



MEMORANDUM

DATE: May 5, 2021

TO: Jefferson TSP Project Management Team

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SUBJECT: Task 1.1 Jefferson TSP Background Information Summary Project #21027-000

INTRODUCTION

This memorandum summarizes planning documents, policies, and regulations that are applicable to the Jefferson Transportation System Plan (TSP) update. The City's current TSP (2001) will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2040. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described in this document will be required.

DOCUMENT LIST

The plan review summary includes the following documents that were reviewed. The documents are organized by local, regional, and state plans, policies, and regulations:

Local Plans, Policies, and Regulations:

1. City of Jefferson Transportation System Plan (2001)
2. City of Jefferson Comprehensive Plan (Amended 2015)
3. City of Jefferson Municipal Code
4. City of Jefferson Capital Improvement Plan List (Updated 2020)

Regional Plans, Policies, and Regulations:

5. Marion County TSP (2005 & 2013)
6. Linn County TSP (2018)

7. AAMPO Regional Transportation Plan (2018)

State Plans, Policies, and Regulations:

8. Oregon Transportation Plan (2006)
9. Oregon Highway Plan (Amended 2015)
10. Oregon Bicycle and Pedestrian Plan (2016)
11. Oregon Rail Plan (2014)
12. ODOT TSP Guidelines (2008)
13. Oregon Public Transportation Plan (1997)
14. Oregon Transportation Safety Action Plan (2016)
15. Transportation Planning Rule (OAR 660-012)
16. Access Management Rules (OAR 734-051)
17. Statewide Transportation Improvement Program (STIP)
18. Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011)
19. Blueprint for Urban Design (2020)

LOCAL PLANS, POLICIES, AND REGULATIONS

The following sections summarize the City of Jefferson and other local plans, policies, and regulations and describe how they will impact the TSP update project. Documents reviewed include the following:

- City of Jefferson Transportation System Plan (2001)
- City of Jefferson Comprehensive Plan
- City of Jefferson Municipal Code
- City of Jefferson Capital Improvement Plan

JEFFERSON TRANSPORTATION SYSTEM PLAN – 2001

The current Jefferson TSP, adopted by City Council in 2001, contains transportation goals, policies, and strategies to address transportation needs for the City over a 20-year planning horizon. The plan identifies transportation demands based on the 2020 horizon year population, and plans projects for the street network to meet those demands. The TSP provides a plan for the development of the City’s transportation system, which addresses improvements to roadways, new

pedestrian and bicycle facilities, improvements in public transit service, and transportation demand management strategies required to address the City’s transportation needs through the 20-year horizon.

KEY GOALS

The TSP includes the following goals and objectives.

- Goal 1: Preserve the function, capacity, level of service, and safety of Jefferson Highway
- Goal 2: Enhance the transportation mobility and safety on the local street system
- Goal 3: Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service.
- Goal 4: Improve coordination between City of Jefferson, Marion County, and Oregon Department of Transportation (ODOT)

KEY LOCATIONS AND PROJECTS

Most of the projects identified in the 2001 TSP have been completed with only a few projects that remain partially completed or incomplete. The TSP update process will determine how to address these outstanding projects, which are listed below.

High Priority

- Remove one all-way stop intersection (North 3rd Street at University Street)
- Reconstruct sidewalk at the following locations:
 - West side of Main Street from Union Street to Church Street (3 parcels complete)
 - East side of Main Street from Jefferson Highway north four parcels
 - East side of Main Street from Union Street (2 parcels remaining)
 - East side of Main Street two parcels south of Church Street
- New sidewalk construction on Greenwood Street from Main Street to 3rd Street (both sides)

Medium Priority

- Extend Fifth Street from Cemetery Hill Road to Hazel Street, two possible alignments
- Install a traffic signal at Jefferson Highway/North Street intersection and add northbound and westbound right turn lanes.
- New sidewalk construction at the following locations:
 - East side of Jefferson Highway from South Main Street to Union Street

- West side of Jefferson Highway from University Street to North Avenue

Low Priority

- New sidewalk construction at the following locations:
 - South Main Street from Jefferson Highway to urban growth boundary (both sides)
 - North Avenue from Jefferson Highway to Jefferson-Marion Road (both sides, three parcels remaining on northeast end)

As part of the removal of all-way stops, the City of Jefferson identified a list of traffic calming measures to be considered for installation in the residential streets to help reduce speeding.

What this means for the Jefferson TSP Update: The TSP update will not be limited to the improvements identified in the 2001 TSP. The TSP update will ensure that all previously identified needs are addressed through completed projects, carryover of incomplete projects, or new projects that better suit the community. The functional classification system, typical street design standards, need for mobility standards, and access spacing standards for the City will also be revisited for the TSP update.

JEFFERSON COMPREHENSIVE PLAN – 1977; AMENDED 2015

The Jefferson Comprehensive Plan serves as Jefferson’s long-term plan to guide the development of major public facilities and accommodate future growth and development. The Comprehensive Plan addresses social, environmental, and economic effects of physical planning policies and decisions.

The Comprehensive Plan identifies the following goals for the City of Jefferson:

- Develop a citizen involvement program that ensures the opportunity for all citizens to be involved in all phases of the planning process.
- Preserve and maintain agricultural lands
- Conserve open space and protect natural and scenic resources
- Protect life and property from natural disasters and hazards
- Satisfy the recreational needs of citizens and visitors
- Diversify and improve the economy
- Provide for the housing needs of all citizens of the state
- Plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development
- Provide and encourage a safe, convenient, and economical transportation system
- Convert urbanizable land to urban uses with considerations for need, availability, compliance with Comprehensive goals, and existing urban areas that are first available.

The transportation element of the Comprehensive Plan identifies the following policies for Jefferson’s transportation system:

1. Rail crossings will be protected
2. Bike paths and sidewalks will be provided to schools and downtown along major travel ways
3. Adequate off-street parking will be provided for all new commercial development
4. All new developments will be improved on full streets.
5. The following streets will be extended:
 - 3rd Street from Tanglewood to Greenwood¹
 - 5th Street from Scio Road to Columbia Road²
 - 5th Street from Scio Road to Columbia Road
 - 5th Street from Elm Street to Cemetery Hill Road
 - Greenwood from 3rd Street to 5th Street³
 - 7th Street from Cottonwood to Cemetery Road
6. The following streets will be developed:
 - Talbot Road from OR 99E to Marion Road
 - Bates Street from OR 99E to Marion Road

What this means for the Jefferson TSP Update: The TSP update process will provide an opportunity to review and update transportation policies, as well as supporting sections of the Comprehensive Plan transportation element, to better represent current state and local practices and objectives. Potential policy changes may reflect issues that have been evolving since the TSP was last updated.

JEFFERSON MUNICIPAL CODE

Title 8 of the Jefferson Municipal Code provides general provisions for vehicles and traffic. Section 8.04.040 states that the City Council shall exercise all municipal traffic authority for the City and allows them to:

- Designate through streets
- Designate one-way streets
- Designate truck routes
- Change Speed Zones
- Revise speed limits in parks

¹ Since the adoption of the 2001 TSP, this project has been deemed not possible.

² Project has been completed.

³ Project has been completed.

- Temporary block or close streets
 - Establish bicycle lanes and paths and traffic control for such facilities
 - Restrict the use of certain streets by any class or kind of vehicle to protect from damage
 - Establish size and weight limits on city street
- Establish, remove, or alter the following:
- Crosswalks, safety zones, and traffic lanes
 - Intersection channelization and other areas where other turn restrictions exist and the time it applies
 - Parking areas, time limitations, and form of parking
 - Loading zones and stops for vehicles
 - Traffic control signals

What this means for the Jefferson TSP Update: As part of the TSP update, the authorizations of the Municipal Code may need revisions to account for recent changes and future recommendations.

JEFFERSON CAPITAL IMPROVEMENTS PLAN LIST (UPDATED 2020)

The Jefferson Capital Improvements Plan (CIP) list contains capital projects requiring the use of public funds for routine annual operating expenses. The CIP projects aim to create, improve, replace, or repair City streets. The projects provide upgrades to current users of the system. Based on the most recent list that was updated in 2020, the City of Jefferson has the following projects that have yet to be completed:

- Reconstruction
 - Pearl Street (222 feet)
 - 5th Street (Columbia Road north to dead end)
 - Main Street (Hazel Road to 2nd Street)
- Overlay
 - 5th Street (from Hazel Road to 100 feet north)

What this means for the Jefferson TSP Update: The updated TSP will include all projects in the CIP that have not yet been completed, either as background improvements or within the recommended list of projects.

REGIONAL PLANS, POLICIES, AND REGULATIONS

The following sections summarize the City of Jefferson and other local plans, policies, and regulations and describe how they will impact the TSP update project. Documents reviewed include the following:

- Marion County TSP (2005 & 2013)
- Linn County TSP (2018)
- AAMPO Regional Transportation Plan (2018)

MARION COUNTY TRANSPORTATION SYSTEM PLAN (2005 & 2013)

According to the Marion County website, the County is currently in the process of updating their 2013 Transportation System Plan, which now includes an urban component and updated goals, facility inventories, future traffic volume projections, and 20-year strategies. The previous 2005 TSP contains a comprehensive list of transportation improvement projects.

Updated Goals include:

1. Improve Transportation Safety
2. Maintain, Preserve, and Optimize the Transportation System
3. Provide Mobility and Accessibility for Very Diverse Groups of Users
4. Provide Sufficient Transportation Capacity
5. Integrate Transportation, Land Use, Economic Vitality, and the Environment
6. Pursue Coordination, Communication and Cooperation Among All Transportation Users and Providers
7. Adopt a Practical Approach to All Aspects of Transportation Processes

There are no transportation projects in the Marion County Rural TSP (2005) that are located in the City of Jefferson.

What this means for the Jefferson TSP Update: None of the improvements on County facilities included in Marion County's TSP will be reflected in Jefferson's TSP. Any additional changes to County facilities recommended through the Jefferson TSP update process will be coordinated with the County. Additionally, Marion County goals will be considered in the development of Jefferson's transportation goals.

LINN COUNTY TRANSPORTATION SYSTEM PLAN (2018)

Although the City of Jefferson is not located in Linn County, the Linn County Transportation System Plan in (2018) was evaluated for pertinent information that might impact Jefferson due to its close proximity to the City. The Linn County TSP includes a Vision Statement and Goals, a comprehensive list of transportation improvement projects, and standards related to road design, functional classification, route designations, and access management.

Goal topics include:

1. Mobility
2. Active Transportation
3. Transit
4. Access for All
5. Safety
6. Sustainability
7. Economy
8. Coordination

Key transportation projects in the Linn County TSP that most directly impact Jefferson include:

- Transit Service between Jefferson, Millersburg, and Albany – Support MPO efforts to provide transit service to Millersburg and Jefferson.
- OR 164/Scrael Hill Road Intersection Operations Project – Install a new right turn lane on Scrael Hill Road and a short receiving lane on OR 164.
- I-5 Optimization: Demand Management Strategies – I-5 from County Line to South Boundary of Albany.
- OR 164/I-5 Northbound Ramps – Install a new traffic signal when warranted per AAMPO RTP.
- OR 164/I-5 Northbound Ramps – Provide systemic intersection safety improvements including basic signing and striping.
- I-5 between MP 237.5 and MP 240.34 – Provide alignment delineation and lighting at appropriate locations per ODOT Roadway Departure Safety Implementation Plan.

What this means for the Jefferson TSP Update: Improvements on County and State facilities included in Linn County's TSP will be reflected in Jefferson's TSP. Any additional changes to County or State facilities recommended through the Jefferson TSP update process will be coordinated with the County/State. Additionally, County/State goals will be considered in the development of Jefferson's transportation goals.

AAMPO REGIONAL TRANSPORTATION PLAN (2018)

The Albany Area Metropolitan Planning Organization (AAMPO) Regional Transportation Plan (RTP) builds upon local transportation system plans and addresses regional needs over a 20-year period. The RTP includes policies and goals which, along with a travel demand model and local input, help to prioritize transportation investments.

Goal topics include:

- Multi-modal Transportation System
- Connectivity
- Safety
- Natural and Built Environment
- Mobility
- Funds and Resources
- Transportation Options
- Balanced Planning Process
- Transit

Key transportation projects in the AAMPO RTP that most directly impact Jefferson include:

Financially Constrained Project List

- Highway 99E/North Ave Traffic Signal – Add northbound and westbound right-turn lanes and install a traffic signal (MC6)
- 5th Street Extension – Complete collector connection from North Avenue to Jefferson-Scio Drive (J2)⁴
- 7th Street Sidewalks – Fill in sidewalk gaps from Maple Court to Greenwood Drive (J24)
- OR 164 Sidewalks – Install new sidewalks on east side from Santiam River Bridge to north of Union Street (J8)
- South Main Street Widening – Widen shoulders on both sides of the road from Highway 99E to UGB (MC1)

Aspirational Project List

- OR 164 Modernization – Add curb, gutter, sidewalk, and bike lanes to OR 164 from North Avenue to Talbot Road.

⁴ Collector connection should be from Cemetery Hill Road (not North Avenue) to Jefferson Scio Drive. Jefferson-Scio Drive to Elm Street has been completed.

What this means for the Jefferson TSP Update: Improvements on City facilities included in the AAMPO RTP will be reflected in Jefferson’s TSP. Any additional changes to City facilities recommended through the Jefferson TSP update process will be coordinated with the AAMPO and AAMPO goals will be considered in the development of Jefferson’s transportation goals.

STATE & REGIONAL PLANS, POLICIES, AND REGULATIONS

The following sections summarize state and county plans, policies, and regulations including the following:

- Oregon Transportation Plan (2006)
- Oregon Highway Plan (Amended 2015)
- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Rail Plan (2014)
- ODOT TSP Guidelines (2008)
- Oregon Public Transportation Plan (1997)
- Oregon Transportation Safety Action Plan (2016)
- Transportation Planning Rule (OAR 660-012)
- Access Management Rules (OAR 734-051)
- Statewide Transportation Improvement Program (STIP)
- Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011)
- Blueprint for Urban Design (2020)

OREGON TRANSPORTATION PLAN – 2006

As the guiding document for local TSPs, the Oregon Transportation Plan (OTP) establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing transportation in Oregon. The goals and policies are further implemented by various modal plans, including the Aviation System Plan, Bicycle and Pedestrian Plan, Freight Plan, Highway Plan, Public Transportation Plan, Rail Plan, and the Transportation Safety Action Plan.

Each of the OTP’s seven goals is defined by more specific policies and strategies:

OTP GOAL 1 – MOBILITY AND ACCESSIBILITY

This goal aims to enhance Oregon’s quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation, and the world with connectivity among modes and places.

Policy 1.1 – Development of an Integrated Multimodal System

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Policy 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective, and accessible to all potential users, including the transportation disadvantaged.

Policy 1.3 - Relationship of Interurban and Urban Mobility.

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns and provides for efficient long-distance travel.

What this means for the Jefferson TSP Update: The TSP update will support the growth of existing and future centers of economic activity, routes and modes connecting passenger facilities and freight facilities, intermodal facilities and industrial land, and major intercity and intra-city transportation corridors and supporting transportation networks. It will also promote the most cost-effective long-term modes and solutions that are easy to use, reliable, cost-effective, and accessible to all potential users, including the transportation disadvantaged.

OTP GOAL 2 – MANAGEMENT OF THE SYSTEM

This goal aims to improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

Policy 2.1 – Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

Policy 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

What this means for the Jefferson TSP Update: The TSP update will prioritize travel demand management and transportation system operations techniques that fine tune and maximize existing facilities over costly major roadway capacity improvements.

OTP GOAL 3 – ECONOMIC VITALITY

This goal promotes the expansion and diversification of Oregon’s economy through the efficient and effective movement of people, goods, services, and information in a safe, energy-efficient and environmentally sound manner.

Policy 3.2 – Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services, and information so that intrastate, interstate, and international travelers can travel easily for business and recreation.

Policy 3.3 – Downtowns and Economic Development

It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

What this means for the Jefferson TSP Update: The TSP update will identify projects that support a prosperous and competitive economy by preserving and enhancing business opportunities and ensuring the efficient movement of people and goods to recreational, employment, housing and other destinations in Jefferson and neighboring areas.

OTP GOAL 4 – SUSTAINABILITY

This goal seeks to provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained, and improved to be sensitive to both the natural and built environments.

Policy 4.1 – Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Policy 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

What this means for the Jefferson TSP Update: The TSP update will identify solutions that support the movement of people, regardless of mode, and that reduce transportation barriers to daily activities for walkers, bikers, and public transportation users. The solutions will be environmentally responsible and should fit the physical setting and context of the surrounding land use.

OTP GOAL 5 – SAFETY AND SECURITY

This goal aims to plan, build, operate and maintain the transportation system so that it is safe and secure.

Policy 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

What this means for the Jefferson TSP Update: The TSP update will develop projects that ensure the transportation system maintains and improves individual safety and maximizes public safety and service access.

OTP GOAL 6 – FUNDING THE TRANSPORTATION SYSTEM

This goal seeks to create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

Policy 6.1 – Funding Structure

It is the policy of the State of Oregon to develop a transportation finance structure that addresses the public funding aspects of all modes and reinforces plan strategies. This structure should include provisions for flexibility in the use of new funding sources and new partnerships to achieve system integration while also protecting transportation funds for transportation purposes.

What this means for the Jefferson TSP Update: The TSP update will include an assessment of the level of transportation funding projected to be available through the 20-year planning horizon in comparison to the cost of developing a transportation system that is able to meet the City’s needs. Opportunities to establish stable funding sources will be discussed and project prioritization will consider the feasibility of funding.

OTP GOAL 7 – COORDINATION, COMMUNICATION AND COOPERATION

This goal ensures coordination, communication and cooperation among transportation users, providers, and those most affected by transportation activities to align interests, remove barriers, and bring innovative solutions so the transportation system functions as one system.

Policy 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

What this means for the Jefferson TSP Update: The TSP update will offer public involvement opportunities to all stakeholders and residents, comply with Title VI guidelines, and will coordinate with other jurisdictions and agencies to ensure the transportation system limits barriers and functions as one system.

OREGON HIGHWAY PLAN – AMENDED 2015

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including the Oregon Highway Plan (OHP). The OHP defines policies and investment

strategies for Oregon’s state highway system. The plan contains three elements: a vision element that describes the broad goal for how the highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures.

ODOT HIGHWAY CLASSIFICATIONS FOR JEFFERSON

OHP Goal 1, Policy 1A (State Highway Classification System) categorizes state highways for planning and management decisions. Within Jefferson, OR 164 (Jefferson Highway) is classified as a District highway.

District Highways are facilities of county-wide significance and function largely as county and city arterials or collectors. They provide connections and links between small, urbanized areas, rural centers, and urban hubs, and also serve local access and traffic. The management objective is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movements. Inside Special Transportation Areas, local access is a priority.

What this means for the Jefferson TSP Update: While this policy places importance on the efficient travel of through motor vehicle trips on highways, the policy must still be balanced with other goals and objectives of the Oregon Transportation Plan to ensure its multi-modal intentions are addressed. The classifications of district highways will impact decisions about desired levels of congestion and proposed design treatments through the TSP update process.

Special Designations: OHP Goal 1, Policy 1B identifies special highway segment designations for specific types of land use patterns to foster compact development on state highways in which the need for appropriate local access outweighs the considerations of highway mobility. There are currently no special highway segment designations within Jefferson.

A special highway segment designation that may be of interest to Jefferson is a Special Transportation Area (STA). The primary objective of a STA is to provide access to and circulation amongst community activities, businesses, and residences and to accommodate pedestrian, bicycle, and transit movement along and across the highway. While traffic moves through an STA and automobiles may play an important role in accessing an STA, convenience of movement within an STA is focused upon pedestrian, bicycle, and transit modes. STAs look like traditional “Main Streets” and the designation is generally located on both sides of a state highway. Direct street connections and shared on-street parking are encouraged. Local auto, pedestrian, bicycle, and transit movements to the area are generally as important as the through movement of traffic. Because of this, ODOT’s mobility targets and design standards in STA’s are intended to allow for lower speed operations.

What this means for the Jefferson TSP Update: The downtown “Main Street” portion of Jefferson Highway in Jefferson is not identified as an STA but has many of the desired characteristics of one. The merits of this designation will be evaluated as part of the TSP process to determine if the City would like to obtain the designation.

ODOT TRANSPORTATION SYSTEM MANAGEMENT POLICIES

State Highway Mobility Targets: OHP Goal 1, Policy 1F sets mobility targets for ensuring a reliable and acceptable level of mobility on the highway system. Each intersection along state highways has a mobility target requiring that the highway operate at or below a specified volume to capacity (v/c) ratio. The mobility targets shown in Table 1 are applicable to highways in Jefferson (pursuant to OHP Policy 1F, Table 6).

Volume to capacity (v/c) ratio: A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and will experience excessive queues and long delays.

TABLE 1: HIGHWAY MOBILITY TARGETS APPLICABLE WITHIN JEFFERSON

HIGHWAY (SEGMENT)	CLASSIFICATION AND DESIGNATION	SIGNALIZED INTERSECTIONS (V/C)	UNSIGNALIZED INTERSECTIONS (V/C)	
			HIGHWAY APPROACHES	SIDE STREET APPROACHES TO HIGHWAY
OR 164	District Highway	0.90	0.90	0.95

Note: Mobility Targets are met when the v/c ratios in Table 1 are not exceeded.

OHP Action 1F.3, of Policy 1F allows local jurisdictions to consider alternate mobility targets for state highways where it would be infeasible to meet the targets listed in Table 1 above. The alternative targets shall be clear and objective and must be related to v/c ratios. The targets must demonstrate that it would be infeasible to meet the highway mobility targets listed in Table 1 above and must be adopted as part of the local TSP. In addition, the TSP shall include all feasible actions for:

- Providing a network of local streets, collectors, and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways.
- Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity.

- Managing traffic demand, where feasible, to manage peak hour traffic loads on state highways.
- Providing alternative modes of transportation; and
- Managing land use to limit vehicular demand on state highways consistent with the Land Use and Transportation Policy (1B).

The TSP shall include a financially feasible implementation program and shall demonstrate strong public and private commitment to carry out the identified improvements and other actions. The alternate highway mobility targets will become effective only after the Transportation Commission has adopted them.

What this means for the Jefferson TSP Update: System performance for state highways will be measured, in part, using the adopted Oregon Highway Plan mobility targets. The TSP update will evaluate the need for adopting alternate mobility targets for highways if there are no feasible project alternatives identified to meet the existing mobility targets. The City may request adoption of alternate mobility targets by the Oregon Transportation Commission, if necessary.

Access Management on Highways: OHP Goal 3, Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system.⁵ The standards are based on state highway classification and differ based on posted speed. The applicable standards for highways through Jefferson are presented in Table 2.

TABLE 2: HIGHWAY ACCESS SPACING STANDARDS APPLICABLE IN JEFFERSON

HIGHWAY SEGMENT	POSTED SPEED (MPH)	MINIMUM INTERSECTION AND DRIVEWAY SPACING (FEET)*
OR 164		
MP 6.24 (West UGB Limit) – MP 6.13	40	360
MP 6.13 – MP 5.28	30	250
MP 5.28 – MP 4.92 (North UGB Limit)	40	360

Source: 1999 Oregon Highway Plan, OAR 734-051-4020.

* Spacing is measured from center of access to center of access and applies to the same side of the highway only.

⁵ ODOT Access Management Standards (Appendix C): www.oregon.gov/ODOT/TD/TP/OHP_AM.shtml

What this means for the Jefferson TSP Update: ODOT access spacing standards for highways should be incorporated into the TSP, along with supporting policies that work towards meeting the access spacing standards in Table 2.

Major Improvements: OHP Goal 1, Policy 1G outlines the priorities for maintaining highway performance and improving safety through system efficiency and management before adding capacity. According to this policy, the highest priority should be placed on protection of the existing system, followed by improvements in efficiency and capacity of existing facilities. Once these options have been investigated, the third and fourth priorities would be to add capacity to the existing system and then to add new facilities. Higher priority measures must be implemented first unless a lower priority measure is clearly more cost-effective or unless it more effectively supports safety, growth management, or other livability and economic viability considerations.

What this means for the Jefferson TSP Update: Transportation solutions for highways in Jefferson must be developed with the following process: 1) Consider options to protect the existing system, 2) Consider minor improvements to enhance efficiency and capacity of existing facilities, 3) Consider major roadway improvements to existing facilities, 4) Consider options that would add new facilities to the system.

Projects off State Highways: OHP Goal 2, Policy 2B establishes ODOT's interest in projects on local roads that maintain or improve safety and mobility performance on state roadways and supports local jurisdictions in adopting land use and access management policies.

What this means for the Jefferson TSP Update: The TSP will include sections describing existing and future land use patterns, access management and implementation measures, and will consider solutions that reduce the need for local trips on highways.

Traffic Safety: OHP Goal 2, Policy 2F identifies the need for projects in the state to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services. One component of the TSP is to identify existing crash patterns and rates and to develop strategies to address safety issues. Proposed projects will aim to reduce the vehicle crash potential and/or improve bicycle and pedestrian safety by providing upgraded facilities that meet current standards.

What this means for the Jefferson TSP Update: The TSP update will consider existing safety issues and then develop projects that enhance transportation system safety by maximizing the comfort and convenience of walking, biking and transit transportation options, public safety, and service access.

Alternative Passenger Modes: OHP Goal 4, Policy 4B, requires that highway projects encourage the use of alternative passenger modes to reduce local trips. The TSP will also consider ways to support and increase the use of alternative passenger modes to reduce trips on highways and other facilities.

What this means for the Jefferson TSP Update: The TSP update will explore system improvements to the local transit system and support regional efforts to expand inter-city transit access.

Transportation Demand Management: OHP Goal 4, Policy 4D, encourages efficient use of the state transportation system through investment in transportation demand management strategies.

What this means for the Jefferson TSP Update: The TSP update will consider transportation demand management strategies to create greater mobility, reduce auto trips, make more efficient use of the roadway system, and minimize air pollution.

Projects on State Highways: The Highway Design Manual⁶ (HDM) provides uniform design standards and procedures for ODOT and is in general agreement with the 2001 American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Some key areas where guidance is provided are the location and design of new construction, major reconstruction, and resurfacing, restoration, or rehabilitation (3R) projects. The HDM should be used for all projects on state highways in Jefferson to determine design requirements, including the minimum required volume to capacity ratios for use in the design of highway projects.

⁶ ODOT Highway Design Manual: http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml

What this means for the Jefferson TSP Update: System performance of state highway improvement projects will be measured, in part, using the HDM v/c ratios. While HDM standards must be applied to ODOT facilities, design exceptions can be granted to those standards where conditions justify such action in order to balance the policies and objectives of the Oregon Transportation Plan and the Jefferson TSP, and with consideration given to the availability of transportation funding.

OREGON BICYCLE AND PEDESTRIAN PLAN - 2016

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including Oregon Bicycle and Pedestrian Plan. The Oregon Bicycle and Pedestrian Plan was recently updated and is comprised of two parts including a policy document and a separate design guide.

The policy document contains background information, legal mandates and current conditions, goals, actions, and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation.

The Design Guide is the technical element of the plan that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It has been designated as a companion piece to the Highway Design Manual and includes updated and innovative pedestrian and bicycle treatments. The Design Guide was updated in 2011 and will remain separate from the policy portion of the plan.

The guiding vision for the plan states that by 2040:

“In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well connected biking and walking routes. People can enjoy Oregon’s scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.”

The plan also includes the following nine goal areas to support this vision:

1. Safety
2. Accessibility and Connectivity
3. Mobility and Efficiency
4. Community and Economic Vitality
5. Equity
6. Health
7. Sustainability
8. Strategic Investment
9. Coordination, Cooperation, and Collaboration.

KEY STANDARDS

The Oregon Bicycle and Pedestrian Design Guide establishes standards for safe and attractive bikeways and walkways. The guide includes standards relating to:

- **Planning bicycle and pedestrian networks:** focused on arterials and planning considerations such as land use, public transit, and access management.
- **Bikeway Design:** Shared roadway, shoulder bikeway and bike lanes are discussed as well as special considerations such as railroad crossings.
- **Bicycle Parking:** General recommendations for cities' local ordinances.
- **Bike Lane Restriping Guidelines:** An effective and inexpensive treatment for improving conditions on roadways.
- **Walkway Design:** Standards are established to meet ADA requirements, as well as considerations such as bus stops and planting strips are presented.
- **Street Crossings:** Safety improvements for pedestrians such as islands and curb extensions.
- **Multiuse Paths:** Opportunities and challenges are presented.
- **Intersections and Interchanges:** A challenges to users and designers, designs to improve bicycle and pedestrian safety at conflicts points are outlined.
- **Signing:** Standardized signs and markings are proposed for state and local systems.
- **Maintenance:** Recommendations are presented that will enable ODOT, cities and counties to keep facilities in usable condition.
- **Safety Considerations:** Engineering, education, and enforcement solutions are presented in response to the major causes of pedestrian and bicycle crashes.
- **Bicycle Maps:** Standards are presented to ensure that bicycle maps have uniform legends statewide.

What this means for the Jefferson TSP Update: The Oregon Bicycle and Pedestrian Plan serves as the guiding policy for bicycle and pedestrian planning. The TSP should implement the goals and policies of the plan, including actions to ensure safe multimodal infrastructure. The subsequent, updated design guide (2011) portion represents ODOT's standards for constructing state-owned facilities. The standards for constructing or maintaining bicycle and pedestrian infrastructure are recommended by ODOT, but not required for use by local jurisdictions on non-state highway facilities.

OREGON RAIL PLAN – 2014

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including the Oregon Rail Plan. The Oregon Rail Plan provides a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. The Oregon Rail Plan identifies specific policies and planning processes concerning rail in the state and establishes a system of integration between freight and passenger elements into the land use and transportation

planning processes and calls for cooperation between state, regional and local jurisdictions in completing the plan.

The rail lines in Jefferson are considered Class I railroads in Oregon and are composed of Union Pacific Railroad and BNSF Railway. These rail lines primarily handle the vast majority of freight traffic, including virtually all interstate shipments and all Amtrak passenger service. In 2010, combined, the two railroads employed approximately 1,843 people and handled over 790,000 carloads that had either an origin or destination in the state. In addition, the two railroads also handled a considerable volume of through traffic.

What this means for the Jefferson TSP Update: The TSP will incorporate the recommendations of the Oregon Rail Plan (Appendix C) in the rail modal plan as appropriate, as well as consider the implications of recommendations to other modal projects in the City.

ODOT TSP GUIDELINES – 2008

ODOT’s Transportation System Plan Guidelines document directs TSP updates to address recent policy and regulatory changes and calls out some of the recent changes to the OTP, OHP, and TPR. Since adoption of the 2001 Jefferson TSP, the OTP was updated (2006) to emphasize maintaining assets in place, optimizing existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements. Policy 1F (Mobility Standards) of the OHP was amended in 2011 to clarify that the adoption of alternative mobility standards is permitted where it is “infeasible or impractical to meet the mobility targets.” Appendix C (Access Management Spacing Standards) has also been updated to be consistent with amendments to the Access Management Rule, OAR 734-051. The TSP Guidelines are currently being updated.

What this means for the Jefferson TSP Update: The TSP update will address the policy and regulatory changes of the ODOT TSP Guidelines since the adoption of the 2001 TSP.

OREGON PUBLIC TRANSPORTATION PLAN – 1997

The current Oregon Public Transportation Plan (OPTP) was adopted in 1997. The vision adopted by the Oregon Public Transportation Plan Advisory Committee, and which guides the plan includes:

- A comprehensive, interconnected, and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable, and safe manner that encourages people to ride.

- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians.

KEY CONSIDERATIONS

At the time of adoption, the primary purpose of transit was as a mobility link for those lacking transportation options. It was also seen an alternative for communities concerned about traffic congestion. The authors anticipated that funding would be sustainable enough to maintain levels of transit service but may not grow enough to respond to statewide planning initiatives.

While a larger percentage of federal transportation funds are now distributed through the Federal Transit Administration, communities across the state continue to struggle to find enough funding to meet transit needs. The OPTP laid out three levels of transit service for the state:

Level 1: Freeze services at current levels (service Oregonians most dependent upon the public transportation system- seniors, disabled, low-income and youth).

Level 2: Keep pace with growth (serve transit dependent Oregonians and where it would have positive impact on traffic congestion, air quality and community livability in Oregon’s larger communities).

Level 3: Respond to State and Federal mandates and goals (expand service to accommodate the needs of those Oregonians who use public transportation by choice with particular emphasis on the commuter).

KEY STANDARDS

Minimum level of service standards is defined in the OPTP as an operational benchmark and performance criteria. These criteria focus on public transportation operations, including peak and off-peak frequencies, vehicle maintenance programs and replacement schedules, intermodal connections, and ridesharing, as well as attainment of policy-related objectives. This standard applies to the public transportation system in “large urban areas” of Oregon.

What this means for the Jefferson TSP Update: The OPTP continues to serve as the overarching policy framework for transit in Oregon. The TSP update will be written in accordance with the guiding policy found in the Plan.

OREGON TRANSPORTATION SAFETY ACTION PLAN – 2016

The goals and policies of the Oregon Transportation Plan (OTP) are further implemented by various modal plans, including the Oregon Transportation Safety Action Plan (OTSAP). The OTSAP is intended to help sustain and strengthen the focus on factors contributing to transportation related fatalities and injuries and encourage safety programs and practices that address other significant safety problems including the rising death toll for pedestrians and roadside workers, secondary crashes occurring on urban freeways, inadequate emergency response services, and conflicts between motor vehicles and other travel modes. Goals and policies include:

- **Safety Culture:** Transform public attitudes to recognize that all transportation system users have responsibility for other people’s safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, MPOs, local agencies (Tribes, counties, cities), Oregon Health Authority, stakeholders, and public and private employers) to integrate safety considerations into all responsibilities.
 - **Policy 1.1.** Communicate proactively with system users about safety culture.
 - **Policy 1.2.** Promote safety culture within agencies, stakeholder organizations, and
 - **Policy 1.3.** Implement regulatory changes, including legislative concepts and administrative rule changes, as needed, to provide incentives or remove impediments to developing a multimodal transportation safety culture.
- **Infrastructure:** Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
 - **Policy 2.1.** Continually improve and implement safety data collection, management, and distribution for data driven decision-making for infrastructure planning and development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders.
 - **Policy 2.2.** Continually improve and implement design and analysis techniques for safety-related decision-making in transportation planning, programming, design, construction, operations, and maintenance for all modes.
 - **Policy 2.3.** Plan, design, construct, operate, and maintain the transportation system to achieve healthy and livable communities and eliminate fatalities and serious injuries for all modes.
 - **Policy 2.4.** Implement regulatory changes, including legislative concepts, administrative rule changes, and updates to design standards, as needed, to enable and/or remove impediments to new approaches to safety engineering.
- **Healthy, livable communities:** Plan, design and implement safe systems; and support enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.
 - **Policy 3.1.** Advance coordination and collaboration between law enforcement and state, regional, tribal, county and city transportation agencies, including freight and rail, public health agencies, mental and physical health care providers, and private stakeholders, to make communities safer places.

- **Policy 3.2.** Support traffic enforcement funding to provide sufficient resources for officers to respond to incidents, increase levels of ongoing traffic enforcement, conduct focused enforcement, and participate in activities such as emphasis patrols.
- **Policy 3.3.** Support emergency medical service (EMS) funding to provide sufficient resources to train first responders and to respond to transportation-related crashes and other medical emergencies fully equipped and in a timely manner.
- **Policy 3.4.** Invest in transportation system enhancements that improve safety and perceptions of security for people while traveling in Oregon.
- **Policy 3.5.** Provide all regions and localities in Oregon with resources and tools to offer programs and education based on local needs and issues, considering issues of equity
- **Technology:** Plan, prepare for, and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.
 - **Policy 4.1.** Actively monitor technological advances and plan, design, maintain, and operate the system in a way that takes full advantage of opportunities to use technology to eliminate fatalities and serious injuries.
 - **Policy 4.2.** Apply technological improvements in data management systems to enhance collaboration across agencies and provide tools for data collection and analysis to partner agencies and stakeholders.
 - **Policy 4.3.** Leverage technology tools and best practices across divisions and agencies to deploy useful technologies across the state and the transportation system.
 - **Policy 4.4.** Identify legislative concepts as needed to enable the implementation of innovative technologies
- **Collaborate and Communicate:** Create and support a collaborative environment for transportation system providers and public and private stakeholders, to work together to eliminate fatalities and serious injury crashes.
 - **Policy 5.1.** Increase transportation system providers and public and private stakeholder awareness of the TSAP and other safety policies to eliminate fatality and serious injury crashes.
 - **Policy 5.2.** Ensure ongoing communication and coordination among transportation system providers and public and private stakeholders on the implementation of the TSAP's policies and strategies and throughout program development and project selection.
 - **Policy 5.3.** Enhance public awareness of the importance of transportation safety and the individual's role in eliminating fatalities and serious injury crashes.
- **Strategic Investments:** Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.
 - **Policy 6.1.** Allocate infrastructure safety funds strategically, considering all modes, to maximize total safety benefits.

- **Policy 6.2.** Allocate funding of behavioral, emergency medical services, and health safety efforts strategically across programs to maximize total safety benefits.
- **Policy 6.3.** Identify and pursue opportunities to increase funding for strategic safety-related infrastructure, behavior, and emergency medical service enhancements.

What this means for the Jefferson TSP Update: The TSP update will incorporate the applicable strategies and actions where practical.

TRANSPORTATION PLANNING RULE (OAR 660-012) – LAST UPDATED 2012

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which supports transportation facilities and systems that are safe, efficient, and cost-effective and are designed to reduce reliance on single-occupancy vehicles. The objective of the TPR is to reduce air pollution, congestion, and other negative impacts to livability, and to maximize investments made in the transportation system. The following subsections of the TPR are relevant to the Jefferson TSP update.

660-012-0020 – ELEMENTS OF TRANSPORTATION SYSTEM PLANS

Section 0020 of the TPR specifies required plan elements, including an inventory and assessment of existing conditions; forecasts of transportation needs; a road system plan; a public transportation plan; a bicycle and pedestrian plan; air, rail, water, and pipeline plans as applicable; transportation system and demand management plans; a financing program; and implementing policies and land use regulations.

660-012-0035 – EVALUATION AND SELECTION OF TRANSPORTATION SYSTEM ALTERNATIVES

Section 0035 describes standards and alternatives available to agencies evaluating and selecting transportation projects, including benefits to different modes, land use alternatives, and environmental and economic impacts.

660-012-0045 – IMPLEMENTATION OF THE TRANSPORTATION SYSTEM PLAN

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions." This is achieved through a variety of measures, including locally adopting access control measures, standards based on roadway classification, notice requirements and coordinated review procedures for land use applications, processes to apply conditions of approval to development proposals to mitigate transportation-related impacts, and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

660-012-0050 – TRANSPORTATION PROJECT DEVELOPMENT

Section -0050 requires that transportation projects be reviewed for compliance with local and regional plans and, when applicable, undergo a NEPA environmental review process. Amendments to Section 0050 made since adoption of the 2001 Jefferson TSP protect determinations of need, mode, function, and general location for projects identified in TSPs.

660-012-0060 – PLAN AND LAND USE REGULATION AMENDMENTS

Section -0060 specifies a category of facilities, improvements, and services that can be assumed to be “in-place” or committed and available to provide transportation capacity over a 20-year planning horizon. The TPR guides local jurisdictions in determining what transportation improvements are “reasonably likely to be provided by the end of the planning period” when considering amendments to local plans and land use regulations.

Amendments made to Section -0060 are among the most significant changes that have been made to the TPR since adoption of the City’s 2006 TSP. The amendments require local jurisdictions to balance the need for development with the need for transportation improvements, establish the end of the planning period as the measure for determining “significant effect,” define the transportation improvements that a local government can consider in determining significant effect, and identify methods to determine whether a needed transportation facility is reasonably likely to be provided within the planning horizon.

What this means for the Jefferson TSP Update: Requirements in TPR Sections -0020 and -0035 will direct the development and final contents of the updated TSP. Requirements in Sections -0045 and -0060 will direct potential amendments to the City’s Municipal Code, Land Development Code, and Land Division Code during the implementation stage of this update process.

ACCESS MANAGEMENT RULES (OAR 734-051)

The Oregon Access Management Rule⁷ (OAR 734-051) attempts to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT’s rules manage access to the state’s highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State’s jurisdiction.

In addition, the ability to close existing approaches, set access spacing standards and establish a formal appeals process in relation to access issues is identified. These rules enable the State to direct location and spacing of intersections and approaches on state highways, ensuring the

⁷ ACCESS MANAGEMENT RULE: [HTTP://ARCWEB.SOS.STATE.OR.US/RULES/OARS_700/OAR_734/734_051.HTML](http://arcweb.sos.state.or.us/rules/oars_700/oar_734/734_051.html)

relevance of the functional classification system and preserving the efficient operation of state routes.

See OHP Goal 3, Policy 3A for a summary of access spacing standards on state highways in Jefferson.

What this means for the Jefferson TSP Update: ODOT access spacing standards for highways should be referenced in the TSP, along with supporting policies that work towards meeting the access spacing standards.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The Oregon Statewide Transportation Improvement Program (STIP) is the state’s four-year transportation improvement program for state and regional systems. The STIP is updated every three years and is adopted by the Oregon Transportation Commission (OTC) and is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as required by federal law. The STIP is a project scheduling and funding document, not a plan. The projects in the STIP are consistent with adopted transportation plans. Additionally, the STIP is financially constrained, indicating that the projects included have committed funding available. Projects with committed funding on the 2021- 2024 STIP within Jefferson include:

2021-2024

- OR 164: Strengthen the bridge and overlay the bridge driving surface to ensure continued safety (MP 6.19 – 6.35). Project scheduled for construction.

What this means for the Jefferson TSP Update: The TSP update will incorporate the STIP improvements into the Plan.

PROPOSED GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY – 2011

The Guidelines are written by the United States Access Board and direct the design, construction, and alteration of pedestrian facilities in public streets, sidewalks, and trails. The document advises on sidewalks, street-crossings, pedestrian signals, and other elements related to pedestrian circulation. The recommendations enable state and local governments to meet accessibility standards outlined in the Americans with Disabilities Act (ADA). Table 3 references a select few applicable standards.

TABLE 3: FACILITY GUIDANCE

FACILITY	STANDARD
PEDESTRIAN STREET CROSSINGS	Where pedestrian access routes are contained within the pedestrian street crossings, the grade of the pedestrian access route shall be 5 percent maximum.
CURB RAMPS	<p>Perpendicular curb ramps can be provided where the sidewalk is at least 12 ft. wide. Parallel curb ramps can be provided where the sidewalk is at least 4 ft. wide. Parallel and perpendicular curb ramps can be combined.</p> <p>Blended transitions are raised pedestrian street crossings, depressed corners, or similar connections between pedestrian access routes at the level of the sidewalk and the level of the pedestrian street crossing that have a grade of 5 percent or less.</p>
TRANSIT STOPS	Transit stops should be located so that there is a level and stable surface for boarding vehicles. Locating transit stops at signalized intersections increases the usability for pedestrian with disabilities. Where security bollards are installed at transit stops, they must not obstruct the clear space at boarding and alighting areas or reduce the required clear width at pedestrian access routes.
BOARDING AND ALIGHTING AREAS	At boarding and alighting areas at sidewalk or street level transit stops for rail vehicles, detectable warning surfaces shall be placed at the side of the boarding and alighting area facing the rail vehicles. Boarding platforms shall not exceed a slope of 2 percent in any direction.

Source: proposed rights-of-way guidelines, accessed at <http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines/chapter-r3-technical-requirements>

ODOT has established access requirements, which may be stricter than the (ADA) guidelines, that incorporate some items from the proposed guidelines for pedestrian facilities in the public right-of-way. ODOT’s requirements can be found on their web page.⁸

What this means for the Jefferson TSP Update: The guidelines may be referenced to determine how best to meet ADA requirements for pedestrian and transit facilities. The TSP will recommend a process and plan to address ADA non-compliant sidewalks and ramps.

⁸ Oregon Department of Transportation, Engineering for Accessibility, Accessed January 5, 2018. <<http://www.oregon.gov/ODOT/Engineering/Pages/Accessibility.aspx>>

BLUEPRINT FOR URBAN DESIGN – 2020

The ODOT Highway Design Manual (HDM) is the primary document for roadway design on the state highway system and was last updated in 2012. Since it is the urban design concepts that have evolved the most since the last update of the HDM, it is important to incorporate current urban design criteria into ODOT designs as quickly as possible. This document provides revised criteria to be used when designing urban projects on the state system until such time that all Oregon Department of Transportation manuals related to urban design can be updated to include these revised design criteria. The criteria in this document impact the following topics:

- Designing Based on Context and Roadway Classification
- Integrating Design, Operations, and Safety
- Evaluating and Prioritizing Design Element Application
- Design Based on Performance

What this means for the Jefferson TSP Update: The guidelines and criteria outlined in the BUD may be referenced to determine how best to meet ODOT criteria for urban design.