

City of Nyssa
Transportation System Plan

VOLUME I . TRANSPORTATION ELEMENT

Prepared for:

City of Nyssa

Prepared by:



July 23, 1998

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- Harry Staven, Nyssa City Manager
- Wanda King, Assistant to Nyssa City Manager
- J.R. Shuster, Nyssa Mayor
- Patricia Brewer, Nyssa City Council President
- Richard Adams, Nyssa City Council
- Diego Castellanoz, Nyssa City Council
- David Hixson, Nyssa City Council
- Alicia Shell, Nyssa City Council
- Charles Kitamura, Nyssa City Council
- Nyssa Chamber of Commerce and Agriculture
- Tom Busche, ODOT District 14
- John Preston, ODOT Region 5

The Otak, Inc. consultant team for this project consisted of:

- Todd Chase, AICP, Project Manager
- Tom Litster, Landscape Architect
- Richard Yano, PE, Civil Engineer
- Yvonne Falconi, Technical Assistance

Key subconsultants included:

- Brian Ray, Kittelson and Associates
- Wade Scarborough, Kittelson and Associates

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Executive Summary

Executive Summary

Nyssa is a small rural eastern Oregon city located on the bank of the Snake River at the gateway to Owyhee Canyonland area in heart of the Treasure Valley. The city once provided a passage for weary travelers of the Oregon Trail. Today, Nyssa has about 3,000 residents and an agricultural and food processing based economy. The city is about 12 miles south of Ontario at the junction of Oregon Highways 201 and 20/26.

Nyssa recognizes the importance of automobile and truck access and also supports the development of alternative and economical forms of transportation for its residents. Future provision of effective truck routes, adequate local street networks, and safe pedestrian and bicycle facilities are important to local residents, employees and employers.

Key elements of the Nyssa Transportation System Plan include:

- A Local Street Network Plan to identify general preference for future road/utility extensions;
- An Access Management Plan to protect and preserve the function, capacity, level of service, and safety of State Highways 201 and 20/26 through the urban area;
- Local Street Design Guidelines;
- Identification of future street, bicycle and pedestrian connections;
- Recommended local ordinance amendments required to implement the plan; and
- A preliminary funding strategy.

The Transportation System Plan is intended to build upon adopted local plans, policies, and ordinances, including:

- Comprehensive Land Use Plan — revised June 1991;
- City Charter and Code — revised November 1996;
- Malheur County Strategic Plan — 1996; and
- Nyssa 2003 Main Street Revitalization Plan — 1997 (not adopted).

Volume I of the Transportation System Plan updates and supplements the above planning documents, and includes specific ordinance amendments required to satisfy the Oregon Transportation Planning Rule. The Transportation Element is intended to be a working document that is easily referenced by city officials, staff and interested public.

Volume II of the Transportation System Plan is a Technical Appendix that provides additional support to the decisions made in this plan. That document includes findings and analyses regarding existing transportation facilities; demographics and land use; current and projected traffic conditions; transportation improvement alternatives; and funding options. A public involvement record, detailed traffic analyses, state policy and administrative rule requirements, intersection refinement plan options, and other supporting information is included in the Technical Appendix document.

Section 1 – Introduction

Introduction

Purpose

The City of Nyssa and Malheur County have developed this Transportation System Plan to guide management, design, and construction of all transportation facilities within the Nyssa Urban Growth Area for the next 20 years. This Plan updates the transportation element of the City of Nyssa's Comprehensive Plan, and satisfies the requirements of the Oregon Transportation Planning Rule. The Transportation Planning Rule is the state law for implementing Statewide Planning Goal 12, Transportation. This rule requires local jurisdictions to coordinate land use and transportation planning and to consider all modes of travel.

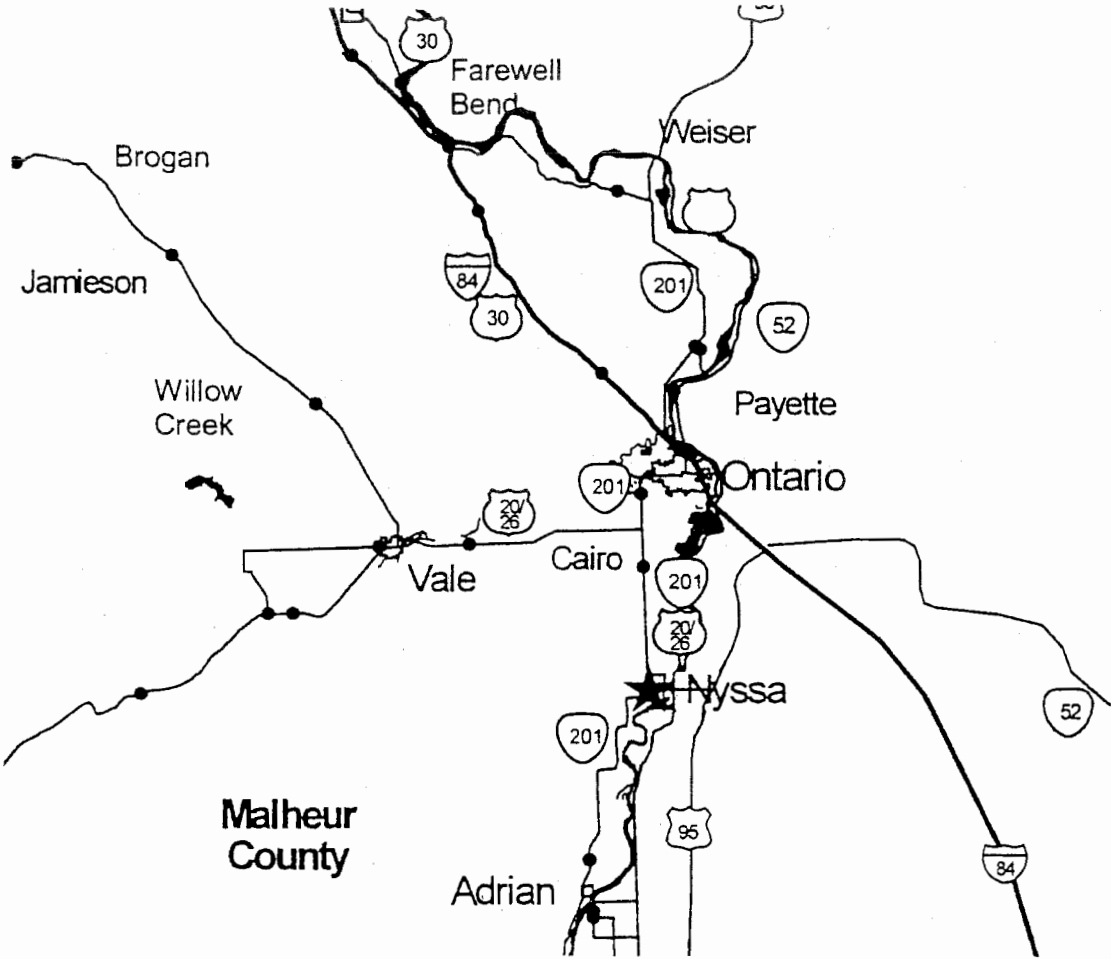


Figure 1

Vicinity Map

Plan Goals and Objectives

Goals of the Nyssa Transportation System Plan (TSP) include:

- Address local transportation deficiencies through planned enhancement of all forms of travel;
- Satisfy the requirements of the Statewide Planning Goal 12, Transportation and its administrative rules through compliance with the Oregon Transportation Planning Rule; and
- Preserve the function, capacity, level of service, and safety of state Highways 20/26 and 201.

Objectives of the Transportation System Plan include:

- Identify and prioritize transportation needs for all modes for the 20-year planning horizon;
- Develop access management standards for Oregon Highways 20/26 and 201;
- Promote alternative modes of transportation including pedestrian, bicycle and public transportation services;
- Ensure that ODOT, in conjunction with the City of Nyssa and private property owners/developers, reviews major development proposals that affect state facilities to minimize impacts and to protect transportation facilities;
- Develop and adopt a local street network plan that is consistent with land use plans, growth trends, and existing public facilities;
- Identify local truck routes in addition to Main Street;
- Provide adequate sidewalks and bicycle facilities with safe street crossings along arterial and collector streets;
- Revitalize Main Street through pedestrian improvements, street furniture, and street tree treatments;
- Adopt land use plan and ordinance language, street design standards, and local street network plans that provide adequate street connectivity, spacing, and access management standards to implement the transportation system plan; and
- Include direct input from local residents, property owners, and elected officials as part of transportation system plan development and adoption process.

Local Public Involvement Process

Transportation system plans are intended to be local development planning tools that authorize future public facilities investments. To determine the above-mentioned goals and objectives, and to identify the most important local issues and priorities, this plan was developed through an open local planning process that included:

- Technical Advisory Committee meetings in May, June, and July 1997;
- Public open house workshop in June 1997;
- City Planning Commission debriefing in July 1997;
- City Planning Commission/public workshop meeting in June 1997;
- City Council/public meeting to discuss alternative transportation system plan projects in June 1997;

Introduction

Continued

- Local public open house workshops to present draft transportation plan (winter 1998)
- Resident surveys regarding transportation system plan needs (winter 1998)
- City Council worksession to review the draft final transportation plan (June 1998)
- City Council/public hearing to adopt the final transportation system plan (summer 1998)

Meeting minutes from the various public and Advisory Committee meetings are included in the Technical Appendix document, Public Involvement Record. In addition to these meetings, two resident surveys were prepared and distributed to monitor local support for planned improvements. Detailed survey results are also included in the separate Technical Appendix.

Vision

This TSP embodies the community's vision for *a coordinated land use and transportation pattern that guides future growth and revitalization of Nyssa.*

This vision was derived through an extensive public involvement process centered on this plan and the *Nyssa 2003 Main Street Revitalization Plan*. The residents of Nyssa view this TSP as a valuable planning tool for enhancing community livability and improving safety and mobility for people and agricultural goods.

Relevant Planning Documents

As part of the work program, the project team completed a review of relevant planning documents consistent with Oregon Transportation Planning Rule provisions 660-12-030(1)(a) and 660-12-030(2). The following plans and studies affect local transportation and land use planning, and provide technical background for the Nyssa Transportation System Plan. Please refer to Section 3, Implementation Plan for specific land use plan and ordinance changes recommended to implement the TSP.

State Policies and Plans

- Oregon Transportation Planning Rule (OAR 660, Division 12), amended May and September 1995
- Oregon Transportation Plan, 1992
- Oregon Bicycle and Pedestrian Plan, 1995
- Oregon Highway Plan, 1991
- Oregon Rail Passenger Policy and Plan, 1992
- Oregon Freight Plan, 1994
- Oregon Transportation Action Plan, 1995
- Oregon Office of Economic Analysis, Long-term Population and Employment Projections, January, 1997

Local and Regional Policies and Plans

- Malheur County Strategic Plan, 1996
- City Charter and Code of Nyssa, 1996
- City of Nyssa Comprehensive Plan, 1991
- City of Nyssa Public Facilities and Services Background Report Vol. 2, 1977
- Interim Corridor Strategy for the Sisters to Ontario Corridor (OR Highway 126/ US Highway 26), 1997 draft

In addition to these local plans, the City developed a *Nyssa 2003 Main Street Revitalization Plan* in 1997. That plan, which was completed in conjunction with this transportation plan evaluated alternative improvements needed to enhance Nyssa's Main Street (US 20/26) from Adrian Blvd. to the Union Pacific Railroad viaduct. It should be noted that this plan has not yet been adopted in light of inadequate local or state funding support. However, selected plan recommendations are referenced in this transportation system plan.

Plan Organization

This transportation system plan intended to be a brief "working document" that is readily understood by all interested parties. The plan is organized into three main sections:

1. ***Introduction***
2. ***Transportation System Plan*** — Includes a specific roadway network plan, access management guidelines, street standards, and plans for bicycle, pedestrian, air, public transportation, and pipeline facilities.
3. ***Implementation Plan*** — Recommends specific ordinance amendments to comply with the Oregon Transportation Planning Rule, and describes preliminary funding strategies, and steps required to adopt and implement this plan.

Volume II of the Nyssa Transportation System Plan includes the Technical Appendix. That document includes more detailed supporting technical information regarding existing transportation facilities, demographics and land use, current and projected traffic, transportation alternatives, and funding options. A record of public involvement and additional technical and policy analyses are also included. The Technical Appendix is intended to be a reference for those that wish to obtain specific information that is not included in this more succinct "user friendly" plan document.

Section 2 –Transportation System Plan

Transportation System Plan

This section provides a detailed list of transportation plan improvements that are intended to meet the goals and objectives stated in the Introduction. Future enhancements for all modes of transportation including the roadway network, bicycle and pedestrian facilities, freight, and public transportation are described. The plan also discusses street classification and design standards, potential local street closures, and special projects.

Approach to Identifying Future Improvements

The Nyssa Transportation System Plan and its supporting Technical Appendix were prepared over a 12-month planning process time period. The steps required to identify transportation plan recommendations included:

- Working with an ad-hoc Technical Advisory Committee to identify transportation issues, concerns, and needs.
- Evaluating existing conditions of roadway, bicycle, pedestrian, public transportation, rail, pipeline facilities, and land use within the urban growth boundary.
- Determining future population and employment growth projections, under base case and high growth scenarios.
- Analyzing future roadway intersection level of service conditions under the base case and high growth scenario.
- Identifying and evaluating various transportation alternatives.
- Preparing draft transportation system plan projects, priorities, and implementation strategies.
- Revising draft transportation recommendations based on review/feedback provided from Nyssa Technical Advisory Committee, city staff, local public, ODOT, and DLCD staff.
- Presenting draft final transportation plan recommendations to Nyssa city officials and residents.

Future Transportation Network

The recommended transportation system plan is illustrated in Figures 2, 3, and 4. The transportation system improvements have been numbered to assist plan users in cross-referencing improvements with costs and priorities. Improvement numbers do not necessarily indicate project priority. A description, evaluation, and cost estimate of the transportation improvements is provided in Tables 1, 2, and 3.

Project Priorities

Prioritization of the TSP projects was accomplished by incorporating public input through open house meetings and direct mail survey questionnaires. TSP projects are grouped into the following prioritization categories: high (construct within next five years); medium (construct within ten years); low (construct after year ten); and “as development proceeds” projects (construct in accordance with private demand and public funding support).

The majority of high priority projects (code “H”) are intended to be modest improvements consistent with available funding resources. Eight of the nine high priority projects have construction costs ranging from \$1,000 for signage improvements, to \$88,000 for Adrian Boulevard sidewalk and bicycle improvements. The largest cost high priority project involves extending Commercial Avenue west to Adrian Boulevard at a cost of \$250,000. It is important to note that these costs are preliminary conceptual planning-level estimates, and do not include any right-of-way acquisition, nor special environmental mitigation or design engineering. More detailed and accurate construction costs will be prepared as each project moves into its design phase.

Medium priority projects (code “M”) are intended to be constructed after successful completion of the high priority projects. Most projects in this category range in cost from \$2,000 to \$90,000. The largest project in this category is the project M-3 Main Street Sidewalk and Bicycle Improvements at an estimated \$740,000.

Low priority projects (code “L”) include important long-term projects that help promote economic expansion and help create a more efficient transportation system. These projects, in combination with the “As Development Proceeds” projects (code “ADP”) will only be constructed as public/private ventures. Given the high capital cost and scale of these projects, they would require significant non-local funding which could be obtained from a variety of special programs (i.e., immediate opportunity funds) under the right circumstances. Please refer to Section 3, Implementation Plan and/or the Technical Appendix document for a discussion of funding options.

Unique features of the Nyssa TSP are discussed below.

Connectivity Improvements/Truck Routes

Connectivity improvements include proposed local truck routes to reduce turning movements on Main Street and improve pedestrian safety. Specific connectivity improvements that are included in the transportation system plan:

- *North Truck Route (H-1)* — Sign and direct trucks from Highway 20/26 entering town from the north to truck scale on 1st Street and Ehrgood via Columbia, Idaho, and 1st Streets.
- *One-Way North Access from Highway 20/26 to E. 5th Street; and One-Way South Access on E. 4th Street to Highway 20/26 (H-2).*

Transportation System Plan

Continued

- *Core One-Way Truck Loop with W. 1st Street for Northbound Movements and W. 2nd Street for Southbound Movements between Walnut and King* (H-8, L-3).
- *Commercial Avenue west extension* (H-9) — Provides alternative truck route to Main Street and King Street in southwest Nyssa; improves pedestrian safety and reduces neighborhood traffic impacts..
- *Northeast Truck Route Improvements* (L-1, ADP-1, ADP-2, ADP-3) — Provides adequate truck, automobile, and pedestrian access to future development location.
- *Southwest Truck Route Improvements* (ADP-4) — Provides future alternative truck route to Main Street and King Street, improves pedestrian safety, and reduces neighborhood impacts.
- *Long Drive/5th Street Connection* (ADP-3) — Improves industrial land access for development of the city's northeast sector.

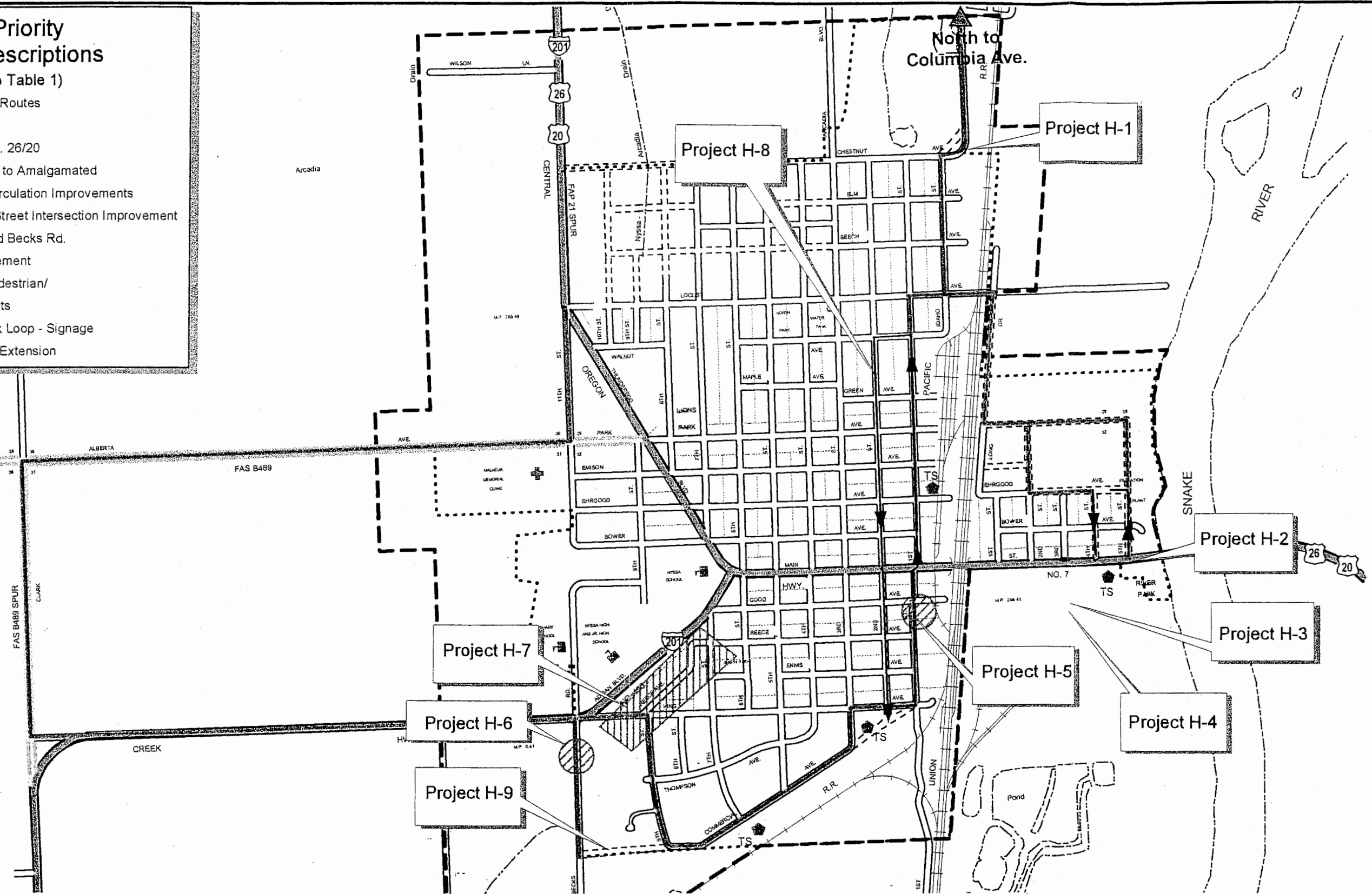
Local Street Plan

The purpose of the Local Street Plan (project ADP-5) is to provide a general guide for extending local streets and public facilities (sewer, water, electric) into undeveloped areas of the city over time. A local street plan ensures that an adequate local street network will be provided as large parcels subdivide and develop. Local street plans optimize efficient land use development and retain community character in spite of growth pressure. Local street plans are also cost-effective to local jurisdictions since right-of-way and improvements are provided or paid for by the property owner/developer and the need for annexations, urban growth boundary expansion and public facility extensions are minimized. For a graphic summary of local street plan benefits and phasing strategies please refer to the Technical Appendix document.

High Priority Project Descriptions

(See Also Table 1)

- H-1 Signed North Truck Routes
- H-2 One-Way Street
- H-3 Limit Access to Hwy. 26/20
- H-4 Access Refinements to Amalgamated Sugar w/ On Site Circulation Improvements
- H-5 N. 1st. Street/Main Street Intersection Improvement
- H-6 Adrian Blvd. /201 and Becks Rd. Intersection Improvement
- H-7 Adrian Blvd./ 201 Pedestrian/ Bicycle Improvements
- H-8 Core One-Way Truck Loop - Signage
- H-9 Commercial Avenue Extension



LEGEND

CITY OF NYSSA

North arrow pointing up.

Scale bar: 0 to 1000 feet.

FIGURE 2
High Priority Projects (1-3 Years)
TRANSPORTATION PLAN

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Transportation System Plan

Continued

Table 1
City of Nyssa
Transportation System Plan
High Priority Projects

Code #	Name/ Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
H-1	Signed North Truck Routes (Idaho St.)	New Signage: Refinement of truck route to include truck scale directional signage at intersections: US 26/20 and Columbia Ave.; Columbia Ave./Idaho St.; Idaho/Locust; and Locust/1st St.	<ul style="list-style-type: none"> • Helps define North truck route. • Promotes truck movements near residential areas. 	High	\$1,000
H-2	One-Way Streets (5th Street – North; 4th Street – South)	New Signage/Circulation: Re-route traffic to one-way movements along East 5th Street (north) and East 4th Street (south). Includes signage and striping improvements. Project assumes 8 new signs.	<ul style="list-style-type: none"> • Defines local truck routes. • Improves access management along Highway 20/26. • Short-term disruption of local travel. 	High	\$2,000
H-3	Limit Access from East 3rd Street to Highway 20/26	Access Management Improvement: Project includes placing bollards or concrete barriers on E. Street at Highway 20/26.	<ul style="list-style-type: none"> • Improves access management along Highway 20/26. • Increased safety of turning movements along Highway 20/26. • Short-term disruption of local travel. 	High	\$1,250
H-4	Access Refinements to Amalgamated Sugar with On-Site Circulation Improvements	Access Management Improvement: Circulation and access improvements near the Amalgamated Sugar Company. Project includes striping a center turn lane in conjunction with private on-site circulation improvements.	<ul style="list-style-type: none"> • Improves access management along Highway 20/26. • Increased safety of turning movements along Highway 20/26. 	High	\$1,200
H-5	N. 1st Street/Main Street Intersection Improvement (Main St./N. 1st St.)	Intersection Improvement: Refinement of intersection to include right turn striping for improved truck circulation. Assumes striping cost only.	<ul style="list-style-type: none"> • Helps define truck routes in addition to Main Street. • Improved intersection safety for pedestrians and vehicle traffic. 	High	\$4,800

Transportation System Plan

Continued

Table 1 — High Priority Projects (continued)

Code #	Name/ Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
H-6	Adrian Boulevard/ Hwy. 201 and Becks Road Intersection Improvement	Intersection Improvement: Refinement of Beck Rd./Adrian Blvd. intersection to include enhanced striping and pedestrian crossings. Project includes traffic control signage on Becks Road and pedestrian crossing striping.	<ul style="list-style-type: none"> • Promote safe pedestrian street crossings and access along major streets. 	High	\$2,000
H-7	Adrian Boulevard/ Hwy. 201 Pedestrian and Bicycle Improvements (Adrian Blvd between Becks Road and Main St.)	New Sidewalk Construction: Reconstruct/install curb and sidewalk on both sides of the street. Re-stripe travel lanes and shoulders to provide shoulder bikelanes.	<ul style="list-style-type: none"> • Promotes safe pedestrian and bicycle access. 	High	\$88,000
H-8	Core One-Way Truck Loop (N. 1st St./N. 2nd St.)	New Signage/ Circulation: Reconfigure traffic movements to one-way travel along 1st and 2nd Streets between King and Walnut Avenues. Assumes one sign at each intersection.	<ul style="list-style-type: none"> • Defines local truck routes. • Limits truck movements in residential areas. 	High	\$5,500
H-9	Commercial Avenue - West Extension	New Local Street Construction: Extend Commercial Ave. from Becks Road to 9th Street. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Provides local street connectivity. • Helps define South truck routes in addition to Main St. • Reduces truck movement in residential areas. • Minor right-of-way acquisition. 	High	\$250,000±

Transportation System Plan

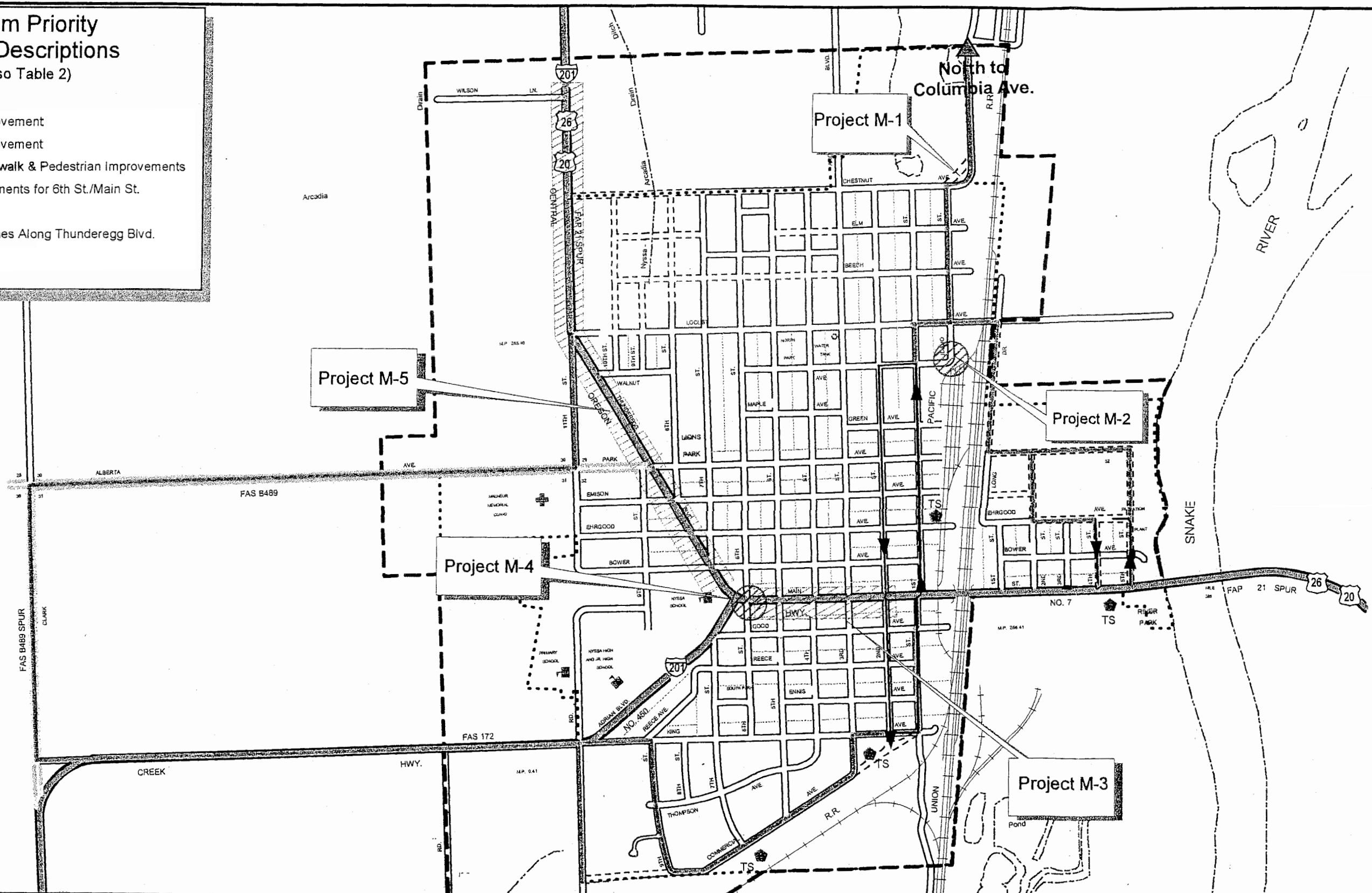
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Table 2
City of Nyssa
Transportation System Plan
Medium Priority Projects

Code #	Name/ Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
M-1	Alignment Improvement (Chestnut Ave./Idaho St.)	Intersection Refinement: Reconfigure roadway alignment to include minor right-of-way improvement and striping at the intersection of Chestnut Ave. and Idaho St.	<ul style="list-style-type: none"> • Helps refine North truck route. • Improves roadway/intersection safety. • Involves minor right-of-way acquisition. 	Medium	\$87,500
M-2	Alignment Improvement (Idaho St./Walnut Ave.)	Intersection Refinement: Refine roadway alignment to include minor right-of-way improvement and striping at the intersection of Walnut Ave. and Idaho St.	<ul style="list-style-type: none"> • Refinement of North truck routing. • Improves roadway/intersection safety. • Involves minor right-of-way acquisition. 	Medium	\$62,500
M-3	Main Street Sidewalk and Pedestrian Improvements (Main Street: 6th St. to N. 1st St.)	Sidewalk Reconstruction: Reconstruct sidewalk to provide pedestrian safety and circulation improvements to include provision of amenities such as street landscaping and lighting.	<ul style="list-style-type: none"> • Revitalize Main St. • Provide adequate sidewalks and bicycle facilities with safe street crossings. • Short-term disruption of business and travel along Main St. 	Medium	\$740,000
M-4	Access Improvements for 6th St./Main St. Intersection (Main St./6th St.)	Access Control: Construct median including striping to convert access circulation to right turn movements off of 6th Street to Main Street.	<ul style="list-style-type: none"> • Improves safety by reducing turning conflicts. • Enhances access and preserves function of Highway 20/26. • Promotes safe street crossings for pedestrians. 	Medium	\$16,000
M-5	Shared Bicycle Lanes (Thunderegg Blvd./Main Street)	Roadway Restriping: Restripe and sign travel lanes to provide two shared bikelanes between Locust Ave. and Main Street.	<ul style="list-style-type: none"> • Promotes safe bicycle access. 	Medium	\$9,000

Medium Priority Project Descriptions (See also Table 2)

- M-1 Alignment Improvement
- M-2 Alignment Improvement
- M-3 Main Street Sidewalk & Pedestrian Improvements
- M-4 Access Improvements for 6th St./Main St. Intersection
- M-5 Shared Bike Lanes Along Thunderegg Blvd.



LEGEND			
	Local		Alley
	Collector		Future Collector
	Future Street		Urban Growth Boundary
	City Limits		Truck Scale
	Truck Route		

CITY OF NYSSA

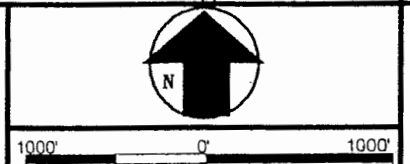


FIGURE 3
Medium Priority Projects (4-6 Years)
TRANSPORTATION PLAN

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Transportation System Plan

Continued

Table 3
City of Nyssa
Transportation System Plan
Low Priority/As Development Proceeds Projects

Code #	Name/ Location	Description	Purpose (Benefits/Impacts)	Priority	Cost
L-1	Alignment Improvement (Long Dr./Locust Ave.)	Intersection Refinement: Reconfigure roadway alignment to include minor right-of-way improvement and striping along Locust Ave.	<ul style="list-style-type: none"> • Helps refine North truck route. • Minor right-of-way acquisition. 	Low	\$62,500
L-2	Road Bed Reconstruction and Improvement (Becks Rd.)	Road Reconstruction: Reconstruct road bed. Provide new overlayment along Beck Rd. south of King Ave.	<ul style="list-style-type: none"> • Preserves roadway and lowers maintenance cost. 	Low	\$84,000
L-3	Core One-Way Truck Loop (N. 1st St./N. 2nd St.)	Reconstruction of road base.	<ul style="list-style-type: none"> • Preserves roadway and lowers maintenance cost. 	Low	\$215,000
ADP-1	Northeast Truck Route Improvements (Long Dr. and Ehrgood to East 4th St. and East 5th St.)	Local Street Extension: Truck routing improvements along Long Dr. and Ehrgood including local street extension of East 2nd Street. Project includes two travel lanes, drainage/swales, and sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future street connections. • Refinement of truck routing. • Promotes new development. • Limits through truck traffic in downtown. • Involves right-of-way acquisition. • Project extends 750 feet +/- outside existing UGB. 	ADP*	\$250,000
ADP-2	Local Street Connection with Long Dr. (East 2nd St. to Long Dr.)	New Local Street Construction: Construct new local street between East 2nd Street and Long Dr. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Refinement of truck routing. • Promotes new development. • Provides local street connectivity. • Involves right-of-way acquisition. 	ADP*	\$125,000

Transportation System Plan

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Table 3 — Low Priority/As Development Proceeds Projects (continued)

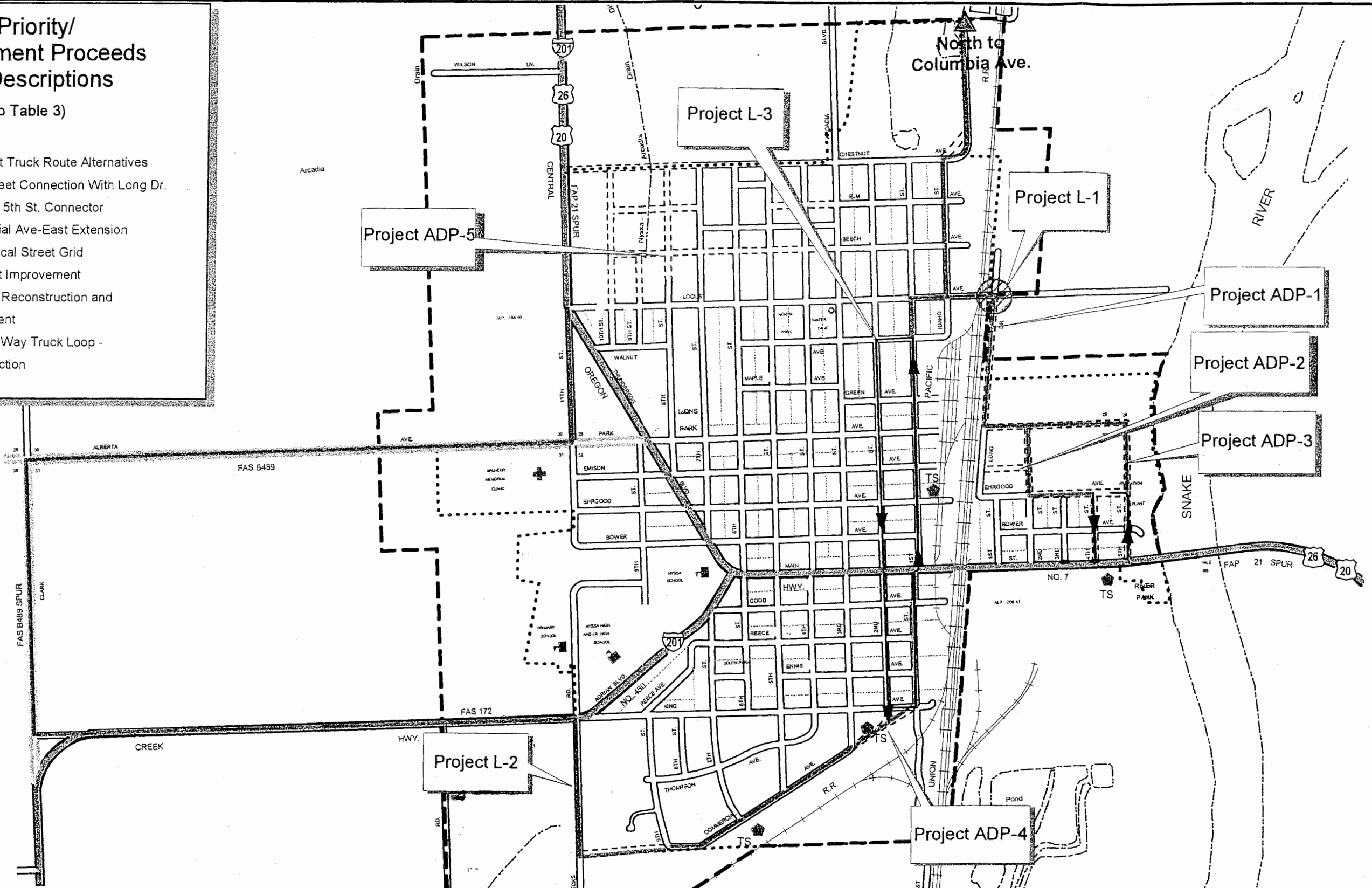
Code #	Name/ Location	Description	Purpose (Benefits/Impacts)	Priority	Cost**
ADP-3	Long Drive to 5th St. Connector	New Local Street Construction: Construct a local street connection between East 5th Street and Long Drive. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Refinement of alternative truck routing. • Promotes new development. • Provides local street connectivity. • Involves right-of-way acquisition. 	ADP*	\$550,000±
ADP-4	Commercial Avenue - East Extension	New Local Street Construction: Extend Commercial Ave. from N. 3rd Street to N. 1st and 2nd Streets. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Provide local street connectivity. • Help define South truck routes in addition to Main St. • Reduces truck movement in residential areas. • Minor right-of-way acquisitions. 	ADP*	\$187,000±
ADP-5	Extend Local Street Grid	Local Street Extensions: Extend local street grid net- work north of Locust Ave. between Hwy. 201/20/26 and 3rd St. Project assumes: two travel lanes, drainage/ swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserve right-of-way for future street network. • Provide good local street connectivity for autos and pedestrians. 		

* ADP = As Development Proceeds

Low Priority/ As Development Proceeds Project Descriptions

(See also Table 3)

- ADP-1 Northeast Truck Route Alternatives
- ADP-2 Local Street Connection With Long Dr.
- ADP-3 Long Dr./ 5th St. Connector
- ADP-4 Commercial Ave-East Extension
- ADP-5 Extend Local Street Grid
- L-1 Alignment Improvement
- L-2 Road Bed Reconstruction and Improvement
- L-3 Core One-Way Truck Loop - Reconstruction



LEGEND			
	Local		Alley
	Collector		Future Collector
	Future Street		Urban Growth Boundary
	City Limits		Truck Scale
	Truck Route		

CITY OF NYSSA



1000' 0' 1000'

FIGURE 4
Low Priority/As Development
Proceeds Projects
TRANSPORTATION PLAN



JULY 23, 1998

h:\project\7800\7807\gis\Low Prio. Trans. Plan Map - 11x17

Transportation System Plan

Continued

Intersection/Safety Refinements

When state highways 201 and 20/26 were constructed atop Nyssa's originally platted local street grid, several skewed four- and five-way intersections were created. With increasing levels of truck traffic and high pedestrian activity near public schools, it is important to recognize the need to address turning movement and pedestrian safety conflicts at select intersections over time.

While the traffic analysis conducted as part of this plan did not identify the need for capacity or congestion improvement over the next 20 years, the Nyssa TSP supports potential private property owner-initiated street vacations for the following segments:

- 6th Street (Main Street to Bower Avenue);
- Ehrgood (between Thunderegg and 7th Street);
- 8th Street (between Emison and Park); and
- Walnut (between Thunderegg and 10th Street)

Opportunities to restrict access to/from the state highway system are also supported in accordance with Access Management policies described in Section 3, Implementation Plan. Special intersection refinement areas have been identified for potential partial street closures and/or restricted access at:

- Adrian Boulevard/Good Avenue/7th Street — Provide closure of Good Avenue at Adrian and provide restricted turning movements to/from 7th Street.

These and other intersection refinements will help clarify turning movements, reduce truck/vehicle/pedestrian conflicts and improve safety over time.

Bicycle and Pedestrian System Plan

The detailed pedestrian system plan facilities are illustrated in Figures 5 and 6.

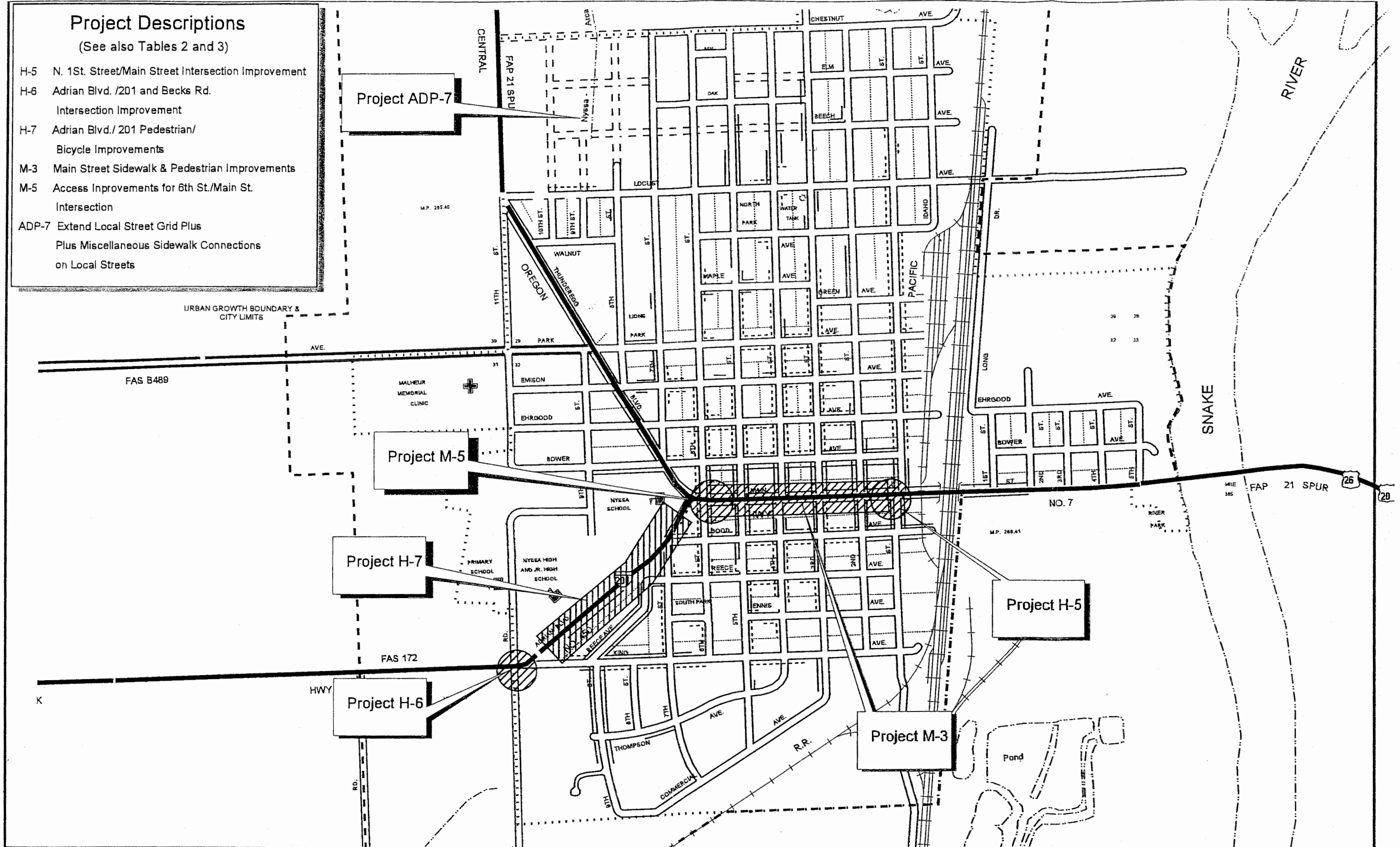
Specific bicycle/pedestrian improvements in the Nyssa TSP include:

- Adrian Blvd. sidewalk improvements to include new paving and curb installation, with sidewalks on both sides (H-7);
- Main Street sidewalk reconstruction for pedestrian safety, street lighting, and landscaping (M-3);
- Miscellaneous intersection refinements that promote safe pedestrian crossings (i.e., projects H-5, H-6, etc.);
- Highway 201 shoulder bikeway, which requires pavement widening and striping (H-7); and
- Highway 20/26 shared vehicle/bicycle lanes through downtown and six-foot shoulder bikeways outside downtown (M-6).

Project Descriptions

(See also Tables 2 and 3)

- H-5 N. 1st. Street/Main Street Intersection Improvement
- H-6 Adrian Blvd. /201 and Becks Rd. Intersection Improvement
- H-7 Adrian Blvd./ 201 Pedestrian/ Bicycle Improvements
- M-3 Main Street Sidewalk & Pedestrian Improvements
- M-5 Access Improvements for 6th St./Main St. Intersection
- ADP-7 Extend Local Street Grid Plus Plus Miscellaneous Sidewalk Connections on Local Streets



LEGEND

- | | | | |
|-----------|-----------------------|-------------|---------------------------|
| Local | Arterial | Alley | Sidewalk (Next to Curb) |
| Collector | Urban Growth Boundary | City Limits | Sidewalk (Away from Curb) |

CITY OF NYSSA

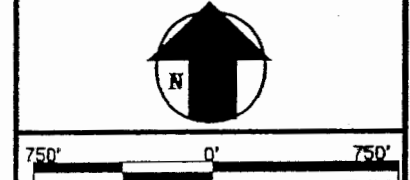
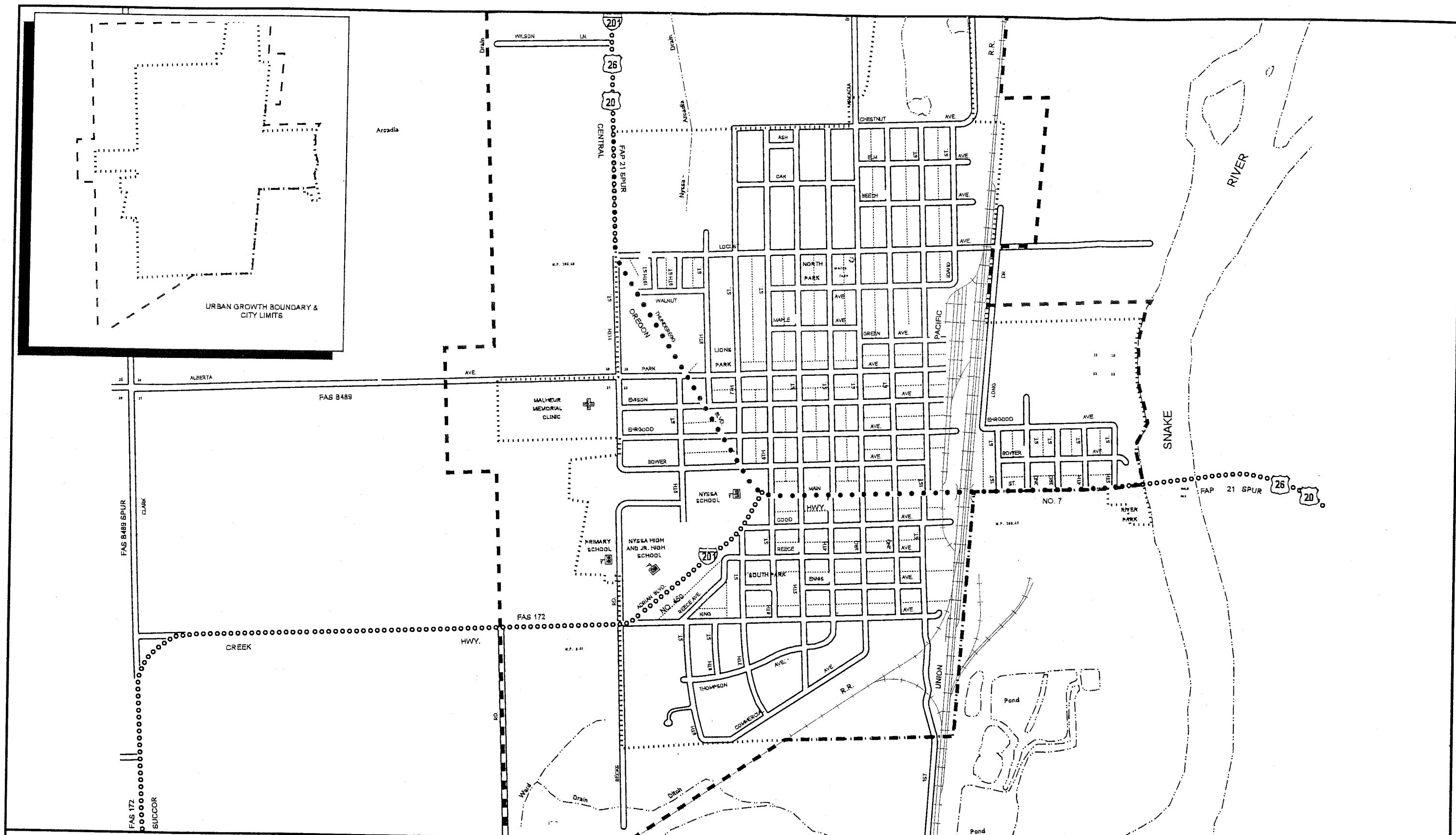


FIGURE 5
SIDEWALK NETWORK
FUTURE CONDITIONS

h:\project\7800\7807\gis\sidealt



LEGEND

- City Limits
- Urban Growth Boundary
- Bicycle Lanes
- 14' Shared Lanes for Bicycles
- Shoulder Bikeways
- Alley

CITY OF NYSSA

FIGURE 6
BICYCLE NETWORK
 FUTURE CONDITIONS

Transportation System Plan

Continued

The City of Nyssa recently completed a design plan for revitalizing Main Street (Highway 20/26) from Adrian Blvd. to the Union Pacific Railroad viaduct. After considering various design alternatives, the plan recommended a four-phased improvement project consisting of substantial pedestrian and streetscape improvements (listed as Main Street Sidewalk/Pedestrian project M-3). While local and state funds have not yet been identified, the community desires a medium priority time frame for at least a portion of the project.

In addition to specific construction elements such as wider sidewalks, curb extensions, off-street parking, lighting, crosswalks, and median refuge islands, the Main Street Plan identifies potential locations for consolidating driveways along Main Street (Highway 20/26). The Main Street Plan is illustrated in Figures 7 and 8.

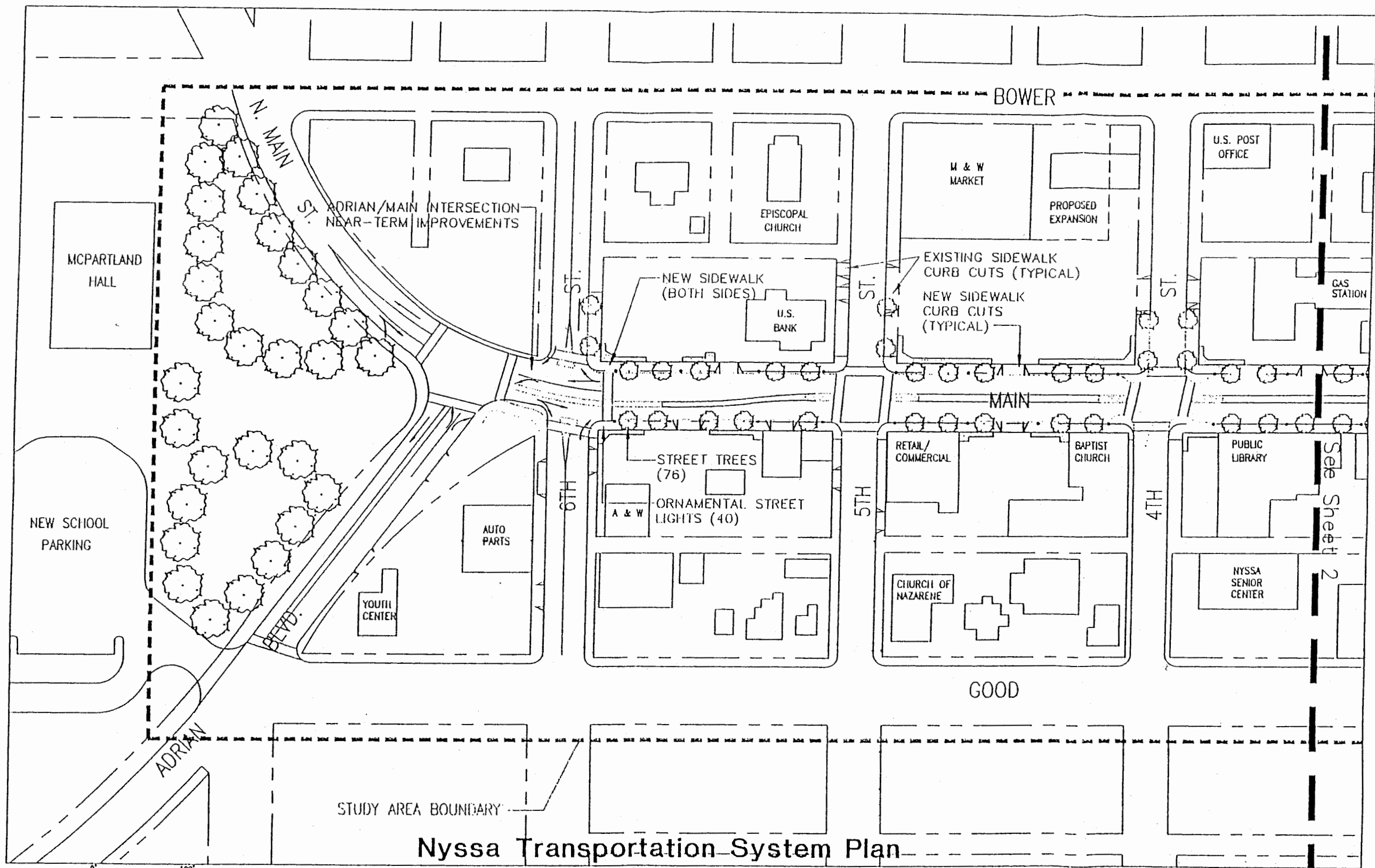
The *Nyssa 2003 Main Street Revitalization Plan* identifies a preliminary preferred design section and phasing strategy for this project. The preliminary preferred concept plan (Figures 7 and 8) and typical design section were selected by the Nyssa TSP Technical Advisory Committee after a detailed analysis and evaluation of design options. Please refer to the *Nyssa 2003 Main Street Revitalization Plan* for supporting information.

In light of the community's support for the Main Street project and current lack of state and federal funding, it will be necessary to phase this project in over time. The actual schedule for project construction will depend on private funding support by local property owners (through formation of a local improvement district) and state or federal funding that is available.

The Nyssa TSP supports the concept of Main Street revitalization. However, the final design, cost, and schedule for the project is subject to refinement and possibly significant change.

Public Transportation and Demand Management Programs

Existing public transportation service includes bus service through Ontario by Greyhound, Trailways, and the Boise-Winnemucca Stage Line. Future plans to augment Malheur County's public transit service are now being considered. This could include establishing dial-a-ride bus service based in Ontario, that once served Vale and Nyssa. Such service could provide demand responsive transit service to Nyssa residents or may include limited fixed-route service options.

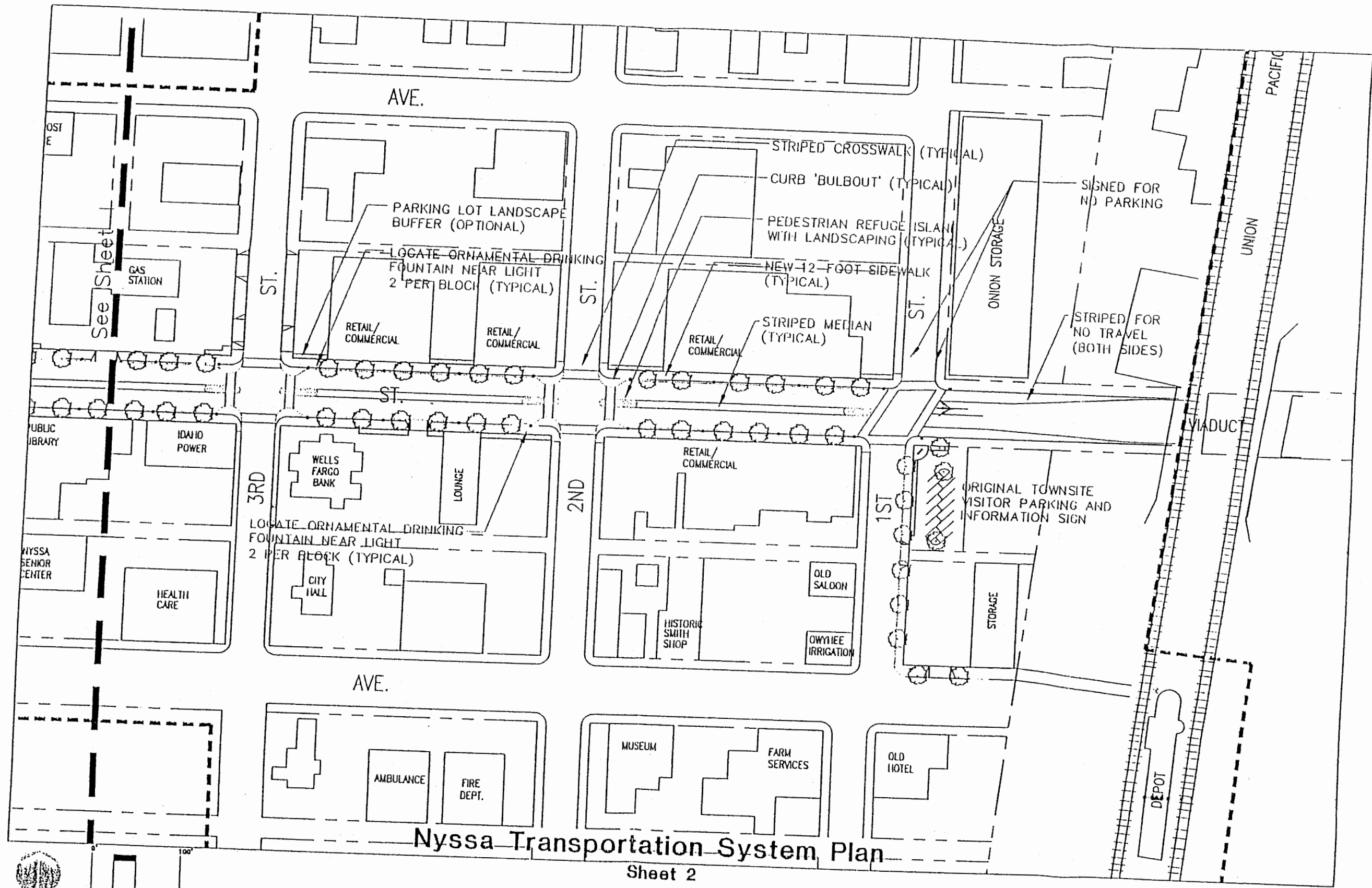


Nyssa Transportation System Plan

Preferred Concept- Sheet 1



Figure 7



Nyssa Transportation System Plan

Sheet 2



Figure 8

Transportation System Plan

Continued

In addition to public transit, public support and educational programs targeted towards telecommuting should be encouraged throughout the county. Telecommuting and flexible work schedules, when used in conjunction with employer-based programs, can provide employees the capability of performing their work at home instead of traveling to a distant place of work. Telecommuting is expected to increase throughout Oregon over the next 20 years. Increases in technology and communications will likely support continued growth and development in rural communities such as Nyssa.

Future public transportation and demand management improvements supported by this TSP include:

- Reestablish county dial-a-ride transit service with service extension from Ontario to Nyssa; and
- Collaboration with Amalgamated Sugar Company and other future large employers (more than 50 workers) to utilize a county-wide park-and-ride system.

Rail Service Plan

The Union Pacific – Southern Pacific main line passes through Nyssa and handles over 40 million gross tons of freight traffic annually. A rail spur at the Amalgomated Sugar Company provides a direct connection out to this main line railroad with access to northwest, west, midwest, and southwest regions of the United States. Preservation of this railroad spur is supported by the TSP.

There are no plans to reinstate Amtrak passenger rail service along the former Pioneer route at this time.

Air Service Plan

The nearest aviation facilities are located in Vale and Ontario. These airports do not provide commercial air service, but charter flights are available. These airports also provide life flight, fueling, and private landing strips. The nearest commercial airport is located in Boise. This transportation system plan supports improvement of these facilities.

Public Facility Plans for Sewer, Water, Electric and Pipelines

The local street plan identified in the transportation system plan map provides an approximate location for the extension of local roads and other public facilities such as sewer, water, and electric utilities. Appendix F provides existing and planned sewer and water facilities maps that were considered in the TSP's local street plan. However, precise locations for streets and other public facilities are subject to refinement as described in Section 3, Implementation Plan. The recommended street standards include adequate right-of-way width for provision of public utilities.

Transportation System Plan

Continued

Future connections with the natural gas pipelines will be provided on a user-needed basis.

Special Projects

During the course of developing this transportation plan, it was noted that a stormwater drainage problem exists under the Union Pacific Railroad viaduct on Main Street (Highway 20/26). Existing design constraints include below standard vertical height clearance for trucks, and low roadway profile. The close proximity to the Snake River causes high ground water, flooding problems, and road closures several times annually. Given the importance of this route for emergency access and truck access, the Nyssa TSP supports a joint effort by the City and ODOT to identify and evaluate drainage solutions. Potential solutions may include installation of a pressure system to pump water drainage from the low point to a reservoir for treatment (refer to the separate Technical Appendix document).

Section 3—Implementation Plan

Implementation Plan

This transportation plan establishes a concrete foundation on which to plan, design, and construct new transportation facilities needed to revitalize Nyssa and improve safety. Once adopted by City Council resolution, the Nyssa TSP will serve as the transportation element of the Comprehensive Plan, and can be used to obtain federal, state, and local funding for future transportation projects.

This section identifies implementation strategies that will assist city staff, elected officials, and citizens in realizing Plan goals and objectives. Components include:

- Key Steps for Plan Implementation;
- Preliminary Funding Plan;
- Recommended Street Standards;
- Access Management Standards; and
- Ordinance Amendments.

Key Steps for Plan Implementation

The Transportation Planning Rule sets forth requirements to ensure that local transportation system plans are implemented at the local level. To comply with ORS 197.015 Statewide Planning Goal 12 Transportation, and OAR Chapter 660, Division 12 The Transportation Planning Rule (as amended), the following steps must be taken, as outlined in ORS 660-12-045.

Step 1. Adopt Final Transportation System Plan

Following public review and comment on the draft TSP, and with input provided by the City Council, a final TSP shall be created for subsequent adoption by the City. Implementing land use ordinances may be extracted from the final TSP and adopted at a later date during steps two and three.

Note: Steps 2-6 would not be needed if these items are incorporated into the final TSP, and adopted in Step 1.

Step 2. Amend City Land Use Regulations

In general, Nyssa's existing land use plan and ordinances, and Bicycle-Pedestrian Plan contains Transportation Planning Rule -supportive policies and regulations. However, some new policies and amendments are required to support transportation-efficient development. The City in conjunction with Malheur County should review and update its Comprehensive Plan and Land Use Ordinance to comply with the Transportation Planning Rule. The prior section outlines areas of Transportation Planning Rule compliance and the adequacy of the plan and ordinances in meeting the rule.

The prior section is designed to give the City detailed direction for the required code update and should be used by the City to formulate specific land use regulation language. To assure appropriate land use review standards, the city will need to conduct a public hearing process and customize new local regulations that work for Nyssa.

Implementation Plan

Continued

The Transportation Planning Rule outlines the following possible exceptions for certain activities that will not necessarily be subject to new land use regulations:

- Operation, maintenance, and repair of existing transportation facilities identified in the Transportation System Plan;
- Dedication of right-of-way and construction of facilities and improvements that are consistent with clear and objective dimensional standards;
- Resource Uses (i.e., forest and active farming) permitted outright under ORS 215.213(1)(m) through (p) and ORS 215(1)(k) through (n); and
- Changes in the frequency of transit, rail, and airport services.

Step 3. Adopt Land Use Regulations that Protect Transportation Facilities

The Transportation Planning Rule requires that land use and subdivision regulations be consistent with federal and state requirements in order to protect transportation facilities for their identified function. Potential ordinance language has been developed in this plan that addresses the following regulations:

- Access control measures;
- Standards to protect future operation of roads, transit ways and corridors;
- ODOT notification and coordinated review of land uses that may impact transportation facilities;
- A process for applying conditions to proposals in order to minimize impacts to transportation facilities; and
- Regulations to ensure that changes to codes, densities and design standards are consistent with the functions, capacities, and levels-of-service for those facilities identified within the Transportation System Plan.

Step 4. Encourage Use of Alternative Modes of Transportation

The Transportation Planning Rule requires that new development standards be adopted to encourage bicycle and pedestrian travel. The existing Bicycle-Pedestrian Plan satisfies the requirements of the Transportation Planning Rule for the following elements:

- Bicycle parking facilities for new multifamily residences of four or more units;
- Convenient bicycle and pedestrian access from shopping, planned developments, subdivisions, and industrial areas to adjacent neighborhoods;
- Sidewalks along arterial and collector streets, except for freeways;
- Bicycle and pedestrian programs to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas; and
- Ensure more direct, convenient, and safer bicycle and pedestrian access (i.e., walkways between cul-de-sacs, walkways between buildings, and direct access between adjacent uses).

Step 5. Adopt Local Roadway Network Plan

Local governments must develop their own standards for the creation of streets and accessways that are consistent with the Transportation Planning Rule objectives. Standards may control the spacing of streets or accessways and may limit excessive out-

Implementation Plan

Continued

of-direction travel. This Transportation System Plan provides recommended ordinance language that will assist the city in refining local street standards and identifying local roadway networks. Streets and accessways need not be required under one of the following conditions:

- Physical or topographic conditions make a street or accessway impracticable;
- Redevelopment to accommodate a street or accessway now or in the future is precluded by existing buildings or other development;
- Where the street or accessway would violate the provisions of an easement, lease, covenant, restriction or other agreement existing as of May 1, 1995 which precludes the street or accessway connection; and
- Where conditions of development approval require off-site improvements, the improvements shall include facilities that accommodate pedestrian and bicycle travel.

The recommended roadway standards identify measures such as access lane standards that minimize street and accessway pavement widths and total rights-of-way.

Step 6. Identify Local Funding Options

The Transportation System Plan identifies local transportation facility improvements, costs and general timing/priorities over the 20-year planning horizon. With the level of federal, state and local funding for transportation improvements decreasing, local governments must strive to create a cost-efficient transportation system. Compliance with the Transportation Planning Rule and implementation of the Transportation System Plan is intended to result in an affordable and efficient transportation network. The City of Nyssa will need to work closely with Malheur County to maintain and enhance the transportation network within the urban area. This Transportation System Plan identifies potential funding options to be considered as the city and county develop and maintain the transportation network.

Step 7. Monitor and Measure Transportation System Plan Implementation Effectiveness

The City in conjunction with Malheur County Planning Department should monitor its progress in meeting Transportation Planning Rule objectives using benchmarks that are relatively easy to measure and update. Selected benchmarks should be identified with emphasis on readily available secondary data (i.e., U.S. Census) and/or primary data (i.e., resident opinion surveys). Typical benchmarks include: modal share of commute trips by alternative modes; safety/accident status; and resident opinions regarding general livability and accessibility within the UGB.

Step 8. Update the Transportation System Plan during each Periodic Review

Following initial compliance, the Transportation System Plan must be updated during each scheduled periodic review.

Funding Plan

To meet the requirements of the Transportation Planning Rule, the Nyssa Transportation System Plan (TSP) must have a transportation funding program that includes the following:

- A list of planned transportation facilities and major improvements;
- A general estimate of the priority or timing of planned facilities and improvements;
- Determination of rough conceptual capital cost estimates; and
- A discussion of existing and potential funding and financing sources.

The preliminary capital cost estimates identified in Table 4 are for planning purposes only. The costs were derived assuming unit price factors for each improvement. All costs exclude land acquisition or special environmental impact mitigation requirements, and are stated in 1998 dollars.

Project priorities have been identified in three categories. "High Priority" projects include the highest priority improvements and are assumed to occur within the next one to five years. This primarily includes projects where existing funding sources are available. "Medium Priority" includes projects to be constructed in years six through ten, or after construction of the high priority projects. "Low Priority" includes projects that are to be constructed over the next 20-years. Many of the low priority projects are high cost and will only be built when planned private development proceeds, and special funding programs are made available.

Potential Funding Methods

A detailed discussion of local, state and federal transportation funding and financing options is provided in the Volume II. Technical Appendix document. During the planning process, the Technical Advisory Committee considered traditional and new funding options to construct planned projects. New local funding options such as transportation systems development charges, local fuel taxes, traffic utility fees, and vehicle registration fees were considered along with more traditional funding methods.

At the time of this TSP adoption, the most appropriate local funding/financing options required to implement the majority of the plan recommendations include:

- State Fuel Tax reimbursements
- General Fund carryover to street and/or bike/footpath accounts
- ODOT Bicycle/Pedestrian Program Grants
- Special City Allotment Program
- Immediate Opportunity Program Grant
- Property Owner/Developer Street Dedications
- Local Improvement District(s) for Main Street Improvements
- Local bond levies

Implementation Plan

Continued

In addition to these traditional funding sources, it is recommended that the city consider adopting a street utility fee ordinance. This fee would offset local street maintenance costs attributed in part to vehicular trips made by local residents. A modest \$5.00 monthly fee to Nyssa residents could generate approximately \$70,000 per year in street funds. A similar "utility fee" is being used in other small eastern Oregon jurisdictions including La Grande and Island City. The additional street funds generated by the transportation utility fee would allow the city to use State Fuel Tax formula reimbursements for special projects identified in the Transportation Plan, rather than utilizing all of these funds for street maintenance.

In order to construct the Commercial Avenue west extension (H-9) in the near term, Nyssa will require a significant amount of local funding (\$200,000+/-) in addition to obtaining state funding commitments of \$50,000+. If this project is to be pursued as a high priority, the city will need to immediately consider new funding or financing sources. The ODOT State Infrastructure Development Bank can be a good source of financing, however, the loan would still require a stable local revenue source for repaying debt principal and interest. Hence, a street utility fee appears to be an excellent local funding option (in addition to the funding sources listed above) for the Commercial Avenue extension and other TSP projects.

Other new local funding options such as a systems development charge and fuel tax are not recommended at this time given desire to attract new development, and limited population base to support a local fuel tax.

Preliminary Funding Allocations

A preliminary allocation of local and state funding responsibilities for specific TSP projects is provided in Table 4. The TSP capital improvement program should be coordinated with each update of the Nyssa Capital Improvement Plan, and the Statewide Transportation Improvement Program.

Recommended Street Standards

The TPR requires local governments to establish standards for local streets and accessways that minimize pavement width and total right-of-way. Local street standards adopted to meet this requirement need not be adopted as land use regulations. For a more detailed discussion of the recommended street standards including conceptual graphic presentations, please refer to Appendix A.

Access Management Standards

The TPR requires local jurisdictions to coordinate with ODOT and establish standards or criteria for providing access to state highway facilities. Such measures may include standards for spacing of streets or accessways, while balancing existing land use and travel patterns. For a more detailed discussion of the recommended access management standards, please refer to Appendix B.

Table 4

Transportation Funding Plan
Proposed Street, Bicycle, and Pedestrian Projects
Nyssa Urban Area
revised July 14, 1998

ALT.	PROJECT NAME	Priority	Cost (\$) /1	Preliminary Funding Allocation			
				Local Private	Local Public	State	Federal / Other
H-1	North Truck Route Signage* (Idaho St.)	High	\$1,000		10%	90%	
H-2	One-Way Street (5th Street)	High	\$2,000		10%	90%	
H-3	Limit Access from East 3rd Street to Highway 26/20	High	\$1,250		10%	90%	
H-4	Access Refinements to Amalgamated Sugar with On-Site Circulation Improvements	High	\$1,200		10%	90%	
H-5	N. 1st Street/Main Street Intersection Improvement (Main St./N. 1st St.)	High	\$4,800		10%	90%	
H-6	Adrian Boulevard/Hwy. 201 and Becks Road Intersection Improvement	High	\$2,000		10%	90%	
H-7	Adrian Boulevard/Hwy. 201 Pedestrian and Bicycle Improvements (Adrian Blvd between Becks Road and Main St.)	High	\$88,000		10%	90%	
H-8	Core One-Way Truck Loop / Signage* (N. 1st St./N. 2nd St.)	High	\$5,500		10%	90%	
H-9	Commercial Avenue - West Extension	High	\$250,000		80%	20%	
M-1	Alignment Improvement (Chestnut Ave./Idaho St.)	Medium	\$87,500		10%	90%	
M-2	Alignment Improvement (Idaho St./Walnut Ave.)	Medium	\$62,500		10%	90%	
M-3	Main Street Sidewalk and Pedestrian Improvements (Main Street: N. 6th St. to N. 1st St.)**	Medium	\$740,000	30%	30%	20%	20%
M-4	Access Improvements for 6th St./Main St. Intersection (Main St./6th St.)	Medium	\$16,000		10%	90%	
M-5	Shared Bicycle Lanes (Thunderegg Blvd./Hwy. 201)	Medium	\$9,000		10%	90%	
L-1	Alignment Improvement (Long Dr./Locust Ave.)	Low	\$62,500	10%	10%	80%	
L-2	Road Bed Reconstruction and Improvement (Becks Rd.)	Low	\$84,000		80%	20%	
L-3	Core One-Way Truck Loop (Reconstruction)	Low	\$215,000		80%	20%	
ADP-1	Northeast Truck Route Alternatives (Long Dr, Ehrgood Ave., East 2nd St., and East 5th St.)	ADP	\$250,000	10%	10%	80%	
ADP-2	Local Street Connection with Long Dr. (East 2nd St. to Long Dr.)	ADP	\$125,000	10%	10%	80%	
ADP-3	Long Drive/ 5th St. Connector **	ADP	\$550,000	10%	10%	80%	
ADP-4	Commercial Avenue - East Extension	ADP	\$187,000		80%	20%	
ADP-5	Extend Local Street Grid **	ADP	\$2,640,000	40%	50%	10%	
Total for High Priority Projects			\$105,750	\$0	\$210,575	\$145,175	\$0
Total for Medium Priority Projects			\$337,500	\$222,000	\$439,500	\$355,500	\$148,000
Total for Low Priority Projects			\$361,500	\$6,250	\$245,450	\$109,800	\$0
Total for ADP Projects			\$3,752,000	\$55,000	\$138,700	\$201,300	\$0

Notes:

1/ Planning level capital costs exclude any right-of-way acquisition, environmental mitigation, or special engineering costs.

* Truck scale directional signage only.

** Project likely to be phased in over time.

Implementation Plan

Continued

Local Policy and Ordinance Amendments

The TPR requires TSPs to include amendments to land use regulations that implement the TPR. Local policy and ordinance amendments must include access control measures for state highway facilities; a process for coordinated review of land use actions with ODOT; regulations to provide notice to public agencies; regulations that protect transportation facilities; provision of bicycle and pedestrian facilities; permitted and conditional transportation improvements; and local street standards. For a more detailed discussion of recommended ordinance amendments, please refer to Appendix C.

Appendix A—Recommended Street Standards

Appendix A — Recommended Street Standards

Recommended roadway design standard typical cross sections are shown in Figures A-1, A-2, and A-3. Minimum and desired design standards are listed in Tables A-1, A-2, and A-3. The recommended standards utilize design requirements for base depth and materials, leveling, gradient, and overlay materials that are similar to those described in the existing roadway standards. Recommended standards also assume that curbs and gutters will be provided on arterial streets and collector streets, but are not necessarily required on local streets, and never required on marginal access streets or alleys.

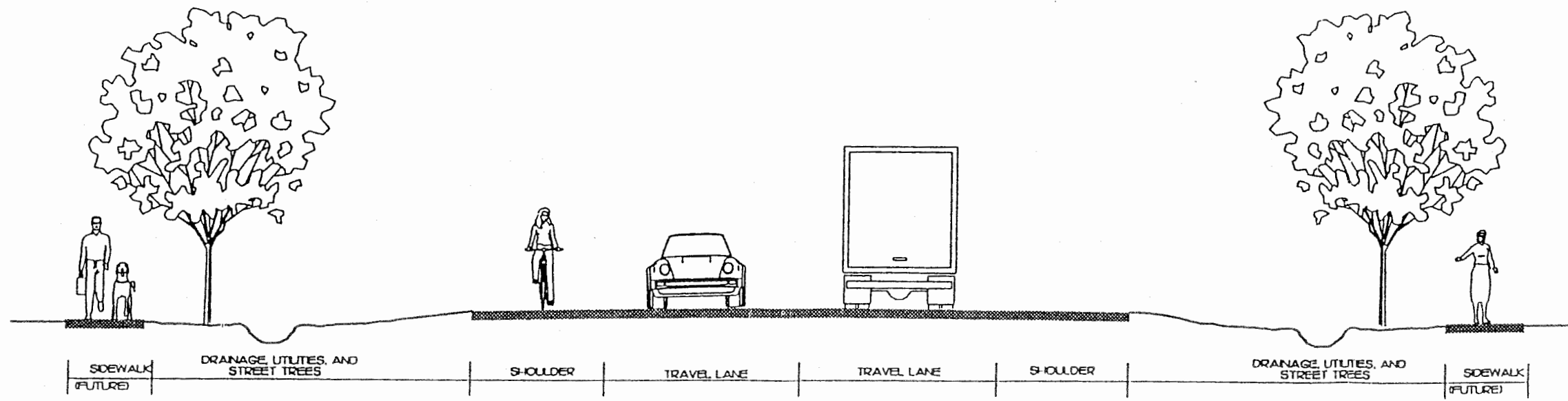
By law (ORS 366.514), all road, street, or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists. Exceptions apply where there is no need, where it would be unsafe, or where cost is excessively disproportionate to the need or benefit. The Nyssa TSP requires sidewalks on local streets, called for in the Future Pedestrian Plan. However, sidewalks are not required on marginal access streets.

Minimum standards are consistent with emergency vehicle access requirements for at least a 20-foot unobstructed right-of-way. As such, a distinction has been made between the travel surface width and the parking strip width for a roadway. The additional width required for bicycle and sidewalk facilities and shoulder drainage utilities and landscaping is also described in the recommended standards.

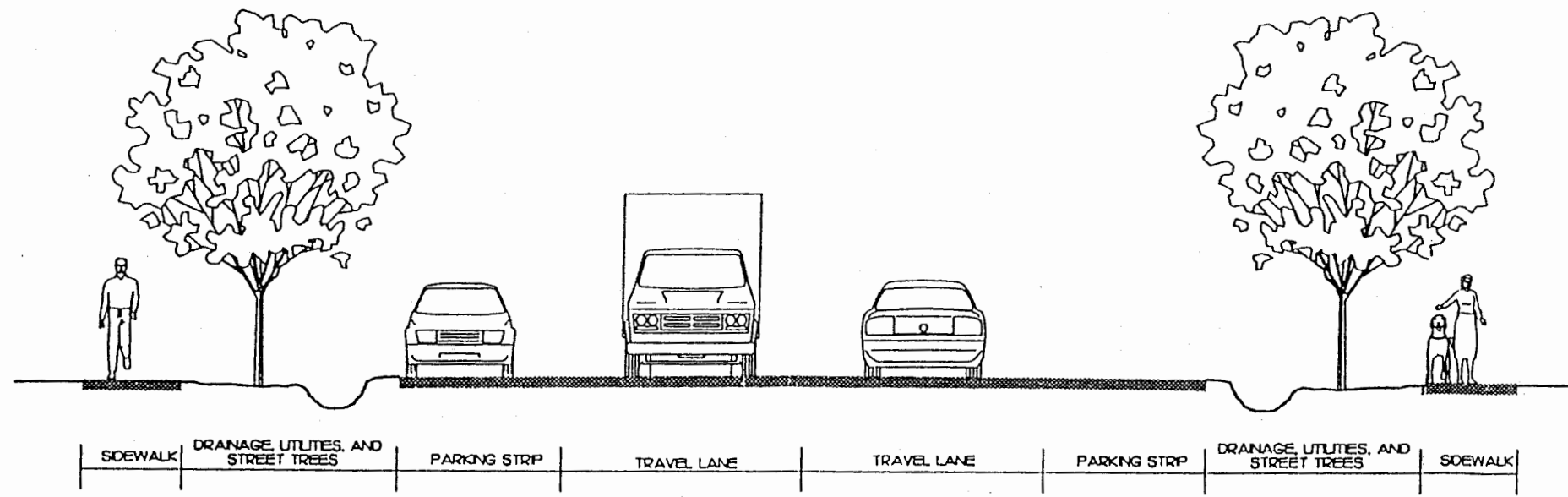
The revised street standards include a new street classification named Marginal Access Lanes. The total right-of-way width standard or minimum for marginal access lanes is recommended at 50 feet, which is lower than the current minimum right-of-way width for marginal access roads and lanes. Marginal access lanes are intended to reduce roadway surface width, thereby lowering construction and maintenance costs. However, marginal access lanes are only recommended in cases with very limited traffic volumes and direct driveway access for no more than five dwelling units at buildout.

Upgrade Local Gravel Streets

The City of Nyssa has several unpaved gravel streets within the City's urban growth boundary. The City does not foresee upgrading all gravel streets through a chipseal pavement surface status over the next 20 years. However, prioritization for upgrading substandard streets will depend on other transportation alternatives implemented over time and local funding resources. The priority given to the upgrade of existing local streets will be based on its classification. A higher priority will be placed on upgrading arterials and major collectors, medium priority on minor collectors, and lowest priority on minor local streets and access lanes. The new local streets that are extended into undeveloped portions of the urban area as part of the local roadway network plan shall be paved initially as project development occurs.



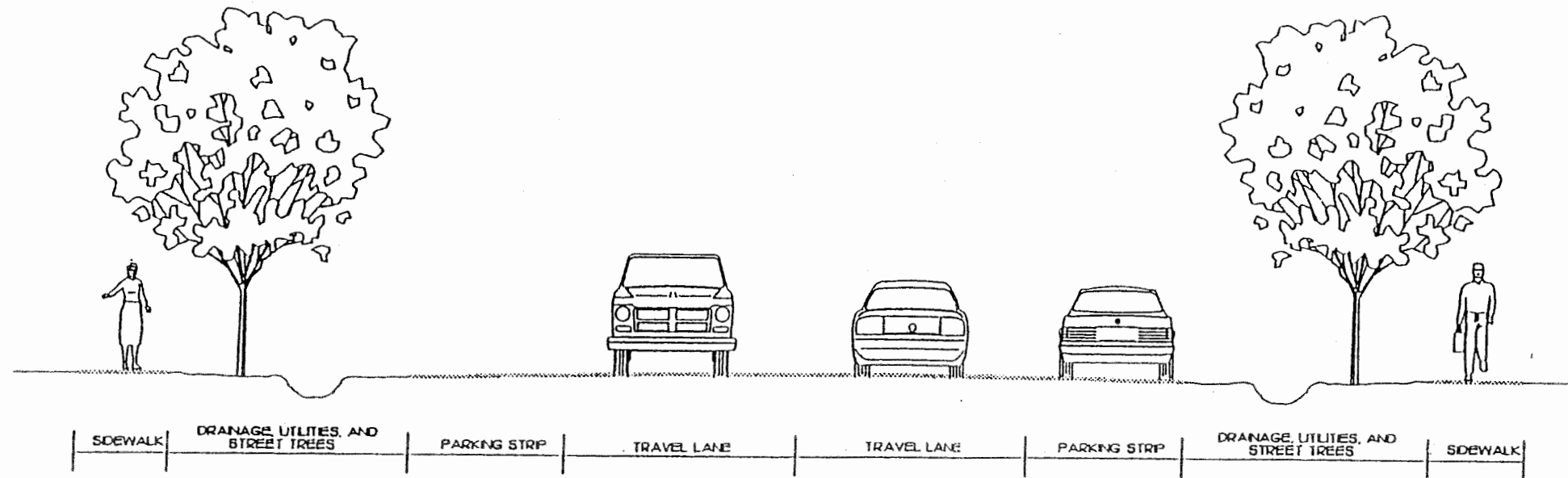
80' TOTAL ROW WIDTH
 TYPICAL ARTERIAL STREET CROSS SECTION
 WITH SHOULDER BIKEWAY



60' TOTAL ROW WIDTH
 TYPICAL MINOR COLLECTOR STREET CROSS SECTION

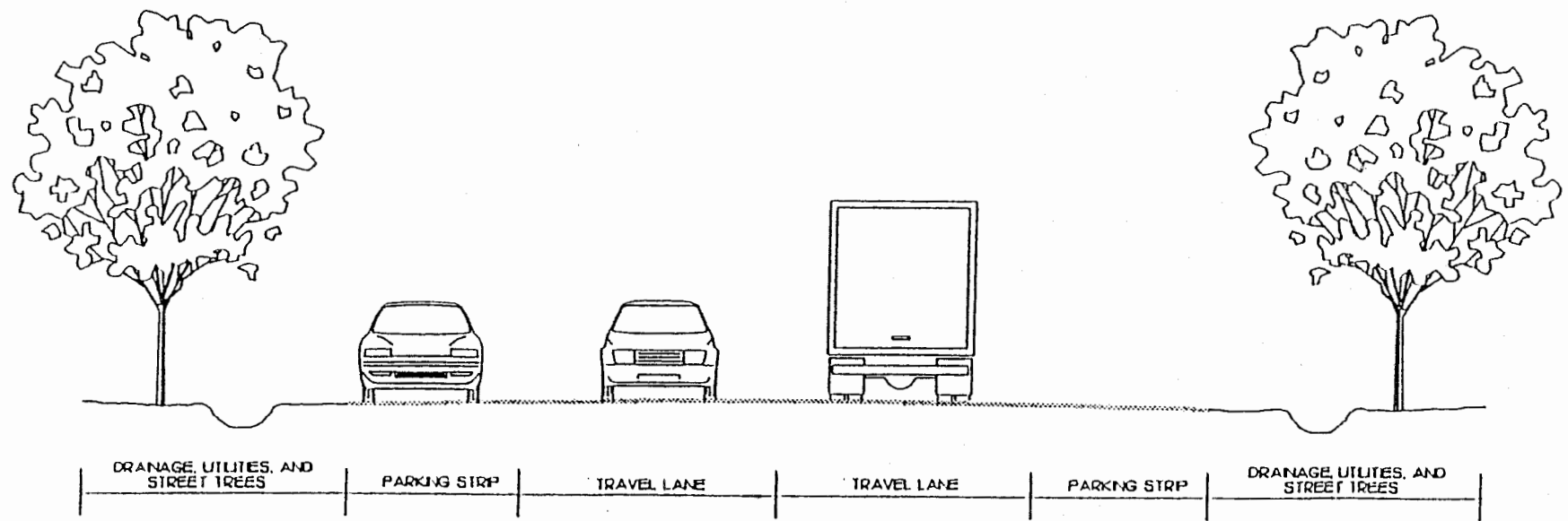


Figure A-1



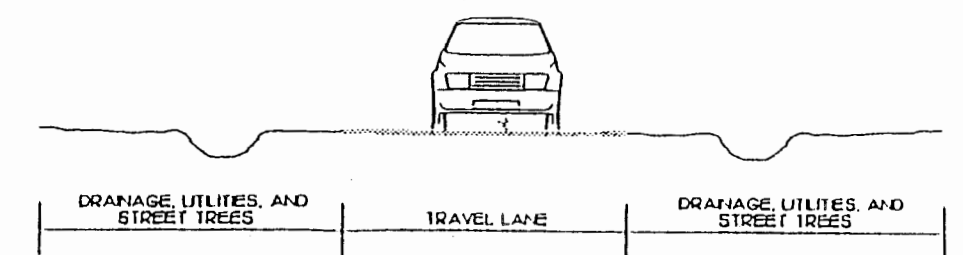
60' TOTAL ROW WIDTH

TYPICAL LOCAL STREET CROSS SECTION



50' TOTAL ROW WIDTH

TYPICAL MARGINAL ACCESS STREET CROSS SECTION

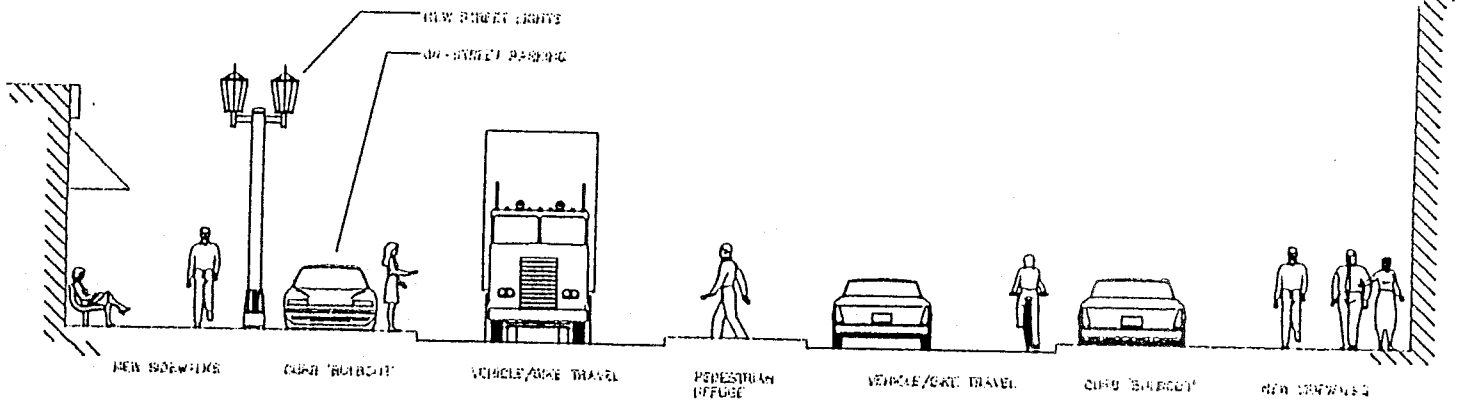


20' TOTAL ROW WIDTH

TYPICAL ALLEY CROSS SECTION

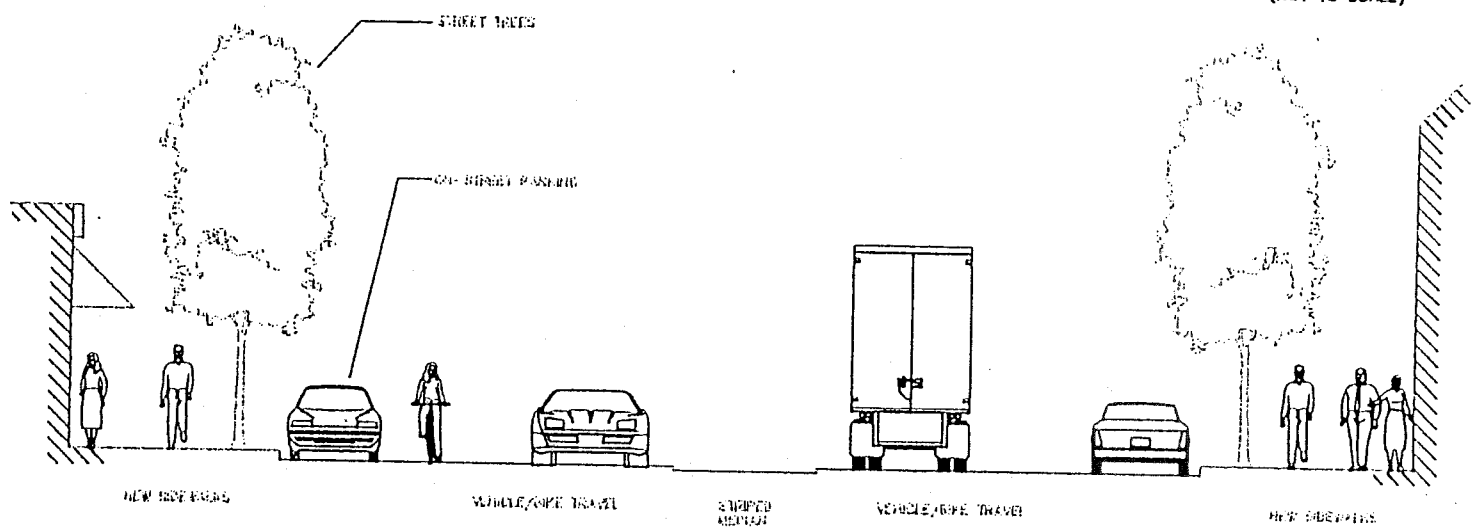


Figure A-2



SELECTED INTERSECTION IMPROVEMENTS

(NOT TO SCALE)



TYPICAL MID-BLOCK IMPROVEMENTS

(NOT TO SCALE)

Nyssa Transportation System Plan
Conceptual Main Street Section



Figure A-3

Table A-1
Recommended Street Design and Construction Standards
Nyssa Urban Area

Street Class	Street Standards		Base		Leveling Course		Overlay Material	Curb Face	Gutter
	ROW Width	Surface Width*	Depth	Aggregate Size	Depth	Aggregate Size			
Arterial Streets	80'	44'	8"	1 1/2-3"	2"	3/4-1 1/2"	1" pavement	6"	18"
Collector and Minor Streets	60'	36'	8" (collector) 6" (minor)	1 1/2-3"	2"	3/4-1 1/2"	1" pavement	6"	18"
Marginal Access	50'	32'	6"	1 1/2-3"	1 1/2"	3/4-1 1/2"	3/4" oil mat & 3/4" surface	6"	18"
Alley	20'	18'	6"	1 1/2-3"	1 1/2"	3/4-1 1/2"	3/4" oil mat & 3/4" surface	6"	18"

Zoning Class	Surface Width	Aggregate Size	Overlay Material
R-1 Zone	48"	1 1/2" max.	5 sack/cubic yard
R-2 Zone	48"	1 1/2" max.	5 sack/cubic yard
R-3 Zone	48"	1 1/2" max.	5 sack/cubic yard
C Zone	120"	1 1/2" max.	5 sack/cubic yard
I Zone	48"	1 1/2" max.	5 sack/cubic yard

Notes:

- The expense of opening new streets shall be the sole responsibility of the developer, however, the developer may contract with the City to rough-in right-of-way for any street and to construct all or part thereof under such terms and conditions as the City Council may from time to time prescribe.
- All sidewalks must be curb-tight, located adjacent to the curb line.
- * Indicates minimum pavement surface width.

Table A-2

Recommended Street Standards*
Nyssa Urban Area

Road Classification	Minimum Right-of-Way Width	Pavement Surface		Min. Travel Surface Width	Shoulder Width		Posted Speed Limit
		Minimum	Desired		Minimum	Desired	
Arterial	80	44	52	36	4	8	25-55 mph
Collectors and Local Streets	60	36	40	24	6	8	25 mph
Marginal Access	50	32	36	20	6	8	15 mph
Alleys	20	18	18	12	3	3	5 mph

* Notes: measurements are in linear feet. Shoulder, landscape buffer, sidewalk and utility measurements are indicated for one side of street. Minimum standards generally apply when physical constraints are present, such as existing topography, drainage and utility easements.

Table A-3

Recommended Bicycle, Pedestrian and Parking Standards*
Nyssa Urban Area

Road Classification	Planting Strip		Sidewalk Width		Bicycle Facilities		Minimum Parking Requirements
	Minimum	Desired	Minimum	Desired	Minimum	Desired	
Arterials							
Highway 26/20 - North UGB limits to W. 6th St	0	0	5 ft. (2 sides)	5 ft.	4 ft. (2 sides)	6 ft. (2 sides)	none
Highway 201 (Adrian Boulevard)	0	5	w/no planter strips	with planter strips	shoulder bikeway	shoulder bikeway	none
Highway 26/20 - W. 6th Street to East UGB (Main Street)	0	street trees in sidewalk	existing conditions	6 ft. walkways & 4 ft. furnishing zone & 2 ft. bldg. zone	14 ft. shared roadway	14 ft. shared roadway	8 ft. lane on both sides
Collectors and Local Streets	0	5	5 ft.-1 side w/no planter strips	5 ft. - 2 sides with planter strips	shared roadway	shared roadway	8 ft. lane on one side
Marginal Access	0	5	none	none	none	none	none
Alleys	0	0	none	none	none	none	none

* minimum standards generally apply when physical constraints are present, such as existing topography, drainage, and utilities.

Appendix B—Access Management Standards

Appendix B — Access Management Standards

The Transportation System Plan for Nyssa supports access management standards for Highway 20/26 and Highway 201. Access management standards establish measures that balance access to highways, streets, and roads from public roads and private driveways, and oversee consistency of new connections to state highways and arterials. As the city of Nyssa develops, an access management plan is a very important element for maintaining and preserving the existing transportation system. Effective access management improves transportation system safety, maintains reasonable levels of service, and reduces the need for major future transportation improvements (i.e., roadway widening).

Access management directly addresses safety and helps maintain or preserve transportation system efficiency and scenic resources. Within urban areas, an unmanaged number of driveways and other access points along an arterial street can create travel delay and safety conflicts. Vehicle turning movements create conflicts with both approaching and departing vehicles and pedestrians or bicycles. Managing access to roadways is considered a more cost-effective approach than roadway widening and can be achieved incrementally over time.

This access management plan is consistent with the following documents:

- Oregon Highway Plan, June 1991
- Oregon Transportation Plan

The Oregon Highway Plan specifies access management classification standards for all state highway facilities. The Highway Plan includes means to determine highway system needs and establishes design parameters to build and maintain quality highways and bridges in a safe, cost-effective manner.

The Highway Plan's level of importance (LOI) policy provides a system to identify each highway's LOI by access management classification in order to allow highway improvement needs and operational objectives to be prioritized throughout the state. The Highway Plan's policy provides framework for making access decisions consistent with the function and operating levels identified in the LOI policy. This policy is to be used by the Oregon Department of Transportation (ODOT) to carry out its responsibilities for managing access on state facilities under the statutes and administrative rules. It is also to be used by ODOT to guide the design of highways in coordination with local comprehensive planning processes.

The recommended access management standards that are listed in Table B-1 were developed to assist the ODOT in achieving desired levels of access management. They are to be applied to all sections of the state highway system in accordance with the procedures outlined below.

Appendix B — Access Management Standards

Continued

Staged Implementation — The legal existing driveway connections, traffic intersection spacings and other accesses to the state highway system are not required to meet the spacing standards of the assigned category immediately upon adoption of this access management plan. Illegal accessways will retain a right of access to the highway, until a time when it is requested that the access is permitted if acceptable, or removed if it cannot be mitigated. Existing permitted connections not conforming to the design goals and objectives of the roadway classification will also be mitigated or removed as circumstances permit. At any time an approach road merge needs to be modified if a safety problem or capacity issue exists or becomes apparent, ODOT is responsible to ensure these issues are addressed.

Minimum Access Standards — The access management standards described in Table B-1 represent minimums for each access. More stringent levels of access management will be retained where they currently exist. Non-conforming access will be mitigated in response to the minimum standards as circumstances permit.

Flexibility in Access Management Standards — Balancing access to developed land while ensuring movement of traffic in a safe and efficient manner are factors considered during implementation of access management standards. ODOT in cooperation with local governments may enact standards to achieve, over time, the particular function of the Level of Importance classification.

New vs. Existing Highway Segments — While the access management policy tends to focus on new and emerging areas, it is also meant to encourage retrofitting problem areas on existing highway sections. The ability to retrofit problem areas is accomplished through cooperation among ODOT, local governments, and private property owners.

Conditional Access Permits — A permit may be issued for a single connection to a property that cannot be accessed in a manner that is consistent with the spacing standards and either has no reasonable access or cannot obtain reasonable alternative access to the public road system. The permit should carry a condition that the access may be closed at such time that reasonable access becomes available to a local public street. In addition, approval of a conditional permit might require ODOT-approved turning movement design standards to ensure safety and managed access. Under special circumstances, ODOT may be required to purchase property in order to prevent safety conflicts.

Single Ownership Properties — Properties with single ownership fronting state highway systems shall not be permitted the total number of highway connections possible based on the spacing standards. The total number of connections permitted shall be the minimum necessary to provide reasonable access given the basis of operational, safety, and functional considerations for the highway.

Appendix B — Access Management Standards

Continued

Safe, Efficient, and Cost Effective Design — The connections permitted in the access management policy shall be designed and managed in a manner that is consistent with the function and purpose of the state highway plan policies and other policies that apply to the highway corridor.

Major Improvements in Rural Areas — Within rural areas, regional or district highways that are planned for major improvements should manage access consistent with the requirements of Statewide Planning Goals 11 and 14, and administrative rules adopted by the Land Conservation and Development Commission. To achieve a highway's function and classification standards, consideration will be given for development of secondary road systems where appropriate and necessary. Major improvements include secondary roadways, major realignments, the addition of travel lanes, and new intersections or interchanges.

Below Standard Access Spacing — Driveway and road approach spacing at less than the distances shown on Table B-1 will only be considered where safety and operational efficiencies can be retained or improved based on clear traffic analysis evidence. The traffic analysis must include compliance with criteria for progression speed, efficiency of signal progression, traffic volumes, and cycle length passing for the roadway classification. Such assessments must be made in coordination with ODOT for long-term future performance and cannot create a precedent that lessens the effect of general spacing standards. General considerations such as this will only be given when there are median control provisions (i.e., a median barrier).

Access Management Categories

The Oregon Highway Plan identifies six highway categories that range in access treatment from full control (freeways) in Category 1 to partial control (district highways) in Category 6. Oregon Highway 20/26 (including Main Street) is currently designated as a highway of Regional LOI, and Highway 201 is currently designated as a highway of District LOI.

The LOI policy is intended to generally correspond to the access management category and its corresponding standards. Access management Category 5 should be considered for urban portions of Highway 20/26 (including Main Street), and Category 6 should be considered for the urban portion of Highway 201.

Appendix B — Access Management Standards

Continued

Table B-1 Access Management Standards For Oregon Highways 20/26 and 201 in Nyssa Urban Area									
Category	Access Treatment	LOI (1)	Urban/ Rural	Intersection				Signal Spacing	Median Control
				Public Road		Private Drive			
				Type (2)	Spacing	Type	Spacing		
5 (Highway 20/26)	Partial Control	Regional/ District	U	At grade	1/4 Mi.	L/R Turns	300'	1/4 Mi.	None
			R	At grade	1/2 Mi.	L/R Turns	500'	1/2 Mi.	None
6 (Highway 201)	Partial Control	District	U	At grade	500'	L/R Turns	150'	1/4 Mi.	None
			R	At grade	1/4 Mi.	L/R Turns	300'	1/2 Mi.	None

Source: Oregon Highway Plan, 1991.

Notes:

- 1) The Level of Importance (LOI) to which the Access Category will generally correspond.
- 2) The basic intersection design options are as listed. The decision on design should be based on function of the highway, traffic engineering, cost-effectiveness, and the need to protect the highway.

Access Management Category 5 (applies to Highway 20/26)

These highway segments provide for efficient and safe medium speed and medium to high volume traffic movements on inter-city, intra-city, and inter-community routes. There is a reasonable balance between direct access and mobility needs within this category. Category 5 policy states that the facility should maintain 500-foot spacing between full access private drives, one-half mile spacing for public roads, and one-half mile for traffic signals. Median control is not expected.

Access Management Category 6 (applies to Highway 201)

These highway segments provide for efficient slower to medium speed and low to high volume traffic movements on intra-city and inter-community routes. Providing for reasonable and safe access to abutting property is the major purpose of this access category.

Access management categories 5 and 6 can achieve the access management standards over time using the following techniques:

- Regulating spacing between driveways and roads approaching the state highway based upon roadway function, safety, and user criteria;
- Encouraging the shared use of access points between adjacent properties;
- Encouraging access to the state highway system via public local streets;
- Constructing secondary roadways according to spacing standards to separate local traffic from through traffic;

Appendix B — Access Management Standards

Continued

- Providing service driveways and appropriate parking to prevent spillover of vehicles onto adjoining streets;
- Providing acceleration/deceleration lanes and right turn only lanes in compliance with ODOT design standards;
- Consolidating driveways to provide adequate spacing of driveways and minimize the number of safety conflict points between the traffic using the driveways and the through traffic; and
- Reducing the number of access points to the Highway by encouraging access enhancements and curb cuts along arterial fronting properties. Where necessary, establish objectives and strategies for reducing access points in non-conforming areas, such as when properties redevelop.

Access Management Implementation

Access management assignments will be consistent with the terms and standards outlined in this plan, and be adequate to meet the operating level of service standards that apply to the highway section. These determinations will be based on projected cumulative effects of highway access, with consideration of anticipated future traffic volumes and the amounts of development authorized by the Nyssa comprehensive plan. Other factors will also be considered in ODOT's review of road approach permits, project design, and other requests for access to/from the state highway system. These review factors include:

- Existing and proposed roadside development patterns;
- Regional and local transportation system plans, comprehensive plans, and special traffic refinement plans;
- The potential for increasing the use of local roads to provide property access and local circulation;
- Topography, drainage, or other land characteristics; and
- Existing access agreements between ODOT and local jurisdictions and other operational aspects of access.

Initial focus for managing access along Highway 20/26 will be along Main Street between Adrian Boulevard and First Street. Recommendations identified in this plan would consolidate driveways in this segment from 18 today to seven in the future as pedestrian, traffic calming, and safety enhancements are constructed (Figure C-1) in accordance with Main Street pedestrian improvements. These recommendations serve as examples of balancing access management with land use and traffic movement. Determination of additional opportunities to comply with the recommended access management standards will occur as land use actions are proposed and road system deficiencies are identified.

Appendix B — Access Management Standards

Continued

Figure B-1
Access Today/Future

Appendix B — Access Management Standards

Continued

The Oregon Department of Transportation will follow the procedures established in the state agency coordination program for coordinating facility planning to ensure that access management categories are assigned and attained in a manner comparable with comprehensive plans of affected local governments. ODOT is to be informed when land use actions are proposed on properties adjacent to state facilities, and they are responsible to ensure traffic safety and capacity issues are addressed. ODOT will also have the opportunity to comment on land use actions, pertaining to proposed developments that are adjacent to or removed from state roadways.

Appendix C—Ordinance Amendments

Appendix C — Ordinance Amendments

This section outlines Transportation Planning Rule (TPR) requirements, Nyssa's current code structure, and recommends local ordinance amendments to comply with the Transportation Planning Rule.

Oregon Transportation Planning Rule Requirements

The Transportation Planning Rule requires cities with populations of 2,500 or more, and counties with populations of 25,000 or more to adopt Transportation System Plans (TSPs) with land use ordinances and facilities to meet overall transportation needs. A comprehensive excerpt of Transportation Planning Rule components applicable to small jurisdictions is provided in the separate Technical Appendix document.

Applicable Local Plans and Codes

Portions of existing comprehensive plans or ordinances, or combination of plans that meet all or some of the requirements of the Transportation Planning Rule, may be incorporated by reference into a local transportation system plan.

Road Network and Connectivity

This TSP includes a road plan for a network of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. The standards for the layout of local streets addresses extensions of existing streets, connections to existing or planned streets including arterials and collectors, and connections to neighborhood destinations.

This TSP includes a bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area.

Land Use Regulations

This TSP includes amendments to land use regulations to implement the Transportation Planning Rule. Exceptions to code regulated uses include:

- Minor transportation facility improvements with no significant impact on land use;
- Operation, maintenance, and repair of existing transportation facilities identified in the transportation system plan;
- Dedication of right-of-way, authorization, and the construction of facilities and improvements;
- Farm and forest uses permitted outright; and
- Changes in the frequency of transit, rail, and airport services.

The Transportation Planning Rule requires adoption of land use or subdivision ordinance regulations, including:

- Access control measures for state highway facilities;
- Standards to protect the future operation of state highway facilities;
- Measures to protect public use airports;
- A process for coordinated review of land use actions with ODOT;

Appendix C — Ordinance Amendments

Continued

- A process to apply conditions to development approvals;
- Regulations to provide notice to public agencies;
- Land use applications that require public hearings;
- Subdivision and partition applications;
- Other applications that affect private access to roads; and
- Regulations ensuring that amendments to land use designations and densities are consistent with the functions, capacities, and levels of service of facilities identified in the TSP.

Specific ordinance regulations require:

- Bicycle parking facilities as part of new multifamily residential development;
- On-site facilities to accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multifamily developments, planned developments, shopping centers, and commercial districts to adjacent residential areas;
- Sidewalks along arterials and collectors in urban areas, except for freeways;
- Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes of the Transportation Planning Rule.

Local governments must establish their own standards or criteria for providing streets and accessways. Such measures may include standards for spacing of streets or accessways, while avoiding excessive out-of-direction travel. Streets and accessways need not be required where one or more of the following conditions exist:

- Physical or topographic conditions make a street or accessway connection impracticable;
- Buildings or other existing development on adjacent lands physically preclude a connection;
- Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements; or
- Where off-site road improvements are otherwise required as a condition of development approval.

Local governments must establish standards for local streets and accessways that minimize pavement width and total right-of-way. Local street standards adopted to meet this requirement need not be adopted as land use regulations.

The Transportation Planning Rule defines safe and convenient access as bicycle and pedestrian routes, facilities and improvements which are reasonably free from hazards, provide a reasonably direct route of travel, and meet travel needs of cyclists and pedestrians considering destination and length or trip.

The deadline for preparation of local TSPs and implementing measures was May 8, 1997. Current compliance for Nyssa is pending adoption of this TSP.

Appendix C — Ordinance Amendments

Continued

Nyssa's Current Code Structure

The City of Nyssa currently manages land use and transportation through its Comprehensive Plan, 1991, and City Charter, 1996.

The Transportation Planning Rule was amended in April 1995 to require local street standards as part of the TSP. In light of this amendment, the following ordinance amendments focus on development of a Roadway Network Plan and associated local street standards.

Specific Ordinance Amendments

The following tables describe specific changes to Nyssa's Comprehensive Plan and implementing ordinances under the following categories:

- Agency Coordination and Review (Table C-1);
- Access Management (Tables C-2.A, C-2.B, C-2.C);
- Protection of Transportation Facilities (Table C-3);
- Implementation (Table C-4);
- Bicycles and Pedestrians (Table C-5);
- Permitted and Conditional Transportation Improvements (Table C-6); and
- Street Standards (Table C-7).

Table C-1
City of Nyssa
TPR Code Compliance

Coordination and Review

<i>TPR Requirements</i>	<i>Current Code Compliance Yes/No</i>	<i>Current Nyssa Plan/Code Provision(s)</i>	<i>Recommended Code Language</i>	<i>Additional Code Consideration(s)</i>
<p>OAR 660-12-045(2) Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:</p> <p>660-12-045(2)(d) coordinated review of land use decisions potentially affecting transportation facilities.</p> <p>660-12-045(2)(f) regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities.</p>	NO	<p>The Comprehensive Plan Policies 2, 9, and 10 require coordination and cooperation with ODOT and Malheur County with respect to fringe-area transportation improvements and access on Highway 26.</p> <p>The zoning and subdivision sections of the City Charter do not require notice to ODOT or Malheur County for variances, conditional use permits, land division or zone change applications that might affect transportation facilities.</p>	<p>Land Use Plan Add a Policy 11, as follows: "The city will cooperate and notify all appropriate local, state, and federal agencies and transportation interest groups when a land use application is submitted and potentially impacts a transportation facility. Notification will help to identify agency standards, and provide an efficient and economical transportation system."</p> <p>Zoning Ordinance (Title 11) Add a Section 11.13.025 as follows: "Notice of Conditional Use applications affecting transportation facilities: Upon receipt of a Conditional Use application, the City Manager shall notify the ODOT District Manager and other transportation interest groups if the proposal may impact a transportation facility or service."</p> <p>Add a Section 11.14.025 as follows: "Notice of Variance applications affecting transportation facilities: Upon receipt of a Variance application, the City Manager shall notify the ODOT District Manager and other transportation interest groups if the proposal may impact a transportation facility or service."</p> <p>Add Section 11.15.025 as follows: "Notice to the Oregon Departments of Land Conservation and Development (DLCD) and the Department of Transportation (ODOT). A proposal to amend the Land Use Plan to change or adopt a new land use regulation shall be submitted to the Director of the DLCD and the ODOT District Manager at least 45 days before the final City Council hearing on adoption."</p> <p>Subdivision Ordinance (Chapter 11.17) Add subsection Q of 11.17.050 <u>Preliminary Plan</u> as follows: "All plans that include road and street improvements shall provide notice to each transportation facility provider the nature and findings regarding the desired improvement. (1) Notice will be provided to ODOT regarding any land use action. (2) All actions potentially affecting a jurisdiction's road / street should require notice to that jurisdiction's public works department. (3) Provide notice to providers of public transit and special interest transportation groups such as railroad, bicyclists, pedestrians, and the disabled on any roadway or other transportation project."</p>	

Table C-2.A
City of Nyssa
TPR Code Compliance

Access Management

TPR Requirements	Current Code Compliance Yes/No	Current Nyssa Plan/Code Provision(s)	Recommended Code Language	Additional Code Consideration(s)
<p>660-12-045(2) Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:</p> <p>660-12-045(2)(a) access management and control</p>	NO	<p>The Comprehensive Plan contains several Goal 12 policies that promote care of road or street rights-of-way, but does not contain policies that specify access management as a City transportation goal.</p> <p>The Zoning Ordinance (Title 11) does not contain any language that ensures access management.</p> <p>The Subdivision Ordinance (Chapter 11.17) does have language that serves to protect the existing transportation system and encourage connectivity and access between land uses. However, the ordinance does not specify access management standards.</p>	<p>Land Use Plan Add a Goal 12, Policy #11 under the heading "Access Management:"</p> <ul style="list-style-type: none"> • The function of existing and planned roadways as identified in the adopted Transportation System Plan shall be protected through the application of appropriate access control measures. • The function of existing or planned roadways or roadway corridors shall be protected through the application of appropriate land use regulations; for example, residential uses shall not have direct access off a proposed arterial. • The potential to establish or maintain access ways, paths, or trails shall be considered prior to the vacation of any public easement or right-of-way. • Right-of-way for planned transportation facilities shall be preserved through all practical means. This will include exactions, voluntary dedication, setbacks, or other appropriate means." <p>Zoning Ordinance (Title 11) Add to Chapter 11.11 "Supplemental Provisions" a new Section 11.11.045 "ODOT Notice:" "For all proposed development or redevelopment of properties accessing a state highway, the developer/owner shall notify and coordinate with the ODOT District Manager to ensure proper access management, consistent with the access management provisions of the Transportation System Plan and the Oregon Highway Plan."</p> <p>Add a new Section 11.11.055 to read: "Access Management. Land development will preserve the flow of traffic in terms of safety, capacity, functional classification, and level of service. Access management policies of the City of Nyssa/Malheur County set forth in the Transportation System Plan and the State Highway Access Management policies will be observed."</p> <p>Subdivision Ordinance (Chapter 11.17) Add to 11.17.020 "General Requirements" a subsection (E): "Transportation System Plan. Land divisions shall conform to the access management provisions of this chapter, and shall be designed to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service."</p>	

Table C-2.B
City of Nyssa
TPR Code Compliance

Access Management

TPR Requirements	Current Code Compliance Yes/No	Current Nyssa Plan/Code Provision(s)	Recommended Code Language	Additional Code Consideration(s)
			<p>Add to Section 11.17.180 "Design Standards" subsection (A): "If direct access to a state highway is proposed, access must be provided in a manner consistent with the access management provisions of the Transportation System Plan and existing ODOT standards.</p> <p>1a. Each proposed lot must be buildable in conformance with the requirements of this Code and all other applicable regulations.</p> <p>2b. Each lot shall abut a public or private street for the required minimum lot frontage for the zoning district where the lots are located.¹</p> <p>3c. If any lot abuts a street right-of-way that does not conform to the design specifications of this Code, the owner may be required to dedicate one-half the right-of-way width necessary to meet minimum design requirements."</p> <p>Also add the following subsections to Section 11.17.180 "Design Standards:"</p> <p>"(J) Joint and Cross Access</p> <p>(1) Adjacent commercial or office properties classified as major traffic generators (i.e., shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.</p> <p>(2) Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods."</p> <p>"(K) Access Connection and Driveway Design</p> <p>(1) Driveway width shall meet the following guidelines:</p> <p>a. If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of 10 feet and shall have appropriate signage designating the driveway as a one way connection.</p> <p>b. For two-way access, each lane shall have a minimum width of 10 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, a median should be considered to divide the entrance and exit lanes. If used, a median should be a minimum of eight feet wide.</p> <p>(2) Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.</p> <p>(3) The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation."</p>	

¹ Communities are encouraged to consider reducing lot widths and front yard setbacks to create a more pedestrian friendly street environment. These steps expand development options and can help to slow traffic on residential streets.

Table C-4
City of Nyssa
TPR Code Compliance
Implementation

<i>TPR Requirements</i>	<i>Current Code Compliance Yes/No</i>	<i>Current Nyssa Plan/Code Provision(s)</i>	<i>Recommended Code Language</i>	<i>Additional Code Consideration(s)</i>
OAR 660-12-045(1) Amend land use regulations to implement the TSP	NO	The 1991 Comprehensive Plan contains policies to guide development of the transportation system, but does not contemplate implementation of the 1991 Transportation Planning Rule which requires local Transportation System Plans.	<p>Comprehensive Plan Goal 12, Policies Section: Add a Policy 13: "Planning decisions shall conform with the area Land Use Plan, Zoning Maps, and the Nyssa Transportation System Plan (TSP). The Future Roadway Network Plan as identified by the Transportation System Plan shall be the conceptual framework for future streets. Final street alignments will be refined through the development review process. The Nyssa Comprehensive Plan and Transportation System Plan have been prepared in cooperation with Malheur County."</p> <p>Zoning Ordinance (Title 11) Add a Section 11.11.070 "Transportation Improvements:" "1. Changes in the specific alignment of proposed public road and highway projects shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan. 2. Transportation projects involving the operation, maintenance, repair, and preservation of existing facilities that are consistent with the classification of that roadway, the approved road standards and the Transportation System Plan shall be allowed, except where specifically regulated (i.e., within a floodplain). 3. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed. 4. For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required. (a) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions; (b) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments."</p>	

Table C-6
City of Nyssa
TPR Code Compliance

Permitted and Conditional Transportation Improvements

TPR Requirements	Current Code Compliance Yes/No	Current Nyssa Plan/Code Provision(s)	Recommended Code Language	Additional Code Consideration(s)
<p>660-12-045(1)(a) Identify which transportation facilities, services, and improvements are allowed outright, conditionally permitted, and permitted through other procedures</p>	<p style="text-align: center;">NO</p>	<p>The Zoning Ordinance does not indicate what types of site/zone specific transportation improvements or standards are allowed outright, or are conditionally allowed to conform with and implement the TSP.</p>	<p>Comprehensive Plan Goal 12, Policies section: Add a Policy 14: "A list of transportation system improvements which are allowed, conditionally allowed, and permitted through other procedures will be listed in the Zoning Ordinance to implement the TSP."</p> <p>Zoning Ordinance Add a new Section under Chapter 11, "Supplemental Provisions" as follows: "Standards for Transportation Projects 11.11.080 Uses Permitted Outright A. Normal operation, maintenance, repair, and preservation activities associated with transportation facilities. B. Installation of culverts, pathways, fencing, guardrails, lighting, and similar types of improvements that take place within the existing right-of-way. C. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation. D. Landscaping as part of a transportation facility. E. Emergency measures as necessary for the safety and protection of property. F. Acquisition of right-of-way for public roads, highways, and other transportation projects identified in the Transportation System Plan are permitted outright, except for those that are located in exclusive farm use of forest zones."</p> <p>"11.11.085 Conditional Uses Permitted A. Construction, reconstruction, or widening of highways, roads, bridges, or other transportation projects that are: (1) not specifically identified in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review. These transportation projects shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an EIS or EA, the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria: 1. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning. 2. The project is designed to minimize avoidable environmental impacts, to identified wetlands, wildlife habitat, air and water quality, and cultural resources. 3. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features. 4. Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance. B. Construction of rest areas, weigh stations, and temporary storage and processing sites. C. If review under this Section indicates that the use or activity is inconsistent with the Transportation System Plan, the procedure for a plan amendment, including any necessary goal exceptions, shall be undertaken prior to or in conjunction with the conditional permit review."</p>	

Table C-7
City of Nyssa
TPR Code Compliance

Street Standards

<i>TPR Requirements</i>	<i>Current Code Compliance Yes/No</i>	<i>Current Nyssa Plan/Code Provision(s)</i>	<i>Recommended Code Language</i>	<i>Additional Code Consideration(s)</i>
<p>OAR 660-12-045(7) Establish street standards that minimize pavement width and total right-of-way.</p>	<p>NO</p>	<p>The Subdivision Ordinance contains street standards, language, and guidelines that require generous pavement and right-of-way widths.</p>	<p>Comprehensive Plan Add a Policy 11: "All transportation facilities will conform with the Transportation System Plan Street standards."</p> <p>Zoning Ordinance (Title 11) Add a Section 11.11.050 (B) Access: "All transportation facilities will conform with the Transportation System Plan city street standards."</p> <p>Subdivision Ordinance (Chapter 11.17) Amend standards of 11.17.180 "Design Standards" to minimize pavement and right-of-way width (for example, 24- to 32-foot pavement widths for cul-de-sacs and streets). Add section 11.17.180(B)(2) "Cul-de-sacs:" "Cul-de-sacs shall only be approved where street connections are otherwise not possible due to topography or natural area constraints."</p> <p>Add a Section 11.17.180(C)(2): "Marginal Access streets may be permitted for 2 to 5 dwellings, only where local street connectivity is not practical due to topographic constraints or existing development patterns preclude a through route extension."</p>	

City of Nyssa
Transportation System Plan

VOLUME II: TECHNICAL APPENDIX

Prepared for:

City of Nyssa

Prepared by:



June 8, 1998

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Background

Background

The Nyssa Transportation System Plan addresses local transportation deficiencies through enhancements for all forms of travel. The Plan updates the transportation element of the City of Nyssa's Comprehensive Plan, and satisfies the requirements of the Oregon Transportation Planning Rule.

The Nyssa Transportation System Plan results are provided in Volume I, Transportation Element. This Technical Appendix (Volume II) provides background information that was used to develop the Plan. Background information is presented in relation to:

- existing transportation system inventory;
- demographic and land use growth forecasts;
- current and projected traffic conditions; and
- funding options.

Additional appendices are also included which document the public involvement process, refinement plans, and technical information which was used to develop the final Transportation System Plan.

The Transportation System Plan is developed to guide the management, design, and construction of all transportation facilities within the Nyssa Urban Growth Area for the next 20 years. Please refer to the Transportation System Plan (Volume I) for the final Plan alternatives and implementation recommendations resulting from this effort.

Existing Transportation Facilities

Existing Transportation Facilities

The Transportation System Plan identifies enhancements for and builds upon the existing inventory of local streets and pedestrian, bicycle, public transportation, rail, air, and pipeline facilities in Nyssa.

Existing Roadway Network

Roads are an essential part of any local transportation system, particularly in rural areas. The existing street grid in Nyssa is bisected by Main Street, which runs east-west, as illustrated by Figure 1: Existing Road and Rail Network.

The Main Street commercial district and railroad corridor established a transportation system oriented layout for the original Nyssa townsite. As such, Main Street and the railroad became the distinguishing axes of the city. City blocks are 250 feet square, with dispersed residential development patterns and commercial uses concentrated along Thunderegg Blvd./Main Street. City streets are generally within a 60-foot right-of-way.

Within the Nyssa urban area, roadways are classified as arterial, minor collector, and local streets.

Arterial Streets primarily function to provide traffic movements between areas and across the city with direct service to major traffic generators such as food processors and grain elevators or schools. Arterial/major collector streets in Nyssa include:

- Oregon Highway 20/26/201 (Thunderegg Blvd./Main Street) which connects north to Ontario and through town across the Snake River into Idaho.
- Oregon Highway 201 (Succor Creek/Adrian Blvd.) which links Nyssa south to Adrian.

Minor Collector Streets collect and distribute traffic to/from arterials and major collector streets and activity centers such as Nyssa Elementary School and Nyssa High School. Existing minor collector streets in Nyssa include:

- Alberta Avenue between Clark Street and Thunderegg Blvd.; and
- Clark Street between Adrian Blvd. and Alberta Avenue.

Local Streets provide direct access to adjacent residential and agricultural lands. They are not intended to carry through traffic. Marginal access lanes, cul-de-sacs, and alleys are also included in this category.

An approximate estimate of the length of existing roadway network within the Nyssa urban growth area is shown in Table 1:

Existing Transportation Facilities

Continued

<i>Street Classification</i>	<i>Linear Miles</i>
Arterial Streets	2.4
Collector Streets	0.4
Local Streets	18.0
<i>Total</i>	<i>20.8</i>

State Highways

Two state highways provide access to and through Nyssa: Highway 20/26 and Highway 201. Highway 20/26 connects central Oregon to Nyssa and into Idaho. Highway 201, the Succor Creek Highway, connects from I-84 through Huntington, Weiser, and Payette through Ontario, Nyssa, Adrian, and points further south. This route is classified as a state highway with *District Level of Importance*. Highway 20/26 is a south extension of these two central Oregon highways and is classified with a *Regional Level of Importance*. Both streets are classified as arterials through the Nyssa UGB. As state highways, these routes function as local arterials/main streets and intercommunity connectors to primary state facilities (i.e., I-84). Please refer to the access management discussion (in the Nyssa Transportation System Plan) for a description of level of importance road classifications.

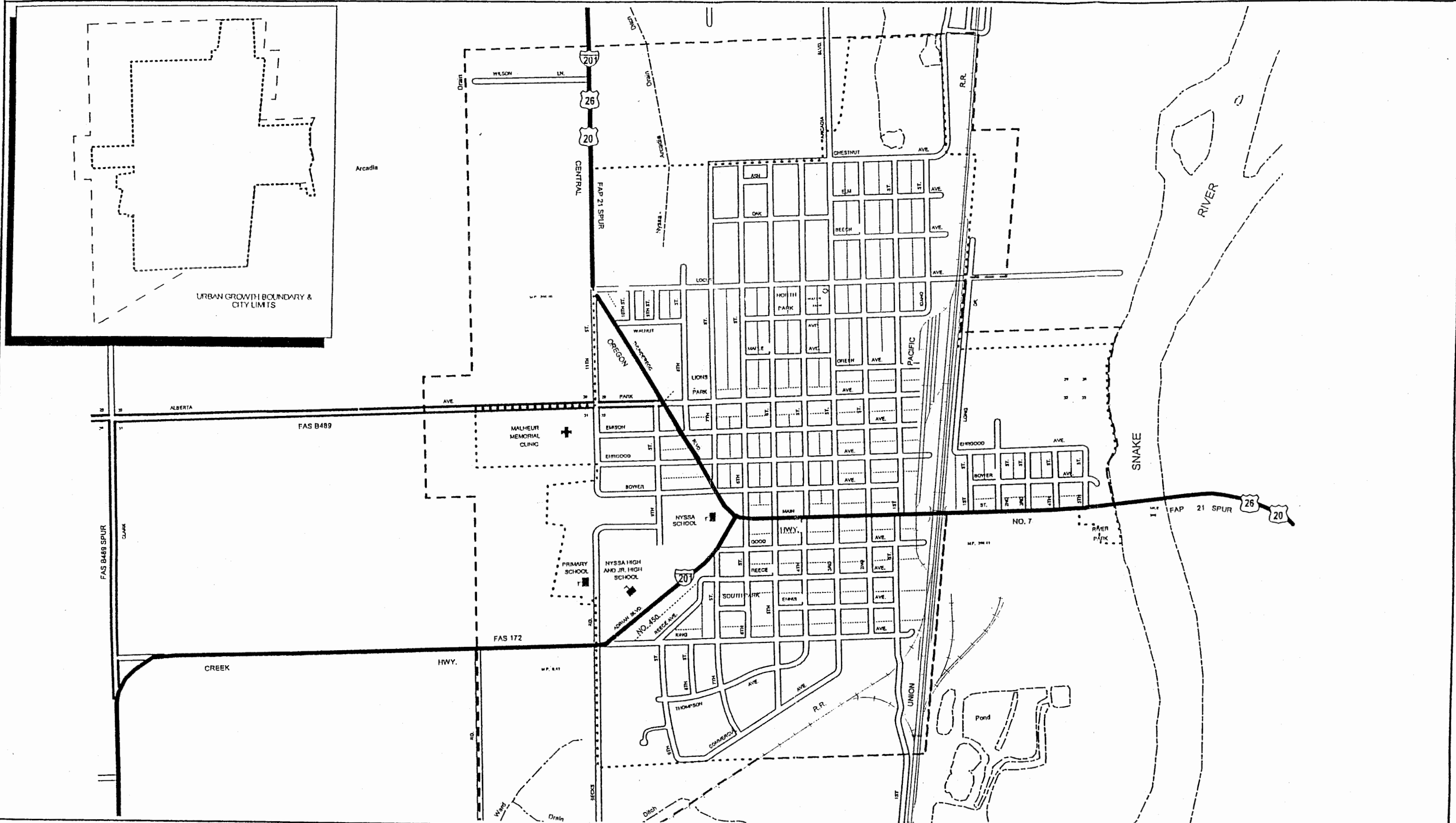
Highways 20 and 26 follow the same route along Main Street through Nyssa's downtown area. Main Street right-of-way width is generally 80 feet with slightly narrower 76-foot right-of-way segments through downtown. In the downtown stretch from 6th Street to W. 1st Street Main Street is 56 feet curb-to-curb with two travel lanes, on-street parking, and sidewalks on both sides. The only signalized traffic intersection in the urban area is at the intersection of Highway 20/26 (Main Street) and Highway 201 (Adrian Boulevard).

County Roads

There are no roads within the Nyssa UGB that are under Malheur County's jurisdiction.

Local Streets

Local streets comprise over 85 percent of the total street length and clearly form the majority of the roadway network in Nyssa. The local street grid consists of 250-foot square blocks. This street grid is considered to be an efficient and effective network for distributing local traffic to/from Highways 20/26 (Thunderegg Blvd./Main Street) and Highway 201 (Adrian Blvd.).



CITY OF NYSSA

Figure 1
EXISTING ROAD AND
RAIL NETWORK



July 29, 1997

LEGEND

	Local		Arterial		City Limits
	Collector		Urban Growth Boundary		Alley

North arrow pointing up with 'N' above it.

Scale bar: 1000 0 1000

Existing Transportation Facilities

Continued

Pedestrian Network

The fairly compact size of Nyssa's downtown commercial district location and its flat terrain tends to support walking. In addition, the City of Nyssa recently completed the Nyssa 2003 Main Street Revitalization Plan (August 1997), which includes a preferred strategy to improve pedestrian accessibility downtown. While walking is more often associated with exercise than transportation, it is an important means of travel, and can be performed by people of all ages or income levels. According to the 1990 Census of Population and Housing, approximately 6.4 percent of Nyssa's labor force (55 workers) walk to work with typical walking distances of less than one-half mile.

Nyssa's existing pedestrian network system includes shared roadway shoulders along minor local streets and sidewalks along the following arterial streets:

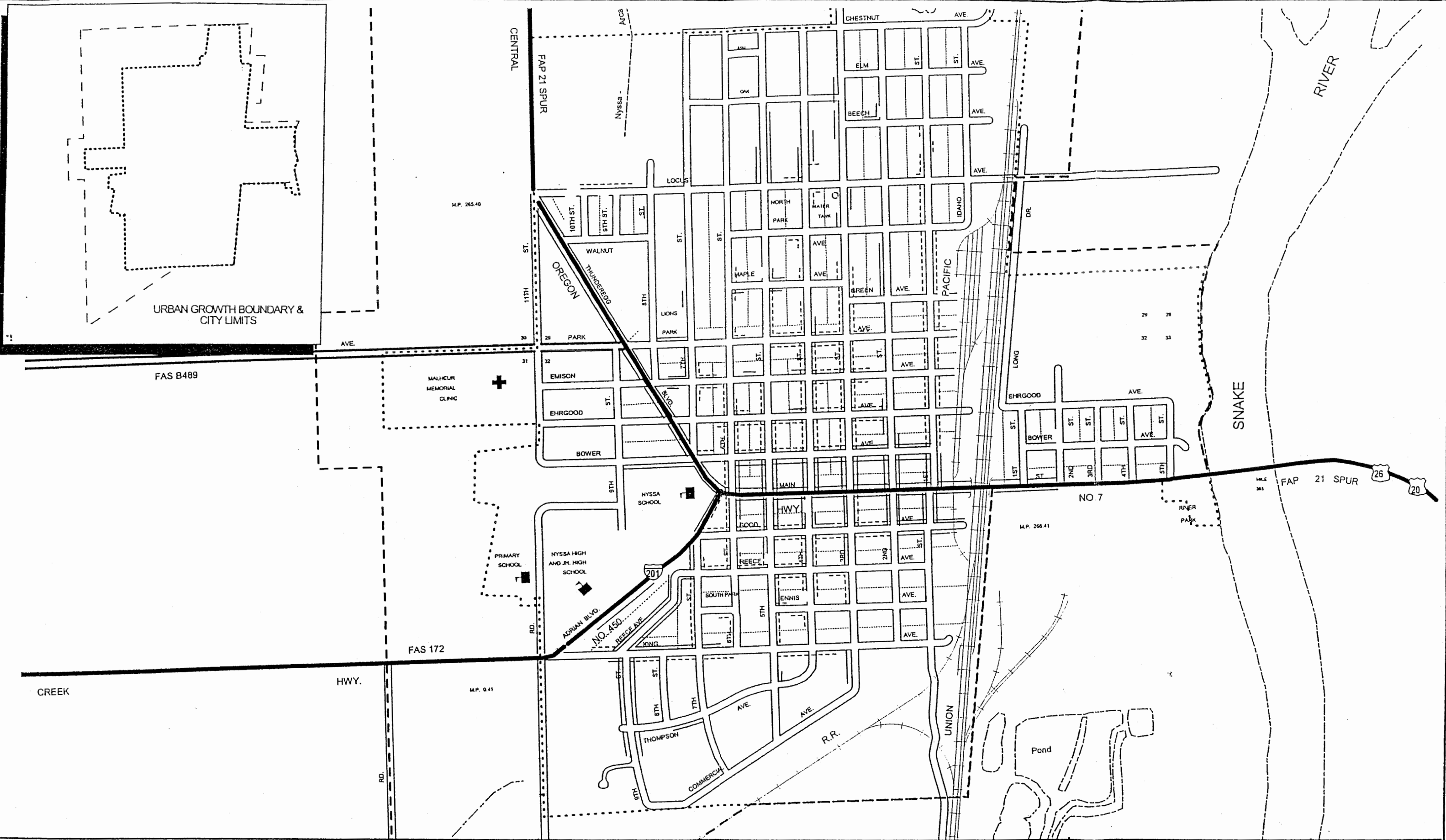
- Thunderegg Blvd., from 11th Street to Main Street;
- Main Street from Thunderegg Blvd. to 2nd Street;
- Part of Adrian Blvd. from the high school (and junior high) to Main Street.

A map of existing pedestrian facilities in Nyssa is provided in Figure 2. There is a mix of "curb tight" sidewalks and ones separated from street by a landscape buffer strip. The existing pedestrian network provides sidewalks along a majority of the arterial/major collector streets in the city. However, many sidewalks were found to be discontinuous and in poor condition, particularly those connecting downtown to Nyssa schools west of Adrian Blvd.

There are generally two types of pedestrian walkways that are appropriate, one for rural areas, and one for urban areas. The rural area standard is appropriate for areas outside of incorporated portions of the county, and in limited cases, may apply to small incorporated rural cities with low population densities such as Nyssa.

A minimum five-foot wide sidewalk is preferred, with physical landscaped separations from vehicle traffic and designed to meet Americans with Disabilities Act design standards. However, in urban areas, such as Nyssa, sidewalks should be provided on both sides of the street when possible. A paved six-foot shoulder for shared pedestrian and bicycle use may be used as an interim pedestrian facility.

On minor collector and local streets that have very low traffic volumes and posted speeds of less than 25 mph, it may be appropriate for pedestrians to share the road with vehicles where adequate six-foot shoulders are present. When pedestrians must share the road with motor vehicles, a safer pedestrian environment can be achieved through reducing traffic speeds to 25 mph or less and/or using traffic calming techniques such as improved signage and pedestrian crossings at intersections. Traffic enforcement and signage can also be used to improve safety for motorists, pedestrians, and bicyclists.



LEGEND

Local	Arterial	Alley	Sidewalk (Next to Curb)
Collector	Urban Growth Boundary	City Limits	Sidewalk (Away from Curb)

CITY OF NYSSA

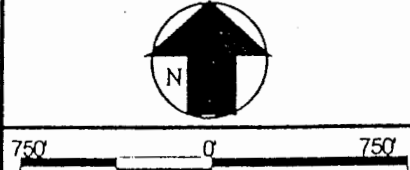


Figure 2
EXISTING SIDEWALK NETWORK

Existing Transportation Facilities

Continued

Bicycle Facilities

The existing bicycle network in Nyssa is illustrated in Figure 3. Currently, there is only one designated local bikeway, a shared roadway loop on Thunderegg Blvd., Bower Avenue, 1st Street, Chestnut, 3rd Street, and Locust Avenue. This bikeway loop does not meet current bikeway design standards for shared roadways given the narrow lane configuration in most segments.

In rural areas along most state and county roads the recommended standard is six-foot shoulders for bicycle and pedestrian travel. However, a minimum 4-foot shoulder is allowed outside the City limits if physical constraints restrict right-of-way width. Shoulder widths must take into account traffic volumes, traffic speeds, and other traffic operation considerations. In urban areas, bicycle lanes or shared roadways are the primary types of bicycle facilities.

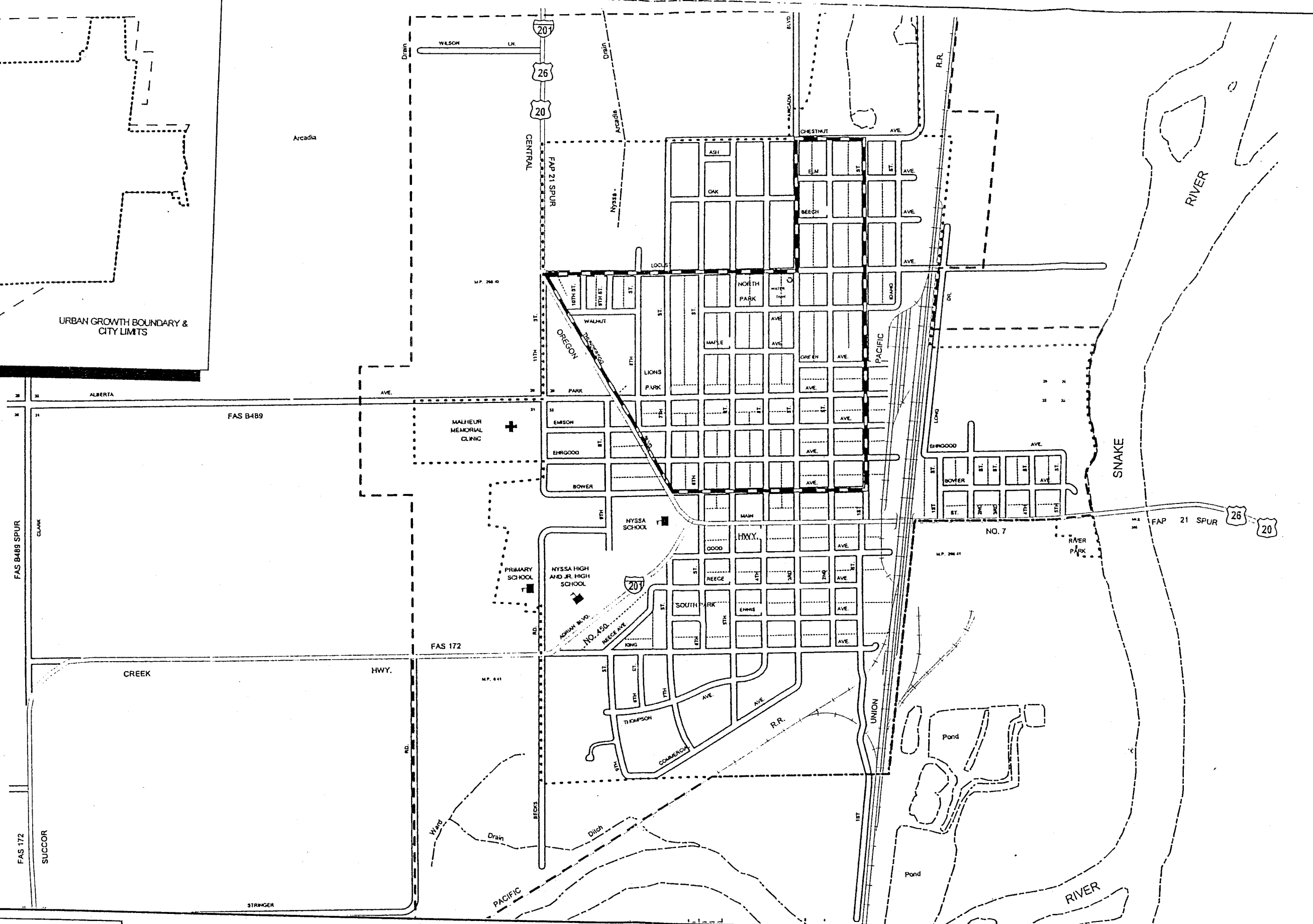
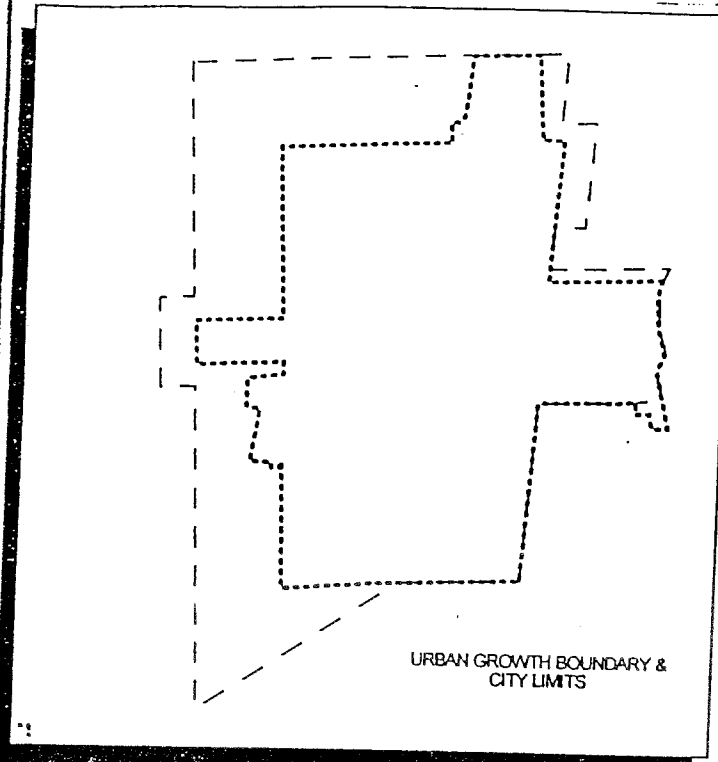
Bicycle lanes are usually appropriate on arterial and major collector streets, and minor collectors if traffic speed is above 25 mph or average daily traffic is over 3,000 vehicles. Bicycle lanes on minor collectors may also be appropriate to connect existing bike lanes to major destination points or to serve high bicycle use areas such as schools, parks, or multifamily housing sites.

The second and most common type of bicycle facility is the shared roadway, which is appropriate along arterial and major collector streets only when it is not possible to provide bike lanes due to physical constraints such as existing buildings or environmentally sensitive areas. In this case, allow motor vehicles and bicycles to travel together. ODOT preference is a minimum 16-foot-wide lane to edge of pavement to shared roadways for bicycle facilities are also appropriate on minor collectors and local streets with relatively low average daily traffic of 25 mph or lower speed limits and adequate shoulder widths.

Public Transportation

Public transportation consists of senior citizen and handicapped transport, inter-city bus lines, taxi cabs, and other forms of public and private transportation services or programs such as park-and-rides or van pools.

Malheur County is served by several bus lines, including Greyhound, Trailways, and the Boise-Winnemucca Stage Line. Greyhound operates a Portland to Boise route with three trips per day through John Day to Bend including a stop in Nyssa. The Boise-Winnemucca Stage Line runs from Caldwell, Idaho through Jordan Valley and McDermit south of Nyssa, on into Nevada. These buses stop at the smaller communities en route, with packages shipped pre-paid at the owner's risk.



LEGEND

- City Limits
- Urban Growth Boundary
- Bikeways
- Alley

CITY OF NYSSA

1000' 0 1000'

Figure 3
EXISTING BICYCLE NETWORK

Existing Transportation Facilities

Continued

Ontario maintains a local bus service for people over age 55, which runs five days per week from 8:00 am to 5:00 pm. This system was set up on fixed routes, but evolved into a dial-a-ride type of service. Originally serving Nyssa and Vale, service was cut due to poor ridership. Ontario also has taxi service.

The Nyssa Senior Center operates local passenger/van service to and from the Senior Center and local commercial centers. The 12-passenger van operates on a dial-a-ride basis and usage is reported to be well below capacity.

Transportation Demand Management

Park-and-ride programs, employer-based telecommuting, and flex-time programs are often referred to as transportation demand management programs. These programs currently have limited application and traffic benefits to the residents of Nyssa. However, expanded use of employer-based flex-time and telecommuting programs is expected to occur in the future, particularly among federal and state employees.

Passenger Rail Service

Passenger rail service provided by Amtrak on the Pioneer Line with service between Chicago and Portland, was discontinued in May 1997. The nearest passenger rail station was located in Ontario. Currently, there are no plans to resume passenger rail service by Amtrak along the Union Pacific mainline.

Freight Rail Service

The Union Pacific Railroad operates freight service on leases from rail owners. The Union Pacific line runs from western Oregon through La Grande, Ontario, and Nyssa, then south to Adrian and east into Idaho. The Oregon Eastern Short Line Railroad runs between Vale, Ontario, and Nyssa through Idaho.

Much of the sugar beet crop is hauled to Nyssa from Washington via freight rail service, with the balance of localized crops transported by truck.

Air Service

The nearest commercial passenger airports are located in Baker and Boise. Local airports are found in Vale, Ontario, and a private airstrip is located in Jordan Valley.

In spite of no direct air service to Nyssa, several projects are being developed to boost air service within the greater region. As part of the Malheur County strategic planning process of 1995, a goal was established to pave the Vale airport and operate the airport as a self-supporting enterprise by the year 2000. A goal was also set to identify a site and commence construction of a state airport at Jordan Valley by the year 2000.

Existing Transportation Facilities

Continued

Public Utilities and Facilities

The City of Nyssa owns and maintains the 1) local street system; 2) sewer system; 3) water system; 4) storm drain system; and 5) public buildings and parks. The local street system is the focus of this TSP, and coordination with public facilities is an important sub-component in developing a local street plan.

Sewer System

Nyssa operates an activated sludge sewage treatment plant located on the east side of the city. The plant has undergone several upgrades during the 1990s. The system is estimated to have a capacity for an increase of 400,000 gallons per day. However, varied line sizes lead to flow problems in reaching the plant. Flows from the north and west portions of town are conveyed through an 18-inch line via a lift station. Future growth is expected to require a second 18-inch main line and three new lift stations.

Water System

Nyssa maintains four wells on the Idaho side of the Snake River, with a capacity of 2.3 million gallons per day, and a three million gallon storage tank on the bluff above the river. There is also a one million gallon elevated storage tank in the city. This source and the distribution system are considered adequate to meet future growth demands. Only the heaviest commercial users are presently metered (approximately 110 businesses in 1991), with the rest of the city unmetered. Nyssa has a record of high water use, which the City plans to change through water conservation policies and system-wide metering.

Stormwater

Nyssa has one major storm line which runs the length of North Main Street (Highway 20/26). According to ODOT, surface maintenance of this facility is the responsibility of ODOT, while the City of Nyssa is responsible for underground maintenance and improvements. Given the grade of the storm drain beneath the Union Pacific Viaduct and the proximity to the Snake River, storm water regularly backs up during heavy rains.

Public Buildings and Parks

The City of Nyssa owns and operates the City Hall and fire station downtown. The City also maintains three public parks.

Pipelines and Irrigation

Natural Gas

The Northwest Natural Gas pipeline runs through northeastern Oregon extending down to Ontario. The City of Nyssa is within the Cascade Natural Gas service district, with no major trunk lines located in its UGB.

Existing Transportation Facilities

Continued

Farmer's Irrigation Districts

The agricultural land west and south of Nyssa are served by two irrigation districts. The Old Owyhee Ditch Company was established in 1885 to serve the area between Nyssa and Mitchell Butte, about 10 miles south of town. These flatlands remained as the only irrigated farm area until the advent of the Owyhee Dam. The elevated reservoir provided for higher elevation farming, served by the Owyhee Irrigation District, from Adrian to near Weiser. Both the Owyhee Reservoir and the Snake River provide sources for farmland irrigation, none of which is provided inside the Nyssa UGB.

Drainage District

The Nyssa-Arcadia Drainage District maintains a farm land drainage system for "tail water" that leaves the fields. Part of this system comprises open ditches in the northwest part of Nyssa. These ditches run on the north and south sides of Alberta Avenue, extend across the highway (Thunderegg Blvd.) and north along 9th Street, exiting the city.

Existing Street and Bicycle/Pedestrian Design Standards

Roadway classification generally dictates the standards to which roads and pedestrian and bicycle facilities are designed. A road classification is determined through operational characteristics such as traffic volume, operating speeds, safety, and capacity. Specific design standards are needed to maintain adequate transportation circulation in a manner that is consistent with existing community character and user expectation. Roadway, bicycle, and pedestrian design standards are also intended to be consistent with county and state policies and current standards in transportation design.

The City of Nyssa maintains jurisdiction for design, construction, and maintenance of local streets within city limits. Malheur County has no jurisdictional roadways within the Nyssa UGB. The Oregon Department of Transportation is responsible for design and construction of state facilities, such as highways 20/26 and Highway 201.

Detailed design standards for roadways within the City of Nyssa are described in the subdivision chapter of the Nyssa Charter. Design standards for pedestrian facilities are included.

Minimum and recommended roadway street standards are summarized in the Transportation System Plan. The existing roadway standards require a minimum 80-foot right-of-way for arterials, 60-foot rights-of-way for collector and local streets, a minimum 50-foot right-of-way for marginal access streets, and 20-foot rights-of-way for alleys. The existing standards may be altered as determined by the City Council and more or less extensive standards may be accepted if topography, anticipated traffic

Existing Transportation Facilities

Continued

volumes, soil conditions, continuation of existing street facilities, or other issues affect right-of-way width and utility easement requirements.

While the improvement standards for new streets supports the continuation of street grid patterns, a local roadway network plan and map will help to ensure that local streets and rights-of-way will be extended in accordance with ordinance improvement standards.

Demographics and Land Use

Demographics and Land Use

An evaluation of future population and employment growth and land use development was prepared in order to evaluate the transportation system improvements necessary to address the future demand for travel.

Population and Employment Forecasts

The 1997 population in Nyssa included an estimated 3,045 people residing in 1,268 households. The City estimates its employment base to be 1,149 workers. A population and employment growth forecast was developed during the transportation system planning process. These figures and associated growth rates are provided in Table 2.

<i>Year</i>	<i>Population</i>	<i>Annual Growth Rate</i>	<i>Employment</i>	<i>Annual Growth Rate</i>
1997	3,045	—	1,149	—
2005*	3,345	1.18%	1,190	.44%
2010*	3,444	.59%	1,219	.49%
2015*	3,547	.59%	1,247	.46%
2017*	3,587	.22%	1,260	.21%

Sources: 1997 population estimate by Portland State University, Population Center; employment estimates and population/employment projection are by the City of Nyssa

*Projections assume current land use zoning and modest growth.

Land Use Characteristics

In rural communities, new developments or redevelopment projects such as new truck scales, can have a dramatic impact on traffic levels. As part of the planning process, the current zoning map, comprehensive plan urbanization scenarios, and potential new development and infill were reviewed. Existing zoning within the city of Nyssa is reflected in Figure 4.

Anticipated development within the Nyssa urban study area includes continuation of residential development to the northwest and industrial development in the east. The additional traffic generated by these land uses is expected to be accommodated through extension of the local street grid for the residential development, a combination of geometric and access improvements, and local collector street extensions to serve industrial and residential development in the south and west fringe of the urban growth area.

Demographics and Land Use

Continued

An inventory of vacant acreage by residential, commercial, and industrial zone type was conducted by the city and allocated by the project team to eight TAZ sectors within the urban growth area. The number of net new dwelling units and employees were forecast for each TAZ in the study area based on the estimated growth rate, land use capacity and plan designation, current level of build-out, and known development proposals. This information and the forecast findings from the housing and employment growth trends were used to allocate new households and employment geographically throughout the urban area.

Table 4 shows the estimated new future employment and dwelling units for each TAZ between years 1997-2017.

Table 4						
Additional Dwelling Units and Employment by TAZ						
1997 to 2017 Change — Baseline Scenario						
<i>TAZ</i>	<i>Location</i>	<i>Retail Employees</i>	<i>Non-Retail Employees</i>	<i>Single Family Dwelling Units</i>	<i>Multi-Family Dwelling Units</i>	<i>1997-2017 New Trips Produced Per TAZ*</i>
1	Downtown	20	11	0	11	537
2	East	0	15	0	0	75
3	North	0	10	60	94	1590
4	Northwest	0	2	31	0	320
5	Southwest	25	10	15	24	788
6	South	10	0	0	0	136
7	Southeast	0	15	0	0	25
8	Northeast	5	30	0	0	218

* Traffic Analysis Zone

A brief summary of year 2017 forecast demand for the geographic allocation of housing and employment follows.

Downtown (TAZ 1)

Housing

In the downtown, slight growth in households is expected to occur as infill. Up to 11 multifamily units are anticipated, including four to six upper level apartments. These established areas may experience slight increases in households related to infill and redevelopment opportunities.

Demographics and Land Use

Continued

Employment

Most employment growth in the downtown is expected in the retail sector. Small increases in service commercial employment area also expected throughout the downtown district.

East (TAZ 2)

Households

Growth in the east district is expected to remain relatively flat over the next 20 years. The land is largely built-out at this point, and it is not expected to be redeveloped in the near term. The acreage that is vacant, is zoned residential, but it is not expected that this area will receive significant development since other parcels within the community offer better access and amenities.

Employment

Small increases in employment may occur in this district over the next 20 years. Additional of employment in the built-out industrial areas may occur. However, no significant redevelopment or construction is expected.

North (TAZ 3)

Households

Over 60 percent of the new residential development is expected to occur in this district over the next twenty years. This area provides a logical extension of established residential neighborhoods with primarily single family homes, with an increasing percentage of mobile home units during the next 20 years. Growth in single family and mobile home households is expected to the north of Locust and Chestnut Avenues, with some multifamily occurring in the vicinity of Oak Street.

Employment

Little or no growth in retail or commercial employment is expected in the Northwest district. Home-based employment is forecast for this district in the range of roughly six percent of area households, consistent with the 1990 census figures.

Northwest (TAZ 4)

Households

Most of the land in the northwest district is zoned residential. Therefore, significant growth in single family households is anticipated during the next 20 years. Additional single family units will be developed north of Alberta Avenue and south of Wilson Lane.

Employment

Little or no growth in retail or commercial employment is expected in the Northwest district. Home-based employment is forecast for this district at about six percent of area homes.

Demographics and Land Use

Continued

Southwest (TAZ 5)

Households

Growth in this district will be equally distributed among new households and new employment attractors. Household increases in this district will occur west of 11th Street.

Employment

Much of the growth in this district will be distributed among new commercial retail and commercial services. Significant increases in commercial activity is expected west of 11th Street along Highway 201.

South (TAZ 6)

Households

Small parcels of vacant residential land will likely develop in this district.

Employment

All of the growth in employment in the south district is anticipated to occur as service commercial and retail jobs along Commercial Avenue

Southeast (TAZ 7)

Households

The southeast district lies mostly outside of the City and UGB boundaries. No land is zoned for residential use within this district.

Employment

The southeast district lies mostly outside of the City and UGB boundaries. However, moderate increases in employment are anticipated at the industrial uses that lie outside of the city limits, at the Amalgamated Sugar plant.

Northeast (TAZ 8)

Households

Most of the land in the northeast district is zoned industrial. Therefore, no new households are likely to develop in this area.

Employment

All of the growth in employment in this district is expected as non-retail jobs. Vacant sites are zoned industrial east of Idaho Street and Chestnut Avenue. Light industrial and manufacturing jobs are expected in this district.

Tables 5A and 5B summarize the 1997-2017 forecasted growth in households and jobs for the Nyssa urban growth boundary, under base case and "high" growth scenarios. Figures 6 and 7 illustrate future base case and "high" growth scenarios in projected increase in jobs and households by traffic analysis zones.

Demographics and Land Use

Continued

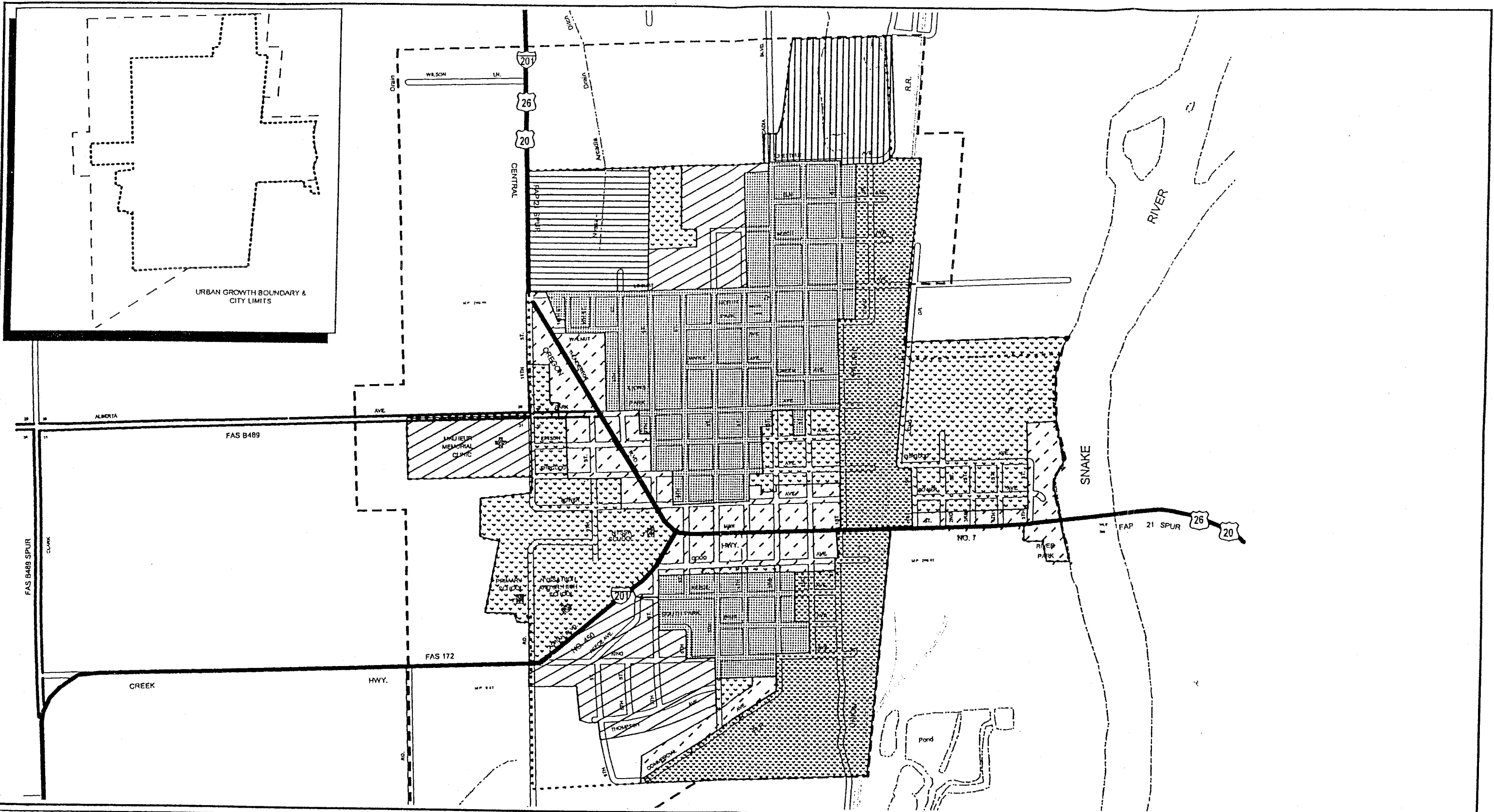
Table 5A			
Comparison of Existing and Future Households and Employment Nyssa Urban Growth Boundary 1997 and Projected 2017 — Base Case Scenario			
	<i>Estimated 1997</i>	<i>Projected 2017</i>	<i>Growth (1997-2017)</i>
Households	1,050 households	1,285 households	235 (18%)
Employees	907 jobs	1,055 jobs	148 (14%)

“High” Growth Sensitivity Analysis

The City of Nyssa is considering rezoning a large area of land in the east portion of the urban area from multifamily to industrial land use. The result of this action would allow the city to accommodate new industrial employers which would add to the city’s job base and help diversify its local economy. The direct and indirect effects include greater job and household growth throughout the city. A “high” growth sensitivity analysis was conducted during the TSP planning process to take into account the anticipated development and traffic impacts of this potential land use action. A summary comparison of existing and future growth levels under the “high” growth scenario is shown in Table 5B.

Table 5B			
Comparison of Existing and Future Households and Employment Nyssa Urban Growth Boundary 1997 and Projected 2017 — “High” Growth Scenario			
	<i>Estimated 1997</i>	<i>Projected 2017</i>	<i>Growth (1997-2017)</i>
Households	1,050 households	1,360 households	310 (30%)
Employees	907 jobs	1,151 jobs	244 (27%)

To analyze the impacts of the growth in households and employment on the transportation system, a travel demand forecasting model was developed for the Nyssa urban area, as described in the following section.



LEGEND	
	Local
	Collector
	Arterial
	City Limits
	Urban Growth Boundary
	Commercial
	Industrial
	Single Family Residential
	Rural Residential
	Medium Density Residential
	Multi Family Residential
	Multi Family Mobile Home

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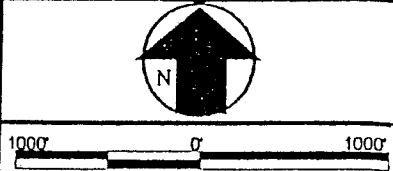


Figure 4
ZONING CLASSIFICATION
 EXISTING CONDITIONS

Demographics and Land Use

Continued

Vacant/underutilized commercial and industrial sites and downtown residential infill development opportunities were identified as part of the TSP process. This information was combined with an analysis of both the current local and region-wide employment growth trends and economic development strategies. The findings of that analysis were used to allocate the new jobs geographically throughout the urban growth area.

Commuting Characteristics

Amalgamated Sugar Company is the primary employer and traffic generator, located just outside the urban area, along the Snake River. The sugar company employs approximately 100 full time workers, with peak employment during the fall harvest and sugar production months of September, October, and November.

Table 3 Nyssa Commuting Patterns — 1990		
	<i>Nyssa Mode Split</i>	<i>Statewide Mode Split</i>
Drive Alone	67%	73%
Carpool	14%	13%
Walk, Bike, or Work at Home	17%	11%
Public Transit	1%	3%
Total*	100%	100%
Mean Travel Time to Work (minutes)	17.0	19.6

*Columns may not equal 100% due to rounding.

Source: 1990 Census of Housing and Population, United States Census Bureau.

The data in Table 3 indicate that Nyssa residents commute to work outside the Nyssa urban area. Nyssa residents already have a slightly higher share of carpool and walk, bike, or work at home pattern compared to averages for the state of Oregon.

Population age is an important factor in determining demand for special transportation services. In Nyssa, there are approximately 423 people over age 65 (16.1%). This is a larger share of the population base than the state (13.8%) and is likely to increase in the near-term as the "baby boom" generation ages. The "baby boom" generation includes people born between 1946 and 1964. An aging population will place a greater need for health care, nursing care, and special transportation services over the next 20 years.

Future Housing and Employment

Leading employment sectors in Nyssa include agriculture, trades, and manufacturing. Slight expansion is expected in these sectors over the next 20 years as the region diversifies its agricultural-oriented industrial base.

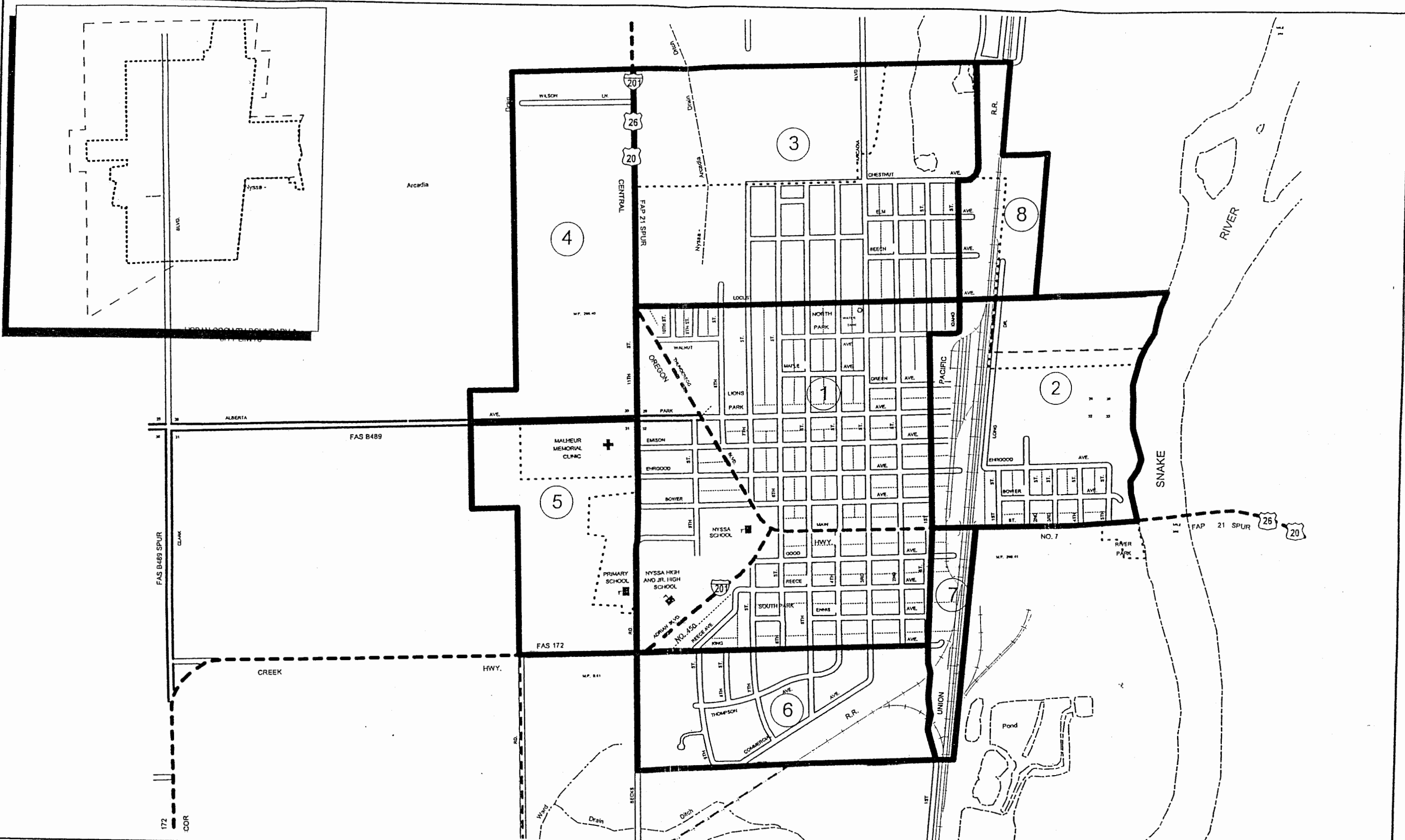
Plans to expand the Snake River Correctional Institution (SCRI) are expected to slightly impact the demand for housing within Nyssa. Current estimates show that approximately three percent of the SCRI employee distribution will be allocated to Nyssa. This translates to a demand for approximately 46 households through the year 1998. These induced households have been figured into the transportation system analysis.

Within the City of Nyssa, the labor force is expected to expand by about 148 new workers by 2017, with a projected growth rate similar to Malheur County (14 percent employment growth over the 1997-2017 time period). It is expected that half of this growth will work within the Nyssa UGB.

The number of residents in the City of Nyssa and Malheur County has remained relatively stable over the past two decades. There are an estimated 3,045 year-round residents in the City of Nyssa, up slightly from 2,862 residents in 1980. As indicated in Table 2, population has been projected to increase in both the city and county over the 20-year planning horizon. Growth within Nyssa is expected to result in 542 new residents and about 235 new dwelling units (at 2.4 persons per household with six percent vacancy) by the year 2017.

Forecasts of future growth in housing and employment were developed to correspond with the population forecast and city and county economic and demographic trends. According to the population forecast, the growth scenario corresponds to roughly a 20 percent increase in households (1,050 existing, 1,285 future) during the next twenty years. In the future, the average household size is expected to be approximately 2.45 which is slightly lower than the average size today. Additionally, in the future it is anticipated that single family and mobile home units will comprise 80 percent of the housing market, while multifamily dwelling units will comprise the remaining 20 percent.

To better understand how household and employment growth will impact existing traffic patterns and system performance, the study area was divided into eight sub-districts called transportation analysis zones (TAZ). The TAZs are delineated primarily by zoning, existing vacant land, and man-made or natural barriers (e.g., railroads, rivers). Each TAZ is used to determine the future anticipated traffic volumes generated by that particular TAZ. These traffic forecasts are based upon land development by type in association with the appropriate land use trip generation estimates derived from the Institute of Transportation Engineers *Trip Generation Handbook (4th Edition, 1987)*. The TAZ boundaries are given in Figure 5.



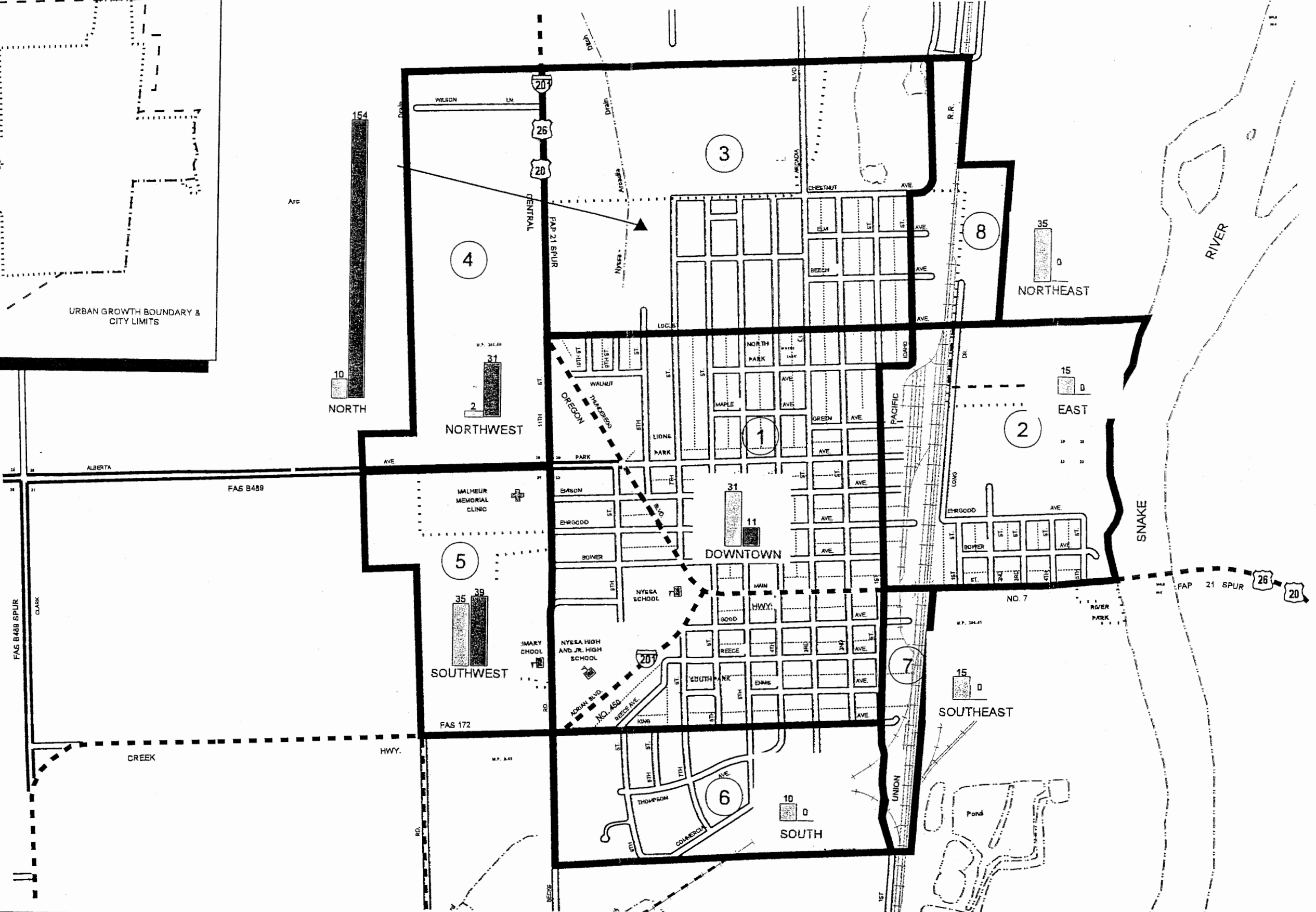
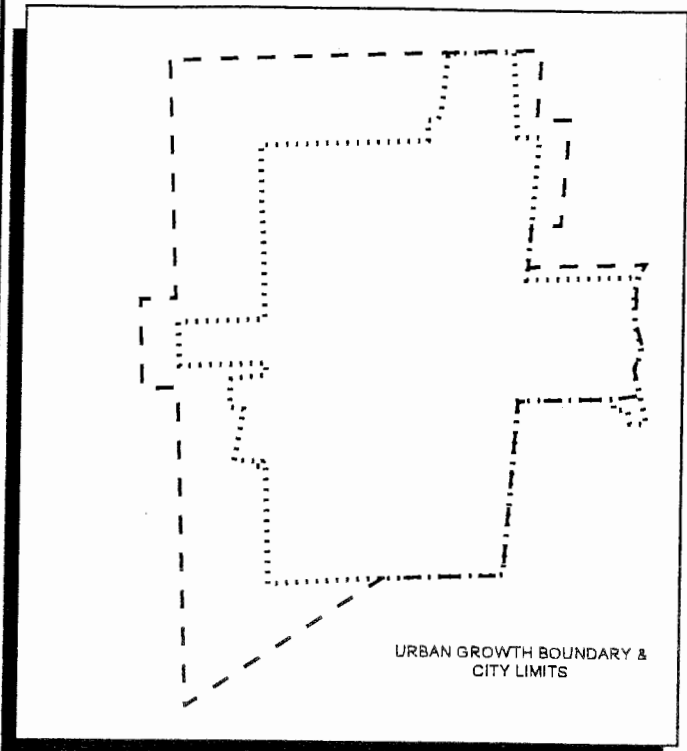
LEGEND

	Local		Arterial		City Limits
	Collector		Urban Growth Boundary		Alley

CITY OF NYSSA

1000' 0 1000'

Figure 5
TRANSPORTATION
ANALYSIS ZONES



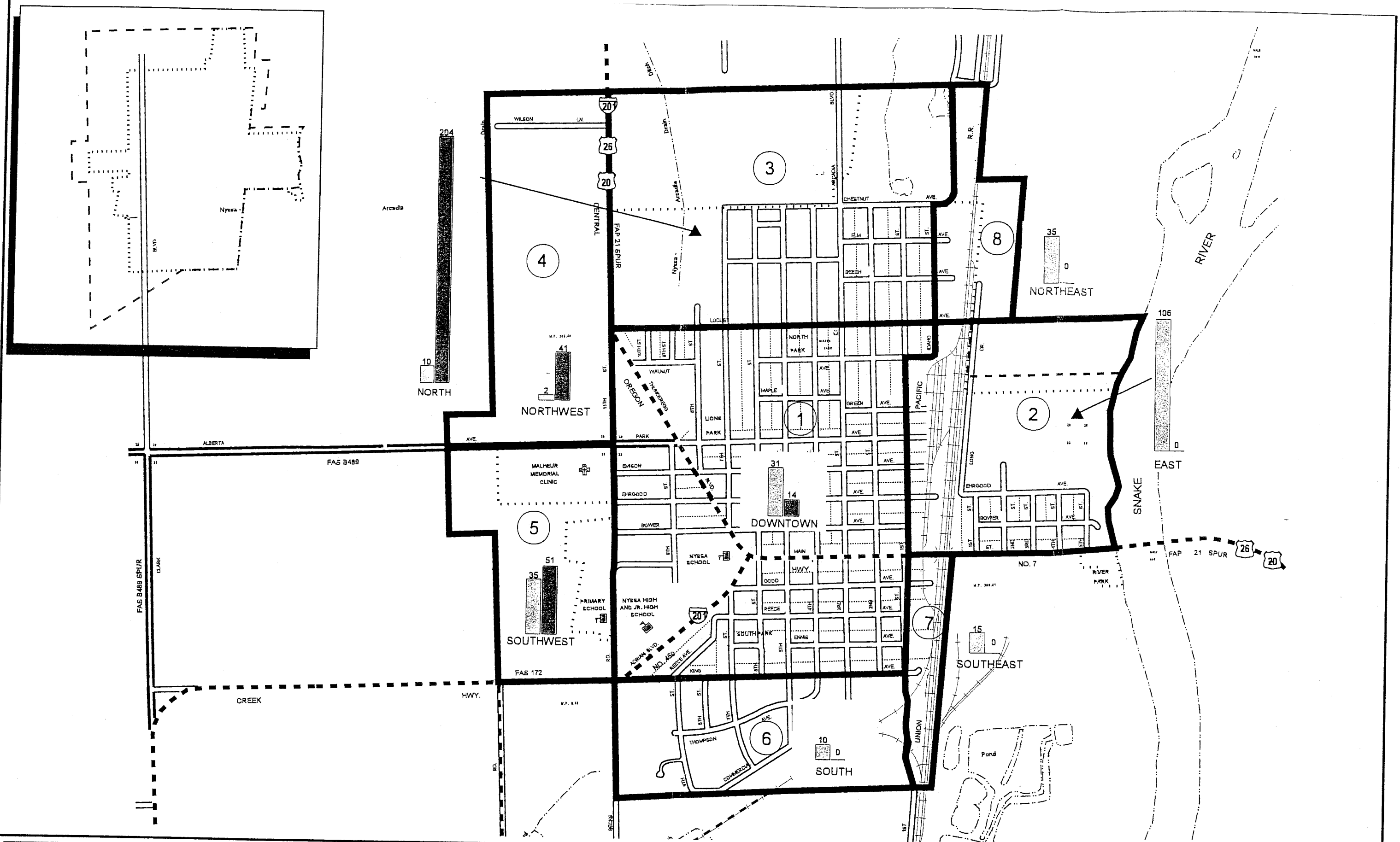
LEGEND

Employees Households

CITY OF NYSSA

1000' 0' 1000'

Figure 6
**FUTURE HOUSEHOLDS
 AND EMPLOYMENT
 Base Growth Scenario**



CITY OF NYSSA

Figure 7
**FUTURE HOUSEHOLDS
 AND EMPLOYMENT
 High Growth Scenario**

LEGEND

Employees	Households

Current and Projected Traffic Conditions

Current and Projected Traffic Conditions

Existing land uses and traffic volumes in the study area were used as a base to evaluate how the transportation system may be impacted by growth within the urban area. The forecast demand for future household type and employment were allocated according to the city's current zoning pattern and staff's input regarding the expected development pattern given vacant lands and redevelopment opportunities. These UGB buildout assumptions were then used to estimate future travel demand and transportation system performance for the 20-year planning period.

Traffic and Safety

The current projected operating conditions of the Nyssa transportation network were evaluated as part of the transportation system planning process. This evaluation included an assessment of existing traffic conditions, accident levels, and future traffic growth and its impact on roadway service levels. Existing geometric and line-of-site deficiencies were also identified as noted in Appendix D and I.

Average Daily Traffic

Average daily traffic (ADT) counts on major streets in the Nyssa area were collected from the Oregon Department of Transportation, and are summarized in Table 6. Traffic volumes are highest along Highways 20/26 (Thunderegg Blvd./Main Street), apparently reaching a peak in 1993. Volumes have declined by 10 to 20 percent on Main Street since 1993. Traffic on Highway 201 has primarily increased over the same period, except east and south of town.

Accident Levels

An analysis of vehicular accidents over the 1993 to 1995 time period was conducted based on information compiled by the Oregon Department of Transportation. As indicated in Table 7, the data identified no severe accidents and no high accident locations within the urban growth area along the state highway facilities.

Existing Highway and Intersection Capacity

The traffic counts provided from the Oregon Department of Transportation were supplemented with peak traffic counts taken during agricultural harvest periods (September through October) at selected locations in the city of Nyssa. Peak period traffic turning movements were estimated for the following intersections:

- Highway 201 at Becks Road
- Highway 20/26 at Locust Avenue
- Highway 20/26 at Park Avenue
- Highway 20/26 at Highway 201
- Main at 1st Street
- Main at E. 1st Street
- Main at E. 3rd Street
- Highway 20/26 at E. 5th Street

Table 6
City of Nyssa
Highway Traffic Counts
1991-1997

Highway and Mile Post	Traffic Counts					
	1991	1992	1993	1994	1995	1997
<i>OR 201/ Succor Creek Hwy.</i>						
MP 0.03 (.01 mile south of US 20 & 26)	3500	3500	3700	3200	3200	-
MP .40 (.01 mile north east of 11th St.)	3400	3400	3500	2800	2800	-
MP .42 (.01 mile west of 11th St.)	2700	2700	2700	2700	2700	-
MP .67 (.01 mile west of Stringer Rd.)	2600	2600	2600	2700	2700	-
MP 1.6 (.01 mile north of Cloverdale Ave)	2000	2000	2000	2600	2600	-
MP 1.62 (.01 mile south of Cloverdale Ave)	1900	1900	2000	2600	2600	-
<i>Hwy No 20/26/Central Oregon Hwy.</i>						
MP 265.4 (North city limits of Nyssa)	4900	4900	5000	3800	3800	-
MP 265.67 (.01 mile north of Park Ave)	5600	5600	5700	3500	3500	-
MP 265.69 (.01 mile south of Park Ave)	5400	5400	5600	4400	4400	-
MP 265.95 (.02 mile north of Succor Crk/Ore 201)	7000	7000	7200	4700	4700	-
MP 265.98 (.01 mile east of Succor Crk/Ore201)	5900	5900	6200	5300	5300	-
MP 266.3 (.01 mile west of 1st St.)	6900	6900	7300	5400	5400	-
MP 266.32 (.01 mile east of 1st St. East)	6200	6200	6500	5300	5300	-
MP 266.53 (.01 mile east of 2nd St. East)	6800	6800	7200	4800	4800	-
MP 266.64 (.01 mile west of 4th St. East)	7800	7800	8100	4700	4700	-
MP 266.82 (Oregon Idaho State Line)	5900	5900	6200	5400	4900	-
<i>1997 Intersection Counts</i>						
MP .41 Hwy 450 (Adrian Blvd.) @ Beck Road	-	-	-	-	-	3681
MP 265.4 Hwy 7 @ Locust Ave (E) & 11th Street (S)	-	-	-	-	-	5108
MP 265.68 Hwy 7 @ Park Ave	-	-	-	-	-	6847
MP 265.97 Hwy 7 @ Succor Creek Hwy 450	-	-	-	-	-	8764
MP 265.99 (Main St./US20;26 @ 6th Street)	-	-	-	-	-	7477
MP 266.31 (Main St./US20;26 @ N 1st Street)	-	-	-	-	-	7949
MP 266.47 (Main St./US20;26 @ E 1st Street)	-	-	-	-	-	7085
MP 266.58 (US 20;26 @ E. 3rd Street)	-	-	-	-	-	5539
MP 266.70 (Main St./US20;26 @ E. 5th Street)	-	-	-	-	-	5320

Source: Oregon Department of Transportation

**Table 7
City of Nyssa
Accident Data**

Hwy. No. 450 (Hwy. 201)

Tabulated for: MP .03 to MP 1.62

Accident Totals		Injuries and Fatalities		Additional Statistics	
Head On	0	Injury A (Most Severe)	0	Daylight Accident	6
Angle	0	Injury B (Moderate)	3	Trucks Involved	0
Turning	1	Injury C (Least Severe)	1	Intersection Accidents	1
Rear End	0	TOTAL INJURIES	4	Wet Accidents	0
Fixed Object	2	FATALITIES	0	Ice Involved Accidents	2
Side Swipe	0				
Pedestrian	1			Average Daily Traffic (ADT)	2,771
Backing	1			Computed Accident Rate	1.45
Parking	0				
Non-Collision	2			First Accident at Milepost	3
Misc	0			Last Accident at Milepost	6
TOTAL	7				

Hwy. No. 7 (Hwy. 20/26)

Tabulated for: MP 265.4 to MP 266.82

Accident Totals		Injuries and Fatalities		Additional Statistics	
Head On	1	Injury A (Most Severe)	1	Daylight Accident	7
Angle	2	Injury B (Moderate)	3	Trucks Involved	0
Turning	2	Injury C (Least Severe)	0	Intersection Accidents	8
Rear End	5	TOTAL INJURIES	4	Wet Accidents	2
Fixed Object	1	FATALITIES	0	Ice Involved Accidents	1
Side Swipe	0				
Pedestrian	0			Average Daily Traffic (ADT)	4,778
Backing	0			Computed Accident Rate	1.48
Parking	0				
Non-Collision	0			First Accident at Milepost	265
Misc	0			Last Accident at Milepost	266
TOTAL	11				

Note:

Accident figures based upon 1993, 1994, and 1995 data

Source: Oregon Department of Transportation

Current and Projected Traffic Conditions

Continued

The traffic counts used to evaluate future highway capacity levels are included in Appendix B.

Traffic Forecast Methodology

In accordance with the Oregon Department of Transportation's transportation system planning guidelines for communities of between 2,500 and 10,000 residents, a Level 2 traffic forecast methodology is appropriate. The Level 2 forecast methodology takes into account long-term trends and projections in local population, correlation between population growth and traffic growth, and cumulative impacts of land use development.

Modest expansion in local population, households and employment is forecast over the 20-year planning period. A few minor deficiencies were identified in the existing pedestrian, bicycle, public transportation, and roadway systems in their ability to accommodate future travel demand from new households and employment in the Nyssa urban area. The identification of these deficiencies was used as the basis to formulate and evaluate future transportation system alternatives in the Transportation System Plan.

Impacts of Growth on the Transportation System

Future year 2017 traffic conditions were determined using a cumulative process by adding the estimated number of vehicle trips generated by future land use development within the city to existing traffic volumes. New trips (trips generated by future land development in the study area) were distributed to general streets and destinations inside and outside of the study area and allocated to key intersections. Future trip generation, distribution, and assignment were generalized for the most critical period of the day — the weekday p.m. peak hour.

It is forecasted that sections of Highway 20/26 will carry approximately a range of 8,500 to 9,000 vehicles per day (vpd) through downtown Nyssa, of which roughly 10 percent will be traveling during peak travel hours. Stretches of Highway 20/26, such as near Park and Locust Avenue will receive significant increases in traffic volume accessing the highway, as development occurs in these areas. Intersections at Park and Locust are estimated to receive increases of nearly 15 to 20 percent of traffic volume during the planning period.

Intersection and access management refinements will be necessary to maintain efficient flows on the roadways as well as access onto portions of the highway as development progresses over the 20-year planning period.

Future Transportation System Deficiencies

The following outlines the potential impacts that growth local traffic will have on each mode of transportation considered.

Current and Projected Traffic Conditions

Continued

Pedestrian and Bicycle System

The adequacy of the pedestrian and bicycle system will be affected by the anticipated growth in households and employment throughout the study area. A summary of the major impacts of growth at the district level include:

Downtown

Numerous pedestrian facilities exist on the local street grid in the downtown district. Continued development of the downtown as a mixed use center will enhance the opportunities for pedestrian and bicycle travel within this district.

Because development is expected to occur mostly in the north and northwest districts of the city, good sidewalk connectivity will need to be provided between the outlying districts and downtown. Immediate concern is the enhancement of pedestrian crossings both at 7th Street and Thunderegg Blvd. and 7th Street and Adrian Blvd., near the primary, middle, and high schools. Current traffic volumes and expected increases will warrant the development of a shared bicycle lane along Thunderegg Blvd. and Main Street, and a shoulder bikeway along Adrian Blvd.

North

Over the next 20 years, more than 60 percent of new household growth is expected to occur within this district. Growth in households is expected to occur primarily north of Locust and Chestnut Avenues. As such, sidewalk connectivity will be necessary to link the new areas with the older neighborhoods, and the downtown district.

Today, no sidewalks exist in this area due to a general lack of development activity. Connections to the downtown district will need to be enhanced as new households are developed. The anticipated traffic volumes in this district will not require on-street bicycle lanes.

Northwest

Significant growth in single-family households is expected in the northwest district. The development of housing between Wilson Lane and Alberta Avenue along 11th Street will necessitate additional pedestrian amenities. Today, there is no significant sidewalk development in the area to serve future and existing households, nor are there sufficient sidewalks to connect new development with Thunderegg Blvd. or downtown. Development of these pedestrian facilities will be necessary as this district develops.

Southwest

Growth in households is expected to occur between Adrian Blvd. and Alberta Avenue. Today, few sidewalks are developed in this area. The major connecting streets into other districts such as Adrian Blvd., 11th Street, Park Street and Bower Avenue will need to be improved to provide sufficient facilities for the additional households which are forecast to develop in this area. Improved connectivity to local school buildings is needed, with growing commercial and retail nodes in this district.

Public Transportation

Current and Projected Traffic Conditions

Continued

The absence of a consistent dial-a-ride system for general public or intra-city travel will continue to leave some segments of the population under-served by public transportation. Although it is unlikely that Nyssa will experience population increases during the next 20 years needed to support implementation of a fixed-route transit system, the city will benefit from the re-introduction of a demand-responsive transit system.

Rail

During the next 20 years, Union Pacific is anticipating that rail activity in the Nyssa area will increase, especially upon completion of the pending merger with Southern Pacific. Today, few at grade crossings in the Nyssa area ensure good local circulation. Future industrial development in the northeast district would be the most immediately impacted area, and the grade crossing along Locust Avenue may need to be evaluated. However, since most of the city's new growth is expected in the northern and western districts, no immediate conflicts with the existing rail line is anticipated.

Air

No local commuter or air freight service exists within Nyssa. Ongoing provision of services as well as expansion of commuter and air freight services within the immediate region (Ontario, Vale, Jordan Valley) will sufficiently serve future population of the Nyssa area.

Roadway

The impacts of growth on the existing roadway network were determined through the use of a "Level II" cumulative travel forecast methodology. Based on the distribution of households and employment to each of the TAZ districts, estimates of future traffic was determined by adding the existing traffic conditions to the growth-induced future traffic forecasts. Future traffic volumes based upon trip generation attractors and producers were assigned to the existing roadway network and were modeled under a "Base" scenario (assumes base scenario growth rates and that the roadway network will remain largely as it exists today, with the exception of additional local street network development in each of the districts as they develop). All level-of-service (LOS) analyses and forecasts described are in accordance with the general procedures stated in the *1985 Highway Capacity Manual*.

The concept of level of service has been developed to correlate traffic volume data to subjective descriptions of traffic performance at intersections. Level of service (LOS) is used as a measure of effectiveness for intersection operation. It is similar to a "report card" rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where vehicles can move freely. Level of service D and E are progressively worse. Level of service F represents conditions where traffic volumes exceed the capacity of a specific movement, in the case of unsignalized intersections, or an entire intersection, in the case of signalized control, resulting in long queues and delays. Level of service D or better is generally desirable for signalized intersections. Unsignalized intersections provide levels of service for major and minor street turning movements. For this reason, LOS E and even LOS F can be acceptable under conditions where

Current and Projected Traffic Conditions

Continued

signalization is not warranted or would adversely affect intersection operations as a whole (a more detailed definition of level of service for signalized and unsignalized intersections is included in Appendix D).

Roadway Analysis

Operational analyses were conducted at six intersections. Current 24-hour traffic counts (taken in the fall of 1997) were evaluated and considered as the “current conditions.” The findings of the current conditions analysis indicate that all of the intersections are currently operating at a sufficient level of service (level of service D or better).

Additional operational analyses were conducted for future traffic conditions at the six intersections under a “Base” and a “High” growth scenario. The findings of both future conditions analyses indicate that all movements at these intersections will operate acceptably in the future. Table 8 provides a summary level of service condition for each of the intersections evaluated under current and “Base” forecast future conditions.

Table 8 Level of Service Measures for Selected Intersections in Nyssa Urban Area 1997 Estimate and 2017 Projection — Base Case Scenario			
Intersection	Traffic Count	1997 LOS*	2017 Future LOS*
Highway 7 at Locust Avenue	Unsignalized	A	C to D
Thunderegg Blvd. at Park Avenue	Unsignalized	A	B
Main at N. 1st Street	Unsignalized	A	B
Main at E. 1st Street	Unsignalized	A	A
Main at E. 5th Street	Unsignalized	A	A
Thunderegg Blvd. at Main Street	Signalized	B (.178 v/c)	A (.178 v/c)

* Level of Service for critical approaches onto highway

1/ Refer to Level of Service worksheets in Appendix D for LOS by Critical Approach designation

v/c = traffic volume to capacity ratio

The intersection capacity analysis for year 2017 forecasts that through traffic vehicular flows will be maintained at a level of service (LOS) A. The projected increases in employment and households contribute to increased peak hour flows, yet the growth will minimally impact travel conditions on the major routes. However, the intersections of US 20/26/Locust, Thunderegg/Park, and Main/N. 1st Street are forecast to experience reductions in LOS through year 2017, as traffic along these approaches is increasingly

Current and Projected Traffic Conditions

Continued

delayed (see Table 8). At these intersections, only the side-street left-turn movements is anticipated to decline to LOS C or D in the future.

Other findings of the level of service analysis indicate that the peak harvest season contributes to increases in through traffic by approximately 20 percent on average during the peak hour. The impact of the harvest season on traffic levels does affect through traffic and increases delays for side street traffic attempting to access onto the main travel routes. A summary of peak harvest traffic impacts and intersection relationships is referenced in Appendix D.

Future development in the north/northwest districts of Nyssa where little roadway infrastructure exists will result in a relative increase in traffic in this area. The future roadway network will need to be developed in an efficient manner as an extension of the City's gridded street pattern. This will help spread out traffic impacts, and limit the need for significant improvements along major thoroughfares. Near the end of the 20-year planning horizon, the significant growth in households in the north and northwest districts may necessitate future access refinements at the intersection of US 20/26 and Locust Avenue, since it will likely experience increased side-street delays due to household growth in the northern district.

“High” Growth - Intersection Sensitivity Analysis

A “High” growth - intersection sensitivity analysis was conducted to assess intersection performance, assuming the urban area grows at a faster pace than under the base case scenario. Under the “High” growth scenario, population growth is assumed to be thirty-percent greater than the year 1997 to 2017 forecast, and employment growth is assumed to be sixty-percent greater than the year 1997 to 2017 forecast. Future “High” scenario households and employment are illustrated by TAZ in Figure 7.

Under the “High” growth scenario, most of the intersections with state highways 201, 20, and 26 will continue to operate at level of service A after factoring for the additional growth in trip generation. All intersections are expected to continue to operate under an acceptable level of service, which is at or above level of service D.

Intersections impacted under the “High” growth scenario include:

- North 1st and Main Street (left-turn from southbound N. 1st onto eastbound Main Street) is expected to decrease from LOS B to C;
- North 1st and Main Street (left-turn from northbound N. 1st onto eastbound Main Street) is expected to decrease from LOS B to D;
- Locust Ave and Highway 20/26 (left-turn movement from Locust Ave onto southbound 20/26) is expected to decrease from LOS C to D; and,
- Highway 20/26/201 and Main Street (left-turn from eastbound Main Street to southbound Highway 201 decreased to LOS B, and
- Highway 20/26/201 intersection (left-turn from northbound Highway 201 to westbound Highway 20/26) will decrease to LOS B.

Current and Projected Traffic Conditions

Continued

The findings of the high-growth sensitivity analysis indicate that the intersections evaluated will continue to operate under minimal delay, except for at a few left turn approaches during peak agricultural harvest periods. No additional intersection improvements will be necessary if the urban area grows faster than the "Base" forecast for the Transportation System Plan.

Summary

Analysis of selected Nyssa intersections under forecast 2017 conditions indicates that LOS A will be maintained for through traffic on Highways 20/26 and 201. The level of service for left-turn movements from side streets onto these state highways is forecast to worsen at a few unsignalized intersections during the planning period. The capacity for left-turn movements at these "worst case" intersections is forecast to experience LOS C and D delays by year 2017.

The Level II traffic analysis provides a broad estimate of future highway performance at intersections within the 20-year planning period. In spite of moderate traffic growth, the city's intersections and through travel routes are expected to operate acceptably throughout the 20-year planning period.

Transportation Improvement Alternatives

Transportation Improvement Alternatives

The transportation system alternatives analysis is based on the “Base” growth and “no-build” scenario. Potential transportation alternatives were formulated with the help of the Transportation Advisory Committee, the City Council, and the public at large. The improvements that were included in the transportation alternatives analysis are intended to address plan goals and objectives described in the Introduction. Many of the alternatives shown in Figure 8 were refined and incorporated into the final Transportation System Plan.

No Build Scenario

The “no build” or “do nothing” scenario forms the basis of comparison with the transportation alternatives included in this analysis. The no build scenario assumes no major changes are made to the existing transportation system over the next 20 years. In this scenario, traffic volumes are projected to increase by about 20 percent by year 2017 as population, through traffic, and employment rises. The future problems that would likely occur under this scenario include:

- Main Street (Highways 20/26) continues to operate as a state highway rather than a “local main street.” Local businesses do not benefit from increased pedestrian travel downtown, highway crossings are difficult;
- Truck traffic continues to interrupt local travel and neighborhoods based on the location of truck scales through the east and southeast part of town;
- Increased business in the southwest, downtown, and northeast continue to load travelways without providing improved pedestrian or bicycle alternatives;
- Extensive household growth in the north and west means further travel distances to services and schools, impacting local and highway travel corridors and intersections; and
- Overall pedestrian and bicycle access and safety erodes as traffic increases without enhanced mode splits and alternative travel improvements.

Public Transportation

A number of senior citizens and transportation disadvantaged individuals rely on public transportation as their sole source of mobility. The present pool of transit patrons in Nyssa is estimated at less than five percent of the population (150 individuals) and is projected to increase as the baby boom generation (those born between 1950 and 1964) ages. The transportation system plan supports expanded public transportation to serve the transportation disadvantaged with reliable and frequent connections to destinations in the region (i.e., Ontario, Adrian, and Vale).

The city of Nyssa once enjoyed dial-a-ride service out of Ontario for residents over age 55, including service five days a week from 8:00 am to 5:00 pm. However, services to Vale and Nyssa were cut due to a poor ridership. The Nyssa Senior Center is an important component of this transportation system plan.

Transportation Improvement Alternatives

Continued

Transportation Demand Management

The potential for transportation demand management programs such as park-and-ride facilities, employer based carpools/vanpools, and flexible rotating shift schedules were considered as part of the transportation system plan process. The local community foresees the need for park-and-rides and commuter related bus shuttles or carpool programs as a future goal throughout Malheur County. In addition, there is a state and national trend towards telecommuting and flex-time programs that should be supported locally in the Transportation System Plan.

The Nyssa Transportation system Plan supports a coordinated City-County approach to demand management. Opportunities may exist for implementing transportation demand management policies through coordination with major employers such as Amalgamated Sugar, and encouraging development of community-based ridesharing for employees traveling between Nyssa and Ontario.

Transportation Improvement Alternatives

Several potential improvements were identified that could enhance the operations, accessibility and safety of a local roadway network in Nyssa. The transportation alternatives are intended to address existing and future deficiencies, preserve state highway facilities and enhance local community character. A discussion and evaluation of improvement alternatives is summarized in Table 9. Planning level cost estimates for each alternative are included. A more detailed cost estimate table that identifies each project's assumed unit cost factors is included in Appendix H.

Access Lane Design Standards — This transportation plan recommends that the city adopt a new street classification for new development in areas that serve a maximum of five dwellings. The access lane standard would include narrower roadway widths than current local street standards allow with a minimum 50-foot dedicated public street right-of-way with 32 to 36 feet of oil mat or better road surface and six to eight feet on-street parking lanes on both sides of the roadway. A narrower access lane design standard was originally proposed (40-foot right-of-way with 24-foot paved surface and no on-street parking), but the TAC expressed concern over the need to accommodate on-street parking, existing mix of trucks in residential areas, and emergency vehicle access requirements.

Local Street Network Plan Design Standards — The community requested that the future conditions map build upon Nyssa's existing street grid by extending it to the northwest and northeast, where new development is likely to occur. The project team is recommending a local street plan be adopted as part of the Transportation System Plan to maximize and organize new development, and ensure local street access.

Transportation Improvement Alternatives

Continued

Table 9
Transportation System Plan
Proposed Project Alternatives
Nyssa Urban Area

Alt.	Name/Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
1	Alignment Improvement (Chestnut Ave./Idaho St.)	Intersection Refinement: Reconfigure roadway alignment to include minor right-of-way improvement and striping at the intersection of Chestnut Ave. and Idaho St.	<ul style="list-style-type: none"> • Helps refine North truck route. • Improves roadway/intersection safety. • Involves minor right-of-way acquisition. 	Medium	\$87,500
2	Signed North Truck Routes (Idaho St.)	New Signage: Refinement of truck route to include signage along 1st Street and Idaho Street.	<ul style="list-style-type: none"> • Helps define North truck route. • Promotes truck movements near residential areas. 	High	\$1,000
3	Alignment Improvement (Long Dr./Locust Ave.)	Intersection Refinement: Reconfigure roadway alignment to include minor right-of-way improvement and striping along Locust Ave.	<ul style="list-style-type: none"> • Helps refine North truck route. • Minor right-of-way acquisition. 	Low	\$62,500
4	Northeast Truck Route Improvement (Long Dr., Ehrgood Ave., East 2nd St., and East 5th St.)	Local Street Extension: Truck routing improvements along Long Dr. including local street extension of East 2nd and East 5th Streets. Project includes: two travel lanes, drainage/swales, and sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future street connections. • Refinement of truck routing. • Promotes new development. • Limits through truck traffic in downtown. • Involves right-of-way acquisition. • Project extends 750 feet +/- outside existing UGB. 	ADP	\$250,000±
5	Alignment Improvement (Idaho St./Walnut Ave.)	Intersection Refinement: Refine roadway alignment to include minor right-of-way improvement and striping at the intersection of Walnut Ave. and Idaho St.	<ul style="list-style-type: none"> • Refinement of North truck routing. • Improves roadway/intersection safety. • Involves minor right-of-way acquisition. 	Medium	\$62,500

Transportation Improvement Alternatives

Continued

Alt.	Name/Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
6	Local Street Connection with Long Dr. (East 2nd St. to Long Dr.)	New Local Street Construction: Construct new local street between East 2nd Street and Long Dr. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Refinement of truck routing. • Promotes new development. • Provides local street connectivity. • Involves right-of-way acquisition. 	Low	\$125,000
7	Long Dr. to 5th St. Connector	New Local Street Construction: Construct a local street connection between East 5th Street and Long Drive. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Refinement of alternative truck routing. • Promotes new development. • Provides local street connectivity. • Involves right-of-way acquisition. 	Low	\$550,000±
8	One-Way Street (5th Street)	New Signage/Circulation: Re-route traffic to one-way movements along East 5th Street, which includes signage and striping improvements. Project assumes 8 new signs.	<ul style="list-style-type: none"> • Defines local truck routes. • Improves access management along Highway 20/26. • Short-term disruption of local travel. 	High	\$1,000
9	Limit Access from East 3rd and East 4th Streets to Highway 20/26	Access Management Improvement: Project includes placing bollards or concrete barriers at the E. 3rd and E. 4th Street intersections along Highway 20/26.	<ul style="list-style-type: none"> • Improves access management along Highway 20/26. • Increased safety of turning movements along Highway 20/26. • Short-term disruption of local travel. 	High	\$2,500

Transportation Improvement Alternatives

Continued

Alt.	Name/Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
10	Access Refinements to Amalgamated Sugar with On-Site Circulation Improvements	Access Management Improvement: Circulation and access improvements near the Amalgamated Sugar Company. Project includes striping a center turn lane in conjunction with private on-site circulation improvements.	<ul style="list-style-type: none"> • Improves access management along Highway 20/26. • Increased safety of turning movements along Highway 20/26. 	High	\$1,200
11	N. 1st Street/Main Street Intersection Improvement (Main St./N. 1st St.)	Intersection Improvement: Refinement of intersection to include right turn striping for improved truck circulation. Assumes striping cost only.	<ul style="list-style-type: none"> • Helps define truck routes in addition to Main Street. • Improved intersection safety for pedestrians and vehicle traffic. 	High	\$4,800
12	Main Street Sidewalk and Pedestrian Improvements (Main Street: N. 6th St. to N. 1st St.)	Sidewalk Reconstruction: Reconstruct sidewalk to provide pedestrian safety and circulation improvements to include provision of amenities such as street landscaping and lighting.	<ul style="list-style-type: none"> • Revitalize Main St. • Provide adequate sidewalks and bicycle facilities with safe street crossings. • Short-term disruption of business and travel along Main St. 	Medium	\$740,000
13	Commercial Avenue - East Extension	New Local Street Construction: Extend Commercial Ave. from N. 3rd Street to N. 1st and 2nd Streets. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Provide local street connectivity. • Help define South truck routes in addition to Main St. • Reduces truck movement in residential areas. • Minor right-of-way acquisitions. 	ADP	\$187,000±

Transportation Improvement Alternatives

Continued

Alt.	Name/Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
14	Commercial Avenue - West Extension	New Local Street Construction: Extend Commercial Ave from Becks Road to 9th Street. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserves right-of-way for future local street connection. • Provide local street connectivity. • Help define South truck routes in addition to Main St. • Reduces truck movement in residential areas. • Minor right-of-way acquisitions. 	ADP	\$250,000±
15	Road Bed Reconstruction and Improvement (Becks Rd.)	Road Reconstruction: Reconstruct road bed. Provide new overlayment along Beck Rd. south of King Ave.	<ul style="list-style-type: none"> • Preserves roadway and lowers maintenance cost. 	Low	\$84,000
16	Signed South Truck Route (Adrian Blvd./Highway 201 to 9th St. to Commercial Ave. to N. 1st St.)	New Signage: Define truck route to include signage. Assumes 8 signs.	<ul style="list-style-type: none"> • Help define South Truck route. • Reduces truck movement along Main St. and in residential areas. 	Medium	\$2,000
17	Adrian Boulevard/Highway 201 and Becks Road Intersection Improvement	Intersection Improvement: Refinement of Beck Rd./Adrian Blvd. intersection to include enhanced striping and pedestrian crossings. Project includes traffic control signage on Becks Road and pedestrian crossing striping.	<ul style="list-style-type: none"> • Promote safe pedestrian street crossings and access along major streets. 	High	\$2,000
18	Adrian Boulevard/Highway 201 Pedestrian and Bicycle Improvements (Adrian Blvd between Becks Road and Main St.)	New Sidewalk Construction: Reconstruct/install curb and sidewalk on both sides of the street. Restripe travel lanes and shoulders to provide shoulder bikelanes.	<ul style="list-style-type: none"> • Promotes safe pedestrian and bicycle access. 	High	\$88,000

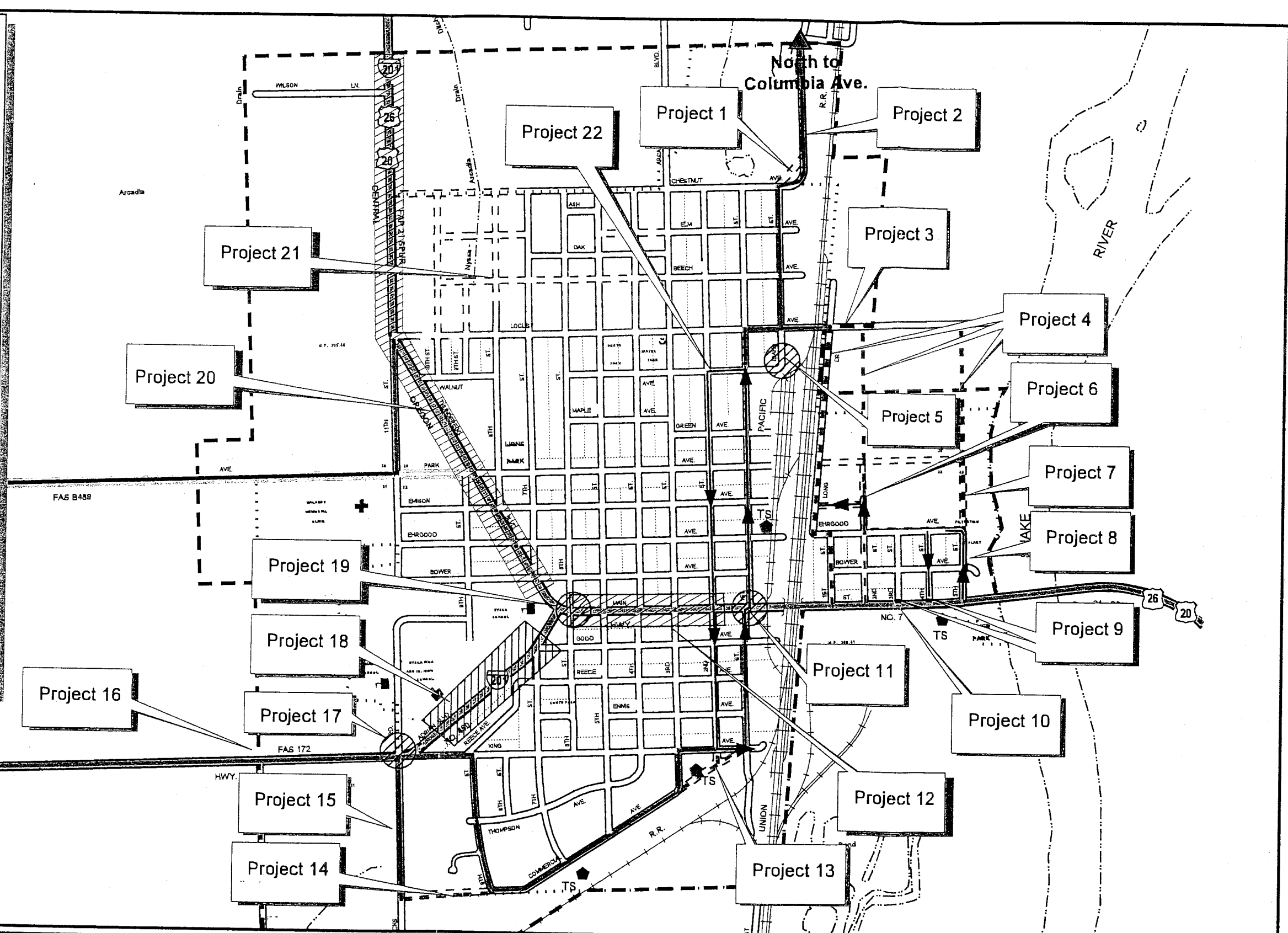
Transportation Improvement Alternatives

Continued

Alt.	Name/Location	Description	Purpose (Benefits/Impacts)	Priority	Cost*
19	Access Improvements for 6th St./Main St. Intersection (Main St./6th St.)	Access Control: Construct median including striping to convert access circulation to right turn movements off of 6th Street to Main Street.	<ul style="list-style-type: none"> • Improves safety by reducing turning conflicts. • Enhances access and preserves function of Highway 20/26. • Promotes safe street crossings for pedestrians. 	Medium	\$16,000
20	Shared Bicycle Lanes (Thunderegg Blvd./Highway 201)	Roadway Restriping: Restripe and sign travel lanes to provide two shared bikelanes between Locust Ave. and Main Street.	<ul style="list-style-type: none"> • Promotes safe bicycle access. 	Medium	\$9,000
21	Extend Local Street Grid	Local Street Extensions: Extend local street grid network north of Locust Ave. between Highway 201/20/26 and 3rd Street. Project assumes: two travel lanes, drainage/swales, and a sidewalk on one side.	<ul style="list-style-type: none"> • Preserve right-of-way for future street network. • Provide good local street connectivity for autos and pedestrians. 	ADP	\$2,640,000
22 A/B	Core One-Way Truck Loop (N. 1st St./N. 2nd St.)	New Signage/ Circulation: Reconfigure traffic movements to one-way travel along 1st and 2nd Streets between King and Walnut Avenues. Assumes one sign at each intersection (Phase 1) and reconstruction (Phase 2).	<ul style="list-style-type: none"> • Defines local truck routes. • Limits truck movements in residential areas. 	High (Phase 1) Low (Phase 2)	\$5,500 \$215,0000

Project Descriptions

- 1# Alignment Improvement
- 2# Signed North Truck Routes
- 3# Alignment Improvement
- 4# Northeast Truck Route Alternatives
- 5# Alignment Improvement
- 6# Local Street Connection With Long Dr.
- 7# Long Dr./ 5th St. Connector
- 8# One-Way Street
- 9# Limit Access From E. 3rd. & E. 4th Streets to Hwy. 26/20
- 10# Access Refinements to Amalgamated Sugar w/ On Site Circulation Improvements
- 11# N. 1st. Street/Main Street Intersection Improvement
- 12# Main Street Sidewalk & Pedestrian Improvements
- 13# Commercial Ave-East Extension
- 14# Commercial Ave-West Extension
- 15# Road Bed Reconstruction and Improvement
- 16# Signed South Truck Route
- 17# Adrian Blvd. /201 and Becks Rd. Intersection Improvement
- 18# Adrian Blvd./ 201 Pedestrian/ Bicycle Improvements
- 19# Access Improvements for 6th St./Main St. Intersection
- 20# Shared Bike Lanes
- 21# Extend Local Street Grid
- 22# Core One-Way Truck Loop



LEGEND

Local	Arterial	Alley	Truck Scale
Collector	Future Collector	Urban Growth Boundary	Truck Route
	Future Street	City Limits	Truck Route Alternative

CITY OF NYSSA

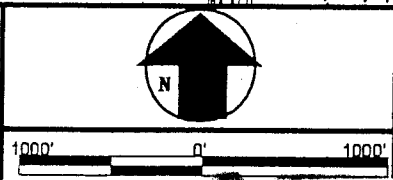


Figure 8
TRANSPORTATION ALTERNATIVES



JUNE 3, 1998

h:\project\7800\7807\qin\revised TSP

Transportation Improvement Alternatives

Continued

The community felt that the local street plan is of great benefit. It was determined that marginal access lanes should only be used to access several dwellings where opportunity for local street expansion is shown not to exist.

A local street plan that proposes 12-foot travel lanes, eight-foot parking lanes, a drainageway landscape strip, and adequate width for sidewalks and utilities within a 60-foot right-of-way would be acceptable to the community and consistent with existing Nyssa and county design standards. The community concluded that a demarcation, such as a minor swale, could be provided between the travel lane and the parking strip on access lanes.

It was determined that wherever possible or feasible, collector and local streets and access lanes should be fully improved at the time of development. One solution would be to allow interim improvements for partitions (no more than three parcels). Full local street improvements could be required for any subdivisions (four or more lots).

Evaluation Criteria

Evaluation of potential transportation improvements was based primarily on the feedback of local community residents, Planning Commission and City Council members, and Transportation Advisory Committee input. Feedback from the review of transportation improvements takes into account qualitative safety, environmental, socio-economic, and land use impacts, as well as local cost requirements. Appendix A includes resident responses to a number of transportation-related issues sent out in a questionnaire, and discussed at public open house meetings.

Conceptual cost estimates were provided at this level of analysis, to help phase projects in a manner that is consistent with state and local funding sources. The evaluation of the transportation improvements not only resulted in specific improvements to be incorporated into the preferred transportation system plan, but also included improvement priorities that are discussed in the funding plan section.

Transportation Alternatives Not in Final TSP

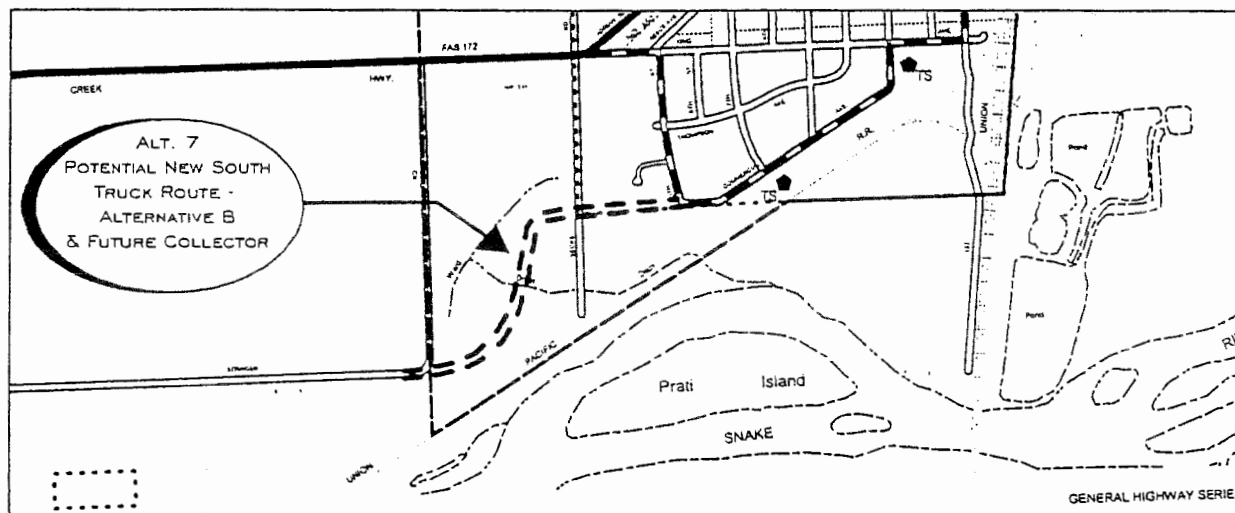
Transportation alternatives not included in the future roadway plan, and rationale for their elimination are listed below.

Potential Historic District Overlay — Although this possible historic district remains as a community objective, its relationship to planned transportation improvements is indirect.

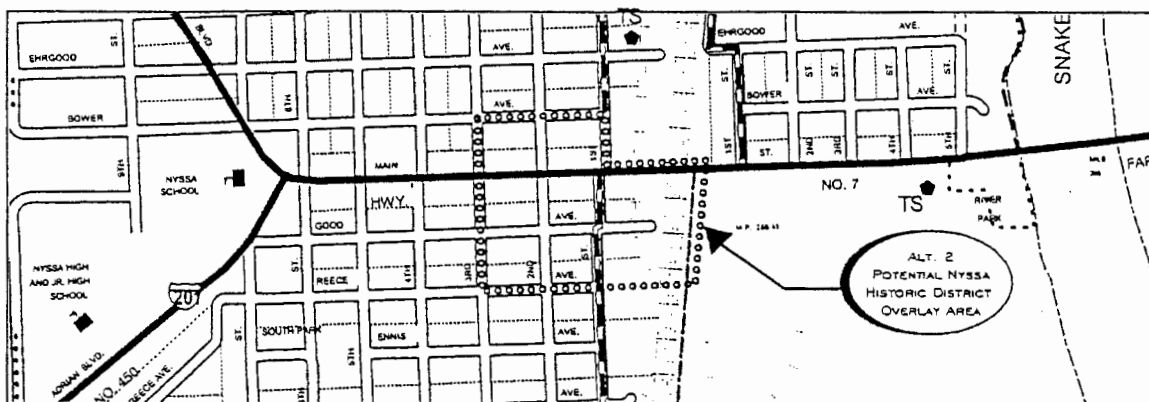
Transportation Improvement Alternatives

Continued

Potential South Truck Route and Future Collector — The possibility of south truck route connection to Highway 201 exists, with one potential route connecting Commercial Avenue to Stringer via a new collector street.



Potential Historic District — Consider a local or national historic district overlay to include significant historic properties downtown. This includes the highest concentration of historic properties between 3rd Street (west), the Union Pacific rail tracks (east), Bower Avenue (north), and Reece Avenue (south). A district status could mean that transportation improvements would not threaten the historic integrity of the area. After local discussion, this alternative was not pursued due to the concern over additional regulations to downtown development.



Funding Options

Funding Options

To meet the requirements of the Transportation Planning Rule, the Nyssa Transportation System Plan (TSP) must have a transportation financing program that includes the following:

- A list of planned transportation facilities and major improvements
- A general estimate of the priority or timing of planned facilities and improvements
- Determination of rough conceptual capital cost estimates
- A discussion of existing and potential financing sources

The remainder of this section highlights funding sources which can be utilized for implementation of individual projects identified in the Transportation System Plan.

Transportation Financing and Funding Overview

Funding describes methods that generate revenue for transportation projects. Financing refers to how projects are paid for over time. Transportation projects are often paid for using a combination of funding and financing.

Funding for transportation improvement projects typically is derived from three sources: federal, state, and local governments. A description of the funding sources from each of those three categories follows. In some cases, funds may come from one level of government (such as ODOT or OEDD) to be spent by another level of government (i.e., City of Nyssa, or Malheur County). A summary of state and local funding sources is provided in Table 10.

For each of the funding alternatives listed below, there is a brief description, a listing of the existing application (i.e., who is presently using this method), and a short discussion of the potential for implementing the alternative. No effort has been made to screen alternatives according to their political or legal feasibility. The intent is to provide an overview of a number of alternative revenue sources. The decision on how the funds are spent is ultimately a policy issue to be decided by the City Council and/or local constituency.

Table 10

POTENTIAL RESOURCES FOR DOWNTOWN DEVELOPMENT ACTIVITIES IN THE STATE OF OREGON
SPRING, 1997

PROGRAM NAME	FUNDING SOURCE	FORM OF AVAILABLE FUNDS		CONTACT PERSON PHONE #	FUNDING DEADLINE		AWARD LIMITS	ELIGIBLE FUNDING USE		NOTES/CONDITIONS OF AWARD
		Grants	Loans		First Come/ First Served	Competitive Cycle		Operational	Capital Improvements	
County Video Poker Fund	County Commission	X	X	County Commissioners or County Administration	X	X	Varies by County	X	X	Counties typically do not prescribe downtown development as a specific eligible activity; nonetheless, downtown development may be an eligible activity.
Transient Room Tax Funds	Cities and Counties	X		Cities, Counties, & Convention & Visitors Bureaus		Typically	Varies	X	X	Traditionally, these funds have been used for Convention & Visitor Bureau financing and as a source for general fund revenues. Stronger connections between downtowns and tourism objectives increase probability for this funding source.
Corporate Foundations with Local Connections	Statewide Corporations	X		See <i>Guide to Oregon Foundations</i>	X	X	Varies		More typical than "operational" use	Communities can capitalize on the local "branch office" of statewide and national corporations (banks, utilities, other institutions).
City and County General Fund	Cities and Counties	X	X	City Managers and County Administrators	X	X	Varies	X	X	Due to the passage of two property tax limitation measures in the 1990s, availability of funding from cities and counties for downtown development purposes is on the decline.
Foundations	Oregon Foundations	X		See <i>Guide to Oregon Foundations</i>	X	X	Varies		Generally preferred over operating funds.	Funding increments are typically small and undependable. Requires significant "leg work" to apply and obtain foundation funding.
	State Historic Preservation Office	X		James Humrick (503) 378-6821 ext. 231		X		X		Generally funds are used to inventory historic districts and buildings.
Preservation Services Fund	National Trust for Historic Preservation	X		Anthony Veerkamp (415) 956-0610		X	Generally not exceeding \$3,000	X	X	Generally for historic preservation purposes.
National Preservation Loan Fund	National Trust for Historic Preservation		X	Regional Staff	X	X	\$100,000		X	A very competitive program nationwide.
Rural Investment Fund	Oregon Economic Development Department	X		Regional Staff	X	X	Varies	X	X	Must be an identified activity in the region's Rural Action Plan.
ISTEA Enhancement Fund	Oregon Department of Transportation	X		Federal Aid Specialist in Regional Office		X	Approx. \$500,000		X	Congress is considering reauthorizing the Intermodal Surface Transportation Efficiency Act Enhancement Program. If approved, funding may become available in 1998.
Old Growth Diversification Fund	US Forest Service/ Oregon Economic Development Department	X		Regional Development Office/Regional Coordinator 800-233-3306	X		Varies		Preferred over operating expenses	Project target to community's priorities; strategically impacts local communities; fills a funding "gap;" and has a 50% match.

Source: Oregon Economic Development Department; modified by Otak, Incorporated.

Federal Funding Options

Intermodal Surface Transportation Efficiency Act (ISTEA)

Description: In 1991, Congress passed and the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA). The act, which is now being redrafted by Congress, emphasizes flexibility in funding transportation solutions and establishes a series of funding categories for implementation. Funding through ISTEA is targeted to improvement of all modes of transportation that demonstrate beneficial impacts towards enhancing the multimodal nature of the transportation system, and meet local land use, economic, and environmental goals.

Existing Application: Transportation improvement projects within Nyssa are potentially eligible for funding through a number of categories under ISTEA. These categories include:

- National Highway System (NHS): Highways in this category include all interstate routes and major urban and rural principal arterials. I-84 is a route on the National Highway System.
- Surface Transportation Program (STP): Funding through this category may be used on roads that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as federal-aid routes.
- Special Enhancement Program: Funding through this category may be used for providing pedestrian, bicycle and transit facilities, and improvements or programs that enhance scenic or historic resources. Local jurisdictions need to coordinate with ODOT Region 5 to receive ISTEA funding.

Community Development Block Grants (CDBG)

The Federal Department of Housing and Urban Development offers a Community Development Block Grant Program (CDBG). To receive CDBG funds, cities must compete for grants based upon a formula that includes their size and other factors such as rural/urban status, demographics, local funding match, and potential benefits to low-to-moderate income residents, including new job creation. CDBG funds can also be used for emerging public works needs.

Potential: In small rural communities this program has limited application but may be a source of street funds for roads serving new developments supporting job creation or multifamily housing. CDBG funding requests should be coordinated through Malheur County.

Federal Economic Development Administration (EDA)

The Federal Economic Development Administration provides annual grant funding on a competitive basis for public works improvements that directly generate or retain jobs in local communities. These funds can be used for local utilities and transportation facilities that serve new development sites.

Funding Options

Continued

Existing Application: SPWF and IOF funds have been used in a number of cities for the construction of water, sewer, and limited street improvements.

Potential: These funds are limited to situations where it can be documented how a project will contribute to economic development and family-wage job creation. These programs most likely apply to northeast industrial site development projects proposed by private developers. Funding applications should be coordinated with Malheur County, OEDD, and ODOT.

Special City Allotment

Description: SCA funding is available to incorporated cities with populations less than 5,000. This funding comes from state gas tax funds and provides grants up to \$25,000 to selected cities. Cities are asked by ODOT annually to apply for funding for projects they select on their local street system. Cities can apply only if previous SCA Grants are complete and paid for. ODOT regions evaluate project proposals from each city and rank each proposal.

Application: Region 5 is usually allocated eight grants per year for small cities.

State Bicycle-Pedestrian Grants

Description: Cities and counties can apply annually for bike path or sidewalk grants for projects they have selected. Grants for projects on local street systems have a match of 20 percent and projects next to state highways have a lower match requirement. Each bicycle-pedestrian grant cannot exceed \$100,000 in state bike funds. Project evaluation and selection is made annually statewide by the Statewide Bicycle/Pedestrian Committee.

Application: Communities throughout Malheur County have successfully received these grants for bicycle and sidewalk improvements.

Oregon Infrastructure Bank

Description: In 1996, Oregon became part of a 10-state national pilot program intended to provide innovative funding for a variety of highway and transit capital projects. The bank helps fund needed infrastructure by making revolving loans to communities throughout Oregon. The important advantages of the bank include providing low tax-exempt interest rate loans, quick processing of loan applications, and administrative simplicity.

Application: The first round of loans from the bank totaled \$5.8 million with funding from state highway money and federal matching funds. Representative projects include transit facilities in Hood River, Marion County, and Washington County; planning for the Newberg-Dundee Bypass and the Tualatin-Sherwood Highway; and a statewide rideshare vanpool program. Momentum appears to be building in support of this program as the U.S. Congress considers authorizing state infrastructure banks to use federal funds for other modes.

Potential: This may become a viable alternative to local bond levies, especially for innovative or multimodal projects.

Local Funding Options

The following programs are used by cities in the funding of transportation improvements:

General Obligation Bonds (G.O. Bonds)

Description: Bonds are often sold by a municipal government to fund transportation (or other types) of improvements, and are repaid with property tax revenue generated by that local government. Under Measure 50, voters must approve G.O. Bond sales with at least a 50 percent voter turnout.

Existing Application: Cities all over the state use this method to finance the construction of transportation improvements. For smaller jurisdictions, the cost of issuing bonds vs. the amount that they can reasonably issue creates a problem. Underwriting costs can become a high percentage of the total cost for smaller issues. According to a representative of the League of Oregon Cities, the state is considering developing a "Bond Pool" for smaller jurisdictions. By pooling together several small bond issues, they will be able to achieve an economy of scale and lower costs.

Potential: Within the limitations outlined above, G.O. bonding can be a viable alternative for funding transportation improvements when focused on specific projects such as the Main Street project.

Serial Levy/Property Taxes within the Limits of Ballot Measure 50

Description: Local property tax revenue (city or county) could be used to fund transportation improvements through a serial bond levy.

Existing Application: Revenue from property taxes ends up in the local government general fund where it is used for a variety of uses. Precedents for the use of property taxes as a source of funding for transportation capital improvements can be found throughout the state. However, with the limitations resulting from Measure 50, use of property taxes for transportation capital improvements will continue to compete with other general government services under the 3 percent assessed value increase allowed by Measure 50, and the local tax limits of \$15 per \$1,000 of assessed value established under Measure 5. Under Measure 50, however, there is no limit on assessed value generated by new construction.

Potential: Because the potential for increased funding from property tax revenue is limited by Ballot Measures 5 and 50 and by competition from other users who draw

funds from the general fund, it is not a practical source for financing major local street improvements.

Revenue Bonds

Description: Revenue Bonds are those bonds sold by a city and repaid from an enterprise fund with a steady revenue stream such as a water or sewer fund. The bonds are typically sold to fund improvements in the system producing the revenue.

Existing Application: Revenue bonds are a common means to fund large high-cost capital improvements that have a long useful life. A water or sewage treatment plant is a good example where the high construction cost over a short period makes it difficult to pay for from operating funds, yet a long-term revenue stream from sewer revenues makes the sale of bonds a viable alternative, spreading the cost of the facility improvement over a long period of time. Innovative applications include the City of Independence, where local fuel tax revenue was pledged to finance revenue bonds to fund street improvements.

Potential: Nyssa has historically utilized Bancroft Bonds (type of revenue bond) for improvements to 9th Street, but that was prior to Measures 5 and 50. Revenue bonds are not currently considered as a likely funding source for roads or other transportation in small cities.

Transportation System Development Charges (SDC)

Description: A transportation system development charge (SDC) or traffic impact fee is a fee charged to new development to pay for infrastructure improvements needed as a result of the development.

Existing Application: Cities now use transportation SDCs (or traffic impact fees) to assist in funding traffic improvements attributed to new development.

Potential: Given low anticipated levels of growth and development, this is not expected to be a likely source of local funding in Nyssa.

Local Vehicle Fuel Tax

Description: Local jurisdictions can implement a local gas tax that would be in addition to the state gas tax it currently receives.

Existing Application: Five jurisdictions in Oregon have a local gas tax — Woodburn (\$0.01/gallon), Washington Co. (\$0.01/gallon), Tillamook (\$0.015/gallon), The Dalles (\$0.01/gallon), and Multnomah Co. (\$0.03/gallon). The local gas taxes have raised the following amounts:

Funding Options

Continued

Woodburn	\$ 115,000	(1995/96)
Tillamook	\$ 106,000	(1995/96)
The Dalles	\$ 329,000	(1995/96)
Multnomah County	\$6,925,000	(1995/96)
Washington County	\$1,660,095	(1995/96)

Potential: Although there is some potential if considered county-wide rather than by small cities, this tax is unlikely to be seriously considered if current transportation funding package is approved by state.

Local Vehicle Registration Fee

Description: Like a local fuel tax, local jurisdictions can implement a local vehicle registration fee. This would operate similarly to the existing statewide vehicle registration fee.

Existing Application: Presently no cities or counties in Oregon charge a local registration fee.

Potential: Same as local fuel tax.

Local Street Utility/User Fee

Description: This fee is based on the fact that streets are utilities used by citizens and businesses just like a public water or sewer system. Fees are typically assessed by usage (e.g., average number of vehicle trips per development type).

Existing Application: This fee is used in eastern Oregon cities like La Grande, where it is raising approximately \$70,000 dollars a year through a \$4.00 monthly fee charged on residential water meter bills. The revenue generated by the fee is used for operations and maintenance of the street system.

Potential: There is little potential for capital projects but this fee could be considered to supplement local road maintenance funds.

Local Improvement District (LID)

Description: Through a local improvement district (LID), a street or other transportation improvement is built and the adjacent properties that benefit are assessed a fee to pay for the improvement.

Existing Application: LID programs have wide application for funding new or reconstructed streets, sidewalks, water/sewer or other public works projects. The LID method is used primarily for local or collector roads, though arterials have been built using LID funds in certain jurisdictions

Funding Options *Continued*

Potential: LIDs continue to offer a good mechanism for funding projects such as new sidewalks and street surface upgrades. The local share for construction Main Street Revitalization Plan improvements could be partially funded using an LID formula.

Developer Dedications of Right-of-Way and Local Street Improvements

Description: New local streets required to serve new development areas are provided at the developer's expense to the City in accordance with the tentative and final plan approvals granted by the City Council.

Existing Application: Current City ordinance requires local streets and utilities to be provided in accordance with the adopted Land Use Plan, and the zoning ordinance and subdivision ordinance. This includes dedication of street/utility right-of-way and construction of streets, pedestrian/bicycle facilities, and utilities to City design standards.

Potential: Private developer street dedications are an excellent means of funding new local street/utility extensions, and are most effective if guided by a local roadway network plan. This funding mechanism can apply to all new local street extensions in Nyssa within the 20-year planning period.

Appendices

*Appendix A — Public Involvement
Record*



Meeting Minutes

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

Meeting: Nyssa TSP
Project No.: L7807.P01
Meeting Date: May 1, 1997
Meeting Time: 7:00 p.m.
Location: Nyssa City Hall Council Chambers
Attendees: Nyssa City Council Members:
Bob Schuster
Pat Briller
Charlie Kitamura
Diego Castellanoz

Planning Commissioners:
Pat Marcum
Bob Feahlman
Terry Delgado

Gordon Zimmerman, Nyssa City Manager
Tom Busche, Oregon Department of Transportation
Tom Litster and Todd Chase, Otak consulting team

Minutes By: *Todd Chase*

The first Nyssa Transportation System Plan and 2003 Downtown Mainstreet Revitalization Project Advisory Committee meeting was held at 7:00 p.m. on Thursday, May 1 at the Nyssa City Hall Council Chambers. A draft meeting agenda is attached.

Introduction

Mr. Zimmerman provided a brief introduction of project team members and the overall goal of the transportation system plan and 2003 Downtown Mainstreet Revitalization project. The ad-hoc planning advisory committee consists of the Nyssa City Council and Planning Commission members as well as Tom Busche from ODOT, and Gordon Zimmerman, Nyssa City Manager.

Todd Chase summarized the goals and objectives of the transportation system plan. The primary goal is to meet Goal 12, Transportation, of the state land use planning goals by providing a long-range plan for transportation facilities within the Nyssa urban growth area. Todd indicated that there is some flexibility in how each jurisdiction strives to meet the state requirements defined under the Transportation Planning Rule. However, the key areas to be addressed include preserving the function of state transportation facilities (e.g. Highways 20/26 and OR 201), enhancing safety for automobiles, trucks, pedestrians and bicycles; maintaining a

good local traffic and pedestrian circulation network; and addressing multi-modal transportation needs, such as providing dial-a-ride transit service over the long run.

Todd indicated that while the TSP provides a plan for the entire urban growth area, the mainstreet design study is intended to focus on the segment of mainstreet between Adrian Boulevard and the Union Pacific Railroad viaduct. Tom Litster provided an overview of the mainstreet design project and indicated that key issues will address safe pedestrian crossings, sidewalks, landscaping, street lights and adequate design to accommodate trucks, autos, pedestrians, and possibly bicycles if parallel bike routes are not designated.

Todd indicated that the schedule for completing the mainstreet design study requires draft recommendations to be made at the beginning of June and final study findings to be published by the end of June. The TSP is expected to be drafted by early fall and adopted by the end of this calendar year. They expect there to be three additional meetings by this committee with the next meeting tentatively scheduled in mid-June.

Existing Conditions Overview

Todd provided a handout on population and employment growth trends and draft projections as well as average daily traffic counts and accident summary data for the state routes through the urban area. Todd indicated that the current projections are considered to be on the high end of realistic growth expected in the city of Nyssa and will be adjusted and refined by the next meeting. Todd indicated that even under the high end scenario, it would appear that there will be a need for approximately 150 to 200 dwelling units over the next 20 years within the City of Nyssa urban growth area. There is adequate undeveloped land within the existing UGA to accommodate this growth.

According to ODOT data, average daily traffic in 1995 was reported to be highest on Main Street at 5,400 vehicles per day. However, the advisory committee quickly noted that traffic has significant seasonal fluctuations that vary with agricultural harvests and shipping seasons. Peak seasons are expected to occur during September, October, and November as the sugar beets, potatoes, onion, and corn crops are harvested and shipped. During this time period, peak truck traffic is estimated to increase significantly. ODOT and the City will attempt to obtain monthly or quarterly ADT counts for the project team.

In an informal discussion of existing conditions among advisory committee representatives, several transportation issues were identified:

- *Realignment of Adrian Boulevard/Main Street Intersection* — Gordon Zimmerman will obtain updated plans for the school property redevelopment project from Bob Feahlman. There is potential to coordinate school redevelopment plans with realigned intersection design at this location. The redesigned intersection should attempt to provide right turn movements from Main Street eastbound onto Adrian Boulevard. Left turn movements from Adrian Boulevard onto Main Street westbound should also be considered as part of the refinement plan for this intersection.

- *Safe Pedestrian Crossings* — Should be designed at this intersection as well as intersections in proximity to the school property and along Main Street. Pedestrian crossings should include well-defined crosswalks, appropriate signage and other design treatments needed to safely accommodate pedestrians. Tom Busche mentioned that an education plan should be utilized at the high school, middle school, and elementary school to inform school children about traffic safety issues and pedestrian safety concerns.
- *Left/Right Turn Channels* — Specific locations were identified on Main Street where truck turning movements create conflicts and bottlenecks with oncoming traffic and prevent safe pedestrian crossings across Main Street. Particular locations that were noted by the advisory committee include Second Street, Fifth Street, and First Street. Many of these turning movement problems are associated with trucks traveling to weight scales or receivers such as Amalgamated Sugar Company.
- *Truck Routes* — Given the amount truck traffic during peak agricultural seasons, alternative truck routes should be evaluated, including routes north and south of Main Street. A left turn pocket should be considered in front of the Amalgamated Sugar Company. A left turn pocket should be considered for traffic traveling south on Highway 20/26, turning left onto Locust Avenue; street widening and right-hand turns should be provided with possible realigned intersections to accommodate traffic traveling south/east on Main Street turning right onto Adrian or First Street.
- *Street Lighting* — Considered an important factor, the Main Street design plan should consider ornamental lighting in place of the existing tall cobra street lights that are in need of repair. It was noted that Idaho Power currently owns the street lights and invoices the City for electricity used, the City then invoices property owners through the existing shared-use agreement established under current ordinance.
- *Main Street Design* — Main Street should be designed in a manner that is more pleasant with pedestrian-scale streetlights, amenities, trees, shrubs, and safe pedestrian crossings.

Next Steps

Todd recommended a public opinion survey that would be designed by Otak, distributed and tabulated by the City of Nyssa, and analyzed by Otak as part of the study effort even though it was not included in the original scope of services. The advisory committee was receptive and supportive of this idea as a means to obtain a better understanding of the broader community issues and objectives for improving the transportation system throughout the urban area and the Main Street corridor.

The next meeting will be held during mid-June, and will include a public open house workshop to discuss and refine Transportation Issue/Alternatives, and Main Street Design Options.

The meeting was adjourned at approximately 9:00 p.m.

Issue Date May 6, 1997

By Todd Chase



Meeting Minutes

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

Meeting: Nyssa Transportation System Plan
Project No.: L7807.P01
Meeting Date: June 17, 1997
Meeting Time: 7:00 pm
Location: City of Nyssa Council Chambers
Attendees: Please see attached sign in sheet
Minutes By: Todd Chase

The second joint City Council/Planning Commission and Public Open House workshop was conducted in the City of Nyssa City Hall Council Chambers at 7:00 pm on June 17, 1997. It should be noted that the meeting followed a major windstorm which spawned a microburst (several small tornadoes) in the Nyssa area and caused significant damage throughout the city, including damage to City Hall and the Council Chambers prior to the meeting. Sincere appreciation is given to all members in attendance at this meeting in light of this "natural disaster."

The attached meeting agenda was distributed prior to the meeting.

Introduction

John Preston from ODOT Region 5 provided an overview of why ODOT is conducting transportation system plans throughout the state of Oregon. Mr. Preston indicated that ODOT is now responsible for all modes of transportation and is being more proactive in helping local jurisdictions prioritize projects for the state transportation improvement program. He summarized an attachment which is available and made part of this project record upon request. Mr. Preston indicated that the STIP funded projects is reviewed and updated every two years and includes near-term or high priority projects only.

Gordon Zimmerman provided an overview of the Main Street 2003 Revitalization Study. Mr. Zimmerman summarized the findings from a survey that was distributed to local residents as part of this Main Street study (please see attached survey results). In summary, the survey respondents were generally in favor of slowing down traffic on Main Street, providing safe pedestrian crossings, and attracting new businesses. The respondents were less concerned with improvements to the Main/Adrian intersection.

Review of May Meeting Minutes

Todd Chase summarized findings from the May meeting and reiterated key objectives of the transportation system plan. With regards to key objectives:

- access management strategies need to be adopted as part of the transportation system plan which should also be consistent with the ODOT Highway 26/20 corridor strategies which are now being drafted; and
- local street classifications need to be reconsidered. The TSP is an opportunity to reconsider reclassification or classification upgrades of minor local streets to collectors. The City should identify or designate additional collectors to assist in prioritizing where roadway widening and sidewalks should be provided in the future.
- Bicycles and pedestrians should be accommodated on the collector streets. The existing bikeway designation by ODOT in the city of Nyssa appears to be an illogical north loop that is not conducive to bicycle usage. The TSP should revisit the existing bikeway designation and demarc a new location along state facilities and through local streets.
- The Council/Commission and survey respondents indicated that safe pedestrian crossings and access to schools is very important and should be a high priority in the transportation system plan.

Todd asked that at the future meetings, Council/Planning Commission representatives consider additions and changes to the existing conditions with regard to street classifications, sidewalks, and bicycle facilities, and bring their comments to Mr. Zimmerman or to the next meeting to be scheduled in late July.

Local Street Plan

Todd indicated that a local street network is an important component of the transportation system plan. The draft list of transportation alternatives includes a local street network that extends north of Locust Avenue between Highway 201/26/20 and 3rd Street. The Council/Committee seemed generally in favor of the local street network plan. John Preston and Todd Chase described the benefits of a local street network plan including retention of community character, optimization of existing land area within the urban growth boundary, reduce need for expansion of public utilities, clarification of city expectations to developers with regard to future street layout design and dedication as public right-of-way, and other factors. In addition, a local street connection between East 5th Street and Long Drive Street is desired as the vacant parcel north of the Rio Vista Apartments develops.

Truck Route Alternatives

The draft transportation alternatives map identifies a north truck route and two alternative locations for a south truck route alignment. The members in attendance favored the north truck route alignment but would also like to see utilization of 1st Street for southbound trucks and 3rd Street to Bower Avenue for northbound trucks. A refinement of the Main Street/1st Street right turn intersection should be evaluated to improve truck access from Main Street onto 1st Street. Given the grade and retaining walls associated with the viaduct, refinement of this intersection could be very costly and will be evaluated, and the findings presented as part of the draft transportation system plan.

Access Improvements at the Amalgamated Sugar Company

Given the amount of seasonal trucking activity that occurs, circulation and access improvements near the Amalgamated Sugar Company were identified as issues to be resolved during the TSP. ODOT has approached the Amalgamated Sugar Company about the need to identify and improve on-site circulation that would help reduce truck turning movements on Main Street. ODOT will consider a left turn striping treatment on Main Street in conjunction with on-site transportation circulation improvements made by the sugar company.

Main Street Design Alternatives

Tom Litster summarized the three Main Street design alternatives that were prepared along with conceptual border magnitude capital cost estimates. All three of the cost estimates include a off-street public parking facility is provided near the southwest corner of Main Street at a conceptual cost estimate of approximately \$65,000. It was noted that the preliminary conceptual cost estimates exclude design fees or special engineering/construction requirements (i.e. storm drainage).

Alternative A, Major Improvements

At approximately \$750,000 this improvement is the most costly of the three improvements identified. Improvements include widening of sidewalks to 12 feet, curb extensions, landscaped median barriers, and urban design amenities such as street lights, street trees, and stamped concrete pedestrian crossings. This alternative gives the City maximum control over access to/from Main Street.

Alternative B, Medium Recommendations

This alternative is similar to Alternative A but does not include full median barriers between 5th Street and First Street, and instead includes pedestrian refuges at key pedestrian crossings. This alternative does not include stamped concrete pedestrian crossings, either. The cost for this alternative is estimated at approximately \$500,000.

Alternative C, Minor Refinement

This alternative retains existing sidewalk width, provides minimum landscaping.

After discussion about the benefits of access management measures and 12-foot sidewalks in the historic district and the pedestrian refuge islands, the members in attendance tended to favor Alternative B over the other alternatives. This alternative would result in additional on-street parking, improved pedestrian accessibility, good separation of trucks and automobiles and bicycles and pedestrians. The project team will refine the urban design concepts and cost estimates for this alternative and present this alternative as a recommended alternative as part of the draft report for the Main Street 2003 Revitalization Study.

Main/Adrian Intersection Improvements

Tom Litster described several options for improving circulation and safety and the Main Street/Adrian intersection. The options included:

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June 17, 1997

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- Minor refinements with controlled right-turn lanes from 6th Street;
- Replacement of the original "T" intersection concept; and
- Various options to make the 6th/Main intersection the major traffic turning movement location by rerouting traffic to this location in lieu of traffic along Adrian between Main Street and Good Avenue.

After discussion of the alternatives, the committee concluded that improvements to the Main/Adrian intersection should be included as a low priority improvement because it is not currently justified by traffic congestion or safety history. The members in attendance favored a phased approach with controlled right turns and median barriers at 6th Street, and eventually replacement of the low cost alternative over the other options for the original "T" Street intersection. Options that reroute traffic onto Good Avenue and 6th Street were not favored.

Next Steps

Todd Chase summarized the next steps for the Main Street and transportation system planning projects. It is expected that the draft report for the Main Street Revitalization study will be available and presented at the next joint Planning Commission/ Council meeting scheduled July 24 at 7:30. At that meeting, Todd Chase will present transportation system plan project alternatives and preliminary conceptual cost estimates to help facilitate a discussion of additional project alternatives and refinements and project prioritization.

The meeting was adjourned at approximately 9:30 p.m.

Issue Date June 20, 1997

By Todd Chase



Meeting Minutes

17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

Meeting: Nyssa Transportation System Plan

Project No.: L7807.P01

Meeting Date: July 24, 1997

Meeting Time: 7:00 p.m.

Location: Nyssa City Hall, Council Chambers

Attendees: *Technical Advisory Committee Members*
Colin _____ Bob Schuster
Pat Brewer Bob Fehlman
Amy Martinez Terry Delgado
Yolanda Hernandez Pat Marcum
Charles Kitamura Diego Castellanoz

Public at Large
Richard Bunn Alicia Shell
Jim & Brenda Hittle Barbara Sazazin
Art & Barbara Bullock Doris Muller
Bette & Ernie Lasley Matt Nielson
Wye Marques

Nyssa City Manager
Gordon Zimmerman

Oregon Department of Transportation
John Preston Mario Sifuentez

Otak Consulting Team
Tom Litster Todd Chase

Minutes By: *Todd Chase*

The third Nyssa Transportation System Plan and 2003 Downtown Main Street Revitalization Project Committee Meeting and Public Open House was held at 7:00 p.m. on Thursday, July 24, at the Nyssa City Hall Council Chambers. The meeting agenda is attached.

Introduction

Mr. Zimmerman provided a brief introduction of project team members, the overall goal of the Transportation System Plan and 2003 Downtown Main Street Revitalization project. Todd Chase summarized the goals and objectives of the Transportation System Plan and the 2003 Downtown Main Street Revitalization project.

Review of June Meeting Minutes

No changes were made to the June meeting minutes.

TSP Alternatives Evaluation

Todd summarized the TSP alternatives that were identified and evaluated by the TSP Advisory Committee. The only potential addition to the transportation alternatives is the potential street vacation of 8th Street between Emison and Park Avenue. Todd indicated that draft land-use ordinance revisions have been provided to Mr. Zimmerman and will be reviewed by the city attorney as part of the TSP adoption process.

Todd indicated that ODOT will be conducting hourly traffic counts at selected locations within the city before and during harvest shipping months. This information will be used as part of a Level 2 traffic analysis within the draft TSP document. The draft TSP document will be completed once this traffic analysis is conducted by October 1997.

Main Street Plan

Tom Litster summarized the preferred Main Street Plan along which includes 14 foot shared travel/ bike lanes, 12 foot sidewalks, 12 foot parking strip, eight foot' curb extensions and median refuges and pedestrian crosswalks at selected locations. In addition, restriping and signage would help improve truck turning movements at First and Main Street intersection. These improvements could occur at the Adrian/Main intersection, starting off with controlled right turn and right turn out movements at 7th and Main Street. The cost of the Main Street pedestrian, bicycle, and parking improvements is expected to be on the order of \$750,000. Funding from ODOT could be available if the ISTEA (Intermodal Surface Transportation Efficiency Act) Transportation Enhancement Program is reauthorized next year and the city is successful in obtaining at least \$200,000 in bicycle-pedestrian program grant funds to be matched by local funds. Local funding could be derived through general obligation bonds or local improvement districts.

It was mentioned that there would be an increase in on-street parking if selected driveway access points were closed and replaced with sidewalks and landscaping. The community's desire is to phase improvements in over time. Once the segment between Main Street/Adrian intersection and First Street is constructed, the community desires to continue these improvements north on Thunderegg Boulevard.

Next Steps

The Main Street Revitalization Project and Study will be drafted and provided to the city by August 15, 1997. A draft of the TSP will be made available by October 1997 pending ODOT traffic counts and subsequent traffic analysis.

Meeting Minutes
July 24, 1997

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Issue Date July 31, 1997

By Todd Chase

ADVISORY COMMITTEE ATTENDANCE ROSTER
 NYSSA TRANSPORTATION PLAN AND MAIN STREET
 REVITALIZATION PROJECT

DATE: JULY 24, 1997

Please Print!

Name	Organization Name	Telephone No.
Richard Brown	CAIRO MARKET	541 889 5531
Diego Castellano	City Council member	541-372-5068
Alicia Shell	City Council Member	541-372-2264
Jim + Brenda Hittle	Hittle Repair	372-3451
Bob Bullard	interested citizen	372-3732
Barbara Bullard	interested citizen	372-3732
Charles Kitamura	M&W Markets	372-3241
Doris Muller	Ferdinand's Pizzeria	372-3585
Bette + Earnie Lasley	Ye Chi Collectible Shoppe	372-3649
Barbara Suzain		372-3173
MARIO SIFUENTES	ODOT	889-8715
WIFE MARQUEZ	MATT NELSON	
MR MARQUEZ		
JOHN PRESTON		

(over)

Name

BOB FEHLMAN

BOB SHUSTER

PAT BROWER

ANN MARTINEZ

TERIM DELCADO

YOLANDA HERNANDEZ

PAT MARUM

GEORGE ZIMMERMAN

Nyssa Local Resident Questionnaire

The City of Nyssa is now preparing a long-term plan for all of its transportation facilities and a short term plan for redesigning Main Street from Adrian Boulevard to the railroad brick near First Street. These two plans will help shape your community for many years to come. Your help is needed to identify local improvements and personal preferences. Please take a few minutes to complete this survey form and drop it off outside City Hall in the Meter Payments box. Thank you for your input!

Gordon Zimmerman, City Manager

1. Which of the following transportation items would you like to see improved? Please check (✓) your priority.

	<i>High Priority</i>	<i>Low Priority</i>
Pedestrian crosswalk near schools	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian crosswalks on Main Street	<input type="checkbox"/>	<input type="checkbox"/>
Adrian/Main intersection realignment	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks along Main Street	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalks near schools	<input type="checkbox"/>	<input type="checkbox"/>
Auto parking along/off Main Street	<input type="checkbox"/>	<input type="checkbox"/>
Roadway striping	<input type="checkbox"/>	<input type="checkbox"/>
Roadway signage	<input type="checkbox"/>	<input type="checkbox"/>
Truck routes through town	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>

2. The City desires to improve Main Street's appearance and ability to serve as a town center. Please indicate your preference for specific improvements along Main Street.

	<i>Most Needed</i>	<i>Least Needed</i>
Street trees/landscaping	<input type="checkbox"/>	<input type="checkbox"/>
New street lights	<input type="checkbox"/>	<input type="checkbox"/>
New benches and trash containers	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian crossings	<input type="checkbox"/>	<input type="checkbox"/>
New or wider sidewalks	<input type="checkbox"/>	<input type="checkbox"/>
Additional businesses	<input type="checkbox"/>	<input type="checkbox"/>
More off-street parking	<input type="checkbox"/>	<input type="checkbox"/>
Historic building rehabilitation	<input type="checkbox"/>	<input type="checkbox"/>
Building facade treatments	<input type="checkbox"/>	<input type="checkbox"/>
Slower truck/auto traffic	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>
No improvements needed	<input type="checkbox"/>	<input type="checkbox"/>

3. How often do you visit or shop in Nyssa at the following store groups?

	<i>Visit Frequently</i> (at least once per week)	<i>Visit Seldom</i> (at least once per month)	<i>Never Visit</i>
Food or drug stores (e.g. M&N Market)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gas stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fast food restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General merchandise (e.g.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hardware	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barber shop/beauty salon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and crafts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Banks or credit unions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Legal, accounting, or medical services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. What type of additional stores or businesses are most needed in Nyssa? (please check needed stores)

	<i>Comments</i>
Expand M&N Market <input type="checkbox"/>	_____
New food or drug store <input type="checkbox"/>	_____
New restaurant <input type="checkbox"/>	_____
Other (please specify) _____ <input type="checkbox"/>	_____
Other _____ <input type="checkbox"/>	_____
Other _____ <input type="checkbox"/>	_____

5. Would transportation improvements or new businesses along Main Street cause you to visit/shop Nyssa stores more often in the future? Yes No Maybe

6. Some optional demographic questions:

6a. What is your age? _____

6b. How many people in your household? _____

6c. What is your annual family income level?

- Less than \$19,000
- \$20,000 – \$29,000
- \$30,000 – \$39,000
- \$40,000 – \$49,000
- \$50,000 or more

7. Additional comments:

Thanks for your input!

TSP Questionnaire Results
June 17, 1997

Number Mailed: 330 (Mailed June 2, 1997)
Number Returned: 57 17.27%

1. Which of the following transportation items would you like to see improved?

	High Priority	High Percent	Low Priority	Low Percent	Positive Responses	No Priority	No Percent	Total Count	Total Percent	
Pedestrian crosswalk near schools	30	52.63%	5	8.77%	35	61.40%	8	14.04%	43	75.44%
Pedestrian crosswalks on Main Street	15	26.32%	15	26.32%	30	52.63%	9	15.79%	39	68.42%
Adrian/Main intersection realignment	8	14.04%	15	26.32%	23	40.35%	15	26.32%	38	66.67%
Re-do sidewalks along Main Street	11	19.30%	13	22.81%	24	42.11%	16	28.07%	40	70.18%
Sidewalks near school	19	33.33%	9	15.79%	28	49.12%	10	17.54%	38	66.67%
Auto parking along/off Main Street	5	8.77%	15	26.32%	20	35.09%	16	28.07%	36	63.16%
Roadway striping	18	31.58%	11	19.30%	29	50.88%	8	14.04%	37	64.91%
Roadway signage	15	26.32%	11	19.30%	26	45.61%	12	21.05%	38	66.67%
Truck routes through town	20	35.09%	11	19.30%	31	54.39%	10	17.54%	41	71.93%

2. Main Street and "historic" district improvements

	High Needed	High Percent	Least Needed	Least Percent	Positive Responses	Not Needed	No Percent	Total Count	Total Percent	
Street Trees/Landscaping	21	36.84%	10	17.54%	31	54.39%	9	15.79%	40	70.18%
New Street Lights	10	17.54%	19	33.33%	29	50.88%	11	19.30%	40	70.18%
New benches and trash containers	10	17.54%	15	26.32%	25	43.86%	11	19.30%	36	63.16%
Pedestrian crossings	21	36.84%	11	19.30%	32	56.14%	4	7.02%	36	63.16%
New or wider sidewalks	5	8.77%	12	21.05%	17	29.82%	18	31.58%	35	61.40%
Additional businesses	47	82.46%	2	3.51%	49	85.96%		0.00%	49	85.96%
More off-street parking	9	15.79%	16	28.07%	25	43.86%	10	17.54%	35	61.40%
Historic Building rehabilitation	17	29.82%	12	21.05%	29	50.88%	9	15.79%	38	66.67%
Building facade treatments	16	28.07%	11	19.30%	27	47.37%	9	15.79%	36	63.16%
Slower truck/auto traffic	22	38.60%	7	12.28%	29	50.88%	11	19.30%	40	70.18%

3. Would improvements downtown cause you to visit/shop more often?

Yes	38	66.67%
No	10	17.54%

4. How often do you shop in Nyssa?

	1/week	%	1/month	%	Never	%	Total Count	Total Percent
Food/drug stores	52	91.23%	4	7.02%			56	98.25%
Gas stations	30	52.63%	20	35.09%	1	1.75%	51	89.47%
Entertainment/video stores	4	7.02%	13	22.81%	25	43.86%	42	73.68%
Family restaurants	19	33.33%	21	36.84%	9	15.79%	49	85.96%
Fast food restaurants	11	19.30%	25	43.86%	7	12.28%	43	75.44%
General merchandise	8	14.04%	25	43.86%	8	14.04%	41	71.93%
Hardware	15	26.32%	31	54.39%	4	7.02%	50	87.72%
Barber shop/beauty salon	7	12.28%	29	50.88%	13	22.81%	49	85.96%
Arts and crafts	6	10.53%	17	29.82%	26	45.61%	49	85.96%
Banks or credit unions	24	42.11%	21	36.84%	10	17.54%	55	96.49%
City Hall	3	5.26%	27	47.37%	16	28.07%	46	80.70%
Library	7	12.28%	19	33.33%	21	36.84%	47	82.46%
Legal, accounting, or medical services	3	5.26%	20	35.09%	18	31.58%	41	71.93%

5. What type of additional stores or businesses are most needed in Nyssa?

Food/drug stores	45	78.95%
Gas stations	6	10.53%
Entertainment/video stores	2	3.51%
Family restaurants	28	49.12%
Fast food restaurants	8	14.04%
General merchandise	34	59.65%
Hardware	10	17.54%
Barber shop/beauty salon	4	7.02%
Arts and crafts	6	10.53%
Banks or credit unions	9	15.79%
Legal, accounting, or medical services	7	12.28%
Physicians	2	3.51%

TSP Questionnaire Comments:
(Listed in order of return.)

1. Shorten yellow no parking to add more parking
Renew chipped curbs
Sweep Main Street, wash Main Street at least once a week including Thunderegg
Keep weeds killed
Patrol Main Street better
Stop all u-turns
"City employees acquaint yourself with the people of Nyssa."
"All police dress like professionals including from our police chief on down at all times when in police car.
Build and maintain public restrooms back of City Hall. As a town of older people, this should be a high priority.
2. Enforce speeding in residential locations
3. The more competition any business have, the better they all do. Not the least competition.
4. Get trucks out of the residential area.
5. This sounds like another repair bill to add onto the sewer and water bill. I pay for a yard light I don't even have. Someone ruined Nyssa for a doctor when someone swindled the hospital. My husband's family and many more donated to have the hospital. We couldn't get doctors when the hospital was open. How could we get one now. I buy a lot in Ontario because I have to go a lot to the doctors. I have a lady living with me that has to go. With all the stores Ontario has at only 12 miles away, competing with that would be just like the restaurants that never made a go of it. It would take a lot more than the people of Nyssa to pay a debt like is on this paper. And we just built a new school. I trade here but if I can find what I want on Ontario, while I'm there and it's cheaper, I will buy it there. My druggist is at M&W. The IGA store downtown Nyssa would still be open if they didn't raise the rent. I suppose they make more on the building by leaving it empty. - Fay Zink
6. "Gateway to Nyssa" underpass much needed.
Streets cleaned oftener.
Lots of homes could have yards cleaner with no cars parked on lawns or halfway in streets.
7. Before we can expect additional business to come into Nyssa and make a big investment, we have to start showing some pride in our town. The city has to start removing all the garbage, old furniture, appliances and weeds that invite rodents and create health hazard, i.e., the abandoned junk behind the closed upholstery shop on Main Street. - Lloyd and Carmen Travis

8. Swimming Pool
entertainment for kids
lower taxes or add incentives to encourage new business on Main Street (east end before the railroad tracks)
(Gomez Upholstery, etc.)
fewer liquor licenses

9. A traffic light at 4th and Main would allow traffic departing the grocery store a more orderly flow and enable pedestrian traffic to cross the street (Main) more conveniently, even one or two blocks away because of slowed or stopped traffic at 4th.

Need fewer entertainment/video stores.

10. Stunz's need to keep weeds from sidewalks and building.
Downtown needs to keep weeds from sidewalk and building.
Need assisted living facility.

11. I prefer not to shop M&W.

Nyssa needs to concentrate on bringing new business to town which will employ numbers of people. I feel that Amalgamated Sugar on the river is the one blemish in Nyssa. Who would want to move to Nyssa with that mess in our backyard?

12. If we could have more competition in the food line and if all the merchants would bring their prices down a little, we wouldn't have to go out of town to shop.

Also we would like the drains fixed. It is bad the way North 6th and Park intersection floods every time it rains.

13. Fix water leakage at underpass. Water is coming from under roadway.

14. We need another grocery store badly!

And a drug store.

Send out fliers to let us know when we can burn leaves.

15. Get trucks off North 3rd Street.
Need additional businesses and more off-street parking, but have fun getting them.
We need more appropriate play and recreation area for our kids and citizens.
Have some council member quit worrying about more grocery stores coming in and just get one in.
Make some improvements and accomplishments in the trashy looking residential areas and some business areas.

16. We used to have one of the best hospitals and doctor staff - now nothing.
17. What about covering up the graffiti? And punishing those who are doing it.

Could use a grocery store that is better at watching expiration dates on the food. I don't see any questions about the schools except whether or not they need curbs or sidewalks. How about fixing the roads correctly without spending a lot of money and not enough time to do it correctly. And when you send out notices to pick up trash in our back yard, take look at your own first? Could you be more specific as to what trash you are referring to? Nothing here about more police officers or at least giving them a raise they deserve.
18. We need to wash street during beet harvest.
19. We need a good furniture store. At one time we had three.
We need more doctors so our hospital could survive. We worked hard to get it just to let it go to ruin.
20. Visited ag related business every week
Need specialty shops (antiques, travel agency, home interior)
Also need manufacturing industry
21. If streets that lead to Main Street are modern and current, then people may view our town as more than just a grocery store, tire store, and a hardware store. You drive by half the town to get to Main Street.
This town needs modern streets and gutters. Most businesses want a modern city atmosphere. It is hard to draw people to a town where things are not modern, or kept up to date. Streets need to be paved, not chip sealed, and curbs and gutters should also clean the streets up. A clean appearance is more important than putting in trees, benches, and trash containers in one spot.
22. Clean up whole area.
23. We need Wal-Mart, K-Mart, Shop-Ko type of store.
Clean up hangs and graffiti.
24. Look to Sisters and Joseph, Oregon, to make Nyssa a "theme" town. Something special like 5 antique shops with other specialty shops that would draw people from the entire Treasure Valley. They need a reason to come to Nyssa. Could add miniature golf and other entertainment specialties for families. Continue to expand the ag businesses. Have a "can do" attitude about our town. Entice small manufacturers to our area.
25. Need clothing/shoe store
We really have a good variety of businesses but they just don't always have what I want or need - like jeans for my boys.

26. The community needs to get together and have a clean up and beautify the City - don't let this town die out. I like living here.
Need places for kids to do things - swimming pool, etc., trees, flowers, special events
27. I visit City Hall every month to use outside drops. - Thanks!
28. Competition is good for all businesses including grocery stores, drug stores, hardware stores.
29. I would really like to see at least one more grocery store and five and ten store in Nyssa. Also a choice of garbage pick-up. S&S Disposal rates are ridiculously high when you're only allowed 1 can a week. If I was to put out all my trash, it would cost me \$30.00 a month. Most surrounding areas charge \$10-\$12 a month with 3 cans out a week or unlimited. S&S Disposal is really getting rich off of our garbage. We need variety five and dime, video poker, garbage collector.
30. Consider putting in an above the street pedestrian crossing for school children near elementary school.
31. Department store, clothes, sewing needs, kitchen needs, like Merc, Woolworth's, K-Mart, Shop-Ko. Grocery store and drug store for choices of merchandise and prices. I would shop more in Nyssa if choices and prices were better. If I go out of town to shop for one type of merchandise, I usually do the rest while I am there. I agree a nice landscaped, beautiful town would be nice, but feel that could come later. Will people respect such? I see kids swing on the little trees at the park, toss trash on the ground.
32. Clean up the side streets and burn all the weeds and etc. along the alleys. On Locust put in curb and gutters and make the owners clean up their places. It's hard to sell property here because of the trashy look of the town, and the graffiti all over everything! The town itself looks dirty and unkept. It is also very sick heartening that the laws are not enforced more with the graffiti being done to newly restructured buildings. That's a lot of money owners put out to spruce up buildings to have destroyed.
33. Under the question about transportation improvements, an "other" response was: defacing the mexican drawing on the old Headstart building by the bowling alley.

Under the Main Street improvements question: Historic Building Rehabilitation "grants . . ." Talk to the Malheur Historic project in Vale. They've improved their town by leaps and bounds! Not just transportation improvements, but to have businesses be responsible to improve property as you enter town after Nyssa sign and after Snake River bridge.

Under "other": do not waste your money in the direction you are going. Redo Locust

Avenue to the traffic light (Thunderegg Blvd.) The town is scary when you go through it for the first time impression. - Improvements to beautify the town a must if you want visitors or shoppers.

Under additional stores or businesses: swimming pool.

Thanks a lot, Mr. Zimmerman. Great to let the skateboarders have the old tennis courts. I hope that you can add to it with huge ramps, etc.

I work for a business that is growing rapidly. The talk at my work is that nobody cares to move here. Once you enter Nyssa on Thunderegg Blvd or once you cross the Snake River Bridge, the town looks dirty and filthy.

Suggestions: Have Nyssa Town Improvement Committees. (This questionnaire is a great start.) Owners of property should follow specific guidelines - if they can't, then the city can be responsible to help beautify. Town must have a goal as to what sort of attributes Nyssa has to offer the public. Get a central theme or plan of action to reach these goals as a town together. Make sure you offer chance for everyone in the town to take part, not just certain people.

M e m o r a n d u m



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Gordon Zimmerman
From: Todd Chase
Copies: Nyssa City Council and Planning Commission
John Preston, ODOT Region 5
Date: October 6, 1997
Subject: *Draft Transportation System Plan*

Otak is nearing completion of the draft Transportation System Plan!

However, in light of your planned departure and lack of available traffic counts, we feel that it is in the community's best interest to wait until a new City Manager is in place and traffic data is provided to Otak, before a draft TSP is released. This will help ensure that the project is completed within current budget constraints.

At this stage we are providing you the most recent Future Roadway Network Plan Map, Pedestrian Map and Bicycle Facilities Map. We would like the City Council and Planning Commission to consider project priorities. Please note, that there are 9 separate projects included in the Roadway Network Plan, 3 sidewalk improvement projects (other than those included in the Roadway projects); and 2 bicycle projects. It is possible that additional projects may be added pending completion of the Level 2 Traffic Analysis.

Please ask each Council and Planning Commission Member to fill out the attached evaluation matrix, and return it to me prior to your departure. It is intended to be a subjective exercise, that will help place weight on when a project should generally occur. Near term is within 1-10 years. Mid-Term is within 10-15 years and Long-term is beyond year 15 of TSP adoption.

I am available to answer any questions, and wish you all the best.

NYSSA TRANSPORTATION SYSTEM PLAN — FUTURE TRANSPORTATION PROJECTS

Scoring: Please score each project based on the criteria below. Use the following method for scoring: 1 = Near Term (0-10 Years), 2 = Mid-Term (10-15 Years), and 3 = Long-Term (15 + Years).

CRITERIA	Cost: Likelihood of available funding.	Value: Consistent with City objectives.	System Needed: Protects and preserves existing transportation format.	Economics: Promotes economic development.	Safety: Addresses safety concerns.	Other: Environmental, policy, interagency, etc.	TOTAL PROJECT SCORES
PROJECTS, DESCRIPTIONS, AND COSTS (preliminary estimate)							
ROADWAY							
Long Dr. and 5th St. Connector — Construct a local street connection between East 5th Street and Long Drive. (Cost to be paid by private developer(s)).	\$127,000						
Access Refinements to Amalgamated Sugar Company — Circulation and access improvements near the Amalgamated Sugar Company to help mitigate access constraints.	\$ 16,000						
N. 1st St./Main St. Intersection Striping — Refinement of intersection to include right turn striping for improve truck circulation.	\$ 8,000						
Sign South Truck Route Alternative A — Refinement of truck route to include signage and refinement of Main St./1st Street right turn intersection.	\$ 20,000						
6th St./Main St. Intersection Access Improvements — Construction of intersection improvements to convert access circulation to right turn movements.	\$ 16,000						
Sign North Truck Routes — Refinement of truck route to include signage between 3rd Street to Bower Avenue.	\$ 20,000						
Extend Local Street Grid — Extend local street grid network north of Locust Avenue between Highways 201/26/20 and 3rd Street. (Costs phased over time and to be paid by private developer(s)).	\$633,000						
PEDESTRIAN							
Adrian Blvd. Sidewalk Improvements — Reconstruct the pavement and install curb and sidewalk on both sides of street.	\$ 88,000						
Main Street Pedestrian Improvements — Reconstruct sidewalk to provide pedestrian safety and circulation improvements to include landscaping and lighting.	\$740,000						
Special Pedestrian Crossing Improvements (7th St. - Thunderegg Blvd., and 7th St. - Adrian Blvd.) — Improve pedestrian crossing to include pedestrian refuges and curb extensions	\$ 50,000						
BICYCLE							
Hwy 201 Shoulder Bikeways — Widen paved road surface to provide two shoulder bikeway lanes.	\$ 66,000						
Hwy's 26/20 Shared Bikelanes — Widen paved road surface to provide two shared travel lanes.	\$ 41,000						

Note: This is a preliminary evaluation matrix for the purpose of initial project prioritization. The analysis will likely be modified when the Level 2 traffic analysis is completed.



Nyssa public comment sought on transportation

LARRY MEYER
Argus Observer

NYSSA — Nyssa residents will have two opportunities to comment on the city's draft transportation system plan — in person and by submitting written comments.

The draft plan is available at city hall for review and public comment will be taken Tuesday and Feb. 24 from 4 p.m. to 8 p.m. at the City Library, to give all city residents opportunity to present their views before the plan is sent back to the planners for revisions. The company contracted to prepare the plan is Otak Inc. of Lake Oswego.

Some residents appeared before the city council Tuesday to protest proposed truck routes in the plan. Mike Horton said he is opposed to the routing of a south truck bypass connecting to Commercial Avenue via South Ninth Street, with South Ninth Street being in a residential neighborhood.

Mayor Bob Shuster said the plan also includes a proposed truck route from Stringer Road to Commercial which would bypass South Ninth, although planners said that alternative has been rejected because of cost. He reminded the audience the plan is just in draft form.

Addressing the north truck route, Tom Zittercob said given the "bad" condition of the Locust Avenue, and because of where it connects with the main highway, he would prefer to have trucks routed on Columbia Avenue instead of Locust, which also goes through a residential area.

The plan is scheduled to go back to the planners at the end of the month.

TRANSPORTATION PLAN 2/17/98
MEETING

NAME	ADDRESS	PHONE#
Rose Ballam	501 59th St	372-3805
CARL WADE	112 N. 6th	372-3749
EDWARD WADE	112 REECE AVE	372-2870
* Clayton Pett	1004 El-good	372-5145
Finley Shuster	620 EMISON	372-5328
WINTON C. JACKSON	901 KINE	372-3188
Bob Shuster	321 GOOD	5222
(contact by Wed.) Kenneth Carr	204 Park	372-3911
ilaine Zamora	704 N. 9th	372-2447
Michael D. Horton	409 S. 9th St.	372-3194
Shawn Jensen	402 Locust Ave	372-2559
Dana Jensen	" "	"
Scott Goodell	405 N 4th	372-2877
TOM ZITTERLOB	525 N 4th	372 5763

Elaine Zamora
704 N. 9th St.
Nyssa, OR 97913
Ph. 372-2447

FAT & ELAINE ZAMORA
704 NORTH 9th STREET
NYSSA, OREGON 97913

Feb. 17, 1998

To: Nyssa Transportation Planning Committee
Re: North Truck Route

Locust Avenue should not even be considered. It's residential. There are three churches on Locust and another half a block off on North 9th Street. Locust Ave. borders North Park. The only residential development currently taking place in Nyssa is north of Locust Ave., with kids crossing to go to school, etc. My feeling about the intersection with Highways 201/20-26 is that no one should enter the highway from Locust Ave. Visibility is limited in both directions. It is an uphill entrance due to the

Slope of the roadway; difficult in icy conditions. Ideally the curve in the highway would be re-aligned to the south of Locust Ave., and flattened.

The only logical long term truck access from the north is on Columbia, going East to Idaho St., railroad frontage road, or whatever it's called, South to Locust Ave, then across the tracks or over to North First and continuing South. Appropriate rights of way should be acquired before further development takes place in this area.

The same applies to a Stringer Road/ Commercial Ave connector.

Re: Historic District (?): The only buildings with any architectural significance are the former U.P.

Depot (Did you realize it's shaped like a streamliner engine?), and possibly the North Board building. The rest are just old stores that have been altered over and over. Unless we plan to brag on our vices (want to include the old "rooming house" just east of the tracks?). At least one former police chief threatened to fire bomb the Smoke Shop (Green Lantern) and several similar establishments in town.

Re: Downtown Street Improvements:

I'm opposed to raised mid-street islands or dividers of any kind. They increase the difficulty of street cleaning and snow removal, and become a hazard in low visibility situations.

If we widen sidewalks, bump out for crosswalks, and put in "pedestrian safety" islands, is there enough room for traffic flow? Will we eliminate

street side parking?

Trees along the street? They create litter and make cleanup more difficult. They are obstacles to pedestrians and people getting out of cars. Anyway, we've had two sets of planters downtown and have never been able to keep anything living in most of them except weeds. Our biggest need as far as visual image is to just get the litter and junk cleaned up and the weeds cut down and keep it that way.

Business owners who are willing to maintain planters should rent the planter from the city. If we pay for the privilege of having something we are more likely to take care of it. The only planters or plantings

the city should consider being responsible for are along the two parking lots on second street and at the edge of the lot east of the Twilight Cafe, and then only if sponsors can't be found. All other planters should be removed.

If we are going to spend money, let's spend it on real improvements that will help us in the long run to improve the quality of life in Nyssa.

Elaine Zamora

REC'D APR 17 1998

To: Nyssa City Council

From: Ross Ballard

Date: February 17, 1998

Re: Proposed Traffic Plan

I read in the Sunday Argus the proposal for truck routing and improvements for Nyssa. This proposal was the result of grant money given to a consulting company for solutions to truck routing and downtown congestion. I believe the proposal as written fails to provide a permanent solution for truck routing, fails to address safety issues of the rerouting, and degrades the business climate along Main St..

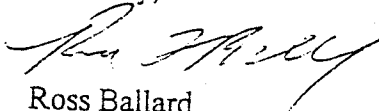
The southern truck route as proposed would run from Main St., south along 1st, to King, west on King to 3rd south on 3rd to Commercial, swing onto 9th, reentering King, west on King, and joining 201 at Adrian Blvd. The northern route would require the use of 1st out to Locust and westerly to Thunderegg /201. As truck traffic increases and seasonal traffic arrives these narrow routes will prove unable to handle the volume of traffic and prove unsuitable for widening. The homeowners near these routes, unhappy, will demand alternatives. Another grant will be necessary to hire yet another consultant to pursue yet another route for truck traffic. The solution proposed is not permanent, but only a nominal fix.

Viewed as a safe solution this proposal fails. No responsible parent would agree to a proposal which threatens the safety of youngsters. The movement of heavy loads through dense residential areas places an additional risk of injury or death on everyone. Children having a tendency to ignore hazardous situations in their play and travel and would suffer greater because of this risky proposal. Another solution must be found before the obvious happens.

Any benefit to the merchants located on Main St. will be lost due to proposed constructions. An included median would narrow the effective driving area, bike lanes with the suggested off street parking would add to shopping difficulties, and snow removal would be vastly more complicated with the suggested median. Nyssa needs to foster business rather than hinder our merchants. This proposal imposes a hindrance on our businessmen.

I suggest the city ask its citizens for ideas to permanently solve the truck problem and ask its business community to generate a downtown plan. Some plans may require the building of new roadways or the widening of turn areas. Money will no doubt have to be spent. But, let's plan and spent with our eyes on a permanent, safe, and beneficial solution.

Sincerely,



Ross Ballard
501 S. 9 Th. St.
Nyssa, Or. 97913

March 2, 1998

TO: Nyssa Residents

FR: City of Nyssa

RE: Transportation and Downtown Revitalization Plans

The City is working on its 20-year transportation study and would like to give you the opportunity to comment on the plan alternatives. It is important that the City receives your input because, once adopted, the plan serves as the base for any future transportation-related development including the Main Street corridor and any possible truck bypass routes the City might propose.

As you probably know, the Downtown Revitalization Plan was presented to the Council, but the Council did not formally adopt it. Therefore, you have one more opportunity to comment on that plan at this time.

Please take a moment to complete the questionnaire and to rank the identified alternatives. Your written comments are also welcome and they will be incorporated into the final document. The final Transportation Plan (document) will be presented to the Council during the April (or May) Council meeting, and therefore, you need to return this questionnaire and any written comments to the City Hall, on or before March 13, 1998. A draft copy of the proposed transportation plan is available at the library for your reference.

The Nyssa City Council and the City staff appreciate your input.

1) Accurate population forecast is a key element of a transportation plan. In preparing the 20-year population forecast, the contractor used historical trends as the basis for population growth and projected Nyssa's population to grow at an annual rate of 0.89% or by 542 people during the 20-year planning period. Do you agree with their findings or do you believe some other rate of growth is more representative?

NO I agree with the study assumption.

NO I believe Nyssa's population will grow more than 542 but not more than 750 people during the next 20-years. 115

NO I know that the population will increase by 750 but most likely not more than a 1,000.

NO I am sure that Nyssa will have a population greater than 4,000 before the year 2017.

2) Which areas of the city do you see the population growth mostly taking place?

the central area (North of Main Street bordered by the rail road, Thunderegg Boulevard and Locust Avenue)

the area South of Main Street

the area East of the railroad and North of Amalgamated Sugar

the area North of Locust Avenue

the currently undeveloped areas of the City and its urban growth boundary

3) In which of the following areas (modes of transportation) do you see the most change occurring in the future? Rank the various modes in terms of "1" = "highest degree of change" and "14" = "the least anticipated change area"

- 1 private automobiles (with no car pooling)
- 14 private automobiles participating in a car pool program
- 1 commercial truck traffic
- 1 commercial traffic (delivery vans and small trucks)
- 7 "farm to market/processing plants" related traffic
- 14 trains hauling cargo
- 14 commercial air traffic
- 14 passenger trains or transit buses
- 14 private small airplane use
- 14 "dial-a-ride" type transportation
- 14 commuting to work by bicycle
- 7 bicycle traffic as a leisure activity
- 7 pedestrian traffic in the Main Street corridor
- 14 pedestrian traffic outside the Main Street corridor

4) Please rank the need of the following traffic related facilities by using the scale of "1" = "greatest need" and "4" = "least need"

- 4 a "park & ride" lot (linking bus transportation to the surrounding areas)
- 4 a "van pool" lot (linking people willing to participate in a van pool program)
- 4 a "commercial airport" (air cargo and passenger air service)
- 4 an airport for small private planes

A "truck bypass" is a key component of the Nyssa transportation plan. The following question ask you to rank several alternatives. Please disregard the cost of the alternative because the City wants to implement only those bypass routes that you think are most needed, regardless of the associated cost.

For questions 5 - 9 please use the scale where "1" = "most desired route" and higher numbers are "least desired routes"

5) For trucks that come from the NORTH (Ontario and Cairo Junction) I prefer that they:

- 5a) 10 use Columbia Avenue as a bypass linking to Clark (to the west) and Idaho Street (to the east)
- 5b) 10 same as "5a" but using Arcadia Boulevard instead of Idaho Street and making a left turn to Locust Avenue to access the packing and processing facilities near the railroad
- 5c) 10 same as "5b" but using Chestnut Avenue to Arcadia Boulevard as the preferred North truck bypass
- 5d) 10 same as "5c" but using Locust Avenue as the preferred alternative
- 5e) 1 make no changes and continue to send trucks through Main Street
- 5f) 10 continue to send trucks to Main Street but use 11th Street to Park Avenue and finally Clark to access the South end businesses
- 5f) 10 route trucks onto Arcadia Boulevard (W. 3rd Street) and place a traffic light at the corner of Main Street and Arcadia Boulevard

6) I prefer that the trucks coming from the NORTH:

6a) not to enter any residential streets

6b) / use some residential streets (i.e. 9th Street) when accessing
Commercial Avenue *50-57k-51*

6c) 10 if funding can be arranged, I would like to see the City extend
Commercial Avenue to Beck Road

6d) 10 if funding can be arranged, I would like to see the City extend
Commercial Avenue all the way to Stringer Road

6e) 10 if funding can be arranged, I would like to see Arcadia Boulevard (W.
3rd Street) used as the main north/south truck route and place a traffic
light at the corner of Main Street and Arcadia Boulevard

7) For trucks coming from Idaho (EAST) and accessing points north of the Main
Street, I prefer that they:

 10 follow the highway or turn North on E. 5th Street and on to Long
Drive or a new road that connects to Locust Avenue (under this
assumption west-bound truck traffic would not be allowed on
Locust Avenue)

 10 same as above but use E. 1st Street instead

8) For trucks coming from Idaho (EAST) and needing to reach Commercial Avenue businesses or scales, I prefer that they:

8a) 10 go through Main Street to Adrian Boulevard and use Beck Road

8b) 10 same as "8a" but use Stringer Road access instead of Beck Road

8c) 1 make a left turn to S. 1st Street

8d) 5 make a left turn to S. 3rd Street

1 " " " " " S 5th ST

9) For trucks coming from SOUTH (State Route 201), I prefer that they:

10 use Stringer Road to access Commercial Avenue and Clark for all other traffic

10 same as above but use Beck Road instead of Stringer Road

 some other way including Adrian Boulevard to Main Street and turning right onto S. 3rd Street

 KING AVE TO S 9th ST, S 5th ST OR S 3rd ST

10) The Nyssa 2003 Main Street Revitalization Plan focuses only on a 5 block stretch of the Main Street. Do you think that Nyssa's "Main Street" is only 5 blocks long or do you believe that it should continue onto Thunderegg Boulevard and to the E. 5th Street?

10a) X yes, I believe that any "Main Street" related improvements should extend onto Thunderegg and to E. 5th Street

10b) same as "10a" but I do not think that extending "Main Street" to E. 5th Street is a good idea

10c) same as "10a" but do not extend "Main Street" to Thunderegg

10d) "Main Street" improvements should not extend past the 5 block area

11) According to the representatives from Otak, Inc., Nyssa's Main Street related traffic improvements alternatives can be summed into five major options. The identified options are listed below. Please rank each alternative by using "1" = "most overall practical alternative" and "5" = "the least practical alternative".

- 11a) _____ two lanes of traffic, on-street parallel parking with limited access to and from Main Street with pedestrian- and bicycle-friendly amenities
- 11b) _____ same as "11a" but with wider sidewalks and having bicycles routed to Good and Bower Avenues
- 11c) _____ same as "11b" with narrow sidewalks and head-in parking instead of parallel parking
- 11d) _____ two lanes of traffic, on street parallel parking, a left-turn lanes and no special provisions for pedestrians or bicycles
- 11e) _____ same as "11d" but featuring trees and other planted areas to divide the traffic lanes in areas other than where left-turn lanes are

11f) *LEAVE AS IS*

12 Please identify the nearest cross streets to your residence.

50 1ST ST and 50 2ND ST

Thank you for taking part in this very important process which sets the direction for Nyssa's future transportation planning. Any additional comments are also welcome and should be returned along with this questionnaire to the City Hall, no later than Friday, March 13, 1998.

Prepared By: City Staff

Question 1: 20-year Population Forecast

NUMBER	Grow by 542	>542; but <750	>750; but <1,000	>1,000
1				
2				
3				
4		1		
5	1	1		
6				1
7	1			
8				
9				
10				
11	1			1
12				1
13				
14				
15				
16	1			
17	1			
18		1		
19	1			
20				1
21				
22		1		
23	1			
24	1			
25				
26				1
27	1		1	
28				
29				
30		1		
31	1			
32	1			
33		1		
34			1	
35		1		
36		1		
37		1		
38	1			
39				
40	1			
41	1			
42				
43			1	
44			1	
45				
46	1			
47	1			
48	1			
49				
50				1
51	1			1
52		1		
53	1			
54	1			
55	1			
56		1		
57				
58		1		1
59				
60	1			
61	1			
62	1			
63				
64				1
65				1
66		1		1
67		1		
68		1		
69				
70			1	
71		1		
72		1		
73	1			
74	1			
75				1
76	1			
77	1			
78	1			
79		1		
80		1		
81			1	
82	1			

White 45% of respondents agreed with the study assumption of only moderate growth over the 20-year period, the majority (55%) believe that actual growth exceeds the stated assumption of 542 people.

17% of the respondents believe that Nyssa's population will be greater than 4,000 by the year 2017.

RESULTS 30 19 7 11
 45% 55%

Prepared By: City Staff

Question 2: Growth Pattern

NUMBER	Central area	South of Main St.	East R/R & N. of Main	N. of Locust	Undeveloped Areas
1				1	
2					
3				1	
4					
5					1
6				1	
7				1	
8				1	
9					
10					1
11				1	
12				1	
13					1
14				1	
15					
16					1
17					1
18					1
19					1
20					1
21					
22					
23			1		
24					1
25					1
26					1
27				1	
28					
29				1	
30					
31				1	
32				1	
33					1
34				1	
35					1
36				1	
37					1
38					
39					
40				1	
41					1
42					1
43				1	
44					1
45					
46					1
47				1	
48					1
49					1
50					1
51	1				1
52					1
53					1
54				1	
55				1	
56				1	
57		1			
58					
59					
60					
61					1
62					1
63					
64				1	
65	1				
66				1	
67				1	
68					1
69					1
70					
71				1	
72				1	
73				1	
74					1
75					1
76	1				
77				1	
78					1
79				1	
80				1	
81					1
82					1
RESULTS	3	1	1	29	31

Vast majority (93%) indicate that population growth will solely take place north of Locust Avenue and in the urban growth boundary areas.

93%

Prepared By: City Staff

Question 3: Modes of Transportation

NUMBER	Autos	Carpools	Commercial Trucks	Commercial Traffic	Agriculture Trucks	Freight Trains	Commercial Air	Passenger Trains	Private Planes	Dial-a-Ride	Bikes to Work	Bikes for fun	Walking on Main St.	Walking in Residential
1														
2														
3	1	5	6	8	7	10	9	4	13	14	12	11	2	3
4	1	5	2	6	3							8	4	7
5														
6	6	5	13	4	12	3	14	7	11	8	9	10	1	2
7	1	2	4	3	5	12	14	11	13	6	10	7	8	9
8														
9														
10	1	13	7	8	2	9	14	10	12	11	6	5	3	4
11														
12														
13	1	13	7	8	2	9	14	10	12	11	6	5	3	4
14														
15														
16	1	11	2	4	3	5	14	12	10	13	9	8	6	7
17	6	5	1	4	2	7	8	9	10	11	12	10	13	14
18														
19	5	1	7	6	8	14	11	12	13	9	10	2	3	4
20	1	4	10	2	3	11	14	13	12	9	6	8	5	7
21														
22	11	7	1	2	6	9	14	10	12	13	3	4	5	8
23	13	14	12	7	8	6	5	4	9	11	3	10	2	1
24														
25	3	6	4	2	1	5	14	12	13	7	9	11	8	10
26														
27														
28														
29														
30	1	2	6	4	5	11	14	7	13	12	3	10	8	9
31														
32														
33	1	10	3	2	7	9	14	12	13	11	8	4	5	6
34														
35	1	2	9	8	3	10	12	13	14	11	4	5	6	7
36														
37	7	8	2	9	1	10	14	13	12	11	5	6	3	4
38														
39														
40														
41														
42														
43	1	14	5	2	3	6	13	12	8	9	10	4	7	11
44														
45	1	14	5	2	3	6	13	12	8	9	10	4	7	11
46	2	9	4	3	1	5	14	13	12	11	10	6	8	7
47	1	8	2	3	4	9	13	10	14	11	6	12	5	7
48														
49	1	9	2	4	3	10	5	7	8	6	13	11	12	14
50	1	9	2	4	3	10	5	7	8	6	13	11	12	14
51	4	5	1	2	3	6	14	12	13	7	10	11	8	9
52	1	9	2	3	4	10	11	12	14	13	8	7	6	5
53	1	2	4	6	3	7	14	5	9	8	13	12	10	11
54	1	12	2	3	4	13	14	10	9	8	7	6	5	11
55														
56	1	5	2	4	3	6	14	12	13	9	11	10	7	8
57	1	6	3	2	4	5	13	11	12	14	10	7	8	9
58	3	1	2	4	5	13	7	8	14	6	12	11	9	10
59														
60	1	10	2	3	4	5	13	9	12	8	14	11	6	7
61	4	3	5	1	6	8	6	7	10	12	11	13	14	2
62	7	10	3	2	1	8	14	13	9	12	11	6	4	5
63	7	3	2	4	1	10	14	5	10	7	9	8	10	12
64	2	8	3	1	4	13	14	12	10	7	11	9	5	6
65														
66	1	5	4	2	3	11	13	12	9	14	10	6	7	8
67														
68														
69	1	11	3	4	2	5		10			6	9	7	8
70														
71	1	5	2	4	3	9	14	13	10	11	12	6	7	8
72	1	9	2	4	3	8	14	12	13	10	11	7	5	6
73														
74	1	4	5	3	2	6	14	12	13	11	9	7	10	8
75														
76														
77	1	10	9	8	3	12	14	13	11	7	4	2	5	6
78	1	4	6	2	5	4	14	12	13	7	8	3	9	10
79	2	3	4	5	1	6	14	13	12	11	10	9	7	8
80	2	3	4	5	1	6	14	13	12	11	10	9	7	8
81														
82														

EVERY

RESULTS	112 3%	304 7%	186 5%	177 4%	160 4%	357 8%	521 12%	446 10%	478 11%	413 10%	384 9%	341 8%	292 7%	335 8%	Σ 4,506
---------	-----------	-----------	-----------	-----------	-----------	-----------	------------	------------	------------	------------	-----------	-----------	-----------	-----------	---------

GREATEST CHANGE WILL OCCUR IN:

- PRIVATE AUTOMOBILE TRAFFIC
- AGRI BUSINESS TRUCKING
- NON-AGRI RELATED TRUCKS & TRAFFIC

MODERATE CHANGE WILL OCCUR IN:

- PEDESTRIAN, BICYCLE & CARPOOL TRAFFIC
- TRAINS & PUBLIC TRANSPORTATION

LITTLE CHANGE WILL OCCUR IN:

CAR-POOL, AIR TRAFFIC & DIAL-A-RIDE

Prepared By: City Staff

Question 4: Traffic Facilities Need Forecast

NUMBER	PARK & RIDE	VAN POOL	COMMERCIAL AIRPORT	SMALL AIRPORT
1	4	4	4	4
2				
3	2	1	3	4
4		2		1
5				
6	1	1	4	4
7	2	1	4	3
8	4	4	4	4
9				
10	2	1	4	3
11	4	1	4	4
12	4	4	4	4
13	2	1	4	3
14	4	4	4	4
15				
16	1	2	3	4
17	1	2	4	3
18	2	1	4	3
19	2	1	4	3
20	2	1	4	3
21				
22	2	1	4	3
23	1	3	2	4
24	1	2	4	4
25	1	2	3	4
26	2	2	4	4
27	4	4	4	4
28				
29	4	4	4	4
30	2	1	4	3
31	1			
32	4	4	4	4
33				
34	2	1	4	1
35	2	1	4	3
36	2	4	4	4
37	2	1	4	3
38	1	2	4	3
39	2	2	4	3
40	1	2	4	4
41	4	4	4	4
42	4	4	4	4
43	1	2	4	3
44	2	1	3	4
45	1	2	4	3
46				
47	2	1	4	3
48	3	2	4	4
49	1	3	2	4
50	1	2	3	4
51	2	1	3	4
52	4	3	2	1
53	2	1	4	3
54	4	3	1	2
55				
56	1	2	4	3
57	1	2	3	4
58	2	1	4	3
59	4	4	4	4
60	1	2	4	3
61	1	2	3	4
62	2	1	4	3
63	2	1	4	4
64	3	1	4	2
65	3	1	4	3
66	1	2	4	3
67	2	3	4	1
68		1	4	
69	2	1	3	4
70	1	1	1	1
71	1	2	4	3
72	1	2	4	3
73	1	1	4	4
74	1	2	4	3
75	4	3	2	4
76			4	
77	1	2	4	3
78				
79	1	2	3	4
80	1	2	3	4
81	4	4	4	4
82	2	1	4	3
RESULTS	145	142	255	229

Of the four listed traffic related facilities, "park & ride" and "van-pool" were voted to have a greater need than air related facilities

Σ 771

1901 1901 2110 7001

Prepared By: City Staff

Question 5: North Truck Route Alternatives

NUMBER	COLUMBIA/ IDAHO ST	COLUMBIA/ ARCADIA	CHESTNUT/ ARCADIA	LOCUST	MAIN ST	11th/PARK/ CLARK	ARCADIA & LIGHT
1	9	9	9	9	1	9	9
2	9	9	9	9	9	9	1
3	1	3	2	9	9	9	9
4	9	9	9	9	1	9	9
5	1	9	9	9	9	1	9
6	1	2	6	3	5	7	4
7	9	9	9	9	1	9	9
8							
9							
10	1	9	9	9	9	9	9
11							
12	2	4	3	9	1	7	8
13	1	9	9	9	9	9	9
14	2	4	3	7	1	6	5
15							
16	3	2	6	7	4	5	1
17	2	1	3	4	7	6	5
18	1	2	3	4	6	5	7
19	1	4	2	5	6	7	3
20	5	2	3	4	7	6	1
21							
22	1	2	3	4	7	7	7
23	1	4	3	2	7	5	6
24	1	9	9	9	9	9	9
25	5	5	5	5	1	2	4
26	4	4	4	4	1	1	4
27	3	3	9	3	1	3	2
28							
29	9	1	9	9	9	9	9
30	1	9	9	9	9	9	9
31							
32							
33	9	9	9	9	1	9	9
34	1	1	1	3	4	2	1
35							
36	9	9	9	9	1	9	9
37	2	1	3	9	4	9	9
38	2	1	3	4	7	6	5
39	9	1	9	1	9	9	9
40	1	2	3	5	4	6	9
41	9	9	9	9	1	9	9
42	9	9	1	9	9	9	9
43	4	2	1	3	5	6	7
44	4	5	3	2	1	6	7
45	4	2	1	3	5	6	7
46	9	1	9	9	7	9	9
47	2	1	3	4	5	7	6
48	2	5	5	5	4	4	5
49	3	4	5	6	1	2	9
50	3	4	5	6	1	2	7
51	4	5	1	2	7	5	3
52	1	3	2	7	6	5	4
53	1	2	3	9	9	9	9
54	1	9	2	8	7	6	5
55	9	9	9	9	1	9	9
56	5	3	2	4	1	6	7
57	1	3	2	4	7	6	5
58	5	2	1	3	7	4	6
59	9	9	9	9	1	9	9
60	3	1	5	4	2	6	7
61	9	9	9	1	9	9	9
62	1	2	4	7	6	5	3
63	3	2	8	9	1	9	1
64	9	9	9	9	1	9	9
65	1	2	6	9	1	9	1
66	1	2	4	7	3	6	5
67	1	4	3	6	2	5	7
68							
69	9	9	9	9	1	9	2
70	9	1	9	9	9	9	9
71	9	9	9	9	9	1	9
72	9	1	9	9	9	9	9
73	1	9	9	9	9	9	9
74	3	4	5	7	1	2	6
75	2	1	3	4	3	4	4
76	9	9	9	9	1	9	9
77	1	3	2	7	6	5	4
78	2	4	5	7	1	3	6
79	1	2	3	5	4	6	7
80	1	2	3	5	4	6	7
81	5	3	5	3	1	9	5
82	3	7	2	1	1	4	5
RESULTS	292	330	387	456	328	471	484

11% 13% 15% 17% 13% 18% 18%

NOTES WERE EVENLY SPREAD OUT AMONGST THE 7 ALTERNATIVES FOR THE "NORTH" TRUCK ROUTE.

The most desired route uses COLUMBIA AVENUE STREET (R) to IDAHO STREET OR USING CLARK ~~FOR ALL~~ WEST BOUND TO B4-PASS MAIN STREET.

~~Clearly this indicates~~ The least desired route would use N. 3rd Street as the main North/South route

Clearly this indicates that truck traffic in the residential areas ~~is~~ should be discouraged.

Σ 2728

Prepared By: City Staff

Question 6: Commercial Avenue Access Alternatives

NUMBER	NOT USE RESIDENTIAL	USE 9th	EXTENT TO BECK ROAD	EXTEND TO STRINGER Rd	USE ARCADIA
1	5	1	5	5	5
2					
3	1	5	5	2	5
4					
5	5	5	5	1	5
6	5	5	5	1	5
7	1	5	3	2	4
8	5	5	5	1	5
9					
10	1	5	3	2	4
11					
12	5	4	1	2	4
13	1	5	3	2	4
14	5	4	1	2	5
15					
16	2	5	3	4	1
17	5	4	2	1	3
18	1	5	3	2	5
19	3	2	4	5	1
20	2	3	5	4	1
21					
22	4	3	2	1	5
23	5	1	5	5	5
24	1	5	5	1	5
25	1	2	4	3	5
26	1	1	4	4	4
27	1	2	3	1	4
28					
29	5	5	5	1	5
30	5	5	5	1	5
31	1	5	5	5	5
32	3	4	1	5	5
33					
34	2	1	1	1	1
35	1	5	2	3	4
36					
37	5	1	3	2	4
38	1	5	2	3	4
39					
40	1	5	5	1	5
41	1	5	5	5	5
42	5	1	5	5	5
43	4	3	2	1	5
44	1	5	5	5	5
45	4	3	2	1	5
46	2	4	3	1	5
47	5	3	2	1	4
48	1	4	1	1	5
49	2	4	3	1	5
50	2	4	3	1	5
51	1	5	2	4	3
52	1	5	2	4	3
53	1	5	3	2	4
54	1	5	4	3	2
55	1	5	3	2	4
56	1	2	4	3	5
57	1	5	4	2	3
58	5	5	5	1	5
59					
60	1	5	2	3	4
61					
62	5	5	5	1	5
63	5	5	5	5	1
64	5	5	1	5	5
65	5	5	5	5	1
66	5	4	2	1	3
67	1	3	2	4	5
68					
69	1	5	5	5	5
70	1	5	5	1	5
71	1	5	5	5	5
72	1	5	5	5	5
73	1	1	1	1	5
74	1	5	3	2	4
75					
76	1	5	5	5	5
77	2	5	3	1	4
78	1	5	3	2	4
79	5	1	5	5	5
80	5	1	5	5	5
81	5	2	1	1	5
82	1	5	5	5	5
RESULTS	176	263	236	183	287

Truck traffic accessing
Commercial Avenue receive
the following strong times

① ~~THE~~ TRUCKS SHOULD NOT
BE ALLOWED IN THE
RESIDENTIAL AREAS

② EXTENDING COMMERCIAL
AVENUE TO STRINGER ROAD

162 239 219 164 264 2,145

Prepared By: City Staff

Question 7: East Truck Route Alternatives

NUMBER E. 5th St E. 1st St

The preferred East side truck route is E. 1st St to Long Drive

1		
2		
3		1
4		
5	1	
6		1
7	1	
8		
9		
10	1	
11		
12		
13	1	
14		
15		
16	1	
17	1	
18	1	
19	1	
20	1	
21		
22		1
23		1
24	1	
25		1
26		1
27		1
28		
29		1
30	1	
31		1
32		1
33		
34		1
35		1
36		
37	1	
38		1
39		
40		
41		
42		
43		1
44	1	
45		1
46		
47	1	
48	1	
49		1
50		1
51		1
52		1
53		
54		1
55		
56		1
57	1	
58		
59		
60		1
61		1
62	1	
63		1
64	1	
65		1
66	1	
67		
68		
69		1
70		
71		1
72		1
73	1	
74	1	
75		
76		
77		1
78		1
79		1
80		1
81		
82		1

RESULTS 21 33 \leq 54
 39% 61%

Prepared By: City Staff

Question 8: East Routes to Commercial Avenue

NUMBER	MAIN/ ADRIAN/ BECK	MAIN/ ADRIAN/ STRINGER	S. 1st St	S. 3rd St
1			1	
2				
3			1	
4				
5		1		
6		1		
7	1			
8				
9				
10	1			
11			1	
12		1		
13	1			
14		1		
15				
16			1	
17			1	
18	1			
19				
20			1	
21			1	
22			1	
23				1
24			1	
25				1
26	1			
27				
28				
29			1	
30			1	
31				
32				
33		1		
34				
35			1	
36				
37			1	
38			1	
39				
40			1	
41				
42				
43			1	
44	1			
45			1	
46			1	
47			1	
48			1	
49	1			
50	1			
51			1	
52	1			
53			1	
54			1	
55			1	
56			1	
57			1	
58			1	
59				
60			1	
61	1			
62			1	
63				1
64				1
65				1
66			1	
67	1			
68				
69	1			
70				
71				1
72				1
73			1	
74			1	
75				
76				1
77			1	
78			1	
79			1	
80			1	
81			1	
82	1			

RESULTS

21% 9% 59% 12% Σ 62

~~A~~
 Making a LEFT TURN @ S1st St.
 turned out to be the most
 popular option for trucks
 accessing points along Commercial
 Avenue when coming from the
 Idaho side; going clear around
 to Stringer Boulevard was the
 least desired route

Prepared By: City Staff

Question 9: South Truck Route Alternatives

NUMBER	STRINGER & CLARK	BECK & CLARK	ADRIAN/MAIN
1	3	3	1
2			
3	1	2	3
4			
5	1	3	3
6	3	3	1
7	1	2	3
8	1	2	3
9			
10	1	2	3
11			
12	2	1	3
13	1	2	3
14	2	1	3
15			
16	1	2	3
17	1	3	3
18	1	3	3
19	3	3	1
20	2	1	3
21			
22	1	2	3
23	1	3	3
24	1	3	3
25	2	1	3
26	1	3	3
27	1	2	3
28			
29	1	3	3
30	1	3	3
31			
32	3	1	3
33			
34	2	3	1
35	1	2	3
36			
37	1	2	3
38	1	2	3
39			
40	1	3	3
41			
42			
43	2	1	3
44	1	3	3
45	2	1	3
46	1	3	3
47	1	2	3
48	2	1	3
49	1	2	3
50	1	2	3
51	2	1	3
52	2	1	3
53	1	2	3
54	1	2	3
55	1	2	3
56	1	2	3
57	1	2	3
58	1	3	3
59			
60	2	1	3
61			
62	1	3	3
63	3	3	1
64			
65	3	3	1
66	1	2	3
67	2	1	3
68			
69			
70	1	3	3
71	3	3	1
72	3	3	1
73	1	3	3
74	1	2	3
75			
76	3	3	1
77	1	3	3
78	1	2	3
79	1	3	3
80	1	3	3
81	1	3	3
82	1	3	3
RESULTS	93	143	171

The preferred route from SOUTH accessing points along COMMERCIAL AVENUE turned to be the current option of ADRIAN BLVD. to MAIN and turning RIGHT onto 3rd St.

However the two other alternatives received nearly 60% of the votes combined.

This issue is clearly not settled yet.

23% 24% 12% $\Sigma 407$

Prepared By: City Staff

Question 10: Main Street Should Include

NUMBER THUNDEREGG THUNDEREGG E. 5th & NO ONLY
to E. 5th NO E. 5th THUNDEREGG 5 BLOCKS

1	1			
2				
3	1			
4				
5	1			
6	1			
7			1	
8			1	
9				
10	1			
11				1
12				1
13	1			
14				1
15				
16	1			
17	1			
18	1			
19	1			
20			1	
21				
22			1	
23	1			
24			1	
25	1			
26				1
27				
28				
29	1			
30	1			
31	1			
32				
33	1			
34				
35	1			
36				
37			1	
38	1			
39				
40			1	
41				1
42				
43	1			
44	1			
45	1			
46	1			
47			1	
48				1
49				1
50				1
51				
52	1			
53				1
54	1			
55				1
56			1	
57	1			
58			1	
59				
60	1			
61	1			
62			1	
63	1			
64	1			
65	1			
66			1	
67				1
68				1
69	1			
70			1	
71				1
72	1			
73				
74				1
75				
76	1			
77	1			
78				1
79			1	
80			1	
81	1			
82	1			

RESULTS 36 14 1 15 ≈ 66
 55% 22% 2% 73%

55% of the respondents indicated that Nyssa's Main Street starts at the corner of Thunderegg and Locust Avenue in the North end and ends at the State Line

Prepared By: City Staff

Question 11:

NUMBER PEDESTRIAN & WIDER HEAD-IN LEFT TURN PLANTED
BICYCLES SIDEWALKS PARKING LANES TREES

1					
2					
3	1				
4				1	
5	1				
6	1				
7	1				
8				1	
9					
10	1				
11					1
12	1				
13	1				
14	1				
15					
16	1				
17	1				
18				1	
19				1	
20			1		
21					
22	1				
23	1				
24				1	
25		1			
26	1				
27					
28					
29	1				
30				1	
31					
32	1				
33	1				
34	1				
35				1	
36					
37	1				
38				1	
39				1	
40					
41					
42	1				
43		1			
44					
45		1			
46	1				
47					
48	1				
49		1			
50		1			
51					1
52				1	
53	1				
54				1	
55					
56	1				
57					1
58	1				
59					
60	1				
61					1
62		1			
63		1			
64			1		
65		1			
66				1	
67				1	
68		1			
69					
70					
71				1	
72		1			
73					
74				1	
75					1
76				1	
77					1
78				1	
79	1				
80	1				
81					
82	1				
RESULTS	28	10	2	17	6

45% 16% 4% 27% 10% Σ 63

Nearly half of responding indicated that pedestrians and bicycles are a key component of Main Street. Bicycles should not be routed to side streets and trees are not important elements. Left turn lanes ^{also} received considerable support.

QUESTION#

COMMENTS

#29 #1

"In the 22 years I have lived here the growth has only been approximately 300."

SURVEY #

ADDITIONAL COMMENTS

#11

"Use Good Ave for thru trucks, Produce trucks from S 1st to Commercial."

#12

"Refer to question #5 (5-D) We believe this is misleading, should have been quoted (5-D) use Locust Ave - etc. The same as Columbia Ave. is quoting (5-A) - However it makes me wonder if it was meant to be misleading as for sometime now you have planned that Locust be the North truck bypass. Also City Manager told Senior Citizens meeting this week, that Locust was the most logical. I Don't know why, when there is a City Park and road has never been set to Grade."

#14

"There is a City Park on Locust Ave and we should not have a truck route."

#19

"I prefer that they utilize the parking lot of Dos Hermanos on S. 2nd for wide turns. Make S. 2nd St. wider."

#21

"As for Locust Ave a Truck Route, I can see it needs to be some because of Packing Sheds, Corn Canary, Sugar Factory, with a park here I worry about the traffic and kids at the park. Not so much trucks, but cars use Locust as a freeway, at times, over the speed limit. One Neighbor suggest we need speed bumps along by the North park, not a bad idea, but might be hard on trucks to slow down that much. Kids run in the streets after balls. North 5th street can also get traveled on pretty fast. Our town could be fine without trees planted on Main Street, we have nice planters if used they would look nice and less care. I feel sidewalks and streets need repaired first. Thank You for listening."

#22

"Any plan should generally eliminate as much truck traffic as possible on main street, in residential areas and past the school grounds."

#27

"Locust Ave., Park , King, and North 3rd St all have been designated truck routes and have received money from the State. These should not be tampered with".

- #30 "To revitalize Nyssa (or even to prevent further deterioration) the whole town must be considered, not just the 5 block "Business District." Also if any trees or shrubs are to be planted, be sure there is a plan for their continuing care and maintenance. Planting at the entrances to town would be better than downtown."
- #31 "Before improvement to downtown I think sidewalks and curbs are more important so the children do not have to walk in the streets. If a stop light is put back on Main St. it would help with the traffic flow on and off Main St."
- #32 "Bring all Commercial Truck traffic thru on Main Street to First St then access packing sheds, via N 1st St and S 1st St. Allow Farm Trucks to continue the current use of Streets."
- #36 "I believe the revitalization of Main St is not for Nyssa. There is no gain from it. Just because the State is giving out money doesn't mean we have to revitalize."
- #43 "Truck traffic should be kept off Residential Streets, and more truck access routes as short as possible."
- #45 "Keep Truck traffic off Residential Streets, unless they have mostly Truck business's on them now."
- #46 "By using Arcadia to Locust to N 1st St to Main to S 1st St over to 3rd and Commercial for North Truck Traffic - that accesses all Onion Sheds from the North - the traffic light should be on Main and First - this is a dangerous intersection. Beet Trucks turn on Main to the Sugar Factory and Simplots and Potato Trucks."
- #49 "Truck traffic should be kept to the Main road through down town N 1st St needs to be widened out. S 1st St need to be widened."
- #50 "I think the truck traffic should be kept on the Main Street as has been done in the past."
- #59 "No necessary improvements are needed to this City, just maintain what we already have as this City isn't going to grow any more."

- #60 "There's a lot of kids who walk to school and there's quite a few children in the neighborhood that have been lucky not to have gotten hurt, but the truck's do pass by here quite fast and I feel we live in a very nice neighborhood. Please have the truck route somewhere else where there's not any children who can get run over."
- #62 "I would like the issue of the "Truck Bypass" solved before jumping into the Main St Revitalization."
- #67 "I don't have a problem with trucks on Main St., I do have a problem with trucks from Idaho, accessing to Commercial St. I don't think they should go down 5th St as they do now, nor should they have to transit a residential area, how about a left turn on South 1st? Can the North and South St intersection be re-engineered to make it more "Truck Friendly"? I think truck traffic should be kept out of residential areas as much as possible."
- #70 "We also think the North 2nd St should be cared for better and fill all the holes on Elm and Chestnut and 2nd St., They never get black topped only gravel."
- #71 "Who is paying for all of this? The stop light was removed because of lack of traffic, why do we suddenly need all of this. What we really need is businesses, Retail Stores, and a reason for shopping Nyssa."
- #74 "We feel that all truck traffic and auto traffic should continue to use Main St. Businesses develop and prosper where the traffic is. Housing dies where the traffic is."
- #76 "I don't believe it is wise for too much truck traffic on Adrian Blvd. by the Schools."
- #77 "I don't believe we should route truck traffic on any residential street without full sidewalks and gutters, such as Locust Ave. The work on Locust this past year was a waste of time and money with no real improvements. (Sidewalks and gutters)."
- #78 "Main St. is fine. Emphasis should be on keeping trucks out of residential neighborhoods."

TRANSPORTATION SYSTEM PLAN

3/2/98

Public Open House - Draft TSP
Nyssa Library

NAME	ADDRESS	PHONE#
Bernie Lusby	810 park ave	372-3641
Id Myers	661 Columbia Av	372-8124
Dirk De Boer	606 Alberta ave	372-3712
IRVIN DURFEE	165 Beck Road	372-2302
Craig Fromm	3273 Grey	372-2151
Duben Fromm	3150 Echo	372-2177
Lucy Beck	1099 Beck	372-5296
George Kelly	511 N. 7th	372-3501
Norson Heiberg	626 N 4th	372-3105
Richard Beck	1099 Beck Rd	372-5716
Margaret Jackson	401 King	372-3188
Agosty Beck	819 Sampson	372-2714
Louise Embrey	903 Locust Ave	372-3183

COPY

4/1-12

NYSSA TRANSPORTATION SYSTEM PLAN REVIEW COMMENTS -

(Regional ODOT) - WOULD LIKE TO SEE A LIST OF FIGURES & TABLES IN THE TABLE OF CONTENTS.

Pg. i (executive summary) - (Regional ODOT) - (1st paragraph) "Nyssa's agricultural-based community has many residents working in Ontario, in local agricultural production, or in sugar manufacturing in Nyssa."

Pg. 2 of Introduction - (regional ODOT) - (under plan goals & objectives) - Add an objective at top of list: "Identify and prioritize transportation needs for all modes for the 20-year planning horizon."

Pg. 4 of Introduction - (regional ODOT) - (#5 under plan organization) - leave out last three words "is also included". Items 5-7 were not included as one of the plan goals & objectives on pg. 2 of intro.

pg. 2 - (local ODOT) - Request look at 20-year impact of access management. Even something a mile away can impact the state highway. If anything going to happen even a block away, ODOT needs their input.

Pg. 5 - (reg. ODOT) - (1st paragraph under existing roadway network) - "at" should be "as" highway 20/26.

Pg. 6 - (local ODOT) - (in 1st paragraph) Hwy. 20/26 goes to Nyssa, not Ontario. (In 2nd paragraph) Main Street has a 60' right-of-way OR AN 80' RIGHT-of-WAY?

Pg 9 - (local ODOT) (5th paragraph) Rural area pedestrian walkways 6 foot wide (ADA STANDARDS ARE 5', MAYBE 4' IF DO SET BACK FROM CURB). (Last paragraph) SPEED BUMPS DON'T WORK ON HIGHWAYS.

Pg. 10 - (local ODOT) (1st paragraph under Bicycle Facilities) 6-8' shoulders - ISN'T 4' ACCEPTABLE FOR BICYCLES? (3rd paragraph under Bicycle Facilities) minimum 14' lane - SHOULD BE 16' WIDE TO EDGE OF PAVEMENT.

(Reg. ODOT) - (2nd paragraph of page) - Reference to where the plan is discussed.

Pg. 14 - (local ODOT) (1st paragraph under Freight Rail Service) NOT FAMILIAR WITH OREGON-WASHINGTON RAILROAD.

Pg. 17 - (local ODOT) (1st paragraph under Stormwater) ODOT IS RESPONSIBLE FOR SURFACE MAINTENANCE ONLY, UNDERGROUND IS THE CITY'S RESPONSIBILITY.

Pg. 21 - (reg. ODOT) - (Table 3) - state source of population data (state economist?)

Pg. 22 - (reg. ODOT) - (last paragraph) Elsewhere miles were stated as 12 miles S. of Ontario (in the executive summary)

Pg. 46 - (reg. ODOT) - (Trans. Demand Mgt. Paragraph) Relate opportunities for TDM tied to sugar plan & Ontario-based employment.

Figure 9 - (reg. ODOT) - refer to pages to see for the different alternatives. (Alt. 1 - p. 46, Alt. 2 - p. 42, Alt. 3 - p. 43, Alt. 4 - p. 43, etc.)

Pg. 49 - (reg. ODOT) - reference to additional documentation? On alt. 2 narrative.

Pg. 50 - (reg. ODOT) - documentation reference on Alt. 3.

Pg. 51 - (local ODOT) (1st paragraph) WHO SAID THAT AMALGAMATED & ODOT AGREE ON A CENTER TURN LANE ON EAST MAIN ST. IN ODOT'S OPINION, LOT TRAFFIC CONTROL WOULD BE BETTER.

Pg. 53 - (local ODOT) (1st Paragraph) NEED TO TALK ABOUT RECONSTRUCTION OF THE "Y" - WOULD A MEDIAN ON 6th BE BETTER. (90% OF TRAFFIC COMES THROUGH TOWN TO HWY. 95, 10% GOES TO ADRIAN.)

Pg. 54 - (local ODOT) (under Specific Bicycle-Pedestrian Facilities) (2nd improvement - Pedestrian crossing @ 7th & Thunderegg & 7th & Adrian) THIS IS BY THE SCHOOL & BUD'S. TALK TO TOMKUHLMAN (889-8558) ABOUT CROSSWALKS (SIGNS ARE CITY'S RESPONSIBILITY). (Last improvement - bike lanes) ODOT HAS RIGHT-OF-WAY PROBLEMS NOW, MAY MAKE IT DIFFICULT FOR SEPARATE BIKE PATHS.

Figure 10 (map) - (local ODOT) TRAFFIC CONGESTION AT THE "Y" & AT INTERSECTION OF THUNDEREGG & 11TH ST. AND LOCUST.

(Reg. ODOT) include page numbers for the various improvements.

Table 10 - (reg. ODOT) reference to map.

Table 11 - (reg. ODOT) reference to map.

Pg. 74 (local ODOT) - (table 12) - SHOWING STATE FUNDING OF \$821,000. MOST LIKELY NOT AVAILABLE.

Pg. 84 - (local ODOT) - DON'T KNOW WHERE MONEY WOULD COME FROM. MAY PARTICIPATE WITH WORK OR EQUIPMENT - BUT NOT MONEY.

Pg. 85 - (reg. ODOT) - Need discussion of system development charges.

Table 14 - (local ODOT) - THIS IS BIG ROCK FOR STREET STANDARDS, OR IS IT A RANGE.

Figure 17 - (local ODOT) - 4' FOR BIKE - 16' FROM BULB OUT TO CENTER MEDIAN.

Pg. 95 - (reg. ODOT) - 1st paragraph - Table 9 (pg. 42?) Table 9 is a table denoting level of service. It does not give recommended access management standards. (Am I looking at the wrong table?) Staged Implementation paragraph - add "legal" between "existing driveway". After access management plan add "table 15, pg. 96) Isn't this the one that applies. After this paragraph add "At any time an approach road merge needs to be modified if a safety problem, or capacity issue exists or becomes apparent, ODOT is responsible to ensure the issue is addressed."

In Minimum Access Standards paragraph, should it be table 15 instead of table 9?

In Flexibility in Access Mgt. Standards - should it be level of importance or "service?"

Pg. 96 - (local ODOT) - (under Below Standard Access Spacing) REFERS TO TABLE 8 & SHOWING DRIVEWAY & ROAD APPROACH SPACING, IF THIS IS TABLE 8 ON PG. 37 - DOES NOT SEEM TO BE CORRECT TABLE (DOESN'T SHOW DISTANCES - IT IS A REPORT OF ACCIDENTS). (Table 15) - HWY. 20/26 IS OF REGIONAL AREA IMPORTANCE, AND HWY. 201 S. IS DISTRICT.

(Reg. ODOT) - in Below Standard Access Spacing paragraph - shouldn't it be table 15 instead of table 8?

Pg. 97 - (local ODOT) - (2nd paragraph under Access Mgt. Category 6) (7th technique) OFFSET DRIVEWAYS ARE NOT OK - BETTER OFF TO LINE THEM UP).

Pg. 98 - (reg. ODOT) - 1st paragraph - ID Adrian Blvd. On map.

Pg. 101 - (reg. ODOT) - Under Specific Ordinance Amendments - Access Mgt. (Table 17) add A, B, & C).

Pg. 102 - (reg. ODOT) - Under 3rd paragraph - last word "Union" should be "Nyssa"

Table 16 - (local ODOT) - (Item 1 under subdivision ordinance) - IF THERE IS POTENTIAL FOR OTHER CHANGES THAT COULD IMPACT - ODOT NEEDS TO KNOW.

Table 17.B - (reg. ODOT) - Lot line adjustment could use federal right of way.

Table 17.C - (local ODOT) - (under "M" - shared access) - NOT ODOT'S POLICY - ONLY 1 ACCESS PER LOT (UNLESS LIKE A SERVICE STATION OR SOMETHING).

Subject: FW: Population Estimates in TSPs

Date: Thu, 2 Apr 1998 07:25:46 -0800

From: PRESTON John C <John.C.PRESTON@odot.state.or.us>

To: 'John Stutesman' <jks@deainc.com>, 'John Replinger' <jgre@pdx.deainc.com>, 'Jennifer E. Danziger' <jed@pdx.deainc.com>, 'Andy Mortensen' <AMortensen@whpacific.com>, 'Todd Chase' <todd.chase@otak.com>, 'Elizabeth Mros' <exm@deainc.com>, 'Hanley Jenkins' <hjenkins@ucint.com>, 'Kent Kacir' <kkacir@kittelsohn.com>, 'lake brent' <brlake@orednet.org>

There has been some concern on DLCD's policy regarding the issue of population estimates for TSPs. I have suggested using more than one population scenario (the official State Economist figures) and another more in line with "perceived" reality. Below is a note from Bob Cortright tacitly supporting the use of more than one population scenario (at least in Eastern Oregon) -- a note specifically requested by John Stutesman (DEA) because of population issues with the Harney & Umatilla County TSPs.

The receiving list for this note is based on and limited to addresses in my E-Mail list.

> -----Original Message-----

> From: CORTRIGHT Bob [SMTP:Bob.CORTRIGHT@state.or.us]

> Sent: Wednesday, April 01, 1998 4:29 PM

> To: PRESTON John C

> Cc: SMITH Lainie

> Subject: Population Estimates in TSPs

>
> Various Eastern Oregon Counties are interested in using population
> forecasts
> other than those used prepared by the State Economist as a basis for
> their
> TSPs.

>
> Here's my advice on how to address this:

>
> 1. The State Economists numbers should be used as the official
> figures
> for preparation of County TSPs. This means they should be adopted
> as part of the TSP as the official population forecast. All of the
> modelling and analysis in the plan should be based on the State
> Economists
> forecast.

>
> 2. If a county disagrees with the State Economists forecast and
> wants
> to adopt a different forecast, it is the jurisdiction's responsibility
> to
> coordinate with the State Economist to reach agreement on that number.

>
> TGM grant funds should not be used to fund development or
> adoption of a
> number different from the one proposed by the State Economist.
> Counties
> that want to develop to adopt a different official number need to use
> their
> own resources to justify that number.

>
> 3. For analysis purposes, we may agree as part of a TGM grant to
> may
> evaluate the effect of using a population number different than the
> one
> provided the State Economist. Although we don't encourage this,
> it is

- > permissible. "For analysis purposes" means basically as a "what
- > if", to
- > assess whether a higher population level or growth rate would make a
- > significant difference. We should agree to do this only with the
- > following understandings:
- >
- > - The State Economists number would remain the "official number"
- > used in
- > preparing and adopting the TSP.
- > - The State Economists forecast would be used as the basis for
- > preparing
- > the TSP analysis. Forecasts of transportation demand and
- > transportation
- > needs would have to be based on the State Economists number.
- > - The hypothetical population number would be used for
- > supplemental
- > analysis only. It will not be used as the basis for preparing the
- > TSP or
- > doing related modeling or analysis.
- > - Grant costs associated with evaluating an alternative population
- >
- > forecast should be minimal.
- >
- > 4. We have agreed to the approach outlined in 1-3 because we do
- > not
- > expect that there are serious capacity deficiencies in Eastern Oregon
- > counties that would trigger major improvements if other numbers are
- > used.
- > Evaluation of other numbers may satisfy concerns of Eastern Oregon
- > Counties that transportation facilities will be adequate even if
- > unexpected
- > levels of growth were to occur.

Subject: FW: Nyssa TSP

Date: Tue, 14 Apr 1998 09:59:02 -0700

From: PRESTON John C <John.C.PRESTON@odot.state.or.us>

To: 'Todd Chase' <todd.chase@otak.com>

Additional Comments.

> -----Original Message-----

> From: RONKIN Michael P

> Sent: Wednesday, April 08, 1998 12:44 PM

> To: PRESTON John C; PENNINGER Teresa B

> Cc: EAST Erik H; PARSONS John K

> Subject: Nyssa TSP

>

> I'm sorry I'm so late, but we're deluged with documents to review,
> and frankly, a one inch thick TSP for a town the size of Nyssa is a
> bit intimidating... I have not reviewed it thoroughly, but here are
> some quickies:

>

> Figure 10: the "proposed improvements" numbers don't seem to
> correspond very well with numbering in the tables. For example, I'd
> like to know more about what they intend to do with #7 (Access
> Improvements for 6th St/Main St Intersection). On Table 10, #7 is
> "Extend Local Grid System"; #5 on the Table seems to be #7 on the
> Figure, but I don't believe it can be fixed for \$16,000! This is an
> important project for the safety of school children. Something is
> awry...

>

> Table 14 - Recommended Street Standards:

> 1. 0-6 ft bike lanes or 0-8 parking makes no sense - either it's
> there, and there's a minimum width, or it isn't there...

> 2. 4' bike lanes are not acceptable on curbed sections.

> 3. Sidewalks should be on both sides of collectors.

> 4. Sidewalks should not be just an option on local streets..

> 5. Shoulders should NOT include utilities and street trees! That's
> what planter strips are for.

> 6. 5' sidewalks should only be allowed where there's a planting strip.

> 7. There is no mention of planting strips. Are they proposing that all
> sidewalks be curbtight? If so, that's too bad, as planting strips add
> so much value.

>

> Figures 15 & 16: these show planter strips. These tables need to be
> reconciled with Table 14.

>

> Figure 16: Sidewalks should NOT be "future" on arterials - they are an
> integral road feature. There should be a shoulder on BOTH sides of the
> road.

>

> Like I said, just a cursory "looksee," but I did catch quite a few
> inconsistencies and deficiencies...

>

> Michael Ronkin

> Bicycle and Pedestrian Program Manager

> Oregon Department of Transportation

> michael.p.ronkin@odot.state.or.us

> (503) 986-3555

>

Subject: FW: Nyssa TSP review

Date: Mon, 2 Mar 1998 07:50:19 -0800

From: PRESTON John C <John.C.PRESTON@odot.state.or.us>

To: "'Todd Chase'" <todd.chase@otak.com>

More Nyssa TSP comments.

> -----Original Message-----

> From: RAUSCHER Norman

> Sent: Sunday, March 01, 1998 10:21 AM

> To: PRESTON John C

> Cc: HOWE Chuck; NEIL Jason E; EAST Erik H

> Subject: Nyssa TSP review

>

>

> John

> Reference Erik's 24 Feb transmittal of the draft Nyssa TSP and need
> for response by 2 Mar --was able to only give it a quick, short
> review. Overall looks good, lot of detail. Couple of comments.

>

> 1) May be tough to do at this point, but would really help if for the
> various 9 or more Transportation Improvement Alternatives (pages
> 46-55) you could mention any major environmental concerns for
> each--sort of at the major level --or if none anticipated, so state.

>

> 2) Like on page 49, Alt 2, Potential Historic District -- would
> recommend you flag that by designating a historic district that would
> envelope our major highway (22/26), that would impose some
> restrictions on future expansion due to Section 4(f) --and on page
> 75/76 federal funding certainly seems probable. I recognize that on
> page 55 you dismiss Alt 2, but suggest you may want to add the Section
> 4(f) as part of the rationale or impeding factor.

>

> 3) Picky --but it would nice if OTAK had printed that 1 1/2 inch thick
> document on double sided -- may save a tree -- have to watch myself
> here, I am starting to sound like an environmental type.

>

> I will pass the TSP to Jason for his review if he has time, but with
> his workload and the short suspense, doubt if he will have a chance to
> look at it in detail either.

>

> Norm

**Nyssa Transportation System Plan
Draft Final
City Council Debriefing
June 9, 1998**

History of Plan Progress

1. Start Plan Process in May 1997
2. Held Technical Advisory Meetings with Council/Planning Commission May, June and July.
3. Conducted first resident survey in June 1997.
4. Released Main Street Revitalization Plan in August 1997.
5. Special Truck Traffic Counts taken in September through October 1997.
6. Council Debriefing/Survey of Draft Project Priorities by Gordon Zimmerman in October 1997.
7. Draft TSP Issued in December 1997.
8. Harry Staven selected as City Manager, January 1998.
9. New Resident Survey/Public Open House to discuss Draft Plan, February 1998.
10. Written feedback from ODOT, DLCD and City on Draft Plan, May 1998.
11. New List of Projects and Costs Distributed to City Council, May 1998.
12. Work Order Amendment Approved by ODOT to evaluate "high growth" scenario traffic impacts, and Truck Route alternatives, May 1998.
13. Draft Final Transportation Plan dated June 8, 1998, made available for public comment on June 9, 1998.

Next Steps for Plan Adoption (tentative schedule)

1. Copies to be provided at Nyssa Library and City Hall for public review, June 10 1998.
2. Closure of public reviews period, June 19, 1998. Written public comments on final draft Transportation Plan, must be sent to City Manager; postmarked by June 19, 1998 or dropped off by 8:00 a.m. June 19, 1998.
3. City Council Meeting, tentative June 23, 1998; first reading of resolution to adopt Transportation Plan. Council can adopt plan at that time or a later time.

Plan Goal/Purpose

1. Update Transportation Element of Comprehensive Land Use Plan
2. Identify needed transportation improvements for all modes (road, bike, pedestrian, transit) over next 20 years. Will be periodically reviewed and updated every 5 years or so.
3. Meet requirements of state law, under Planning Goal 12 Transportation, and its administrative rules through compliance with the Oregon Transportation Planning Rule.
4. Preserve the function, capacity and level of service of State Highways 20/26 and 201.

Key Plan Components

1. Local Truck Routes
2. Local Street Plan
3. Support for Main Street Revitalization
4. Support for bicycle, pedestrian, transit, other special projects or programs.
5. Draft Local Plan and Code Amendments: street standards, access management, subdivision and zoning ordinance language.
6. Public Input.

Plan Consistency

1. Nyssa Comprehensive Land Use Plan, 1991.
2. City Charter and Code, revised November 1996.
3. Malheur County Strategic Plan, 1996.
4. Components (and general intent) of Nyssa 2003 Main Street Revitalization Plan.
5. Oregon Highway Plan, 1991.
6. Oregon Transportation Plan, 1992.
7. Miscellaneous Oregon Modal Plans for bicycles and pedestrians, freight, etc.

Plan Approach

1. Work with Technical Advisory Committee and public to identify issues and potential project needs.
2. Evaluate Existing Conditions, land use zoning, transportation, safety, performance.
3. Evaluate Future Conditions (year 2017) base case and high growth scenarios.
4. Identify Transportation alternatives and draft plan and code amendments.
5. Issue Draft Transportation Plan
6. Obtain Comments from locals, city staff, council, commission, ODOT, and DLCD.
7. Issue Draft Final Transportation System Plan
8. Public Comment Period
9. Revise (if necessary) and adopt this summer.

Major Issues

1. Local Economic Development
2. Truck Routes
3. Safety for pedestrians
4. Main Street Revitalization
5. Local Street Plans for private and non-local public funding eligibility.

High Priority Projects

1. To be built over next 3 years. Eight projects @ \$110,000. Funding is in place.
- H1. North Truck Route: Columbia to Idaho to N. 1st and Long Drive. (Signage only).
- H2. East Side Vehicle/Truck Access. One way north on E.5th St. and one-way south on E. 4th Street.
- H3. Clarify East Side Vehicle/Truck Access. Partial closure of E. 3rd Street at Highway 20/26.
- H4. Access Refinements to Amalgamated Sugar Company. Ste circulation plan/potential restriping.
- H5. N. 1st Street/Main Street Intersection striping.
- H6. Adrian Boulevard/Becks Road Intersection traffic control and pedestrian crossing.
- H7. Adrian Boulevard Bike/Pedestrian improvements.
- H8. Core one-way truck loop. 1st Street (north) to Walnut to 2nd Street (south) to King.

Medium Priority Projects

1. To be built after High priority projects (years 4-6).
- M1. Chestnut/Idaho Intersection refinement
- M2. Idaho/Walnut Intersection refinement
- M4. South Truck Route Signage (Adrian to 9th to Commercial to 1st Street).
- M5. Main/6th Street intersection refinement – right in/right out from 6th Street, for pedestrian safety.
- M6. Thunderegg Boulevard restriping for shoulder bikeway.
- M3. Main Street Revitalization improvements.

Low Priority/As Development Proceeds

1. Over next 20 years
2. Majority of funding as development proceeds through state grants and programs.
3. Northeast Truck Routes (L-1, ADP-2, ADP-3)
4. Core Truck Route reconstruction (L-3)
5. Becks Road reconstruction (L-2)
6. Commercial Drive east and west extensions (ADP 4 and 5)
7. Local Street Grid (ADP-7)

Implementation

1. Adoption needed to meet state law (ORS 660-12-30), under Planning Goal 12 Transportation.
2. Also garners support from State for funding projects identified in the plan.
3. Street Standards: revised to include 8" base for collectors; and new access lane standard.
4. Access Management Standards: consistent with Oregon Highway Plan, establishes how driveways can be consolidated as land use changes overtime. Also effects spacing of new roads on state highways.
5. Local Ordinance Amendments: street standards; access standards; bike/pedestrian facilities; street connections; permitted uses; ODOT coordination.
6. Funding Strategy: leverage non-local funding with no new taxes. Includes property owner/developer street dedications;
7. Main Street funding through: scaled down project, modest LID, ODOT/forestry grants; general fund account carryover, and other (i.e. Regional strategies or FEMA) grants.

Memorandum



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Harry Staven, City of Nyssa
From: Todd Chase
Copies: Nyssa City Council and Planning Commission
John Preston, ODOT Region 5
Date: July 14, 1998
Subject: *Final Transportation System Plan*

The Nyssa Transportation System Plan, was adopted by the City Council in June based on the following plan changes:

- ▶ Commercial Avenue (West Extension) -- increase implementation priority to High (construct within 4 years) . This will help reduce truck and auto traffic on 9th Street, and King Avenue. Project relabeled as H-9.
- South Truck Route (M-4) -- project deleted since there will be no need to sign/designate a truck route that involves 9th Street. Instead trucks will be routed directly to Commercial Avenue from a short section of Beck Road.

These changes are reflected in the attached revised preliminary funding allocation table. Funding for the Commercial Avenue West Extension can be obtained through a combination of state grants or loans from ODOT and OEDD. Examples include ODOT Special City Allotment, or Off-System Program funds, and OEDD regional strategies grants. Special Immediate Opportunity funds from ODOT or Special Public Works funds or loans from OEDD or ODOT may also be pursued if these projects can be tied to potential job expansion by local employers.

Creative Funding Solutions

The near term construction of the Commercial Avenue extension will require a significant amount of local funding (\$200,000+/-) in addition to obtaining state funding commitments of \$50,000 to \$125,000. If this project is to be pursued as a high priority, the city will need to immediately consider new funding or financing sources. The ODOT State Infrastructure Development Bank can be a good source of financing that Nyssa could utilize, however, this is may now require voter approval in light of recent District Court rulings.

Creative local funding options such as a transportation utility fee or systems development charge on new development may need to be reconsidered to facilitate construction of the Commercial Avenue extension and other local projects. These options are discussed in detail in the Appendix to the Transportation Plan.

We recommend consideration of the transportation utility fee. A modest \$5.00 monthly fee to Nyssa residents could generate about \$70,000 per year in street funds. A similar "utility fee" is being used in La Grande and Island City. The additional street funds generated by the transportation utility fee would allow the city to "free up" State Fuel Tax reimbursements for special projects identified in the Transportation Plan, such as the Commercial Avenue extension and Main Street redevelopment.

Another creative option that may be considered in the creation of an Urban Renewal District. This would require an Urban Renewal Plan and District to be adopted by the city. Under the provisions of Measure 50, tax revenues generated by new development are outside of property tax maximums (with the exception of schools). A portion of the incremental tax increase associated with new development inside an urban renewal area would go into an urban renewal fund that would pay for specific projects identified in the Urban Renewal Plan. This may be most appropriate for future development in Northeast Nyssa.

Funding details can be worked out after the Transportation Plan is fully adopted.

Next Steps

Otak will work with you to make these final modifications and issue the Final Transportation System Plan this month. It has been our pleasure to assist you and we appreciate the welcome we've always received by you and your entire community!

Please call me at your convenience to discuss next steps for completing the final Transportation Plan.

Table 4

Transportation Funding Plan
Proposed Street, Bicycle, and Pedestrian Projects
Nyssa Urban Area
revised July 14, 1998

ALT.	PROJECT NAME	Priority	Cost (\$) /1	Preliminary Funding Allocation			
				Local Private	Local Public	State	Federal/ Other
H-1	North Truck Route Signage* (Idaho St.)	High	\$1,000		10%	90%	
H-2	One-Way Street (5th Street)	High	\$2,000		10%	90%	
H-3	Limit Access from East 3rd Street to Highway 26/20	High	\$1,250		10%	90%	
H-4	Access Refinements to Amalgamated Sugar with On-Site Circulation Improvements	High	\$1,200		10%	90%	
H-5	N. 1st Street/Main Street Intersection Improvement (Main St./N. 1st St.)	High	\$4,800		10%	90%	
H-6	Adrian Boulevard/Hwy. 201 and Becks Road Intersection Improvement	High	\$2,000		10%	90%	
H-7	Adrian Boulevard/Hwy. 201 Pedestrian and Bicycle Improvements (Adrian Blvd between Becks Road and Main St.)	High	\$88,000		10%	90%	
H-8	Core One-Way Truck Loop / Signage* (N. 1st St./N. 2nd St.)	High	\$5,500		10%	90%	
H-9	Commercial Avenue - West Extension	High	\$250,000		80%	20%	
M-1	Alignment Improvement (Chestnut Ave./Idaho St.)	Medium	\$87,500		10%	90%	
M-2	Alignment Improvement (Idaho St./Walnut Ave.)	Medium	\$62,500		10%	90%	
M-3	Main Street Sidewalk and Pedestrian Improvements (Main Street: N. 6th St. to N. 1st St.)**	Medium	\$740,000	30%	30%	20%	20%
M-4	Access Improvements for 6th St./Main St. Intersection (Main St./6th St.)	Medium	\$16,000		10%	90%	
M-5	Shared Bicycle Lanes (Thunderegg Blvd./Hwy. 201)	Medium	\$9,000		10%	90%	
L-1	Alignment Improvement (Long Dr./Locust Ave.)	Low	\$62,500	10%	10%	80%	
L-2	Road Bed Reconstruction and Improvement (Becks Rd.)	Low	\$84,000		80%	20%	
L-3	Core One-Way Truck Loop (Reconstruction)	Low	\$215,000		80%	20%	
ADP-1	Northeast Truck Route Alternatives (Long Dr, Ehrgood Ave., East 2nd St., and East 5th St.)	ADP	\$250,000	10%	10%	80%	
ADP-2	Local Street Connection with Long Dr. (East 2nd St. to Long Dr.)	ADP	\$125,000	10%	10%	80%	
ADP-3	Long Dr. to 5th St. Connector **	ADP	\$550,000	10%	10%	80%	
ADP-4	Commercial Avenue - East Extension	ADP	\$187,000		80%	20%	
ADP-5	Extend Local Street Grid **	ADP	\$2,640,000	40%	50%	10%	
Total for High Priority Projects			\$105,750	\$0	\$210,575	\$145,175	\$0
Total for Medium Priority Projects			\$337,500	\$222,000	\$439,500	\$355,500	\$148,000
Total for Low Priority Projects			\$361,500	\$6,250	\$245,450	\$109,800	\$0
Total for ADP Projects			\$3,752,000	\$55,000	\$138,700	\$201,300	\$0

Notes:

1/ Planning level capital costs exclude any right-of-way acquisition, environmental mitigation, or special engineering costs.

* Truck scale directional signage only.

** Project likely to be phased in over time.

Appendix B — ODOT Traffic Counts

TRANSPORTATION DEVELOPMENT BRANCH
 TRANSPORTATION SYSTEM MONITORING UNIT
 VEHICULAR VOLUME

DATE : OCT 1 & 2, 1997

CITY or COUNTY : NYSSA

DAY WEEK : MON/TUES

INTERSECTION OF: CENTRAL OREGON HWY #7 (THUNDEREGG BLVD/US20,26) (W/SE) &
 LOCUST AVENUE (E) & 11TH STREET (S)

ACT COUNT: 16

HRS COUNT: 6AM - 10PM EXP.

PED COUNT: 16

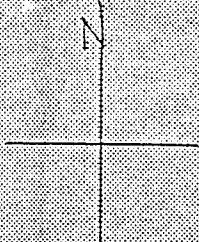
MILE POST: 265.40

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : All vehicles

WEATHER : CLEAR

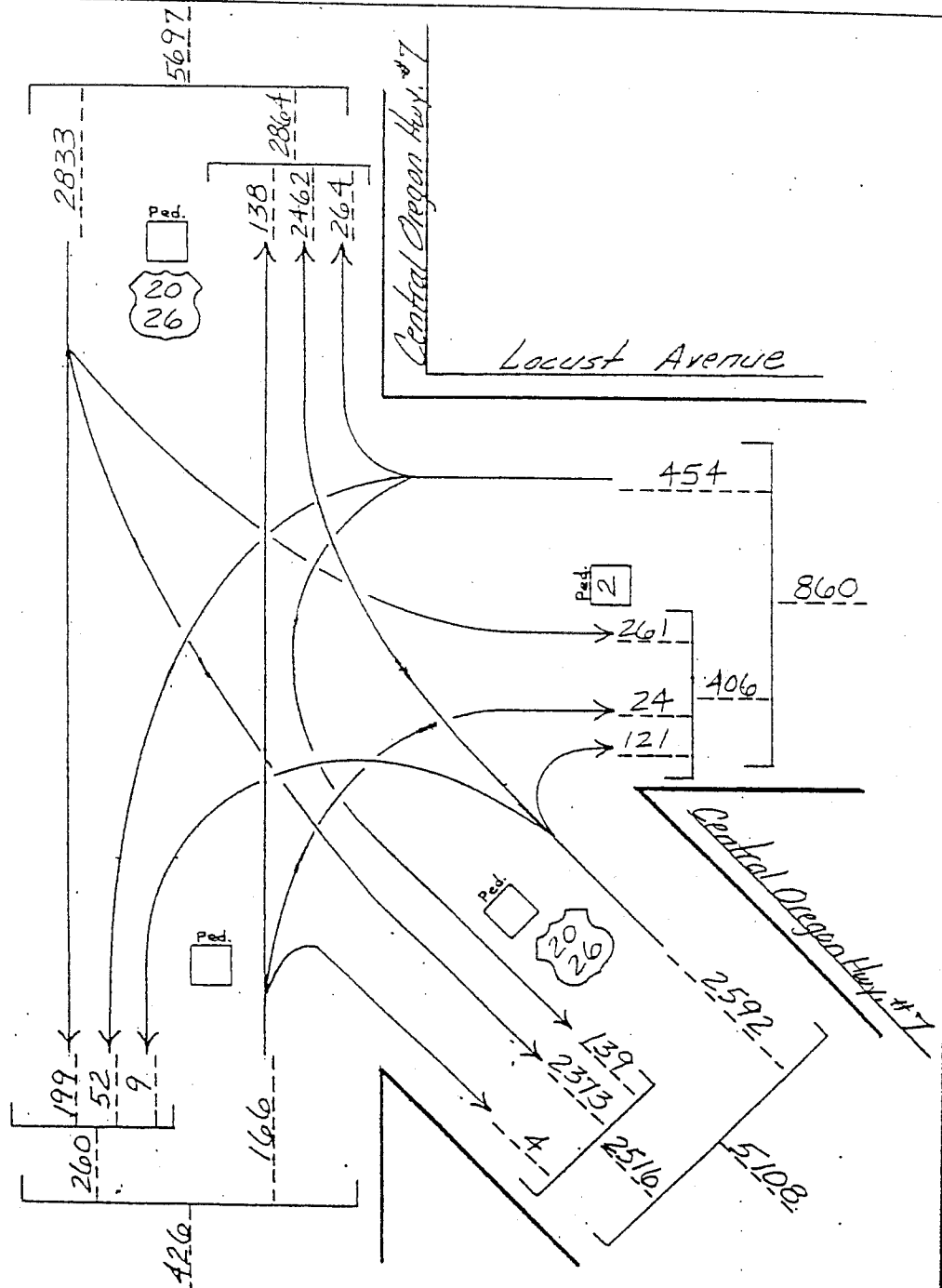
Indicate North



REMARKS

16 hour manual
 classification count
 factored to a 24 hr
 volume. (1.10)

11th Street



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : OCT 1 & 2, 1997

CITY or COUNTY : NYSSA

DAY WEEK : WEDS/THURS

INTERSECTION OF: CENTRAL OREGON HWY #7 (THUNDEREGG BLVD/US20;26) @
PARK AVENUE

ACT COUNT : 16

HRS COUNT: 6AM - 10PM EXP.

PED COUNT: 16

MILE POST: 265.68

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : All vehicles.

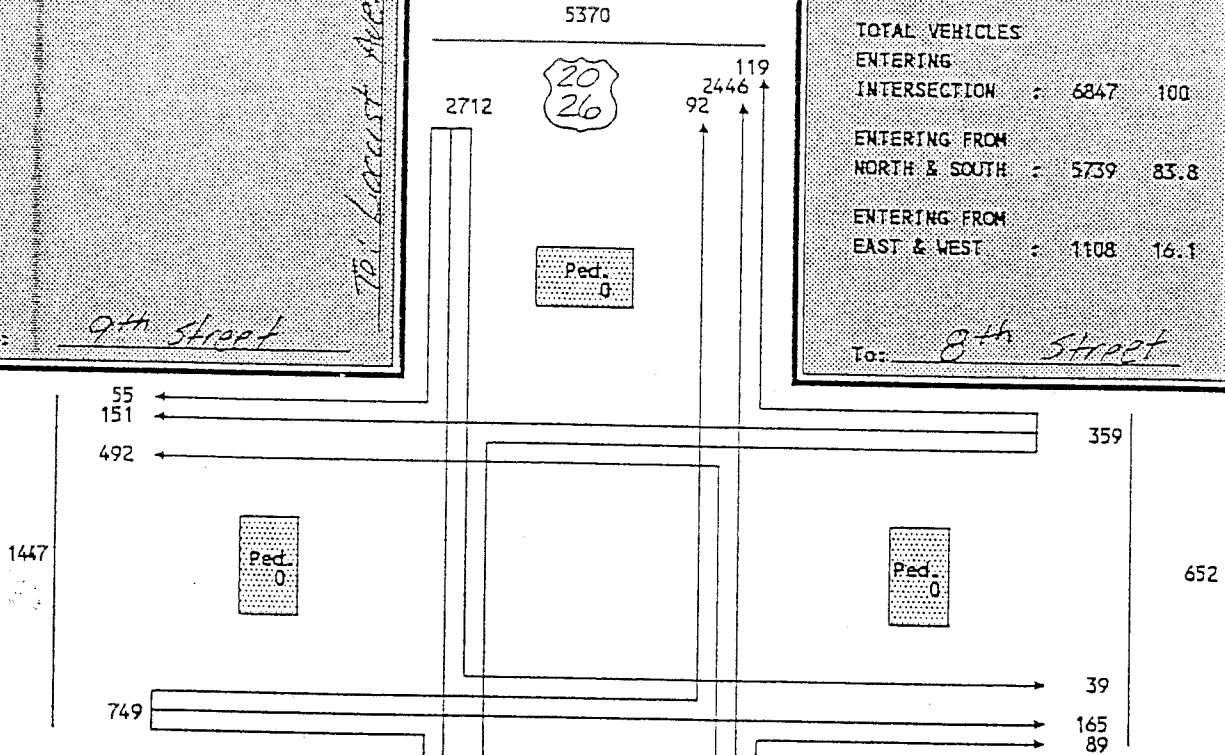
WEATHER : CLOUDY/CLEAR

To: 9th Street

To: Laurel Ave.

	No.	%
TOTAL VEHICLES		
ENTERING INTERSECTION :	6847	100
ENTERING FROM NORTH & SOUTH :	5739	83.8
ENTERING FROM EAST & WEST :	1108	16.1

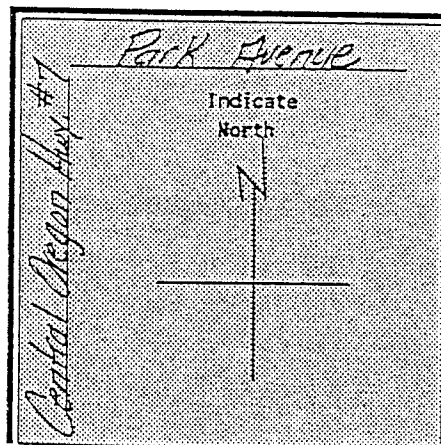
To: 8th Street



REMARKS

16 hour manual
Classification
Count factored
to a 24 hour
volume (1.10)

To: Sugar Creek Hwy #450



Revised Nov. 21/99

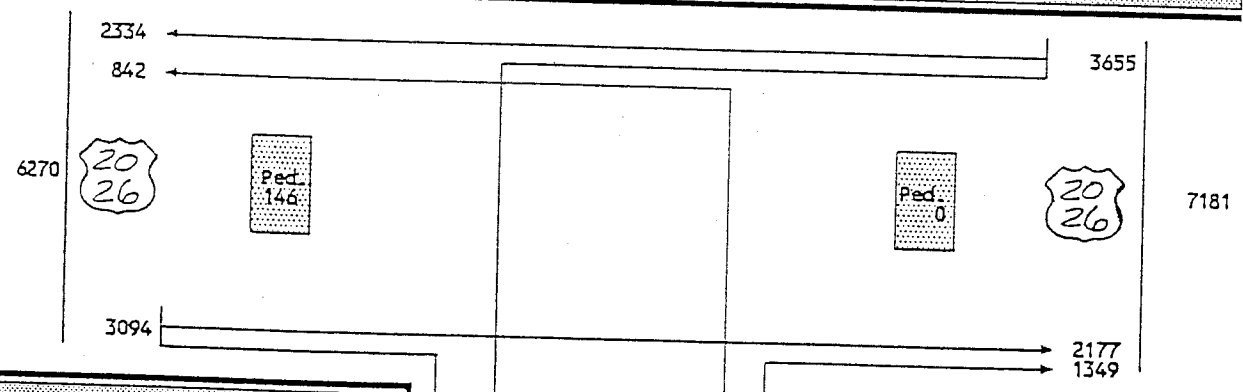
TRANSPORTATION DEVELOPMENT BRANCH TRANSPORTATION SYSTEM MONITORING UNIT VEHICULAR VOLUME

DATE : OCT 21 & 22, 1997
 CITY or COUNTY : WYSSA
 DAY WEEK : TUES/WEDS
 INTERSECTION OF: CENTRAL OREGON HWY #7 (THUNDEREGG BLVD/MAIN ST/US20;26) &
 SUCCOR CREEK HWY #450 (ADRIAN BLVD/OR201)
 ACT COUNT: 16
 HRS COUNT: 6AM - 10PM EXP.
 MILE POST: (HWY #7 = 265.97) (HWY #450 = 0.00)
 PED COUNT: 16
 HRS COUNT: 6AM - 10PM EXP.
 CLASSIFICATION : All vehicles
 WEATHER : CLEAR

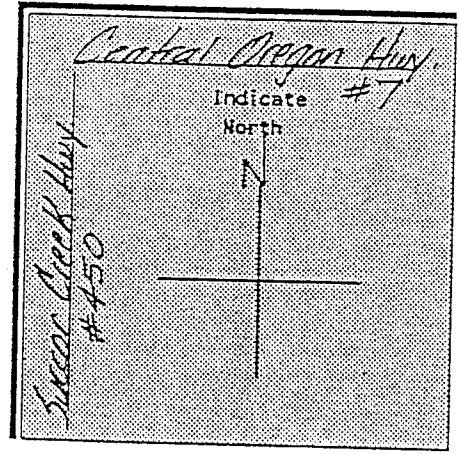
	No.	%
TOTAL VEHICLES		
ENTERING		
INTERSECTION :	8940	100
ENTERING FROM		
NORTH & SOUTH :	2190	24.5
ENTERING FROM		
EAST & WEST :	6750	75.5

To: *Carra Jet.*

To: *Idaho*



REMARKS
*The hour manual
 classification
 count factored
 to a 24 hour
 volume. (1.10)*



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

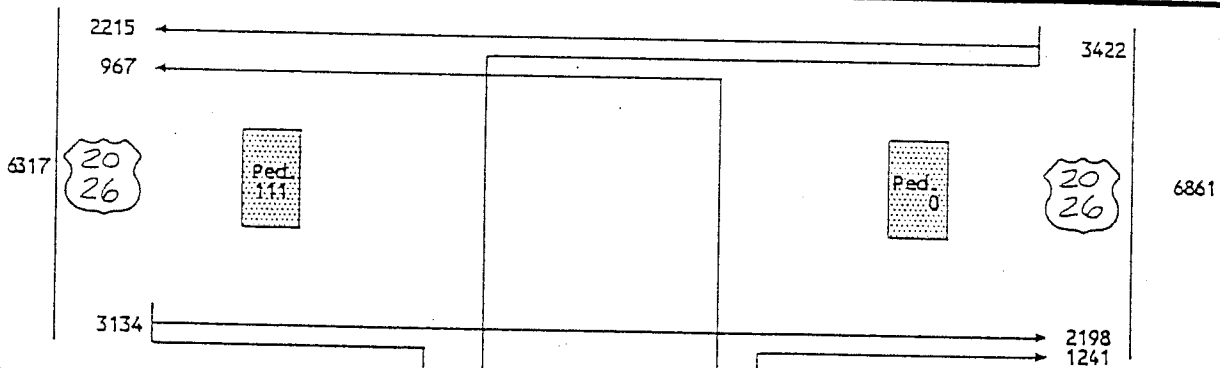
DATE : SEPT 17 & 18, 1997
 DAY WEEK : WEDS/THURS
 ACT COUNT: 16
 HRS COUNT: 6AM - 10PM EXP.
 PED COUNT: 16
 HRS COUNT: 6AM - 10PM EXP.
 WEATHER : CLEAR

CITY or COUNTY : NYSSA
 INTERSECTION OF: CENTRAL OREGON HWY #7 (THUNDEREGG BLVD/MAIN ST/US20;26) &
 SUECOR CREEK HWY #450 (ADRIAN BLVD/OR201)
 MILE POST: (HWY #7 = 265.97) (HWY #450 = 0.00)
 CLASSIFICATION : ALL vehicles

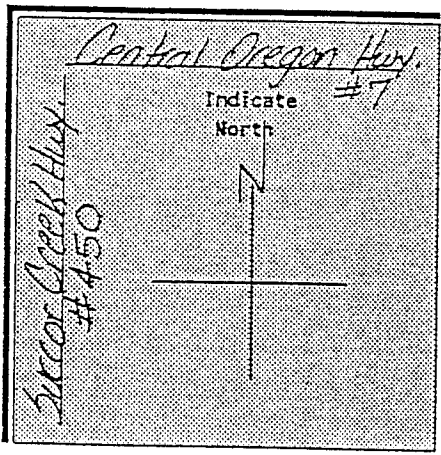
	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8764	100
ENTERING FROM NORTH & SOUTH	2208	25.1
ENTERING FROM EAST & WEST	6556	74.8

To: Cairo Jet

To: Idaho



REMARKS
1/2 hour manual classification count factored to a 24 hour volume. (1.10)
To: Adrian



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : SEPT. 24 & 25, 1997

CITY or COUNTY : NYSSA

DAY WEEK : WEDS/THURS

INTERSECTION OF: CENTRAL OREGON HWY #7 (MAIN ST/US20;26) @
N. 1ST STREET

ACT. COUNT: 16

HRS. COUNT: 6AM - 10PM EXP.

PED. COUNT: 16

MILE POST: 266.31

HRS. COUNT: 6AM - 10PM EXP.

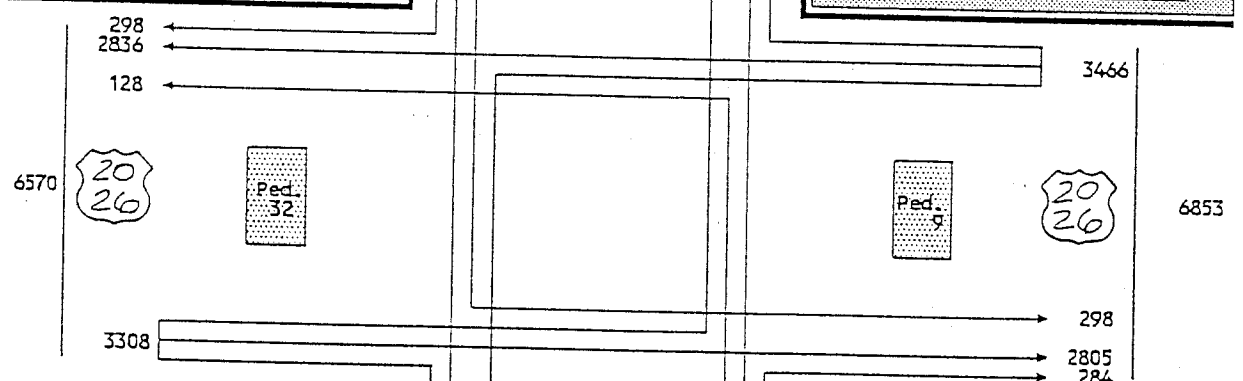
CLASSIFICATION : All vehicles

WEATHER : CLEAR

To: *Succor Crk Hwy #450*

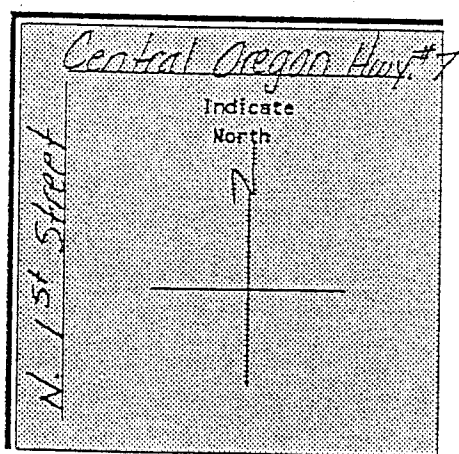
	No.	%
TOTAL VEHICLES		
ENTERING INTERSECTION :	7949	100
ENTERING FROM NORTH & SOUTH :	1175	14.7
ENTERING FROM EAST & WEST :	6774	85.2

To: *Idaho*



REMARKS

16 hour manual classification count factored to a 24 hour volume (1.10)



10-13-97

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : SEPT 24 & 25, 1997

CITY or COUNTY : NYSSA

DAY WEEK : WEDS/THURS

INTERSECTION OF: CENTRAL OREGON HWY #7 (MAIN ST/US20;26) @
E. 1ST STREET

ACT COUNT: 16

HRS COUNT: 6AM - 10PM EXP.

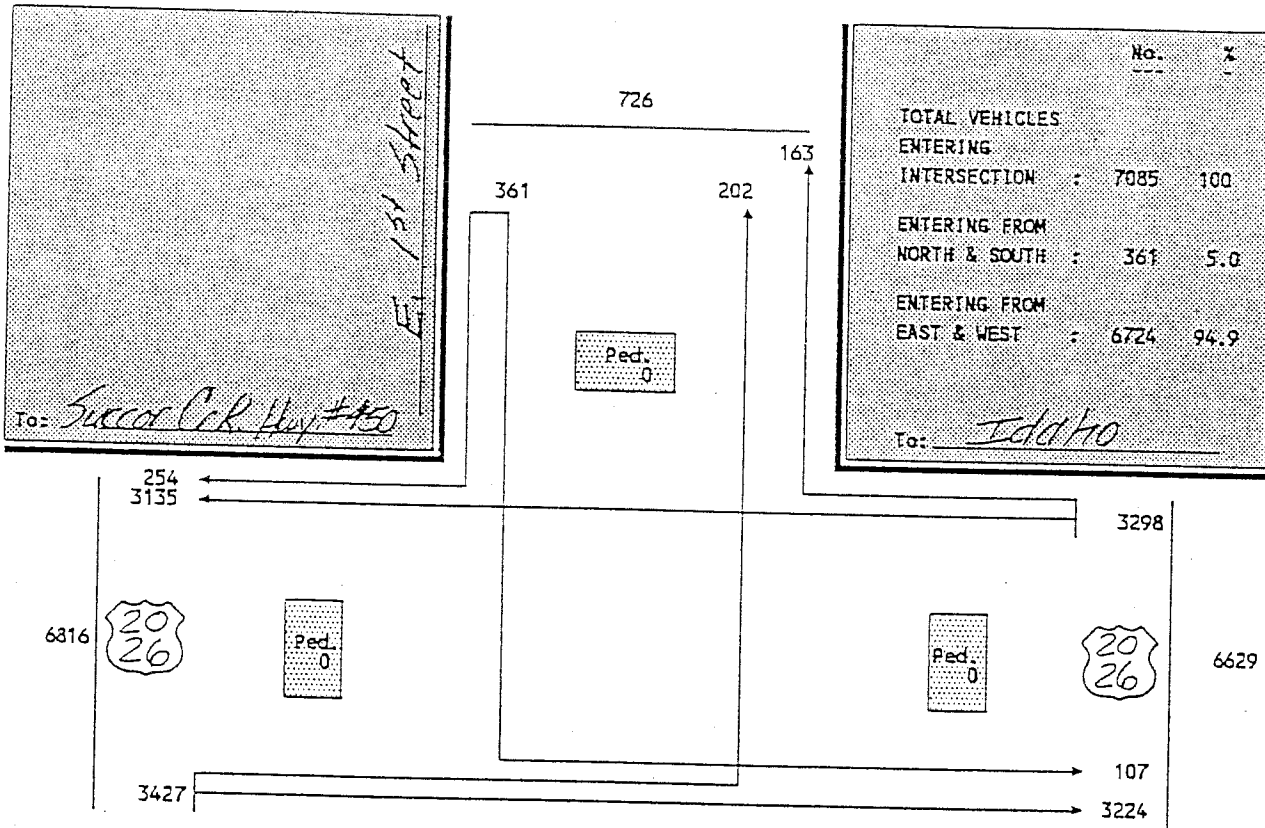
PED COUNT: 16

MILE POST: 266.47

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION: All vehicles

WEATHER : CLEAR

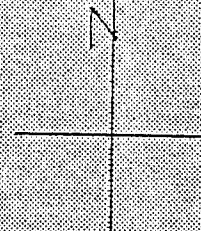


REMARKS

Central Oregon Hwy #7

*No hour manual
classification
count factored
to a 24 hour
volume (1.10)*

Indicate
North



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : SEPT 22 & 23, 1997

CITY or COUNTY : NYSSA

DAY WEEK : MON/TUES

INTERSECTION OF: CENTRAL OREGON HWY #7 (US20;26) @

ACT COUNT: 16

E. 3RD STREET

HRS COUNT: 6AM - 10PM EXP.

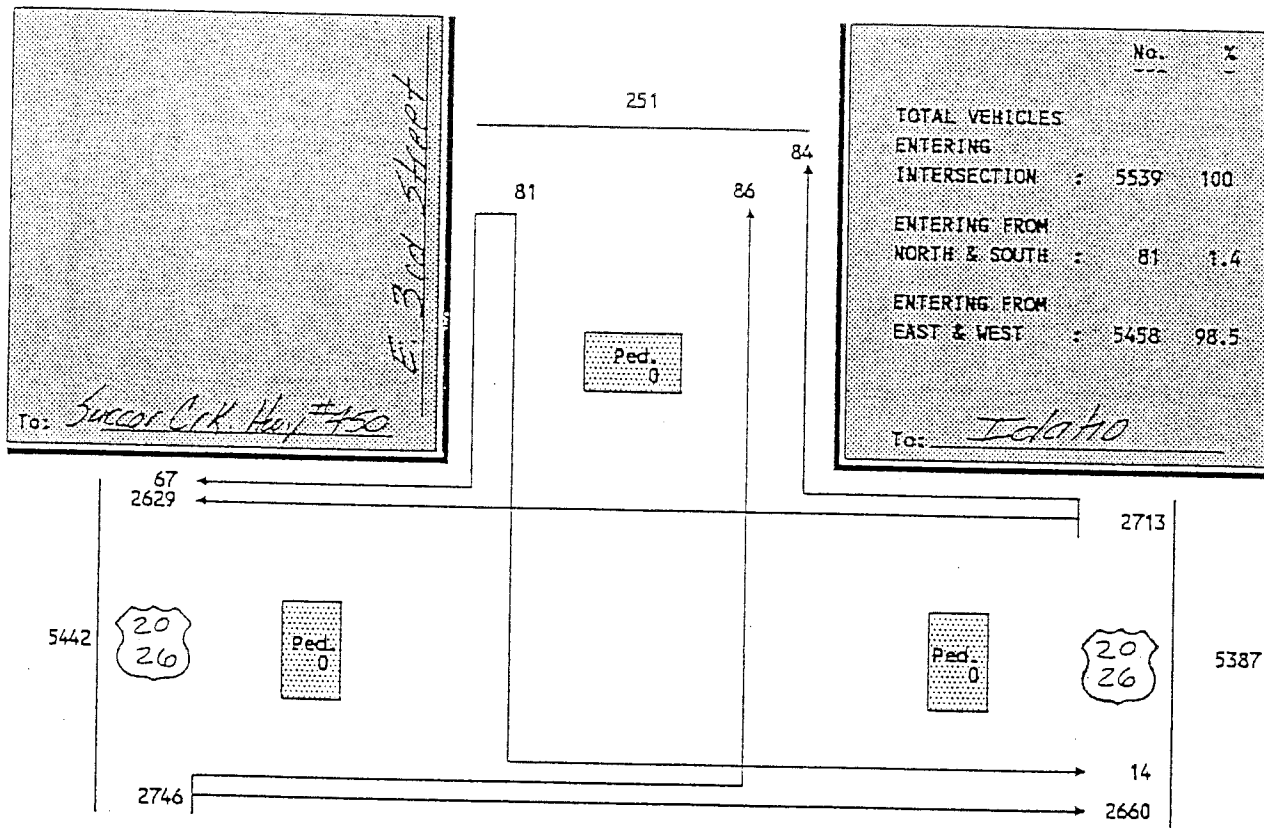
PED. COUNT: 16

MILE POST: 266.58

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : ALL vehicles

WEATHER : CLEAR



REMARKS *Central Oregon Hwy #7*

16 hour manual Classification count factored to a 24 hour volume (1.10)

Indicate North

TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : OCT 23 & 24, 1997

CITY or COUNTY : NYSSA

DAY WEEK : THURS/FRI

INTERSECTION OF: CENTRAL OREGON HWY #7 (MAIN ST/US20;26) @
E. 5TH STREET

ACT COUNT: 16

HRS COUNT: 6AM - 10PM EXP.

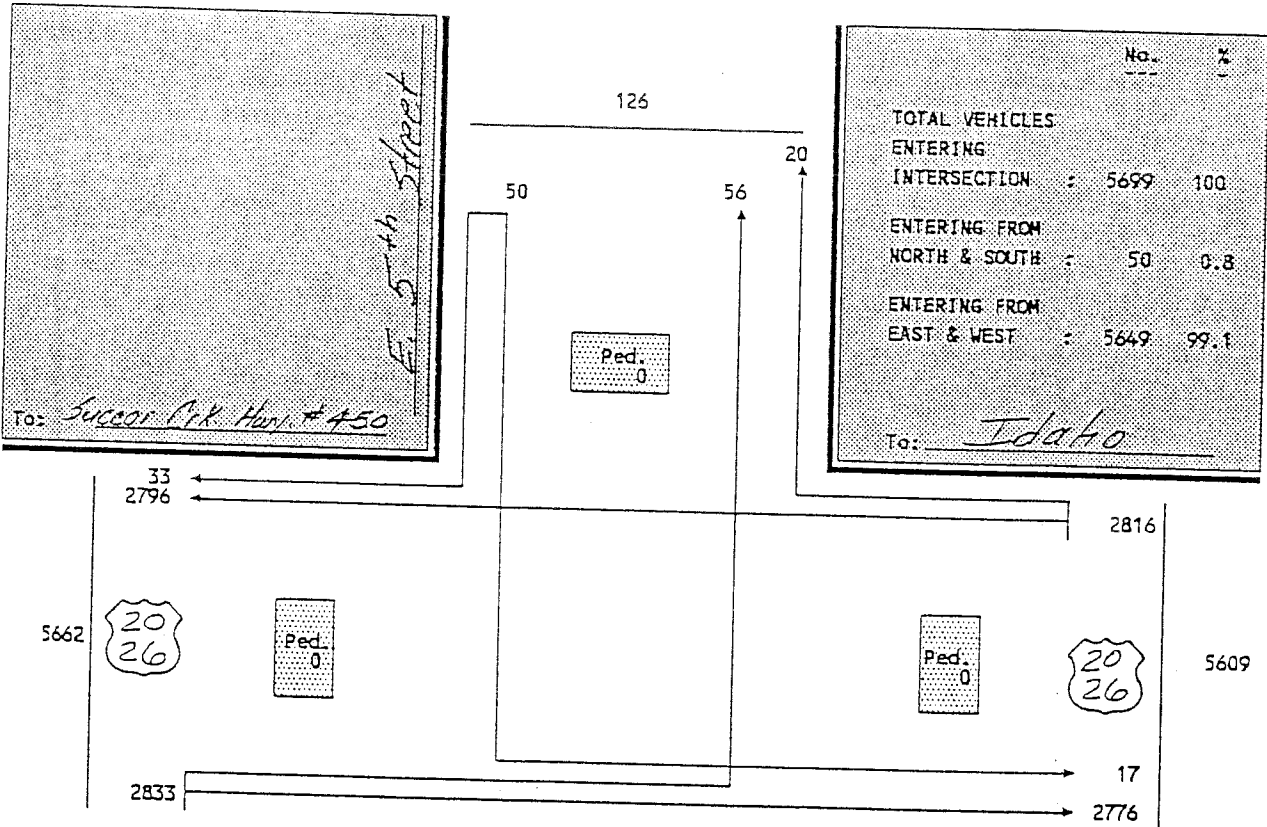
PED COUNT: 16

MILE POST: 266.70

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : All vehicles

WEATHER : CLEAR

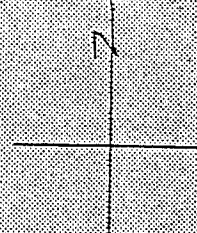


REMARKS

Central Oregon Hwy #7

*16 hour manual
classification
count factored to
a 24 hour
volume. (1.10)*

Indicate North



TRANSPORTATION DEVELOPEMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : SEPT 22 & 23, 1997

CITY or COUNTY : NYSSA

DAY WEEK : MON/TUES

INTERSECTION OF: CENTRAL OREGON HWY #7 (MAIN ST/US20;26) &
E. 5TH STREET

ACT COUNT: 16

HRS COUNT: 6AM - 10PM EXP.

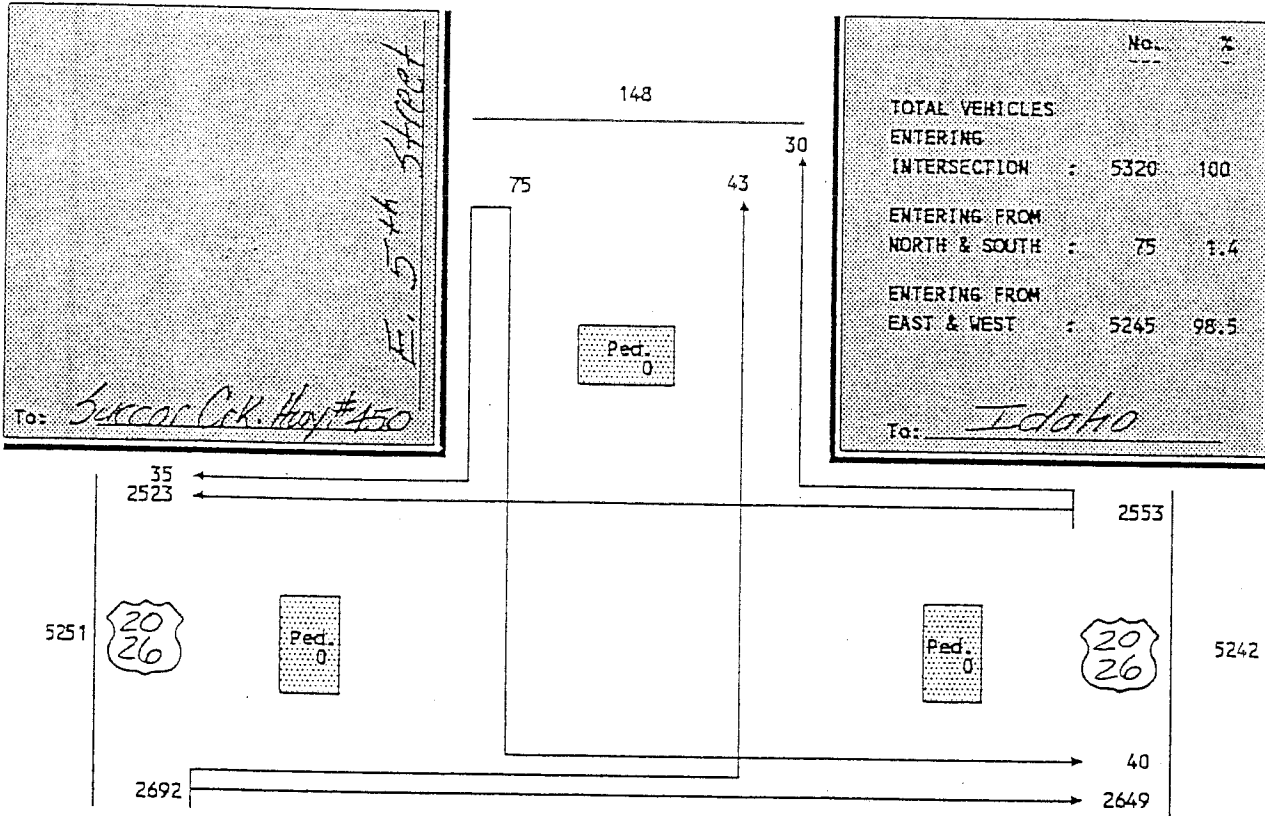
PED. COUNT: 16

MILE POST: 266.7D

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : All vehicles

WEATHER : CLEAR



REMARKS

1/2 hour manual classification count factored to a 2+ hour volume (1.10)

Central Oregon Hwy #7

Indicate North



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : 9/29, 30/97
 DAY WEEK : Monday, Tuesday
 ACT COUNT: 16
 HRS COUNT: 6:00AM to 10:00PM
 PED COUNT: 16
 HRS COUNT: 6:00AM to 10:00PM
 WEATHER : clear

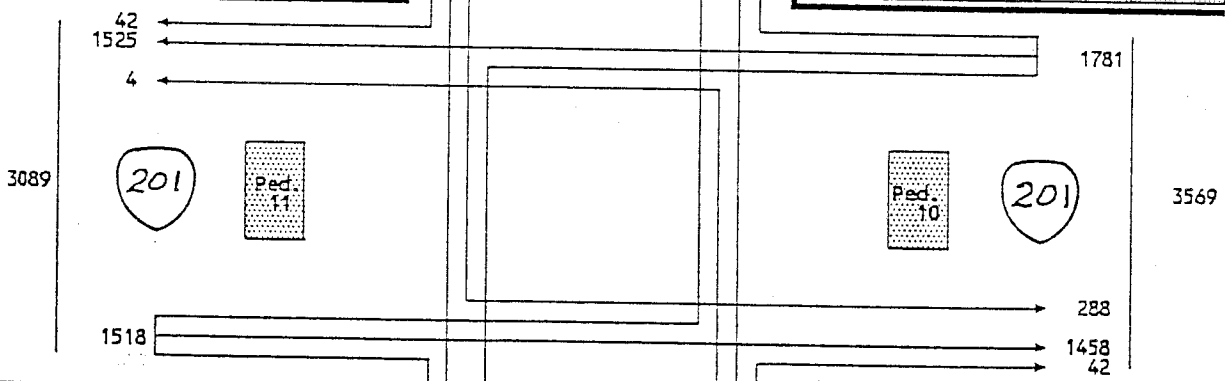
CITY or COUNTY : Wyssa
 INTERSECTION OF: Succor Creek Hwy. #450 (Adrian Blvd.)
 Beck Road
 MILE POST: Succor Creek Hwy. #450 @ MP 0.41
 CLASSIFICATION : All vehicles

To: Clark Blvd.

To: Schools

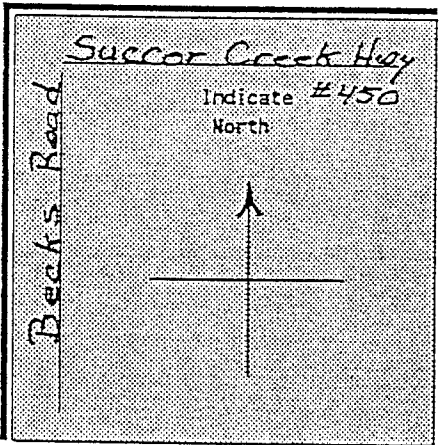
	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	3681	100
ENTERING FROM NORTH & SOUTH :	382	10.3
ENTERING FROM EAST & WEST :	3299	89.6

To: Nyssa



REMARKS

16 Hour Manual Count Factored to a 24 hour Volume Factor of 1.10



TRANSPORTATION DEVELOPMENT BRANCH
TRANSPORTATION SYSTEM MONITORING UNIT
VEHICULAR VOLUME

DATE : SEPT 29 & 30, 1997

CITY or COUNTY : NYSSA

DAY WEEK : MON/TUES

INTERSECTION OF: CENTRAL OREGON HWY #7 (MAIN ST/US20;26) @
6TH STREET

ACT COUNT: 16

HRS COUNT: 6AM - 10PM EXP.

PED COUNT: 16

MILE POST: 265.99

HRS COUNT: 6AM - 10PM EXP.

CLASSIFICATION : All vehicles

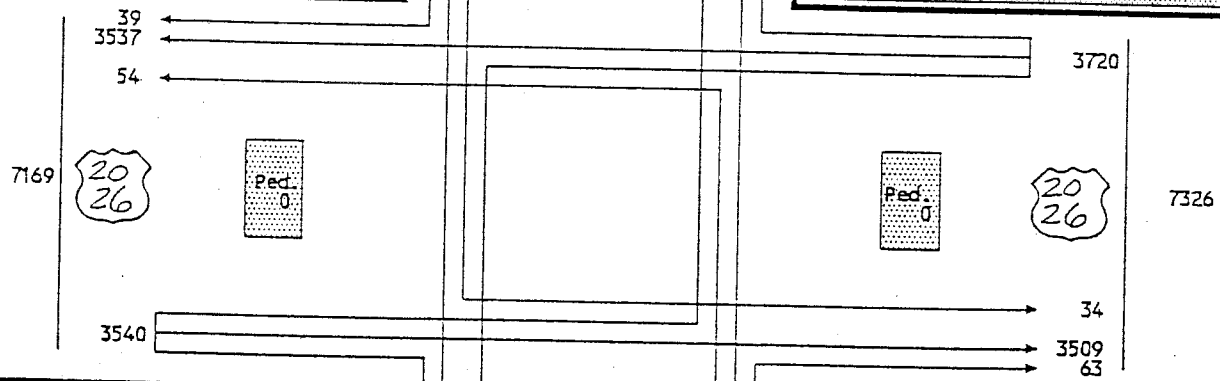
WEATHER : CLEAR/CLOUDY

To: Succor Creek Hwy #450

7th Bowler Ave.

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION :	7477	100
ENTERING FROM NORTH & SOUTH :	217	2.9
ENTERING FROM EAST & WEST :	7260	97.1

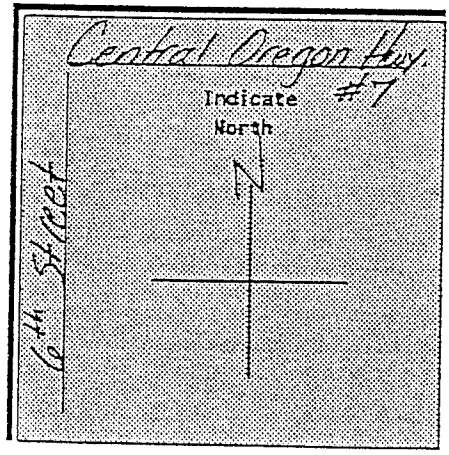
To: Idaho



REMARKS

16 hour manual classification count factored to a 24 hour volume (x1.0)

7th Good Ave.



*Appendix C — Local Street Network
Plan*

Local Street Network Plan

The City of Nyssa needs a local street network plan as part of its Transportation System Plan. Local plans need to address infill development, ordinance implementation and funding. The following is used for illustration purposes, with implementation steps suggested to enhance street connectivity and ensure development of the local street network.

Existing Conditions Under Current Ordinance



Potential Buildout Under Current Ordinance



Results:

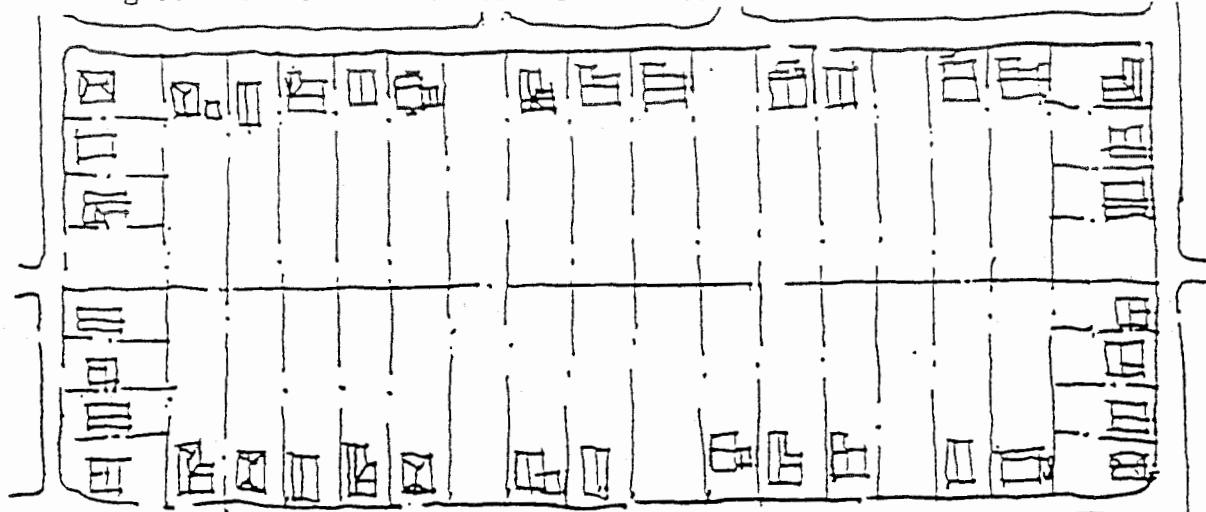
- Total new dwelling units: 8; all served by collector and arterial streets
- Perimeter housing is allowed to foreclose options for internal streets
- Low density infill leads to outward urban expansion, pushing UGB out
- The cost of service delivery per dwelling increases as city grows outward

Local Street Network Plan

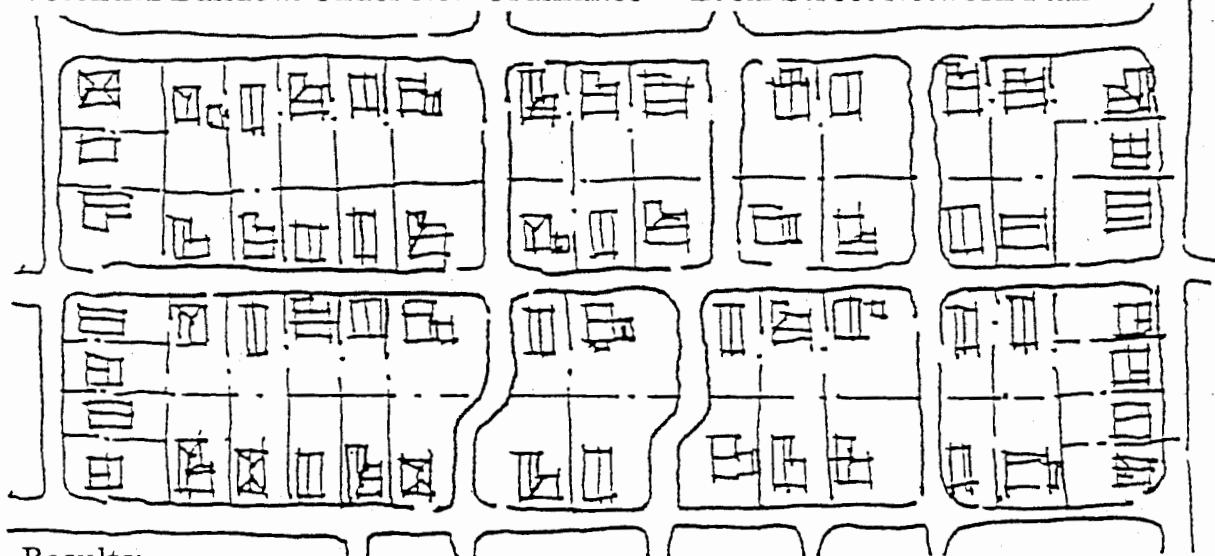
Continued

Revisions to the Comprehensive Plan and Ordinance can provide the mechanism necessary for local street development to serve large block interior space and fringe area street extensions incrementally. With adoption of a local street network plan, existing opportunities for street extensions are preserved and developed over time.

Existing Conditions Under Current Ordinance



Potential Buildout Under New Ordinance — Local Street Network Plan



Results:

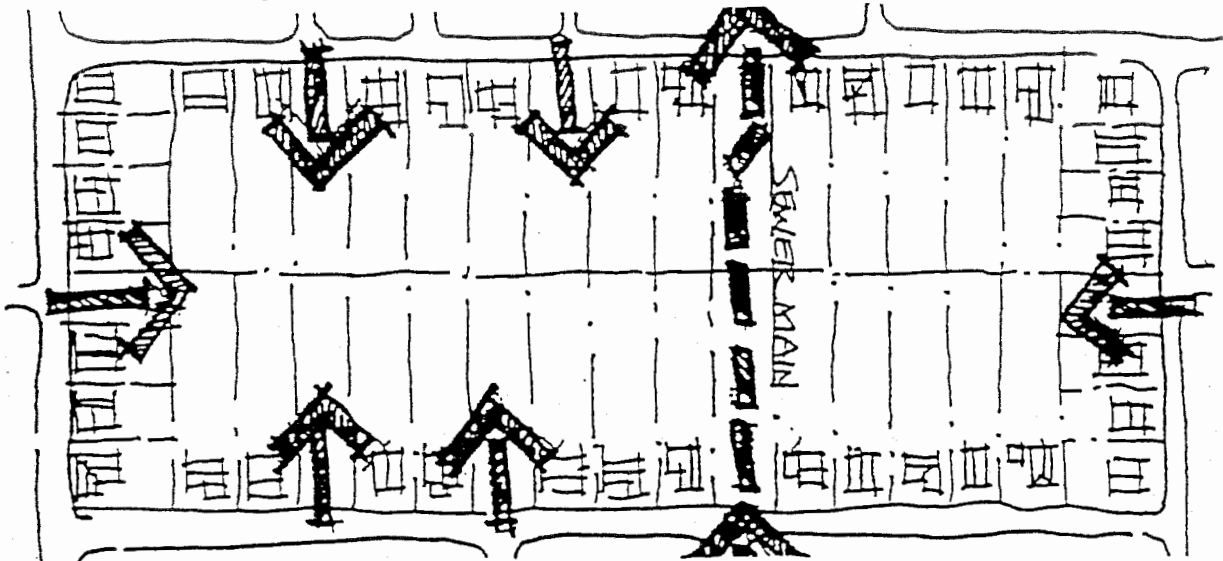
- Total new dwelling units: 24; all served by access lanes and local streets
- Local trips are distributed over a greater number of streets
- Greater infill reduces outward growth and delays future need for UGB expansion
- Service delivery costs per dwelling are less due to compact utility distribution

Local Street Network Plan

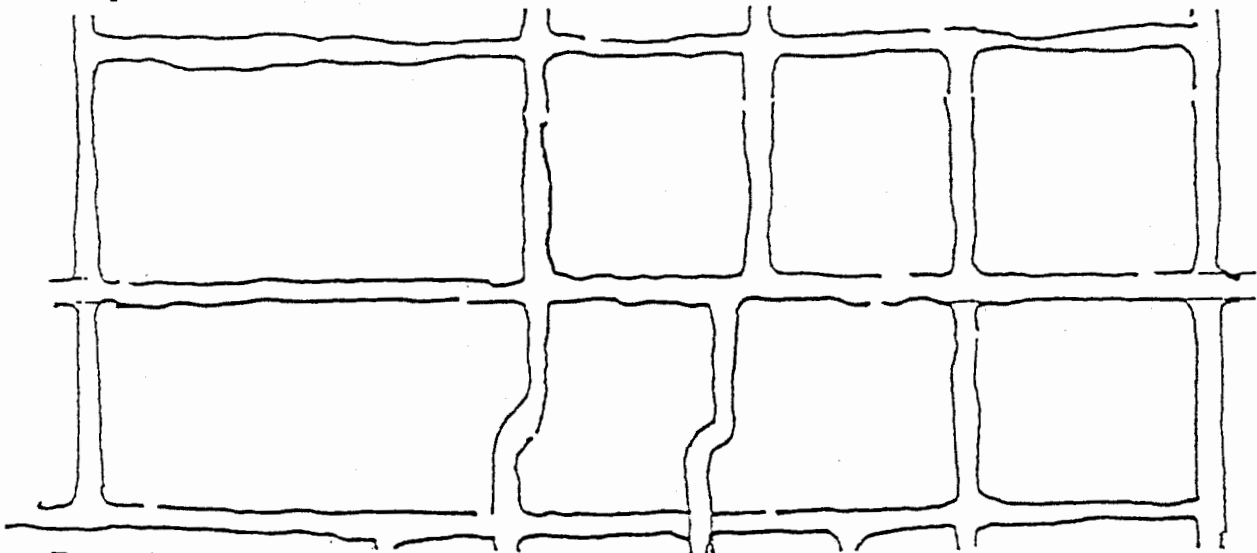
Continued

The first step in developing the local street network plan is the identification of opportunities for new local streets. Factors such as vacant land, existing utility easements and connectivity with surrounding streets must be considered in planning new street alignments.

Identifying Opportunities for New Local Streets



Adoption of a Local Street Network Plan



Procedures

- Prepare Conceptual Street Plan
- Review, refine and adopt the Local Street Network Plan
- Implement the plan through zoning and subdivision ordinances
- Allow flexibility in local street alignments to meet network plan objectives

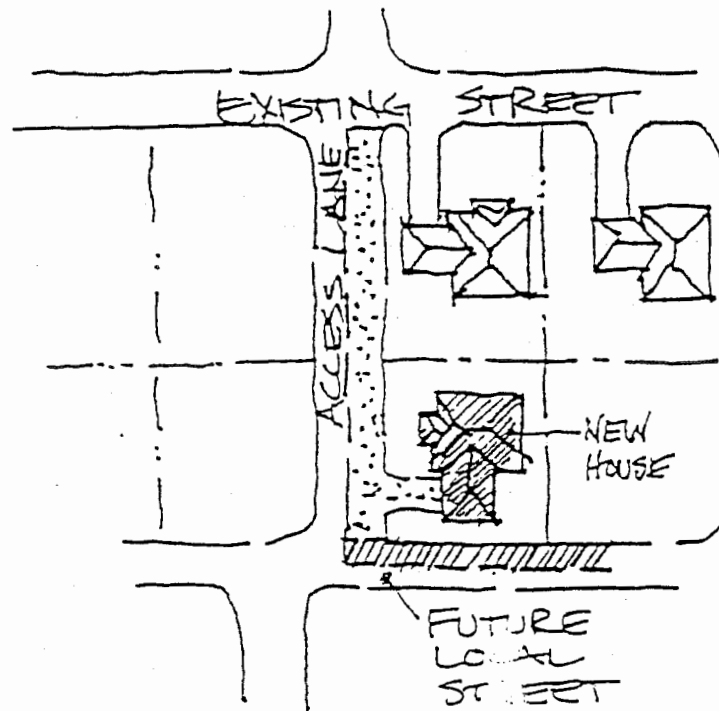
Local Street Network Plan

Continued

Implementation

Once the local street network plan has been developed, it is implemented through the TSP, which will be adopted as part of the City's Comprehensive Plan. Zoning and Subdivision Ordinance amendment must be developed to ensure that local street rights-of-way are acquired, and streets are improved over time, as homes are built.

The future street network plan provides a mechanism for developing local streets incrementally, as homes are proposed and permitted. In order to obtain a permit, the land owner must dedicate one-half of the required 40-foot right-of-way for an access lane or 60-foot right-of-way for a local street. The applicant must grade and gravel surface the new half street, and agree to participate in future street improvements.



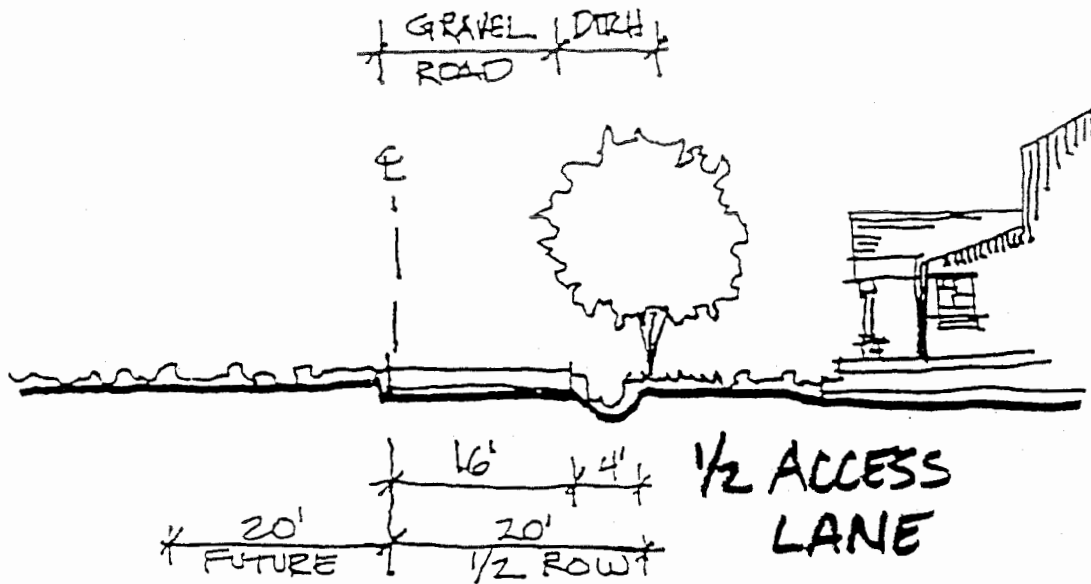
Future improvements such as paving and sidewalks, can be accomplished through a contribution to a Local Road Fund or Street System Development Charge paid into at the time the building permit is issued. Alternatively, an agreement to participate in a future Local Improvement District can provide for ultimate street improvements.

Local Street Network Plan

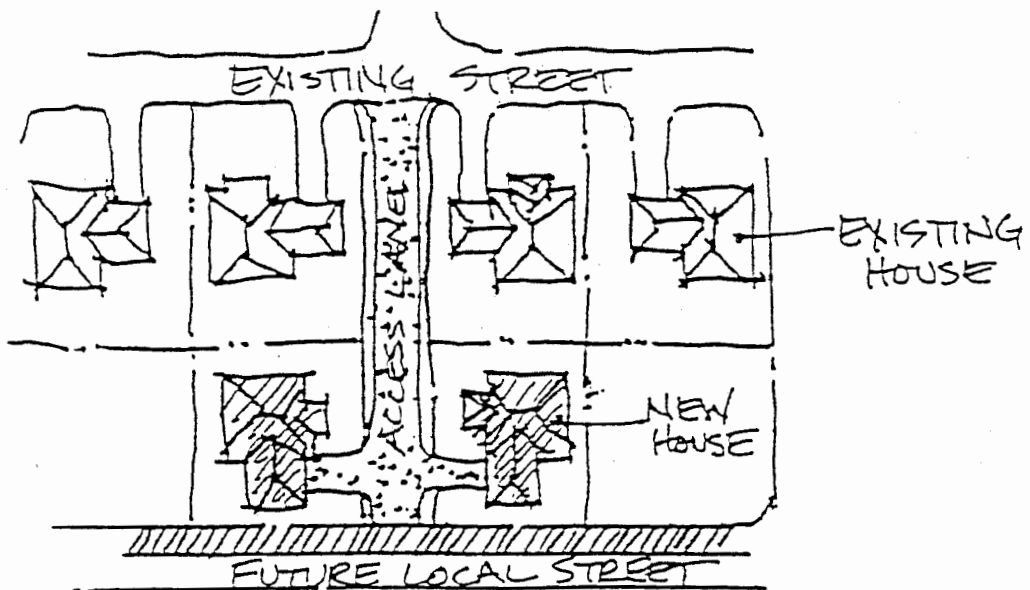
Continued

Access Lane

This proposed new street classification would service to no more than five dwellings per access lane. Access lanes would meet local public safety requirements (e.g., accommodate turning movements for emergency vehicles), but would be constructed within a 40-foot right-of-way with a gravel surface and open ditch drainage.



When the next infill home is placed the second half of the right-of-way is dedicated.

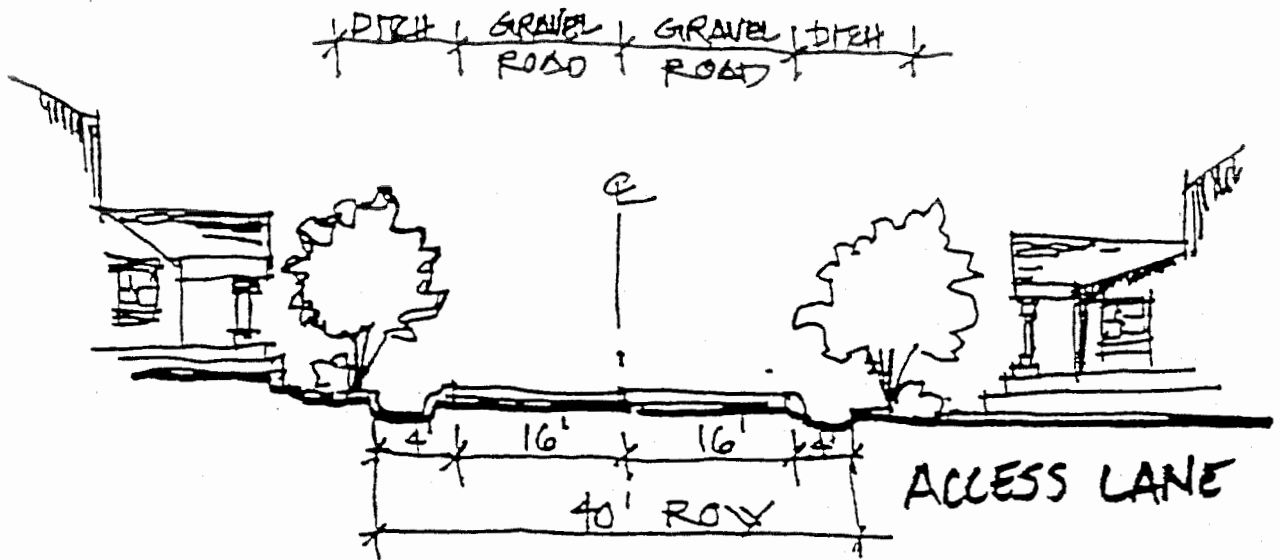


Local Street Network Plan

Continued

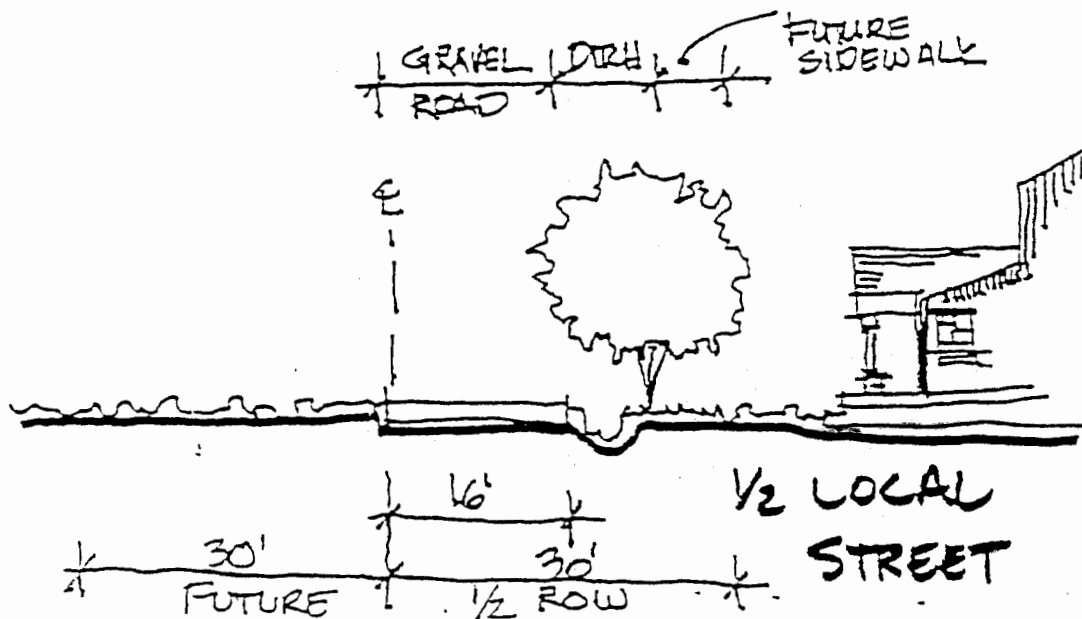
Improved Access Lane

The access lanes are completed with initial home construction. They are intended to serve local access, and are encouraged as the primary driveway access for interior lots. Future improvements, including paving and sidewalks are not required, but can be initiated by the property owners through a Local Improvement District.



Corner Lot Dedication

Property owners with corner lots must dedicate both the access lane right-of-way and the local street right-of-way. Interim improvements for a local street are the same as those for an access lane, but are placed within a 30-foot half street dedication.

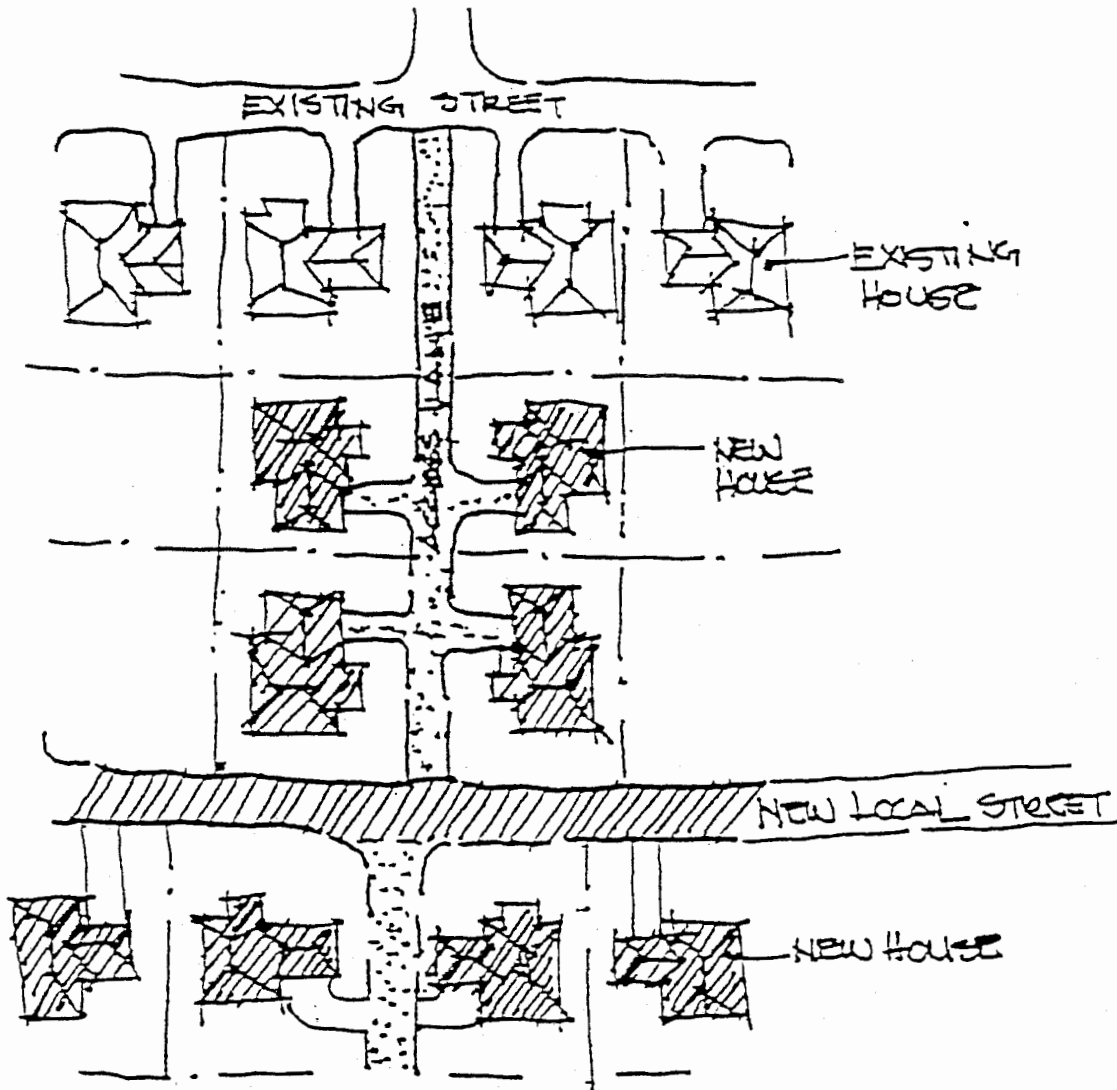


Local Street Network Plan

Continued

Extending Access Lanes

An access lane can extend to serve deep lots for no more than five dwellings. The lanes serve as a route to local streets and as a mechanism for obtaining local street rights-of-way. In addition, access lanes provide an economic rear lot development pattern with service street orientation. For internal lots, front yard orientation should be toward the access lane. For corner lots, front yards (entry walks and porches) should be oriented to the developing new local street. Where possible, driveways on corner lots should enter the access lane. Pedestrian and bicycle facilities will be accommodated on the emerging local street network, once improved.



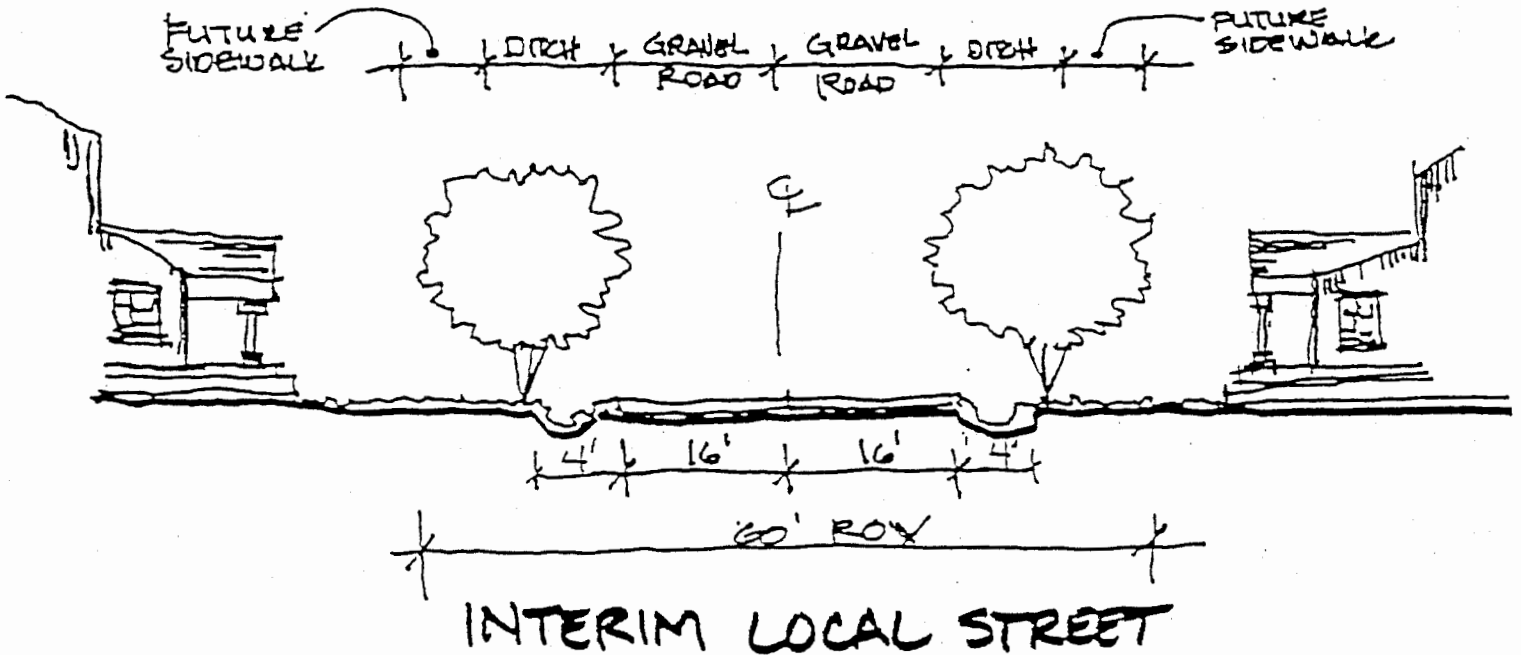
Local Street Network Plan

Continued

Local Street Development

Interim Local Street

The goal of the Local Street Network Plan is to allow infill development and interim improvements to occur while the local street pattern develops. In order to accommodate incremental and economic development, individual lot owners build the local street to an interim standard. A standard 60-foot right-of-way is provided, but improvements are contained to a 40-foot width, similar to that of the access lanes. The additional 20-foot unimproved right-of-way is reserved by appropriate building setbacks future sidewalks, street trees and utilities.

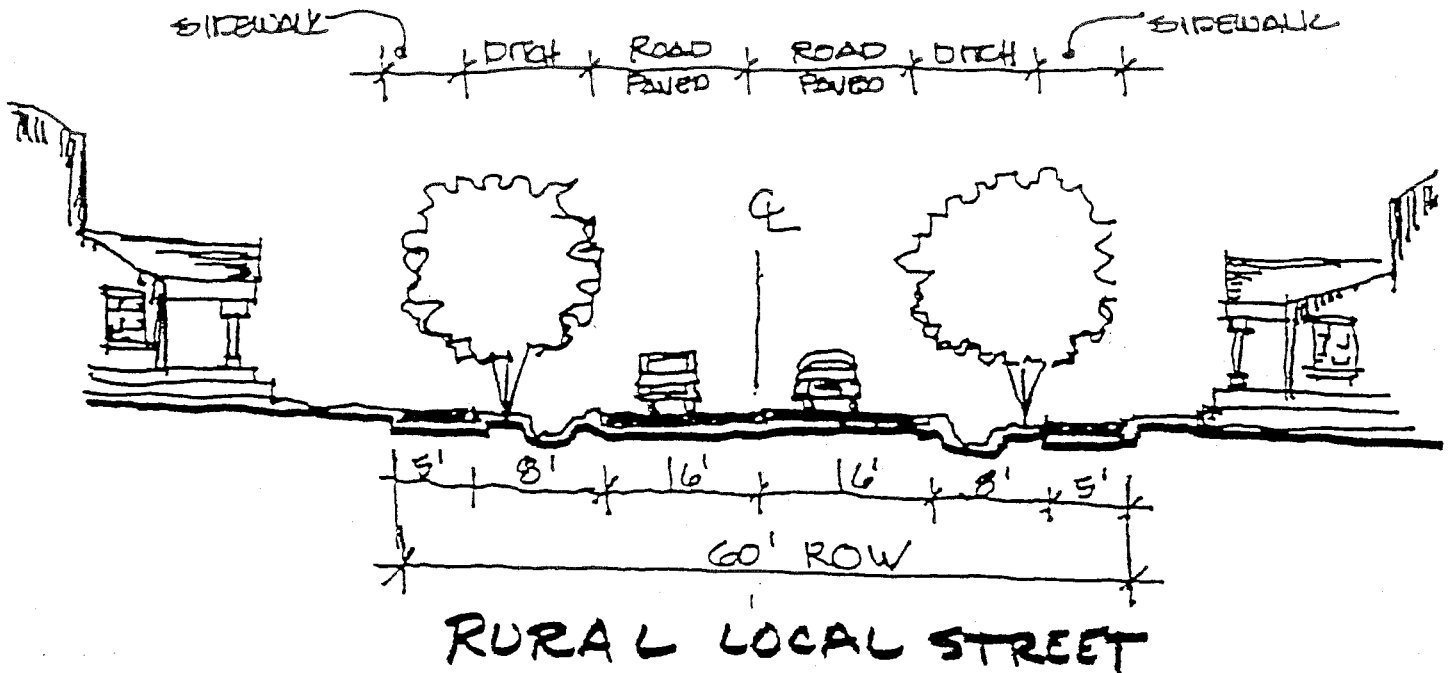


Local Street Network Plan

Continued

Improved Local Street System

The standard local street system will be improved within a 60-foot right-of-way. The street section includes a 32-foot paved roadway with 16-foot travel lanes for cars, bicycles, and parking. There are eight-foot drainage and street tree planting strips, separated five-foot sidewalks, and two additional feet for utilities.



Street Improvement Fund

To assure future local street standards, permits are only issued after a fee has been paid into a Local Street Fund or a Street System Development Charge (SDC) has been secured. These funds are held in reserve until a significant local street segment has been completed to interim standards. The Local Street Network Plan will determine when the standard improvements should be made. Standard improvements may be triggered by the number of units served (e.g., 20 homes), or may relate to a percentage of the block or street segment capacity (e.g., 66 percent of the capacity is filled).

As an alternative to a local fund or SDC, the City could accept nonremonstrance agreements for a future Local Improvement District (LID) when permits are issued. In this case, the LID would build the street to local standards when the threshold number or percentage of homes is reached. LIDs are generally bonded improvements that homeowners repay over time with interest (generally 10 years).

*Appendix D — Future Conditions
Traffic Analysis*



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

610 S.W. ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

MEMORANDUM

Date: August 4, 1997 **Project #:** 2617

To: Todd Chase, AICP

Address: OTAK
17355 SW Boones Ferry Road
Lake Oswego, Oregon 97035

From: Wade Scarbrough *WS*

Project: Nyssa Conceptual Intersection Improvements

Subject: Solution Concepts, Cost Estimate, and Preliminary Traffic Analysis

As you requested, Kittelson & Associates, Inc. has prepared a variety of intersection improvement concepts for the Main Street/Adrian Boulevard intersection in Nyssa, Oregon. This memorandum presents the various improvement options and provides a construction cost estimate for the long-term improvement alternative. In addition, a planning-level traffic analysis has been completed for the unsignalized intersections on Main Street to assess their ability to service side street traffic in the 20-year horizon.

EXISTING CONDITIONS

The existing intersection of Main Street and Adrian Boulevard is signalized with pedestrian crosswalks across the west and south legs. As an isolated intersection, the geometry and traffic control at Main Street/Adrian Boulevard is not currently problematic. However, the unsignalized 6th Street/Main Street intersection is located less than 100 feet to the east. As a result, these two closely spaced intersections form an unconventional 5-leg intersection, which is confusing to drivers and allows a multitude of possible conflicting movements.

SOLUTION CONCEPTS

Kittelison & Associates, Inc. developed a total of six intersection solution concepts to improve the unconventional geometry at the Main Street/Adrian Boulevard and Main Street/6th Street intersections. These options represent a range of possible modifications from minimal construction to total reconstruction that reduce the number of conflicting turning movements at the intersections and thereby provide more efficient operations. To select the most appropriate solution, the turning

movement volumes at these two intersections should be evaluated and weighed against the construction costs and land impacts associated with each alternative.

The solution concepts can be placed into four basic improvement categories. The categories are listed below along with a brief description of each option. Sketches of each conceptual design alternative are shown in Attachment A.

Right-In/Right-Out Access at Main Street/6th Street: This option requires minimal new construction and would have a relatively minor impact to existing traffic circulation patterns. Restricting left turns and through movements at the Main Street/6th Street intersection would eliminate the opportunity for vehicles at this intersection to impede traffic through the adjacent Main Street/Adrian Boulevard intersection. The conversion to a right-in/right-out access intersection could be accomplished by installing raised islands at the northbound and southbound approaches and increasing the curb radii or simply by adding a raised concrete median on Main Street.

Right-In/Right-Out Access at Adrian Boulevard/Main Street: Two options for this solution concept have been developed. The first places a center median on Main Street and adds a concrete island at the Adrian Boulevard approach to channelize right turns. Vehicles desiring to turn left at Adrian Boulevard/Main Street would be re-routed to 6th Street and Good Avenue. The existing traffic signal would be removed and signalization of the Main Street/6th Street intersection may be required by the redistribution of traffic. The second option includes a modification of the Adrian Boulevard/Good Avenue intersection such that the major through movement is from Adrian Boulevard to Good Avenue. This realignment would reduce the number of additional turning movements required by converting Main Street/Adrian Boulevard to right-in/right-out. The segment of Adrian Boulevard between Good Avenue and Main Street would effectively become an access road for the two buildings on the east side of the road. A third option for this alternative concept is possible in which Adrian Boulevard is ultimately realigned to 6th Street. This option may be attractive if there is a high demand for travel between Adrian Boulevard and Main Street.

Conversion of Adrian Boulevard between Main Street and Good Avenue to One-Way: There are two options under this improvement category. The first option would convert the Adrian Boulevard link to one-way southbound. The second option would convert the same roadway segment to one-way northbound. Under either scenario, the Main Street/Adrian Boulevard/6th Street intersection would be modified to form a 5-leg signalized intersection. With proper signal phasing, signing, and striping, the intersection could likely be controlled efficiently. However, the geometry and one-way directionality of these two options could be confusing to unfamiliar drivers and would not encourage pedestrian use.

Relocation of the Main Street/Adrian Boulevard intersection: This option represents the most extensive reconstruction alternative. Main Street and Adrian Boulevard would be realigned to intersect approximately 90 feet west of their existing intersection location. The existing traffic signal would be removed and a new traffic signal would be installed at the new intersection. The Main Street/6th Street intersection may be maintained in its current configuration if it does not affect operations at the signalized Adrian Boulevard/Main Street intersection. If queues from the signal extend to 6th Street, it may become necessary to add a concrete median to Main Street to prevent left turns at the 6th Street intersection. A cost estimate for this alternative is included in the following section.

CONSTRUCTION COST ESTIMATE

An estimate of the costs associated with the roadway realignment and intersection relocation alternative has been prepared. The cost to design and construct this improvement plan is estimated to be approximately \$500,000. This estimate is based on gross quantities from the conceptual design plan and is intended for planning purposes only. It does not include costs associated with right-of-way acquisition, utility work, or landscaping. More refined cost estimates can be developed as the improvements are designed in greater detail.

PLANNING-LEVEL TRAFFIC ANALYSIS

A planning-level traffic analysis was performed for the intersections on Main Street to evaluate their ability to service the future traffic volumes. Traffic flow characteristics in Nyssa are unique in that volumes increase significantly during the harvest season due to the influx of truck traffic making deliveries to the railroad and distribution centers. Because the traffic data available in Nyssa is limited, this analysis used a number of broad assumptions. First, the average daily traffic (ADT) volume under existing conditions on Main Street was assumed to be 5000 vehicles per day during the peak harvest season and 2900 vehicles per day the remainder of the year. These volumes were then projected twenty years at an annual growth rate of 1.5 percent to obtain the estimated future ADT. Finally, the peak hour volume was assumed to be ten percent of the ADT.

Using these assumptions, the capacity for sidestreet traffic to turn left onto Main Street was determined using the 1994 Highway Capacity Manual procedure for unsignalized intersections. The results of the analysis are summarized in Table 1. The capacity for left turns to occur at the unsignalized intersections is reported because this is the most critical movement. The capacity for through and right-turn movements is greater; however, they reduce the capacity of left turns. Therefore, the capacities shown in Table 1 represent the maximum volume which can be serviced on the combined sidestreet approaches (northbound and southbound) under the worst-case scenario in which all vehicles turn left.

Table 1
Future Sidestreet Capacity of Unsignalized Main Street Intersections
(Combined Northbound and Southbound Approaches)

Scenario	Total Left-Turn Capacity (vehicles/hour)
Future Harvest Season Traffic	300
Future Non-Harvest Season Traffic	500

As shown in the table, the two-way capacity for sidestreets intersecting Main Street under future traffic conditions will be approximately 300 vehicles during the peak hour of the harvest season and 500 in the peak hour of the non-harvest season. It should be noted that these unsignalized intersections would operate at Level of Service *F* (average delay greater than 45 seconds per vehicle) on the sidestreet approaches if the capacity levels indicated in Table 1 are reached.

The capacity analysis summarized in Table 1 provides a broad estimate of traffic operations for sidestreet traffic accessing Main Street in the twenty-year future. With a larger base of traffic data (including intersection counts and seasonal peaking trends), a more detailed evaluation of existing and future traffic operating conditions could be performed to identify additional transportation improvement needs. However, the preliminary intersection analysis provided in this memorandum gives an indication of the threshold volumes able to access Main Street without signalization.

SUMMARY

This memorandum presented four categories of conceptual improvement plans for the unconventional geometry at the Main Street/Adrian Boulevard and Main Street/6th Street intersections. Within these categories, Kittelson & Associates, Inc. developed a total of six different conceptual designs. A cost estimate for the realignment of Main Street and Adrian Boulevard and the relocation of the existing signalized intersection 90 feet to the west was prepared. The cost associated with designing and constructing this option would be approximately \$500,000. A lower-cost initial phase of this solution could be implemented by constructing a raised median on Main Street at the 6th Street intersection to restrict left and through movements at the intersection.

In addition to developing design concepts, Kittelson & Associates, Inc. performed a planning-level traffic analysis of unsignalized intersections on Main Street. The analysis revealed that the unsignalized intersections will be able to serve up to 300 and 500 vehicles on the sidestreet approaches during the peak hours of the non-harvest season and harvest season, respectively. It is recommended that a future study be completed to further evaluate the traffic operations on Main Street during the harvest peak period. This study should include a data collection effort during the harvest and non-harvest season, an analysis of critical intersections in downtown Nyssa, and routing options for truck traffic to provide safe and efficient operating conditions for truck, automobile, and pedestrian traffic.

Control Intersection Counts: Pre-Harvest and During Harvest

Intersection: Central Oregon Hwy #7 (Thunderegg Blvd/Main St/US 20;26) @ Succor Creek Hwy 450 (Adrain Blvd/OR 201)

Pre Harvest						
Movements	E - S	E - W	S - E	S - W	W - E	W - S
Counts	81	172	87	52	164	66

Harvest						
Movements	E - S	E - W	S - E	S - W	W - E	W - S
Counts	93	176	94	52	180	65

% Increase (Peak)	13%	~	7%	~	9%	~
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Intersection: Central Oregon Hwy #7 (Main St/US20;26) @ E. 5th Street

Pre Harvest						
Movements	N - E	N - W	E - N	E - W	W - N	W - E
Counts	3	1	1	207	2	225

Harvest						
Movements	N - E	N - W	E - N	E - W	W - N	W - E
Counts	0	1	0	193	4	212

% Increase (Peak)	~	~	~	7%	~	6%
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Note:

~ = limited observations

Pre-Harvest Counts conducted in September 1997

Harvest Counts conducted in October 1997

ALL-WAY STOP CONTROLLED INTERSECTIONS

Unsignalized intersections and all-way stop controlled intersections are each subject to a separate capacity analysis methodology. All-way stop controlled intersection operations are reported by leg of the intersection. This method was developed by Dr. Michael Kyte of the University of Idaho.²

This method calculates a delay value for each approach to the intersection. The following table describes the amount of delay associated with each level of service.

Delay (Seconds)	Level of Service
≤ 5	A
6 - 10	B
11 - 20	C
21 - 30	D
31 - 45	E
> 45	F

UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The *1994 Highway Capacity Manual* describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

² *Transportation Research Circular #373*, Transportation Research Board.

Level of Service Definitions
Unsignalized Intersections

Level of Service	Expected Delay	Avg Total Delay (Sec/Veh)
A	Little or no delay	≤ 5.0
B	Short traffic delay	5.1-10.0
C	Average traffic delays	10.1-20.0
D	Long traffic delays	20.1-30.0
E	Very long traffic delays	30.1-45.0
F	Extreme delays potentially affecting other traffic movements in the intersection	> 45

Source: *Highway Capacity Manual*, Special Report 209 (Third Edition), Transportation Research Board Washington, D.C., 1994.

SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The *1994 Highway Capacity Manual* provides the basis for these calculations.

Level of Service Definitions Signalized Intersections

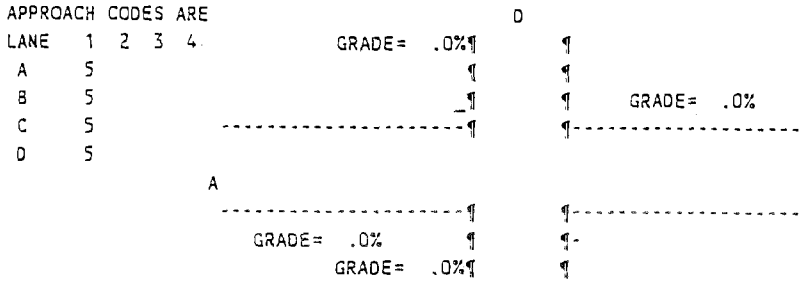
Level of Service	Vehicle Delay (secs.)	Description
A	≤ 5.00	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	5.1-15.0	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	15.1-25.0	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	25.1-40.0	Approaching Unstable/Tolerable Delays: The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	40.1-60.0	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	≥ 60.0	Forced Flow/Excessive Delays: Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report No. 209 (Third Edition), Washington D.C., 1994.

UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM
 4-WAY INTERSECTION 12/16/1997 14: 1:10

FILE NAME: locus97b

CITY: City of Nyssa ANALYST: Otak Inc.
 INTERSECTION: Central Oregon #7 and Locust Avenue
 ALTERNATE: 2017 Conditions METRO SIZE: LESS THAN 20,000
 COUNT: 2017 PM PEAK TYPE OF CONTROL: STOP
 LOCATION PLAN:



SPEED: 50 MPH
 RESTRICTED SIGHT CODE IS 3
 MINOR STREET ADJUSTMENTS -
 ACCELERATION LANE? NO
 CURB RADIUS OR TURN ANGLE? NO

APPR	A			B			C			D		
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	80	253	19	8	273	55	13	30	3	19	7	52
PCH	88			9			14	33	3	21	8	57
LANES	1			1			1			1		

STEP 1 RIGHT TURN FROM C/D

	CR	DR
CONFLICTING FLOWS = MH =	263.	301. VPH
CRITICAL GAP = TG =	7.0	7.0 SECS
POTENTIAL CAPACITY = M1 =	604.	572. PCH
DEMAND =	3	57 PCH
CAPACITY USED =	.497	9.960 %
IMPEDANCE FACTOR =	.997	.931

SHARED LANE - SEE STEP 3

NO SHARED LANE - RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 2 - LEFT TURNS FROM B/A

	BL	AL
CONFLICTING FLOWS = MH =	272.	328. VPH
CRITICAL GAP = TG =	6.5	6.5 SECS
POTENTIAL CAPACITY = M2 =	658.	611. PCH
DEMAND =	9	88 PCH
CAPACITY USED =	1.37	14.41 %
IMPEDANCE FACTOR =	.992	.898
AVAILABLE RESERVE =	649.	523. PCH
DELAY & LOS =	A	A

STEP 3	THRU MOVEMENT FROM C/D	CT	DT
	CONFLICTING FLOWS = MT =	679.	661. VPH
	CRITICAL GAP = TG =	8.0	8.0 SECS
	POTENTIAL CAPACITY = MN3 =	251.	259. PCH
	IMPEDANCE ADJUSTMENT = M3 =	223.	231. PCH
	DEMAND =	33	8 PCH
	CAPACITY USED =	13.17	3.09 %
	IMPEDANCE FACTOR = P3 =	.908	.980

NO SHARED LANE		
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

SHARED LANE WITH LEFT TURN - SEE STEP 4

SHARED LANE DEMAND =	0	0 PCH
POTENTIAL CAPACITY = M13 =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 4 - LEFT TURN FROM C/D	CL	DL
CONFLICTING FLOWS = MH =	738.	694. VPH
CRITICAL GAP = TG =	7.5	7.5 SECS
POTENTIAL CAPACITY = MN =	257.	277. PCH
ADJUST FOR IMPEDANCE:	209.	224. PCH

NO SHARED LANE DEMAND =	0	0 PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT & THRU		
SHARED LANE DEMAND =	0	0 PCH
CAPACITY OF SHARED LANE =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

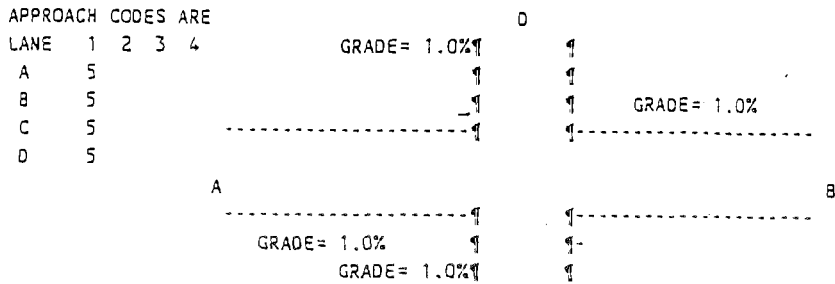
WITH LEFT, THRU, & RIGHT		
SHARED LANE DEMAND =	50	86 PCH
CAPACITY OF SHARED LANE =	227.	377. PCH
AVAILABLE RESERVE =	177.	291. PCH
DELAY & LOS =	D	C

LOS C VOLUMES:	FOR LEG C	FOR LEG D
VEHICLES PER HOUR	76.	97.

UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM
 4-WAY INTERSECTION 12/16/1997 10:30:42

FILE NAME: locust17

CITY: City of Nyssa ANALYST: Otak Inc.
 INTERSECTION: Central Oregon #7 and Park Avenue
 ALTERNATE: Future Conditions METRO SIZE: LESS THAN 20,000
 COUNT: 2017 PM PEAK TYPE OF CONTROL: STOP
 LOCATION PLAN:



SPEED: 35 MPH
 RESTRICTED SIGHT CODE IS 2
 MINOR STREET ADJUSTMENTS -
 ACCELERATION LANE? NO
 CURB RADIUS OR TURN ANGLE? NO

APPR	A	B	C	D								
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	6	287	14	59	199	10	17	25	31	7	31	10
PCH	8			83			24	35	43	10	43	14
LANES	1			1			1		1		1	

STEP 1 RIGHT TURN FROM C/D

CONFLICTING FLOWS = MH =	294.	204. VPH
CRITICAL GAP = TG =	6.0	6.0 SECS
POTENTIAL CAPACITY = M1 =	704.	789. PCH
DEMAND =	43	14 PCH
CAPACITY USED =	6.107	1.774 %
IMPEDANCE FACTOR =	.959	.989

SHARED LANE - SEE STEP 3

NO SHARED LANE - RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 2 - LEFT TURNS FROM B/A

CONFLICTING FLOWS = MH =	301.	209. VPH
CRITICAL GAP = TG =	5.5	5.5 SECS
POTENTIAL CAPACITY = M2 =	783.	872. PCH
DEMAND =	83	8 PCH
CAPACITY USED =	10.60	.92 %
IMPEDANCE FACTOR =	.927	.995
AVAILABLE RESERVE =	700.	864. PCH
DELAY & LOS =	A	A

STEP 3	THRU MOVEMENT FROM C/D	CT	DT
	CONFLICTING FLOWS = MT =	568.	570. VPH
	CRITICAL GAP = TG =	6.5	6.5 SECS
	POTENTIAL CAPACITY = MN3 =	437.	436. PCH
	IMPEDANCE ADJUSTMENT = M3 =	403.	402. PCH
	DEMAND =	35	43 PCH
	CAPACITY USED =	8.01	9.87 %
	IMPEDANCE FACTOR = P3 =	.945	.932

NO SHARED LANE		
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

SHARED LANE WITH LEFT TURN - SEE STEP 4

SHARED LANE DEMAND =	0	0 PCH
POTENTIAL CAPACITY = M13 =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 4 -	LEFT TURN FROM C/D	CL	DL
	CONFLICTING FLOWS = MH =	609.	626. VPH
	CRITICAL GAP = TG =	6.5	6.5 SECS
	POTENTIAL CAPACITY = MN =	412.	401. PCH
	ADJUST FOR IMPEDANCE:	350.	335. PCH

NO SHARED LANE DEMAND =	0	0 PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT & THRU		
SHARED LANE DEMAND =	0	0 PCH
CAPACITY OF SHARED LANE =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT, THRU, & RIGHT		
SHARED LANE DEMAND =	102	67 PCH
CAPACITY OF SHARED LANE =	471.	433. PCH
AVAILABLE RESERVE =	369.	366. PCH
DELAY & LOS =	B	B

LOS C VOLUMES:		
VEHICLES PER HOUR	FOR LEG C	FOR LEG D
	239.	246.

UN SIGNALIZED INTERSECTION CAPACITY CALCULATION FORM

4-WAY INTERSECTION

12/16/1997 13:44: 3

FILE NAME:

CITY: City of Hyssa

ANALYST: Otak Inc.

INTERSECTION: Central Oregon #7 and N. 1st Street

ALTERNATE: 2017 Conditions

METRO SIZE: LESS THAN 20,000

COUNT: 2017 PM PEAK

TYPE OF CONTROL: STOP

LOCATION PLAN:

APPROACH CODES ARE

LANE	1	2	3	4	GRADE =	.0%				
A	5									
B	5							GRADE =	.0%	
C	5									
D	5									



SPEED: 30 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS -

ACCELERATION LANE? NO

CURB RADIUS OR TURN ANGLE? YES

APPR	A	B	C	D								
MOVE	AL	AT	AR	BL	BT	BR	CL	CT	CR	DL	DT	DR
VOL	56	259	20	27	254	24	21	40	39	40	26	40
PCH	62			30			23	44	43	44	29	44
LANES	1			1			1			1		

STEP 1	RIGHT TURN FROM C/D	CR	DR
	CONFLICTING FLOWS = MH =	269.	266. VPH
	CRITICAL GAP = TG =	5.0	5.0 SECS
	POTENTIAL CAPACITY = M1 =	913.	916. PCH
	DEMAND =	43	44 PCH
	CAPACITY USED =	4.710	4.805 %
	IMPEDANCE FACTOR =	.969	.968

SHARED LANE - SEE STEP 3

NO SHARED LANE - RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 2	LEFT TURNS FROM B/A	BL	AL
	CONFLICTING FLOWS = MH =	279.	278. VPH
	CRITICAL GAP = TG =	5.0	5.0 SECS
	POTENTIAL CAPACITY = M2 =	903.	904. PCH
	DEMAND =	30	62 PCH
	CAPACITY USED =	3.32	6.86 %
	IMPEDANCE FACTOR =	.978	.954
	AVAILABLE RESERVE =	873.	842. PCH
	DELAY & LOS =	A	A

STEP 3	THRU MOVEMENT FROM C/D	CT	DT
	CONFLICTING FLOWS = MT =	630.	628. VPH
	CRITICAL GAP = TG =	6.0	6.0 SECS
	POTENTIAL CAPACITY = MN3 =	450.	451. PCH
	IMPEDANCE ADJUSTMENT = M3 =	420.	421. PCH
	DEMAND =	44	29 PCH
	CAPACITY USED =	9.78	6.43 %
	IMPEDANCE FACTOR = P3 =	.933	.957

NO SHARED LANE		
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

SHARED LANE WITH LEFT TURN - SEE STEP 4

SHARED LANE DEMAND =	0	0 PCH
POTENTIAL CAPACITY = M13 =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

STEP 4 - LEFT TURN FROM C/D	CL	DL
CONFLICTING FLOWS = MH =	696.	707. VPH
CRITICAL GAP = TG =	6.0	6.0 SECS
POTENTIAL CAPACITY = MN =	410.	404. PCH
ADJUST FOR IMPEDANCE:	355.	341. PCH

NO SHARED LANE DEMAND =	0	0 PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT & THRU		
SHARED LANE DEMAND =	0	0 PCH
CAPACITY OF SHARED LANE =	0.	0. PCH
AVAILABLE RESERVE =	0.	0. PCH
DELAY & LOS =	N/A	N/A

WITH LEFT, THRU, & RIGHT		
SHARED LANE DEMAND =	110	117 PCH
CAPACITY OF SHARED LANE =	507.	475. PCH
AVAILABLE RESERVE =	397.	358. PCH
DELAY & LOS =	8	8

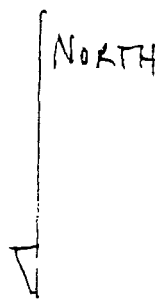
LOS C VOLUMES:	FOR LEG C	FOR LEG D
VEHICLES PER HOUR	238.	227.

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

12/16/1997 13:28:17

FILE NAME:

CITY: City of Nyssa ANALYST: Otak Inc.
 INTERSECTION: Central Oregon #7 and E. 1st Street
 ALTERNATE: Future Conditions METRO SIZE: LESS THAN 20,000
 COUNT: 2017 PM PEAK TYPE OF CONTROL: STOP
 LOCATION PLAN:



APPROACH CODES ARE

LANE	1	2	3	4	-----				
A	4			A					B
B	6								
C	7				GRADE = .0%			GRADE = .0%	
								GRADE = .0%	

SPEED: 35 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS -

ACCELERATION LANE? NO

CURB RADIUS OR TURN ANGLE? YES

APPROACH	A	B	C
MOVE	AT AR	BL BT	CL CR
VOLUME	278 31	31 276	32 28
PCH	34	35	31
LANES	1	1	1

STEP 1 RIGHT TURN FROM C CR
 CONFLICTING FLOWS = MH = 294. VPH
 CRITICAL GAP = TG = 5.0 SECS
 POTENTIAL CAPACITY = M1 = 890. PCH

SHARED LANE - SEE STEP 3

NO SHARED LANE DEMAND = 0 PCH
 AVAILABLE RESERVE = 0. PCH
 DELAY & LOS = N/A

STEP 2 LEFT TURN FROM B BL
 CONFLICTING FLOWS = MH = 309. VPH
 CRITICAL GAP = TG = 5.0 SECS
 POTENTIAL CAPACITY = M2 = 875. PCH
 DEMAND = BL = 34 PCH
 CAPACITY USED = 3.89 %
 IMPEDANCE FACTOR = P2 = .974
 AVAILABLE RESERVE = 841. PCH
 DELAY & LOS = A

STEP 3 LEFT TURN FROM C CL
 CONFLICTING FLOWS = MH = 601. VPH
 CRITICAL GAP = TG = 6.0 SECS
 POTENTIAL CAPACITY = M3 = 469. PCH
 ADJUSTING FOR IMPEDANCE = M3 = 457. PCH

STEP 3 CONTINUED

CL

NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A
SHARED LANE DEMAND =	66 PCH
POTENTIAL CAPACITY = M13 =	592. PCH
AVAILABLE RESERVE =	526. PCH
DELAY & LOS =	A

LOS C VOLUMES:
VEHICLES PER HOUR

LEG C
203.

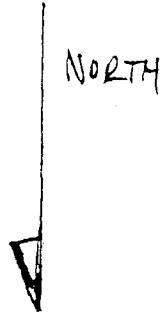
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UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

12/16/1997 13:49: 1

FILE NAME: n1st97b

CITY: City of Nyssa ANALYST: Otak Inc.
 INTERSECTION: Central Oregon #7 and E. 5th Street
 ALTERNATE: 2017 conditions METRO SIZE: LESS THAN 20,000
 COUNT: 2017 PM PEAK TYPE OF CONTROL: STOP
 LOCATION PLAN:



APPROACH CODES ARE

LANE	1	2	3	4	-----			
A	4			A				
B	6				-----	-----		
C	7				GRADE= .0%	GRADE= .0%		
						GRADE= .0%		
							C	

SPEED: 35 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS -

ACCELERATION LANE? NO

CURB RADIUS OR TURN ANGLE? YES

APPROACH	A	B	C
MOVE	AT	AR	BL
VOLUME	222	6	8
PCH		9	11
LANES	1	1	1

STEP 1 RIGHT TURN FROM C

CONFLICTING FLOWS = MH =	CR
CRITICAL GAP = TG =	225. VPH
POTENTIAL CAPACITY = M1 =	5.0 SECS
	956. PCH

SHARED LANE - SEE STEP 3

NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A

STEP 2 LEFT TURN FROM B

CONFLICTING FLOWS = MH =	BL
CRITICAL GAP = TG =	228. VPH
POTENTIAL CAPACITY = M2 =	5.0 SECS
DEMAND = BL =	953. PCH
CAPACITY USED =	9 PCH
IMPEDANCE FACTOR = P2 =	.94 %
AVAILABLE RESERVE =	.994
DELAY & LOS =	944. PCH
	A

STEP 3 LEFT TURN FROM C

CONFLICTING FLOWS = MH =	CL
CRITICAL GAP = TG =	544. VPH
POTENTIAL CAPACITY = M3 =	6.0 SECS
ADJUSTING FOR IMPEDANCE = M3 =	506. PCH
	503. PCH

STEP 3 CONTINUED

CL

NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A
SHARED LANE DEMAND =	18 PCH
POTENTIAL CAPACITY = M13 =	617. PCH
AVAILABLE RESERVE =	599. PCH
DELAY & LOS =	A

LOS C VOLUMES:
VEHICLES PER HOUR

LEG C
63.

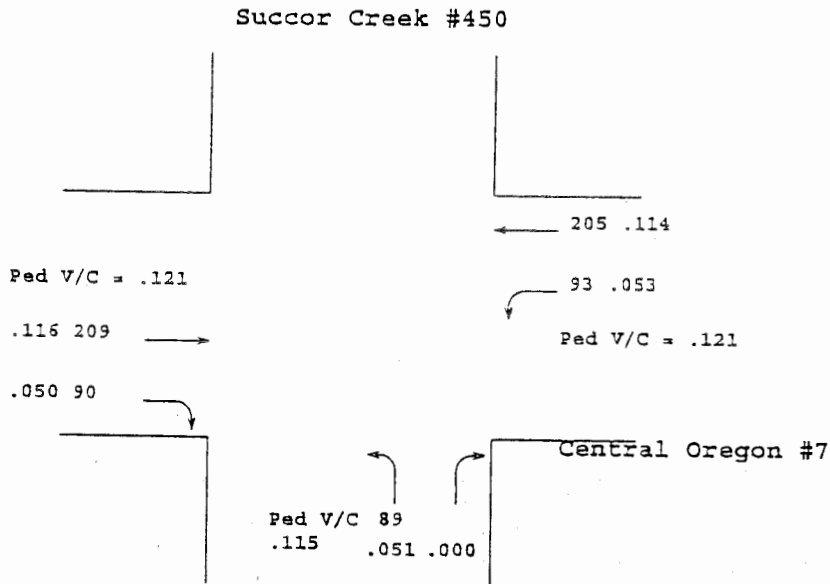
VER 03/93

INTERSECTION = 1 SCENARIO = 2 DATE/TIME: 12/16/97 2:11:31 PM

PROJECT: Nyssa TSP ANALYST: Otak Inc.
 File: C:\SIGCAP2\NYSSA.SIG PEAK HOUR: 2017 PM PEAK
 CITY: City of Nyssa POPULATION: Fewer Than 20,000
 DESCRIPTION: Thunderegg Blvd/Main Street @ Adrian Blvd.

INTERSECTION LOS = B
 SATURATION = 55%

C= 90 G=74 Y= 16



N-S V/C = .182
 E-W V/C = .187
 TOTAL AMBER = .178
 MINIMUM V/C = .067

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES				MOVE SATURATION			MOVEMENT LOS		
	L	T	R	TOT	L	T	R	L	T	R
SOUTH	89	0	0	89	46%	0%	0%	A
NORTH	0	0	0	0	0%	0%	0%
WEST	0	209	90	299	0%	53%	33%	...	B	A
EAST	93	205	0	298	47%	53%	0%	A	B	...

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
NORTH	0.0%	0ft	12.ft	N-S - Right Turn Overlap
WEST	5.0%	100ft	12.ft	E-W -LEFT TURNS PROTECTED WITH OVERLAP
EAST	5.0%	100ft	12.ft	

LEG	LEG VOL AT LOS C	TIME AVAIL(sec)			RED TIME(sec)			MOVE STORAGE(ft)			
		APPR	L	T	R	L	T	R	L	T	R
SOUTH	399	SOUTH	13.4	0.0	13.4	72.6	0.0	0.0	95	0	0
NORTH	0	NORTH	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0
WEST	871	WEST	0.0	24.2	24.2	0.0	61.8	61.8	0	191	82
EAST	744	EAST	13.4	24.2	0.0	72.6	61.8	0.0	99	187	0

*Appendix E — TPR Requirements for
Small Jurisdictions*

660-12-010 Transportation Planning

(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

(2) Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by reference into the TSP required by this division.

(3) It is not the purpose of this division to limit adoption or enforcement of measures to provide convenient bicycle and pedestrian circulation or convenient access to transit that are otherwise consistent with the requirements of this division.

660-12-020 Elements of Transportation System Plans

(1) A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.

(2) The TSP shall include the following elements:

(a) A determination of transportation needs as provided in 660-12-030.

(b) A road plan for a network system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSPs shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall address:

(A) Extensions of existing streets;

(B) Connections to existing or planned streets, including arterials and collectors;
and

(C) Connections to neighborhood destinations.

(c) A public transportation plan which:

(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.

(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area.

(h) Policies and land use regulations for implementing the TSP as provided in 660-12-045.

(3) Each element identified in subsection (2)(b)-(d) of this section shall contain:

(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition.

(A) The transportation capacity analysis shall include information on:

(i) The capacities of existing and committed facilities;

(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and

(iii) The assumptions upon which these capacities are based.

(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency.

(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g. very good, good, fair, poor, very poor).

(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and levels of service.

(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate.

(d) Identification of the provider of each transportation facility or service.

660-12-035 Evaluation and Selection of Transportation System Alternatives

(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:

- (a) Improvements to existing facilities or services;
- (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;
- (c) Transportation system management measures;
- (d) Demand management measures; and
- (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.

(3) The following standards shall be used to evaluate and select alternatives:

(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to service the land uses identified in the acknowledged comprehensive plan.

(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;

(c) The transportation system shall minimize adverse economic, social environmental and energy consequences.

(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation.

(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile.

660-12-045 Implementation of the Transportation System Plan

(1) Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements;

(C) Uses permitted outright under ORS 215.213(1)(m) through (p) and ORS 215.283(1)(k) through (n), consistent with the provisions of 660-12-065; and

- (D) Changes in the frequency of transit, rail and airport services.
- (2) Local governments shall adopt land use or subdivision ordinance regulations.
 - (a) Access control measures
 - (b) Standards to protect future operation
 - (c) Measures to protect public use airports
 - (d) A process for coordinated review
 - (e) A process to apply conditions to development
 - (f) Regulations to provide notice to public agencies
 - (A) Land use applications that require public hearings;
 - (B) Subdivision and partition applications;
 - (C) Other applications which affect private access to roads; and
 - (g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and levels of service of facilities identified in the TSP.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities to require as set forth below.

- (a) Bicycle parking facilities as part of new multifamily residential

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multifamily developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development.

(A) Sidewalks along arterials and collectors in urban areas and in "neighborhood activity centers"

(B) Sidewalks shall be required along arterials, collectors, and most local streets in urban areas.

(C) Where appropriate, separate bike or pedestrian ways to minimize travel distances within and between the areas and developments listed above. Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section.

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel.

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable.

(ii) Buildings or other existing development on adjacent lands physically preclude a connection.

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements.

(c) Where off site road improvements are otherwise required as a condition of development approval.

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards,

(B) Provide a reasonably direct route

(C) Meet travel needs of cyclists and pedestrians considering destination and length or trip;

(e) Internal pedestrian circulation within new office parks and commercial

(d) Designated employee parking areas in new developments shall

(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way. Local street standards adopted to meet this requirement need not be adopted as land use regulations.

660-12-055 Timing of Adoption and Update of Transportation System Plans; Exemptions

(2) For areas outside an MPO, cities and counties shall complete and adopt regional and local TSPs and implementing measures by May 8, 1997.

*Appendix F — Public Service
Providers*

INVENTORY OF SERVICES

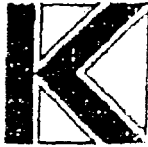
May 5, 1997

<i>Telephone Company</i>	<i>Service/Location</i>	<i>Phone Number</i>
AT&T Co	Long Distance Service Residential	1-800-222-0300
Cascade Utilities Inc.	Haines	856-3661
Eagle Telephone System Inc.	Richland	893-6111
GTE Northwest	Residential	1-800-483-4100
Oregon Telephone Corporation	Mt. Vernon	932-4411
Pine Telephone Services	Buried Cable/Halfway	742-2201
US West Communications	Residential	1-800-244-1111

<i>Cable Television</i>	<i>Location</i>	<i>Phone Number</i>
Baker Valley Communications	Baker City	523-1503
Blue Mountain TV Cable	Mt. Vernon	932-4613
Crestview Cable TV	Enterprise	426-3636
Elgin TV Association	Elgin	437-4575
Premiere Cable Two Limited		1-800-451-3029
TCI Cablevision of Oregon	La Grande/Baker City	963-4189/523-5881

<i>Electric Companies</i>	<i>Location</i>	<i>Phone Number</i>
Columbia Power Co-op	Monument	934-2311
Idaho Power	Halfway	742-2401
Oregon Trail Electric Co-op	La Grande/Baker City/John Day	963-3155/523-3616/575-0161
Pacific Power	Enterprise	426-3158

*Appendix G — Intersection Refinement
Plans*



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

610 S.W. ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-6169

MEMORANDUM

Date: July 7, 1997 **Project #:** 2617

To: Todd Chase, AICP

Address: OTAK
17355 SW Boones Ferry Road
Lake Oswego, Oregon 97035

From: Wade Scarbrough

Project: Nyssa Conceptual Intersection Improvements

Subject: Solution Concepts, Cost Estimate, and Preliminary Traffic Analysis

As you requested, Kittelson & Associates, Inc. has prepared a variety of intersection improvement concepts for the Main Street/Adrian Boulevard intersection in Nyssa, Oregon. This memorandum presents the various improvement options and provides a construction cost estimate for the preferred alternative. In addition, a planning-level traffic analysis has been completed for the unsignalized intersections on Main Street to assess their ability to service side street traffic in the 20-year horizon.

EXISTING CONDITIONS

The existing intersection of Main Street and Adrian Boulevard is signalized with pedestrian crosswalks across the west and south legs. As an isolated intersection, the geometry and traffic control at Main Street/Adrian Boulevard is not problematic. However, the unsignalized 6th Street/Main Street intersection is located less than 100 feet to the east. As a result, these two closely spaced intersections form an unconventional 5-leg intersection, which is confusing to drivers and allows a multitude of possible conflicting movements.

SOLUTION CONCEPTS

Kittelison & Associates, Inc. developed a total of six intersection solution concepts to improve the unconventional geometry at the Main Street/Adrian Boulevard and Main Street/6th Street intersections. These options represent a range of possible modifications from minimal construction to total reconstruction that reduce the number of conflicting turning movements at the intersections and thereby provide more efficient operations. To select the most appropriate solution, the turning movement volumes at these two intersections should be evaluated and weighed against the

construction costs and land impacts associated with each alternative.

The solution concepts can be placed into four basic improvement categories. The categories are listed below along with a brief description of each option. Sketches of each conceptual design alternative are shown in Attachment A.

Right-In/Right-Out Access at Main Street/6th Street: This option requires minimal new construction and would have a relatively minor impact to existing traffic circulation patterns. Restricting left turns and through movements at the Main Street/6th Street intersection would eliminate the opportunity for vehicles at this intersection to impede traffic through the adjacent Main Street/Adrian Boulevard intersection. The conversion to a right-in/right-out access intersection could be accomplished by installing raised islands at the northbound and southbound approaches and increasing the curb radii or simply by adding a raised concrete median on Main Street.

Right-In/Right-Out Access at Adrian Boulevard/Main Street: Two options for this solution concept have been developed. The first places a center median on Main Street and adds a concrete island at the Adrian Boulevard approach to channelize right turns. Vehicles desiring to turn left at Adrian Boulevard/Main Street would be re-routed to 6th Street and Good Avenue. The existing traffic signal would be removed and signalization of the Main Street/6th Street intersection may be required by the redistribution of traffic. The second option includes a modification of the Adrian Boulevard/Good Avenue intersection such that the major through movement is from Adrian Boulevard to Good Avenue. This realignment would reduce the number of additional turning movements required by converting Main Street/Adrian Boulevard to right-in/right-out. The segment of Adrian Boulevard between Good Avenue and Main Street would effectively become an access road for the two buildings on the east side of the road. A third option for this alternative concept is possible in which Adrian Boulevard is ultimately realigned to 6th Street. This option may be attractive if there is a high demand for travel between Adrian Boulevard and Main Street.

Conversion of Adrian Boulevard between Main Street and Good Avenue to One-Way: There are two options under this improvement category. The first option would convert the Adrian Boulevard link to one-way southbound. The second option would convert the same roadway segment to one-way northbound. Under either scenario, the Main Street/Adrian Boulevard/6th Street intersection would be modified to form a 5-leg signalized intersection. With proper signal phasing, signing, and striping, the intersection could likely be controlled efficiently. However, the geometry and one-way directionality of these two options could be confusing to unfamiliar drivers and would not encourage pedestrian use.

Relocation of the Main Street/Adrian Boulevard intersection: This option represents the most extensive reconstruction alternative. Main Street and Adrian Boulevard would be realigned to intersect approximately 90 feet west of their existing intersection location. The existing traffic signal would be removed and a new traffic signal would be installed at the new intersection. The Main Street/6th Street intersection may be maintained in its current configuration if it does not affect operations at the signalized Adrian Boulevard/Main Street intersection. If queues from the signal extend to 6th Street, it may become necessary to add a concrete median to Main Street to prevent left turns at the 6th Street intersection.

PREFERRED ALTERNATIVE

The solution concepts described in this memorandum have been presented to the City of Nyssa staff ODOT staff. The option identified by the project team as the preferred long-term solution is the realignment of Adrian Boulevard and Main Street and the relocation of the Adrian Boulevard/Main Street signalized intersection. In addition a center median installed on Main Street at the 6th Street intersection would be used a short-term solution. A sketch of the preferred solution option is provided in Attachment B.

CONSTRUCTION COST ESTIMATE

The cost of designing and constructing the preferred intersection improvement plan is estimated to be approximately \$500,000. This cost estimate is based on gross quantities from the conceptual design plan and is intended for planning purposes only. The estimate does not include costs associated with right-of-way acquisition, utility work, or landscaping. More refined cost estimates can be developed as the improvements are designed in greater detail.

PLANNING-LEVEL TRAFFIC ANALYSIS

A planning-level traffic analysis was performed for the intersections on Main Street to evaluate their ability to service the future traffic volumes. Traffic flow characteristics in Nyssa are unique in that volumes increases significantly during the harvest season due to the influx of truck traffic making deliveries to the railroad and distribution centers. Because the traffic data available in Nyssa is limited, this analysis used a number of broad assumptions. First, the average daily traffic (ADT) volume under existing conditions on Main Street was assumed to be 5000 vehicles per day during the peak harvest season and 2900 vehicles per day the remainder of the year. These volumes were then projected twenty years at an annual growth rate of 1.5 percent to obtain the estimated future ADT. Finally, the peak hour volume was assumed to be ten percent of the ADT.

Using these assumptions, the capacity for sidestreet traffic to turn left onto Main Street was determined using the 1994 Highway Capacity Manual procedure for unsignalized intersections. The results of the analysis are summarized in Table 1. The capacity for left turns to occur at the unsignalized intersections is reported because this is the most critical movement. The capacity for through and right-turn movements is greater; however, they reduce the capacity of left turns. Therefore, the capacities shown in Table 1 represent the maximum volume which can be serviced on the combined sidestreet approaches (northbound and southbound) under the worst-case scenario in which all vehicles turn left.

Table 1
Future Sidestreet Capacity of Unsignalized Main Street Intersections
(Combined Northbound and Southbound Approaches)

Scenario	Total Left-Turn Capacity (vehicles/hour)
Future Harvest Season Traffic	300
Future Non-Harvest Season Traffic	500

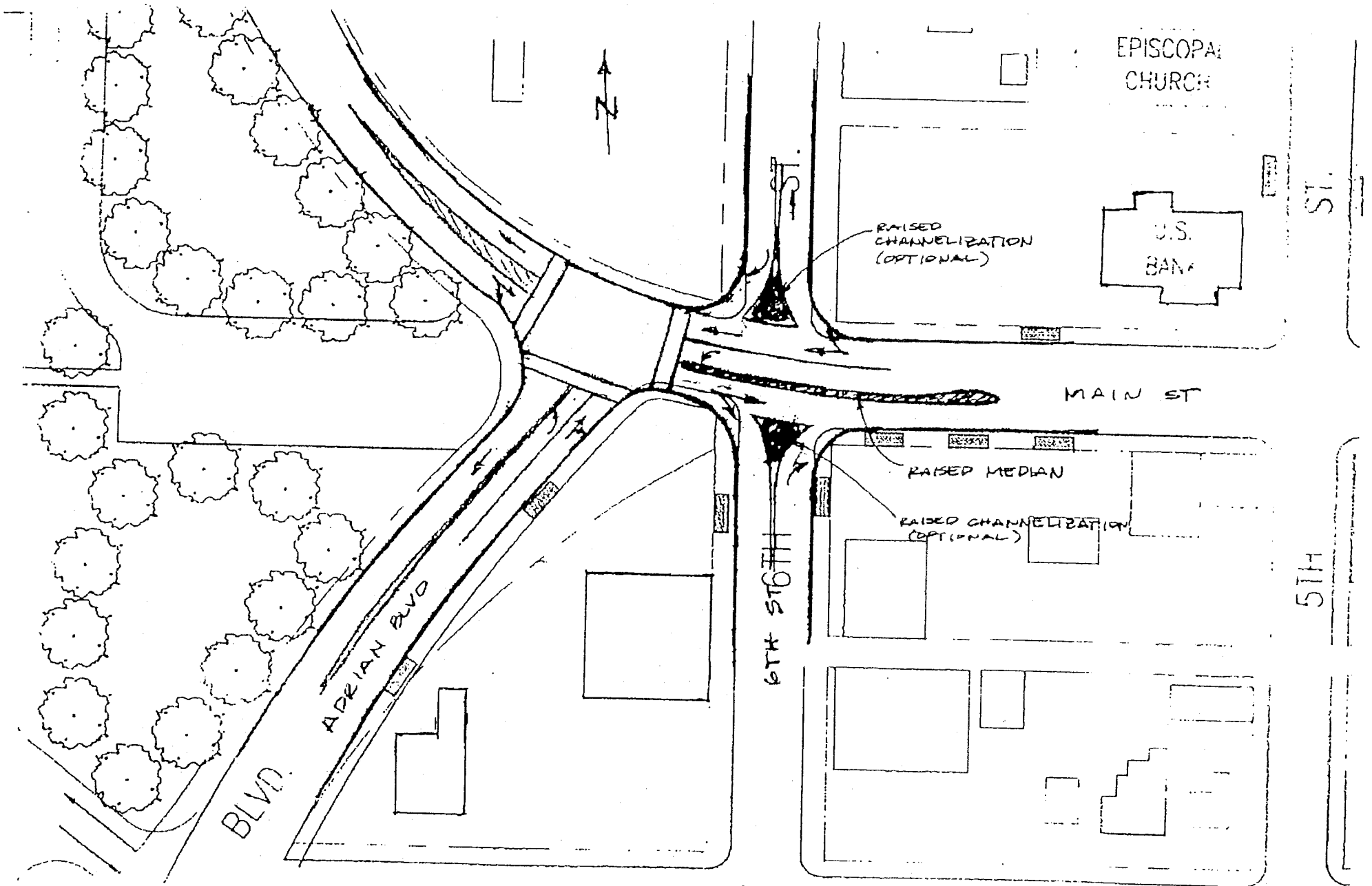
As shown in the table, the two-way capacity for sidestreets intersecting Main Street under future traffic conditions will be approximately 300 vehicles during the peak hour of the harvest season and 500 in the peak hour of the non-harvest season. It should be noted that these unsignalized intersections will likely reach Level of Service *F* (average delay greater than 45 seconds per vehicles) on the sidestreet approaches prior to reaching their capacity.

The capacity analysis summarized in Table 1 provides a broad estimate of traffic operations on Main Street in the twenty-year future. With a larger base of traffic data (including intersection counts and seasonal peaking trends), a more detailed evaluation of existing and future traffic operating conditions could be performed to identify additional transportation improvement needs. However, the preliminary intersection analysis provided in this memorandum give an indication of the threshold volumes able to access Main Street without signalization.

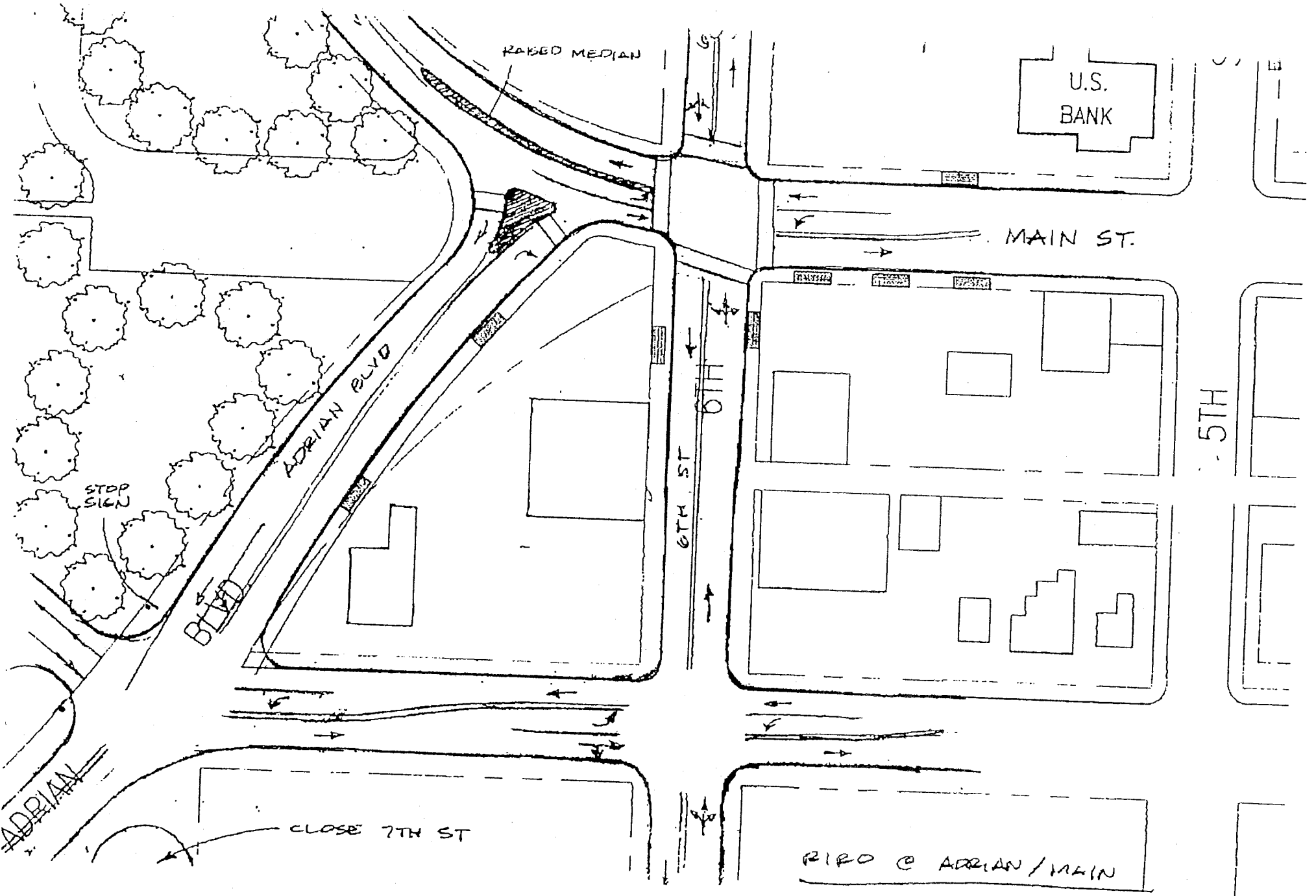
SUMMARY

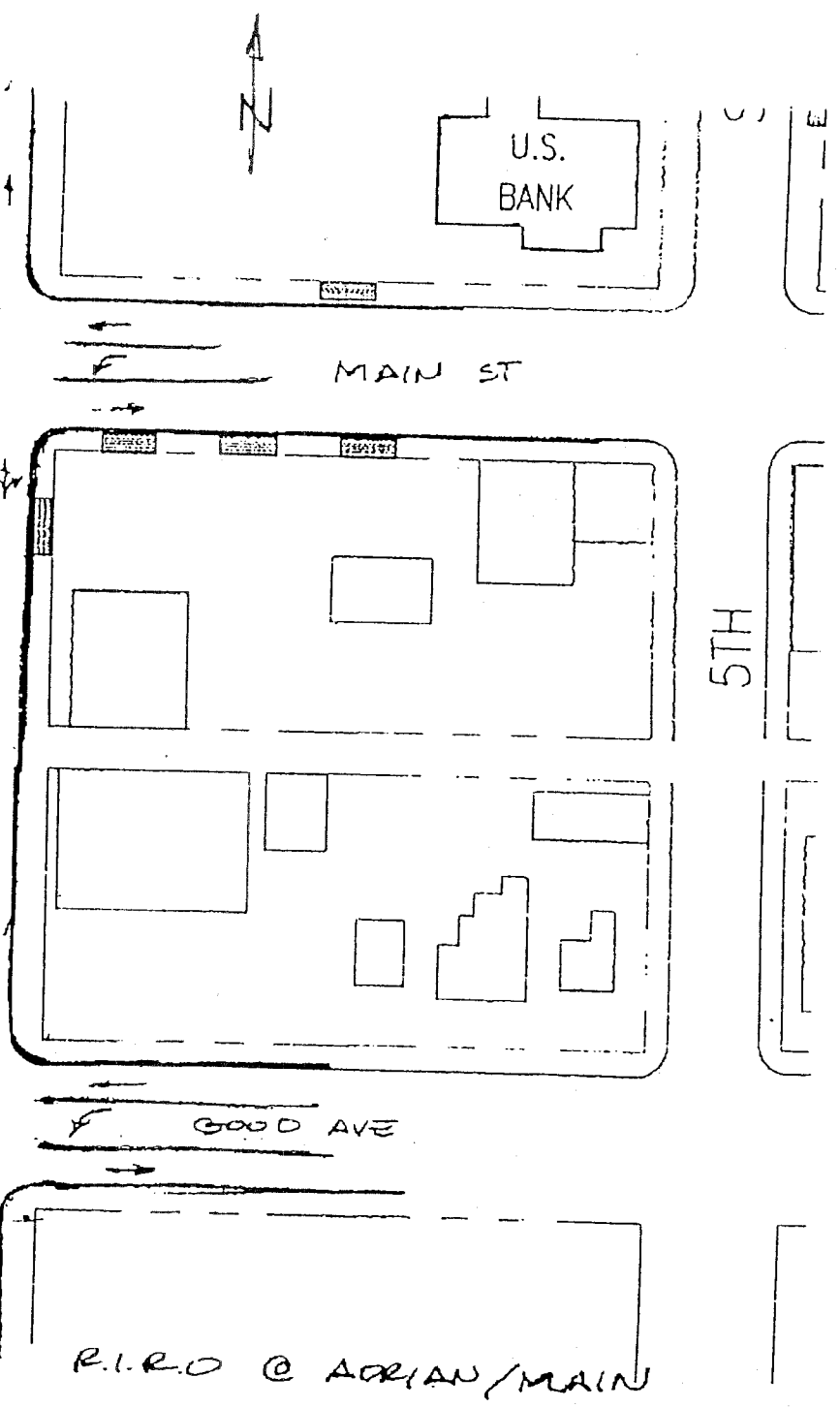
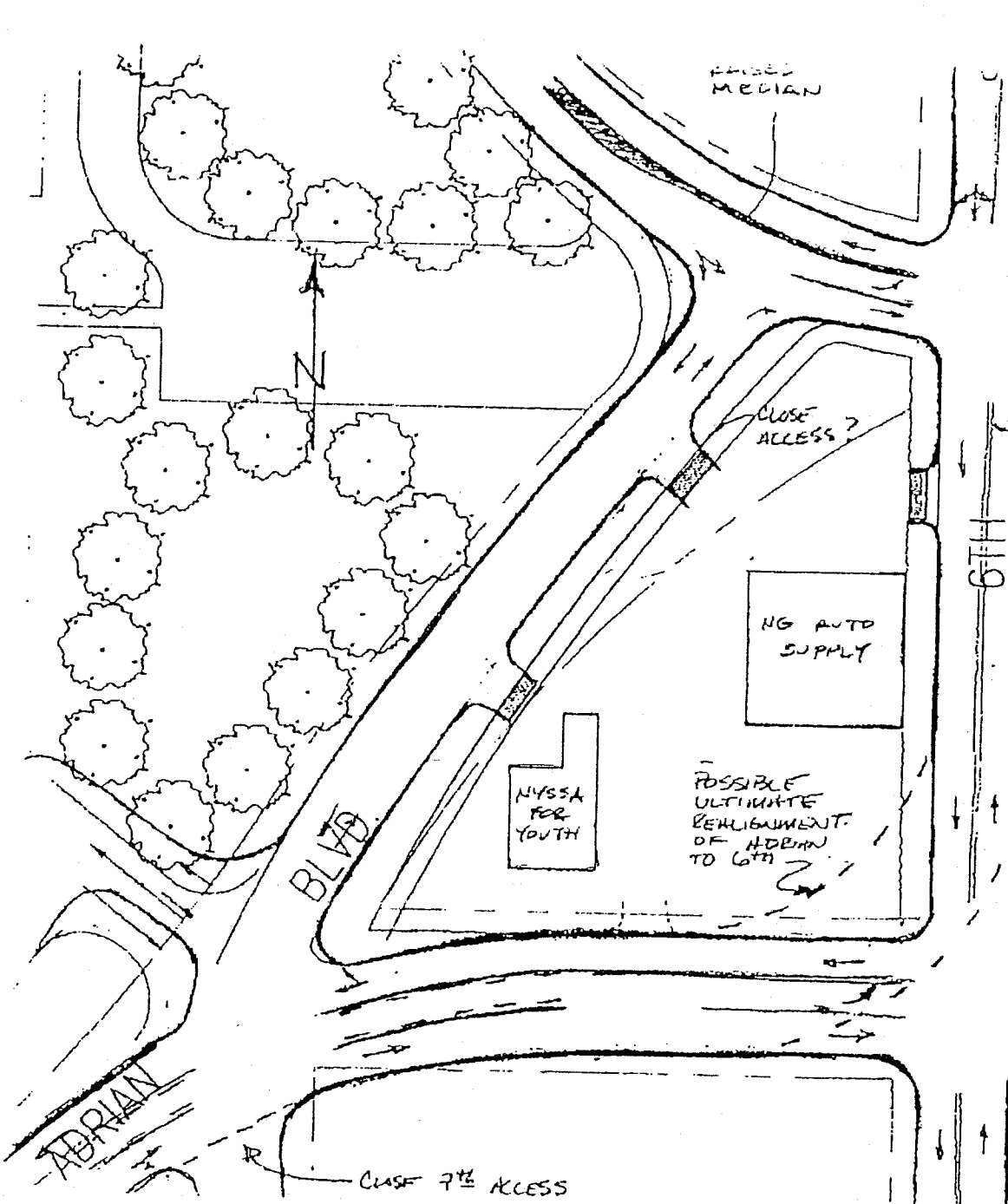
This memorandum presented four categories of conceptual improvement plans for the unconventional geometry at the Main Street/Adrian Boulevard and Main Street/6th Street intersections. Within these categories, Kittelson & Associates, Inc. developed a total of six different conceptual designs from which a preferred alternative was selected. The preferred plan includes realigning Main Street and Adrian Boulevard to intersect approximately 90 feet west of the existing intersection location and relocating the traffic signal to this new location. In addition, the selected plan includes constructing a raised median on Main Street at the 6th Street intersection to restrict left and through movements at this intersection as a short-term improvement. The estimated cost of designing and constructing this solution plan is approximately \$500,000.

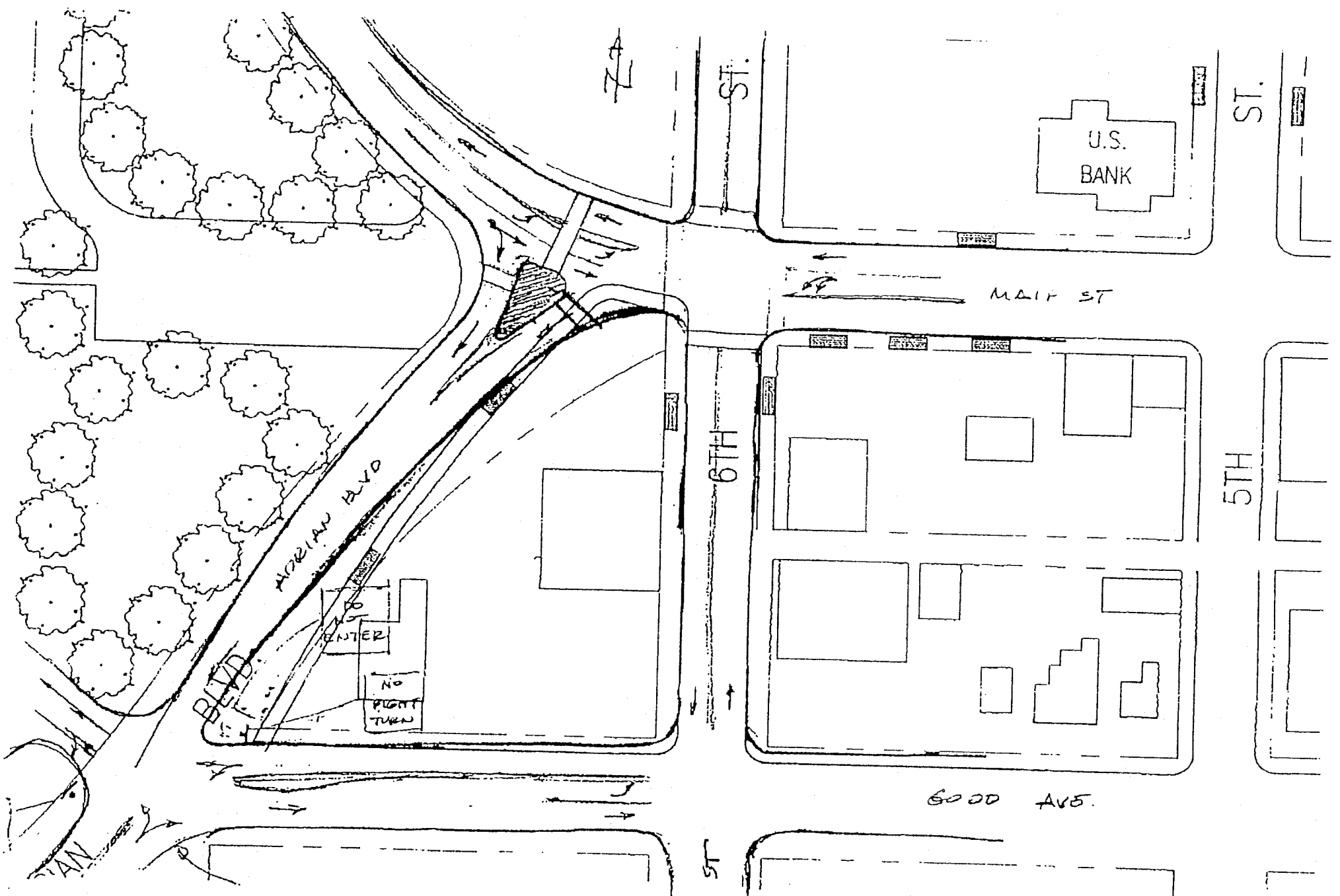
In addition to developing design concepts, Kittelson & Associates, Inc. performed a planning-level traffic analysis of unsignalized intersections on Main Street. The analysis revealed that the unsignalized intersections will be able to serve up to 500 and 300 vehicles on the sidestreet approaches during the peak hours of the harvest season and non-harvest season, respectively. It is recommended that a future study be completed to further evaluate the traffic operations on Main Street during the harvest peak period. This study should include a data collection effort during the harvest and non-harvest season, an analysis of critical intersections in downtown Nyssa, and potential routing options for truck traffic to provide safe and efficient operating conditions for truck, automobile, and pedestrian traffic.



RIRO @ 6TH ST / MAIN ST



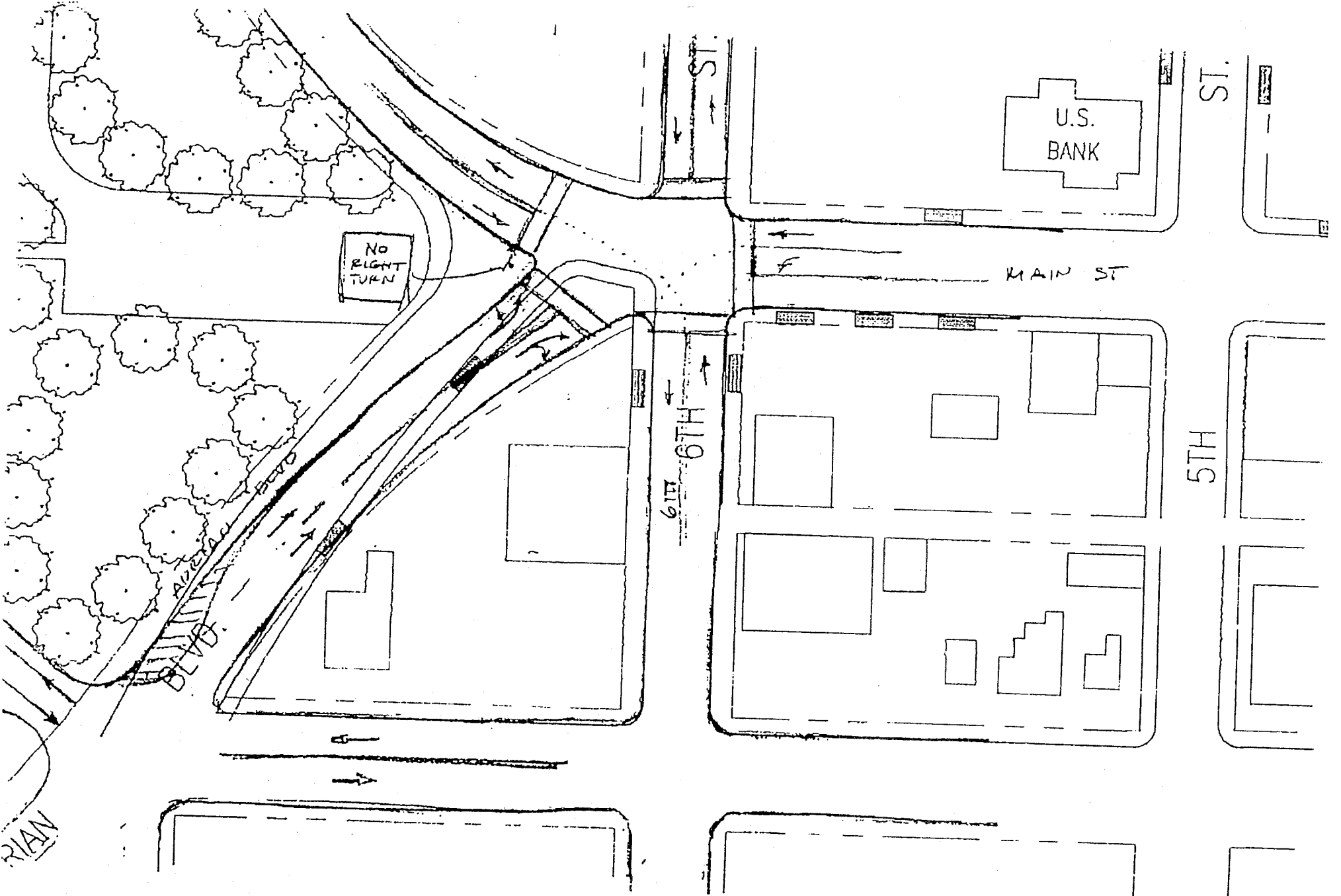




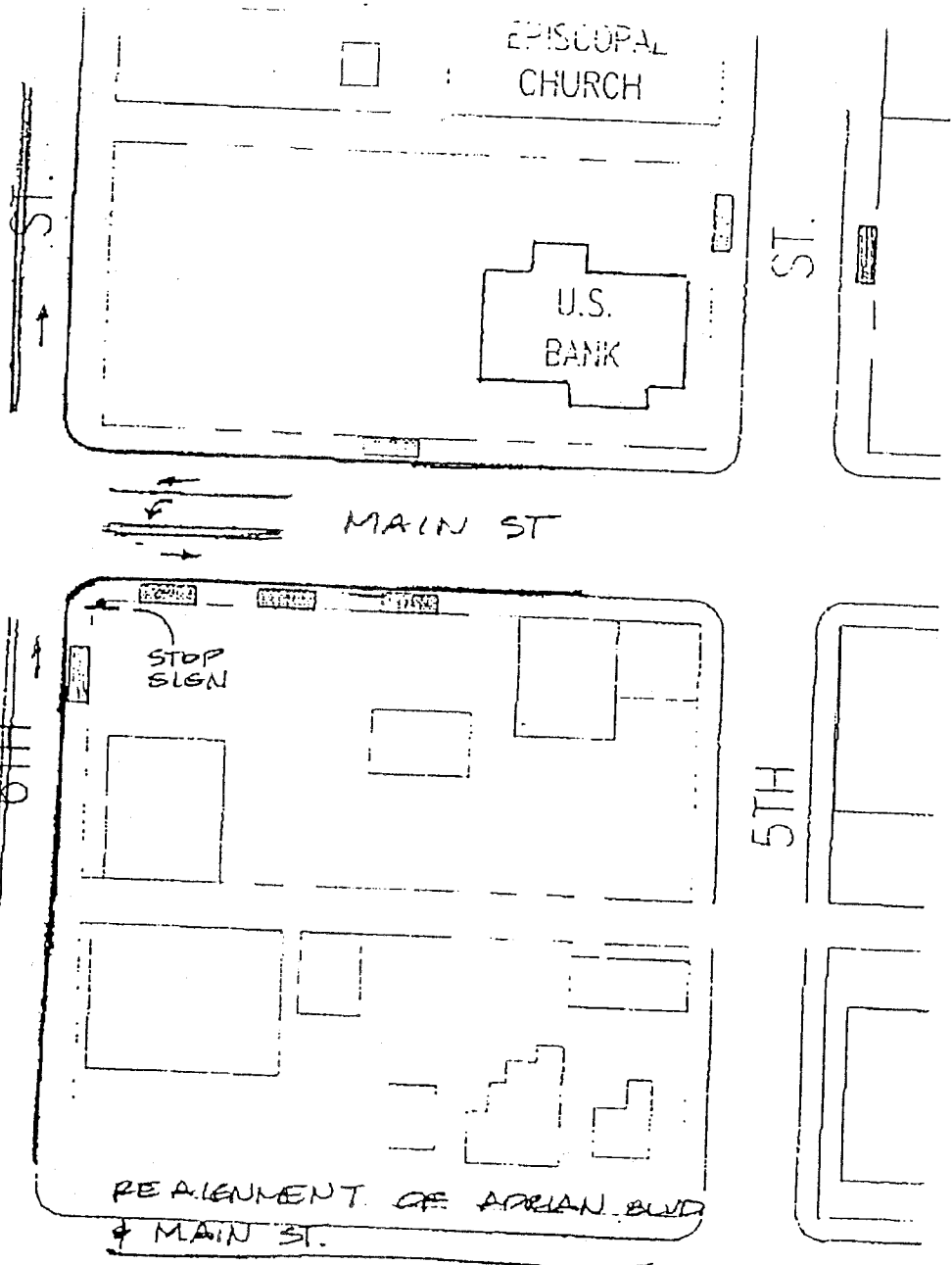
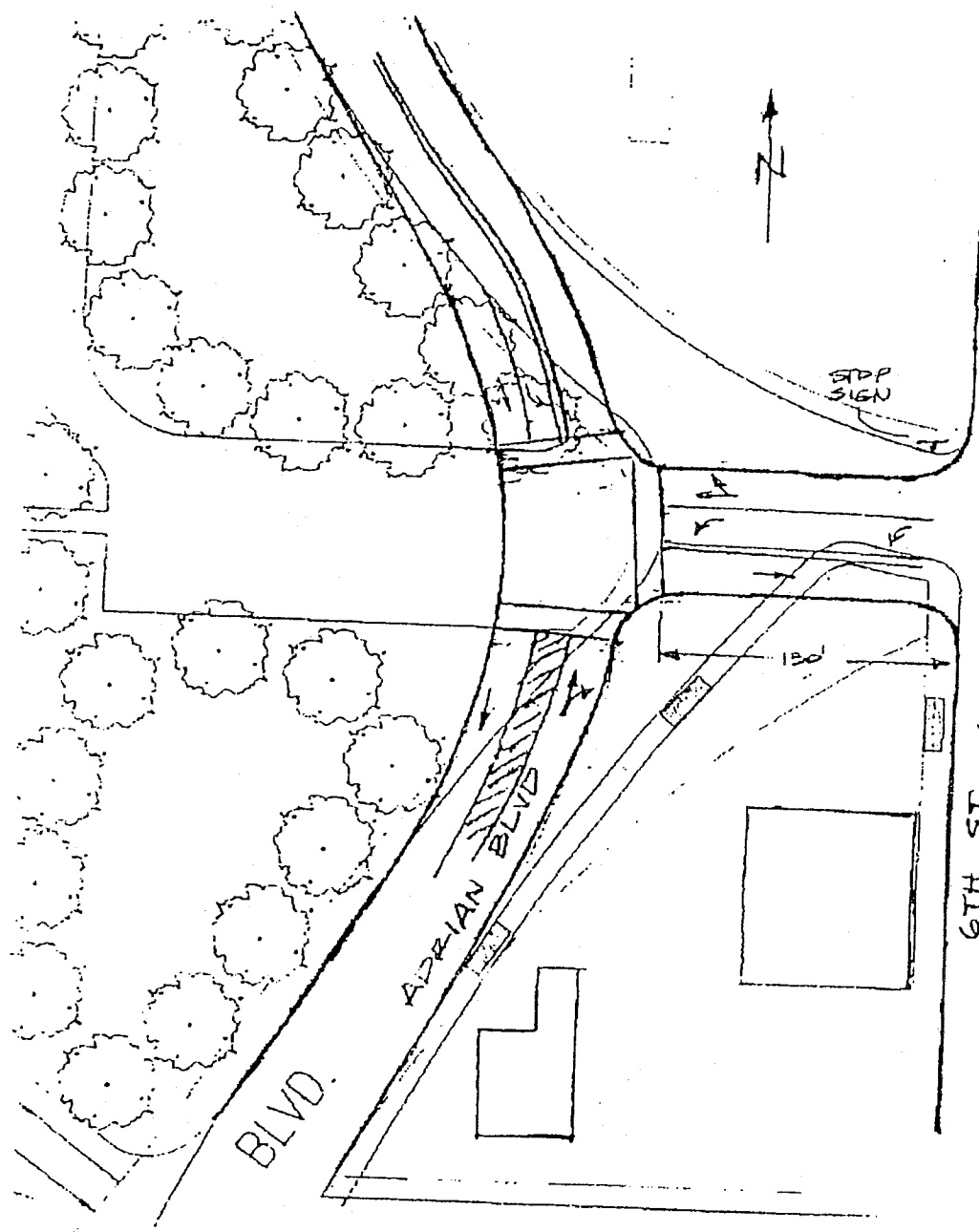
NO
CENTER

NO
RIGHT
TURN

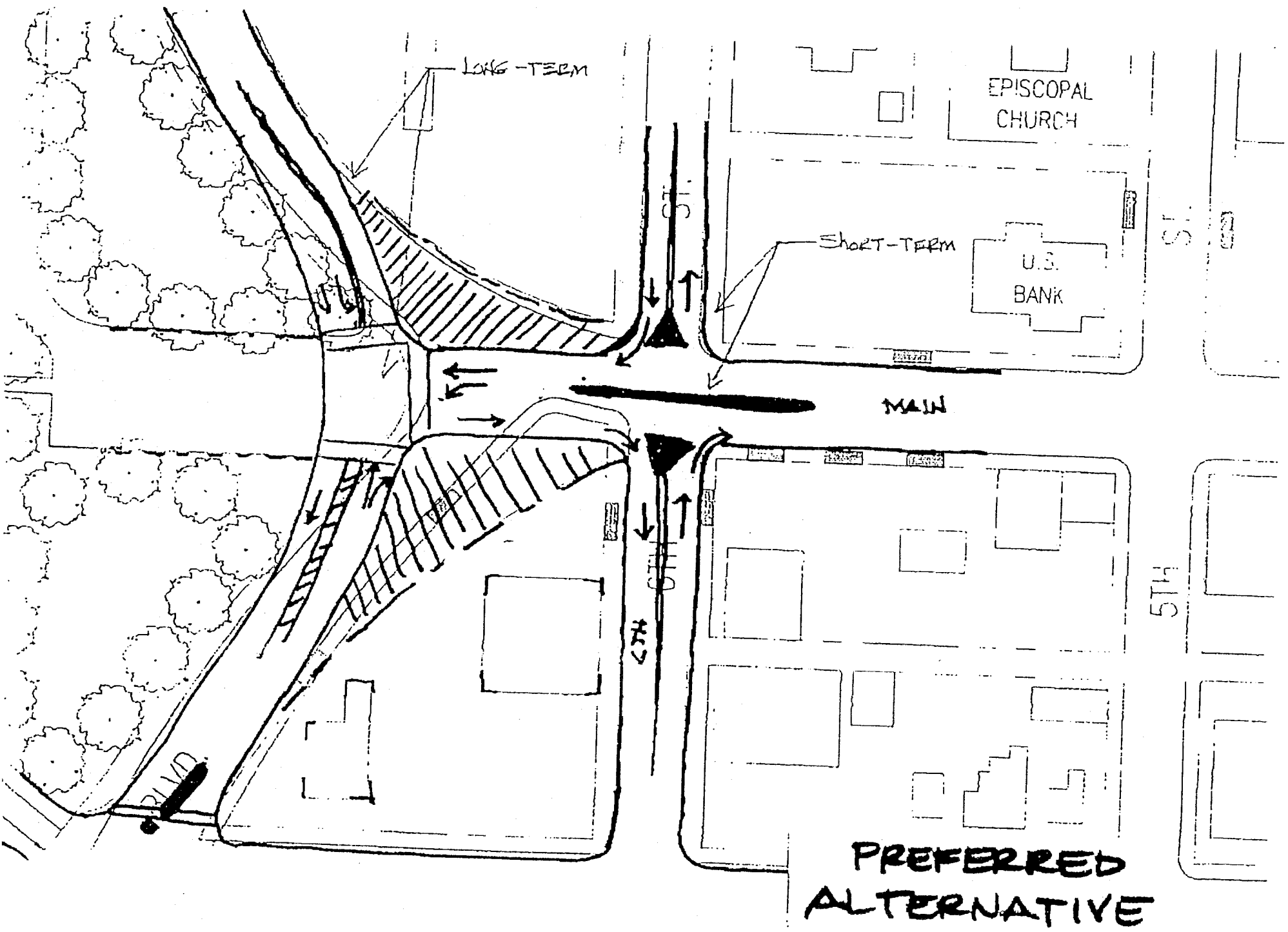
CONVERSION OF ADRIAN BLVD.
TO ONE-WAY SB



CONVERSION OF ADRIAN BLVD
TO ONE-WAY NB



RE ALIGNMENT OF ADRIAN BLVD
 & MAIN ST.



LONG-TERM

EPISCOPAL
CHURCH

SHORT-TERM

U.S.
BANK

MAIN

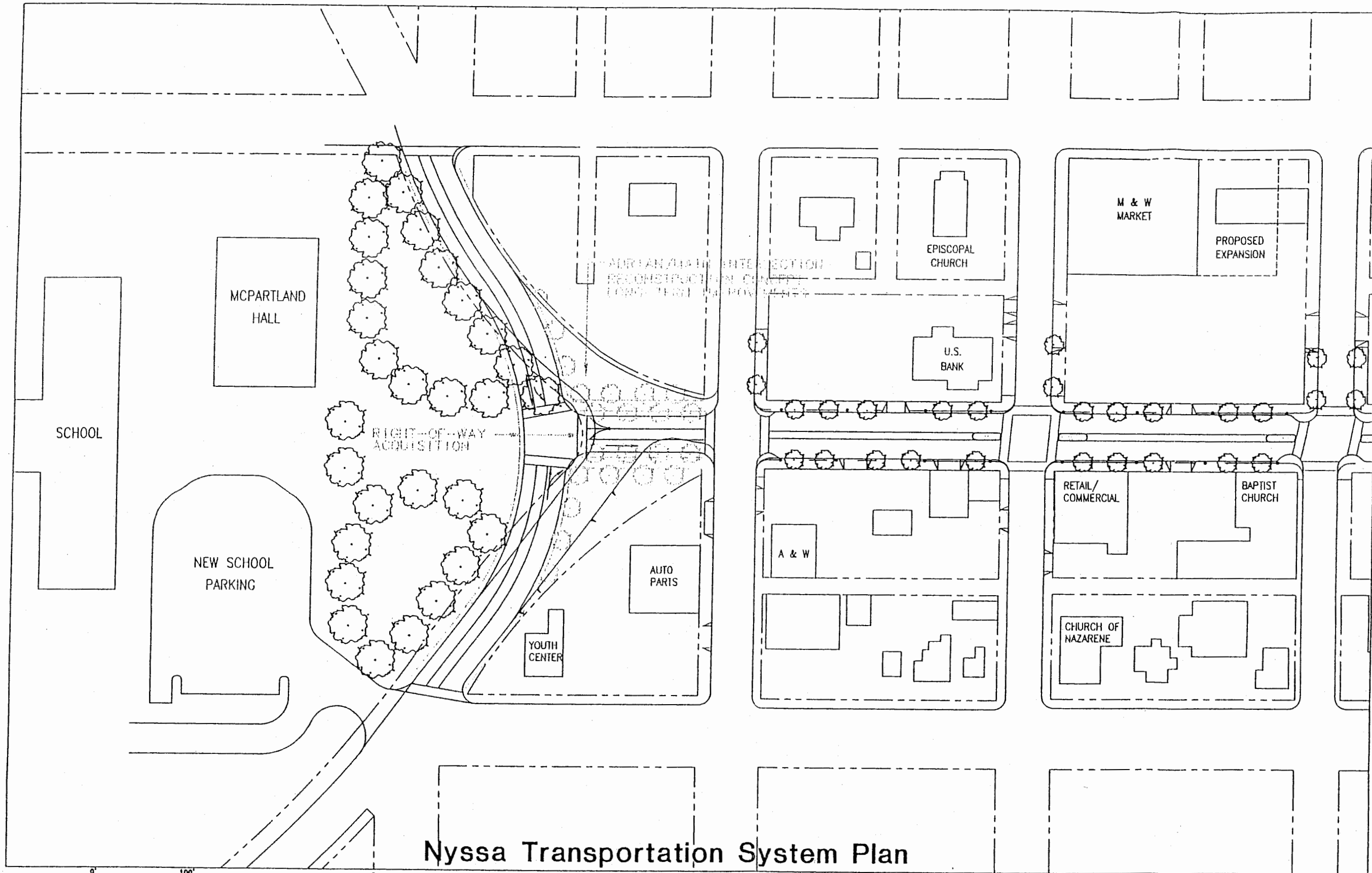
4TH

5TH

5TH

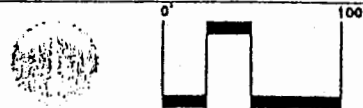
BLVD

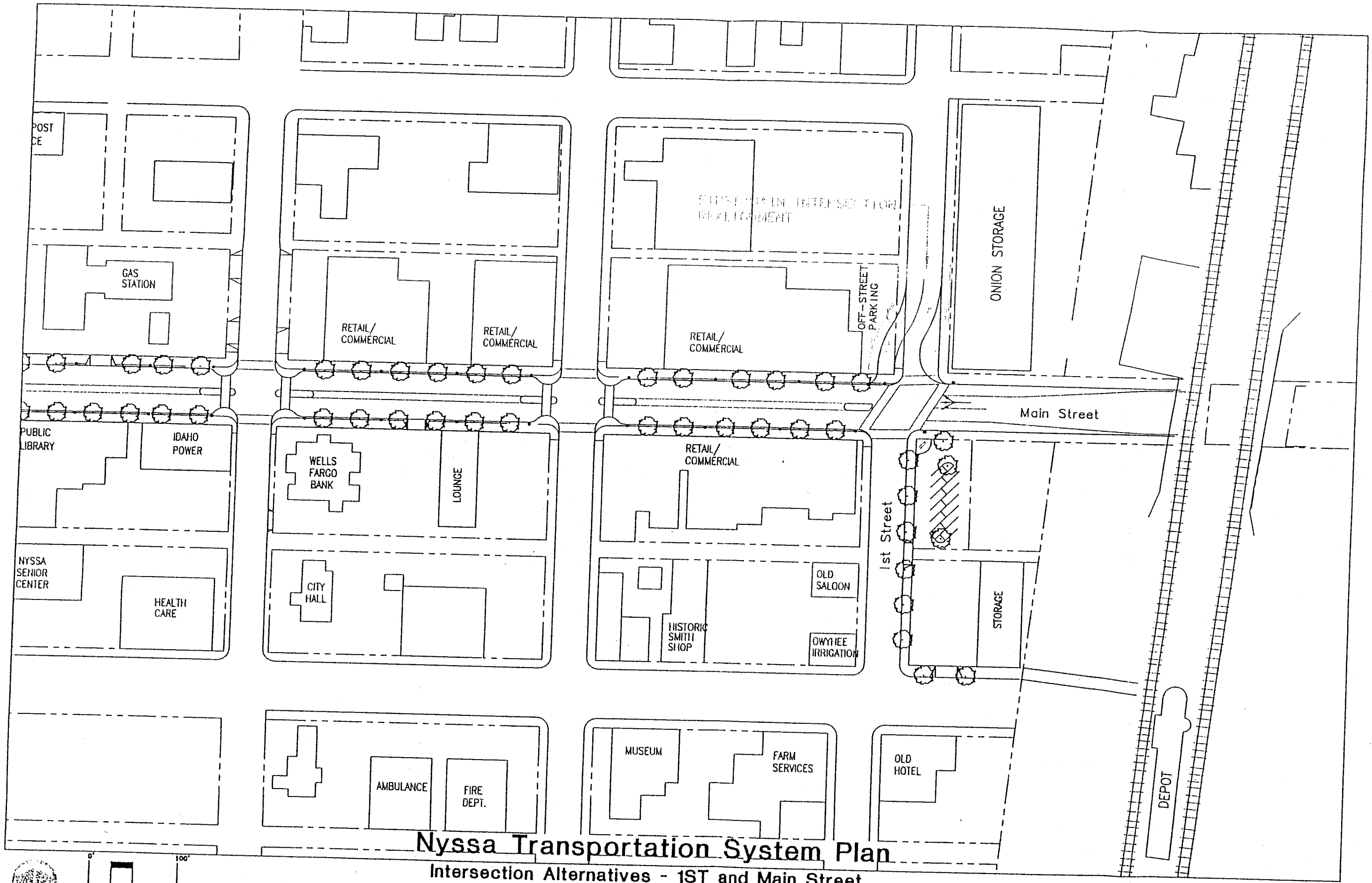
PREFERRED
ALTERNATIVE



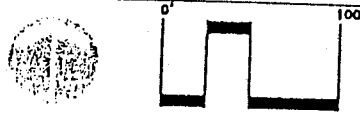
Nyssa Transportation System Plan

Intersection Alternatives - Main Street and Adrian Boulevard





Nyssa Transportation System Plan
 Intersection Alternatives - 1ST and Main Street



Appendix H— Project Cost Estimates

APPENDIX
CITY OF NYSSA
TRANSPORTATION SYSTEM PLAN

PRELIMINARY SYSTEM PROJECT COST ESTIMATES

PROJECT NAME	LENGTH (Approx. feet)	PAVEMENT \$40/SY	SIDEWALK \$31/LF	DRAINAGE \$40/LF	STRIPING \$1/LF	SIGNAGE \$250/Sign	RECONSTRUCT ^{1/} \$25/LF	MOBILITY 18%	Total* w/contingency 1.20%
Alignment Improvement (Chestnut Ave./Idaho St.)	350	\$37,000	\$11,000	\$14,000	\$0	\$0	\$0	\$11,000	\$87,500
Signed North Truck Routes (Idaho St.)	8 Signs	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Alignment Improvement (Long Dr./Locust Ave.)	250	\$27,000	\$8,000	\$10,000	\$0	\$0	\$0	\$8,000	\$62,500
Northeast Truck Route Improvements (Long Dr., Ehrgood, E. 2nd St. and E. 5th St.)	1,000	\$107,000	\$31,000	\$40,000	\$1,000	\$0	\$0	\$32,000	\$250,000
Alignment Improvement (Idaho St./Walnut Ave.)	250	\$27,000	\$8,000	\$10,000	\$0	\$0	\$0	\$8,000	\$62,500
Local Street Connection with Long Dr. (East 2nd St. to Long Dr.)	500	\$53,000	\$16,000	\$20,000	\$1,000	\$0	\$0	\$16,000	\$125,000
Long Dr. to 5th St. Connector	2,200	\$235,000	\$68,000	\$88,000	\$2,000	\$0	\$0	\$71,000	\$550,000±
One-Way Street (5th Street)	4 Signs	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$1,000
Limit Access from East 3rd and East 4th Streets to Highway 26/20	10 Barriers	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
Access Refinements to Amalgamated Sugar with On-Site Circulation Improvements	1,200	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,200
N. 1st Street/Main Street Intersection Improvement (Main St./N. 1st St.)	4,800	\$0	\$0	\$0	\$4,800	\$0	\$0	\$900	\$4,800
Main Street Sidewalk and Pedestrian Improvements (Main Street: N. 6th St. to N. 1st S	See Plan/2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740,000
Commercial Avenue - East Extension	1,000	\$107,000	\$31,000	\$40,000	\$1,000	\$0	\$0	\$32,000	\$187,000±
Commercial Avenue - West Extension	750	\$80,000	\$23,000	\$30,000	\$1,000	\$0	\$0	\$24,000	\$250,000±
Road Bed Reconstruction and Improvement (Becks Rd)	2,400	\$0	\$0	\$0	\$0	\$0	\$60,000	\$11,000	\$84,000
Signed South Truck Route (Adrian Blvd./Hwy 201 to 9th St. to Commercial Ave. to N. 1st	8 Signs	\$0	\$0	\$0	\$0	\$2,000	\$0	\$0	\$2,000
Adrian Boulevard/Hwy. 201 and Becks Road Intersection Improvement	1,500	\$0	\$0	\$0	\$1,500	\$500	\$0	\$0	\$2,000
Adrian Boulevard/Hwy. 201 Pedestrian and Bicycle Improvements (Adrian Blvd between	2,000	\$0	\$62,000	\$0	\$2,000	\$0	\$0	\$12,000	\$88,000
Access Improvements for 6th St./Main St. Intersection (Main St./6th St.)	4,000	\$0	\$0	\$0	\$4,000	\$0	\$0	\$1,000	\$16,000/3
Shared Bicycle Lanes (Thunderegg Blvd./Hwy. 201)	6,000	\$0	\$0	\$0	\$6,000	\$500	\$0	\$1,000	\$9,000
Extend Local Street Grid	10,500	\$1,120,000	\$326,000	\$420,000	\$11,000	\$0	\$0	\$338,000	\$2,640,000
A Core One-Way Truck Loop / Signage (N. 1st St./N. 2nd St.)	7,000	\$0	\$0	\$0	\$0	\$5,500	\$0	\$0	\$5,500
B Core One-Way Truck Loop / Reconstruction	7,000	\$0	\$0	\$0	\$7,000	\$0	\$175,000	\$33,000	\$215,000

* Estimates have been rounded. They do not include right-of-way acquisition or special construction requirements (ie. utility relocation).

1/ Reconstruction includes: New Pavement; Agg Base; Drainage; Pavement Overlay.
2/ 2003 Main Street Revitalization Plan, 1997.
3/ Includes median construction.

Appendix I— East Side Industrial Access Review

M e m o r a n d u m



17355 SW Boones Ferry Rd.
Lake Oswego, OR 97035
Phone (503) 635-3618
Fax (503) 635-5395

To: Todd Chase
From: Dick Yano
Date: June 2, 1998
Subject: Nyssa TSP - L7807.T02

The following is a summary of the East Side Industrial Access review based on a site visit with Tom Busche from ODOT and Don Vennini from the City of Nyssa that was conducted on May 22, 1998.

Background

The existing property bounded by Long Drive, Locust Avenue, the Snake River, and the existing housing north of Ehrgood Avenue is proposed to be developed for industrial usage. Truck access from Main Street will be need to accommodate this proposed development. The purpose of this work effort is to review access options to this property as described below.

Options

The following options were reviewed:

1st St. - This option would provide truck access via 1st Street through S-curves at Ehrgood Avenue and Long Drive. This option would require reconstruction of the existing street along with flattening of S-curves to accommodate truck traffic.

2nd Street - This option would provide truck access via 2nd Street which would require reconstruction of the existing street and also extension of the street adjacent to the Head Start School north of Ehrgood Avenue.

5th Street - This option would provide truck access via 5th Street just west of the Snake River. This option would require realignment and reconstruction of the street to miss the sewer treatment plant at Ehrgood Avenue. The street will also need to be extended north to access the developed property.

4th/5th Street - This options would provide truck access to the property on 5th (one way northbound) and exit from the property on 4th Avenue (one way southbound). This option would require the realignment and reconstruction of 5th Street similar to the 5th Street option above. Also, 4th Street will need to be reconstructed and extended north to the

developed property.

Evaluation

Option	Advantages	Disadvantages
1st Street	<ul style="list-style-type: none"> • Existing Long Drive already provides access to property. 	<ul style="list-style-type: none"> • Poor sight distance at Main Street with close proximity to underpass. • Truck traffic through existing residential area. • Realignment needed at S-curves requiring additional right-of-way.
2nd Street	<ul style="list-style-type: none"> • Good sight distance at Main Street since access is away from underpass and Snake River Bridge. • Minimal extension of existing street needed to access property. 	<ul style="list-style-type: none"> • Truck traffic through existing residential and school area.
5th Street	<ul style="list-style-type: none"> • Minimizes truck traffic impact to residential areas. 	<ul style="list-style-type: none"> • Poor sight distance at Main Street with close proximity to Snake River bridge. To correct this would require substantial improvements to bridge approach. • Substantial extension of existing street needed along with realignment at sewer treatment plant.
4th/5th Street	<ul style="list-style-type: none"> • Minimizes truck traffic impact to residential areas. • Good sight distance at Main Street since access on 4th is away from underpass and Snake River bridge. 	<ul style="list-style-type: none"> • Substantial extension of existing street needed along with realignment at sewer treatment plant.

Recommendation

Based on minimal truck traffic impacts to residences and provisions for safe ingress and egress from the developed site to Main Street, the recommended option is 4th/5th Street.

All the other options, either severely impact residential areas with truck traffic or have poor sight distance at Main Street intersection.

Other Discussion

Two other items were discussed with Tom Busche during the site visit as outlined below.

Truck route - Currently there is no standard truck route from the east through Nyssa. There exist two restrictions to providing a truck route, 1) substandard vertical clearance at the Main Street underpass of the railroad, and 2) sharp crest vertical curve at Locust Avenue railroad grade crossing. In order to provide a truck route, the underpass would need to be rebuilt to provide standard vertical clearance or the Locust Street grade crossing would need to be rebuilt to flatten vertical curve to eliminate high centering of trucks.

Underpass drainage - In addition to the substandard clearance, drainage problems are present at this location. According to Tom Busche, at certain times, water is present at the sag vertical of the undercrossing. A potential solution to this would be to install a pressure system to pump the drainage out of the low point.



Oregon

Theodore R. Kulongoski, Governor
January 10, 2005

Department of Transportation

Region 5
3012 Island Avenue
La Grande, OR 97850
541-963-3177
FAX 541-963-9079

Gian Paolo Mammone
Community Development Director
City of Ontario
444 SW Fourth Street
Ontario, Oregon 97914

FILE CODE:

RE: **Comprehensive Plan and Zoning Amendments for 103 acres
south of North Ontario Interchange**

Dear Gian Paolo:

The Departments of Transportation (ODOT) and Land Conservation and Development (DLCD) have reviewed the City of Ontario's proposed comprehensive plan and zoning amendments for 103 acres south of the North Ontario Interchange. This acreage is a key development area for the city due to its size and proximity to the North Ontario interchange. The following comments are submitted in coordination with DLCDC.

As you know, ODOT is developing a refinement plan that will lead to improvements to the interchange. The 103 acres now under plan and rezoning consideration is expected to contribute to increased traffic at the interchange. As part of ODOT's interchange planning effort, it has anticipated how build out of current zoning patterns in the vicinity of the interchange will contribute to traffic and needed capacity of the interchange. Typically, transportation planners will review each zoning district in the impact area and assess the cumulative traffic output based on the most impactful (worst case) traffic scenario when the area is built out. Under this approach, they are able to determine whether the planned intersection facilities are in balance with the approved range of land uses and their potential traffic generation.

The City has identified this critical transportation and land use planning relationship in the most recent draft of the Employment Zone (EMP). The purpose states: "Specifically, this classification will enable development that promotes the City of Ontario as a regional-commercial hub and that supports inter and intra state commerce, **[and to allow for permitted uses that will not jeopardize the ability of the state and local transportation system to safely and effectively move freight and travelers through, to and from the city].**" [Emphasis added]. It is therefore critical that the proposed EMP zoning district clearly identify what uses are to be permitted or conditionally permitted so that transportation planners can verify whether the planned interchange facilities and land uses are in balance.

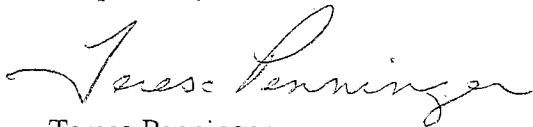


Based in part on the draft land use regulation language for the envisioned "Employment Zone", specific future build out assumptions were developed and used throughout the development of the draft North Ontario Interchange Area Management Plan (IAMP). These assumptions were evaluated against future buildout assumptions under the existing 103-acre UGA Residential designation. These assumptions were used since the overall vision and intent of the zone had essentially been agreed upon by the City and project team through the planning process. This process began on April 12, 2004 with a joint Planning Commission/City Council work session to identify the City's preferred rezoning strategy for the 103 acres of UGA Commercial.

In addition to developing an EMP zone district whose range of allowed uses can be served by the facility improvements that are being planned at the North Ontario interchange, we also recommend that the city require site plan applications under the district to conduct further transportation impact analysis if the city or ODOT review demonstrates concern that there may be additional or unanticipated traffic and/or safety impacts on either the local or state transportation system. Requiring that a Transportation Impact Analysis (TIA) be part of development application in this new commercial area will help ensure that State transportation improvements in the area will not be unrealistically impacted by new development and that planned local improvements are adequate to serve the proposed commercial uses. A TIA assesses the impact of the specific proposed development on the existing and planned transportation system. It is a way of knowing when planned transportation improvements are needed to accommodate a specific development. Such requirement is consistent with the purpose statement and goal of the proposed EMP zone that intends to balance land uses with the transportation investment in the area.

Thank you for this opportunity to comment. Please include this letter in the record for these proceedings. If you have any questions, or want to further discuss our recommendations, please do not hesitate to call me at (541) 963-1344 or Mark Radabaugh, your DLCD field representative at (541) 388-6157.

Respectfully submitted,



Teresa Penninger
Region Planning Manager

Cc: Mark Radabaugh, DLCD Field Representative
Rena Cusma, ODOT Southeast Area Manager