Oregon
Theodore R. Kulongoski, Governor

Department of Land Conservation and Development
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NOTICE OF ADOPTED AMENDMENT

March 30, 2007

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Talent Plan Amendment
DLCD File Number 002-06

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: April 13, 2007

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** **THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Matthew Crall, DLCD Transportation Planner
John Adam, City of Talent

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FORM 2

D L C D NOTICE OF ADOPTION

This form **must be mailed** to DLCD **within 5 working days after the final decision** per ORS 197.610, OAR Chapter 660 - Division 18

(See reverse side for submittal requirements)

Jurisdiction: City of Talent Local File No.: CPA 06-01
(If no number, use none)

Date of Adoption: 3/21/2007 Date Mailed: 3/23/2007
(Must be filled in) (Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: 10/6/2007

✓ Comprehensive Plan Text Amendment ___ Comprehensive Plan Map Amendment

___ Land Use Regulation Amendment ___ Zoning Map Amendment

___ New Land Use Regulation ___ Other: _____
(Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Update of Comprehensive Plan – Transportation System Plan to include new data, updated maps, revisions to street standards, and update of street projects list.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

Same, except we adjusted street stds. in response to DLCD concern about downplaying narrow streets. We included a narrow street std. along with the regular stds.

Plan Map Changed from: N/A to N/A

Zone Map Changed from: N/A to N/A

Location: everywhere Acres Involved: _____

Specify Density: Previous: N/A New: N/A

Applicable Statewide Planning Goals: 12

Was an Exception Adopted? Yes: ___ No: ✓

DLCD File No.: 002-06(15620)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing**. Yes: ✓ No: ____

If no, do the Statewide Planning Goals apply. Yes: ___ No: ____

If no, did The Emergency Circumstances Require immediate adoption. Yes: ___ No: ____

Affected State or Federal Agencies, Local Governments or Special Districts: ODOT, FD No. 5

Local Contact: John Adam Area Code + Phone Number: (541) 535-7401

Address: PO Box 445

City: Talent, OR Zip Code+4: 97540

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision** per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO (2) Copies** of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.

3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.

4. Submittal of of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.

5. The deadline to appeal will be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.

6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only ; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to Larry.French@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 07-822-O

AN ORDINANCE amending the Comprehensive Plan, Element D, Appendix A (commonly known as "The Transportation System Plan") to incorporate current data, update the Proposed Transportation Facility Maps, and Modify the Street Standards, among other minor changes

The City of Talent Ordains as Follows:

Section 1. THE TRANSPORTATION SYTEM PLAN

The amended Transportation System Plan (TSP), attached as Exhibit A, is hereby adopted to replace the current version originally adopted by Ordinance No. 680.

Section 2. FINDINGS

The findings in support of this Ordinance are contained in Exhibit B, attached.

Section 3. EFFECTIVE DATE

This Ordinance shall be effective thirty (30) days from the date of adoption.

Duly enacted by the City Council in open session on 21 March 2007 by the following vote:

AYES: 5 NAYS: 0 ABSTAIN: 0 ABSENT: 1

Betty Wheeler

Betty Wheeler
City Recorder and Custodian of Records

Ordinance No. 07-822-O

Exhibit A
Cover Sheet

Comprehensive Plan (Gen. Ord. Ch. 8-1),
Element D: Transportation, Appendix
Transportation System Plan[1]

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[1] Hyperlink to the PDF version of the TSP (with tracked changes) available in electronic version of this Ordinance.

City of Talent

Comprehensive Plan

Element D: Transportation
Appendix

Transportation System Plan

Adopted: April 2000
(Ord. no. 680)

Update Adopted: March 2007
(Ord. no. 822)

This Plan was originally developed using Transportation Growth Management (TGM) Program funds.
The Planning Commission, the Traffic Safety & Transportation Commission, and City staff
developed the 2007 update.

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CHAPTER 1: INTRODUCTION

The Talent Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities for the next 20 years. This TSP constitutes the transportation element of the city's comprehensive plan and satisfies the requirements of the Oregon Transportation Planning Rule (TPR).

PLANNING AREA

The TSP's planning area includes the City of Talent and the area within the city's urban growth boundary (UGB). Talent is ~~currently outside the boundaries of the Rogue Valley metropolitan planning area, but it may be included within the planning area following the next decennial census.~~also a member of the Rogue Valley Metropolitan Planning Organization (RVMPO).

Talent and the surrounding area constitute a small but rapidly growing community. In recent years, a water supply problem has had a dramatic impact on the actual growth. Following the resolution of this issue, rapid development can again be anticipated.

Talent is located between Medford and Ashland on the I-5 and Highway 99 corridor. The City of Phoenix is the nearest community to Talent's north boundary. The City of Ashland is to the south.

Initially, Talent developed parallel to the highway and the railroad tracks, resulting in a slightly skewed alignment from a true north-south and east-west orientation. The newer portions of the town have developed with a north-south and east-west orientation.

The railroad tracks are the most significant disruption to the continuity of the grid street pattern. Much of the newer residential development and the schools are on the west side of the railroad tracks. Limited railroad crossings are present. The most important are: Colver Road, Main Street, Wagner Street, and Rapp Road.

The majority of the city's downtown area, most of its businesses, the post office, fire station, and employers lie to the east of the railroad tracks. The city's interchange for I-5 is at the eastern portion of the city. A very small portion of the city's urban growth boundary (UGB) lies to the east of I-5.

I-5 is the principal highway in Talent, but Highway 99 also bisects the community. West Valley View Road connects Highway 99 with the I-5 interchange.

Public transit within the Talent planning area includes buses operated by the Rogue Valley Transportation District (RVTD).

The challenge for the future of the Talent area is to provide a transportation system that will accommodate growth without the traffic problems that often accompany rapid growth. Appropriate planning while Talent is still relatively small will provide the opportunity to avoid the transportation problems that plague many cities.

PLAN ORGANIZATION

The Talent TSP was developed through a series of technical analyses combined with systematic input and review by the city staff, the Transportation Advisory Committee (TAC), and the Citizen Advisory Committee (CAC). Key elements of the process include:

- Establishing Committees to Assist with the Plan's Development (Chapter 1).
- Reviewing Existing Plans, Policies and Standards (Technical Memorandum No. 1).
- Inventorying Existing Transportation Systems (Technical Memorandum No. 2 and Chapter 3).
- Evaluating Impacts of Land Use Alternatives (Chapter 5).
- Developing Population and Employment and Estimating Travel Needs (Technical Memorandum No. 3 and Chapter 6).
- Developing and Evaluating Alternatives (Technical Memorandum No. 4 and Chapter 6).
- Developing the Transportation System Plan and Projects (Chapter 7).
- Developing a Financing Program (Chapter 8).

Community Involvement

Community involvement was an important part of developing the Talent TSP. Interaction with the community was achieved through the formation of a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC), publishing several newsletters, and holding open meetings. The key public meetings in the plan development process were conducted on January 14, 1999, April 13, 1999 and May 8, 1999. Newsletters created by the staff of the Rogue Valley Council of Governments were timed to correspond with these events.

The community involvement process was conducted by the staff of the City of Talent and by the staff of the Rogue Valley Council of Governments (RVCOG).

2007 Update

In 2007 the City updated this Appendix to include up-to-date data, to correct street classification discrepancies and include improved street and right-of-way width requirements with more rational implementation policies. Community involvement was limited to public hearings before the Planning Commission and City Council. Both bodies recommended that this TSP receive a more complete update around 2010 and bring it into line with the Regional Transportation Plan.

Planning Commission hearing date: 1 February 2007.
City Council hearings: 7 March and 21 March 2007; adoption date: 21 March 2007.

CHAPTER 2: GOALS AND OBJECTIVES

In addition to the Goals and Objectives listed below, this Element adopts herein by reference the Goals and Objectives of the Rogue Valley Metropolitan Planning Organization's *Regional Transportation Plan, 2005-2030.*

GENERAL TRANSPORTATION POLICIES

Goal: To provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants and public costs and provides for the needs of those not able or wishing to drive automobiles.

1. The City will implement its transportation goals through this Transportation System Plan (TSP) and will review and update the TSP during periodic review, or more frequently if necessary.

2. The construction of transportation facilities shall be timed to coincide with community needs, and shall be implemented in a way that minimizes impacts on existing development. Where possible, the timing of facility maintenance will be coordinated with other capital improvements to minimize cost and avoid extraordinary maintenance on a facility scheduled for reconstruction or replacement.

3. The implementation of transportation system and demand management measures, enhanced transit service, and provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are considered.

4. Transportation facilities shall be designed and constructed to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, environmental and institutional disruptions, and to encourage the use of public transit, bikeways and walkways.

5. Aesthetics and landscaping shall be considered in the design of the transportation system. Within the physical and financial constraints of the project, landscaping, and where appropriate, public art, shall be included in the design of the transportation facility. Various landscaping designs, suitable plants and materials shall be used by the City, private entities or individuals to enhance the livability of the area.

6. The rapid and safe movement of fire, medical and police vehicles shall be an integral part of the design and operation of the transportation system.

7. The City shall coordinate transportation planning and construction efforts with County, regional, State and Federal plans.

8. The City shall promote and encourage the development of the Talent Transportation Depot.

FINANCE

Goal: A transportation system for the talent urban area that is adequately funded to meet its current and future capital, maintenance and operations needs.

Objective 1: *Meet the current and future capital improvement needs of the transportation system for the Talent urban area, as outlined in this plan, through a variety of funding sources.*

Policies:

1. Transportation system development charges (SDCs), as defined by Oregon Revised Statutes and City ordinances, will be collected by the City to offset costs of new development on area-wide transportation facilities. The City will continue to collect SDCs as an important and equitable funding source to pay for transportation capacity improvements.

2. The City shall require those responsible for new development to mitigate their development's impacts to the transportation system, as authorized in the Talent Zoning ~~Ordinance~~Code and Oregon Revised Statutes, concurrent with the development of the property.

3. The City shall continue to set-aside one-percent of its allocation of State Highway Fuel Tax funds for creation of on-street bicycle and pedestrian facilities.

4. When the City agrees to vacation of a public right-of-way at the request of a property owner, conditions of such agreement shall include payment by the benefitted property owner of fair market value for the land being converted to private ownership. Funds received for vacated lands shall be placed in a trust fund for the acquisition of future rights-of-way.

Objective 2: *Secure adequate funding to implement a street maintenance program that will sustain a maximum service life for pavement surface and other transportation facilities.*

Policies:

1. Assuming no changes in State funding mechanisms, the primary funding sources for street system maintenance activities shall be the City's allocation of the State Highway Fuel Tax.

2. The City shall seek additional funding sources to meet the long-term financial requirements of sustaining a street maintenance program.

3. The City shall continue to participate in cooperative agreements with other State and local jurisdictions for maintenance and operation activities based on equitable determinations of responsibility and benefit.

Objective 3: *Secure adequate funding for the operation of the transportation system including advance planning, design engineering, signal operations, system management, illumination, and cleaning activities.*

1. Assuming no changes in State funding mechanisms, transportation system operations shall be funded primarily from the City's allocation of the State Highway Fuel Tax. Other funding sources should be pursued to augment the financial requirements of providing adequate future system operations.

2. The City shall encourage the formation of local street lighting districts when a neighborhood proposes the installation or improvement of lighting facilities. Lighting District members assume or share the costs of capital improvements, maintenance and operations of their own lighting system. Entire subdivisions shall be served by a proposed lighting district whenever practicable to promote cost equity and reduce costs.

3. The City shall continue to pursue federal, state and private grants to augment operations activities, especially in the planning and engineering functions.

LAND USE

Goal: To encourage land uses that reduce reliance on single-occupancy motorized travel.

Policies:

1. The City shall consider changes to the Zoning ~~Ordinance~~Code that will more effectively implement Comprehensive Plan goals that encourage mixed-use and high-density development near the city center to reduce private vehicle trips by increasing access to transportation alternatives.

2. The City shall implement plans for both the traditional downtown area and the area designated for future downtown development that include mixed-use, high-density (where appropriate), transit oriented and pedestrian-friendly design standards.

3. To reinforce the implementation of this transportation plan in land use decision making, corridors for future auto, bicycle and pedestrian facilities have been adopted into this plan.

4. The City shall adopt a new Subdivision ~~and Land Partition Ordinance~~Code that includes simplified Planned Unit Development requirements, and that includes design standards and review criteria for adequate transportation facilities. Such provisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

5. The City shall revise the Talent Zoning ~~Ordinance~~Code wherever appropriate, especially the articles regarding Off-Street Parking, Site Development Plan review and Conditional Use Permit review, to add or improve transportation-related design

standards and review criteria. Such revisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

6. The City shall coordinate land use planning with transportation planning by notifying the City Administrator, Traffic Committee, Public Works Director, City Engineer, Fire Department and Police Department of all planning proposals that include transportation components. All departments will be invited to make suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.

7. The City shall coordinate land use planning for properties with access onto Highway 99 and Valley View Road, and other projects large enough to impact traffic counts on those roads, with the Oregon Department of Transportation. To this end, the City will provide notice of pending decisions and invite ODOT to make suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.

TRANSPORTATION SYSTEM MANAGEMENT

Goal: To maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

Objective 1: *A system of traffic control devices maintained and operated at an optimal level of service and efficiency, that is consistent with existing funding levels.*

Policies:

1. The City shall continue to modernize the signal system and improve its coordination and efficiency by ultimately connecting all of its signals to a centralized traffic control center. The City shall employ traffic signal timing plans that maximize the efficiency of the system given the particular travel demand during different time periods throughout the typical weekday and weekend day.

2. The City shall conduct regular and preventative maintenance on the signals within its inventory, to prevent traffic delays and congestion due to avoidable malfunctions.

3. The City shall regularly maintain all of the traffic control devices (signs and markings) within its inventory to minimize congestion and driver delay due to confusion. While priority shall always be given to regulatory and warning signs, informational (street name and directional) signs shall also be given proper maintenance.

4. The City shall consider the removal of traffic signals where they are no longer justified due to land use changes and the resultant change in traffic patterns.

Objective 2: *To maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.*

1. The City shall give the physical improvement of intersections a higher priority in the design process than general street corridor widening, when seeking ways to increase capacity and relieve congestion on a street.

2. Where on-street parking is permitted on a congested arterial street, the City shall give first priority to removing on-street parking as a means of enhancing the capacity of the facility. The exception will be arterial streets within the central business district, where parking will not be removed. Depending upon the situation and proper analysis, the City may consider timed on-street parking prohibitions during peak travel periods in lieu of permanent removal.

3. The City shall facilitate implementation of bus bays by RVTD on congested arterial streets as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays shall be developed in consultation between the City and RVTD.

ACCESS MANAGEMENT

Goal: To maximize the efficiency and safety of surface transportation systems by managing access.

Objective: *To increase street system safety and capacity through the adoption and implementation of access management standards.*

Policies:

1. The City shall develop and adopt specific access management standards to be contained in the *Department of Public Works Standard Details*, based on the following principles:

   A. Properties with frontage along two streets shall take primary access from the street with the lower classification.

   B. Any one development along the arterial street system shall be considered in its entirety, regardless of the number of individual parcels it contains. Individual driveways will not be considered for each parcel.

   C. Signalized access for private streets and driveways onto the major street system shall not be permitted within 1,320 feet (1/4 mile) of any existing or planned future signal.

   D. Shared, mutual access easements shall be designed and provided along arterial street frontage for both existing and future development.

E. The spacing of access points shall be determined based on street classification. Generally, access spacing includes accesses along the same side of the street or on the opposite side of the street. Access points shall be located directly across from existing or future access, provided adequate spacing results.

F. All access to the public right-of-way shall be located, designed, and constructed to the approval of the Public Works Director, or his designee. Likewise, variances to access management standards shall be granted at the discretion of the Public Works Director, or his designees.

2. The City shall incorporate access management standards into all of its arterial street design projects. Access management measures may include, but are not limited to, construction of raised median, driveway consolidation, driveway relocation, and closure of local street access to the arterial.

3. Consistent with the City's goal of improving mobility, the City shall consider developing access management projects for congested arterials to help improve safety and traffic flow. Access management projects may include, but are not limited to, construction of raised medians, driveway consolidation, driveway relocation, and closure of local street access to the arterial.

4. The City shall maintain carrying capacity and safety of pedestrian, bicycle, public transit and motor vehicle movement on arterials and collectors through driveway and curb cut consolidation or reduction.

5. The City shall discourage direct driveway access onto streets designated as collectors and arterials whenever an economically feasible alternative exists or can be made available.

6. The City shall require design that combines multiple driveway accesses to a single point in a residential and commercial development.

TRANSPORTATION DEMAND MANAGEMENT

Goal: To reduce the demands placed on the current and future transportation system by the single-occupant automobile.

Objective 1: *The City of Talent shall encourage the use of alternative travel modes by serving as an institutional model for other agencies and businesses in the community.*

Policies:

1. The City shall serve as a leading example for other businesses and agencies by maximizing the use of alternative transportation modes among City employees through incentive programs. The City shall provide information on alternative transportation modes and provide incentives for employees who use alternatives to the single-occupant automobile.

2. The City shall offer flexible schedules and compressed work-week options whenever feasible, as a way of reducing travel demand. The City shall allow employees to telecommute, whenever feasible.

Objective 2: *The City shall work towards reducing the vehicle miles traveled (VMT) in the Talent Urban Area by assisting individuals in choosing alternative travel modes.*

Policies:

1. The City shall encourage major employers to allow work arrangements providing an alternative to the 8-to-5 work schedule. These arrangements shall include, but are not limited to, employee flex-time programs, staggered work hours, and compressed work weeks.

2. The City shall encourage major employers to allow telecommuting where feasible.

3. The City and major employers shall encourage ridesharing by making ridesharing more convenient.

4. The City shall encourage major employers to work with RVTD to adopt trip reduction goals designed to reduce site vehicular trip generation.

PARKING

Goal: To ensure the Talent urban area has an appropriate supply of parking facilities that supports the goals and objectives of this plan.

Objective 1: *The City will define an appropriate role for on-street parking facilities.*

Policies:

1. The City shall manage the supply, operations and demand for parking in the public right-of-way to encourage economic vitality, traffic safety and livability of neighborhoods. Parking in the right-of-way, in general, should serve land uses in the immediate area.

2. The provision of on-street parking is second in priority to the needs of the travel modes (i.e., vehicle, transit, bicycle, pedestrian) using the street right-of-way, except where abutting properties have no ability to provide their own off-street parking, or where on-street parking is needed to support an existing business district.

3. Where practical, existing on-street parking will be removed in preference to widening streets for additional travel lanes, except for streets within the central business district. Efforts will be made to mitigate the impact of parking removal in those areas where abutting properties have no ability to provide their own adequate supply of off-street parking, or where on-street parking is needed to support an existing business district.

4. The City shall re-evaluate parking space size requirements due to the increased use of smaller cars.

5. In those areas where demand exists, an adequate supply of on-street carpool and vanpool parking spaces shall be provided. The location of these spaces shall have preference over those intended for general purpose on-street parking.

Objective 2: *The City of Talent shall promote economic vitality and neighborhood livability by requiring an appropriate supply of off-street parking facilities.*

1. To avoid the negative impacts to surrounding residential neighborhoods or other nearby land uses, new development must provide, or have access to, an appropriate supply of off-street parking.

2. The City shall consider establishing lower minimum parking requirements in their current zoning codes to encourage in-fill development, shared parking facilities, and the use of alternative travel modes.

3. The City shall consider adopting maximum parking requirements in the current zoning code to reduce the amount of off-street parking supply provided by new businesses.

4. The location of major activity centers shall be accessible by transit, and shall meet their parking demand through a combination of shared, leased, and new off-street parking facilities.

5. The City shall encourage sharing of existing and future parking facilities by various nearby businesses.

6. The City shall continue to require effective landscaping throughout continuous paved parking areas to provide shading, screening and buffering aesthetics, and shall consider standards for percolation of water into the groundwater table.

Objective 3: *The City will work towards meeting the State Transportation Planning Rule goals to reduce per capita parking supply by the year 2019 to discourage reliance on private cars and consequently encourage the use of public transit, bicycles and walking.*

1. The City of Talent shall carefully monitor how new lands are designated in the Talent Comprehensive Plan to achieve a decrease in the parking supply per capita for commercial, industrial, and institutional lands over the next 20 years.

2. Impacts on overall parking supply and Transportation Planning Rule compliance shall be taken into account when any significant expansion in the supply of commercial, industrial, or institutional designated land is considered.

3. The City shall inventory the parking spaces available and shall set up a process for updating the parking space inventory.

STREETS

Goal: Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the talent urban area.

Objective 1. *Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Talent urban area.*

Policies:

1. The City shall fulfill its system wide travel capacity needs through the use of multiple travel modes within the public rights-of-way.

2. The City's street system shall contain a grid network of arterial streets and highways that link the central core area and major industry with regional and statewide highways.

3. The City's street system shall contain a network of collector streets that connect local traffic to the arterial street system.

4. The City shall classify streets and highways within the Talent urban area based on how they will function within the overall system.

5. The City shall periodically review and revise street design standards. The City shall consider incorporating traditional neighborhood design elements including, but not limited to, planting strips, minimum necessary curb radius, alleys and skinny streets in standards.

6. To facilitate pedestrian crossing, discourage through traffic, and reduce speeds, local streets shall not be excessive in width. However, local streets must have sufficient width to provide emergency access.

7. The City shall integrate traffic calming techniques into city street design standards to reduce automobile speeds within new and existing neighborhoods.

8. The City shall maintain street surfaces to achieve maximum pavement life so that road conditions are good and pavement maintenance costs are minimized.

9. The City shall prohibit development of new unpaved roads.

10. The City shall discourage new development on unpaved roads.

11. The City shall discourage cul-de-sac or dead-end street designs whenever an interconnection alternative exists. Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication Map.

12. The City shall require street dedications as a condition of land development.

13. Improvements to streets in addition to those in or abutting a development may be required as a condition of approval of subdivisions and other intensification of land use.

Objective 2: *Design City streets in a manner that: maximizes the utility of public right-of-way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.*

Policies:

1. The City of Talent shall design its streets to safely accommodate pedestrian, bicycle and motor vehicle travel.

2. Arterial and collector street intersections shall be designed to promote safe and accessible crossings for pedestrians and bicyclists. Intersection design should incorporate measures to make pedestrian crossings convenient, minimizing barriers to pedestrian mobility.

3. Left-turn pockets shall be incorporated into the design of intersections of arterial streets with other arterial and collector streets, as well as collector streets with arterials and other collectors.

4. The City of Talent Standard Details shall be the basis for all street design within the Talent urban area.

5. The City of Talent shall apply the street design standard that most safely and efficiently provides motor vehicle capacity appropriate for the functional classification of the street.

6. Wherever possible the City of Talent shall incorporate safely designed, aesthetic features into the streetscape of its public rights-of-way. These features may include street trees, shrubs, and grasses; planting strips and raised medians; and, in some instances, street furniture, planters, special lighting, public art, or non-standard paving materials.

7. When existing streets are widened or reconstructed they shall be designed to the adopted street design standards for the appropriate street classification. Adjustments to the design standards may be necessary to avoid existing topographical constraints, historic properties, schools, cemeteries, existing on-street parking and significant cultural features. The design of the street shall be sensitive to the livability of the surrounding neighborhood.

8. Affected neighborhoods shall be invited to review proposed designs before construction begins.

9. To maintain the utility of the public right-of-way for the mobility of all users; access location and spacing to arterial and collector streets shall be controlled.

Objective 3: *The City will continue to promote traffic safety by enforcing clear vision area regulations applicable to public and private property located at intersections. The existing clear vision area ordinance shall be reviewed and revised as needed to ensure that fences, hedges, foliage and other landscaping features do not obstruct the line of sight or drivers and cyclists entering intersections.*

Policies:

1. The City shall work with other federal, state and local government agencies to promote traffic safety education and awareness, emphasizing the responsibilities and courtesies required of drivers and cyclists.

2. Through its law enforcement resources, the City shall continue to work to increase traffic safety by actively enforcing the City and State motor vehicle codes.

3. The City shall place a higher priority on funding and constructing street projects that address identified vehicular, bicycle, and pedestrian safety problems than those projects that solely respond to automotive capacity deficiencies in the street system. Exceptions are those capacity improvements that are designed to also resolve identified safety problems.

4. The City shall work to increase traffic safety by requiring private property owners to maintain vision areas adjacent to intersections and driveways clear of fences, landscaping, and foliage that obstruct the necessary views of motorists, bicyclists, and pedestrians.

5. The City shall develop a process for identifying and addressing areas prone to traffic accidents.

Objective 4: *Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community.*

Policies:

1. The City shall select street improvement projects from those listed in the Talent Transportation System Plan when making significant increases in system capacity or bringing arterial or collector streets up to urban standards. The selection of improvement projects should be prioritized based on consideration of improvements to safety, relief of existing congestion, response to near-term growth, system-wide benefits, geographic equity, and availability of funding.

2. To maximize the longevity of its capital investments, the City shall design street improvement projects to meet existing travel demand and, whenever possible to accommodate anticipated travel demand for the next 20 years for that facility.

3. New arterial and collector street alignments shall be surveyed and delineated after their adoption in the Talent Transportation System Plan. The determination of alignments will allow for the preservation of land for public rights-of-way and give

advance notice to property owners and citizens of where future expansions of the street system will occur.

4. The City shall involve representatives of affected neighborhood associations and citizens in an advisory role in the design of street improvement projects.

Objective 5: *A street system that is improved to accommodate travel demand created by growth and development in the community.*

Policies:

1. The City shall require Traffic Impact Analyses as part of land use development proposals to assess the impact that a development will have on the existing and planned transportation system. Thresholds for having to fulfill this requirement and specific analysis criteria shall be established in the Talent Zoning ~~Ordinance~~Code.

2. The City shall require new development to make reasonable site-related improvements to connecting streets where capacity is inadequate to serve the development.

3. The City may require new development to pay charges towards the mitigation of system-wide transportation impacts created by new growth in the community through established Street System Development Charges (SDCs) and any other street fees that are established by the City. These funds can be used towards improvements to the street system. Projects funded through these charges are growth-related and should be selected from the approved list and prioritized based upon the established criteria.

BICYCLE

Goal: To facilitate and encourage the increased use of bicycle transportation in talent by assuring that convenient, accessible and safe cycling facilities are provided.

Objective 1: *The City of Talent will create a comprehensive system of bicycle facilities.*

Policies:

1. The City of Talent recognizes bicycle transportation as a necessary and viable component of the transportation system, both as an important transportation mode, and as an air quality improvement strategy.

2. The Bicycle Element of this plan serves as the Talent Bicycle Master Plan.

3. The City of Talent shall progressively develop a linked bicycle network, focusing on the arterial and collector street system, and concentrating on the provision of bicycle lanes, to be completed within the planning period (20 years). The bikeway network

will serve bicyclists needs for travel to employment centers, commercial districts, transit centers, institutions and recreational destinations.

4. The City of Talent shall use all opportunities to add bike lanes in conjunction with road reconstruction and restriping projects on collector and arterial streets.

5. The City of Talent shall assure that the design of streets and public improvement projects facilitates bicycling by providing proper paving, lane width, traffic control, storm drainage grates, striping, signage, lighting, etc.

6. The City of Talent shall assure regular maintenance of existing bicycle facilities, and take actions to improve crossings at railroads, creeks, major streets.

7. The City of Talent shall assure the provision of bicycle racks and/or shelters at critical locations within the downtown and other locations where publicly provided bicycle parking facilities are called for.

8. The City of Talent shall actively work with ODOT to improve bicycling on State Highway 99 within Talent.

9. The City of Talent shall support the local transit provider in their efforts to facilitate bikes on buses and bicycle facilities at transit stations and stops.

10. The City of Talent shall give priority to bicycle traffic over parking within public rights-of-way designated on the Bicycle Master Plan or otherwise determined to be important bicycling routes.

11. The City of Talent shall encourage bicycle recreation.

12. The City shall require pedestrian and bicycle easements to provide neighborhood connectors and reduce vehicle trips. The City shall modify the street vacation process so pedestrian and bicyclist through access is maintained.

13. The City shall require sidewalks and pedestrian access in all new developments.

14. The City shall require secure, sheltered bicycle parking in business developments, institutions, duplexes and multi-family developments.

15. The City shall coordinate bicycle planning efforts with Jackson County and the Jackson County Bicycle Master Plan.

Objective 2: *The City will promote bicycle safety and awareness.*

1. The City of Talent shall actively support and encourage local and state bicycle education and safety programs intended to improve bicycling skills, observance of laws, and overall safety for both children and adults.

2. The City shall consider the use of the media, bicycle committees, bicycle plans and other methods to promote use of bicycling for transportation purposes.

PEDESTRIAN

Goal: To provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

Objective 1: *The City of Talent shall create a comprehensive system of pedestrian facilities.*

Policies:

1. The City shall continue to inventory and map existing pedestrian facilities.

2. The City shall establish a Sidewalk Construction Program to complete the pedestrian facility network.

3. Sidewalks and walkways shall complement access to transit stations/stops and multi-use paths. Activity centers and business districts should focus attention on and encourage pedestrian travel within their proximity.

4. All future development shall include sidewalk and pedestrian access construction as required by the Talent Zoning ~~Ordinance~~Code and adopted Street Standard Details. All road construction or renovation projects, shall include sidewalks.

5. All signalized intersections shall have marked crosswalks. Crosswalks at controlled intersections should be provided near schools, commercial areas, and other high volume pedestrian locations.

6. The location and design of sidewalks shall comply with the requirements of the Americans with Disabilities Act.

7. The City shall require pedestrian and bicycle easements to connect neighborhoods and reduce vehicle trips. The City shall modify the street vacation process so pedestrian and bicyclist through-access is maintained.

8. Pedestrian walkway or accessway connections shall be required between adjacent developments when roadway connections cannot be provided.

9. The City will establish evaluation criteria for prioritizing sidewalk projects.

10. The City shall identify a systematic approach to filling gaps in the sidewalk system.

Objective 2: *Mixed-use development that encourages pedestrian travel by including housing close to commercial and institutional activities will be encouraged. As the zoning ~~ordinance~~code is updated, existing provisions for mixed-use development shall be reviewed to consider changes that will increase opportunities and incentives for mixed-use development.*

Policies:

1. The City shall establish standards for the maintenance and safety of pedestrian facilities. These standards shall include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping.

2. Zoning shall be developed to allow for mixed land uses that promote pedestrian travel.

3. The City shall encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and community. Walking for travel and recreation shall be encouraged to achieve a more healthful environment that reduces pollution and noise, that will foster a more livable community.

4. The City shall encourage the development of a connecting, multi-use trail network, using linear corridors including, but not limited to: Bear Creek, Wagner Creek, utility easements, and rail lines, that complement and connect to the sidewalk system.

5. The City shall provide sidewalks and other amenities to make pedestrian access to bus stops easier.

Objective 3: *The City of Talent shall encourage education services and promote safe pedestrian travel to reduce the number of accidents involving pedestrians.*

Policies:

1. The City shall encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on pedestrian safety issues that focus on prevention of the most important accident problems. The programs shall educate all roadway users of their privileges and responsibilities when driving, bicycling and walking.

2. The City shall enforce pedestrian safety laws and regulations to help increase safety as measured by a reduction in accidents. Attention should be focused on areas where high volumes of automobile and pedestrian travel occur. Warnings and citations given to drivers and pedestrians should serve to impress the importance of safety issues.

3. The City shall work toward the completion of the street lighting system, designed to city illumination standards, on all arterial and collector streets within the City limits. Through the use of neighborhood street lighting districts, property owners shall be encouraged to provide street lighting, designed to city illumination standards, on all public local streets within the City limits.

4. Pedestrian traffic should be separated from auto traffic on streets in parking lots wherever possible.

TRANSIT

Goal: A transit system that provides convenient and accessible transit services to the citizens of the talent urban area.

Objective 1: *Ensure that transit services be accessible to Talent urban area residences and businesses.*

Policies:

1. The City shall work with the local transit provider to encourage transit services be routed in a manner that, where practical, provides service coverage within a 1/4 mil walking distance of Talent urban area residences and businesses.

2. To encourage accessibility and increased ridership, the City shall continue to encourage future transit-supportive land uses, such as mixed uses, multiple-family, and employment centers to be located on or near transit corridors.

3. Through its zoning and development regulations, the City shall continue to facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience and safety.

4. The City shall include the consideration of transit operations in the design and operation of street infrastructure wherever it is appropriate.

5. The City shall support the continued development and implementation of accessible fixed-route and appropriate complementary para-transit services.

6. The City of Talent shall encourage connectivity between different travel modes. The Talent Transportation Depot and park-and-ride facilities should be accessible by pedestrian, bicycle, bus and automobile travel modes.

7. The City shall cooperate with the local transit provider to identify and include features beneficial to transit riders and transit district operations when developing plans for roadway projects.

8. The City shall support the local transit providers efforts to provide pleasant, clean, safe, comfortable shelters along transit lines, at or near transit stops.

9. The City shall install bike racks or lockers at transit stops when adequate financial resources are available.

10. The City shall identify park and ride, bike and ride, and walk and ride lots in Talent to support ridesharing.

Objective 2: *Increase overall daily transit ridership in the Talent urban area, to mitigate a portion of the traffic pressures expected by regional growth,.*

1. Through rideshare programs and other TDM efforts, the City shall work with Talent employers and other government agencies to increase commuter transit ridership through voluntary, employer-based incentives such as subsidized transit passes and guaranteed ride home programs.

2. The City shall work through RVTD rideshare programs and other transportation demand efforts (TDM) efforts to assist in the effective marketing of the local transit provider services to Talent urban area residents and businesses.

3. The City shall encourage promotional and educational activities that encourage school children and people who own cars to use public transit.

AVIATION

1. The City shall support reasonably priced air transportation and convenient connections with other areas in the state, nation and abroad.

2. The City shall support intermodal connections between the City of Talent and the Medford International Airport.

RAIL

1. The City shall support rail transportation in the region and its connections with the other areas in the state and nation. The City shall encourage passenger service as part of statewide rail transportation planning efforts.

2. The City shall encourage mitigation of railroad noise by recommending appropriate berming and landscaping in developments adjacent to the railroad that are impacted by railroad noise.

CHAPTER 3: TRANSPORTATION SYSTEM PHYSICAL INVENTORY

INVENTORY REVIEW

An inventory of the existing transportation system in Talent was conducted as part of the Transportation System Planning process. This inventory includes the street, pedestrian, bikeway, public transportation, rail, air, water and pipeline systems. This chapter provides a complete inventory of the transportation systems within the City of Talent Urban Growth Boundary (UGB).

The inventory data comes from variety of sources. During January and February of 1999, all streets within Talent's UGB were physically inventoried by the City of Talent Public Works Department. The combination of the physical inventory and previous street inventories provided all the data contained within the street inventory tables found in the appendices of this document. The Rogue Valley Transportation District provided information related to transit service provided in the Talent area.

STREET SYSTEM

Several jurisdictions, including the Oregon Department of Transportation (ODOT), Jackson County and the City of Talent maintain portions of the existing street system within the study area. The City of Talent Public Works Department conducted a comprehensive inventory of all arterial, collector and local streets, as well as identifying privately maintained streets with the City's UGB.

State-Maintained Highways

Within the planning area, ODOT maintains Interstate 5 (I-5) and Highway 99. I-5 is a well maintained, four-lane divided freeway with a posted speed of 65 miles per hour in the Talent area. It is classified by the 1999 Oregon Highway Plan as having interstate significance and serves as the primary through north and south route for traffic traveling through the area.

Paralleling I-5, Highway 99 serves as another north-south access through the Talent area and is classified in the 1999 Oregon Highway Plan as having regional significance and is classified as a District Highway. The cross section of Highway 99 is four lanes in Talent. The posted speed on Highway 99 throughout the Talent area is 45 mph. Within Talent, Highway 99 is referred to as the Rogue Valley Highway and the South Pacific Highway.

County-Maintained Roads

Jackson County maintains several roads within the Talent UGB, including Colver Road, ~~Rapp Road~~, a portion of Talent Avenue, and a portion of West Valley View Road. The street inventory tables in the appendices of this TSP specify streets maintained by Jackson County.

City-Maintained Roads

The City of Talent maintains a complex network of streets. The cross sections range from two to fives lanes and the posted speed ranges between 20 to 40 mph. John Street is the only one-way street in Talent. There are four railroad public crossings in Talent. None of the crossings are grade-separated. The crossing at Wagner is controlled by stop signs only; while the crossings at Main, Colver and Rapp are controlled by cross-arms.

Privately Maintained Roads

There are many streets in Talent that are maintained privately. Several of these streets are specifically listed in the street inventory tables as privately maintained streets. However, there are numerous other privately maintained streets within Talent. Many of these privately maintained streets are not named, hindering a tabular description of these private roads. *All other streets within the Talent UGB that are not specifically listed in the Talent Street Inventory tables are privately maintained.* The exception being City-acknowledged planned streets and City-acknowledged future street connections.

Existing Traffic Control

~~A stoplight is located at the intersection of Highway 99 and West Valley View Road. A second traffic signal is located near West Valley View Road and Mountain View Road. A flashing yellow light is located at the intersection of Highway 99 and Talent Avenue/Colver Road/Suncrest Road.~~The following intersections have traffic signals: Highway 99 and West Valley View Road; West Valley View Road near Mountain View Drive; Highway 99 and Suncrest Road/Colver Road; and Highway 99 and E. Rapp Road.

Street Inventory Tables

The street inventory tables are contained in the appendices of this TSP. The data within the inventory tables were obtained through a combination of the physical inventory and previous Talent Street Inventory documents. The street inventory tables include each street within the City of Talent's jurisdiction as well as county and state maintained facilities. Additionally, a few of the "named" private streets are included in the street inventory tables.

The right-of-way widths were obtained from the Jackson County Assessor's maps. Pavement widths were obtained from the Talent Public Works Department. Presence of parking; presence, location and condition of sidewalks; presence, location and conditions of bicycle lanes; and posted speeds were obtained during the physical inventory process. The pavement condition rating was also obtained during the physical inventory process according to methods specified in the 1994 ODOT Pavement Rating guide. The classification of streets reflects the classification scheme identified during the TSP process.

~~The following table summarizes street segments in *very poor* condition:~~

Table 3-1. Talent Streets in Very Poor Condition

Street	From	To	Functional Classification
2nd Street, South	Bain Street	Main Street	Local
David Way	Lithia Way	Segment End	Local
Foss Road	Wagner Creek Road	City Limit (South)	Local
Front Street	N. of Main Street	City Limit (North)	Minor Collector
~~Home Street~~	~~John Street~~	~~Lapree Street~~	~~Local~~
~~John Street~~	~~Main Street~~	~~Home Street~~	~~Local~~
Lani Way (East)	Talent Avenue	Lithia Way	Local
Lithia Way	Lani Way (East)	David Way	Local
New Street	Talent Avenue	Highway 99	Local
Suncrest Road	Highway 99	Autumn Ridge Dr.	Major Collector
Wagner Butte Avenue	South 2nd St.	Madison St.	Local

~~The following table summarizes Talent streets in *Poor* condition:~~

Table 3-2. Talent Streets in Poor Condition

Street	From	To	Functional Classification
1st Street, South	Wagner Avenue	Main Street	Local
2nd Street, South	Wagner Avenue	Bain Street	Local
2nd Street, North	Main Street	Segment End	Local
4th Street	West	Segment End	Local
Alpine Way	Lithia Way	Talent Avenue	Local
Bain Street	Wagner Avenue	1st Street	Local
Belmont Road	Talent Avenue	UGB	Major Collector
Christian Avenue	Wagner Creek Road	Segment End	Local
Creel Road	Highway 99	Talent Avenue	Major Collector
Front Street	Wagner Street	Main Street	Minor Collector
Frost Lane	Wagner Creek Road	City Limit, south	Local
Gibson Avenue	Lapree Street	Colver Road	Local
Hilltop Road	Talent Avenue	UGB	Local
Lithia Way	Faith Circle	Alpine Way	Local
Main Street	Wagner Creek Road	2nd Street	Major Collector
Meadow Slope Drive	Talent Avenue	Deborah	Local
Roy Street	Lapree Street	Sunny Street	Local
Suncrest Road	Autumn Ridge Drive	City Limit	Major Collector
Sunny Street	Roy Street	Talent Avenue	Local
Talent Avenue	New Street	Colver Road	Minor Arterial
West Street	Main Street	2nd Street	Local

PEDESTRIAN SYSTEMS

Pedestrian System Along Streets

The City of Talent sidewalk system varies widely from neighborhood to neighborhood. Most of the newer subdivisions have ~~somewhat~~ complete sidewalk systems. ~~Sidewalks exist in most of the downtown area but are somewhat intermittent.~~ The sidewalk network is intermittent in the downtown area.

~~The following arterial and collector street segments do not have sidewalks on either side:~~

Table 3-3. Arterial and Collector Streets Segments without Any Sidewalks

Street Segment	From	To	Classification
~~Creel Road~~	~~Highway 99~~	~~Talent Avenue~~	~~Major Collector~~
Highway 99[‡]	~~City Limit (South)~~Rapp Rd.	~~Suncrest Road~~South UGB	Major Arterial (District Highway)
Main Street	Wagner Creek Rd.	2nd Street	Major Collector
~~Rapp Road~~	~~Highway 99~~	~~Wagner Creek Rd.~~	~~Major Collector~~
~~Suncrest Road~~	~~Highway 99~~	~~City Limit~~	~~Major Collector~~
Talent Avenue	~~UGB (south)~~Rogue River Pkwy.	~~Gangnes Drive~~South UGB	~~Minor Arterial~~/Major Collector
Talent Avenue	North UGB	Lapree St.	Major Collector
Wagner Creek Rd.	Christian Avenue	Wagner ~~Avenue~~Street	Major Collector
~~West Valley View~~	~~City Limit (East)~~	~~UGB~~	~~Major Arterial~~
West Valley View Road	Highway 99	Talent Avenue	Minor Arterial

[‡]~~A sidewalk project is planned on the west side only of Highway 99 from just north of West Valley View Road to New Street.~~

The City of Talent Street Inventory tables in the appendices of this TSP also catalog the presence and conditions of sidewalks for each of the street segments inventoried.

BICYCLE SYSTEM

Bicycle System Along City Streets

Bicycle facilities within Talent are limited. ~~There are no designated (signed) shared roadway bicycle facilities in Talent.~~ Portions of Talent Avenue and Main Street have striped bikelanes. Wagner Street, Rapp Road (from Hwy. 99 to Talent Avenue), and Creel Road are due to have them in 2006-07. Talent Avenue's bikelanes will extend to Creel Road in 2007. Highway 99 will have bikelanes from the north UGB to Rapp Road by Fall 2006.

The following arterial and collector street segments do not have bicycle facilities on either side:

Table 3-4. Arterial and Collector Streets Segments without Bicycle Facilities

Street Segment	From	To	Classification
Creel Road	Highway 99	Talent Avenue	Major Collector
Highway 99	~~City Limit (South)~~Rapp Rd.	~~Suncrest Road~~South UGB	Major Arterial
~~Main Street~~	~~Wagner Creek Road~~	~~Talent Avenue~~	~~Major Collector~~
Rapp Road	Highway 99	Wagner Creek Road	Major Collector
Suncrest Road	Highway 99	City Limit	Major Collector
Talent Avenue	~~UGB (south)~~Rogue River Pkwy	~~Gangnes Drive~~South UGB	Major Collector
Talent Avenue	North UGB	Lapree Street	Minor Arterial
Wagner Creek Road	Rapp Road	Wagner Avenue	Major Collector
Wagner Street	Talent Avenue	Wagner Creek Road	~~Major~~ Collector
West Valley View Rd.	City Limit (East)	UGB	Major Arterial
West Valley View Rd.	Talent Avenue	Highway 99	Minor Arterial

MULTI-USE PATHS

Designated Paths

The Bear Creek Greenway is the only multi-use path in the vicinity of Talent. The Greenway is located between I-5 and Highway 99 in the Talent area. A potential multi-use path along Wagner Creek is mentioned in the Talent Comprehensive Plan.

Informal Paths

The informal paths network represents all unimproved pedestrian and bicycle paths in the City of Talent. It is human nature for individuals to find the shortest route to their destination. Many informal paths exist between subdivisions, commercial areas, and along creeks and parks. Users are a diverse group which include local students as well as others who do not have access to autos. The purpose of the inventory is to officially document these paths and recognize them as viable transportation corridors. The City of Talent is committed to improving connectivity and the informal paths present future opportunities to meet this goal. The Informal Paths Map in this section provides a graphic depiction of recognized informal paths. The informal path "inventory" was conducted in June 1999.

PUBLIC TRANSPORTATION

Rogue Valley Transportation District (RVTD)

RVTD provides public transportation to the Talent area. RVTD Route 10 passes through Talent along Talent Avenue. The route connects Talent to the Cities of Phoenix, Medford, Central Point and Ashland. There are 10 stops on the southbound route to Ashland and 12 stops on the northbound route to Medford.

There are three bus shelters at stops in Talent. RVTD has secured funding for five additional shelters in the Talent area.

Currently, service is provided Monday through Friday. The first bus leaves Front Street in Medford at 5:00 a.m. arriving in Talent at approximately 6:00 a.m. The last bus leave Front Street in Medford at 6:00 p.m. and goes through Talent around 7:20 p.m. Route 10 has a 30 minute service frequency.

Currently, ~~B~~bus fare is ~~$1~~2.00 for full-paying passengers~~,~~ with a ~~R~~reduced fare ~~is 50 cents~~ for seniors and youth (10-17 years old). SOU and RCC students do not pay fares when boarding. Persons enrolled in the Valley Lift program do not pay fares when boarding. Valley Lift monthly passes are $38 for full fare and $19 for reduced fare.

Valley Lift

RVTD provides curb-to-curb service for people who are unable to use a regular lift-equipped bus because of a disability. This service is called the Valley Lift program. The service is intended only for those trips that an individual cannot make on the bus system. An application is required to determine when and under what circumstances the applicant can use the bus and when Valley Lift service is required. Anyone with a disability that prevents them from getting to or from a regular bus stop, or anyone who cannot independently board, ride or disembark from a regular lift-equipped bus is eligible for participation in the Valley Lift program.

Taxi Service

There are two privately operated taxi services available to the Talent area in addition to a locally operated taxi service. All operators provide service 24 hours per day, seven days per week.

Bus Service

There is no commercial bus service available in Talent. The closest Greyhound stop is located at the intersection of South Valley View and Highway 99 approximately 1½ miles from the southern city limit.

Rail Transportation

The majority of the rail section was derived from the Regional Transportation Plan.

Freight Rail Service

The former Southern Pacific Railroad Siskiyou Line runs from Springfield, Oregon to Black Butte, California with a total length of a little more than 300 miles of which about 250 miles are in Oregon. Steep grades and tight turns limit operating speeds, which mostly fall in the range of 25 to 35 miles per hour. Forty-three miles of track is limited to an operating speed of only ten miles per hour. In recent years, the Southern Pacific carried about 12,000 cars annually on the Siskiyou Line. According to the *1994 Oregon Rail Freight Plan*, Jackson County accounted for less than one million tons in 1992.

In June 1995, the Siskiyou line was taken over by the Central Oregon & Pacific (CORP). Service has been increased and is now being offered six days per week. Service increases have led to increases in cars to a rate of approximately 28,000 cars per year.

The CORP is undertaking an aggressive maintenance program and is trying to increase operating speeds to 25 miles per hour and to ease some of the height restrictions currently in place on the line. Loan guarantees by the Federal Railway Administration are being sought to help fund maintenance needs.

Rail service provides specific advantages for various bulk commodities or loads longer than those normally permitted on highways. Lumber and other wood products are the principal commodities transported over the Siskiyou Line. Even with recent increases in railroad traffic, the total volume of rail freight is far less than the highway freight tonnage for the region. The combined highway and rail freight tonnage in the I-5 corridor alone is estimated at 25 million tons annually. The rail freight portion accounts for between 5 and 10 percent of this total in the I-5 corridor.

Passenger Rail Service

Passenger rail service is not available in Talent or between Eugene and Medford. North-south rail passenger service in the California-Oregon-Washington corridor are provided through Klamath Falls, bypassing the Rogue Valley region on the way to Eugene. The *Oregon Rail Passenger Policy and Plan (1992)* proposes Eugene to Roseburg passenger rail service as a "Second Stage" expansion, with Eugene to Medford service as a "Third Stage" addition. Second Stage package improvements are estimated at $32 million and Third Stage package improvements are estimated at $275 million.

The *Oregon Rail Passenger Policy and Plan* identifies two daily round trip passenger runs from Medford to Portland in the Third Stage with travel times of six to eight hours, depending upon the schedule. There is no mention in the *Oregon Rail Passenger Policy and Plan* of service south of Medford, such as destination service to Ashland or to California. Annual operating and maintenance costs for the Eugene-Medford service are estimated to be $15.8 million for the Third Stage. For the Third Stage, ridership projections for the entire segment south of Eugene are estimated to be less than 500 per day.

The *Oregon Rail Passenger Policy and Plan* does not propose timing for any of the stages of passenger rail expansion. Given the competition for scarce resources on a statewide basis, it is not clear whether the Third Stage proposal from the *Oregon Rail Passenger Policy and Plan* would be implemented within the time frame established for the Talent TSP. It is conceivable that passenger rail service might not be available by the year 2015 for the Rogue Valley region.

Even if one assumes that Third Stage passenger rail service is available by the end of the planning period, the impact on the street and highway system is minimal. Traffic to and from a passenger terminal would be very minor and should not cause or contribute to any significant congestion. Likewise, intercity volumes on I-5 should be unaffected by the minor diversion from auto to train travel.

Locally there has been discussion regarding the need for passenger rail service in the Rogue Valley between Ashland and Grants Pass, then on to Portland as proposed in the Third State of the *Oregon Rail Passenger Policy and Plan.* Among the needs or desires expressed are in the areas of tourism and commuter rail options. These may be areas to explore with an economic development or economic vitality theme for the Rogue Valley area.

At this stage in the evolution of rail transportation, it is probable that the region is best served by focusing on working with the COP to improve service for existing and potential shippers; to work with the state on state-wide and regional system strategies and plans (including both freight and passenger opportunities); and to retain as many options as possible for consideration in future updates of the regional transportation plan.

AIR TRANSPORTATION

Medford-Jackson County International Airport

The majority of following discussion was derived from the Regional Transportation Plan.

The Rogue Valley area is served by the Medford-Jackson County International Airport located north and east of I-5, between Crater Lack Highway and Table Rock Road. The airport is approximately seven miles north of Talent. Transportation from Talent to the airport is available through privately operated taxis and RVTD. RVTD will deviate from the route upon request to serve the airport. This service is offered hourly and must be requested beforehand.

Airport activities have increased recently and show potential for air transportation as an important component of the regional transportation system. The airport and related services offer air passenger and air freight transportation opportunities to Rogue Valley area residents and businesses. The airport provides a national and international connection to the region.

The *Medford-Jackson County Airport Master Plan Update* serves as the airport's guiding document providing planning assumptions and governing anticipated development of the airport. Key information gleaned from the *Airport Master Plan Update* important to the development of a multi-model transportation plan include forecasts of passenger enplanement and employment in the developing Foreign Trade Zone (FTZ).

According to the *Airport Master Plan Update*, passenger enplanement is forecast to increase substantially from the 1991 level of approximately 140,000. The baseline growth scenario predicts a 58 percent increase and the high growth scenario predicts a 101 percent increase above 1991 levels.

The FTZ is designed to help the airport develop to its fullest potential and boost the local economy in the southern Oregon region. The FTZ is projected to boost employment in the immediate vicinity of the airport and produce an annual increase in revenue of more than $3 million. Those who work in the FTZ are expected to live throughout the region just as do workers at the Rogue Valley Mall, or any other employer in the region.

The *Airport Master Plan Update* lists airline passenger volumes of approximately 280,000 annually for a high growth scenario. This translates into less than 800 passengers on an

average day, which is not significant when compared with forecast daily traffic volumes on I-5 of over 50,000 vehicles in the Rogue Valley area. For at least the next few years, air freight movements are unlikely to substitute for a measurable portion of truck freight on the Interstate highway system. Because air freight is currently such a small percentage of total freight movements, predictions based on past trends are not particularly useful for this growing market. For the next few years, the airport and FTZ will likely have minimal impact on the regional highway system. It will be important to monitor activities related to air freight and the FTZ during the next few years when updating the TSP.

Ashland Municipal Airport

The City of Ashland operates a general aviation airport. This airport is located approximately seven miles to the south of Talent. Charter passenger and freight service is available at the Ashland Municipal Airport.

WATER TRANSPORTATION

Bear Creek and Wagner Creek are used primarily for recreational purposes only.

PIPELINE TRANSPORTATION

Pipeline transportation in and throughout the Talent area includes transmission lines for electricity, cable television and telephone services, as well as pipeline transport of water, sanitary sewer and natural gas.

CHAPTER 4: ~~CURRENT~~ OPERATIONAL ~~TRANSPORTATION~~ CONDITIONS

Whereas Chapter 3 summarizes the physical characteristics of the existing transportation system, Chapter 4 summarizes the operational conditions. It provides ~~i~~information ~~is provided~~ about traffic volumes, accidents, and traffic operations at key intersections.

TRAFFIC COUNTS

Current traffic volume information was assembled from a variety of sources including the Oregon Department of Transportation's 1997 Traffic Volume Tables, Jackson County's traffic count inventory, and counts made by the City of Talent in recent years. Table 4-1 lists recent traffic counts for ODOT's highways. Table 4-2 lists recent counts for other major streets in Talent.

Table 4-1. Traffic Counts on State Highways in Talent and Vicinity
(Average Daily Traffic, ~~1997~~2004)

Street	Location	Average Daily Traffic
Highway 99	North of Suncrest Rd/Colver Rd	~~11,900~~10,900
Highway 99	South of West Valley View Road	~~11,000~~10,900
Highway 99	South City Limits	~~10,600~~9,800
Interstate 5	Bear Creek Recorder, North of Ashland	~~28,700~~41,400
Interstate 5	Between Talent & Phoenix	~~32,000~~44,100
I-5 Talent Interchange	Southbound Off-Ramp	(1997) 3,350
I-5 Talent Interchange	Southbound On-Ramp	(1997) 1,670
I-5 Talent Interchange	Northbound Off-Ramp	(1997) 1,460
I-5 Talent Interchange	Northbound On-Ramp	(1997) 3,060

Source: Oregon Department of Transportation, ~~1997~~ 2004 Transportation Volume Tables, ~~June 1998~~.
Note: ODOT uses daily and seasonal adjustment factors to convert counts conducted on any day to "average daily traffic."

Table 4-2. Traffic Counts on County and City Streets in Talent and Vicinity (~~Average~~ Daily Traffic Counts, ~~1994-1999~~2006)

Street	Location	Count Date	Daily Traffic Volume
Alpine Way	E leg of Talent Ave. intersection	01/2006	160
Arnos Street	W leg of Talent Ave. intersection	01/2006	965
Arnos Street	W leg of Hwy. 99 intersection	01/2006	4,593
Colver Road	W leg of Front St. intersection	01/2006	5,921
Colver Road	W leg of Talent Ave. intersection	01/2006	5,890
Creel Road	W leg of Hwy. 99 intersection	01/2006	1,360
Foss Road	at Wagner Creek Rd.	01/2006	2,164
Front Street	S leg of Colver Rd. intersection	01/2006	1,410
Front Street	N leg of Main St. intersection	01/2006	1,341
Gibson Avenue	S leg of Colver Rd. intersection	01/2006	627
Lani Way	E leg of Talent Ave. intersection	01/2006	236
Lithia Way	N leg of Creel Rd. intersection	01/2006	476
Lithia Way	S leg of Creel Rd. intersection	01/2006	3,176
Louis J. Street	N leg of Rapp Rd. intersection	01/2006	764
Main Street (East)	W leg of Talent Ave. intersection	01/2006	13,412
Rapp Road	E leg of Talent Ave. intersection	01/2006	4,800
Rapp Road	W leg of Talent Ave. intersection	01/2006	6,510
Rapp Road	E leg of Wagner Creek Rd. intersection	01/2006	3,476
Second Street	S leg of Wagner St. intersection	01/2006	2,434
Second Street	N leg of Rapp Rd. intersection	01/2006	925
Suncrest Road	at Bear Creek Bridge	01/2006	1,145
Suncrest Road	E leg of Hwy. 99 intersection	01/2006	2,951
Talent Avenue	N leg of Rapp Rd. intersection	01/2006	8,260
Talent Avenue	S leg of Rapp Rd. intersection	01/2006	7,085
Talent Avenue	S leg of Creel Rd. intersection	01/2006	2,754
Talent Avenue	S leg of Colver Rd. intersection	01/2006	7,270
Talent Avenue	at south city limits	01/2006	2,278
Valley View Road (W)	at Bear Creek Bridge	01/2006	12,482
Valley View Road (W)	E leg of Talent Avenue intersection	01/2006	13,914
Wagner Creek Road	N leg of Rapp Rd. intersection	01/2006	4,408
Wagner Creek Road	W leg of Rapp Rd. intersection	01/2006	5,795
~~Arnos Street~~	~~East of Talent Ave~~	~~1-5-1999~~	~~1,100~~

~~Colver Road~~	~~West of Hwy 99~~	~~1-5-1999~~	~~2,900~~
~~Creel Road~~	~~West of Highway 99~~	~~4-21-1994~~	~~1,200~~
~~E. Main Street~~			~~4,200~~
~~Rapp Road~~	~~West of Hwy 99~~	~~4-21-1994~~	~~3,400~~
~~Rapp Road~~	~~West of Talent Ave~~	~~1-5-1999~~	~~3,100~~
~~Talent Avenue~~	~~300 Block~~	~~1-5-1999~~	~~2,400~~
~~Talent Avenue~~	~~700 Block~~	~~1-5-1999~~	~~1,600~~
~~Wagner Creek Road~~	~~East of Rapp Rd~~	~~4-21-1994~~	~~2,400~~
~~Wagner Street~~	~~Near Boys and Girls Club~~	~~6-5-1998~~	~~1,300~~
~~W. Main Street~~	~~Near West Street~~	~~6-5-1998~~	~~5,200~~
~~East Wagner Street~~		~~1-6-1999~~	~~4,600~~
~~W. Valley View Road~~	~~West of Highway 99~~	~~1-11-1999~~	~~6,600~~
~~W. Valley View Road~~	~~East of Highway 99~~	~~1-11-1999~~	~~11,400~~
~~Wagner Creek Road~~	~~Near Foss Street~~	~~6-5-1998~~	~~5,600~~
~~Wagner Creek Road~~	~~Near Christian Street~~	~~6-5-1998~~	~~4,000~~

Source: City of Talent Public Works Department. Note that these are raw data that have not been converted into "average daily traffic" figures. The data are one-day averages of 48-hour counts taken by automatic recorders.

THROUGH TRAFFIC

Traffic in Talent can be divided into four basic categories: internal traffic, internal-external, external-internal, and external-external traffic. The internal traffic is that which begins and ends within the city. Internal-external and external-internal traffic has one end within the city and one end outside the city. External-external or through traffic does not have either an origin or destination inside the city.

Using the traffic count information in Tables 1 and 2, the total traffic entering and exiting the Talent urban growth boundary can be calculated. The total entering and exiting volume on an average day is approximately 40,000. Note that this does not include I-5, which predominately carries through traffic, but does include Highway 99, Valley View Road, and some of the county roads. Based upon the number of dwelling units, quantity and mix of employment, and the total entering and exiting traffic, it is estimated that through traffic accounts for around one-quarter to one-third of the traffic entering the study area. This estimate is also consistent with a sampling of cars entering the study area during PM peak hour observations conducted on one weekday in early 1999.

The significance of the through traffic comes from the fact that it is influenced more by regional growth than by anticipated growth inside the Talent urban growth boundary.

ACCIDENT ANALYSIS

Highway accident data was reviewed for the section of the Rogue River Highway (Highway 99) through the City of Talent to identify locations with potential accident and safety concerns. The study area boundaries include the North City Limits at milepost 13.86 to the South City Limits at milepost 14.91. The accident data reviewed was generated from ODOT's 1998 Accident Summary Report Database collected between the years 1995 and 1997.

ODOT's Accident Summary Database calculates two useful factors for comparison with statewide statistics based on accident information over the three-year period studied. The first factor is a computed average one-year accident rate that compares the number of accidents with the average daily traffic (ADT) volume and the length of the segment analyzed. The second factor is the Safety Priority Index System (SPIS) value. This value includes accident frequency, severity and traffic volumes to create an index for prioritizing state highway locations with safety concerns. Highway locations exceeding the 1998 cutoff value of 98.46 are identified by ODOT as high SPIS locations, however, there were no locations along the highway segments analyzed that met or exceeded the 1998 SPIS cutoff value.

There were no SPIS locations along this corridor within the city of Talent. The accident rate computed for this segment of highway was 3.53, which is below the statewide average for Primary Urban Non-Freeway Highways of 3.67. A total of 45 accidents occurred with the three-year period between 1995 and 1997. There were no fatalities and a total of 56 injuries. The accident types that occurred the most often were rear-ends and accidents involving turning movements. There were a total of 29 intersection-related accidents in the Highway 99 corridor.

There were four locations that generated a high SPIS rating but did not exceed the 1998 cutoff value identified by ODOT. Those locations can be combined to form three segment locations. Those locations include:

- Intersection of Colver Road and Suncrest Road with Highway 99 (MP 13.86);
- Vicinity of intersection of Rapp Road and Highway 99 (MP 14.60 and MP 14.61);
- Between the South City Limits and Arnos Street (MP 14.81 to MP 14.86).

At the intersection of Colver Road and Suncrest Road with Highway 99, a total of four accidents occurred during the three-year period. All four accidents were intersection related. Two of the accidents resulted in injuries and three resulted in property damage only. Of the two injuries, one was identified as moderate in severity and the other was least severe. One of the accidents at this intersection was a head-on collision. The severity of the injuries and the head-on collision may have contributed to the relatively high SPIS value for this location.

In the vicinity of Rapp Road along Highway 99 there were a total of 14 accidents. Twelve of them occurred at the intersection of the two roads (milepost 14.61) and two accidents occurred just north of the intersection at milepost 14.60. No fatalities resulted from these accidents, however there were 15 injuries. Two of the injuries were severe, four were

moderate, and nine were least severe. The severity and number of accidents compared to the average daily traffic most likely generated the high SPIS value.

Between the South City Limits and Arnos Street (between mileposts 14.81 and 14.86) there were two accidents. One accident occurred at milepost 14.81, and at milepost 14.86. At milepost 14.81, the accident was a rear-end type accident and resulted in three injuries, one was most severe and the other two were least severe. At milepost 14.86, the accident involved turning movements along the highway. There were two severe injuries that resulted from this accident. A combination of the injuries and their severity with the decrease in average daily traffic mostly likely generated the high SPIS ratings.

Technical Memorandum No. 4 – Cumulative Analysis contains more information, including a copy of the accident summary report obtained from ODOT.

RAILROAD CROSSINGS

The Siskiyou Branch of the Central Oregon and Pacific Railroad bisects the City of Talent. Most commercial services in Talent are to the east of the railroad. Much of the residential areas and the schools are to the west of the railroad. The importance of the railroad crossings will increase because the majority of the undeveloped residential land within Talent's urban growth boundary is also on the west side of the railroad.

Table 4-3 specifies the existing railroad grade crossings within the City of Talent. The table identifies all the public and private crossings in the city's urban growth boundary.

Table 4-3. Railroad Crossing Locations within the City of Talent

Crossing Name	Type of Warning Device	Road Widths at Crossings	No. of Tracks	Jurisdiction
Public Road*	Crossbucks	9	1	Public Road
Belmont Rd**	~~Gates and Flashing Lights~~Crossbucks		1	City
Rapp Rd.	Gates and Flashing Lights	32	1	County
Wagner Ave.	Vehicle Stop Sign	18	2	City
Main Street	Flashing Lights	22	2	City
Colver Rd.	Gates	36	1	County
Hill Top Rd.		18	1	Private

Notes:
* This crossing is at the extreme south of the city's urban growth boundary. Its designation as a "public road" appears to indicate it has been dedicated for pubic road purposes, but it has not necessarily been accepted as a road by any jurisdiction.
~~** This crossing has been approved but has not been constructed.~~

Source of crossing data: Oregon Department of Transportation.

There appears to be little opportunity to add new railroad grade crossings to serve Talent. Federal and State Legislative Directive, under ORS Chapter 824, prohibits any new at-grade railroad crossings and supports eliminating at-grade railroad crossings wherever possible. For a city or county to construct a new at-grade railroad crossing, an application must be submitted to ODOT. In some cases, where a new at-grade railroad crossing is warranted, an existing railroad crossing must be removed. If multiple jurisdictions are involved, there must be a joint agreement for this to occur.

Where development and growth is prominent, an option is to add additional capacity to existing crossing rather than construct new at-grade crossings. In this case an application to alter the crossing must be submitted and meet all the requirements set forth by the State including: safety and warning devices, and AASHTO and ADA standards.

In some instances a railroad crossing occurs on private roads. To convert from a private to a public roadway, the city or county changing a roadway designation from a private road to a public road must submit an application to ODOT. The application must show public need and public access would meet all the safety and operational requirements. All new railroad at-grade crossings require signalization or warning devices, and construction to current design standards. Those include the at-grade crossings that were converted from a private to a public crossing. Conversion of a private at-grade crossing to a public crossing can be just as costly as a new crossing because of signal.

If there were to be a change in the location of a grade crossing or other modification, the railroad will not assume any financial responsibility for the modification and may seek to be compensated for any inconvenience the railroad suffers. For a change of an existing at-grade crossing, the railroad would require that a city or county accept responsibility for the crossing. A city or county may require that developers pay a portion or all of the construction of any new crossings. The City of Talent intends that developers benefiting from new or improved crossings pay the full costs of the project.

TRAFFIC OPERATIONS ANALYSIS

Traffic Signals

There are ~~only two~~ four intersections in Talent controlled by traffic signals. ~~One is:~~ at the intersection of Highway 99 and Colver/Suncrest Road; Highway 99 and West Valley View Road; at Highway 99 and Rapp Road; and. ~~The second is~~ at West Valley View Road and Mountain View Road.

The level of service (LOS) at the intersections is described by a letter scale from "A" to "F." LOS is a term used by traffic engineers to describe traffic operations and takes the delay and the volume-to-capacity ratio into account. LOS "A" is a condition that represents nearly "free flow" conditions in which motorists experience little delay. LOS "F" represents conditions in which there are long delays and the volume of traffic exceeds the capacity of the intersection. LOS "D" is generally considered the most congested conditions that are tolerable in urban conditions. ODOT's *1998 Oregon Highway Plan* specifies that the volume-to-capacity ratio for a District Highway, such as Highway 99 in Talent, may not exceed 0.80.

The current LOS for the intersection of Highway 99 and West Valley View Road was calculated using traffic counts obtained by ODOT in 1996 and ODOT's SIGCAP program. The LOS for current conditions was determined to be LOS "B" with a volume to capacity ratio of 0.55 during the PM peak hour. This indicates that the intersection is operating very well and a considerable increase in traffic can be accommodated without exceeding accepted standards. Following the installation of new signals and lanes at this intersection in 2006, the LOS and V/C ratios will need to be reassessed.

No recent traffic counts with turning movements are available for the intersection of West Valley View Road and Mountain View Road. Two-way traffic volumes on West Valley View Road are estimated to be approximately 1100 vehicles during the PM peak hour. Traffic volumes on Mountain View Road are estimated to be less than 200 vehicles during any hour. Based on these volumes, it is likely that the intersection is currently operating at LOS "A" during all hours of the day.

Other Key Intersections

The intersection of Highway 99 and West Valley View Road may be the most important intersection in town, but other key intersections are present on Highway 99. Three collector streets intersect with Highway 99: Colver Road, Rapp Road, and Creel Road. Each of these is currently controlled by the presence of a stop sign on the collector street. Each of these intersections was evaluated to determine the likelihood that the intersection might meet the warrants for installation of a traffic signal. *The Manual on Uniform Traffic Control Devices* (MUTCD) specifies traffic signal warrants to determine whether traffic signals are justified. In most cases, an intersection needs to meet several warrants before ODOT will consider installation of a traffic signal.

The intersections of Highway 99 with Colver/Suncrest, Rapp Road, and Creel Road were evaluated to determine whether or not they meet the Peak Hour Volume warrant. This is generally the easiest to meet and can usually be used to judge whether other of the volume warrants are likely to be met. Based on the current daily traffic volumes, it appears that the Peak Hour Volume warrant is not currently met at any of the three key intersections. To meet the Peak Hour Volume warrant, the approach volumes on the collector streets would need to be approximately twice the current traffic volumes on those streets.

2007 Update

As of late 2006, the intersections of Highway 99 at Rapp Road and at Colver/Suncrest Roads are signalized. Creel Road will still need to be evaluated for warrants.

CHAPTER 5: TRAFFIC RESULTING FROM PLANNED GROWTH

INTRODUCTION

Technical Memorandum No. 5, prepared by David Evans and Associates, Inc. (DEA), discusses the impact of land use on the transportation system and land use alternatives that may be applicable in Talent.

This Technical Memorandum builds upon previous work including *Technical Memorandum No. 2: Transportation System Inventory, Technical Memorandum No. 3: Population and Employment Analysis,* and *Technical Memorandum No. 4: Cumulative Analysis.*

This memorandum introduces some of the concepts and discusses their implications. Some of the concepts can have either positive or negative impacts. Many of the land use concepts are best considered in the context of a review of the Comprehensive Plan.

LAND USE ALTERNATIVES

Increases in Residential Densities

The usual densities for single-family residences are in the range of 4 to about 6 dwelling units per acre. Assuming ~~20~~ 24 percent of land is devoted to road rights-of-way, a subdivision with 8,000-square-foot residential lots has a density of approximately ~~4.5~~ 1 dwelling units per acre. In fact, this is very similar to the configuration and density of the newer residential areas of Talent, such as that between Rapp Road and Wagner Butte Avenue along James Street and Louis J Street.

Medium-density multi-family dwellings usually fall in the range of about 8 to 12 dwelling units per acre. This is likely to be the maximum density that will be constructed in Talent.

Increases in residential densities have at least two benefits from a transportation standpoint. First, the increase in density can reduce driving distances. A given population can be contained in a smaller space. This reduces, by a small degree, the distance from each house to various destinations. Since the average vehicle trip is several miles in length, a reduction resulting from an increase in densities would not likely make a significant difference in the annual mileage traveled within the community.

A more significant difference may be in relation to walking and transit trips. The transit industry uses a standard of one-quarter mile to determine whether one has transit service available. An increase in residential densities from 4.5 to 6 dwelling units per acre can increase the number of houses within walking distance of a bus stop by one-third. Likewise, increases in density can reduce walking distance for other types of trips, perhaps by just enough to change them from driving trips to walking trips.

Studies in larger communities indicate that housing density and overall employment density are the key variables that predict the variance in transit demand. Such conclusions are documented in analyses such as the *Land Use Transportation Air Quality Connection* (LUTRAQ)

project[1] for the Portland region. Similar results are reported in other communities especially with respect to light-rail transit and commuter rail.

The City of Talent's policies already promote in-fill development, one of the easiest and most cost-effective methods of promoting increased densities for residential development.

If there is a desire to increase densities further, it may be appropriate to review the lot sizes, setbacks, and other factors influencing various categories of residential developments. A review of this type may best be undertaken during a review of the Comprehensive Plan.

Concentration of Commercial Establishments

Traditional downtown areas and other concentrations of retail establishments are typically more supportive of transit and alternatives modes of travel. Among other things, the traditional downtown area usually has buildings located in much closer proximity to streets than do the modern, "big box" establishments. "Big box" establishments such as Wal-Mart have increasingly dominated the retail market. Where large retail establishments are used, smaller stores are sometimes clustered around them. This approach may, at least, provide opportunities for shared parking and reduce walking distances between adjoining establishments.

For Talent, the key to concentration of commercial establishments is the benefit for transit service. As indicated in the preceding discussion of residential densities, the density of employment is the second key element for predicting transit use. The Rogue Valley Transportation District (RVTD) operates a route between Ashland and Medford with several designated stops in Talent. Since the stops in Talent are in the middle of this linear route, there are limited routing options. The current route, which operates on Highway 99 and Talent Avenue, does not provide service to any of the commercial establishments on West Valley View Road, for example.

Concentrating commercial developments along a single corridor, such as Talent Avenue, would have obvious benefits from the standpoint of efficient transit service. Spreading the commercial development along both Talent Avenue and West Valley View Road would require additional route mileage for buses. A route serving both areas would require a diversion that would make for a much longer time for passengers. This additional time would be particularly onerous for passengers traveling from Medford to Ashland, for example. To the extent that employment can be concentrated along the existing transit route, the transit potential will be enhanced.

Mixed-Use Development Patterns

A mixed land use development concept is one that provides both commercial and residential uses in close proximity. The typical mix includes small-scale retail establishments and services, but may also include offices and other employment sites. The mixed-use concept is reminiscent of the inclusion in neighborhoods of the "corner grocery" store as well as the neighborhood pharmacy, dry cleaners, or the newer establishments such as video stores. The

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[1] Parsons Brinkerhoff Quade & Douglas, Inc., *Making the Connections: Technical Report*, March 1997

small insurance office, bookkeeping services, and other businesses that provide services are similar uses that may mix reasonably with residential uses.

In recent years, the concept of mixed-use developments has received strong support. In the discussion of mixed land use concepts, the LUTRAQ project concludes: "Several studies have shown that residents of pedestrian-friendly neighborhoods with a mix of uses are more likely to walk or use transit than residents of auto-oriented suburban neighborhoods."[2]

Talent is small enough that much of the community already meets the definition of a mixed-use development. Indeed, some of the mixed-use developments constructed in recent years in large metropolitan areas are larger, both geographically and in population, than is Talent. Most of Talent's residential neighborhoods already lie within walking distance of the downtown.

Most of the vacant land designated for residential growth in Talent lies to the south and west of the railroad tracks. Because of the limited railroad crossings, there is a distinct possibility that these residences may lie outside of the radius of commercial services that encourages walking. Since additional railroad crossings do not appear practical (see following section), some consideration of mixed uses in this area may be appropriate. Rezoning a portion of the vacant land in the vicinity of Rapp Road on the west side of the railroad tracks might, for example, provide an alternative location for some retail establishments. Likewise, a rezoning of some of the commercial parcels near the downtown might provide a better mix of residential and commercial uses in that area. Parcels currently designated for commercial zoning that might be candidates for mixed-use development or for residential use include some larger parcels along West Valley View Road or Highway 99.

The astute reader will note an apparent contradiction between the mixed-use development concept and the concentration of commercial establishments. There is in fact a conflict between them. Those issues do need to be considered in light of the community's overall goals including the provision of affordable housing, preservation of open space, and all of the other factors that relate to Talent's livability. Such issues are best addressed in the context of an update of the Comprehensive Plan.

TRANSPORTATION SYSTEM CHANGES

Enhancing the Local Street System

Like many communities, Talent has developed and grown around the state highway. Talent Avenue, once the highway, serves as the community's "Main Street." Numerous businesses have subsequently developed along what is now Highway 99.

As the region grows, the state highway system, including both I-5 and Highway 99, can be expected to carry additional regional traffic. As indicated in *Technical Memorandum No. 4: Cumulative Analysis*, new development in Talent will increase traffic volumes on Highway 99. The impact on the highway will be especially important if new developments are oriented to the highways and if the local street system does not provide attractive alternative routes.

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[2] ibid., p. 17

A portion of Talent's street system, particularly in the older portion of the town, tends toward the traditional grid street system. This provides a maximum in route selection for the residents. Some of the newer portions of the community have been developed with cul-de-sacs, a development pattern that does not promote choice of routings.

To the extent possible, the grid pattern should be encouraged. Additional connections can help to spread traffic among alternative routes. Several specific street connections have been identified as potential projects in process of developing the Transportation System Plan. Among the new connections proposed for Talent's arterial and collector system is the proposal to extend Rogue River Parkway from its current terminus at Talent Avenue to Highway 99. The Rogue River Parkway connection with Highway 99 is specifically proposed as a means of keeping industrial traffic off the local residential streets.

Required Street Connections

Several other opportunities exist for extensions of the local street system. Some ~~possibilities~~ *proposed* and *possible* extensions are are tabulated and ~~illustrated~~mapped ~~in Figure 1~~at the end of this Chapter. These are examples that focus on vacant or under-utilized parcels. Some of the example connections include the extension of Lithia Way, a local street that already has a couple of segments parallel with Talent Avenue and Highway 99.

The *proposed* segments are those that the City will require of any development proposal in the areas shown on the maps. They are deemed to be essential components in the transportation system. The locations and alignments shown are not intended to be precise; they are starting points for planning. Two of the proposed segments are under construction as of this writing, but are included nonetheless.

The *possible* segments are those that would serve development and further enhance the transportation system, but are not essential components in the overall system. Again, they are starting points for planning. ~~A connection between Suncrest Road and Highway 99 is also illustrated in Figure 1. This is an example of a road that could serve the large vacant parcel adjacent to the highway. It could serve as another connection from the northeast portion of the community to the downtown area.~~

One of the most obvious changes that could help to create multiple connections would be additional crossings of the railroad to the residentially designated land to the southwest of the railroad tracks. This vacant land accounts for about two-thirds of the vacant residential land inside Talent's urban growth boundary. Unfortunately, new railroad crossings are all but prohibited by federal and state law. There appears to be little opportunity to add new railroad grade crossings to serve Talent. Federal and State Legislative Directive, under ORS Chapter 824, prohibits any new at-grade railroad crossings and supports eliminating at-grade railroad crossings wherever possible. For a city or county to construct a new at-grade railroad crossing, an application must be submitted to ODOT. In some cases, where a new at-grade railroad crossing is warranted, an existing railroad crossing must be abandoned. If multiple jurisdictions are involved, there must be a joint agreement for this to occur.

Changes from the 2000 version. This update is dropping some "future street connections" because they appear to be infeasible or are simply not possible. The extension of Main Street

directly out to Highway 99 just will not happen, nor will an extension near Gangnes Drive. Development in recent years did not apparently refer to the *Example Street Connections* map during the planning stages, and now the City has lost a number of connection opportunities. For example, Rockfellow Place in the Old Bridge Village subdivision is only marginally aligned with Lithia Avenue, so even if the intervening apartment buildings came down, there would be an awkward transition. Heritage Station and Spruce Landing prevented a Wagner Creek Greenway on the east side of the creek, and neither provides any connectivity to the northwest parallel to Talent Avenue, which was the objective of the earlier *Example Street Connections* map. If there is a lesson to be drawn from the first five years of the TSP, it is that the City needs to uphold the plans and principles contained within it.

One street not included on the map is Madison Street, which has a 60-foot-wide right-of-way from Wagner Street to Wagner Butte Avenue, but it does not now connect through because it is overgrown and unpaved. A few lots fronting on it have the potential to be subdivided. That would require the improvement of Madison Street. In the interest of preserving some of the mature trees, a departure from the street standards in Chapter 7 is permitted to allow for a meandering, narrower roadway. Emergency service providers' requirements shall not be abridged, however.

Protection of the Functionality of the State Highway System

Because of severe limits on resources available for modernizing state highways or building new highways, ODOT has placed a priority on maintaining the existing system. Access management is one of the key tools being used by ODOT to retain the functionality of the system and to maintain the appropriate level of mobility. The *1999 Oregon Highway Plan* specifies the access management standards for the state highway system. The Highway Plan's access management standards seek to promote a balance between access to adjacent properties and the need to provide adequate capacity for through traffic. The standards are generally considered to be more restrictive than the previous versions.

Improvement of Highway 99 through Talent has been suggested during development of the Transportation System Plan. The proposal to upgrade the highway would include the addition of a center turn lane where it does not exist, widening the pavement to include bike lanes, adding sidewalks, and consolidating access. Each highway improvement project is approached on an individual basis and must account for unique characteristics of right-of-way width, access, and topography. When the design of improvements is undertaken, special efforts are usually made to reduce access. Access adjustments typically include narrowing extra-width driveways, eliminating second and third driveways serving individual parcels, and by combining access with that provided for adjacent parcels. To the extent possible, access is provided to intersecting streets rather than the highway. To the extent that Talent's land use policies support such actions, the implementation of access measures on the state highway system will be easier. Land use policies that support the state's access management policies will also make it less expensive to implement improvement projects, thus increasing the likelihood that such improvements will be advanced for inclusion in the State Transportation Improvement Program.

Pedestrian and Bicycle System Improvements

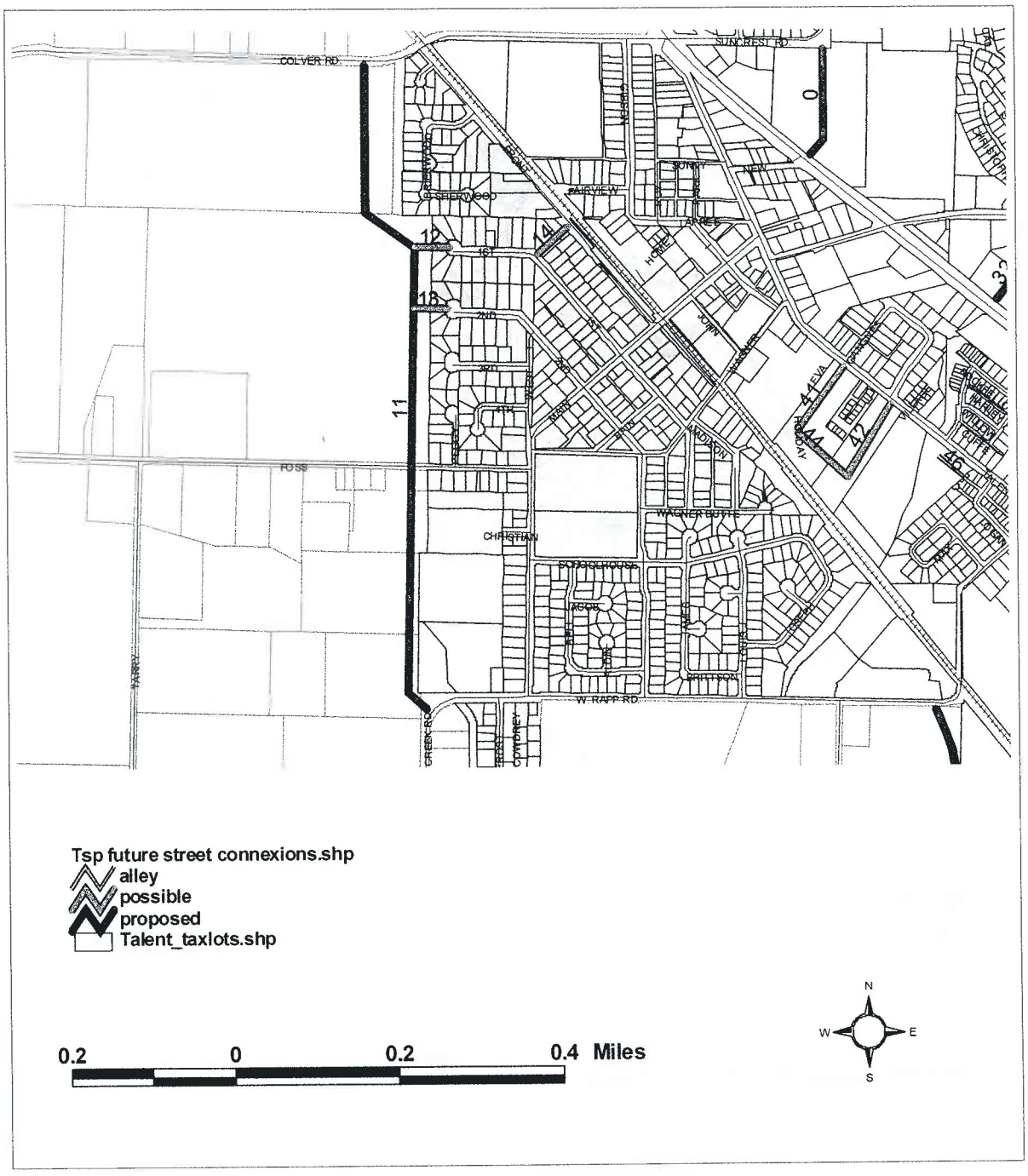
The City of Talent's ~~policies already provide for~~development codes require the construction of sidewalks with new development. The city ~~has~~ also aggressively pursue~~d~~s grant funding for sidewalks. The street standards ~~proposed in the Transportation System Plan~~ in Chapter 7 provide even more specific provisions for sidewalks and bike lanes for the city's street system. The provision of these facilities will supplement the effect of land use actions (including higher density developments, mixed use, and in-fill development) to help achieve traffic reductions.

Table 5-1. Proposed and Possible Street Extensions and Improvements

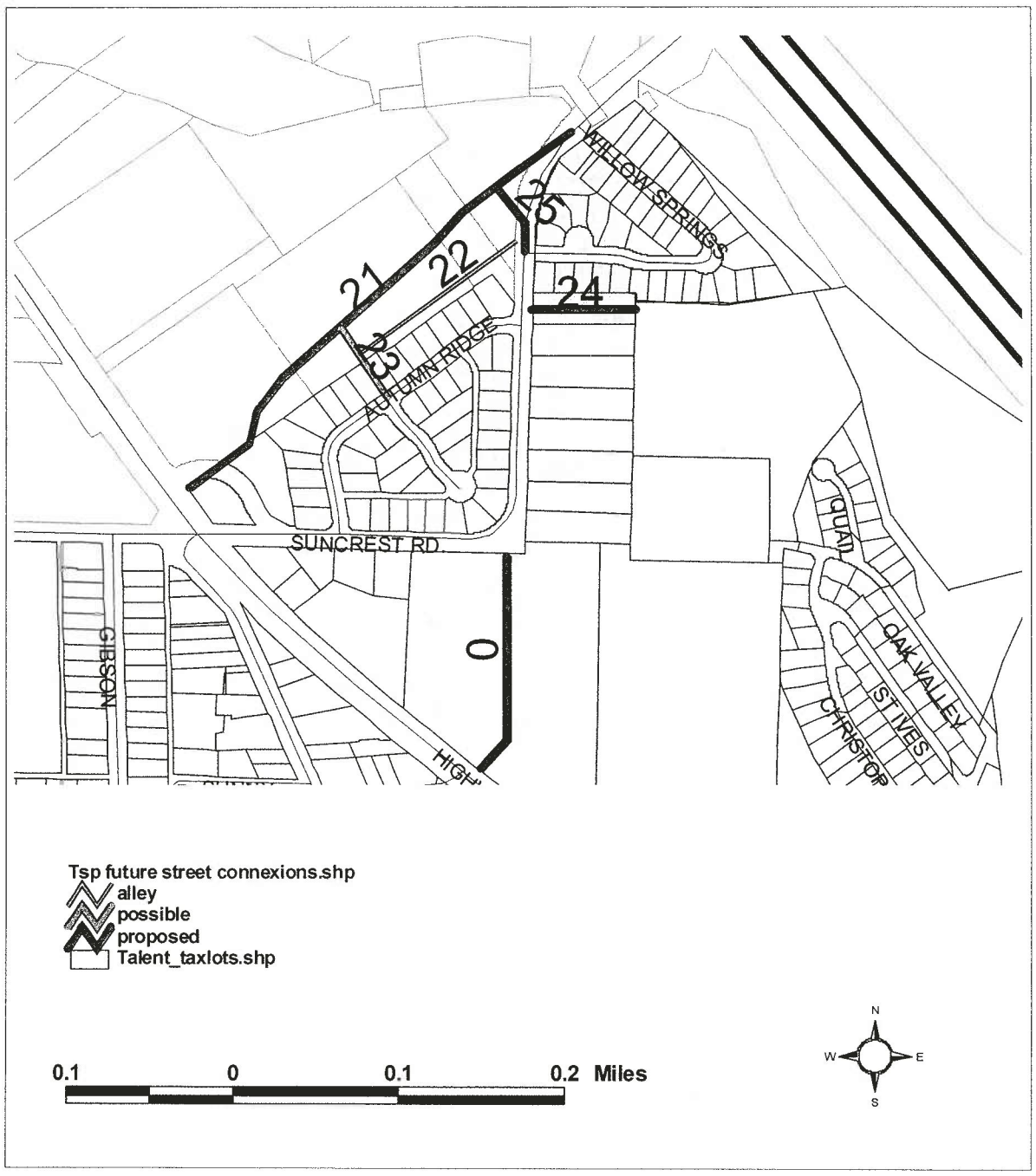
ID	Key	Description	Map ref.
0	proposed	New Street extension (under construction, 2006)	1, 2
11	proposed	Westside Bypass (Wagner Creek Rd. to Colver Rd.	1
12	possible	First St. connection to Bypass	1
13	possible	Second St. connection to Bypass	1
14	possible	First-to-Front St. connection	1
21	proposed	Suncrest Rd. bypass	2
22	proposed	alley serving Suncrest Rd. bypass	2
23	possible	Autumn Ridge connection to Suncrest bypass	2
24	proposed	Suncrest Park access	2
25	proposed	Suncrest Rd. bypass connection segment	2
31	proposed	S. Oak Valley Dr. extension 01 (W. Valley View to Hwy. 99) with adjacent bikepath	3
32	proposed	S. Oak Valley Dr. extension 02 (W. Valley View to Hwy. 99) with adjacent bikepath	3
41	possible	Gangnes extension 01	3
42	possible	Gangnes extension 02	3
44	possible	Gangnes extension 03	3
46	proposed	alley extension from Logan Way to serve Talent Ave-facing homes	3
51	proposed	industrial circulator 01	4
52	proposed	industrial circulator 02	4
61	proposed	commercial access road	4
62	proposed	Rogue River Pkwy. extension	4
63	possible	Rogue River Pkwy. extension to Hwy. 99	4
64	possible	alley to commercial access road	4
65	possible	new local street	4
66	proposed	Camus Court (under construction, 2006)	4

71	proposed	Lithia Way extension from Lani Way to Arnos Street	4
72	possible	Lani Way extension to Hwy. 99	4
73	proposed	widening of Lithia Way segment (David Wy. to Lani Wy.)	4
81	proposed	Nerton St. extension to Joy Dr. stub at Mariah Ct.	6, 7
82	proposed	Mariah extension to RR tracks (poss. emergency crossing loc.)	6, 7
91	proposed	Lithia Way extension to Talent Avenue	5
92	possible	new local street	5
93	possible	new local street	5
94	proposed	access for Alpine Way properties	5
101	proposed	Southwest collector street (Belmont Rd. to Rapp Rd.)	5, 6, 7
102	proposed	Belmont Road extension and improvements	5, 6
111	proposed	extension from New St. to E. Main St. extension	8
112	proposed	redirected extension of E. Main St.	8
113	proposed	redirected extension of E. Wagner St.	8
114	alley	new alley	8
115	alley	conversion of segment of W. Valley View Rd. to service lane/pedestrian way	8
116	possible	roundabout at intersection of E. Main St., E. Wagner St. and W. Valley View Rd.	8
117	alley	from terminous of Gangnes St. to Talent Ave.	8
118	alley	connection from new Gangnes St. alley to E. Wagner extension	8

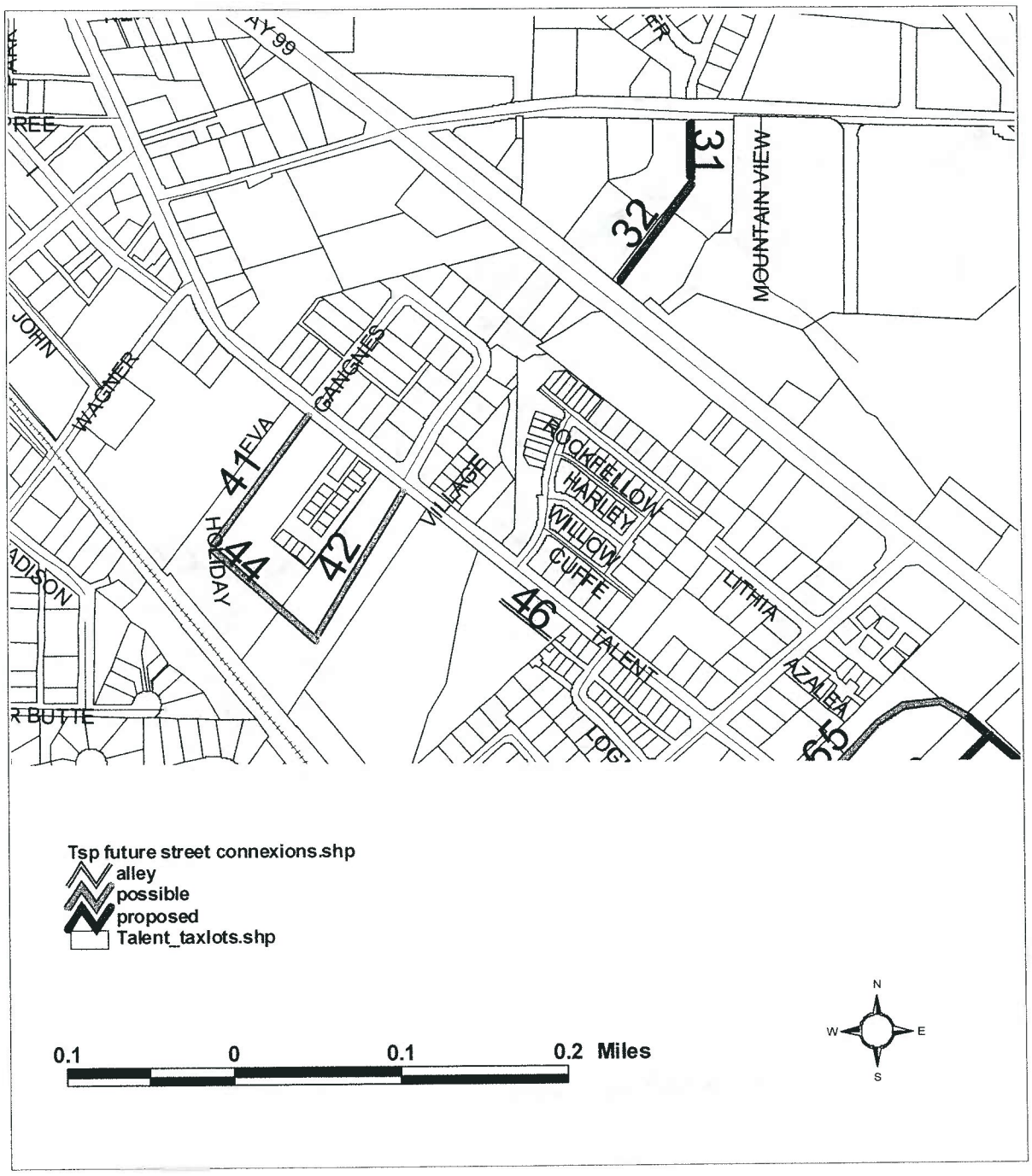
Map 5-1
Northwest Section



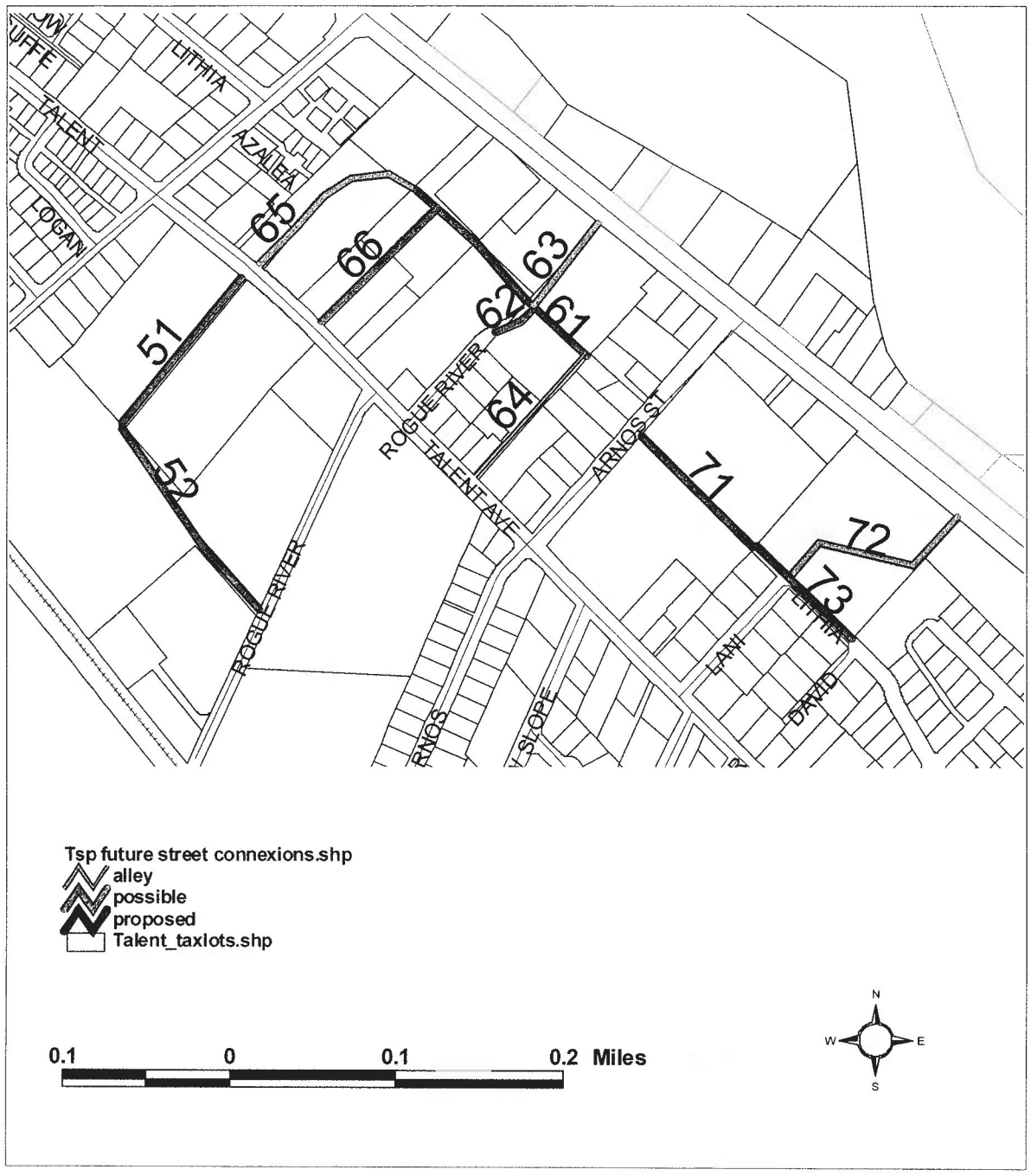
Map 5-2
North Section



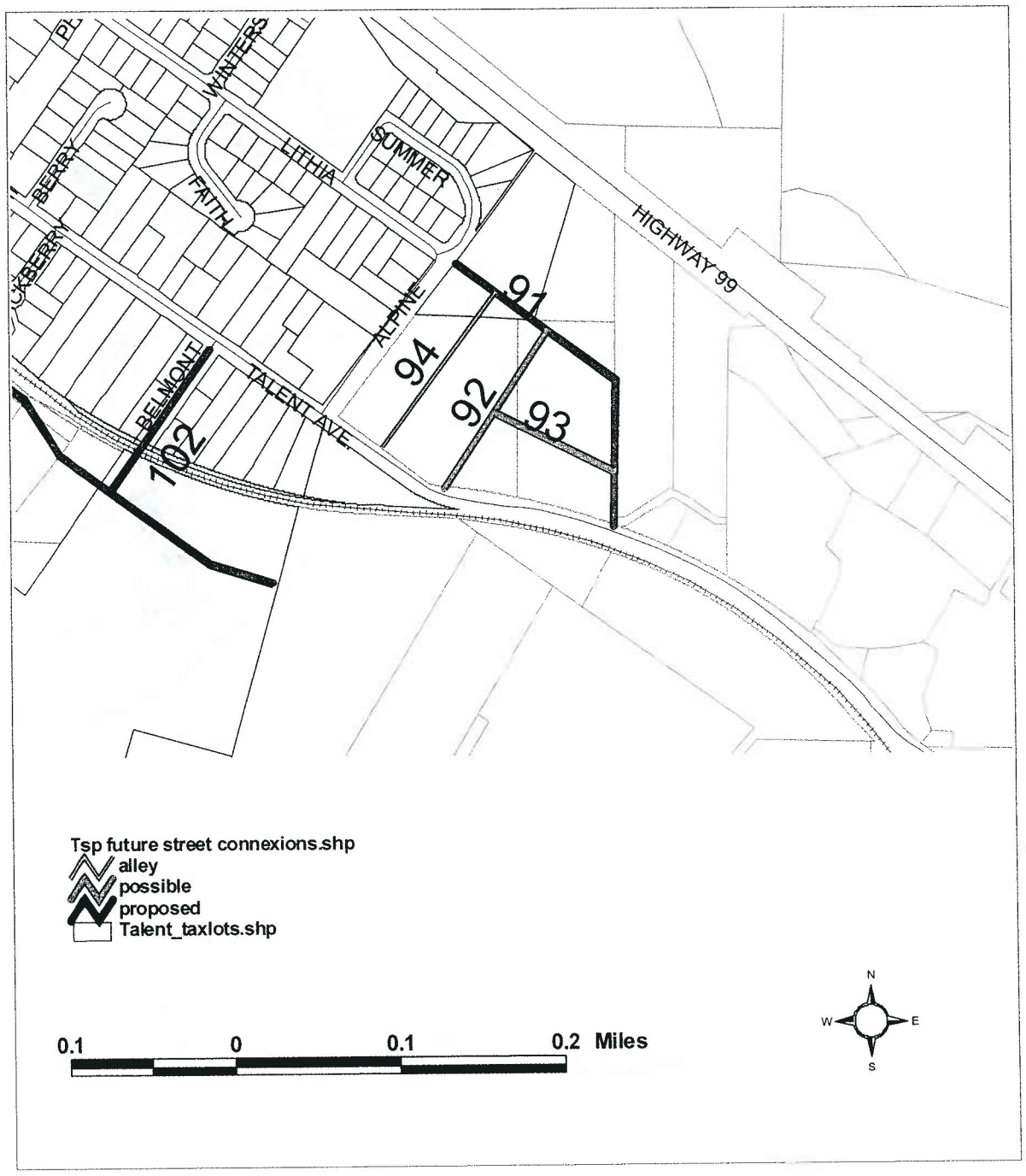
Map 5-3
North Central Section



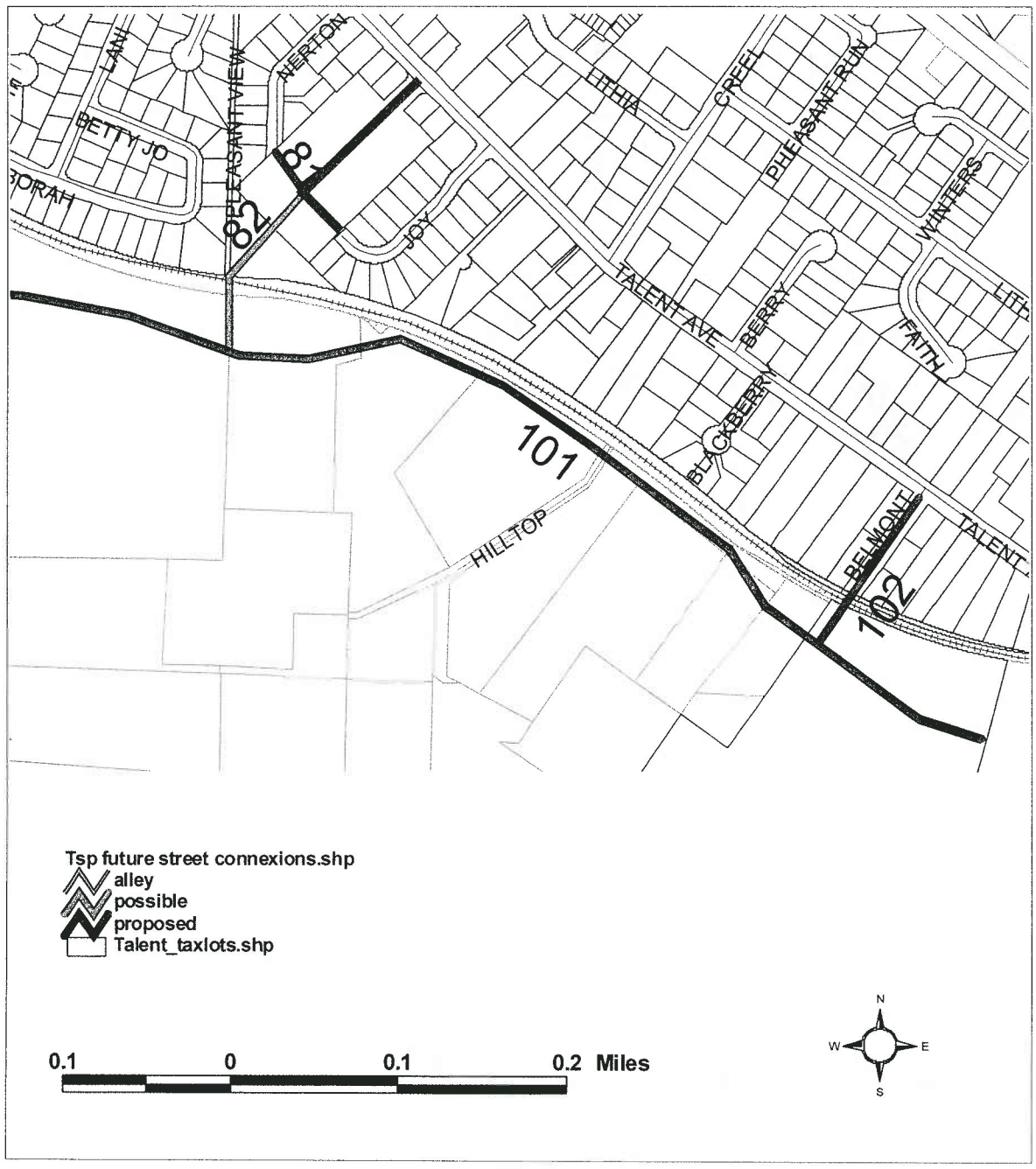
Map 5-4
South Central Section



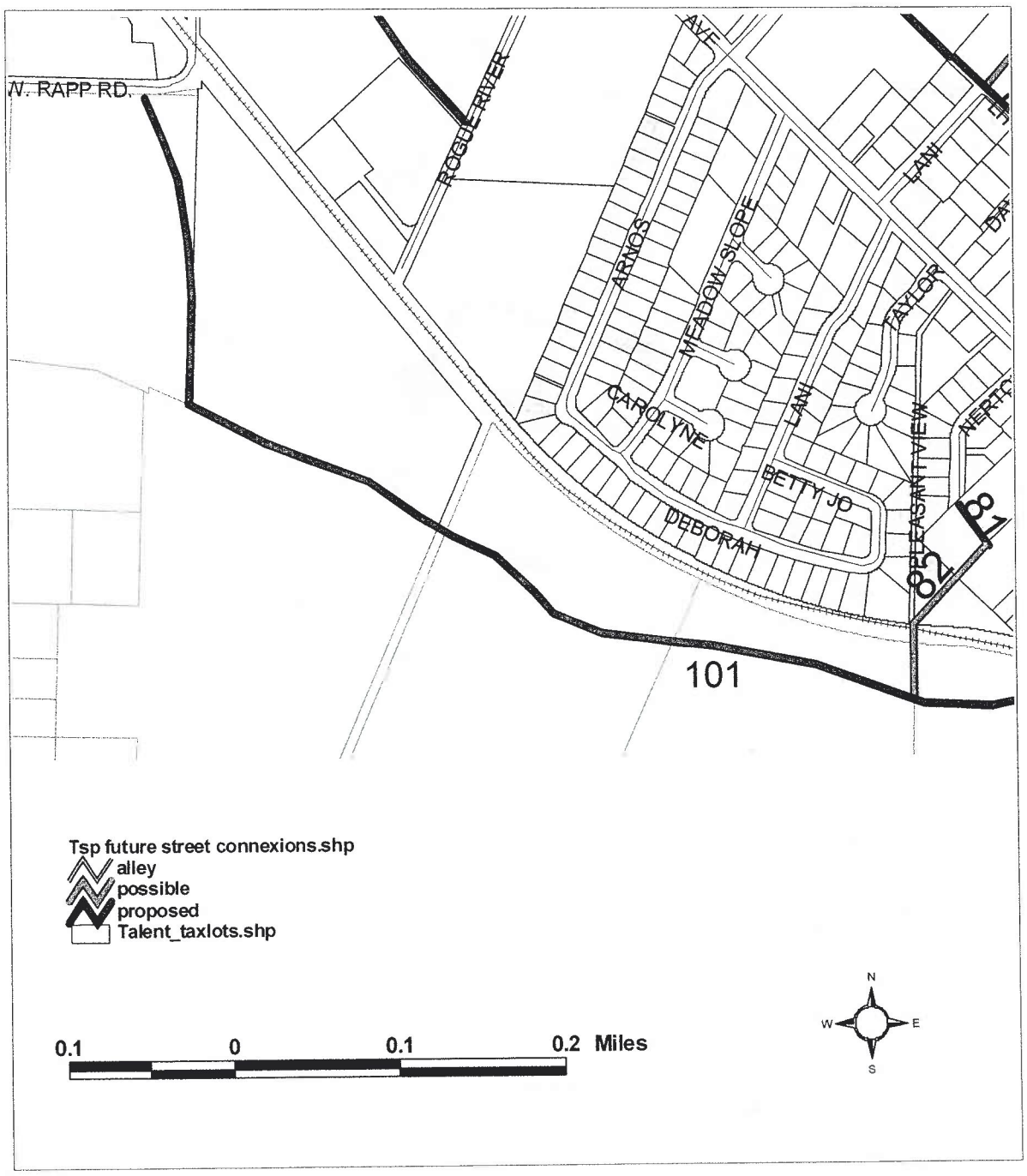
Map 5-5
Southeast Section



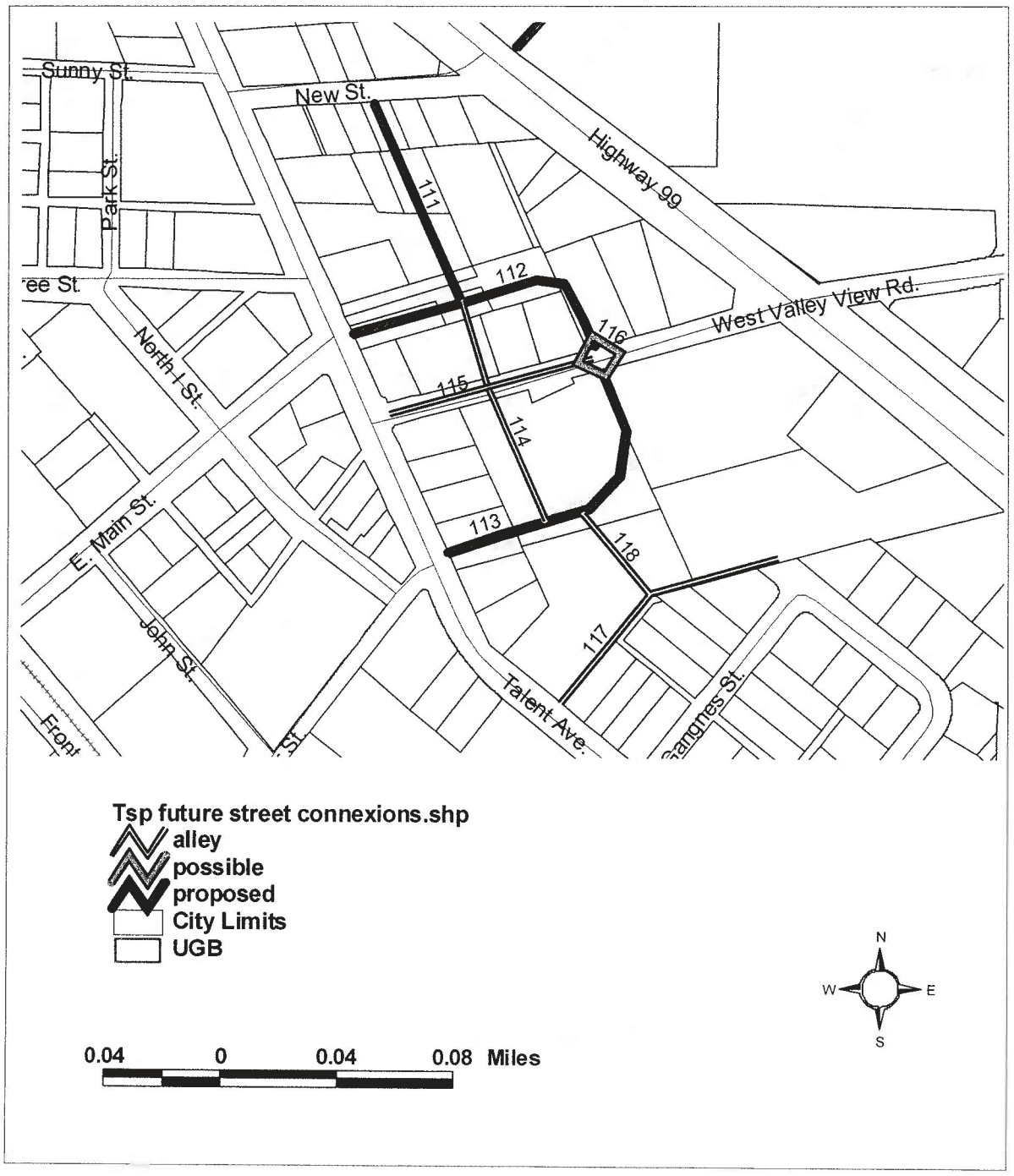
Map 5-6
Railroad District South Section



Map 5-7
Railroad District North Section



Map 5-8
W. Valley View/Downtown Section



CHAPTER 6: FUTURE TRANSPORTATION NEEDS

As indicated in *Technical Memorandum No. 3: Population and Employment Analysis*, the City of Talent is expected to grow by almost 1,400 people or approximately 580 households in the next 20 years. If employment growth in Talent increases in proportion to the population growth of Talent in relation to Jackson County, approximately 670 jobs would be added during the next 20 years. *Technical Memorandum No. 3* provides more details on the planned growth.

2007 update. Since the 2000 version of this TSP, the City has approved 457 single-family lots and 54 multiple-family dwelling units—a total of 511 units on 88 acres (not counting potential ADUs). Assuming that there are 2.39 persons per household (see *Housing Element*, p.G-6), these approvals will result in 1,220 new residents to Talent when the developments are built out. As of June 2006, there were still approximately 102 acres available for residential development in the City's UGB. Virtually all of it is in the area south of the railroad, which should develop at an approximate density of 4.2 units per net acre, thus resulting in 428 lots, or 1,020 persons.

PLANNED GROWTH

Approximately 200 acres of land designated by the City's Comprehensive Plan for residential use is either vacant or underdeveloped. Not all of this will need to be developed to accommodate the anticipated residential growth. In fact, about 150 acres should accommodate the planned addition of 580 dwelling units. It is clear that a substantial portion of this new residential development will occur to the west of the railroad tracks where the bulk of the undeveloped residential land is located. The anticipated residential growth is all in the single-family residential category.

Commercial and industrial land is all to the east of the railroad tracks and is mostly located along Highway 99 or West Valley View Road. There are a wide variety of employment categories that can be accommodated on land designated for commercial or industrial use. Jackson County has been transitioning from one based on agricultural and extractive industries. Like much of the rest of the state and the region, the area has been changing to one with more retail and service jobs. For the purposes of estimating the traffic growth for the next 20 years, a combination of new employment is assumed to be in the retail, service, and industrial categories.

Table 6-1 lists the traffic anticipated from new growth anticipated in the next twenty years. The trip generation rates are approximations that correspond with the variety of uses that fall into the categories indicated. For the purposes of the analysis, equal growth in three employment sectors was assumed.

Table 6-1. Traffic from Anticipated 20 Years' Growth (Average Daily Traffic)

Category	Number	Rate	Total Trips
Single Family Dwellings	580 houses	10 trips/dwelling unit	5,800
Retail employment	225 employees	10 trips/employee	2,250
Service employment	225 employees	7 trips/employee	1,575
Industrial employment	225 employees	3 trips/employee	675
Total Trips			10,300

Source: David Evans and Associates, Inc.

TRAFFIC CAPACITY ISSUES

Historically, traffic has increased at a slightly higher rate than has population. Factors that have contributed to this trend include smaller households (fewer persons per household), higher labor force participation (more two-worker families), and increased automobile ownership (more households with two and three autos). The population and employment figures cited in *Technical Memorandum No. 3: Population and Employment Analysis* would represent increases of approximately 27 percent between 1997 and year 2020. The daily traffic generated by new development as shown in *Table 6-1* would represent an increase estimated at 35 percent over 1997 traffic volumes.

Traffic increases will be greatest on a *percentage basis* at the fringes of the community where current traffic volumes are low and where land is vacant but proposed for development. On an *absolute basis* the traffic increases will be greatest on major routes that already carry significant amounts of traffic.

Collector streets serving vacant land designated for residential use will experience high percentage increases in traffic. Probably the most significant examples of concern to Talent would be the streets serving the residential land west of the railroad tracks. Residential development of this land inside the urban growth boundary is calculated to produce as many as 4,000 daily trips. Since access to this planned residential area is basically restricted to two railroad crossings, the calculation of traffic increases on the collector streets is fairly easy. If split equally between the Rapp Road and the Belmont Road crossings, each crossing would carry 2,000 additional vehicles per day. Other collector roads which can be expected to have significant percentage increases in traffic include streets such as Creel Road, Arnos Street, Wagner Street, Main Street and Wagner Creek Road. Traffic volume increases measured on a daily basis are likely to range from a few hundred to a few thousand vehicles per day.

The arterial streets, including West Valley View Road and Highway 99, will experience significant traffic volume increases. Vacant and under-utilized parcels designated for commercial and industrial use abut these major roads. As shown in *Table 6-1*, industrial uses have low trip generation rates~~, but~~; retail and service employment ~~has~~ have high trip generation rates. Retail uses, such as fast food restaurants and convenience stores, have particularly high trip generation rates. Where these uses abut the arterial streets, significant increases in traffic can be expected. In addition, the arterial streets can be expected to

experience significant increases in through traffic. The most impacted through traffic routes in Talent are Highway 99 from the north city limits to the south city limits and the combination of West Valley View Road and Highway 99 from the I-5 interchange to the south city limits. The increase in through traffic will be highly dependent upon the regional growth, including population and employment increases in Medford and in Ashland.

The most important aspect of traffic increases is the relationship between expected traffic and the capacity of the individual streets. The highest priority for local streets is serving adjacent properties. They generally have a design capacity of 200 to 1,200 vehicles per day. Minor collector streets have a dual purpose: they serve adjacent uses and carry a portion of through traffic destined for more distant locations. Minor collector streets have a design capacity of 1,200 to 6,000 vehicles per day. Major collector streets place a higher priority on carrying through traffic and a design capacity of up to 10,000 vehicles per day. Arterial streets are designed to give priority to carrying high traffic volumes with minimum service to adjacent lands. Design capacities of 10,000 to more than 30,000 vehicles per day are commonly used for arterial streets.

FUTURE TRAFFIC CAPACITY DEFICIENCIES

Based upon the analysis of existing traffic volumes and the expected traffic generated by planned development, there do not appear to be significant deficiencies related to the capacity of the roads in Talent. The expected traffic volumes on Talent's collector streets are not expected to exceed their capacity. Likewise, the traffic volumes on arterial streets, West Valley View Road and Highway 99, are not expected to exceed the capacity of five-lane arterial streets. ~~There are, however, some specific locations where capacity issues may be anticipated..~~

~~Four specific locations have been identified where increased traffic may result in need for capacity improvements. Three locations of concern are intersections of collector streets with Highway 99. The fourth location that may be classified as a capacity deficiency is the two-lane bridge where West Valley View Road crosses Bear Creek just west of the I-5 interchange.~~However, the intersections of Arnos Street with Highway 99 and Creel Road with Highway 99 may meet warrants for signalization by or before 2020. Likewise, the potential realignment of Main Street/W. Valley Road and Talent Avenue into a four-way intersection may meet signalization warrants by or before 2020.

~~The potential capacity deficiencies are summarized in Table 6-2.~~

~~TABLE 6-2. Potential Capacity Deficiencies Year 2020~~

~~Facility~~	~~Location~~	~~Existing Condition~~	~~Capacity Issue~~
~~Highway 99~~	~~Colver/Suncrest Rd~~	~~Stop controlled intersection~~	~~Traffic increases will likely cause signal warrants to be met.~~
~~Highway 99~~	~~Rapp Rd~~	~~Stop controlled intersection~~	~~Traffic increases will likely cause signal warrants to be met.~~

~~Highway 99~~	~~Creel Road~~	~~Stop-controlled intersection~~	~~Traffic increases may cause signal warrants to be met.~~
~~West Valley View Rd~~	~~Bear Creek Bridge~~	~~Narrow two-lane bridge with no provisions for pedestrians, cyclists~~	~~Traffic volumes may cause two-lane bridge capacity to be exceeded.~~

The existing signalized intersection at Highway 99 and West Valley View Road was specifically analyzed to determine whether this represented a likely capacity deficiency. It was determined that the existing intersection configuration could accommodate traffic increases of up to 70 percent without exceeding level-of-service standards established for the highway. Adding a left-turn lane on the west approach could allow even greater traffic increases to be accommodated.

ROADWAY SYSTEM CONTINUITY AND SYSTEM ACCESS DEFICIENCIES

As noted earlier, approximately 200 acres of vacant or underdeveloped parcels within the Talent urban growth boundary are designated for residential development. Development of these residential areas will require construction of minor collector streets as well as local streets. To accommodate this development, connections to the existing street network must be strengthened and existing local streets must be extended.

Two parts of the community most in need of streets for continuity or access improvements are the residential area west of the railroad tracks south of Rapp Road, and the area bounded by Talent Avenue and Highway 99 between Creel Road and Arnos Street.

The southwest area represents the largest potential residential area in the community. The principal issue for this future development is the restriction on access caused by the limitations of railroad crossings. As noted previously, two crossings serve this area: the existing Rapp Road crossing, and the approved, but not constructed, Belmont Road crossing. To ensure that the area is not cut off by closure of one crossing, some continuous connection is needed west of the railroad between these two crossings.

The second area that could benefit from system connections includes the vacant land between Talent Avenue and Highway 99. Examples of potential street connections include extensions of Lithia Way north from Lani and south from David, perhaps even with a connection to Creel Road. Connections between Talent Avenue and Highway 99 in this area may also be possible and could help foster appropriate development of these parcels.

Most of the other vacant or underdeveloped land inside the Talent urban growth boundary can be developed by extension of existing local streets.

Refer to Chapter 5 for more information on this topic.

INDUSTRIAL AREA ACCESS DEFICIENCIES

Talent's industrial area adjacent to Rogue River Parkway is located to take good advantage of rail access at some future date, but it is limited by its access to the highway system. Trucks from the Rogue River Parkway area use Talent Avenue and then one of several residential streets to gain access to Highway 99 before using West Valley View Road to gain access to I-5. The residential streets that are most impacted by this industrial traffic are Rapp Road, Arnos Street, and Creel Road. An alternative route for trucks involves using Talent Avenue to the downtown and West Valley View Road. None of these routes are well suited to truck traffic due to the close proximity of residential areas, narrow roads, and small radius corners.

A more direct connection from the Rogue River Parkway to Highway 99 that does not involve these streets and turning movements would be desirable.

RAILROAD CROSSING DEFICIENCIES

As indicated earlier, the Belmont Road railroad crossing is approved but has not been constructed. The Rapp Road crossing has appropriate gates and signals, but there are no provisions for pedestrians or bicyclists, and the sharp turn immediately adjacent to the crossing makes it undesirable for higher traffic volumes. The Main Street and Wagner Street crossings could be improved to make them safer and more convenient for pedestrians and bicyclists. Table 6-3 summarizes the railroad crossing deficiencies.

Table 6-~~3~~2. Railroad Crossing Deficiencies

Location	Existing Condition	Deficiencies
Main Street	Existing crossing with flashing lights	Narrow crossing that needs additional sidewalks, better attention to bicyclists' needs.
Wagner Street	Existing crossing with stop sign	Narrow crossing that needs additional sidewalks, better attention to bicyclists' needs, and flashing lights.
Rapp Road	Existing crossing with signals	Needs sidewalks and better attention to bicyclists' needs, and may need road realignment.
Belmont Road	Approved, but not constructed	Needs full treatment, roadway, sidewalks, and signals.

ROADWAY DESIGN DEFICIENCIES

Like most communities, the City of Talent has developed from a small rural center. As the community has developed, development occurred along the roads leading to outlying areas. For the most part, houses were constructed individually without significant improvements to the abutting streets. Not until recently did the development occur as subdivisions. Many of the streets within the city are merely rural streets with houses and businesses constructed on the adjacent property. Most of these rural roads feature paved travel lanes, either gravel or paved shoulders, and open ditches for drainage.

Newer streets including those constructed in connection with subdivisions in the last twenty to thirty years feature curbs, gutters, and sidewalks. These streets meet "urban standards." Streets designed to urban standards are generally considered to be less expensive to maintain than are rural streets. They are also superior to the rural streets since they make provisions for pedestrians and bicyclists. These advantages have led to the adoption of design standards for all new streets and policies of improving existing streets to urban standards.

Table 6-4 summarizes the roadway deficiencies in Talent that are necessary to bring all public streets to an appropriate urban standard. Table 6-4 divides the roadways by category, beginning with arterial roads, followed by collector roads and by local roads. Deficiencies are listed by type.

The most common deficiencies are the lack of curbs, gutters, and sidewalks. Only a few of the local streets lack a hard surface pavement.

Table 6-43. Existing Roadway Design Deficiencies

Deficiencies	Street Name	Location
Arterial Streets		
No sidewalk, curb and gutter:	Highway 99	Rapp Rd. to S city limits
No sidewalk:	West Valley View Rd.	Talent Ave. to Highway 99
Collector Streets		
No sidewalk, curb and gutter:	Creel Rd.	Highway 99 to Talent Ave.
	Main St.	Wagner Creek Rd. to 2nd St.
	Rapp Rd.	Highway 99 to Wagner Creek Rd.
	Suncrest Rd.	Highway 99 to Autumn Ridge Dr.
	Suncrest Rd.	Autumn Ridge Dr. to city limits
	Talent Ave.	UGB to Taylor St.
	Talent Ave.	Taylor St. to Lani Way W. (east side only)
	Talent Ave.	Lani Way W. to Loop 3
	Talent Ave.	Lapree St. to Colver Rd.
	Wagner Creek Rd.	Rapp Rd. to Christian Ave. (west side only)
	Wagner Creek Rd.	Christian Ave. to Wagner Ave.
	~~Wagner St.~~	~~2nd St. to Bain St.~~
	~~Wagner St.~~	~~Bain St. to Wagner Creek Rd. (north side only)~~
	West Valley View Rd.	east city limits to the UGB
	Colver Rd.	Talent Ave. to Front St. (N side of road)
No curb and gutter:	~~Main St.~~	~~2nd St. to Talent Ave. (south side only)~~
	~~Wagner St.~~	~~I St. to 2nd St. (north side only)~~
	~~Main St.~~	~~2nd St. to John St.~~
	~~Wagner St.~~	~~I St. to 2nd St.~~

Sidewalks in poor condition:	Main St.	2nd St. to Front St. (north side only)
LOCAL STREETS		
No sidewalk, curb and gutter:	1st St.	Wagner Ave. to the end of the segment
	1st St. South	Wagner St. to Wagner Butte Ave.
	2nd St.	Wagner Ave. to the end of the segment
	3rd St. North	West St. to the end of the segment
	4th St. North	West St. to the end of the segment
	Arnos St.	Highway 99 to Talent Ave.
	Bain St.	Wagner Ave. to First St.
	David Way	Lithia Way to the end of the segment
	Fairview St.	Gibson Ave. to the end of the segment
	Foss Rd.	Wagner Creek Rd. to the city limits
	Front St.	Wagner St. to the city limits
	Gangnes Dr. (Loop)	Talent Ave. to Talent Ave.
	Gibson Ave.	Lapree St. to Colver Rd.
	Market Street	Main St. to Lapree St. (east side only)
	John St.	Wagner Ave. to Main St.(east side only)
	Lapree Street	Talent Ave. to Gibson Ave.
	Lithia Way	Creel Rd. to Alpine Way
	Lithia Way	Lani Way E. to David Way
	Madison St.	Wagner St. to the end of the segment
	New St.	Talent Ave. to Highway 99 (south side only)
	~~Oak Valley Dr.~~	~~Between West Valley View Rd. and the end of the segment~~
	Park St.	Lapree St. to Sunny St.
	Rogue River Pkwy.	Talent to the end of the segment
	Roy St.	Lapree St. to Sunny St.
	~~St. Ives Dr.~~	~~Oak Valley Dr. to Christopher Way~~
	Sunny St.	Roy St. to Talent Ave.
	West St.	Main St. to 2nd St.
No sidewalk:	2nd St. South	Wagner St. to Schoolhouse Rd. (west side only)
	Christian Ave.	Wagner Creek Rd. to the end of segment (south side only)
	~~I St.~~	~~West Valley View Rd. to Main St.~~
	Nerton St.	
	Peggy Ln.	Foss Rd. to the cul-de-sac (east segment of road)
	Rogue River Pkwy.	Talent Ave to the end of the segment
	Schoolhouse Rd.	Wagner Creek Rd. to Bell Rd. (north side only)
	Tulipan Way (Loop)	Highway 99 to Highway 99
No Asphalt, curb and	Alpine Way	Lithia Way to Talent Ave.

gutter, and sidewalks:	Belmont Rd.	Talent Ave. to the UGB
	Frost Ln.	Wagner Creek Rd. to the city limits
	Hilltop Rd.	Talent Ave. to UGB
	Home St.	John St. to Lapree St.
	John St.	Main St. to Home St.
	Madison St.	S 1st St. to the end of the segment
	Meadow Slope Dr.	Talent Ave. to Deborah Dr.
No Asphalt, curb and gutter, and sidewalks:	Wagner Butte Ave.	S. 2nd St. to Madison St.
Sidewalks in poor condition:	Faith Circle	Lithia Way to Lithia Way (Loop)

CHAPTER 7: THE TRANSPORTATION SYSTEM PLAN

The Transportation System Plan includes plans for all modes of transportation. Components of the street system plan include:

- street classification and street width standards
- access management standards
- other modal plans
- street improvements and other transportation system improvements

STREET CLASSIFICATION STANDARDS

Street classification standards relate the design of a roadway to the function performed by that roadway. The function is determined by operational characteristics such as traffic volume, operating speed, safety, and capacity. Street standards are necessary to provide a community with roadways that are relatively safe, aesthetic, and easy to administer when new roadways are planned or constructed. They are based on experience and policies and publications of the profession[3]. Within the generally accepted range of standards, communities have some flexibility in adopting specific design requirements to match the planned roadways with adjacent land uses.

~~The City of Talent's current specifications for local streets is a 28-foot wide street with curb gutter and sidewalks and underground drainage. The City's Comprehensive Plan illustrates several street right-of-way and roadway combinations. These are illustrated in Appendix C of Technical Memorandum No. 2.~~

~~*Table 7-1* summarizes the street cross sections from the Comprehensive Plan.~~

~~*Table 7-1.* Existing City of Talent Street Standards, Talent Comprehensive Plan~~

~~Type of Street~~	~~Right-of-Way Width (feet)~~	~~Roadway Width (feet)~~
~~Major Arterial~~	~~100~~	~~78~~
~~Minor Arterial~~	~~68-80~~	~~46-60~~
~~Collector~~	~~60~~	~~34-43~~
~~Local Street~~	~~50~~	~~22-36~~
~~Alley~~	~~20~~	~~15-20~~

Because of changes that have occurred since development of the original standards, the existing street standards ~~probably~~ do not provide sufficient guidance for planned

[3] *Recommended Guidelines for Subdivision Street* and *Traditional Neighborhood Development: Street Design Guidelines*, Institute of Transportation Engineers. *Residential Streets, Objectives, Principles, and Design Considerations*, the Urban Land Institute, American Society of Civil Engineers, and the National Association of Home Builders.

development in Talent. As a result, a new set of recommended street standards are proposed as part of this TSP. The proposed standards provide for more categories of streets and are designed to be used in combination with the new, proposed functional classification system. The proposed standards are based on input from city staff, the Citizen Advisory Committee (CAC) and the Technical Advisory Committee (TAC).

The new, proposed street standards are summarized in *Table 7-2*, shown graphically in *Figure 7-1* through *Figure 7-4*, and are described in detail on the following pages.

A Note on New Development vs. Existing Rights-of-Way

The street standards in this document generally apply to new development. Where the City is upgrading existing streets and cannot obtain more right-of-way, it shall not be bound by a strict application of the standard cross-sections. Safety and efficiency for all modes should be the primary concern when designing the upgrade. For example, if parkrows cannot be fit in, sidewalks should be extra wide to afford a greater sense of security. When designing an upgrade, the City may utilize the following table of street components.

TABLE 7-2

PROPOSED STREET STANDARDS

on	Classification	Pavement Width (feet)	Right-of-Way Width (feet)	Number of Moving Lanes	Sidewalks (width/location)	Bike Lanes (width/location)	Parking	Design Cap (vehicles day)
	Local Residential - Option 1	32	60	2 (Unstriped)	7-foot with 7-foot buffer	shared	both sides - unstriped	200 - 1,2(
	Local Residential - Option 2	28	60	2 (Unstriped)	7-foot with 7-foot buffer (one-side, interim condition)	shared	one side - unstriped	200 - 1,2(
	Local Residential - Option 3	22-26	50	1 (Unstriped)	5-foot with 7-foot buffer	shared	one side - unstriped	200 - 1,2(
	Option 4	26-30	50-56	1 (Unstriped)	5 foot with 7 foot buffer	shared	two sides - unstriped	200 - 1,2(
	Local Industrial	40	60	2 (Unstriped)	5-foot adjacent to curb	shared	optional	200 - 1,2(
	Minor Collector	36	60	2 (Striped)	7-foot with 5-foot buffer	shared	one side - unstriped	1,200 - 6,(
	Option A	26-28	50-56	2 (Striped)	6 feet with 5 foot buffer	shared	one side - unstriped	1,200 - 6,(
	Option B	32-36	56-65	2 (Striped)	6 feet with 5 feet buffer	shared	two sides - unstriped	1,200 - 6,(
	Minor Collector	44	66	2 (Striped)	7-foot with 4-foot buffer	shared	both side - unstriped	1,200 - 6,(
	Minor Collector Industrial	44	66	2 (Striped)	5-foot adjacent to curb	shared	both side - unstriped	1,200 - 6,(

Major Collector parking one side	44	66	2 (Striped)	5-foot with 6-foot buffer	6-foot between parking and moving lane	one side - striped	1,200 – 10,(

TABLE 7-2, Cont.

PROPOSED STREET STANDARDS ERROR! BOOKMARK NOT DEFINED.

on	Classification	Pavement Width (feet)	Right-of-Way Width (feet)	Number of Moving Lanes	Sidewalks (width/location)	Bike Lanes (width/location)	Parking	Design Cap (vehicles day)
	Major Collector no parking	40	60	2 (Striped)	5-foot with 5-foot buffer	6-foot adjacent to curb	none	1,200 – 10,(
	Minor Arterial	50	90	3 (Striped)	8-foot adjacent to curb or 5-foot with 8-foot buffer	6-foot adjacent to curb	optional	10,000 – 14
	Minor Arterial	50	90	2 (Striped)	8-foot adjacent to curb or 5-foot with 8-foot buffer	6-foot adjacent to parking lane	both sides	8,000 – 12,
	Major Arterial	75	100	5 (Striped)	8-foot adjacent to curb or 5-foot with 5-foot buffer	6-foot adjacent to curb	none	32,000 or n
	Alley	12-16 (1' to 2') pervious strips	16-20	1	None	None	None	Less than .

r capacity is based on level of service D, 5 percent commercial vehicles, 10 percent right turns, 10 percent left turns, a peak hour factor of cent, a peak hour directional distribution of 55 to 60 percent, a 9 to 12 percent peak hour percentage of daily volume, and average signal t llector and arterial streets.

-sac streets will have a design capacity of about 200 vehicles per day and local residential streets will have a maximum design capacity of 1 es per day.

Residential streets have three options: Option 1 for cul-de-sac and general residential streets, Option 2 generally an interim condition until f a street are developed, and Option 3 for streets where right-of-way or topographic constraints dictate narrow pavement and right-of-wa

g is optional on Minor Arterials. The two cross sections provide for parking or a center turn lane. If both parking and a center turn lane a d, the pavement width must be increased accordingly.

eatures" and "Options" specified on Figures 7-1 through 7-4.

— David Evans and Associates, Inc.

The Component System of Street Standards

There are several components that make up a street cross-section. The basic components—starting from the centerline of the right-of-way and moving outward—are the travel lanes, the bike lanes, the parking lanes, the curbs, the parkrows (planting strips for street trees), and the sidewalks. Each of these components has a range of acceptable standard qualities; some of these elements are optional given certain circumstances. However, the City will not approve any ROW width for a standard street less than 60 feet, nor will it approve non-standard widths that are *not* multiples of 10 (such as 61, 63, 73 feet, etc.) unless there are circumstances worthy of deviating.

Table 7-1 may be used in conjunction with the cross-section standards in *Table 7-2* when considering deviations from the standards.

A note on usage: when this Chapter uses the term "paving width," it is refering to the face-of-curb–to–face-of-curb dimension. This means the curb widths (six inches per curb, approximately) will deduct from the available width for parkrows. A further deduction on parkrow width comes from a preference to build sidewalks six inches in from the outer edge of the right-of-way to avoid disturbing property pins during sidewalk construction.

Table 7-1. Table of Widths of Various Street Components and Criteria for Selection

Element [quantity]	**Range of widths** (in feet)	**Criteria**
Travel lane [2–5]	10–12	Narrow (10 ft.) permitted for locals, and for collectors if parking lanes are wide
Bike lane [1–2]	5–6	Narrower permitted, but not encouraged, on collectors. Wide on arterials
Parking lane [1-2]	7–8	Narrow permitted on locals
Sidewalk [1-2]	4–6	Narrow on cul-de-sacs (presuming low incidence of through-traffic and sharing). Five (5) feet on locals.
Sidewalk (in CBD and CBH zones)	6–12	As wide as possible when feasible. 8–10 feet will likely be the widest Talent ever sees given the narrow rights-of-way in the zone.
Parkrow [1-2] (planting strip)	4–7	As wide as possible at every opportunity. When provided on only one side, place to avoid conflicts and/or to maximally shade the street. May reduce width if doing so will provide an additional parking lane, but only if there is an appreciable gain in on-street parking spaces by doing so. Not required in downtown area, which shall instead have planters in the sidewalks.
Neckdowns/bulb-outs [1-2]	5–8	Used for traffic calming and to highlight pedestrians at intersections or mid-block locations on any classification of street except major arterial.

Table 7-2. City of Talent Right-of-Way and Street Design Standards

TYPE OF STREET	MINIMUM DESIGN WIDTHS[1]								AVG DAILY TRIPS (ADT)
			WITHIN CURB-TO-CURB AREA						
	RIGHT-OF-WAY	CURB-TO-CURB PAVING[2]	MOTOR VEHICLE TRAVEL LANE	MEDIAN AND/OR CENTER TURN LANE	BIKE LANE both sides	ON-STREET PARKING	PARK-ROW both sides	SIDE-WALKS both sides	
ARTERIAL									
Boulevard or Highway	ODOT standards	ODOT standards	ODOT standards	ODOT standards	6	ODOT standards	min. 4 and/or tree wells	6–10 when possible	8,000 to 30,000
Avenue									3,000 to 14,000
Two lanes	80	42–50	11–12	0–4	6	8	wells	6–8	
Three lanes	90	48–60	11-12	14	6	one at 8	wells	6–8	
COLLECTOR									
Residential:									1,500 to 6,000
No parking	60–70	32–36	10–11	N/A	5	—	6–8	6	
Parking one side	70	42–48	10–11	N/A	5	8	3–8	6	
Parking both sides	70–80	48–52	10–11	N/A	6	8	3–8	6	
Commercial:									2,000 to 10,000
Parking one side	70	42	11	N/A	6	8	wells	6–10	
Parking both sides	80	50	11	N/A	6	8	wells	6–10	
LOCAL									
Parking one side	60	32	10	N/A	N/A	one at 8	8	5	200 to 1,500
Parking both sides	60	36	10	N/A	N/A	8	7	5	
Alley access option	60	28–30	10	N/A	N/A	8	5–6	5	
Narrow w/parking	50	22–28	10	N/A	N/A	8	5	5	200 to 800
Cul-de-sac	60	32–40	10	N/A	N/A	one or two at 8	none req'd	6	< 500
Industrial	60	40	12	N/A	N/A	8	behind[4]	7	<1,200
ONE-WAY									
No parking	30	16–20	11	N/A	N/A	N/A	4–5	5	200 to 600
Parking one side	40	20	11	N/A	N/A	one at 8	4–5	5	
Parking both sides	50	25–30	11	N/A	N/A	8	4–5	5	
SERVICE									
No parking	30	26	13	N/A	N/A	N/A	N/A	4[3]	500 to 1,000
Parking one side	40	32	13	N/A	N/A	8	N/A	4[3]	
ALLEY	20–24	18–20	N/A	N/A	N/A	none	none	optional	N/A
MULTI-USE PATHS	10–20	6–12	N/A	N/A	N/A	N/A	2–7	–	N/A

[1] All measurements are in feet

[2] Curbs are generally six (6) inches wide.

[3] Sidewalk required on one side only.

[4] Street trees shall be located on the outside edges of the ROW

7-1. RESIDENTIAL STREETS

Experience has indicated that the design of a residential street and the subdivision in which it is located will affect the traffic operation, safety and livability of such a street. Generally, the average weekday traffic volume on a local residential street averages approximately 400 to 500 vehicles per day. When traffic volumes exceed approximately 1,000 to 1,200 vehicles per day, the residents on that street begin to notice the traffic, and often complain about increasing traffic, noise, and potential accidents. It has also been observed that when traffic volumes reach approximately 5,000 vehicles per day on residential streets, accidents oriented to driveways become identifiable by location.

The location of sidewalks on residential streets is also important. Sidewalks located adjacent to the curb generally contain mailboxes, street lights ~~standards~~ and sign poles, thus reducing the effective width of the walk. Sidewalks located away from the curb with a parkrow (planting strip) between the street and the walk generally eliminate obstructions in the walkway, and provide a more pleasing design as well as a buffer from traffic. Parkrows are an investment in the future: the beauty and shade benefits of mature street trees cannot be overstated. Parkrows also provide width for driveway aprons to attain sidewalk level, thus avoiding awkward dips in the sidewalks. To maintain a safe and convenient walkway, a ~~seven~~five-foot sidewalk (minimum) shall be used in residential areas; where there is no parkrow provided, a seven-foot sidewalk shall be used. This provides sufficient width for two persons to walk side by side and for people using wheelchairs or pushing strollers to pass other sidewalk users without interference.

Based on these observations, the following residential street standards are ~~recommended~~established.:

Local Residential Streets

Local residential streets are intended to serve the adjacent land without carrying through traffic. These streets shall be designed to carry ~~less than~~ up to 1,500 vehicles per day. To maintain low volumes, local residential streets shall be designed to encourage low-speed travel. ~~Street standards have been established for the local residential streets, allowing either 28 or 32 feet of paved surface. Narrower streets generally improve the neighborhood aesthetics, and discourage speeding as well. They also reduce right-of-way needs, construction cost, and storm water run-off.~~

~~Option 1 –~~ **A. ~~General~~ Standard**. The general standard shall be a 32- or 36-foot roadway (curb face to curb face) within a 60-foot right-of-way, as shown in *Figure 7-1, Section A*. ~~The general standard, the 32-foot cross section~~This standard will accommodate passage of ~~one~~ two lanes of moving traffic ~~in each direction~~ with occasional curb parking on one or both sides. ~~On low volume residential streets where curb parking might occur on both sides of the street, one lane of traffic will move freely. This condition has been found acceptable in residential areas where curb parking does not extend for great distances. The level of residential inconvenience occasioned by the lack of two moving lanes is remarkably low.~~

B. ~~Option 2 –~~ Standard—Partial Street or Interim Standard Development. ~~The second~~This standard shall be an 18- to 28-foot roadway (curb face to ~~curb face~~ pavement

edge) within a presumed or future 60-foot right-of-way, as shown in *Figure 7-1, Section B*. This is considered to be an interim condition that provides for the eventual widening of the road surface—and possibly right-of-way—when both sides are developed. Partial residential streets may be constructed when the roadway is necessary for access but development is only set to occur on one side at the time of construction. The street width shall be 18 to 28-feet ~~curb-face-to-curb-face~~(back-of-curb to back-of-curb) within a 30- to 60-foot right-of-way, as shown in Figure 7-1, Section B. A ~~seven~~five-foot or larger sidewalk shall be provided on one side of the roadway. The 28-foot cross section will accommodate the passage of one lane of moving traffic in each direction with curb parking limited to one side. A lesser width may make on-street parking impossible in the interim. This standard shall be permitted only when development has occurred on one side of the street. When both sides become developed, the roadway must be expanded to the 32- or 36-foot standard. Ultimately, a ~~seven~~five-foot-wide sidewalk would be provided on each side of the roadway with a ~~buffer or planting strip~~parkrow located between the sidewalk and curb. ~~Note that the Section B is a partial street or an interim standard. As such, initially, a sidewalk would be provided on only one side of the street.~~

C. Standard—Alley Access Option. When the street is served by alleys on both sides, a smaller paved width may be acceptable. It is the City's policy that any means of providing on-street parking should be taken advantage of, particularly where the curbs would be uninterrupted by driveways; therefore, the City may require larger paving widths even where alleys provide access.

D. Standard—Narrow with Parking. This variation on the standard is a 22- to 28-foot roadway within a 50-foot right-of-way with parking on one or both sides. On short residential streets the Planning Commission may permit narrower streets with queuing travel lanes following consideration of the following factors:

- Average Daily Traffic is not reasonably expected to exceed 800 trips.
- Distance between cross streets is no more than 600 feet.
- The street is a cul-de-sac not designed to provide future through-connection.
- Expected parking demand can be met off street (considering the land uses/zoning in the vicinity).
- The street is provided as an infill connecting street within an existing grid system or will be a short segment (no more than two blocks) fulfilling a similar secondary role in a proposed subdivision.
- The street has alley access on at least one side (however, the City may still require standard right-of-way widths because of the resultant availability of uninterrupted curb for continuous on-street parking).

Although the City may agree that a wide street is not necessary *now*, it may become necessary in the future. For this reason, the Planning Commission may require dedication of a standard right-of-way—with reduced paving width when initially built—so the City may increase capacity when needed. The Commission may also consider requiring the provision of

additional parking on a one-to-one basis to compensate for loss of on-street parking. Such parking may be located in mini-lots or some other alternative.

~~Option 3 – Narrow Standard A. A third standard shall be a 22-26-foot roadway, a 50-foot right-of-way, parking allowed on one side, and one travel lane (queuing) for those locations where right-of-way, topographic, or other site conditions dictate another standard. This narrow option is illustrated in Figure 7-1, C.~~

~~Option 4 – Narrow Standard B. A fourth standard shall be a 26-30 foot roadway, a 50-56 right-of-way, parking allowed on both sides, and one travel lane (queuing) for those locations that may require additional parking, challenging site conditions, or needed as a traffic calming strategy.~~

~~Cul-de-Sac Streets in Residentially Zoned Areas~~

E. Cul-de-Sac Option. Cul-de-sac streets are ~~very~~ common in the newer, westerly part of the community. Few ~~cul-de-sac streets~~ are longer than 200 feet. Cul-de-sac streets are intended to serve only the adjacent land in residential neighborhoods. Based on recent guidance from the Department of Land Conservation and Development and from various urban planning organizations, ~~this TSP proposes that cul-de-sac streets be discouraged~~the City of Talent prohibits cul-de-sac streets except in special circumstances.

New cul-de-sac streets shall not be permitted except where topography or other natural or man-made features prohibit through connections. These streets shall be short, serving a maximum of ~~10~~ 12 ~~single-family houses~~dwelling units. ~~It is recommended that the existing city code be amended to allow a maximum length of a cul-de-sac be reduced to 300 feet.~~ Because the streets are short and the traffic volumes relatively low, the street width can be narrow, allowing for the passage of two lanes of traffic when no vehicles are parked at the curb or one lane of traffic when vehicles are parked at the curb. The street width shall be 32 feet, curb face-to-curb face, within a 60-foot right-of-way, as shown in Figure 7-1, Section A. On each side of the roadway a ~~seven~~six-foot ~~-~~wide sidewalk shall be provided. ~~To encourage local street circulation capability, the use of cul-de-sac streets shall be discouraged and shall not be permitted if future connections to other streets are likely.~~ Sidewalk connections from the end of a new cul-de-sac shall be provided to other nearby streets and sidewalks whenever possible.

LDO 6N provides that cul-de-sacs shall be no more than 250 feet long and serve no more than 12 houses.

~~Sidewalks adjacent to local residential streets may meander by as much as 35 feet from the curb. To provide this flexibility, sidewalks may be constructed on easements rather than the street right-of-way. It is important, however, that at intersections, the sidewalks be located near the curb as illustrated in Figure 7-1.~~

~~The city's development code will need to provide guidance on those conditions or areas of the city where Cross sections A, B, and C will be appropriate. The code or administrative procedures could, for example, specify that A is the preferred cross-section, but that if a developer could show that certain criteria were met, cross-section C would be permitted.~~

~~Alternatively, cross section C might be the standard, but~~ cross section ~~A would be required in certain areas of the community.~~

Furthermore, the design and development of new alleys in future subdivisions and planned unit developments may also be appropriate given the benefits of traffic dispersal, decrease of vehicles backing onto local streets, co-location of public facilities and services, and flexible urban design strategies, such as alley-loaded garages and increased availability of on-street parking along the local street.

Local Industrial Streets

Local industrial streets are intended to serve the adjacent land without carrying through traffic. These streets shall be designed to carry less than 1,200 vehicles per day. If the forecast volume exceeds 1,200 vehicles per day, as determined in the design stage, the street system configuration shall either be changed to reduce the forecast volume or the street shall be designated as a collector street.

F. **Local Industrial.** The street width shall be 40 feet~~,~~ (curb face to curb face)~~,~~ within a 60-foot right-of-way, as shown in *Figure 7-1, Section ~~D~~E*. This width is designed to accommodate turns by large trucks that may be traveling on the roadway. On each side of the roadway, a ~~five~~seven-~~foot~~-foot-wide sidewalk shall be located adjacent to the curb and street trees planted behind the sidewalk. Parking may be permitted at the discretion of the City.

7-2. MINOR COLLECTOR STREETS

Collector streets are primarily intended to serve abutting lands and local access needs of neighborhoods. They are intended to carry between 1,200 and 6,000 vehicles per day, including limited through traffic. Collector streets can serve residential, commercial, industrial, or mixed land uses.

Residential Minor Collector Streets

A. **Standard.** *Figure 7-2, Section ~~F~~A* illustrates a minor collector street cross section with a 66~~70~~-foot right-of-way and a 44~~48~~-foot paved width. The 44~~48~~-foot width allows two travel lanes, bike lanes, and parking on both sides. It is also sufficiently wide that a left turn lane can be provided at intersections or driveways if parking is removed on both sides in the immediate area.

B. **Standard—No Parking.** *Figure 7-2, Section ~~E~~B* shows a cross section with a 60-foot right-of-way and a 36-foot paved width. The 36-foot ~~curb face-to-curb face~~ distance allows two travel lanes, two bike lanes, and no parking on ~~one side of~~ the street. The roadway is too narrow ~~to be striped~~ to provide a left-turn lane at intersections even if parking were removed for short distances.

~~Option A – Narrow Standard. Option A provides 26-28 roadway, 50-55 foot right-of-way, two travel lanes, and unstriped parking allowed on one side. This option may be used to~~

~~address challenging site conditions, address traffic calming needs, or provide flexibility in planned unit developments.~~

~~Option B – Narrow Standard. Option B is similar to A, but allows parking on both sides with two travel lanes. The roadway width for Option B would be 32-36 feet and the right-of-way 56-65 feet.~~

~~Seven~~Six-foot sidewalks shall be provided on each side of the roadway at the right-of-way line to allow a ~~four- or five~~six-foot-wide planting strip. In commercial or business areas, the sidewalks shall be eight feet wide or extend to the property line, and they shall be located adjacent to the curb.

If traffic volume forecasts exceed 5,000 vehicles per day, driveways serving most residential uses should be discouraged. For new minor collector streets, driveways serving single-family houses, duplexes, or triplexes shall not be permitted on that section. When upgrading existing residential minor collector streets, combined driveways or other access management tools ~~should be considered~~shall be employed where feasible.

Commercial/Industrial Minor Collector Streets

C. Standard. ~~Figure 7-2, Section G~~ Shall be the same as the Standard (A), except that the paved width shall be 42 feet.~~shows a cross section with a 66-foot right-of-way and a 44-foot paved width. The 44-foot width allows two travel lanes and parking on both sides. The additional width above that of local industrial streets when combined with parking removal near major industrial driveways provides wider turn radii for large trucks. The 44-foot width is also sufficiently wide that a left turn lane can be provided at intersections or driveways if parking is removed on both sides in the immediate area. Five-foot sidewalks shall be provided on each side of the roadway adjacent to the curb.~~

7-3. MAJOR COLLECTOR STREETS

A. Standard. *Figure 7-3, Section ~~H~~ A* shows a cross section with an ~~66~~80-foot right-of-way and a ~~44~~50-foot paved width. The ~~44~~50-foot ~~curb face-to-curb face~~ distance allows two travel lanes, two bicycle lanes, and parking on ~~one~~ both sides. This configuration is applicable in some residential areas. The ~~44~~50-foot width allows a turn lane to be striped at key intersections with the removal of parking ~~and a narrowing of the bike lanes~~. Section ~~H~~ A is the cross section intended for "retrofit" situations such as those areas where an existing rural street is being reconstructed as an urban section. This section tries to minimize pavement width yet still provide for parking. If right-of-way constraints are severe, it is also possible to narrow the planting strip or to construct part of the sidewalk on an easement.

B. Standard—Parking on One Side. *Figure 7-3, Section ~~I~~ B* shows a cross section with a ~~60~~70-foot right-of-way and a ~~40~~42-foot paved width. The ~~40~~42-foot ~~curb face-to-curb face~~ distance allows two travel lanes and two bicycle lanes. Parking is ~~not~~ permitted on one side and the pavement width does not allow sufficient width for turn lanes. This configuration of major collector is unlikely to be used in most areas, but may be applicable in some residential, industrial and commercial areas. It is intended primarily for new streets where no on-street parking is likely to be needed.

~~Five~~Six- to ten-foot sidewalks shall be provided on each side of the roadway at the right-of-way line to allow a five-~~foot-wide~~ or six-foot wide planting strip or tree wells. ~~Wider sidewalks (6 or 7 feet) could be constructed in residential areas to match the standard used for local or minor collector streets.~~ In commercial or business areas, the sidewalks shall be at least eight feet wide or extend to the property line, and they shall be located adjacent to the curb.

7-4. ARTERIAL STREETS

Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. Generally, arterial streets are high capacity roadways that carry high traffic volumes with minimal localized activity. On-street parking is rarely provided on new arterial streets.

Arterial streets are further subdivided into minor and major arterial streets. The designation of minor or major is dependent on the traffic volumes and the size of the region served. Minor arterial streets generally serve a smaller region, thus carrying lower traffic volumes than major arterial streets.

Minor Arterial Streets

Minor arterial streets are intended to move traffic, loaded from collector streets, between areas and across portions of a city or region. New residential property other than major complexes of multi-family dwellings shall not face or be provided with access onto arterial streets.

A. Standard—Minor. Minor arterial streets shall consist of two or three-lane cross sections with a 90-foot of right-of-way as shown ~~on~~ in *Figure 7-4, Section ~~J or K~~A*. A ~~50~~48- to 60-foot paved width provides two 12-foot travel lanes, two six-foot bike lanes, and a 14-foot center left-turn lane, plus one lane of parking where possible. Alternatively, it provides for two eight-foot parking lanes, two six-foot bike lanes, and two 11-foot travel lanes. This later cross section may be applicable in commercial areas where parking is especially important and where low travel speeds are appropriate. Note that the absence of a center left-turn lane substantially reduces the capacity of the street.

The 14-foot-wide center left-turn lane could also be replaced by a raised median in areas where left turns are not permitted. The raised median shall be 10 feet wide curb face-to-curb face, and the adjacent travel lanes shall be widened to 14 feet.

If there is a special need for on-street parking and if travel speeds are low, a two-lane minor arterial with no turn lane may be appropriate. Otherwise a three-lane minor arterial street is the standard cross section. A three-lane minor arterial street can generally accommodate a forecast traffic volume of up to 800 vehicles per hour in the direction of heavier flow. If the volume forecast exceeds 800 vehicles per hour in the direction of heavier flow, then a five-lane cross section shall be used.

As with major collector streets, the sidewalk shall be at least 8 feet wide in commercial areas and located adjacent to the curb. In all other areas, the sidewalk shall be seven feet wide and located five feet from the curb face to provide a planting strip. The bike lanes on arterial streets shall be six feet wide to provide a greater buffer to the cyclist when on these high volume roadways.

Major Arterial Streets

Major arterial streets are intended to serve as primary routes for travel between major urban activity centers and are equivalent to ODOT's classification of principal arterial. These streets function in a similar manner to minor arterial streets but generally carry a much higher traffic volume. The design standard for a major arterial is shown in *Figure 7-4, Section ~~L~~B*.

B. Standard—Major. A two-way major arterial shall be a 74-foot wide roadway, curb face-to-curb face, which provides two 12-foot travel lanes and one 6-foot bike lane in each direction, plus a 14-foot center left-turn lane. The right-of-way width shall be 100 feet. The traffic carrying capacity of *Section ~~L~~B* is approximately 32,000 vehicles per day.

The 14-foot-wide center left-turn lane could also be replaced with a raised median instead of the center left-turn lane. The raised median shall be 10 feet wide curb face-to-curb face, and the adjacent travel lanes shall be widened to 14 feet.

In commercial areas, the sidewalks shall be eight feet wide and adjacent to the curb, otherwise they shall be seven feet wide and located five feet from the curb to provide a ~~planting strip~~parkrow.

ODOT's safety and design standards may override and modify the City's prefered standards when necessary.

OTHER STREET AND MODE TYPES

Commercial Service Lanes

This type is intended to provide linkages between commercial properties for automobiles and pedestrians. They are commonly known as as "frontage" or "backage" roads. They are not to be used for on-street parking unless there is sufficient right-of-way and design capacity. Commercial Service Lanes may also be on the interface between residential and commercial zoning districts, such as the area between Highway 99 and Talent Avenue, particularly that area between Rapp Road and Arnos Street.

One-Way Streets

This is not a prefered option for Talent. However, there may be circumstances when it is the only choice, or may be an interim design alternative. One-way streets may work for looped street systems as an alternative to cul-de-sacs, or as short connections (300–400 feet) between two two-way streets that have outlets at both of their extremes. *(I'm not sure about*

this; it may be too restrictive). The guiding principle is to not permit a one-way street in a location where it encourages wrong-way travel because it is inconvenient.

Bike Lanes

In cases where a bikeway is proposed within the street right-of-way, the roadway pavement (*between curbs*) shall be widened to provide a six-foot bike lane on each side of the street as shown on the cross sections in Figure 7-2 through Figure 7-4. Bike lanes on one-way streets shall be located on the right side of the roadway and be one-way. On-street bike lanes must always flow in the same direction as vehicular traffic. The striping shall be done in conformance with *The Manual on Uniform Traffic Control Devices.* In cases where curb parking will exist with a bike lane, the bike lane will be located between the parking and travel lanes. In some situations, curb parking may have to be removed to permit a bike lane.

The project list identifies and establishes priorities for bikeway projects in Talent. The bikeways on new streets or streets to be improved as part of the street system plan shall be added when the improvements are made. The implementation program identifies an approximate schedule for these improvements.

Sidewalks and Multi-Use Paths

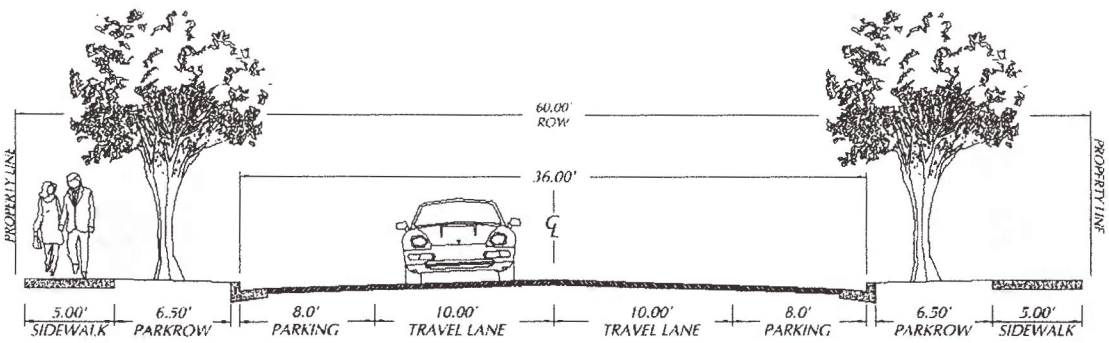
A complete pedestrian system shall be implemented in the city. Every paved street shall have sidewalks on both sides of the roadway as shown on the cross sections in *Figure 7-1* through *Figure 7-4*. Sidewalks on industrial streets shall have a barrier-free 5-foot wide paved width. In residential areas, streets shall have a barrier-free ~~7~~5-foot wide paved width with a planting strip separating it from the street. Arterial streets will have the same standards except in commercial areas where sidewalks shall have an 8-foot wide paved width adjacent to the street.

Sidewalks, especially in residential areas, may meander along the street. They may be constructed as much as 35 feet from the curb and may be on easements rather than the street right-of-way. It is important that when nearing intersections that a meandering path is brought back to its traditional location near the curb as illustrated in *Figures 7-1* through *7-4*.

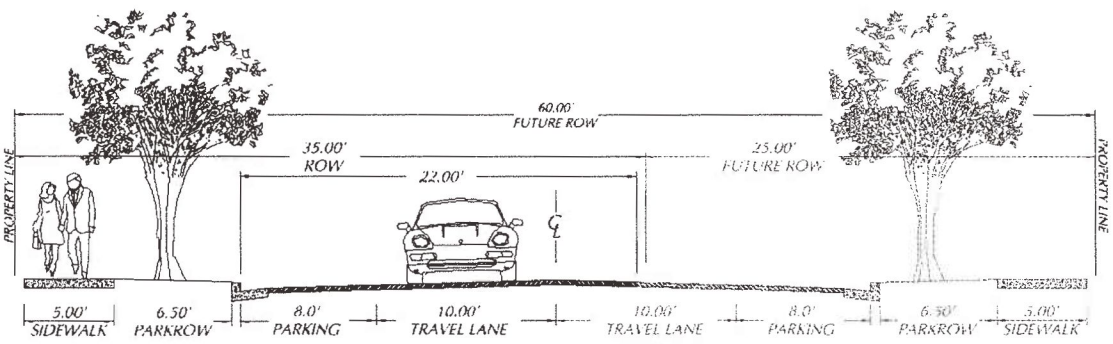
The Bear Creek Greenway path is typical of a multi-use path. It is used by pedestrians, bicyclists, joggers, and roller blade users. Three new multi-use paths are proposed to connect to the Bear Creek Greenway path. The recommended width of a multi-use path is 10 feet. Design guidelines are provided in the *Oregon Bicycle and Pedestrian Plan.*

Curb Parking Restrictions

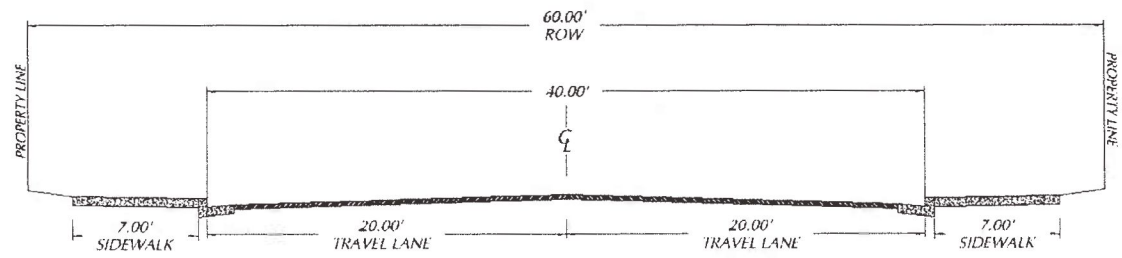
Curb parking shall be prohibited at least 25 feet from the end of the intersection curb return to provide some sight distance to cross-street motorists. On industrial streets where parking is permitted, restrictions may need to be for greater distances to provide for turning movements by large trucks.



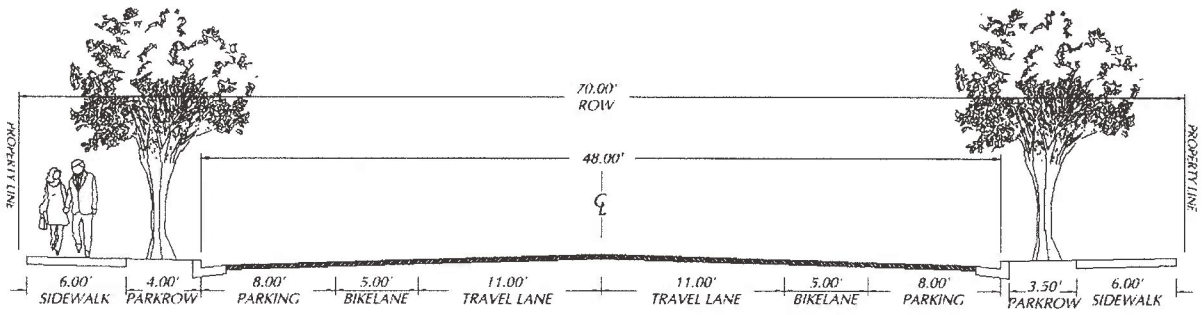
LOCAL STREET
Parking on both sides
Figure 7-1, Section A



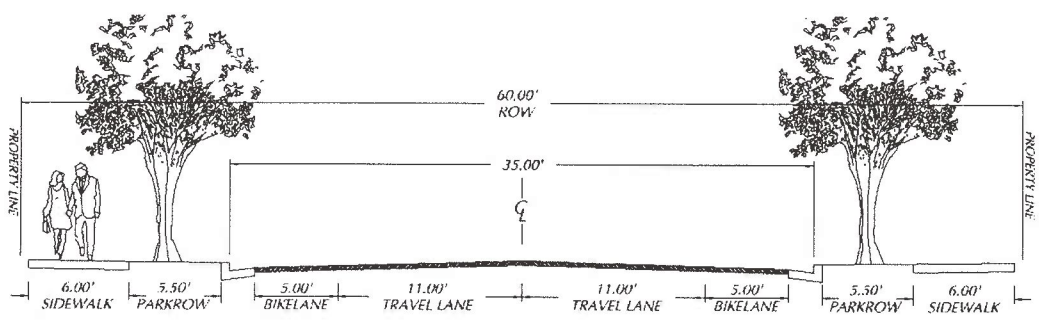
LOCAL STREET
Parking on both sides
Figure 7-1, Section B



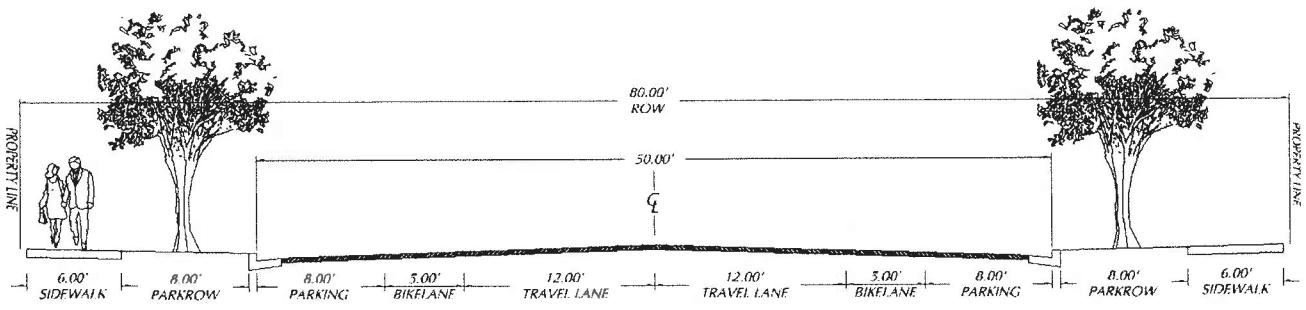
LOCAL INDUSTRIAL STREET
No Parking
Figure 7-1, Section F



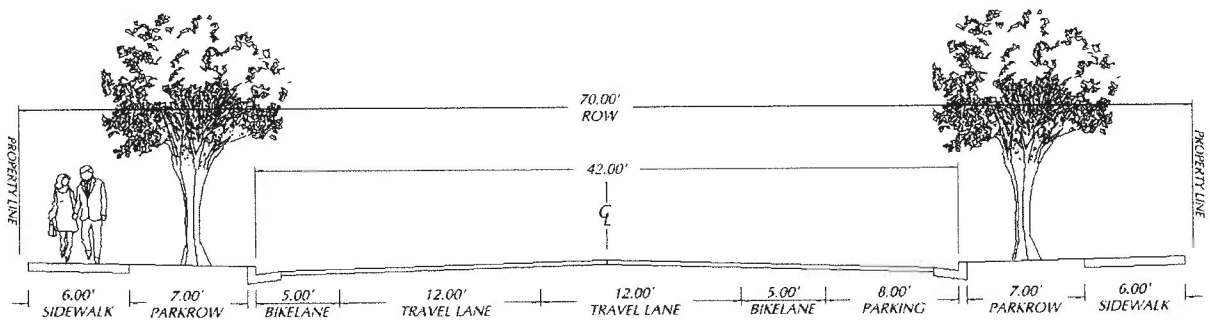
RESIDENTIAL MINOR COLLECTOR
Parking on both sides
Figure 7-2, Section A



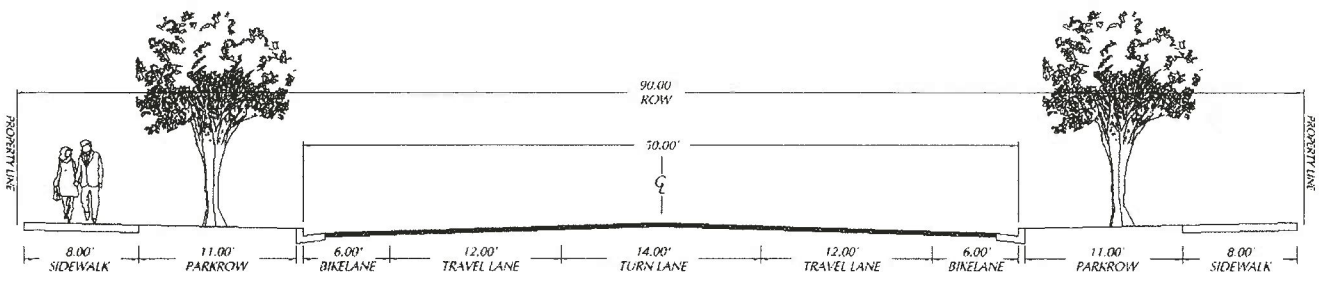
RESIDENTIAL MINOR COLLECTOR
Parking on both sides
Figure 7-2, Section B



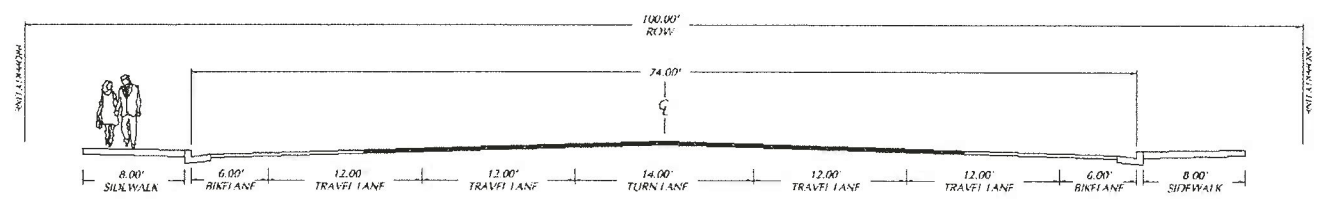
MAJOR COLLECTOR
Standard Parking on both sides
Figure 7-3, Section A



MAJOR COLLECTOR
Parking on One Side
Figure 7-3, Section B



Minor Arterial Streets
Standard Minor
Figure 7-4, Section A



Major Arterial Streets
Standard Major
Figure 7-4, Section B

ACCESS MANAGEMENT

Access management is an important key to balanced urban growth. As evidence, the lack of a prudent access management plan has led to miles of strip commercial development along the arterial streets of many urban areas. Business activities along arterial streets lead to increased traffic demands and the provision of roadway improvements to accommodate the increasing traffic demand. Roadway improvements stimulate more business activity and traffic demands. This often continues in a cyclical fashion, and requires extensive capital investments for roadway improvements and relocation. However, with the tightening of budgets by federal, state, and local governments, the financial resources to pay for such solutions are becoming increasingly scarce.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial streets lead to an increased number of potential conflict points among vehicles entering and exiting the driveways, and through vehicles on the arterial streets. This leads to increased vehicle delay and deterioration in the level of service on the arterial. An increase in traffic volumes leads to higher volume/capacity ratios, the measure specified in the Oregon Department of Transportation's 1999 Oregon Highway Plan for measuring highway mobility standards[4].

Increases in traffic volumes and the number of conflict points may also lead to a reduction in safety. Thus, it is essential that all levels of government try to maintain the efficiency of existing arterial streets through better access management.

Traffic operations improvements and access provisions are both important transportation objectives. However, the two are inversely related, and one can be achieved only by compromising on the other. Past research has shown a direct correlation between the number of access points and the accident rate for a specific class of roadway. Hence, it is important to strike a balance between traffic operations and access control through a prudent access management plan.

Access management is hierarchical, ranging from complete access control on freeways to increasing use of streets for access purposes, parking and loading at the local and minor collector level.

Tables 7-~~3~~-4 and *7-~~4~~-5* describe recommended access management guidelines by roadway functional classification and appropriate adjacent land use type. *Table 7-~~3~~-4* refers to all categories of streets in Talent. *Table 7-~~4~~-5* refers only to Highway 99, a facility under the jurisdiction of ODOT. *Table 7-~~4~~-5* summarizes the information from the *1999 Oregon Highway Plan* that is applicable to Highway 99 in Talent. The *1999 Oregon Highway Plan* is the governing document for the state highway system. Key sections of the plan relating to Highway 99 include: Policy 1F: Highway Mobility Standards and Appendix C: Access Management Standards.

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[4] *1999 Oregon Highway Plan*, Oregon Department of Transportation. Policy 1F: Highway Mobility Standards.

Table 7-3. Access Management Guidelines

Functional Classification	Minimum Posted Speed	Minimum Spacing between Driveways and/or Streets [1]	Minimum Spacing between Intersections	Appropriate Adjacent Land Use
Major Arterial	35-50 mph	See Table 7-4	See Table 7-4	▪ community/neighborhood commercial near major intersections ▪ industrial/office/low volume retail and buffered medium or higher density residential between intersections
Minor Arterial	35-50 mph	300 feet	1/4 mile	▪ light industry/offices and buffered medium or low density residential ▪ neighborhood commercial near some major intersections
Major Collector	25-35 mph	50 feet	300 feet	▪ neighborhood commercial near some major intersections ▪ medium or low density residential
Minor Collector (residential)	25-35 mph	50 feet	300 feet	▪ primarily lower density residential
Minor Collector (industrial)	25-35 mph	50 feet	300 feet	▪ primarily industrial
Local Residential	25 mph	Access to each lot permitted	125 feet	▪ primarily low density residential
Alleys	15 mph	Access to each lot permitted	100 feet	▪ primarily existing and planned traditional neighborhood development
Local Industrial	25 mph	Access to each lot permitted	300 feet	▪ primarily industrial

[1] Desirable design spacing (existing spacing will vary). Note that the 300-foot spacing is approximately that found in many areas of Talent today.
Source: David Evans and Associates, Inc.

Table 7-4. Access Management Spacing Standards for District Highways[1]
Measurements are in Feet

Posted Speed	Urban Highway	Urban Business District[2]	Special Transportation District[2]
> 55 mph	700	-	-
50 mph	550	-	-
40 & 45 mph	500	-	-
30 & 35 mph	400	350	Existing block spacing specified in Comprehensive Plan or other spacing as permitted. See complete description in the *1999 Oregon Highway Plan*.
< 25 mph	400	350	

[1] *1999 Oregon Highway Plan*, Appendix C: Access Management Standards, Table 15
[2] *1999 Oregon Highway Plan*, II. Policy Element, Policy 1B: Land Use and Transportation (definitions)

As indicated in *Table 7-45*, the primary determinant for access spacing for state highways is the posted speed limit. Two different categories are specified in the *1999 Oregon Highway Plan* that may be used to adjust the spacing standard. A Special Transportation Area (STA) is a highway segment designation that may be applied when a downtown, business district, or community center straddles the highway. Traffic speeds are slow, generally 25 mph. An Urban Business District (UBA) is a highway segment designation that recognizes existing areas of commercial activity or future nodes. Speeds are generally 35 mph or less. These two categories were first adopted as part of the *1999 Oregon Highway Plan*, so there is little experience or prescient on which to judge their applicability to Highway 99 in Talent. The complete text of the *1999 Oregon Highway Plan* should be reviewed and staff from ODOT should be consulted to determine whether an STA or UBA designation can be requested. Obligations of the city and the conditions that might be applied are undetermined.

The number of access points to an arterial can be restricted through the following techniques:

- Restricting spacing between access points based on the type of development and the speed along the arterial.
- Sharing of access points between adjacent properties.
- Providing access via collector or local streets where possible.
- Constructing frontage roads to separate local traffic from through traffic.
- Providing service drives to prevent spill-over of vehicle queues onto the adjoining roadways.

Traffic and facility improvements for access management include:

- Providing acceleration, deceleration, and right-turn-only lanes.

- Offsetting driveways to produce T-intersections to minimize the number of conflict points between traffic using the driveways and through traffic.
- Installing median barriers to control conflicts associated with left-turn movements.
- Installing side barriers to the property along the arterial to restrict access width to a minimum.

These access management restrictions are not intended to eliminate existing intersections or driveways. Rather, they shall be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines.

To summarize, access management strategies consist of managing the number of access points and/or providing traffic and facility improvements. The solution is a balanced, comprehensive program that provides reasonable access while maintaining the safety and efficiency of traffic.

RECOMMENDED INTERSECTION VISIBILITY STANDARDS

The Intersection Visibility Standards establish triangular areas on corner lots, referred to herein as *Vision Triangles*, within which the placement of buildings, fences, hedges, walls, and other structures is restricted in order to maintain clear lines of sight at street intersections for the purposes of vehicular and pedestrian safety. Vision triangles are not required at intersections where all legs of the intersection are stop-controlled or signalized.

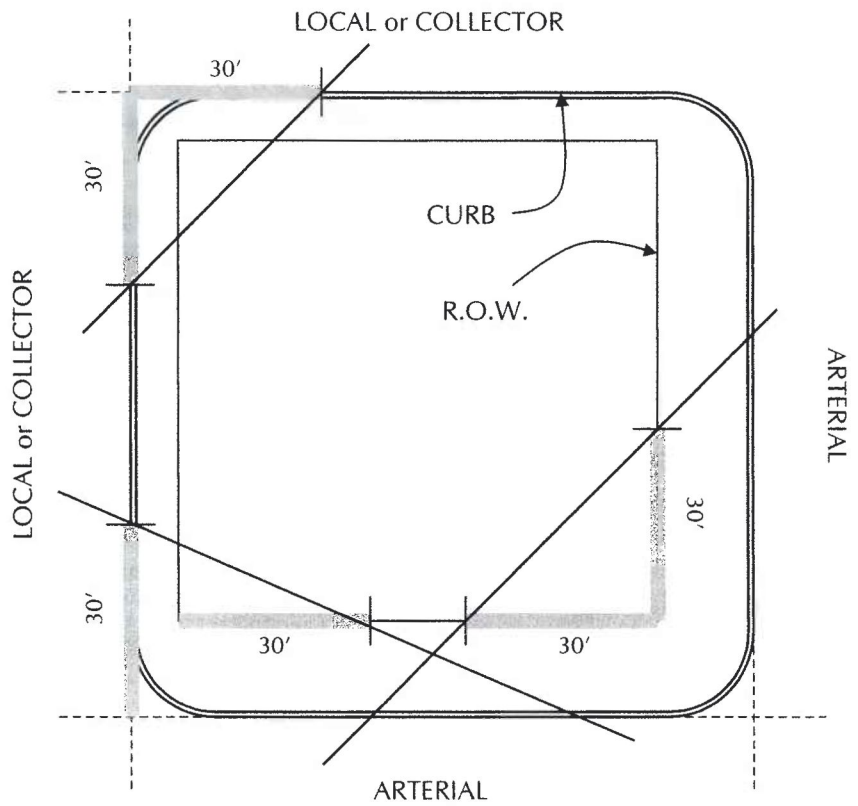
The dimensions of vision triangles are determined as follows (See also *Figure 7-2*, below).

A. At the intersection of two local streets, or at the intersection of a local street with a collector street, or at the intersection of two collector streets, the legs of the vision triangle will be 30 feet in length, as measured along the curbline from the point where the curbs of the two streets intersect. In the absence of a curb, the measurement will be made along the estimated future location of a curb, as determined the City Engineer.

B. At the intersection of two arterial streets, the legs of the triangle will be 30 feet in length as measured along the right-of-way line from the point the right-of-way lines of the two streets intersect.

C. At the intersection of a local or collector street with an arterial, the local or collector leg of the triangle will be 30 feet in length as measured along the curbline from the point where the curbs of the streets intersect. The arterial leg of the triangle will be 30 feet in length as measured along the right-of-way line from the point the right-of-way lines of the two streets intersect.

Figure 7-5. Vision Triangles at the intersections of various street types.



Standards within Vision Triangles

A. Prohibited Obstructions. The following obstructions are prohibited within vision triangles:

1. Hedges and walls higher than 4 feet above the curb level;

2. Fences higher than 4 feet above the curb level. However, fences that are of a type that is less than 20 percent solid, such as split rail, open weave, or wrought iron are permitted within the vision triangle, provided that such fences are kept free from plantings and other materials that are more than 4 feet in height. Solidity is the percent of the fence over a random area that is made up of solid, opaque material that does not allow light or air to pass through.

3. Signs, except as specifically exempted in section B, below.

4. Structures of any type, including principal and accessory buildings, except as exempted in section B, below;

5. Items of outdoor display or storage, including ornamental features, such as fountains, statues, garden structures and similar features.

6. Parking and vehicular display areas.

B. Exemptions. The following structures are exempt from the provisions of this Article.

1. Utility and street light poles.

2. Traffic control equipment, including control boxes, traffic signs, and structures that support traffic signals.

3. Building signs established according to the City's current sign regulations, provided the bottom edge of the sign and any supporting structure is at least 10 feet above the adjacent curb level, so that visual clearance is maintained within the vision triangle. Poles and supporting structures for signs are prohibited within the vision triangle.

STREET SYSTEM PLAN

The Street System Plan was developed by applying recommended street classification standards to year 2020 traffic forecasts. The Street System Plan addresses a twenty-year planning horizon and assumes the Talent urban growth boundary does not change in the interim. Besides the change of street standards, a new functional street classification system is proposed and is illustrated in *Figure 7-56*. The street standards shown in *Figures 7-1* through *7-4* and the access standards proposed in *Table 7-3* and *7-4* are ~~proposed to~~shall be applied to the functional classification shown in *Figure 7-56*.

Truck Routes

The principal truck routes for the Talent area are I-5, and Highway 99. Since Highway 99 also runs through the center of the community, its use as a through truck route is to be discouraged. Use of Highway 99 as a route used by through trucks can be discouraged by making certain that adequate capacity is maintained on I-5 and the interchanges in the vicinity of Ashland, Talent, Phoenix and Medford. Should traffic operations at the West Valley View interchange with I-5 become problematic, for example, trucks destined for Wal-Mart might choose to use Highway 99, rather than I-5. Truck route signing might help to guide those unfamiliar with the area to reach I-5 more efficiently.

One of the principal concerns of both residents and businesses is the truck traffic that passes through the downtown commercial district. A certain amount of truck traffic must be anticipated and accommodated to serve Talent's growing industrial community, wholesalers, and retailers, including Wal-Mart.

PUBLIC TRANSPORTATION PLAN

The Rogue Valley Transportation District (RVTD) is the provider of transit service in the Talent area. RVTD provides a combination of services including a fixed-route, fixed-schedule bus system, and paratransit service. The paratransit service (Valley Lift) is a specialized service for people with disabilities that prevent them from riding the bus. RVTD provides an important service to the community by providing mobility for the economically disadvantaged, elderly, youth, and disabled residents.

The service offered in Talent is a small portion of that offered within RVTD's integrated system. The key service offered to Talent residents is the availability of fixed route service as part of the route from Ashland to Medford. The existing service is described in more detail in *Technical Memorandum No. 2 – Review of Existing Documents.*

The City of Talent has a limited opportunity to influence the direction of public transit except as a part of the RVTD's service area. Fortunately, the existing *Rogue Valley Regional Transportation Plan* and RVTD's *Ten-Year Community Transportation Plan for the Rogue Valley (1996-2006)* provide a comprehensive approach to public transit

Public transportation has the potential of accommodating a greater portion of total daily trips in the region if RVTD is provided with revenues with which it can increase service. Additional revenues will enable the District to improve existing services and expand services to make transit more convenient to people who generally use automobiles. New operating revenues would increase the frequency on existing routes; expand hours and days of service, provide additional new routes, and expand shuttle services.

Talent has taken some steps to enhance RVTD's service. Among other things, Talent has worked with RVTD and others to plan for and to implement the Talent Depot project. This project, discussed in more detail in the "Notes and Discussion on Selected Projects" section of this chapter, is currently underway. It will provide substantial new opportunities for Talent's residents to take advantage of RVTD's existing and planned service.

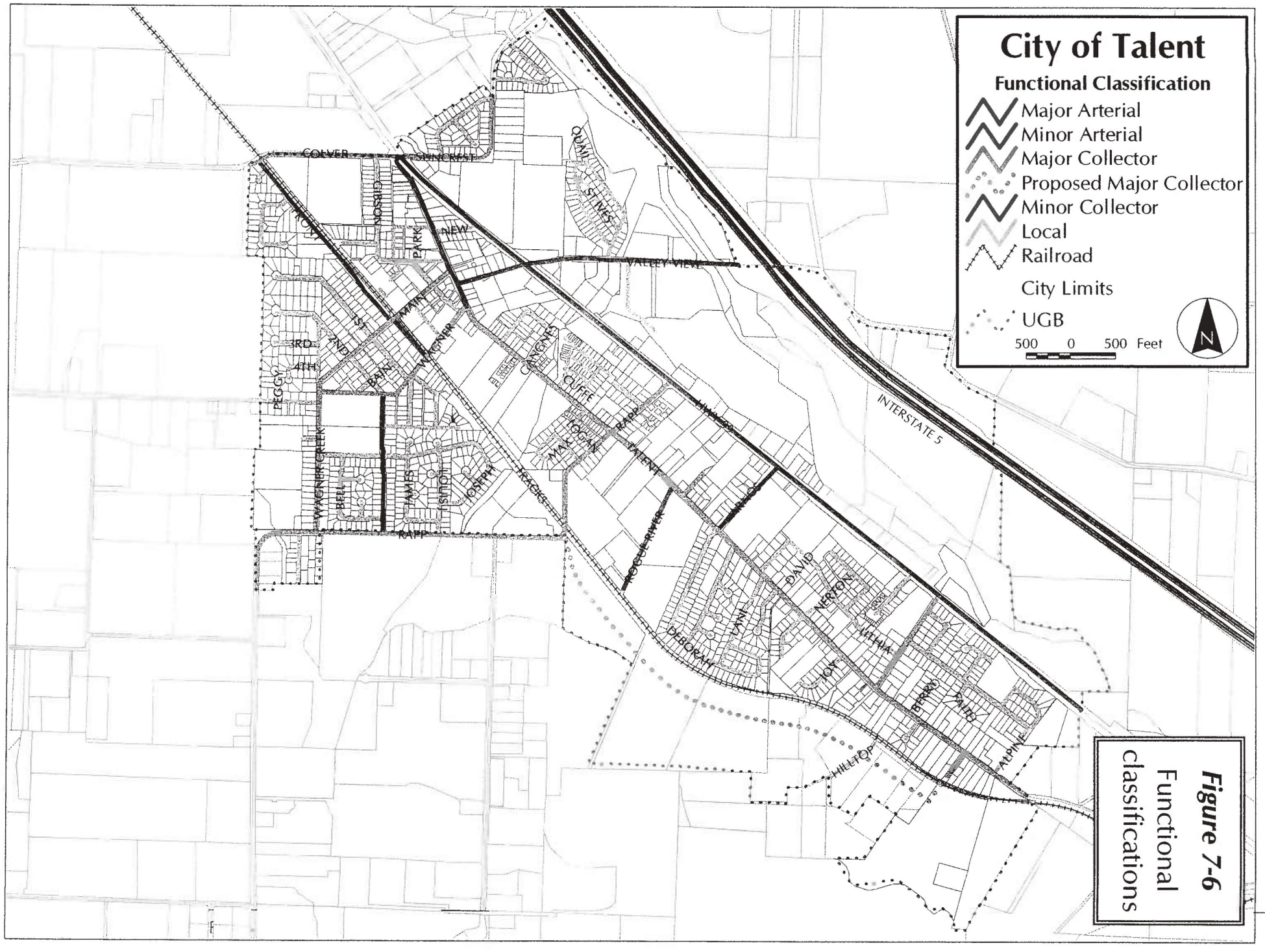


Figure 7-6
Functional classifications

BIKEWAY PLAN

A bikeway system based on the adopted scheme of arterial and collector streets will provide a fine network. The design standards shown in *Figures 7-1* through *7-4* illustrate how bicyclists will be accommodated. For arterials and major collectors, bike lanes are specified. For the minor collector streets, minimum lane widths of 14 feet are specified. This is the recommended width for shared use of lanes by motorists and bicyclists.

The actual project sequence may vary somewhat from the recommendations. It is difficult to know exactly what developments will spring up and what funding opportunities will be realized. Projects should be sequenced to take advantage of other roadwork being performed. Timing is often crucial, and a project should not be overlooked simply because it is down on the list if conditions are favorable to proceed. One thing is certain: a strong set of ordinances, codes and standards guiding construction will ensure that cyclists' needs will be met.

Other key facilities important to Talent include connections from the main part of the community to the Bear Creek Greenway. This regional multi-use path, connecting Ashland to Central Point, serves as both a transportation corridor and a recreational facility. The ability of Talent's residents to make use of it for both purposes will be enhanced by the connections proposed and identified on the project map.

Three connections are proposed to the Bear Creek Greenway. The proposed northern connection is near Suncrest Road. The central connection is near the existing West Valley View Road bridge over Bear Creek. The southern connection is near Creel Road. Because of the sensitive environmental nature of these areas along Bear Creek, special efforts will be needed in the design of any facilities for these areas. The terrain and soil conditions will also be challenging. The connection to the Bear Creek Greenway path near West Valley View Road may involve modification of the existing bridge. For each of the proposed connections, the needs of both pedestrians and bicyclists will need to be considered. Due to environmental constraints or topography, connections for bicyclists may not be possible. In this case, only pedestrian access may be provided.

The facilities that will serve as the Bicycle Plan are illustrated in *Figure 7-8<u>7</u>*. Note that this map illustrates four categories of bike facilities. Existing facilities are those that are in place in ~~1999~~<u>2007</u>. The "funded" category includes those facilities to be constructed during the next year. The "proposed" facilities on *Figure 7-~~8~~-<u>7</u>* are consistent with the list of transportation improvements shown in *Figure 7-6* and listed in *Tables 7-~~6~~-<u>5</u> – 7-8<u>7</u>*. Assuming the plan is adopted and the projects are constructed as scheduled, all of the "proposed" bicycle projects would be constructed during the next twenty years. The "future" category includes the remaining collector and arterial streets within the urban growth boundary. The street standards provide for bicycle lanes on all major collector and arterial streets, so improvements to streets would normally result in new facilities for bicyclists. However, not all collector and arterial streets will be upgraded during the 20-year planning horizon. Thus, a few street segments are indicated for "future" improvement to include bicycle facilities.

PEDESTRIAN PLAN

Like the bikeway plan, the pedestrian system is based primarily on providing safe, convenient sidewalks on all streets within Talent's urban growth boundary. In addition, multi-use path connections are proposed to connect to the Bear Creek Greenway at three locations. A pathway along Wagner Creek is also proposed.

Figures 7-1 through *7-4* illustrate street cross sections for all categories of streets and show how sidewalks are incorporated in the design of all streets. *Figure 7-~~9~~8* illustrates the existing, planned, proposed, and future sidewalks. The categories are similar to those described above for the bicycle plan. Note that the Transportation Improvement Project List, *Tables 7-6 – 7-8*, indicates that several miles of existing, local streets will be upgraded during the next 20 years. The specific locations for the improvement of local streets has not yet been identified, but will be done on a periodic basis. The opportunities to select the local streets to be upgraded include updates of the Transportation System Plan and the adoption of a capital improvement program, a process usually undertaken annually. Thus, some of the "future" sidewalks may be constructed within the plan's planning horizon.

PIPELINE PLAN

A natural gas distribution line located along the I-5 corridor between Grants Pass and Ashland serves the entire Talent area. The distribution lines in the area are operated by WP Natural Gas, a subsidiary of Washington Water Power. The Talent area's distribution lines connect at Grants Pass to a major natural gas transmission line operated by Northwest Pipeline Company. This natural gas transmission line connects from Grants Pass north to Portland and Vancouver, Washington. From the Portland/Vancouver area, it continues east to Umatilla and Ontario, Oregon.

AIR TRANSPORTATION PLAN

The Talent community is served by the Medford-Jackson County International Airport located north and east of I-5 near Medford's north interchange. The airport provides access for area residents to national and regional air carriers.

The *Medford-Jackson County Airport Master Plan* serves as the airport's guiding document. According to the master plan, annual passenger enplanements were forecast to increase substantially. The master plan predicted that the 140,000 annual enplanements might double over a 15-year period. In fact, the enplanements have fluctuated considerably since the Master Plan was prepared. Enplanements peaked at 153,000 in 1993 and fell substantially to about 132,000 in 1994, the most recent year for which data is readily available. The Medford-Jackson County International Airport is expected to serve as the principal connection to the airline system for Talent area residents and businesses.

RAIL TRANSPORTATION PLAN

The Talent community is served by the Central Oregon & Pacific (COP). In June, 1995, the COP took over the former Southern Pacific Railroad Siskiyou Line that runs from Springfield, Oregon to Black Butte, California. The total length is a little more than 300 miles with about 250 in Oregon. Steep grades and tight turns limit operating speeds that

mostly fall in the 25 to 35 miles per hour range. Forty-three miles of the line is limited to an operating speed of 10 miles per hour. During its final years of operation by the Southern Pacific, the line carried about 12,000 cars per year. According to the *1994 Oregon Rail Freight Plan*, Jackson County accounted for less than one million tons in 1992.

The COP is undertaking an aggressive maintenance program and is seeking to increase operating speeds to a minimum of 25 miles per hour and to ease some of the height restrictions currently in place on the line. Loan guarantees by the Federal Railway Administration are being sought to help fund maintenance needs. Service increases by the COP have lead to increased use with as many as 28,000 cars per year.

Rail passenger service is not currently provided in the I-5 corridor south of Eugene. North-south rail passenger service in the California-Oregon-Washington corridor is provided through Klamath Falls, bypassing the Rogue Valley on the way to Eugene. The *Oregon Rail Passenger Policy and Plan* (1992) proposes Eugene to Roseburg passenger rail service as a "Second Stage" expansion, with Eugene to Medford service as a "Third Stage." Second stage trackage improvements are estimated at $32 million; third stage trackage improvements are estimated at $275 million.

The *Oregon Rail Passenger Policy and Plan* identifies two daily round trip passenger runs Eugene to Medford in the Third Stage with travel times of six to eight hours. For the Third Stage, ridership estimates for the entire segment south of Eugene are estimated to be less than 500 per day.

There is no mention in the *Oregon Rail Passenger Policy and Plan* of service south of Medford, such as Talent, Ashland or California. There has been some discussion in the Rogue Valley region about rail passenger service between Grants Pass and Ashland. Tourism, recreation, and commuter options are among the reasons cited for this service.

At this stage in the evolution of rail transportation, it is probable that the City of Talent and the rest of the region are best served by working with others on several fronts. The city and other local agencies try to work with the COP to improve service for existing and potential shippers. The city can participate with the state on statewide and regional system strategies and plans (including both freight and passenger opportunities). Finally, Talent can seek to retain as many options as possible for consideration in future updates of Talent's Comprehensive Plan and its TSP. Keeping options open for rail service at the Talent Depot is just one example of positive actions the city has taken in support of rail service.

WATER TRANSPORTATION PLAN

There are currently no waterborne transportation uses in the Talent community or the Rogue Valley region. Bear Creek is not classified as a navigable waterway.

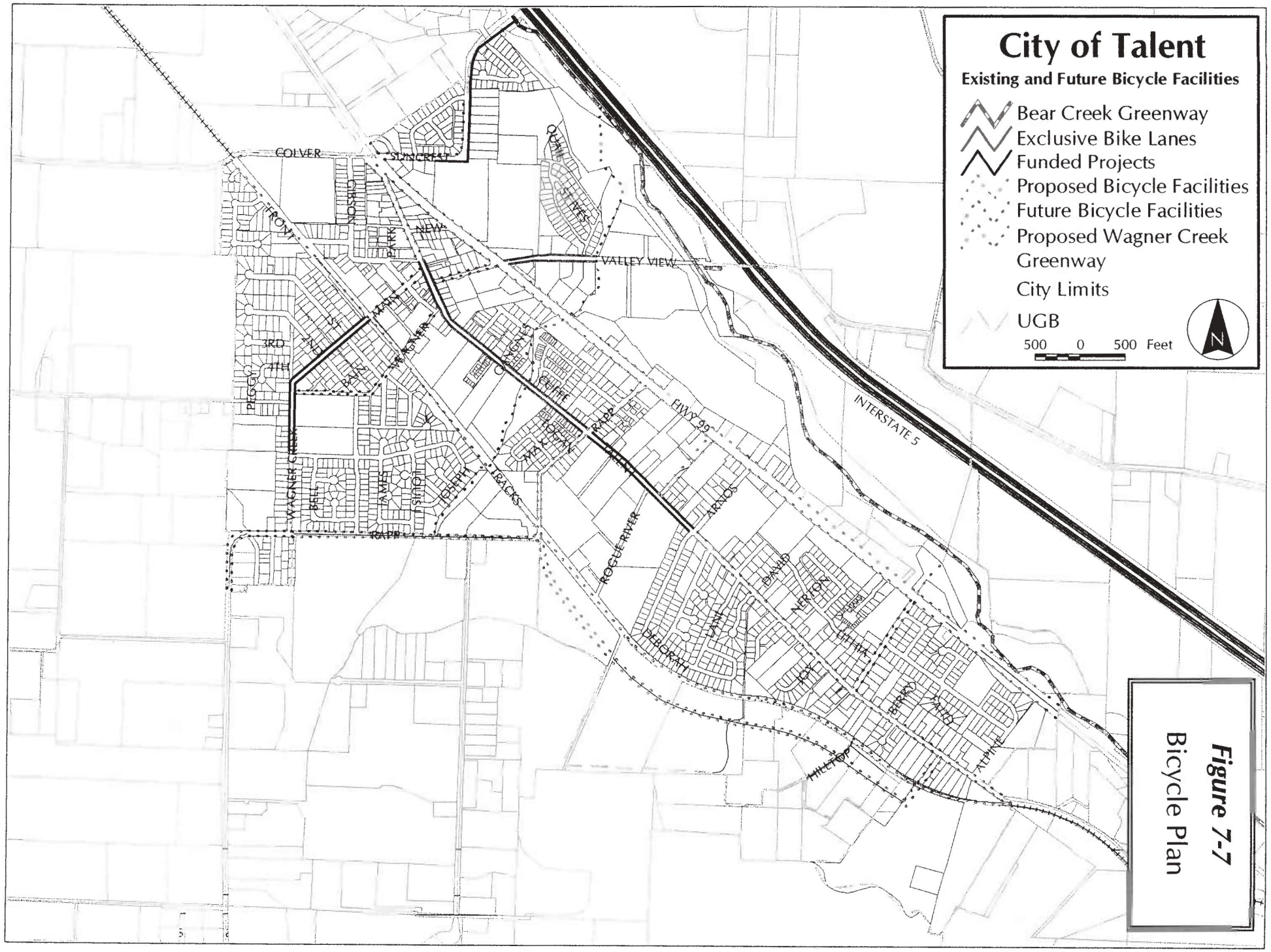


Figure 7-7
Bicycle Plan

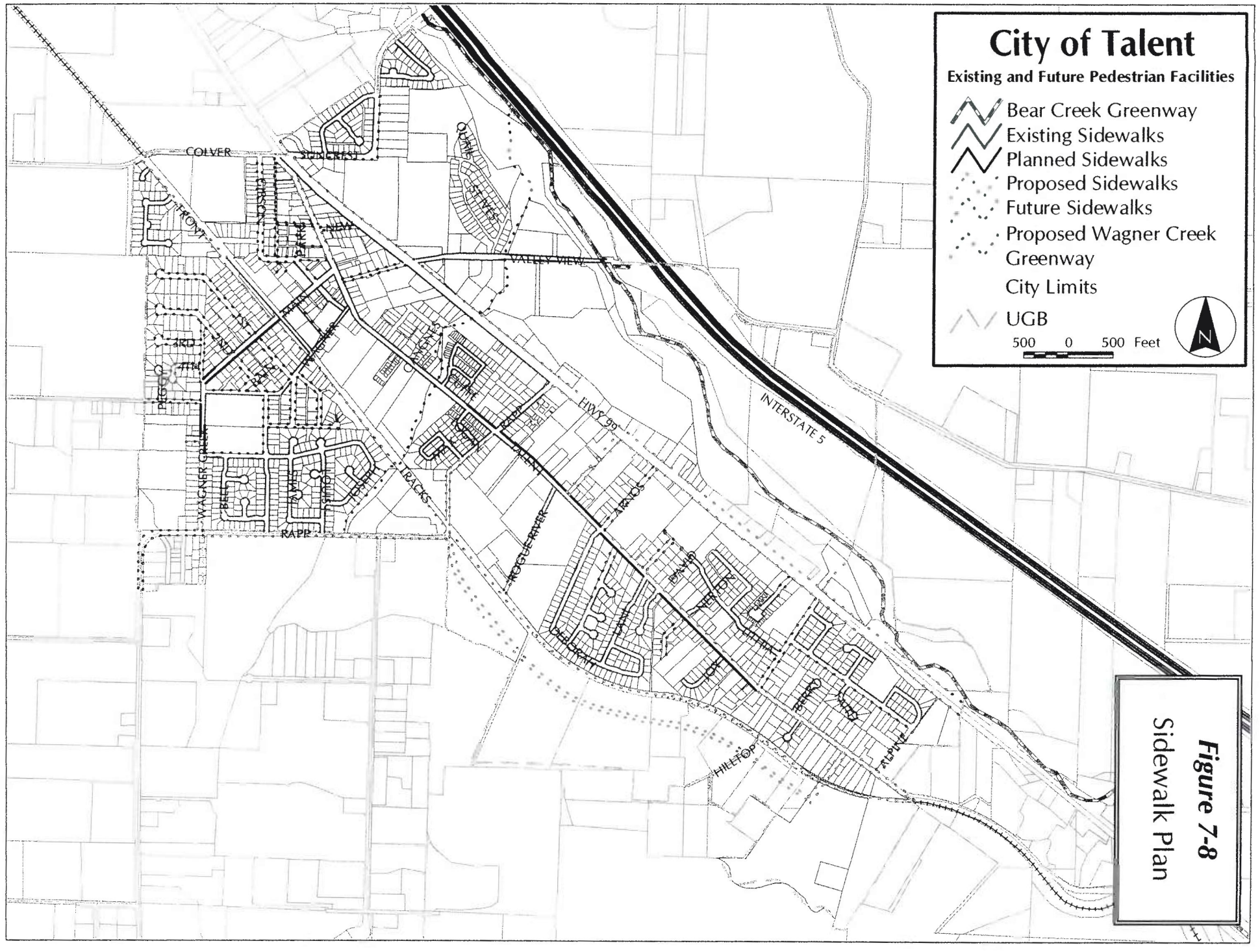


Figure 7-8
Sidewalk Plan

TRANSPORTATION FACILITY IMPROVEMENTS

The transportation improvements for the TSP consists of a list of projects that provide facilities for motorists, bicyclists, pedestrians, and those who use public transportation. The list includes one specific public transit project, multi-modal pathway connections, and a series of street improvement projects. Most of the projects shown are street improvements needed on the area's arterial and collector street system to serve the area's long-range needs for mobility and accessibility based upon anticipated development through year 2020. The growth anticipated in the area is summarized in Chapter 6 with additional details in Technical Memorandum No. 3.

As noted previously, the street system receives principal emphasis in the TSP. The street system receives this emphasis for several reasons. First, automobiles and trucks are the predominant modes of transportation in the area and will most likely remain that way for the twenty-year future, even with some significant shifts to other modes. Second, the street system is the network that provides the structure used for all other modes of travel. Autos, trucks, and bicyclists travel on the streets, and pedestrians use the sidewalks constructed within the street right-of-way. It is important to recognize that improvements proposed in the street system element will have significant impacts for these other modes of travel. In many cases, the street system improvements provide for upgrades to urban and rural cross sections that will include bicycle lanes, or wider shoulders for safe bicycle travel, and the addition of sidewalks to allow for safe and accessible pedestrian use.

The project list was based on an evaluation of the existing roadway system, identified long-range needs (based on the growth assumptions in Technical Memorandum No. 3), the *Goals and Objectives*, and on relevant state and federal regulations. The goals and objectives relate to making the most efficient use of the existing transportation infrastructure; and to providing adequate mobility, safety, and accessibility for users of all modes of transportation. The list serves as the area's vision for the future and will be used as the basis for updates of the TSP.

Most of the projects listed are widening of existing streets to provide adequate vehicular capacity and to provide safe access for bicyclists and pedestrians. The need to increase vehicular capacity of streets, or the need for new roads, is based primarily on the results of the dwelling unit and employment increases presented in *Technical Memorandum No. 4: Cumulative Analysis.*

The Street Element of the plan contains a list and accompanying maps that summarizes the street projects recommended to meet the transportation needs of the Talent area for the next twenty or more years. Typical of a TSP, the projects listed are only those on the planning area's major street network, defined as the collector and arterial system.

The list of street improvement projects includes over 20 projects that fall under the jurisdiction of three agencies: ODOT, Jackson County, and the City of Talent. The projects are also divided into short-range, medium-range, and long-range phases. The short-range phase is generally defined as the first five years of the plan; the medium-range phase runs from six to ten or twelve years following plan adoption; and the long-range phase includes projects needed more than ten to twelve years after plan adoption.

Tables 7-6 – 7-8 include the descriptions and the principal attributes of each of the projects. These same projects are also illustrated in *Figure 7-6*. *Figure 7-6* illustrates them according to the phase in which they are expected to be needed.

The following information is included for each project in *Tables 7-6 – 7-8*:

- Project location, including termini.
- Improvement category.
- General project description.
- Project improves travel by mode.
- Project justification.
- Project phasing.
- Financial partners.
- Project distance in miles (where applicable).
- Project cost.

Each of the above items identified in the draft project list is explained in the following discussion.

PROJECT LOCATION

For most projects, the description of location is a street segment defined by the street name and termini. For others, the location is an intersection. Location information will be refined when further analysis and preliminary engineering is conducted prior to construction.

Improvement Category

Although each project is unique, the projects have been divided into four categories according to the type of the proposed improvement.

~~The project list consists of a variety of projects ranging from upgrading of existing roadways to either rural or urban standards, to providing additional street travel capacity by increasing the number of through travel lanes. The street upgrade projects are specifically aimed at increasing the safety for all modes of travel, but with an emphasis on pedestrian and bicycle travel. The street rebuild projects include some new roadway sections or realignment.~~

~~The Goals and Objectives significantly influenced the basic "design" of each project. For example, within the urban growth boundary, virtually all the projects include provisions for bicyclists and pedestrians. Traffic signals are also a common type of project selected because of the goals and objectives.~~

~~The categories used in the transportation project list are described below:~~

- **Urban Upgrade** projects convert two-lane rural roads to urban streets with curb, gutter, sidewalks, and in most places, bike lanes. No increase in the number of lanes is anticipated, although turn lanes might be added at some major intersections.

- **Intersection** projects involve installation of traffic signals at intersections or replacement of old signals with state-of-the-art units. They may also involve some minor roadway work such as changes in curb radii.

- **New Construction** projects are those where a roadway would be constructed where no public roadway now exists. A right-of-way may or may not presently exist.

~~One **Transit** project is also listed: the Talent Depot. It will be a working transportation center for car, bus, bike, pedestrian, and eventually, train transport. Construction will be undertaken in phases over the next few years. A building and a park-and-ride lot are among the facilities planned.~~

PROJECT DESCRIPTION

Only a general description of each project is included. Project information will be refined several times between a project's inclusion in this list and its construction. A project is analyzed before it is added to a capital improvement program and again when preliminary engineering is undertaken a year or two prior to construction.

When planning is undertaken for specific projects, many variables are considered including: traffic volumes and turns, the percentage of trucks and buses, the location of intersecting streets and driveways, the available right-of-way, topographic constraints, accident history, utility conflicts, and impacts on property owners. After such information has been analyzed, general descriptions from this plan can be refined and more specific information can be made available.

In many cases, the project description specifically lists bike lanes and sidewalks. Local governments routinely include these features in road construction projects and have done so for several years. In addition, Oregon's Transportation Planning Rule requires that local governments plan for sidewalks and bicycle facilities. Sidewalks and bike lanes are linear features that usually run the entire length of a roadway section and are most useful if provided for the entire project length. Like motor vehicle travel lanes, sidewalks and bike lanes work best when they are continuous and interconnected with like facilities.

Generally, high-cost projects require more analysis and planning than low-cost projects. For example, the construction of an arterial street for a new location may require a corridor or location study, an environmental analysis, public hearings, right-of-way negotiations and acquisition, and preliminary specifications. Improving the Valley View Road bridge over Beak Creek, for example, may require an environmental analysis. On the other end of the scale, installation of traffic signals, for example, may require only limited technical analysis and preparation of construction plans and specifications.

Project Improves Travel by Mode

Projects in the list are aimed at improving some or all of the following four travel modes: namely vehicle, bicycle, pedestrian, and freight service.

~~All of the street improvement projects are planned specifically to improve travel by vehicular mode. These include street projects that would add through or turning lanes, as well as those projects that would upgrade the street to urban or rural standards.~~

~~Several of the projects are along state highways and or in areas designated for industrial use and are indicated as improving travel for freight service.~~

~~It is important to note that during the design phase of a street improvement project, trucks need to be considered. Some of the features that may need to be included are lane width, turning radii, and longer acceleration or deceleration lanes. These are design details that are too specific to be included in the general descriptions included in the list of street projects in the long-range plan.~~

Project Justification

Seven different project justifications are shown in the roadway projects list. Multiple justifications are indicated for most projects. The following is an explanation of those project justifications:

- **Access** improvements are specified as a justification for about three-quarters of the street and highway projects. New local, collector, and arterial streets designed to serve presently undeveloped land are labeled as access improvements. Many existing streets proposed for upgrading also qualify since a portion of the forecast traffic increase is from land that is presently undeveloped.

- **Economic** development is indicated on about one-third of the projects where access would be improved for land designated for commercial and industrial use. Economic development is generally regarded as the attraction and expansion of employment sites, thus the emphasis on commercial and industrial sites. Economic development is cited as a project justification for proposed projects near industrially designated land in Talent.

- **Safety** is indicated as a justification for a majority of the proposed projects on the street and highway list. Some of the proposed projects are designed to correct existing safety problems. The lack of sidewalks is a principal safety issue in Talent to be addressed by these projects. In other instances, such as outlying collector streets, safety problems do not presently exist. However, as the area grows and traffic increases, many other streets and intersections will experience safety problems. Thus, 'safety' is shown as a project justification for some projects in anticipation of problems in addition to locations where there are presently problems.

- **Operations** improvement is included as a justification for approximately one-half of the projects in the list. Most of these projects are intersections where excessive delays occur or are anticipated. Some other projects include widening of the roadway to accommodate additional travel lanes, a raised median, or a continuous two-way left-turn

only lane. Note that the use of "operations" as a justification includes those locations where traffic operations are not yet, but might be a problem in the future. For intersection improvements, such as installation of a traffic signal, all applicable standards must be met before the actual improvement is made. With respect to traffic signals, the signal warrants specified in *The Manual on Uniform Traffic Control Devices* must be met.

- **Truck Traffic** is used as a project justification on more than half a dozen projects and reflects a community desire to keep trucks on non-residential streets and away from other areas where they are not wanted. In most cases, streets where 'truck traffic' is used as a project justification are in/or adjacent to industrial areas.

- **Upgrade to Urban Standards** is included as a justification for many projects in the list. In developing the list, urban standards (including curbs, gutters and sidewalks) were determined to be appropriate for most collector and arterial streets within the urban growth boundary (UGB). Streets constructed to urban standards are generally thought to be more aesthetically pleasing, safer and less costly to maintain than those not constructed to urban standards. In addition, streets constructed to urban standards generally include underground storm drainage. Many existing collector and arterial streets within the UGB, particularly those listed as long-range needs, indicate 'upgrade to urban standards' as a project justification.

~~**Upgrade to Rural Standards** is not currently proposed as a justification on any of the projects in the list. In developing the list, it was assumed that urban standards were appropriate for most collector and arterial streets. There might be instances where a rural standard could be considered. If this were selected, streets constructed to rural standards would be 36-foot wide collector streets with two 12-foot travel lanes (one in each direction) and 6-foot shoulders on each side. The wide shoulder would be for shared use by pedestrians and bicyclists. A rural standard might be useful as an interim improvement with an upgrade to urban standards at a later date.~~

PROJECT PHASING

Projects in the list are divided according to the phase in which construction would take place into three general categories: short-range, medium-range and long-range projects. Since required environmental analysis, design, engineering work and right-of-way acquisition precede construction, these activities may be undertaken in the phase preceding that listed for construction.

The proposed phasing is not an implementation schedule since no priorities have been set within each phase. The actual timing for project implementation will be determined later. The inclusion of a project on an ODOT facility in this TIP does not represent a commitment by ODOT to allow, construct, or participate in the funding of the specific project. The City will need to work with ODOT to discuss and refine potential projects that affect ODOT facilities.

Should ODOT agree to a specific project, its participation will be determined via the biennial updates of the multi-year State Transportation Improvement Program (STIP) by ODOT. The construction of any project is contingent upon the availability of future

revenues. The inclusion of a project in a particular phase does not represent a commitment to complete the project during that phase. It is expected that some projects may be accelerated and others delayed.

The project phasing is based on a 1999 estimate of project need and justification, funding availability and rate of land development. Should any of the factors that influence phasing prove different than expected, changes in phasing may be required. For example, a more rapid than expected land development or the occurrence of a safety or operational problem may result in the need to advance a project. Availability of funds restricted to a particular type of project may also make it appropriate to advance or delay a project.

The projects in the short-range, medium-range and long-range phases generally have the following characteristics:

Short-Range Needs

Projects identified as short-range needs are expected to be needed within the first five years ~~of~~ following TSP adoption. These short-range projects generally fall into one of the following categories:

- Projects designed to correct existing deficiencies (e.g. maintenance, operational or safety problems).
- Projects needed to provide system continuity or service to developing areas to which other urban services are or will soon be provided.
- Projects needed to upgrade to urban standards those collector and arterial streets in already developed areas or in areas expected to develop within five years.

Medium-Range Needs

Projects identified as medium-range needs are expected to be needed ~~six~~ three to ten ~~or twelve~~ years after TSP adoption. These medium-range projects generally fall into one of the following categories:

- Projects needed to correct level of service or operational problems, but which have long lead times before construction due to high capital cost, the need to purchase right-of-way or the need to complete environmental assessments.
- Projects designed to correct existing deficiencies (e.g. maintenance, operational or safety problems), but for which funding has not yet been identified and is unlikely to be available in the short-range.
- Projects needed to correct operational or safety problems, which will likely result from relatively minor traffic increases.
- Projects needed to upgrade to urban standards those collector and arterial streets where future land development is likely to occur in the first half of ten years of the planning period.

Long-Range Needs

Projects identified as long-range needs are expected to be needed more than ~~ten or twelve~~eight years after TSP adoption, but within a 20-year horizon. These long-range projects generally fall into the following categories:

- Projects with high capital cost for which funding will be unlikely until the later years of the Plan.
- Projects needed to ensure that urban standards are provided on all the remaining collector and arterial streets within the urban growth boundary.

Financial Partners

This category indicates the agencies that would likely be responsible for providing funding for the project. For projects that have more than one source of agency funding, the agency that currently has jurisdiction over the roadway segment is indicated as the likely lead for the project with a ◆. The additional or secondary financial partners for the project are indicated with a ⬩.

The principal agencies with responsibility for project construction and funding are ODOT, Jackson County, and the City of Talent. Note that the inclusion of a project in this plan does not represent a commitment by any agency, such as ODOT, that it will participate in the funding of the project. The Rogue Valley Transportation District (RVTD) and "Other" are also listed as financial partners on some projects. The "Other" category includes various grants and agencies that may not traditionally be associated with transportation projects. The Oregon Economic Development Department is one possible partner on some projects. Additional discussion of financial aspects of the project list is found in the Financial Element.

Since project timing and financing are not binding, the financial partner listing does not represent a commitment by a particular agency to construct that project. For example, Jackson County has been indicated as the lead for the Rapp Road improvement projects. However, both the county and city may expect to participate.

Several projects are listed with "developer" as a funding partner. Developer participation may consist of paying for "frontage improvements" or contributions toward other projects through a "developer agreement," a "local improvement district" or other mechanisms. When developers build subdivisions, for example, they are required to improve the adjacent street frontage in addition to the interior streets. When a subdivision creates enough traffic impact to warrant off-site traffic mitigation measures, a developer may also be required to participate in those projects. Participation may be in the form of actual construction or an agreement to pay a portion of the cost through establishment of a local improvement district. Discussion of various funding mechanisms is contained in the financial element of this plan.

Project Distance

The project distance is indicated in miles. No project distance is indicated for signalization or intersection projects. The project length and limits may also be changed prior to construction as a result of further study.

Project Cost

The costs shown in this project list are preliminary planning estimates calculated in 1999 dollars. The estimates include the cost of construction, engineering, and right-of-way acquisition, where appropriate. Cost estimates are based upon costs of similar street and highway projects constructed in recent years.

Cost estimates will be refined as the construction date approaches. More precise cost estimates are prepared when projects are proposed for inclusion in local agencies' capital improvement programs. Even more detailed estimates are made during preparation of design engineering and construction specifications. Two variables that influence the cost are storm drainage facilities and utility relocation. The cost of these can vary greatly and may not be known until engineering work is completed. No estimate was made of potential costs of storm drainage facilities or utility re-locations other than what is typically encountered on similar projects.

For the purposes of this plan, general estimates for right-of-way acquisition were included only for new roadway projects and for major widening projects. Minor allowances were made in the unit cost figures for the widening for landscaping repair, fence replacement, and other minor mitigation related to the adjacent property. No costs were included for any project for relocation of residents or businesses or other "major" disruptions.

The assumptions for project costs for most roadway sections are summarized in *Table 7-~~6~~9*.

TRANSPORTATION FACILITY IMPROVEMENT PROJECTS

Tables 7-5 – 7-7

[*each table reads across two facing pages*]
[*begin on next page*]

Table 7-5(a). Transportation Facility Projects List — **Short Range (2007–2012)**

Proj. No.	Location / Name	Improvement Category	Project Description
S.01	Rapp Road—RR crossing to Wagner Creek Rd.	upgrade	Rebuild and upgrade to (major) collector standard
S.02	Multi-Modal Pathways		
	a. Connect to Bear Creek Greenway near Creel Road.	new	Construct new 10-foot-wide multi-modal path.
	b. Connect to Bear Creek Greenway near Suncrest Rd.	new	Construct new 10-foot-wide multi-modal path.
	c. Near RR tracks from north UGB to south UGB	new	Construct new 10-foot-wide multi-modal path.
S.03	Wagner Street RR Crossing	upgrade	Upgrade crossing and provide for pedestrians and bicyclists. Upgrade warning devices
S.04	Downtown circulation and redevelopment (West Valley View Road Plan)	new/ upgrade	Construct new streets to eliminate Main/W. Valley View offset; connect New St. to W. Valley View; connect W. Valley View to Talent Ave. via a southerly extension that may also connect to Gangnes Street. One goal is to open up the area for redevelopment. This project is likely to take place in phases over many years.
S.05	Highway 99—Rapp Road to South City Limits	upgrade	Add center turn lane and medians, bike lanes, sidewalks, curb & gutter; consolidate access points
S.06	Wagner Creek Greenway Path—Talent Avenue to Bear Creek Greenway	new	Construct new 10-foot-wide multi-modal path near or along Wagner Creek to improve connection to Bear Creek Greenway. Segment from Talent Avenue to Highway 99 is complete
S.07	Rapp Road RR Crossing	upgrade	Upgrade crossing and provide for pedestrians and bicyclists; upgrade warning devices.
S.08	Talent Avenue—Creel Road to Alpine Way	upgrade	Upgrade to collector standard
S.09	Talent Avenue—Colver Road to Lapree Street	upgrade	Upgrade to minor arterial standard
S.10	Wagner Creek Road—Christian Avenue to W. Rapp Road	upgrade	Upgrade to major collector standard
S.11	Nerton Street—complete connection	new	Construct gap segment between Crimson Court and Kamerin Springs subdivisions
S.ni	Local Street Network Improvements (see list in Ch. 3)	upgrade	Upgrade local streets with curb, gutter and sidewalks
S.ne	Local Street Network Expansion	new	Construct new local streets as part of subdivisions and development

Table 7-5(b). Transportation Facility Projects List — **Short Range (2007–2012)**

Proj. No.	Improvements by mode				Project Justification						Financial Partners						Project Distance (in feet)	Unit Cost (per foot)	Project Cost (in thousands)
	Veh.	Bike	Ped	Freight	Access	Economic	Safety	Operations	Truck traffic	Urban upgrd	ODOT	County	City	RVTD	URA	Developers			
S.01	v	b	p		□	□	□	□	□	□	◆	◆					3,500	$400	$1,400
S.02																			
a		b	p		□		□						◆		◆	◆	800	n/a	$100
b		b	p		□		□						◆		◆		800	n/a	$250
c		b	p		□		□						◆		◆	◆	10,560	n/a	$500
S.03	v	b	p				□			□							n/a	n/a	$200
S.04	v	b	p	f	□	□		□		□			◆		◆	◆	1,600	$800 (incl. ROW acquistion)	$1,280
S.05	v	b	p	f		□	□	□	□	□	◆		◆		◆		5,200	$600	$3,120
S.06		b	p		□	□	□						◆			◆	5,280	$200	$1,056
S.07	v	b	p				□			□			◆				n/a	n/a	$500
S.08	v	b	p		□		□			□			◆	◆		◆	0.35	$1,600	$560
S.09	v	b	p		□		□			□			◆		◆		0.20	$1,600	$320
S.10	v	b	p	f	□		□			□			◆			◆	n/a	n/a	$500
S.11	v	b	p		□		□	□					◆				100	$250	$25
S.ni	v	b	p		□		□	□		□			◆			◆	n/a	$200	n/a
S.ne	v	b	p		□								◆			◆	n/a	$200	n/a

Table 7-6(a). Transportation Facility Projects List — **Medium Range (2010–2017)**

Proj. No.	Location / Name	Improvement Category	Project Description
M.01	Railroad District collector—Belmont Road to Rapp Road	new	Construct new collector street to serve UGB area south and west of RR tracks
M.02	Belmont Road—Talent Avenue to RR Crossing	upgrade	Upgrade to collector standard
M.03	Front Street—Colver Road to URA boundary	upgrade	Upgrade to minor collector standard
M.04	Wagner Creek Greenway Path—Rapp Road to Talent Avenue	new	Construct new 10-foot-wide multi-modal path near or along Wagner Creek to increase non-motorized travel connections.
M.05	Highway 99—Creel Road intersection	upgrade	Install traffic signal and turn lanes.
M.06	Belmont Road RR Crossing	new	Construct new railroad crossing with gates
M.07	Rogue River Parkway—Talent Avenue to Highway 99	new	Construct new street connection with the highway, linking to a backage road serving the commercial properties between E. Rapp Rd. and Arnos Street.
M.ni	Local Street Network Improvements (see list in Ch. 3)	upgrade	Upgrade local streets with curb, gutter and sidewalks
M.ne	Local Street Network Expansion	new	Construct new local streets as part of subdivisions and development

Table 7-6(b). Transportation Facility Projects List — **Medium Range (2010–2017)**

Proj. No.	Improvements by mode				Project Justification						Financial Partners						Project Distance (in feet)	Unit Cost (per foot)	Project Cost (in thousands)
	Veh.	Bike	Ped	Freight	Access	Economic	Safety	Operations	Truck traffic	Urban upgrd	ODOT	County	City	RVTD	URA	Developers			
M.01	v	b	p		□	□	□	□					◆			◆	5,280	$500	$2,640
M.02	v	b	p		□		□			□						◆	500	$300	$150
M.03	v	b	p		□		□			□			◆				1,300	$300	$390
M.04		b	p		□	□	□						◆			◆			
M.05	v	b	p			□	□	□	□	□	◆		◆				n/a	n/a	$250
M.06	v	b	p		□		□			□						◆	n/a	n/a	$500
M.07	v			f	□	□	□	□	□				◆			◆	900	$400	$360
M.ni	v	b	p		□		□	□		□			◆			◆	n/a	$1,300	n/a
M.ne	v	b	p		□								◆			◆	n/a	$1,300	n/a

Table 7-7(a). Transportation Facility Projects List — **Long Range (2015–2020)**

Proj. No.	Location / Name	Improvement Category	Project Description
L.01	Westside Bypass—WagnerCreek Road/Rapp Road to Colver Road	new	Construct new collector street west of city limits to relieve internal traffic burdens from external traffic sources and to facilitate movement
L.02	Suncrest Road realignment	new	Redirect Suncrest Rd. along N side of Autumn Ridge subdivision between Hwy. 99 and Suncrest Road's I-5 overpass.
L.03	Main Street & Talent Avenue signalization	upgrade	Install traffic signals
L.ni	Local Street Network Improvements (see list in Ch. 3)	upgrade	Upgrade local streets with curb, gutter and sidewalks
L.ne	Local Street Network Expansion	new	Construct new local streets as part of subdivisions and development

Table 7-7(b). Transportation Facility Projects List — **Long Range (2015–2020)**

Proj. No.	Improvements by mode				Project Justification						Financial Partners						Project Distance (in feet)	Unit Cost (per 500 ft.) (in thousands)	Project Cost (in thousands)
	Veh.	Bike	Ped	Freight	Access	Economic	Safety	Operations	Truck traffic	Urban upgrd	ODOT	County	City	RVTD	URA	Developers			
L.01	v	b	p	f	☐	☐	☐	☐	☐			◆	◆			◆	4,200	$650	$2,730
L.02	v	b	p	f	☐		☐	☐	☐	☐			◆			◆	1,775	$500	$887
L.03	v	b	p			☐	☐	☐	☐				◆		◆		n/a	n/a	$250
L.ni	v	b	p		☐		☐	☐		☐			◆			◆	n/a	$300	n/a
L.ne	v	b	p		☐								◆			◆	n/a	$300	n/a

Table 7-~~6~~8. Roadway System Improvement Unit Costs

Improvement Type	Unit Cost
New traffic signal installation	$150,000/signal
Widen to standard rural two-lane cross section with wide shoulder that can serve pedestrians and bicyclists. Pavement is assumed to be 36-foot wide consisting of two 12-foot travel lanes (one in each direction) and two six-foot shoulders (one on each side).	$500,000/mile
Widen to three-lanes with wide shoulder for pedestrians and bicyclists. Pavement is assumed to be 48-foot wide consisting of two 12-foot travel lanes (one in each direction), a median 12-foot lane, and two six-foot shoulders (one on each side).	$600,000/mile
Widen to neighborhood collector standard to provide curb, gutter, bike lanes and sidewalks. Parking may be permitted on one side. Bicyclists share roadway with motorists due to low traffic volumes and speeds.	$1,100,000/mile
Widen to urban two-lane cross section with curb, gutter, bike lanes, and sidewalks. Pavement is assumed to be 44-foot wide with two 12-foot travel lanes (one in each direction), two six-foot bike lanes (one on each side), and an eight-foot parking lane on one side.	$1,300,000/mile
Widen to urban three-lane cross section with curb, gutter, bike lanes, and sidewalks on each side. Pavement is assumed to be 48-foot wide with two 12-foot travel lanes (one in each direction), a median 12-foot lane, and two six-foot bike lanes (one on each side).	$1,600,000/mile

NOTES AND DISCUSSION OF SELECTED PROJECTS

Talent Train Depot

The Talent Train Depot is an actual working transportation center for car, bus, bike, pedestrian, and, eventually, train transport. It is a historic re-creation that will rebuild the original station that existed on the site from 1906 to 1935. The project is located in the downtown core area adjacent to the post office, city hall, library, shopping and services, and includes a park-and-ride lot, bike lockers, and a public park. The Talent Urban Renewal District and the Rogue Valley Transportation District are funding partners in the development of this project.

According to the City's Capital Improvement Program, the project is being undertaken in four phases. Phase I, which included land acquisition, engineering and architecture, was completed in 1998. Phase II, completed during FY 1998-99, included grading paving, fencing, and subgrade utility work related to the busway. Phase III, completed in FY 2003-04, re-created the depot building. Phase IV (not scheduled) will construct the park-and-ride

lot. ~~scheduled for FY 2001-02, consists of partial construction related to the park-and-ride lot. Phase IV, scheduled for FY 2003-04, will include the completion of the park-and-ride lot plus construction of a two-story building.~~

The total budget for the project is approximately $640,000.

~~**Highway 99—Colver Road to Rapp Road**~~

~~Highway 99 between Rapp and Colver has a rural cross section without provisions for bicyclists or pedestrians. Some sections have curbs, gutters and sidewalks, some sections have paved shoulders, and some have only gravel shoulders. There are center turn lanes at the intersections with West Valley View Road, New Street and Colver/Sunerest. Improvements to this section of highway (Project No. 2 in the project list) would include an upgrade to an urban cross section with left-turn lanes and medians. The cross section proposed is relatively consistent with the typical major arterial illustrated in Figure 7-4, Section L. It would include center left-turn lanes in various locations and would have curb, gutter, sidewalks, medians and bike lanes. Revised and future access management shall be guided by the Access Management Plan developed for this project (prepared by David Evans and Associates for the Oregon Department of Transportation, dated March 25, 2004), which is adopted hereto by reference and in accordance with Oregon Administrative Rules 734-051-0285(7)(l) regarding state highway improvements.~~

~~The project is currently scheduled to begin construction in 2005 with funding from the Oregon Transportation Investment Act.~~

Highway 99 — Rapp Road to South City Limit

For most of this section, the highway has a rural cross section without provisions for bicyclists or pedestrians. Most sections have only gravel shoulders. Project ~~10~~ S.05 proposed in the project list would upgrade this entire section to a five-lane urban cross section. The cross section proposed is roughly consistent with that illustrated in Figure 7-4, Section ~~L~~B, but the final design is subject to ODOT standards. It would include a center left-turn lanes and/or medians and would have curb, gutter, sidewalks, and bike lanes. Were this project to be constructed, access changes would likely be made, including the elimination of some access points and implementation of shared driveways.

This project is not currently included in the ~~ODOT's~~ State Transportation Improvement Program. Inclusion of this project on the list, with ODOT as one of the financial partners, does not represent a commitment by ODOT to construct, fund, or even to permit its construction. ODOT has jurisdiction over Highway 99. Further analysis will be required.

~~**Intersection of Highway 99 with Colver Road, Sunerest Road, and Talent Avenue**~~

~~A project to address this intersection is included in the project list as project number 4, a proposed short-range project. This project is not currently included in the ODOT's Transportation Improvement Program.~~

~~This five-leg intersection has long been recognized as a problem because of its unique configuration. This is one of the high accident locations in Talent, but, according to~~

~~ODOT's accident rating system, the accident rate is not excessive. The relatively good record at this location may be due to the familiarity of drivers with this unique intersection.~~

~~The intersection does not currently meet warrants for installation of a traffic signal as specified in *The Manual of Uniform Traffic Control Devices.* It may meet such warrants in the future. ODOT will not install a traffic signal unless warrants are met. Inclusion of this project with ODOT as one of the financial partners does not represent a commitment by ODOT to construct, fund, or even to permit its construction. ODOT has jurisdiction over Highway 99. Further analysis will be required.~~

~~Four concepts have been presented at various times that may be worthy of consideration. These are illustrated in Figure 7-7. The simplest of them would consist principally of disconnecting Talent Avenue to make it a cul-de-sac. Other options include relocating portions of Colver Road, Suncrest Road, or Talent Avenue. During the development of the TSP, the City staff and Council fully considered this option and determined that the cul-de-sac option is ***not*** a viable long-term solution and therefore is no longer worthy of further pursuit. One or more traffic signals may be included in the project, but only if traffic signal warrants are met. Several key issues will need to be addressed during any analysis of potential solutions for this intersection. Among the issues to be addressed are: traffic signal warrants, intersection spacing requirements, the potential for exceptions to Statewide Planning Goals, traffic operations, truck and bus traffic, pedestrian and bicycle activity, traffic safety, and the potential diversion of traffic to other streets.~~

Intersections of Highway 99 with ~~Rapp Road, Rogue Valley Parkway, and~~ Creel Road

~~Three different projects are included in the project list to address improvements at these intersections. These projects are listed as project numbers 10, 15, and 25. The projects~~This project ~~are~~(M.05) is listed because there appears to be a reasonable possibility that warrants for installation of traffic signals may be met within the next twenty years. The intersections does not currently meet warrants for installation of traffic signals as specified in *The Manual of Uniform Traffic Control Devices*. ~~They~~ It may meet warrants in the future. ODOT will not install a traffic signal unless warrants are met.

~~These projects are~~This project is not currently included in the ~~ODOT's~~ State Transportation Improvement Program. Inclusion of ~~these~~ this projects on the list, with ODOT as one of the financial partners, does not represent a commitment by ODOT to construct, fund, or even to permit its construction. ODOT has jurisdiction over Highway 99. Further analysis will be required.

Rogue River Parkway

The extension of Rogue River Parkway from Talent Avenue to Highway 99 is proposed as a way of getting truck traffic and other traffic destined for the industrial areas off the city's residential streets. ~~Two projects are listed: number 13 and 14. One is to realign the intersection so that a standard four-leg intersection is created. The second project would create a new major collector street to serve the industrial lands.~~There are two possible elements: one is to align the Rogue River Parkway intersection at Talent Avenue, but that is

complicated by the fact that Chuck Roberts Park was improved using Land and Water Conservation Trust Fund monies, which means any diminishment of parkland would come with a high price tag. The other element could improve access management for the commercial properties between East Rapp Road and Arnos Street. If a "backage" road were built at the intersection of commercial and residential zones between the highway and Talent Avenue, most—if not all—properties facing the highway could take access from there rather than directly off the highway (see Map 5-4 of the "Future Street Connections" in Chapter 5).

Multi-Modal Connections to the Bear Creek Greenway

Three connections are proposed to the Bear Creek Greenway. The proposed northern connection is near Suncrest Road. The central connection is near the existing West Valley View Road bridge over Bear Creek. The southern connection is near Creel Road. Because of the sensitive environmental nature of these areas along Bear Creek, special efforts will be needed in the design of any facilities for these areas. The terrain and soil conditions will also be challenging. The connection to the Bear Creek Greenway path near West Valley View Road may involve modification of the existing bridge. For each of the proposed connections, the needs of both pedestrians and bicyclists will need to be considered. Due to environmental constraints or topography, connections for bicyclists may not be possible. In this case, only pedestrian access may be provided.

Interstate 5 Interchange

Proposal is for an upgrade of the I-5 Interchange including north- and southbound on- and off-ramps, including replacing the two-lane bridge over the freeway with a four lane bridge. Other access and safety improvements related to this project include replacing the two-lane bridge over Bear Creek on Valley View with a four lane bridge, and making safety improvements at points of access to Valley View between the Bear Creek bridge and the northbound off-ramp.

West Side Arterial/Bypass

As development occurs in the western portion of the city and in the adjacent rural lands to the south and west of the city, additional traffic from the new development can be anticipated. Not only will this increase the traffic volumes at each of the existing railroad crossings, it will increase on streets such as Rapp Road, Wagner Creek Road and Main Street.

This led to suggestions that a new road be constructed from Wagner Creek Road near Rapp Road along the west UGB to Colver Road in the vicinity of Front Street. This arterial or bypass, it was suggested, could at least minimize through traffic originating in the rural areas. Though this proposed road would not provide especially good access to I-5, it would provide a more direct route between the rural lands to the southwest of Talent to Highway 99 and to Phoenix.

The principal problem with this proposal is that residential development currently goes right to the city's western UGB from Foss Street to Colver Road. There is not at present a location inside the UGB within which such a road could be constructed.

The City has proposed examination of a transportation corridor in this general location as part of the Regional Problem Solving project. It is conceivable that only a pedestrian/bike path could be constructed to provide easier access between in-town school properties and the property on Colver Road.

This proposal may be worth evaluating during future updates of the Comprehensive Plan when expansion of the UGB is considered. As long as this corridor from Wagner Creek Road to Colver Road lies outside the UGB, there is little likelihood that this option will be foreclosed by development.

PROJECTS CONSIDERED BUT NOT INCLUDED

During the course of the analysis, several suggestions were made for solutions to issues and problems in the community. In many instances, these were refined and were included in the project list. Some others, however, were not included. It is important that these be recorded so that, if legislation or other conditions change, they can be reconsidered.

Two potential projects are discussed below that were considered, but were not included in the proposed plan.

Additional Rail Crossings

Additional railroad crossings were considered to serve the residential land between the railroad line and the city's south and west urban growth boundary. However, as indicated in Chapter 4, there appears to be little opportunity to add new railroad grade crossings to serve Talent. Federal and State Legislative Directive, under ORS Chapter 824, prohibits any new at-grade railroad crossings and supports eliminating at-grade railroad crossings wherever possible. For a city or county to construct a new at-grade railroad crossing, an application must be submitted to ODOT. In some cases, where a new at-grade railroad crossing is warranted, an existing railroad crossing must be removed. If multiple jurisdictions are involved, there must be a joint agreement for this to occur.

A new crossing of the railroad at or near Rogue River Parkway was one of the specific sites suggested. Two factors led to the decision to eliminate it from further consideration. The first was the need to identify a crossing that could be abandoned in exchange for a new crossing. The second factor was the close proximity of the potential crossing site to the city's urban growth boundary. The geometry required for the approach road on the west side of a potential crossing might lead to an extension of the road into the agricultural land outside the UGB. An expansion of the UGB or an exception to the statewide planning goals might be required to accommodate a new approach road.

CHAPTER 8: FUNDING OPTIONS AND FINANCIAL PLAN

The Transportation Planning Rule requires Transportation System Plans to evaluate the funding environment for recommended improvements. This evaluation must include a listing of all recommended improvements, estimated costs to implement those improvements, a review of potential funding mechanisms, and an analysis of existing sources' ability to fund proposed transportation improvement projects. Talent's TSP identifies nearly $21 million and 28 specific projects over the next 20 years. This section of the TSP provides an overview of Talent's revenue outlook and a review of some funding and financing options that may be available to the City of Talent to fund the improvements.

Pressures from increasing growth throughout much of Oregon have created a disparity between needed projects and available funding. Talent will need to work with Jackson County and ODOT to finance the potential new transportation projects over the 20-year planning horizon. The actual timing of these projects will be determined by the rate of population and employment growth actually experienced by the community. This TSP assumes Talent will grow at a rate comparable to past growth, consistent with the countywide growth forecast. If population growth exceeds this rate, the improvements may need to be accelerated. Slower than expected growth will relax the improvement schedule.

HISTORICAL STREET IMPROVEMENT FUNDING SOURCES

In Oregon, state, county, and city jurisdictions work together to coordinate transportation improvements. *Table 8-1* shows the distribution of road revenues for the different levels of government within the state by jurisdiction level. Although these numbers were collected and tallied in 1991, ODOT estimates that these figures accurately represent the current revenue structure for transportation-related needs.

Table 8-1. Sources of Road Revenues by Jurisdiction Level

Revenue Source	Jurisdiction Level			All Funds
	State	County	City	
State Road Trust	58%	38%	41%	48%
Local	0%	22%	55%	17%
Federal Road	34%	40%	4%	30%
Other	9%	0%	0%	4%
Total	100%	100%	100%	100%

Source: ODOT 1993 Oregon Road Finance Study.

At the state level, nearly half (48 percent in Fiscal Year 1991) of all road-related revenues are attributable to the State Highway Fund (State Road Trust), whose sources of revenue include fuel taxes, weight-mile taxes on trucks, and vehicle registration fees. As shown in the table, the state road trust is a considerable source of revenue for all levels of government. Federal sources (generally the Federal Highway Trust account and Federal Forest revenues) comprise another 30 percent of all road-related revenue. The remaining sources of road-

related revenues are generated locally, including property taxes, LIDs, bonds, traffic impact fees, road user taxes, general fund transfers, receipts from other local governments, and other sources.

As a state, Oregon generates 94 percent of its highway revenues from user fees, compared to an average of 78 percent among all states. This fee system, including fuel taxes, weight distance charges, and registration fees, is regarded as equitable because it places the greatest financial burden upon those who create the greatest need for road maintenance and improvements. Unlike many states that have indexed user fees to inflation, Oregon has static road-revenue sources. For example, rather than assessing fuel taxes as a ***percentage*** of price per gallon, Oregon's fuel tax is a fixed amount (currently 24 cents) per gallon.

Historical Revenues and Expenditures in the City of Talent

The City of Talent has historically relied upon the shared revenues from the State Highway Fund and on grants. Over the years the State Highway Fund's allocation to Talent has ranged from about $150,000 to almost $200,000 per year.

Most of the expenditures are for maintenance, including categories such as street maintenance, street lighting, street sweeping, and other street department activities. The largest categories have historically been street maintenance and materials and services. Grants have been a key component of the city's expenditures.

Talent has entered into joint funding arrangements with other agencies, such as the Urban Renewal Agency and the Rogue Valley Transportation District, for example, for the Talent Depot project.

Talent also implemented a Systems Development Charge (SDC) program in 1996, but due to water delivery system constraints, virtually no development has occurred. Thus, the SDC program has not produced significant revenues.

Transportation Revenue Outlook in the City of Talent

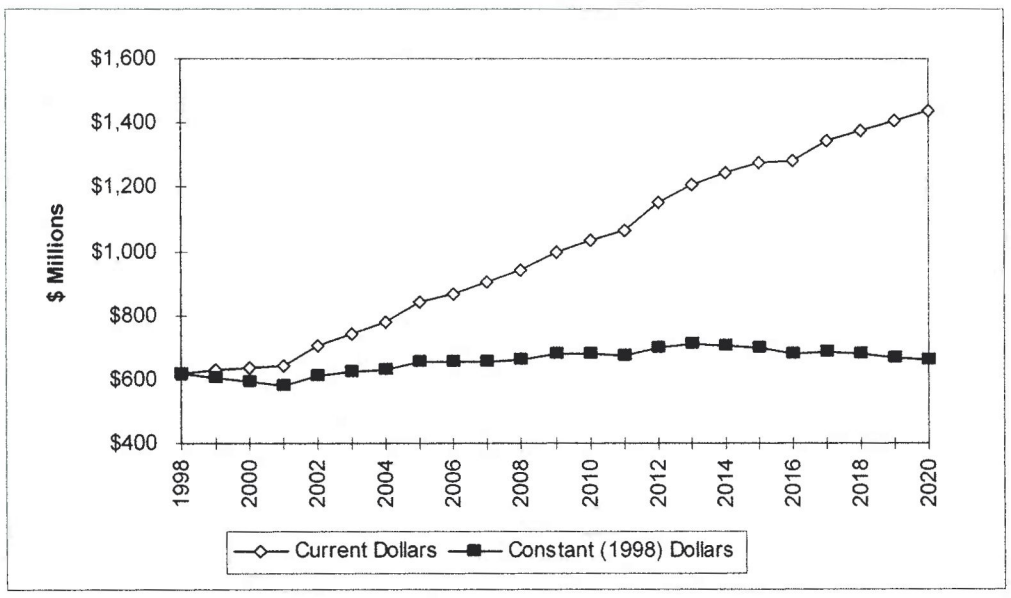
ODOT's policy section recommends certain assumptions in the preparation of transportation plans. In its *Financial Assumptions* document prepared in May 1998, ODOT projected the revenue of the State Highway Fund through year 2020. The estimates are based on not only the political climate, but also the economic structure and conditions, population and demographics, and patterns of land use. The latter is particularly important for state-imposed fees because of the goals in place under Oregon's Transportation Planning Rule (TPR). The TPR requires a 5-percent reduction in per-capita vehicle miles of travel (VMT) in Metropolitan Planning Organizations (MPO) areas within 20 years of plan adoption, and an additional 5-percent reduction within 30 years of plan adoption. This requirement will affect the 20-year revenue forecast from the fuel tax. ODOT recommends the following assumptions:

- Fuel tax increases of one cent per gallon per year (beginning in year 2002), with an additional one cent per gallon every fourth year.

- Vehicle registration fees would be increased by $10 per year in 2002, and by $15 per year in year 2012.
- Revenues will fall halfway between the revenue-level generated without TPR and the revenue level if TPR goals were fully met.
- Revenues will be shared among the state, counties, and cities on a "50-30-20 percent" basis rather than the previous "60.05-24.38-15.17 percent" basis.
- Inflation occurs at an average annual rate of 3.6 percent (as assumed by ODOT).

Figure 8-1 shows the forecast in both current-dollar and inflation-deflated constant (1998) dollars. As highlighted by the constant-dollar data, the highway fund is expected to grow slower than inflation early in the planning horizon until fuel-tax and vehicle-registration fee increases occur in year 2002, increasing to a rate somewhat faster than inflation through year 2015, continuing a slight decline through the remainder of the planning horizon.

Figure 8-1. State Highway Fund (in Millions of Dollars)



Source: ODOT Financial Assumptions.

As the State Highway Fund is expected to remain a significant source of funding for Talent, the City is highly susceptible to changes in the State Highway Fund. As discussed earlier, funds from the State Highway Fund provide a large proportion of the revenues available to the City of Talent's street program.

To analyze the City's ability to fund the recommended improvements from current sources, the following assumptions were used:

- ODOT State Highway Fund assumptions as outlined above.

- The State Highway Fund will continue to account for the majority of the City's street program.
- The proportion of revenues available for capital expenditures for street improvements will remain a stable proportion of the state tax resources.
- The SDC fees developed in 1996 will be applied to the growth summarized in Chapter 4.

Applying these assumptions to the estimated level of the State Highway Fund resources, as recommended by ODOT, the state's shared revenues available to the Talent for all operations, maintenance, and capital outlay purposes are estimated at approximately $200,000 and $250,000 annually (in current 1999 dollars).

Assuming that approximately 80 percent of the resources from the State Highway Fund are used for operations and maintenance, only 20 percent would be available for capital improvements. This equates to $40,000 to $50,000 per year.

The amount actually received from the State Highway Fund will depend on a number of factors, including:

- The actual revenue generated by state gasoline taxes, vehicle registration fees, and other sources.
- The population growth in Talent (since the distribution of State Highway Funds is based on an allocation formula which includes population).

Based on the amount of resources historically available to fund capital improvements, this analysis suggests that the City of Talent will have between $91,000 and $112,000 available annually for capital improvements. However, some members of the City of Talent staff have expressed concerns that current maintenance needs are not being fully addressed. The diversion of additional resources to address maintenance deficiencies may affect the resources available for capital improvements.

The SDC program in the City of Talent provides for the collection of fees based upon the number of daily trips. The rate established for the program was $89.65 per daily trip. The methodology and calculations are provided in *Transportation System Development Charges Report for Talent, Oregon* (Wes Reynolds, AICP, 1996).

Planned growth in the community was identified in *Technical Memorandum No. 3 – Population and Employment Analysis*. The traffic resulting from the expected development was summarized in Table 6-1. As indicated in Table 6-1, approximately 10,300 new daily trips might be expected by the end of the planning period. Multiplying the SDC rate of $89.65 per trip by the expected new trips would yield approximately $925,000. If growth were to occur at a uniform rate over the next 20 years, that would equate to approximately $46,000 per year. Certainly, one of the advantages of an SDC program such as the City of Talent's program is the tie between development and revenues. Should development occur more rapidly, the revenue would be collected more rapidly.

It may also be appropriate, following adoption of the TSP, to recalculate the SDC fees based on the projects contained in this document. Talent's SDC program, like most others, is based on a specific set of projects. Changes in the project list or project costs can be used to justify a recalculation of the fee charges.

REVENUE SOURCES

To finance the recommended transportation system improvements requiring expenditure of capital resources, it will be important to consider a range of funding sources. The alternative revenue sources described in this section may not all be appropriate in Talent; however, this overview is being provided to illustrate the range of options currently available to finance transportation improvements during the next 20 years.

Property Taxes

Property taxes have historically been the primary revenue source for local governments. However, property tax revenue goes into general fund operations and is not typically available for street improvements or maintenance. The dependence of local governments on this revenue source is due, in large part, to the fact that property taxes are easy to implement and enforce. Property taxes are based on real property (i.e., land and buildings) that has a predictable value and appreciation to base taxes upon. This is as opposed to income or sales taxes that can fluctuate with economic trends or unforeseen events.

Property taxes can be levied through: 1) tax base levies, 2) serial levies, and 3) bond levies. The most common method uses tax base levies that do not expire and are allowed to increase by six percent per annum. Serial levies are limited by amount and time they can be imposed. Bond levies are for specific projects and are limited by time based on the debt load of the local government or the project.

The historic dependence on property taxes is changing with the passage of Ballot Measure 5 in the early 1990s. Ballot Measure 5 limits the property tax rate for purposes other than payment of certain voter-approved general obligation indebtedness. Under full implementation, the tax rate for all local taxing authorities is limited to $15 per $1,000 of assessed valuation. As a group, all non-school taxing authorities are limited to $10 per $1,000 of assessed valuation. All tax base, serial, and special levies are subject to the tax rate limitation. Ballot Measure 5 requires that all non-school taxing districts' property tax rate be reduced if together they exceed $10 per $1,000 per assessed valuation by the county. If the non-debt tax rate exceeds the constitutional limit of $10 per $1,000 of assessed valuation, then all of the taxing districts' tax rates are reduced on a proportional basis. The proportional reduction in the tax rate is commonly referred to as compression of the tax rate.

Measure 47, an initiative petition, was passed by Oregon voters in November 1996. It is a constitutional amendment that reduces and limits property taxes and limits local revenues and replacement fees. The measure limits 1997-98 property taxes to the lesser of the 1995-96 tax minus 10 percent, or the 1994-95 tax. It limits future annual property tax increases to three percent, with exceptions. Local governments' lost revenue may be replaced only with

state income tax, unless voters approve replacement fees or charges. Tax levy approvals in certain elections require 50 percent voter participation.

The state legislature created Measure 50, which retains the tax relief of Measure 47 but clarifies some legal issues. Voters approved this revised tax measure in May 1997.

The League of Oregon Cities (LOC) estimated that direct revenue losses to local governments, including school districts, would total $467 million in fiscal year 1998, $553 million in 1999, and increase thereafter. The actual revenue losses to local governments will depend on actions of the Oregon Legislature. LOC also estimates that the state will have revenue gains of $23 million in 1998, $27 million in 1999, and increase thereafter because of increased personal and corporate tax receipts due to lower property tax deduction.

Measure 50 adds another layer of restrictions to those which govern the adoption of tax bases and levies outside the tax base, as well as Measure 5's tax rate limits for schools and non-schools and tax rate exceptions for voter approved debt. Each new levy and the imposition of a property tax must be tested against a longer series of criteria before the collectible tax amount on a parcel of property can be determined.

System Development Charges

System Development Charges (SDCs) such as the one used in Talent are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements upon the developments that increase demand on transportation, sewer or other infrastructure systems.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines to collect SDCs.

Typically, the fee is collected when new building permits are issued. Transportation SDCs are based on trips generated by the proposed development. Residential calculations are typically based on the assumption that a typical household will generate a given number of vehicle trips per day. Nonresidential use calculations are based on building size or employee ratios for the type of business or industrial uses. The SDC revenues would help fund the construction of transportation facilities necessitated by new development.

A key legislative requirement for charging SDCs is the link between the need for the improvements and the developments being charged. SDCs can be used to fund capacity improvements needed to serve new development, but not to solve existing capacity deficiencies.

State Highway Fund

Gas tax revenues received from the State of Oregon are used by all counties and cities to fund street and road construction and maintenance. In Oregon, the State collects gas taxes,

vehicle registration fees, overweight/overheight fines and weight/mile taxes and returns a portion of the revenues to cities and counties through an allocation formula. The revenue share to cities is divided among all incorporated cities based on population. Like other Oregon cities, the City of Talent uses its state gas tax allocation to fund street construction and maintenance.

Local Gas Taxes

The Oregon Constitution permits counties and incorporated cities to levy additional local gas taxes with the stipulation that the moneys generated from the taxes will be dedicated to street-related improvements and maintenance within the jurisdiction. At present, only a few local governments (including the cities of Woodburn and The Dalles, and Multnomah and Washington Counties) levy a local gas tax. The City of Talent may consider implementing a local gas tax as a way to generate additional street improvement funds. However, with relatively few jurisdictions exercising this tax, an increase in the cost differential between gas purchased in Talent and gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere. Any action will need to be supported by careful analysis to minimize the unintended consequences of such an action.

Local Vehicle Registration Fees

Oregon counties are granted authority to impose a local vehicle registration fee covering the entire county. The Oregon Revised Statutes would allow Jackson County to impose a biennual registration fee for all passenger cars licensed within the County. Although both counties and special districts have this legal authority, vehicle registration fees have not been imposed by local jurisdictions. For a local vehicle registration fee program to be viable in Jackson County, all the incorporated cities and the county would need to formulate an agreement which would detail how the fees would be spent on future street construction and maintenance.

Local Improvement Districts

The Oregon Revised Statutes allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities to construct localized projects such as streets, traffic signals, sidewalks or bikeways. The statutes allow formation of a district by either the city government or property owners. Cities that use LIDs are required to have a local LID ordinance that provides a process for district formation and payback provisions. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage, property area, or other methods such as traffic trip generation. The types of allocation methods are only limited by the Local Improvement Ordinance. The cost of LID participation is considered an assessment against the property which is a lien equivalent to a tax lien. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city. Since the passage of Ballot Measure 5, cities have most often funded local improvement districts through the sale of special assessment bonds.

Local Sales Tax

Under ORS 305.620, cities and counties are granted the authority to impose a local general sales tax. At this time, the City of Talent is pursuing the possibility of implementing a general sales tax at a one-percent level. Preliminary analysis suggests a one-percent sales tax would generate revenues of $2 million annually. Additional analysis and city county adoption will be required in order to employ this funding option.

GRANTS AND LOANS

There are a variety of grant and loan programs available, most with specific requirements relating to economic development or specific transportation issues, rather than for the general construction of new streets. Many programs require a match from the local jurisdiction as a condition of approval. Because grant and loan programs are subject to change as well as statewide competition, they should not be considered a secure long-term funding source for Talent. Most of the programs available for transportation projects are funded and administered through ODOT and/or the Oregon Economic Development Department (OEDD). Some programs that may be appropriate for Talent are described below.

Bike-Pedestrian Grants

By law (ORS 366.514), all road street or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists, with some exceptions. ODOT's Bike and Pedestrian Program administers two programs to assist in the development of walking and bicycling improvements: local grants, and Small-Scale Urban Projects. Cities and counties with projects on local streets are eligible for local grant funds. An 80 percent state/20 percent local match ratio is required. Eligible projects include curb extensions, pedestrian crossings and intersection improvements, shoulder widening and restriping for bike lanes. Projects on urban state highways with little or no right-of-way taking and few environmental impacts are eligible for Small-Scale Urban Project Funds. Both programs are limited to projects costing up to $100,000. Projects that cost more than $100,000, that require the acquisition of right-of-way, or have environmental impacts should be submitted to ODOT for inclusion in the STIP.

Enhancement Program

This federally funded program earmarks $8 million annually for projects in Oregon. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support. A 10.27 percent local match is required for eligibility. Each proposed project is evaluated against all other proposed projects in its region. Within the five ODOT regions, the funds are distributed on a formula based on population, vehicle miles traveled, number of vehicles registered and other transportation-related criteria.

The Transportation Equity Act for the 21st Century (TEA-21) provided increased funds for the Enhancement Program. Beginning in 1998, Oregon's program operated in two parts. The Local Program is a regional competition for local projects sponsored by cities, counties and other public agencies. ODOT cannot be the primary sponsor of a project in this part of

the Enhancement Program. The Statewide Program competition is limited to projects having regional, multi-regional or statewide significance. ODOT can compete with other agencies in the Statewide Program part of the Enhancement Program.

Highway Bridge Rehabilitation or Replacement Program

The Highway Bridge Rehabilitation or Replacement Program (HBRR) provides federal funding for the replacement and rehabilitation of bridges of all functional classifications. A portion of the HBRR funding is allocated for the improvement of bridges under local jurisdiction. A quantitative ranking system is applied to the proposed projects based on sufficiency rating, cost factor, and load capacity. They are ranked against other projects statewide, and require state and local matches of 10 percent each. It includes the Local Bridge Inspection Program and the Bridge Load Rating Program.

Transportation Safety Grant Program

Managed by ODOT's Transportation Safety Section (TSS), this program's objective is to reduce the number of transportation-related accidents and fatalities by coordination a number of statewide programs. These funds are intended to be used as seed money, funding a program for three years. Eligible programs include programs in impaired driving, occupant protection, youth, pedestrian, speed, enforcement, bicycle and motorcycle safety. Every year, TSS produces a Highway Safety Plan that identifies the major safety programs, suggests counter measures to existing safety problems, and lists successful projects selected for funding, rather than granting funds through an application process.

Special Transportation Fund

The Special Transportation Fund (STF) awards funds to maintain, develop, and improve transportation services for people with disabilities and people over 60 years of age. Financed by a two-cent tax on each pack of cigarettes sold in the state, the annual distribution is approximately $5 million. Three-quarters of these funds are distributed to mass transit districts, transportation districts, and where such districts do not exist, counties, on a per-capita formula. The remaining funds are distributed on a discretionary basis.

Special Small City Allotment Program

The Special Small City Allotment Program (SCA) is restricted to cities with populations under 5,000 residents. Unlike some other grant programs, no locally funded match is required for participation. Grant amounts are limited to $25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.). However, the program does allow jurisdictions to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the $1 million in total annual grant funds include traffic volume, the five-year rate of population growth, surface wear of the road, and the time since the last SCA grant. With a population estimated at 5,010 in 1997, Talent would not qualify for this program.

Immediate Opportunity Grant Program

The Oregon Economic Development Department (OEDD) and ODOT collaborate to administer a grant program designed to assist local and regional economic development efforts. The program is funded to a level of approximately $7 million per year through state gas tax revenues. The following are primary factors in determining eligible projects:

- Improvement of public roads.
- Inclusion of an economic development-related project of regional significance.
- Creation or retention of primary employment.
- Ability to provide local funds (50/50) to match grant.

The maximum amount of any grant under the program is $500,000. Local governments which have received grants under the program include: Washington County, Multnomah County, Douglas County, the City of Hermiston, Port of St. Helens, and the City of Newport.

Oregon Special Public Works Fund

The Special Public Works Fund (SPWF) program was created by the 1995 State Legislature. It is one of several programs use to distribute Oregon Lottery funds to communities for economic development projects. The program provides grant and loan assistance to eligible municipalities primarily for the construction of public infrastructure that support commercial and industrial development that result in permanent job creation or job retention. To be awarded funds, each infrastructure project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of public sewage treatment plants, water supply works, public roads, and transportation facilities.

While SPWF program assistance is provided in the form of both loans and grants, the program emphasizes loans in order to assure that funds will return to the state over time for reinvestment in local economic development infrastructure projects. Jurisdictions that have received SPWF funding for projects that include some type of transportation-related improvement include the cities of Baker City, Bend, Cornelius, Forest Grove, Madras, Portland, Redmond, Reedsport, Toledo, Wilsonville, Woodburn, and Douglas County.

Oregon Transportation Infrastructure Bank

The Oregon Transportation Infrastructure Bank (OTIB) program is a revolving loan fund administered by ODOT to provide loans to local jurisdictions (including cities, counties, special districts, transit districts, tribal governments, ports, and state agencies). Eligible projects include construction of federal-aid highways, bridges, roads, streets, bikeways, pedestrian accesses, and right-of-way costs. Capital outlays such as buses, light-rail cars and lines, maintenance years and passenger facilities are also eligible.

ODOT FUNDING OPTIONS

The State of Oregon provides funding for all highway related transportation projects through the Statewide Transportation Improvement Program (STIP) administered by the Oregon Department of Transportation. The STIP outlines the schedule for ODOT projects throughout the State. The STIP, which identifies projects for a four-year funding cycle, is updated on a biennial basis. In developing this funding program, ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and TEA-21 planning requirements. The STIP must fulfill federal planning requirements for a staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on federal planning requirements and the different State plans. ODOT consults with local jurisdictions before highway related projects are added to the STIP.

The highway-related projects identified in Talent's TSP will be considered for future inclusion on the STIP. Currently, the timing of including specific projects is determined through ODOT coordination with the Rogue Valley Area Commission on Transportation (RVACT) based on an analysis of all the project needs within Jackson and Josephine Counties. The City of Talent, Jackson County, and ODOT will need to communicate on an annual basis to review the status of the STIP and the prioritization of individual projects within the project area. Ongoing communication will be important for the city, county, and ODOT to coordinate the construction of both local and state transportation projects.

ODOT also has the option of making some minor highway improvements as part of its ongoing highway maintenance program. Types of road construction projects that can be included within the ODOT maintenance programs are intersection realignments, additional turn lanes, and striping for bike lanes. ODOT field crews using state equipment sometimes undertake maintenance-related construction projects. The maintenance crews do not have the staff or specialized road equipment needed for large construction projects.

An ODOT funding technique that will likely have future application to Talent's TSP is the use of state and federal transportation dollars for off-system improvements. ODOT has the authority and ability to fund transportation projects that are located outside the boundaries of the highway corridors. The criteria for determining what off-system improvements can be funded has not yet been clearly established. It is expected that this new funding technique will be used to finance local system improvements that reduce traffic on state highways or reduce the number of access points for future development along state highways.

FINANCING TOOLS

In addition to funding options, the recommended improvements listed in this plan may benefit from a variety of financing options. Although often used interchangeably, the words financing and funding are not the same. Funding is the actual generation of revenue by which a jurisdiction pays for improvements, some examples include the sources discussed above: property taxes, SDCs, fuel taxes, vehicle registration fees, LIDs, and various grant programs. In contrast, financing refers to the collecting of funds through debt obligations.

There are several debt financing options available to the City of Talent. The use of debt to finance capital improvements must be balanced with the ability to make future debt service payments and to deal with the impact on its overall debt capacity and underlying credit rating. Again, debt financing should be viewed not as a source of funding, but as a time shifting of funds. The use of debt to finance these transportation-system improvements is appropriate since the benefits from the transportation improvements will extend over the period of years. If such improvements were to be tax financed immediately, a large short-term increase in the tax rate would be required. By utilizing debt financing, local governments are essentially spreading the burden of the costs of these improvements to more of the people who are likely to benefit from the improvements and lowering immediate payments.

General Obligation Bonds

General obligation (GO) bonds are voter-approved bond issues that represent the least expensive borrowing mechanism available to municipalities. GO bonds are typically supported by a separate property tax levy specifically approved for the purposes of retiring debt. The levy does not terminate until all debt is paid off. The property tax levy is distributed equally throughout the taxing jurisdiction according to assessed value of property. GO debts typically are used to make public improvement projects that will benefit the entire community.

State statutes require that the GO indebtedness of a city not exceed three percent of the real market value of all taxable property in the city. Since GO bonds would be issued subsequent to voter approval, they would not be restricted to the limitations set forth in Ballot Measures 5, 47, and 50. Although new bonds must be specifically voter approved, Measure 47 and 50 provisions are not applicable to outstanding bonds, unissued voter-approved bonds, or refunding bonds.

Limited Tax Bonds

Limited tax general obligation (LTGO) bonds are similar to general obligation bonds in that they represent an obligation of the municipality. However, a municipality's obligation is limited to its current revenue sources and is not secured by the public entity's ability to raise taxes. As a result, LTGO bonds do not require voter approval. However, since the LTGO bonds are not secured by the full taxing power of the issuer, the limited tax bond represents a higher borrowing cost than GO bonds. The municipality must pledge to levy the maximum amount under constitutional and statutory limits, but not the unlimited taxing authority pledged with GO bonds. Because LTGO bonds are not voter approved, they are subject to the limitations of Ballot Measures 5, 47, and 50.

Bancroft Bonds

Under Oregon Statutes, municipalities are allowed to issue Bancroft bonds that pledge the city's full faith and credit to assessment bonds. As a result, the bonds become general obligations of the city but are paid with assessments. Historically, these bonds provided a city with the ability to pledge its full faith and credit in order to obtain a lower borrowing cost without requiring voter approval. However, since Bancroft bonds are not voter

approved, taxes levied to pay debt service on them are subject to the limitations of Ballot Measures 5, 47, and 50. As a result, since 1991, municipalities who were required to compress their tax rates have not used Bancroft bonds.

FUNDING REQUIREMENTS

Talent's TSP identifies both capital improvements and strategic efforts recommended during the next 20 years to address safety and access problems and to expand the transportation system to support a growing population and economy. The TSP identifies 28 specific projects, totaling approximately $21 million to implement. They have been classified into four categories:

- Short-range: Within the next five years.
- Medium-range: Between year six and year 10 to 12.
- Long-range: After year 10 (or 12).
- Development-driven: As needed by new development.

Total estimated costs by priority level are shown in *Table 8-2*. The distribution of funding among agencies is only a preliminary estimate. There is no commitment by any agency to any of the projects in the project list. Furthermore, there is no relationship between the project costs and the revenues that may or may not be available to any of the agencies named in the project list.

Table 8-2. Total Estimated costs (in thousands) of Recommended Projects by Lead Financial Partner

	Financial Partners				
	ODOT	**County**	**Talent**	**Others**	**Total**
Short-Term Subtotal	$2,125	$800	$2,120	$1,430	$5,975
Medium-Term Subtotal	$2,500	$560	$4,030	$2,350	$9,440
Long-Term Subtotal	$150	$0	$3,440	$2,080	$5,670
Total	$4,775	$1,360	$9,590	$5,860	$21,585

Note: For the purposes of this table, all project costs are "assigned" to the lead financial partner even though cost sharing arrangements can be anticipated for most projects. Cost sharing may "balance out" among the participants, yielding an overall estimate as indicated here.

Ten projects are classified as development-driven, a classification attached to projects that will be necessitated and funded by future development. The City has been identified as the financial leader for 15 projects with a total estimated cost of approximately $9 million. Clearly, substantial contributions from funding partners will be required and additional revenues from city sources may also be necessary.

The City of Talent is expected to be able to fund projects of up to approximately $2 million over the 20-year planning horizon. Based on current revenue sources for the City of Talent

and the improvements identified in this Transportation System Plan, the City would experience a severe budget shortfall, as shown in *Table 8-3*.

Table 8-3. Estimated Capital Funding Balance (in thousands)

	Years 0-5	Years 6-10	Years 11-20
Available from existing sources	$500	$500	$1,000
Needed for city-funded projects	$2,120	$4,030	$3,440
Surplus (Deficit)	$(1,620)	$(3,530)	$(2,440)
Cumulative Surplus (Deficit)	$(1,620)	$(5,250)	$(7,690)

Given the existing cost estimates, the resources available as estimated in Table 8-3, and financial partners currently identified, Talent is expected to experience a funding deficit of nearly $7 million over the 20-year planning period. However, some of the projects may be eligible for alternative funding sources. For example, the railroad crossing projects may be eligible for ODOT funding. The realignment of Rogue River Parkway may be eligible for Economic Development Department immediate opportunity grants. Another example is the provision of bicycle and pedestrian routes with several of the identified projects. Where such projects serve to improve the pedestrian and bicycle connectivity of the community, they may be eligible for grant funding. As mentioned earlier in this chapter, the City of Talent is also pursuing the option of a one-percent local sales tax. Preliminary analysis suggests that a one-percent sales tax would generate revenues of $2 million annually, allowing the city to implement additional improvements. Alternative funding sources would serve to allow Talent to implement additional projects within the 20-year planning horizon. Additional analysis will be required to evaluate the feasibility of these alternative funding sources.

This transportation system plan identifies recommended over the next 20 years. Based on existing revenue sources and the estimated costs to implement the improvements, the City of Talent is expected to experience a budget shortfall of $7 million over the 20-year planning horizon. The City will need to work with Jackson County and ODOT to explore alternative funding sources, including the Federal Enhancement Program, bike and pedestrian grants, and other programs described in this chapter, to implement the recommended improvements.

Table 8-4. Grant and Loan Contacts, 1999

Program	Contact Person	Phone Number
Bike-Pedestrian Grants	Michael Ronkin	(503) 986-3555
TEA-21 Enhancement program	Pat Rogers	(503) 986-3528
Highway Bridge Rehabilitation or Replacement Program (HBRR)	Mark Hirota	(503) 986-3344
Transportation Safety Grant Program	Troy Costales	(503) 986-4192
Special Transportation Fund	Gary Whitney	(503) 986-3885
Special Small City Allotment Program	Michael Augden	(503) 986-3893
Immediate Opportunity Grant Program	Mark Ford	(503) 986-3463
Oregon Special Public Works Fund	Betty Pongracz	(503) 986-0136
Oregon Transportation Infrastructure Bank	John Fink	(503) 986-3922

APPENDIX A

LIST OF TECHNICAL MEMORANDA

The following technical memoranda were produced as part of the planning process:

Technical Memorandum No. 1: Review of Existing Documents, January 1999

Technical Memorandum No. 2: Review of Existing Conditions, March 1999

Technical Memorandum No. 3: Population and Employment Analysis, February 1999

Technical Memorandum No. 4: Cumulative Analysis, March 1999

Technical Memorandum No. 5: Land Use Alternatives, June 1999

APPENDIX B

CITY OF TALENT
STREET INVENTORY TABLES

Ordinance No. 07-822-O

Exhibit B
Findings

The Transportation System Plan adopted in April 2000 represents a snapshot of street conditions and needs present at that time. Several street improvements, many of which were recommended in the document, have been made. The purposes of the update are to:

1. Make mapping changes to more accurately reflect proposed streets and classifications.

2. Show subdivisions that have been approved since April 2000.

3. Change maps to indicate improvements that have been made since April 2000.

4. Change maps to indicate latest thinking and reality about street connectivity.

5. Re-work street cross-section standards to more accurately reflect current practice and desired modifications (based on experience with implementation to date).

6. Provide most up-to-date traffic count information on designated City streets.

It was not possible to address everything in this update due to time and resource constraints. These missed items include: listing roadway design deficiencies; revising lists of streets without sidewalks; restating ODOT traffic counts; updating capacity deficiency lists and updating rail crossing deficiencies.

Even though it might be desirable to make numerous corrections, it will be more appropriate to plan a fuller revision around 2010.