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DRIVEWAY

PARKING TYPICAL
BIKE LANE TYPICAL

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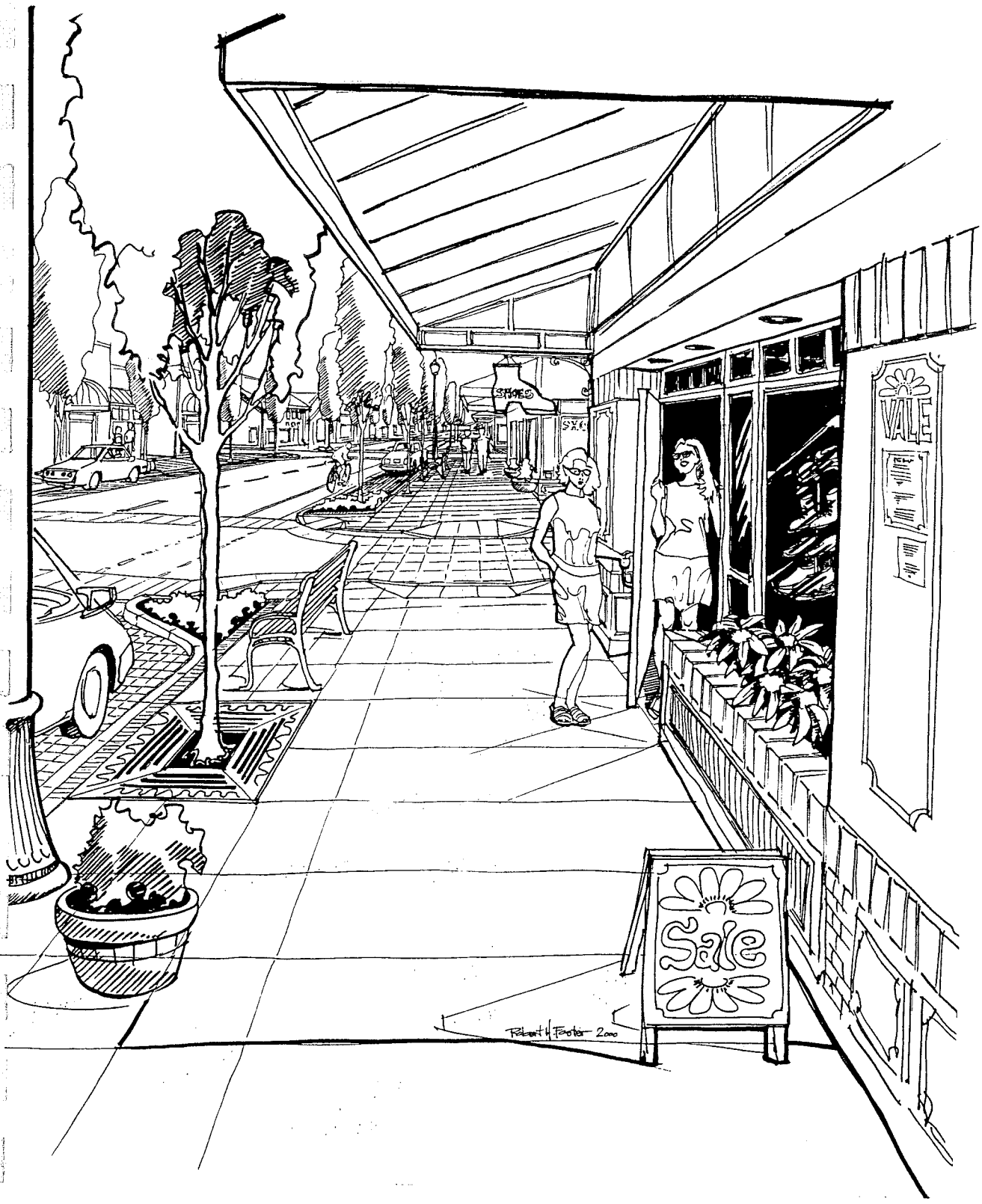
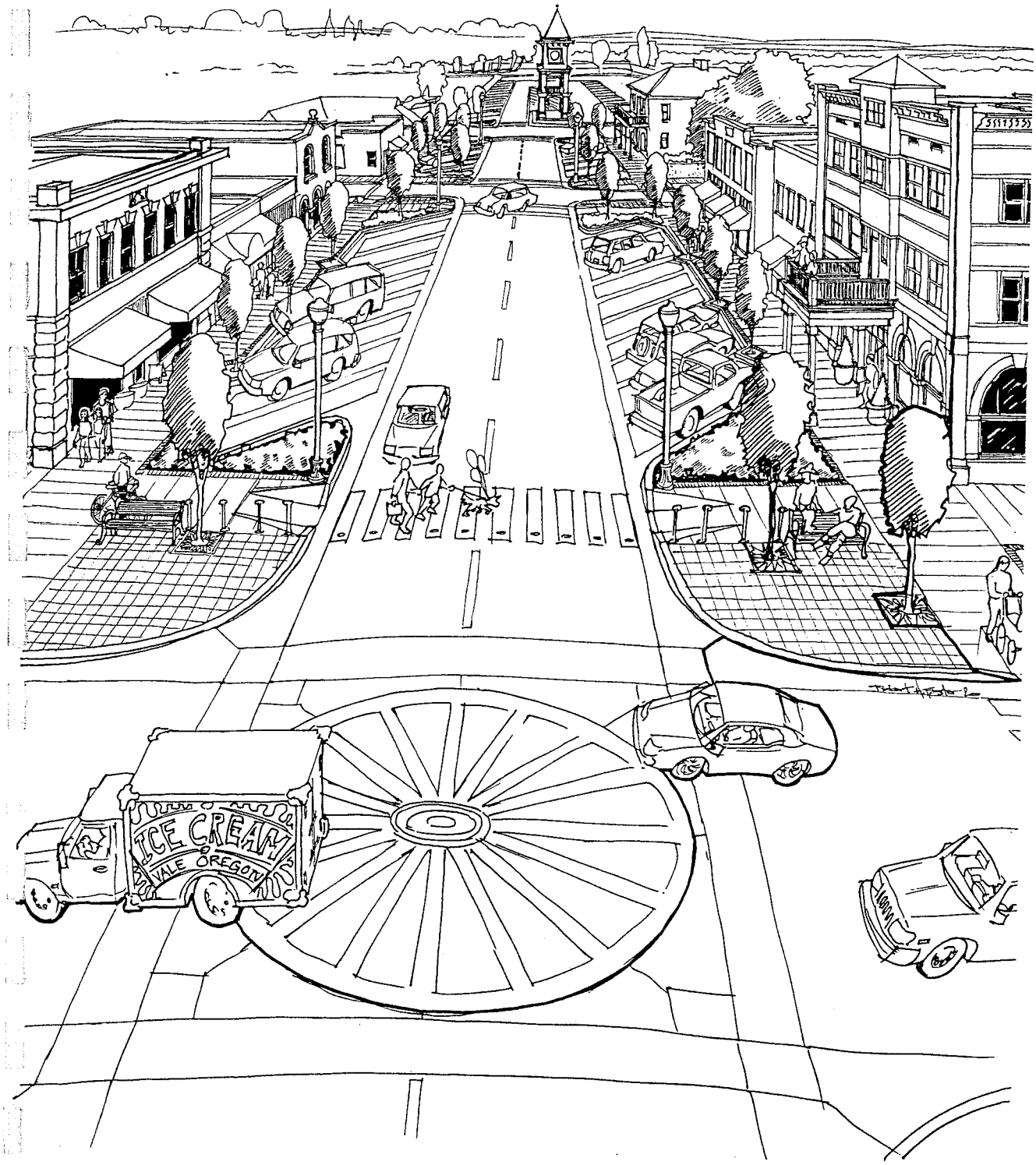

SHOES
SALE
Robert H. Foster 2000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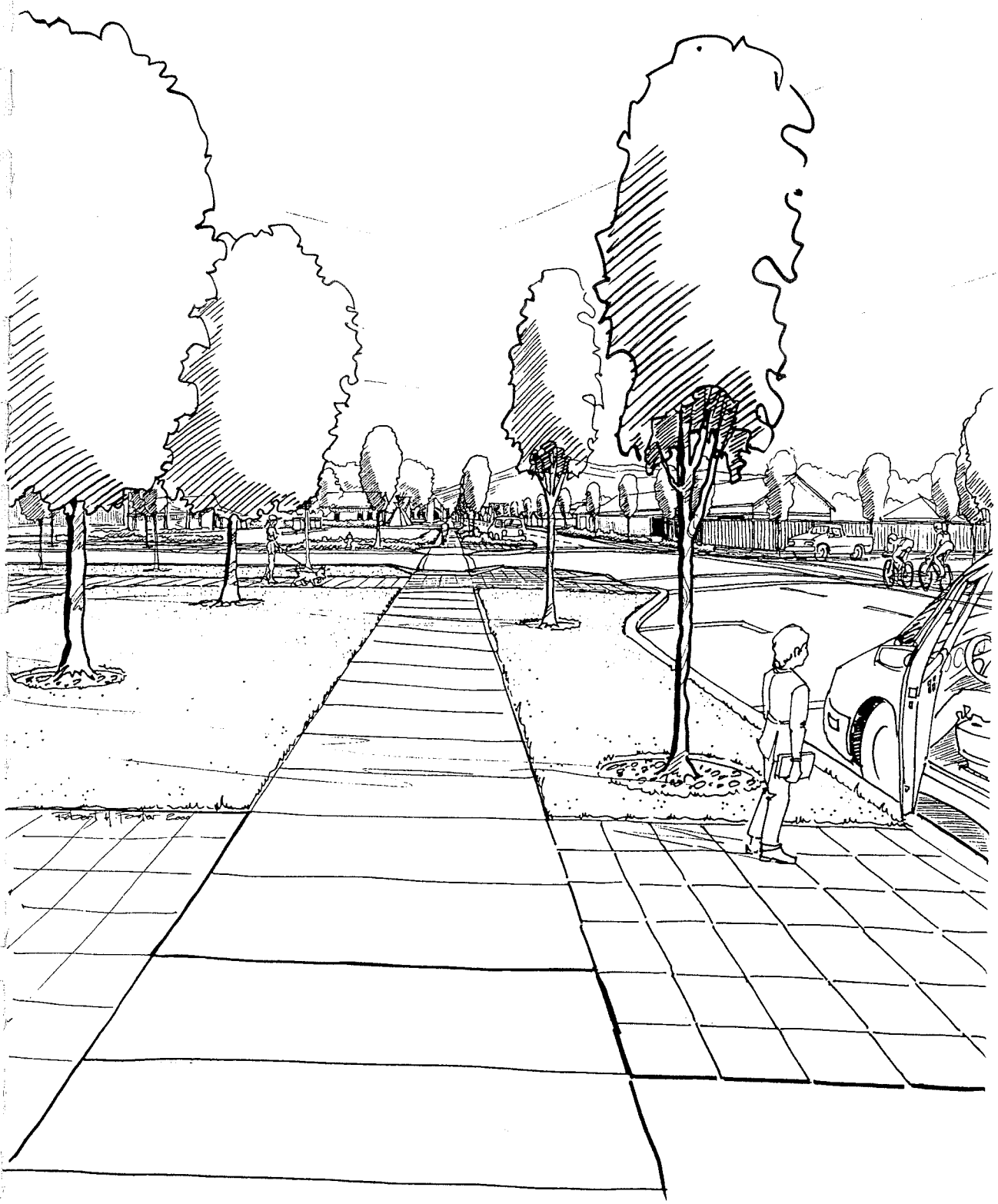
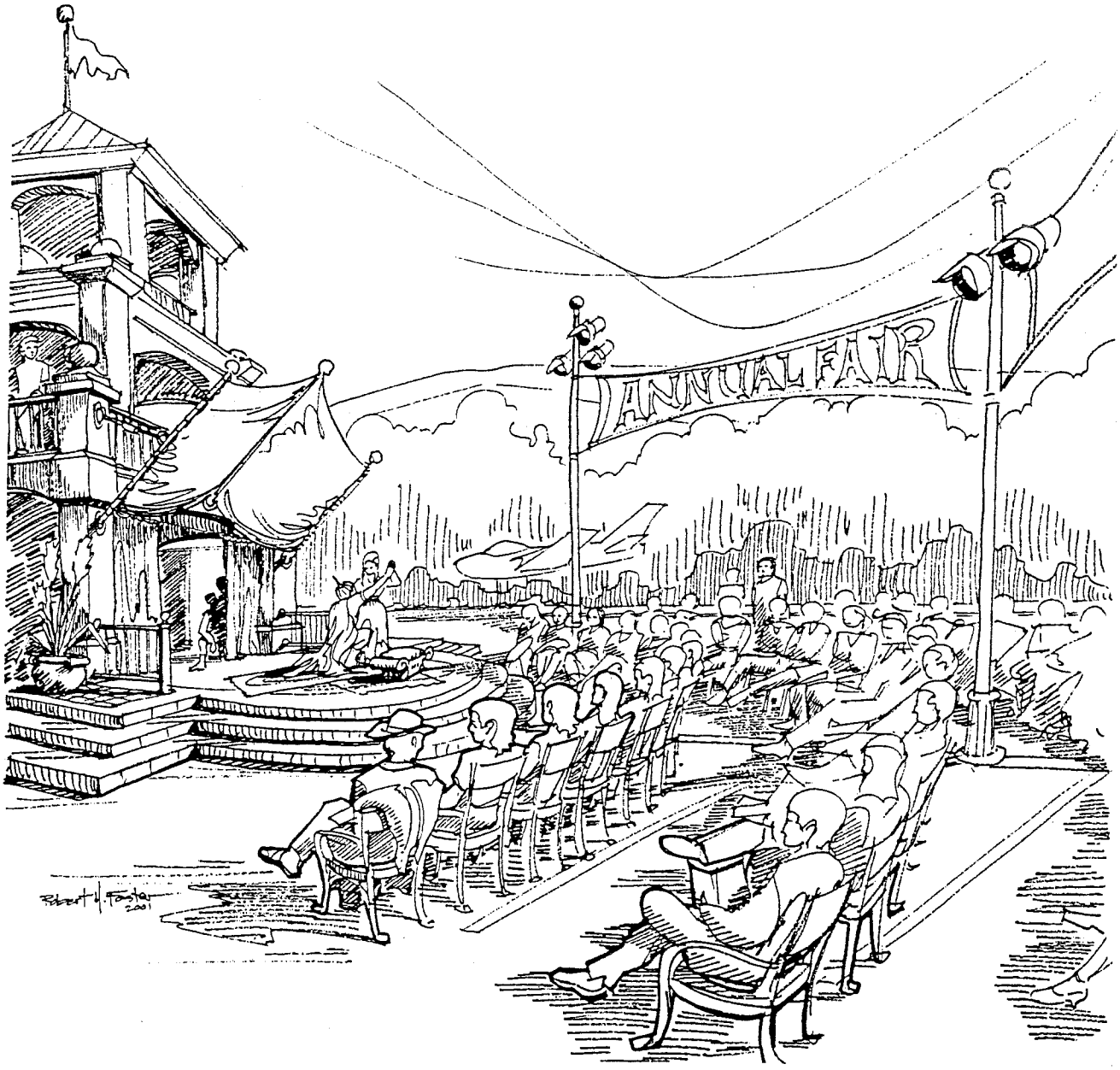
VALE OREGON




ANNUAL FAIR

COST ESTIMATES FOR SELECTED STREETSCAPE ELEMENTS

Part of the funded 2002 Vale Downtown Construction Project includes Enhancement Funds. The Vale Downtown Committee met on May 8, 2001 to discuss streetscape elements for inclusion in the $800,000 enhancement grant. Several items were discussed. This section identifies those elements and provides rough cost estimates for the top priority streetscape elements.

Top Priority

- Trees and grates
- Bulbouts in the historic section and other key intersections
- Historic lights
- Regular lights (if ODOT does not have lights included in the construction budget)
- Irrigation system
- Planting material
- Electrical PVC pipe

Medium Priority

- Street signage (if ODOT does not have signage included in the construction budget)
- Wagon wheel intersection
- Bike racks
- Trash receptacles

Low Priority

- Bulbouts in non-historic areas and other intersections
- Street benches
- Fountains
- Flags
- Banners
- Non-bike/vehicle path on Washington Street
- Additional parking
- Truck parking

Top Priority Cost Estimates

Description	Unit Price	Unit	Quantity	Total $
Street Trees & Grates	$330	1 tree/grate	80[a,b]	$26,400
Bulbouts (w/ colored, stamped pattern)	$2,250	1 bulb-out	16[c]	$36,000
Street Lights (non-historic)	$1,100	1 light	18[d]	$19,800
Historic Street Lights	$1,500	1 light	42[d]	$46,200
Irrigation	$15	Lineal Foot	4,000[a]	$60,000
Plant Materials	$18	Lineal Foot	4,000[a]	$72,000
Electrical Conduit	$14	Lineal Foot	4,000[a]	$56,000
Total	--	--	--	**$316,400**

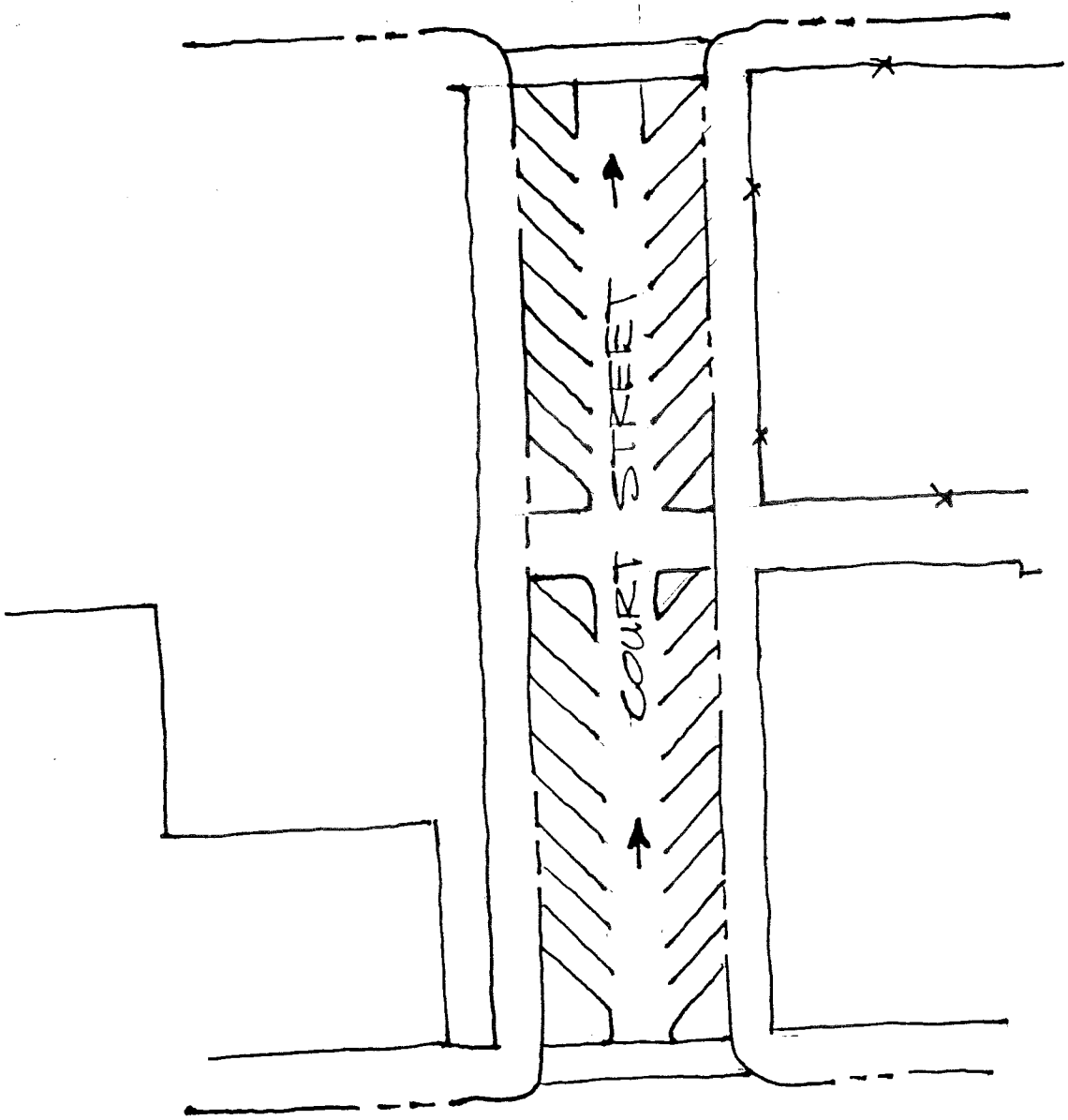
[a,b] "A" Street – Glenn St. to West Main St;
Washington Street – Glenn St. to Bryant St;
Assume 4 trees per block face
[c] On "A" Street within historic district – Main St. to Holland St.
[d] 3 lights per block face Washington Street – Glenn St. to Bryant St;
"A" Street – Holland St. to West Main St.

APPENDIX A. COURT STREET ALTERNATIVE: ONE-WAY & DIAGONAL PARKING

The Vale Downtown Committee discussed converting Court Street to one-way with diagonal parking in order to create more parking in the historic district. This would include one-way southbound from "A" to "B" Street and one-way northbound from "A" to Washington Street. The following two sketch plans illustrate how this could occur and how many parking spaces would be provided.

However, these sketches were based upon an existing map that showed inaccurate location and widths of buildings and sidewalks. Following a site visit to determine if the one-way diagonal parking were feasible, we discovered the enclosed sketches were not feasible (unless significant changes were made) due to narrower existing pavement width and wider sidewalks.

WASHINGTON STREET



'A' STREET

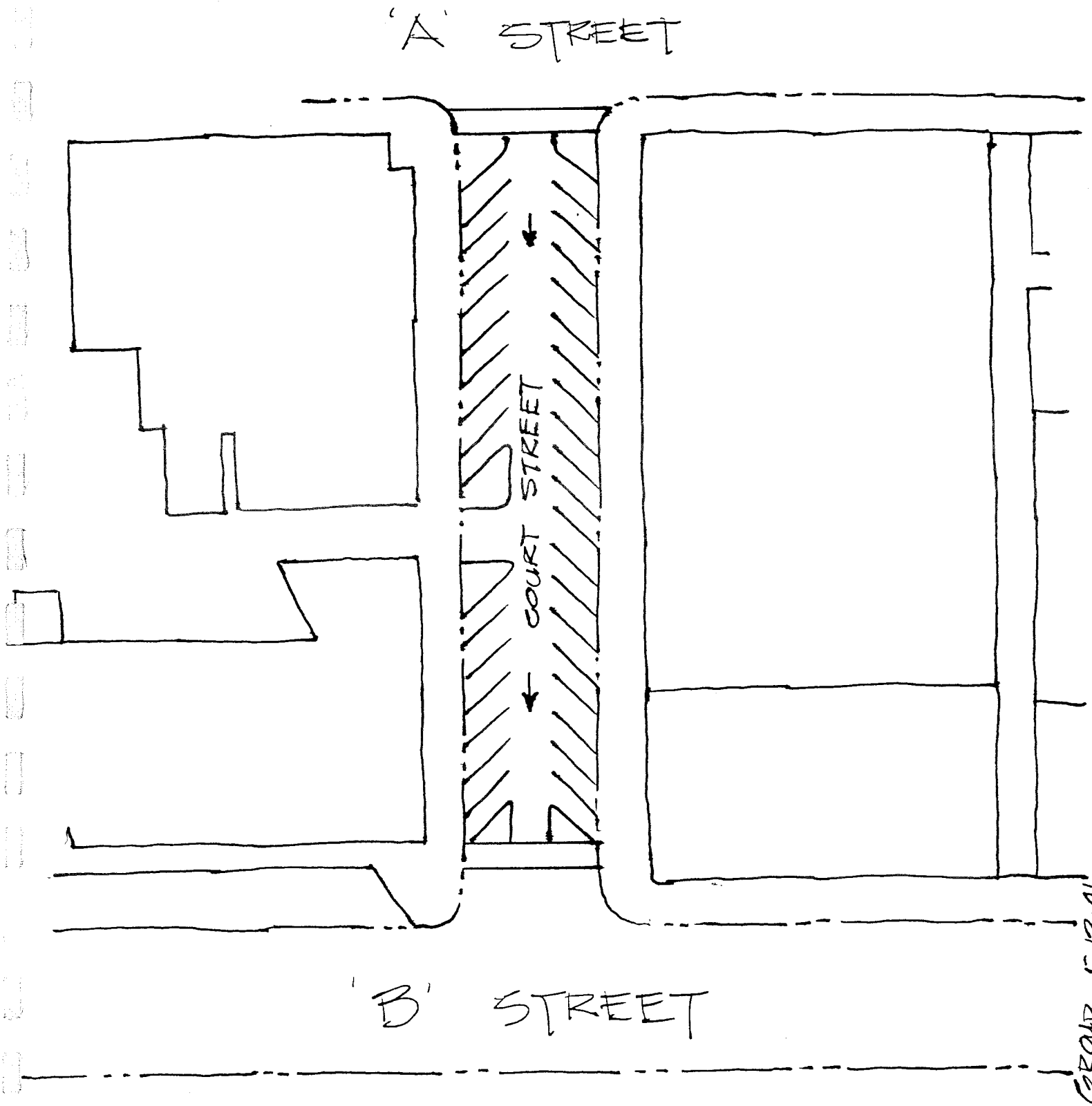
33 PARKING SPACES
14' TRAVEL LANE
SIDEWALKS ON PRIVATE PROPERTY

N

0' 50'

COURT STREET - ONE-WAY NORTH
DIAGONAL PARKING VALET OR

TRILAND DESIGN GROUP 5.14.01



36 PARKING SPACES
14' TRAVEL LANE
SIDEWALKS ON PRIVATE PROPERTY

N
0' 50'

COURT STREET - ONE-WAY SOUTH
DIAGONAL PARKING, VALE, OR

TKLAND DESIGN GROUP 5.13.01

APPENDIX B. SUMMARIES OF MEETINGS

Summary of August 30, 2000 Meetings

Summary of October 19, 2000 Meetings

Summary of December 9, 2000 Agency Meeting

Summary of December 14, 2000 Meetings

Summary of April 3, 2001 Meeting

Summary of May 31, 2001 Meetings

Summary of June 11, 2001 Meetings

Summary of June 18, 2001 Meeting

SUMMARY OF AUGUST 30, 2000 MEETINGS

SUMMARY OF ADVISORY COMMITTEE MEETING #1

August 30, 2000, 12:00 p.m.
Vale City Hall

Attendees

Albert J. Butler, Ed.D
Steve Bogart, City Coordinator
Cheryl Jarvis-Smith, ODOT
David Warrick, PLS, ODOT
Bill Jacobsen, PLS, ODOT
Howard Stein, PE, Stein Engineering
Bob Foster, ASLA, Robert Foster Consultants
Larry Lewis, AICP, TriLand Design Group

I. INTRODUCTIONS & DISCUSS ADVISORY COMMITTEE (AC) PROJECT ROLE

Following introductions, we discussed the role of the AC was to meet at four milestones throughout the planning process to review and provide input on the downtown master plan. The attached Vale Downtown Master Plan Project Schedule identifies proposed AC Meeting Dates as follows:

- Thursday, October 19, 2000 2:00 p.m.
- Thursday, December 14, 2000 5:00 p.m.
- Thursday, March 8, 2001 5:00 p.m.

Meetings dates are subject to change pending upon availability of AC members.

Attendees identified additional AC Members to contact for participation in future meetings:

- Logan Hamilton, Logan's Market
- Dan Kelly, Planning Commission Chair, 473-2294
- Tammy Chamberlain. Chamber of Commerce, Vale Mural Society
- Jay Rucker, Developer, 473-4242
- Mary Caputi (or designee from), Vale Historical Society
- Possibly a representative from City Council, i.e. the Mayor

II. PROJECT GOALS

The following overall project goals were identified from the Statement of Work:

- Develop a schematic "Main Street" Plan.
- Assure safe and convenient pedestrian, bicycle, and vehicular access through downtown and integrated with adjacent neighborhoods.
- Assure efficient performance of transportation facilities and services.

III. PROJECT LIMITS

The following project limits were defined for the Downtown Master Plan:
State Highways 20 (Washington and "A" Streets from the Malheur River bridge at the east end to the Washington/"A"/Graham Blvd. intersection at the west end; Main Street from Washington Street south to Wadleigh Park and; "B" Street from Glenn Street to Cottage Street.

IV. OTHER DOWNTOWN PROJECTS (STATUS AND AVAILABLE DATA)

Bill Jacobsen, ODOT and Steve Bogart, City of Vale provided descriptions and status of the ongoing and funded projects. In summary, the City, through ODOT and federal funding, has secured $6,160,000 through three separate, but related, projects:

- Reconstruction of "A" and Washington Streets from the west city limits to Hawley Loop Road. $3,919,000
- Construction of curb, gutter, and sidewalks on "A" and Washington Streets. $1,441,000

- Installation of replacement (historic) street lamps and landscaping on "A" and Washington Streets.

The Downtown Master Plan will result in the conceptual design which will be used to prepare preliminary and final design drawings. ODOT Preliminary Design Unit will prepare the preliminary and final design drawings.

Two unique aspects of this project are:

- Funding for construction has already been secured and is scheduled for construction March 2002.
- This is the first collaborative effort where a TGM project includes both conceptual design provided by the Contractor (TriLand Team) and ODOT, and includes preparation of preliminary engineering plans by ODOT.

V. DOWNTOWN ISSUES AND VISIONS

The following issues and visions were identified and discussed at the meeting:

Traffic and Downtown Events

Downtown experiences seasonal traffic. There are two special events that increase traffic – the Oregon Trail Cross County Event which brings approximately 1500 runners, and the 4th of July.

There is regular traffic going to/from the Bullock Reservoir located west of downtown.

Existing Business Condition and Traffic Impact

There is a perception that a limited number of motorists stop in downtown Vale on the weekends because the majority of retail establishments are not open for business.

Sidewalks

Sidewalks are needed on connector streets. Bill Jacobsen stated that he hopes the secured $6 million funds will "stretch" enough to include construction of sidewalks on side streets, at lease between Washington and "A" Streets.

There is no consistent sidewalk plan or connectivity throughout downtown.

Sidewalks are needed on Highway 26 (Glenn Street).

Historic Street Lights

Historic looking street lights are desired in the downtown area. Currently, there are three historic street poles and lights located along the east side of the Wadleigh Park parking lot at the end of Main Street; and one historic street pole and light located on Washington Street, just west of Glenn Street along the Pioneer Bank frontage.

Railroad and Railroad Crossings

The railroad, through downtown, is a local spur. The 17th Street railroad crossing is nearing completion. The 14th Street railroad crossing will close once the 17th Street crossing is opened.

Riverfront

The Vale Transportation System Plan (TSP) should be revised to include a pedestrian/bicycle greenbelt along the river frontage.

Airport

TSP revisions should consider airport provisions. Currently, the airport is primarily used for crop dusting and by BLM which has two helicopters and one plane.

Hot Springs
There are hot springs along the river on the north side of the bridge. The hot springs are not available to the public and are currently used by the Oregon Trail Mushroom plant. Some of the hot springs are approximately 200 degrees (F) making it too hot for human use.

Landmarks and Gateways
Main Street where it meets Wadleigh Park would be a good location for a landmark commemorating the Oregon Trail.

The east and west ends of downtown and existing city parks could be improved aesthetically through landscaping and with increased history of the Oregon Trail and other area historical events.

The existing kiosk in the "swoosh" at the east end of downtown is basically useless.

The fountain at the west end of downtown is currently a maintenance problem and subject to vandalism.

The east end park/gateway located east of the bridge requires no maintenance.

Downtown Parking
Existing downtown "parking shortage" is more a perception than a problem. However, if people would stop it may become a problem. The Master Plan needs to identify a future parking plan for downtown.

There has been previous discussion about potential diagonal parking on the north side of "A" Street but ODOT has been opposed to it because of safety concerns.

Truck Parking
Near the west end of downtown, the Starlite Restaurant is a major stopping place for truckers. Currently, truckers do not have a legitimate or organized place to park. West-bound truckers currently park in an unimproved gravel area north of Washington Street near the railroad. The Master Plan should consider organized parking for truckers in this area or an alternative parking location. East-bound truckers currently park along the "A" Street frontage. Alternative solutions should be considered.

Bicycling
There needs to be consideration for bicycle lanes or a designated west-to-east bicycle route through downtown. There are many through-bicyclists traveling west-to-east with the prevailing winds.

Downtown Image
Madras was mentioned as a good couplet example that is similar in size and layout as Vale.

There are currently lots of vacant storefronts. There is a mix of uses throughout downtown including the Washington and "A" Street frontages, i.e. retail, industrial, residential, institutional, historic buildings, vacant parcels, parking, etc.

2-Way Streets
There have been previous discussions of making Washington and "A" Streets two-way streets and eliminating the couplet system. This should be considered as an alternative in the Downtown Master Plan.

Needed Intersection Improvements
The west end intersection of Washington, "A", and Graham needs to be improved to increase safety.

Signage
Existing signage causes visual problems and should be improved.

Street Furniture
Street furniture is need throughout downtown, e.g. bicycle racks, trash receptacles, benches, etc.

Street Trees
Street trees are needed throughout downtown.

DATA COLLECTION ITEMS

- The topographic survey of Washington and "A" Streets including adjacent blocks has been completed by ODOT and is available in electronic format. Contact Mike Maley in the ODOT La Grande office (541) 963-1356.
- ODOT Patterns Book (alternative street pavement patterns) (Return to Cheryl)

SUMMARY OF DOWNTOWN WALKING TOUR

August 30, 2000, 2:00 p.m.

Attendees

Albert J. Butler, Ed.D
Tammy Chamberlain
Cheryl Jarvis-Smith, ODOT
David Warrick, PLS, ODOT
Bill Jacobsen, PLS, ODOT
Howard Stein, PE, Stein Engineering
Bob Foster, ASLA, Robert Foster Consultants
Larry Lewis, AICP, TriLand Design Group

SUMMARY

Al Butler led the walking tour which included Main Street (Washington to the park), Washington (Main Street to Glenn Street, and "A" Street (Longfellow to Yakima). Key features and discussion included:

- Review of the historic street lights that are located near the park (3 lights) and on Washington between Longfellow and Glenn Streets. (1). Some people expressed the desire to place the historic street lights throughout Washington, "A", "B", and Main Street.
- Maintenance and utility costs are an issue.
- On Main Street, between "B" Street and the park, potential street closure for special events.
- Intersection lighting needed, especially at Main and "A" Streets. The lighting should provide adequate lighting for motorists yet be scaled for pedestrians.
- There are a considerable number of people who need to walk from residents to retail uses due to lack of automobiles. Therefore it is important to provide pedestrian facilities.
- Considerable amount of truck parking on- and off-street near the Starlight Restaurant.
- There are a wide range of land uses along Washington and "A" Streets.
- There are several unsightly properties throughout the downtown.
- Desire to underground utilities throughout downtown.
- Additional trees, i.e. street trees would enhance the visual appearance of downtown and provide shade/cooler temperature.
- There are some older buildings with potential for restoration. Some of the buildings are currently condemned and/or vacant.

SUMMARY OF PROJECT MANAGEMENT TEAM MEETING
August 30, 2000, 4:00 p.m.
Vale City Hall

Attendees
Albert J. Butler, Ed.D
Tammy Chamberlain
Steve Bogart, City of Vale
Cheryl Jarvis-Smith, ODOT
David Warrick, PLS, ODOT
Bill Jacobsen, PLS, ODOT
Howard Stein, PE, Stein Engineering
Bob Foster, ASLA, Robert Foster Consultants
Larry Lewis, AICP, TriLand Design Group

SUMMARY

The following elements were identified and need to be addressed in the downtown master plan:

- Storm drainage.
- Doorways – currently there is a lack of consistency in location of doorways, i.e. recessed, streetfront, corners.
- Street trees.
- Irrigation
- Curb cuts
- Truck deliveries – on-street, alley
- Potential Special Transportation Area (STA) designation.
- Pros and cons of making Washington Street and "A" Street two-way as opposed to existing couplet system.
- On-street parking options – pros and cons of parallel versus diagonal parking.
- Off-Street parking – shared access, shared parking, parking lots.
- Undergrounding utilities.
- Signage – existing ineffective signage, e.g. parking time limit signs.
- Murals and maintaining views of murals.

SUMMARY OF OCTOBER 19, 2000 MEETINGS

PUBLIC INVOLVEMENT NOTICE

A Community Meeting to Discuss

VALE DOWNTOWN IMPROVEMENTS

Thursday, October 19, 2000
7:00 – 9:00 p.m.
Vale Elementary School
403 "E" Street

The purpose for the community meeting is to receive input from Vale citizens regarding potential improvements to downtown Vale. The discussion will focus on street and property improvements throughout Washington Street, "A" Street, and the surrounding area.

Discussion items will include potential improvements and changes to travel lanes, parking, sidewalks, intersections, pedestrian crossings, bicycle lanes, safe routes to schools, landscaping, buildings, and properties.

SUMMARY OF OCTOBER 19, 2000 YOUTH CHARRETTE

Vale Elementary School, 2:00 p.m.

Vale Elementary 4th Grade Wish List

1. Hardy flowering trees (non-fruit), 3+ per block (placed between businesses)
2. Benches – comfortable wood/iron combo, 3 per block
3. Trash can receptacles – decorative circular, 3 per block
4. Drinking fountains – in both parks at the ends of town and in middle of town
5. Bike lane – 4 wide on "A" and Washington Streets with bike rack in center of town. Sidewalks should be bigger – 10 feet.
6. Restrooms on each end of town in parks.
7. Special pole street lights (light streets, display poles for banners)
8. Oregon Trial sidewalk brick display – wagons, oxen, wagon wheels, etc.
9. Public clock in the middle of town.
10. Skating recreation park – skateboarding, inline usage, scooter usage, basketball hoops (4+), half pipe, ramps, etc., plus phone and fences

Several other suggestions were made by the 4th graders, including specific types of retail uses such as movie theatre, clothing stores, toy stores, etc. The 4th graders participated in a drawing exercise that primarily consisted of drawings of the Vale Viking, the high school mascot. The 4th graders were vocal, uninhibited, very well-mannered, and appeared to be interested and have fun with this exercise. They had many good, realistic suggestions for downtown elements, as identified above.

SUMMARY OF OCTOBER 19, 2000 PROJECT MANAGEMENT TEAM/ADVISORY COMMITTEE MEETING AND COMMUNITY CHARRETTE

Vale Elementary School, 4:00 p.m and 7:00 p.m.

At both the PMT/AC Meeting and the Community Charrette, the Base Context Map and the Opportunities and Constraints Analysis Diagram were displayed and discussed. A summary of the Youth Charrette, conducted earlier that afternoon, was provided including identification of desired streetscape elements and land use, and sketches generated during the Youth Charrette.

The Community Charrette included a presentation that showed participants several examples of downtown designs. The presentation was a collection of slides taken from the ODOT Patterns Book, TriLand Design Group and Foster Consultants collection, and a historic slide of downtown Vale provided by ODOT's Cultural Resources Specialists.

Bill Jacobsen, ODOT provided an overview of the Downtown Vale Project 2000.

Key discussion items following the above described presentation:

- **Maintain the One-Way Couplet System:** Should there be consideration for eliminating the Washington Street/"A" Street one-way couplet system and converting both streets to two-way? The PMT/AC agreed to defer this decision to the public at the Community Charrette. There was overwhelming consensus to maintain the one-way couplet system. Therefore, the downtown plan will reflect this.

- **Speeding** along Washington and "A" streets is a concern. Both streets, being state highways, endure a significant amount of traffic, including a high volume of truck traffic. The street improvements need to include elements that will slow traffic. Potential improvements identified, to slow traffic, included gateway

features at the east and west ends of town, curb extensions (bulb-outs) that narrow the perceived travel lanes, intersection and crosswalk demarcation, and street trees that provide a sense of enclosure.

- The community believes there is a **downtown parking shortage** which is detrimental to downtown businesses. The current on-street parking is insufficient. The City should identify parcels in close proximity to downtown that could be used for public parking.

- **Street trees** are needed throughout the downtown area to improve the visual appearance of downtown, provide shade and cooler areas for pedestrians, provide windbreak, and provide a separation between pedestrians and vehicles. Concerns regarding street trees include maintenance and visual blockage of stores and signs.

- **Pedestrian and bicycle facilities**, i.e. continuous sidewalks and bicycle lanes, are needed. There are many local residents, including school children and elderly, that do not have the use of automobiles. These people need a safe way to walk and ride throughout the town. This can occur through continuous sidewalks, bicycle lanes on the major streets (Washington and "A"), and curb extensions that shorten street crossing distances.

- **Historic buildings** provide an important heritage to Vale. These buildings should be preserved, restored, and maintained which will improve the visual image of downtown Vale, enable viable usage of the buildings, and be an attraction to visitors to Vale.

- **Public spaces** will enhance the visual image of Vale and provide opportunities for community events and recreational uses. Main Street could become a public space that could be maintained for vehicular travel and be closed temporarily for special events such as parades, concerts, school events, arts and craft exhibits, etc. Additional recreational uses are needed, i.e. a skateboard park that will provide recreation opportunity for young people and also deter these types of uses from public streets that conflict with pedestrians.

- Enhancing the **entrance (gateways)** into downtown will improve the visual image of Vale and indicate to motorists that they have arrived in Vale, giving them a "sense of place". This will also make motorists slow down.

- **The Swoosh** – there was general consensus that the bypass, locally referred to as the swoosh should be eliminated. This bypass connects westbound Washington Street (Hwy. 20) to northbound Glenn Street (Hwy. 26).

The above comments will be taken into consideration and incorporated into the preparation of the Concept Plan.

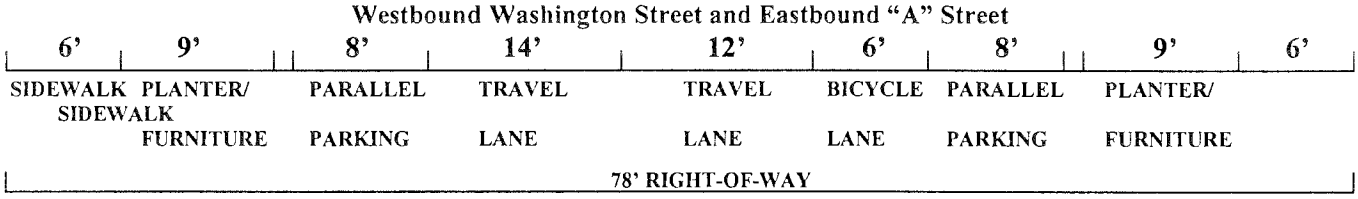
SUMMARY OF DECEMBER 9, 2000 AGENCY MEETING

TriLand Design Group, 10 a.m.

Attendees: Dave Warrick, ODOT Preliminary Design Unit
Howard Stein, CTS Engineering, Inc.
Bob Foster, Foster Consultants
Larry Lewis, TriLand Design Group, Inc.

Summary of Meeting

- Agreed upon section, in accordance with minimum ODOT state highway standards:



- Corner radii should be 24 feet.
- The raised intersection, to slow traffic, at the "A"/Main intersection is acceptable.
- Entering the town from the east end, maintaining the 13' width travel lanes is good, 12' is standard.
- Ensure the 10th Street turning radius (to the grocery store) is adequate for trucks.
- Ensure pedestrian crossings are very visable entering town.
- Check with Bill Jacobsen on water availability for street trees.
- Need to talk to gas station people/owner for buy-off on eliminating the "swoosh".
- On Glenn Street (Hwy. 26) have 6' bicycle lanes and 9' sidewalk widths.
- Place street trees at 45' on-center at the 5' "free zone" between parking spaces. (2 parallel parking spaces at 40' with 5' free zone. Street tree planted adjacent to free zone.)
- Provide standard ADA ramp at intersections.
- Provide 10' wide diagonal parking spaces on Main Street.
- It is not necessary to convert the drawings to metric scale. This can be done automatically on the computer.

SUMMARY OF DECEMBER 14, 2000 MEETINGS

PUBLIC INVOLVEMENT NOTICE

The Downtown Development Committee
of the
Vale Chamber of Commerce
hosts a

COMMUNITY MEETING

Thursday, December 14, 2000
7:00 - 9:00 p.m.
Vale Elementary Cafeteria
403 "E" Street West

The Vale Downtown Committee is hosting their second meeting to get opinions from Vale residents and business people on Project 2002. That Oregon Department of Transportation project will replace the streets, sidewalks, and lights along "A" and Washington during the summer of 2002.

The community meeting will be Thursday, December 14, 2000, 7:00 p.m. at Vale Elementary School. Participants will have an opportunity to react to drawings of what Vale's downtown might look like after the project is completed. These drawings are based on suggestions received at the first community meeting held in October.

SUMMARY OF DECEMBER 14, 2000 YOUTH DESIGN WORKSHOPS

Vale High School, 1:30 p.m.
Vale Elementary School, 2:30 p.m.

Two workshops were conducted with students – one with a Vale High School class and one with the 4th grade class from Vale Elementary School that we met with in October. The concept plan and renderings were displayed and described to the students. Generally, the high school students were receptive to the streetscape improvements, however they were concerned that the improvements would not benefit downtown Vale from an activity and economic standpoint. The teacher was very helpful and explained that this project and physical improvements to downtown were a good starting point for attracting tourists and businesses to Vale.

The 4th grade class appeared satisfied that many of their ideas, generated at the October design charrette, were shown in the concept plans and renderings. Concept plan elements that were identified by the students included street trees, benches, bicycle "hitching posts", drinking fountains, trash receptacles, street lights, Oregon Trail theme elements (gateway, intersections, murals), public clock tower, and skateboard park located in Wadleigh Park.

SUMMARY OF DECEMBER 14, 2000 PROJECT MANAGEMENT TEAM/ADVISORY COMMITTEE MEETING
Vale Elementary School, 3:00 p.m.

A project status was given and followed by discussion of the Base Context Map and Opportunities & Constraints Analysis. The following suggestions and concerns were identified:

- City staff does not want street maintenance to increase with street improvements. This should include, among other elements, the design of the suggested curb extensions (bulb-outs) to allow for snow plows to easily move around the curbs.
- Lighting at intersections is needed.
- Concern of conflicts between skateboarders and pedestrians on sidewalks.
- Discussion of raised intersections, e.g. at the "A"/Main Street intersection, that will slow traffic yet not impact maintenance.
- Historic streetscape elements are desired.
- Consensus to eliminate the swoosh (by-pass) at the east end of downtown.
- Desire to maintain Main Street as a vehicular street but also consider design as a special street.
- The Washington/"A"/Graham intersection at the west end of town is unsafe and needs to be redesigned.
- Truck parking is an issue at the west end of town. It is needed but currently is inadequate and unstructured.
- Need to clean up the park at the southeast corner of "A" Street and Yakima Street. Consider skate park at this location.
- The community needs to work together in creating and maintaining parks, street trees, and other open space amenities.
- Consensus that street trees are wanted throughout downtown for aesthetics, cooling effects, security from vehicles, and wind breaks. However, the design should also consider maintenance, water costs, and visual blockage of storefronts.
- Impacts to businesses during construction is an issue.
- Parking is needed for downtown residents living above retail shops.

SUMMARY OF DECEMBER 14, 2000 CONCEPTUAL PLAN ALTERNATIVES WORKSHOP

Vale Elementary School, 7:00 p.m.
Summary Revised 4/8/01

OVERVIEW

A description of the project, planning process, project schedule was followed by discussion of the Base Context Map, Opportunities & Constraints Analysis, and a slide presentation showing several examples of downtown improvements. The examples showed different ways that Washington Street, "A" Street, Main Street, and local streets could be improved in Vale.

ALTERNATIVE DOWNTOWN PLAN ELEMENTS

Alternative elements of the Vale Downtown Plan are identified below. This includes preferences stated at the workshop by the community. More detailed descriptions of the Conceptual Plan are provided in the Interim Report therefore are not repeated in as much detail here.

One-Way Couplet System versus a Two-Way System on Washington and "A" Streets

There was general consensus that the one-way couplet system should be retained on Washington and "A" streets. A primary determining factor was that a two-way system would result in Washington Street being the primary through traffic access which could be devastating to businesses located on "A" Street. These businesses count on through-traffic business as well as local patrons.

Parallel versus Diagonal Parking on Washington and "A" Streets

Although parallel parking would slightly increase the amount of on-street parking on Washington and "A" streets, the decreased safety was the primary factor in the community agreeing to maintain the parallel parking. Vehicles backing into travel lanes from diagonal parking is a safety problem, especially on a state highway that has a significant amount of traffic.

Parallel versus Diagonal Parking on Side Streets

The limited right-of-way and pavement width is the reason to maintain parallel parking on the side streets. To accommodate diagonal parking on the side streets, the streets would need to become one-way with one travel lane, with diagonal parking on one side of the street and parallel parking on the other side. This would only result in approximately two additional parking spaces.

Off-Street Parking

There is a perceived parking shortage. The solution will be for additional off-street parking. The City will look for opportunities for off-street parking lots within walking distance of the downtown core area.

Curb Extensions

Curb extensions at intersections will reduce the pedestrian crossings, make the town more pedestrian friendly, and add to the visual appearance of the streetscape. The detailed design of curb extensions must account for truck turning radii at certain intersections, i.e. Glenn Street and 17th Street, and address turning movements of maintenance vehicles, i.e. snow plows.

The Sidewalk and Street Furniture Zone

The 14 foot wide sidewalk and street furniture zone on "A" and Washington Streets through the downtown core will include a 6 foot wide continuous sidewalk adjacent to the buildings and a 9 foot furniture zone for protection of pedestrians from vehicles and parking, street trees, benches, street lights, etc. The widened sidewalks will require storm drainage improvements and consideration for phasing construction of improvements due to available enhancement funds that will only fund a portion of recommended downtown improvements in 2002.

East End Swoosh and Short Street Closures
General consensus (at this meeting!) to close the "swoosh" (by-pass) and also close Short Street north of Washington Street. Closing the swoosh will eliminate an unsafe merge on Highway 26 and create a parcel of land that will be developable and increase park space.

Truck Parking at the West End
Providing organized truck parking north of Washington Street near the west end of town will provide additional truck parking and be safer.

Graham Blvd. Realignment
The Graham Blvd. realignment will improve safety by forcing eastbound Graham Blvd. traffic to stop at a 90 degree angle at Highway 20. The community indicated they prefer to leave the westbound Graham Blvd. traffic from Washington Street at it's current alignment.

Access Management
The downtown plan and enhancement project will include access management improvements along Washington and "A" streets. This will include better definition of driveways as opposed to uncontrolled access created by the lack of curbs along some frontages.

"A" Street / Main Street Raised Intersection
The "wagon wheel" intersection will be a traffic calming element, make people aware of the center of town and the historic Oregon Trail theme. There is a question of design and maintenance of the raised intersection. It must be designed so that traffic safety is not decreased. Maintenance agreements between the City and ODOT will need to be established.

Main Street – A Multi-Use Facility
Main Street will be retained as two-way street with diagonal parking. From "A" Street south to Wadleigh Park, Main Street can be closed to vehicular traffic for special events by placing bollards across the south "A" Street crosswalk. The south end of Main Street is proposed to have a clock tower and a stage for concerts, plays, speeches, etc.

COMMENTS, QUESTIONS, & CONCLUSIONS
There was general acceptance for the Vale 2002 project and the opportunity for streetscape improvements. The following questions, suggestions and concerns were identified:

- There was discussion of the existing right-of-way width and street section on Washington and "A" streets. There was clarification that no additional right-of-way would be needed/considered.
- A suggestion was made for property owners to have an opportunity to provide input on street frontage improvements. An example was to get input from the church on whether or not they prefer a landscaped strip between the sidewalk and curb or paved up to the curb to allow people to park along the street and access the church without walking throughout landscaped areas. A description was given that would allow a combination of landscaping and pavement.
- There was a positive reaction/response to the ability to temporary close Main Street for special events.
- Enforcement of speeding is an issue.
- There is a concern that 14 foot wide sidewalks on Washington and "A" Streets would double the cost of the project because storm drainage would have to be replaced.
- For the suggested truck parking improvement on the north side of Washington Street at the west end of town, the railroad property line will be identified to determine property impacts and the need for discussion of use and/or acquisition of land from the railroad.

A description of the project, planning process, project schedule was followed by discussion of the Base Context Map, Opportunities & Constraints Analysis, and a slide presentation showing several examples of downtown improvements. The examples showed different ways that Washington Street, "A" Street, Main Street, and local streets could be improved in Vale.

SUMMARY OF APRIL 3, 2001 MANAGEMENT TEAM MEETING

The TriLand Team has conducted two management-related meetings with Bill Jacobsen and two additional youth meetings – one with a high school class and a second meeting with the fourth grade class. In addition, a management team was conducted via teleconference on April 3, 2001 between Cheryl Jarvis-Smith, ODOT; Dave DeMayo, City of Vale, and Larry Lewis, Triland Design Group. The purpose of this teleconference meeting was to identify and discuss additional information that was needed in the Opportunities/Constraints and Conceptual Plan tasks. The following additional information was identified:

- Complete parking analysis data including on-street inventory
- Infrastructure analysis including identification of constraints, i.e. sidewalk and storm water drainage issues and identification of potential contaminated sites including the two gas station sites. Dry cleaners is another use that has potential for site contamination.
- State Historic Preservation Office (SHPO) concerns. Leslie Schwab at 503-986-3805 is a contact. We may want to contact Roz Keeney, ODOT Cultural Resources Specialist prior to contacting Leslie.
- Raised intersection – discussion on urban design and traffic standpoint. We will contact Dave Warrick, ODOT Preliminary Design on the progress of evaluating and designing the raised intersection.
- Include copies of the 3/2/101 Assessment of Existing Conditions
- Provide an Special Transportation Area (STA) evaluation
- Provide truck data
- Provide rail crossings and conflicts
- Side street access needs to be shown on the plans
- Add the West End Entrance improvements and gateway concept
- Provide market analysis data that addresses the potential market – Vale residents, out-of-town (surrounding) residents, and through traffic (tourists, truckers, etc.). Dave sees a full blown market analysis separate from this project. The streetscape improvements are just one part of the (market analysis) program. People are interested in the streetscape improvement project because it is an element of revitalization. Possibly identify niche markets, i.e. crafts, bronze works in Joseph, etc. Capitalize on existing and potential features/attractors, i.e. murals, hot springs.
- Provide 15-20 diagrams. These will be a combination of TriLand Team sketches and sketches generated at the design charrettes.
- Provide additional alternative concepts description. We will describe alternatives for different elements of transportation/streetscape related improvements, i.e. alternative parking configurations, the one-way couplet vs. two-way street system, etc.
- Provide the Transportation Analysis Summary
- Schedule the upcoming meetings and TSP update

SUMMARY OF MAY 31, 2001 MEETINGS

Project Management Team Meeting (2:00 p.m.)

Attendees:

- Dave DeMayo, City Coordinator
- Al Butler, Downtown Committee Chairman
- Cheryl Jarvis-Smith, ODOT
- Bill Jacobsen, ODOT
- Larry Lewis, Triland Design Group

Key discussion items:

- Discussion of streetscape elements including costs. The rough cost estimate of "top priorities" identified by the Vale Downtown Committee was reviewed. The electrical conduit will be included as part of the STIP funding. Regarding street lights, each block will likely have 3 lights and one block face and 2 lights on the opposite block face. There was a discussion of the cost difference between historic street lights and regular street lights. The cost estimate identifies a $400 difference with the historic street lights at $1,500 per light and the regular light at $1,100.
- Downtown Parking – the Court Street one-way, diagonal parking alternative was discussed including the difficulty to provide more parking due to existing pavement and sidewalk widths. The vacant lot previously planned for the new fire station was identified as a potential public parking lot.
- Street elements that will be constructed as part of the STIP project in 2002 were identified and discussed.
- Discussion of the overall process and steps regarding the STIP project, downtown plan, downtown zoning district, TSP update and adoption, and Comprehensive Plan and Ordinance Amendments was discussed.

Advisory Committee Meeting (4:00 p.m.)

Key discussion items:

- Updating the TSP and how it will become a part of the Comprehensive Plan
- Discussion of closing Water Street with the closure of the Swoop as opposed to closing Short Street.
- Discussion of the alternative for Court Street becoming one-way with diagonal parking.

Community Open House

- Al Butler provided an overview of the recommended Downtown Master Plan projects
- Cheryl Jarvis-Smith provided an overview of the TSP update and Policy/Ordinance amendments
- Bill Jacobsen provided an overview of the STIP project

SUMMARY OF JUNE 11, 2001 MEETINGS

PROJECT MANAGEMENT TEAM MEETING (1:30 P.M.)

Attendees:

Dave DeMayo, City Coordinator
Dave Hatt, Public Works Director
J.H. Kelleher, Police Chief
Cheryl Jarvis-Smith, ODOT
Larry Lewis, Triland Design Group

Changes to the TSP Functional Street Classification System:

- Upgrade Railroad Avenue to a collector
- Upgrade Harrison from Glenn to 17th as a collector
- Downgrade Morton from 10th to 14th and 14th from Morrison to Harrison to a local street
- Upgrade Short Street from "A" to Harrision, and Harrison from Short to 10th Street as a collector
- Upgrade Viking Drive (formerly Natchez) to a collector
- Downgrade Yakima to a local street

New Streets

- Add the extension of 14th, Sierra, and Campbell one block to the north
- Add the new east/west street from Campbell to 15th (stay south of the ditch).

Street Standard Revisions

- Add 6' sidewalks to the two-way arterial
- Add a new cross-section for West Main Street as an arterial
- Update the one-way arterial, i.e. 15 foot sidewalk/paver (not 14')
- Update the collector standard
- Add one local street standard with a 30' paved width to include a 16' travel lane and 7' parallel parking on each side.

STA

- Update the STA description

Projects

- Roadway Plan: Revise Project 1 – reduce the number of projects to two because the other identified projects have been constructed.
- Pedestrian Plan: Change the identified 5' sidewalk widths to 6' and the downtown sidewalk to a 6-15' width
- Change the Glenn Street/Lytle Blvd. project form Morton Street to *the river*.

Comprehensive Plan Transportation Section

- Delete policies 1, 4, and 6.

Ordinance

- Add Section 8.16.5 (from TSP Appx H-12) plus several other additions per the Model TPR Policies and Ordinance document identified by Cheryl
- Add the block length standard.

PLANNING COMMISSION/CITY COUNCIL WORK SESSION (6:30 p.m.)

Following a discussion of the Downtown Master Plan project by Dr. Butler, an overview of the Downtown Plan, TSP update, Downtown Zoning District, and Comprehensive Plan Policy and Ordinance revisions were presented and discussed.

SUMMARY OF JUNE 18, 2001 MEETING

City Council Hearing (6:30 p.m.)

The City Council Hearing resulted in adoption of the updated Transportation System Plan as presented with three changes:

- Update the Figure 7-1 Map to show all collector streets and to describe the STA area
- Change the One-way Arterial Street Cross Section to describe the difference between the 6' and 15' sidewalks.
- Include the Downtown Master Plan projects in the TSP.

The City Council will conduct a work session on June 26th to review the recommended policies and ordinances, and the downtown zoning district.