KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
354 SW Upper Terrace Drive, Suite 101, Bend, Oregon 97702 P 541.312.8300 F 541.312.4585

FINAL TECHNICAL MEMORANDUM #1

Sherman County Transportation System Plan Update

Plans and Policy Review

Date: April 3, 2015
Project #: 18054

To: Georgia MacNab, Sherman County
Michael Duncan, ODOT Region 4

From: Dan Meader, Casey Bergh, PE, Casey Bergh, and Marc Butorac, PE, PTOE

This memorandum summarizes existing plans, policies, standards, rules, regulations, and other applicable federal, state, regional, and local documents as they pertain to development of the 2015 Sherman County Transportation System Plan (TSP) Update. This summary will serve as a reference for the project team throughout the project, and if new policies are proposed as part of the TSP they will be reviewed for consistency with existing policies.

The documents reviewed by the project team are identified in Table 1-1 and summarized in the following sections.

BACKGROUND

Sherman County's Comprehensive Plan was acknowledged by the Oregon Department of Land Conservation and Development (DLCD) in 1979. The four incorporated cities, Rufus, Wasco, Moro and Grass Valley followed in 1980. Over the years, these jurisdictions' plans and ordinances have been updated many times. The 2007 updates to the County and the four incorporated Cities' comprehensive plans represent the latest versions and were acknowledged by the DLCD through the Post Acknowledgement Plan Amendment Process (PAPA) in that same year.

The County's first comprehensive Transportation System Plan (TSP) was completed and adopted in 2001. The 2001 TSP included the four Cities as an integral part of the Plan.

Table 1-1 Documents and Policies Reviewed

Document/Policy	Page Reference
Statewide Planning Documents	
Statewide Planning Goals (OAR chapter 660 division 012, known as the Transportation Planning Rule or TPR)	3
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STATE OF OREGON/OREGON DEPARTMENT OF TRANSPORTATION (ODOT)

Statewide Planning Goals

Oregon's Statewide Planning Goals first originated in 1973 to provide a coordinated vision of state land use policies. There are nineteen planning goals within OAR 660-015. Of these, Goal 15 is only relevant to the Willamette Greenway and Goals 16 through 19 are relevant only to coastal communities. While all of the goals are not mandatory, each has been adopted as an Oregon Administrative Rule (OAR) to be followed by government agencies. A summary of the planning goals is provided below.

- *Citizen Involvement* (Planning Goal 1) – To develop a citizen involvement program that provides the opportunity for engagement in all phases of the planning process.
- *Land Use Planning* (Planning Goal 2) – To establish land use planning process and policy framework as a basis for all decisions and actions related to use of land, and to assure an adequate factual base for such decisions and actions.
- *Agricultural Lands* (Planning Goal 3) – To preserve and maintain agricultural lands.
- *Forest Lands* (Planning Goal 4) - To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.
- *Natural Resources, Scenic and Historic Areas, and Open Space* (Planning Goal 5) – To protect those resources that promote a healthy environment and a natural landscape that contributes to Oregon's livability for present and future generations.
- *Air, Water, and Land Resources Quality* (Planning Goal 6) – "to maintain and improve the quality of the air, water, and land resources of the state".
- *Areas Subject to Natural Disasters and Hazards* (Planning Goal 7) – "to protect people and property from natural hazards", such as floods, landslides, earthquakes, tsunamis, coastal erosion and wildfires.
- *Recreational Needs* (Planning Goal 8) – To satisfy citizen and visitor's recreational needs. Also, to provide for the siting of necessary recreation facilities (including destination resorts), where appropriate.
- *Economy of the State* (Planning Goal 9) - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- *Housing* (Planning Goal 10) – To provide housing needs for the residents of the state.
- Public Facilities and Services (Planning Goal 11) – "to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development".
- *Transportation Planning* (Planning Goal 12) – To develop a coordinated transportation system plan that is safe, convenient, and economical, minimizing reliance on any single travel mode.

- *Energy Conservation* (Planning Goal 13) – To manage and control lands and associated land uses in order to "maximize the conservation of all forms of energy, based on sound economic principles."
- *Urbanization* (Planning Goal 14) – To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide livable communities.

While all of the goals will help set the necessary policy framework for the TSP processes, Goal 12 (OAR 660-015-0000 (12)) provides the framework that must be followed as part of the preparation of the updated TSP. Specifically, sections 660-012-0020 through 660-012-0045 outline the requirements and implementation guidance. For compliance with Goal 12, the TSP must provide and encourage a safe, convenient and economic transportation system that is coordinated with urban and rural development.

The TSP must include strategies to reduce reliance on any single travel mode (provide mode choice), facilitate movement of goods and people, develop a system hierarchy for orderly and efficient multimodal travel, and preserve and protect streets and highways for their intended function. The TSP must be coordinated with and consistent with statewide, regional, and local plans.

Transportation System Planning Guidelines (2008)

The TSP Guidelines suggests a logical sequence of planning steps tailored to help smaller, non-MPO jurisdictions in particular, prepare a TSP. One of the planning steps prescribes that jurisdictions include a summary to address how the planning project complies with new regulations, policies, and statutes that have been adopted since the TSP was last adopted, or amended. As such, the remainder of this memorandum summarizes applicable state, regional, and local plans, and frames how the existing 2001 Sherman County Transportation System Plan relates and complies with these.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan, providing a framework for prioritizing transportation improvements based on future revenue conditions. The OTP is the overarching policy document among a series of plans that together form the state's Transportation System Plan. The plan calls for a transportation system that has a modal balance, is both efficient and accessible, provides connectivity among rural and urban places and between modes, and is environmentally and financially stable.

The OTP outlines the following seven goals, each with associated policies, to guide local, regional and state transportation plans.

Goal 1 – Mobility and Accessibility: Provide a balanced and integrated transportation system that ensures interconnected access to all areas of the state, the nation and the world. Promote transportation choices that are reliable, accessible and cost-effective.

Goal 2 – Management of the System: Improve the efficiency of the transportation system by optimizing operations and management. Manage transportation assets to extend their life and reduce maintenance costs.

Goal 3 – Economic Vitality: Expand and diversify Oregon's economy by transporting people, goods, services and information in safe, energy-efficient and environmentally sound ways. Provide Oregon with a competitive advantage by promoting an integrated freight system.

Goal 4 – Sustainability: Meet present needs without compromising the ability of future generations to meet their needs from the joint perspective of the environment, economy and communities. Encourage conservation and communities that integrate land use and transportation choices.

Goal 5 – Safety and Security: Build, operate and maintain the transportation system so that it is safe and secure. Take into account the needs of all users: operators, passengers, pedestrians and property owners.

Goal 6 – Funding the Transportation System: Create sources of revenue that will support a viable transportation system today and in the future. The goal recognizes that whether or not funds are increased, it is essential to maximize existing resources, invest strategically, consider return on investment and provide equity among rural and urban areas, equity among income groups and access to transportation options throughout Oregon.

Goal 7 – Coordination, Communication and Cooperation: Foster coordination, communication and cooperation between transportation users and providers so various modes of transportation function as an integrated system. Work to help all parties align interests, remove barriers and offer innovative, equitable solutions.

The OTP, as the guiding document for regional and local TSPs, establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing transportation in Oregon. The OTP includes modal components that outline recommended standards for various forms of transportation. Table 1-2 identifies the relevant modal elements as well as the year of adoption by the OTC.

Table 1-2 OTP Modal Plan Components

Oregon Transportation Plan Element	Year Adopted
Oregon Highway Plan (OHP)	Originally adopted in 1999 (with subsequent amendments for access management, mobility standards, freight routes, tolling and pricing policy, and expressway classifications)
Oregon Aviation Plan (OAP)	Originally adopted in 2000 and updated in 2007
Bicycle/ Pedestrian Plan	Originally adopted in 1995; Second Part of Plan updated in 2011 and retitled the Oregon Bicycle and Pedestrian Design Guide; Update expected in 2016.
Freight Plan	Adopted in 2011
Public Transportation Plan	Adopted in 1997; update expected in 2017
Rail Plan	Adopted in 2014
Transportation Safety Action Plan (TSAP)	Originally adopted in 1995; the TSAP was last updated in 2011 and will be updated again in 2015/2016.

2001 TSP Assessment Relative to the OTP

The 2001 TSP is generally consistent with the policies listed within the OTP. The updated TSP will need to reflect amendments and revisions to the OHP.

The 2001 TSP does include a financial plan inclusive of near-, mid-, and long-term funding projections based on various types of revenue streams. The updated TSP will need to address current revenue projections and respond to the need for a financially constrained system.

Oregon Highway Plan (as amended)

The Oregon Highway Plan (OHP) defines policies and investment strategies for Oregon's State highways for the next 20 years. The OHP further refines the goals and policies of the OTP, and serves as the policy basis for implementing the Oregon Administrative Rule (OAR) 734-051, which specifically addresses access to State facilities. The OHP has three main elements:

- A Vision for the future of the State highway system that describes economic and demographic trends in Oregon, future transportation technologies, the policy and legal context of the Highway Plan, and pertinent information on the current highway system.
- Goals, policies, and action items for: system definition, system management, access management, travel alternatives, and environmental and scenic resources.
- An analysis of the 20-year State highway needs, revenue forecasts, descriptions of investment strategies and implementation strategies, and performance measures.

The OHP provides policy and investment guidance for local corridor plans and TSPs, but it leaves the responsibility for identifying specific projects and modal alternatives to these more localized plans.

The OHP has been amended several times since its original adoption in 1999, the last amendments were adopted in 2012. These amendments since 1999 have addressed the designation of

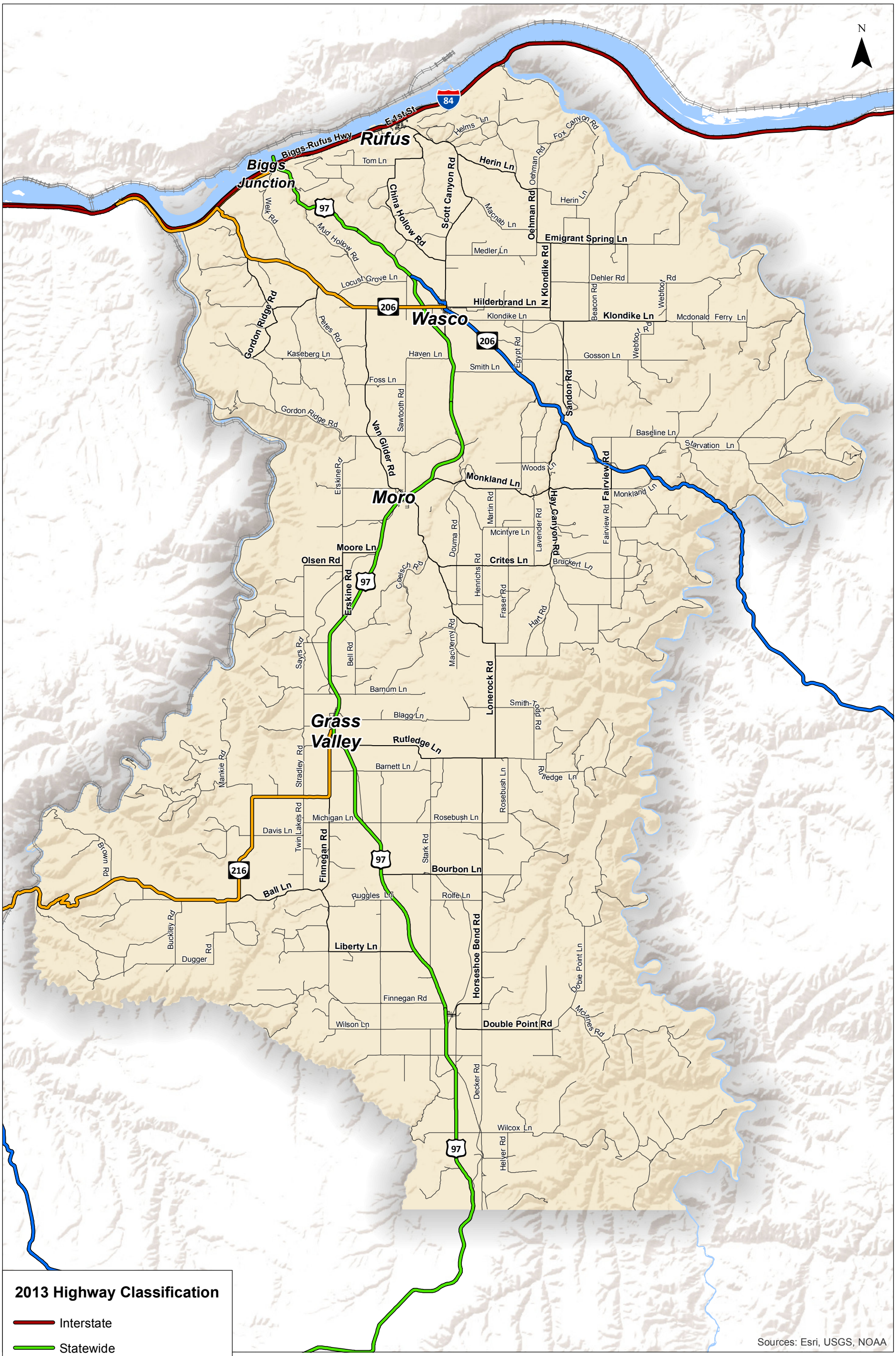
expressways, changes in mobility standards, designation of Special Transportation Areas, and other changes affecting the classification and standards for highways throughout the state.

Policies in the OHP pertinent to the TSP update are described below.

OHP Goal 1: System Definition

- **Policy 1A, State Highway Classification System** outlines functions and objectives for state highways to serve different types of traffic. Greater mobility is expected on interstate and statewide highways than on regional or district highways. Facility classification is used to guide planning, management and investment decisions regarding state highway facilities.

  Figure 1-1 *illustrates the existing state highway classifications. I-84, east to west, through the northern edge of the County is an Interstate Highway on the National Highway System. There are two Regional Highways traversing the County, US 97 and OR 206. US 97 is the main north-south arterial through Central Oregon. OR 206 connects Wasco with the City of Condon and Gilliam County. OR 216 is classified as a major collector from Grass Valley to Shears Bridge.*



Existing State Highway Classification
Sherman County, Oregon

Figure **1-1**

H:\proj\fe\18054 - Sherman County TSP\gis\1-1 ODOT Classifications County.mxd - openpdx - 5:19 PM 2/16/2015

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Coordinate System: NAD 1983 StatePlane Oregon North FIPS 3601 Feet Intl
Data Source: Wasco County

- **Policy 1B, Land Use and Transportation** addresses the relationship between the highway and development patterns on and off the highway. It emphasizes development patterns that maintain state highways for regional and intercity mobility, and supports compact development patterns that are less dependent on state highways than linear development for access and local circulation. This policy is designed to clarify how ODOT will coordinate with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.
- **Policy 1C, State Highway Freight System** identifies the need to balance the movement of goods and services with other uses and the importance of maintaining efficient through movement on major freight routes.

  I-84 and US 97 are the designated freight routes through Sherman County.

- **Policy 1F, Highway Mobility Targets**[1] establishes acceptable levels of mobility for the various levels of state highway facilities, and the condition of the transportation system. With respect to transportation system planning, the highway mobility targets are used to "identify state highway mobility performance expectations and provide a measure by which the existing and future performance of the highway system can be evaluated." As such, the targets may be used to identify system mobility deficiencies over a planning horizon of at least 20 years.

  The OHP's mobility targets use volume-to-capacity (v/c) ratios as the primary metric. However, where it can be shown that it is infeasible or impractical to meet the targets, local jurisdictions may develop alternative targets in coordination with ODOT and other relevant stakeholders. The OHP states that "providing for better multimodal operations is a legitimate justification for developing alternatives to established OHP mobility targets."[2]

  Table 1-3 summarizes the mobility standards that are applicable to Sherman County

- **Policy 1G, Major Improvements** require maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT coordinates with regional and local governments to address highway performance and safety.

[1] The Oregon Transportation Commission reviewed and adopted changes to Policy 1F in December 2011.
[2] Any OHP Amendments are contingent on Oregon Transportation Commission (OTC) approval.

Table 1-3 Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

Route Name	Facility Extents	Facility Designation	Inside UGB			Outside UGB	
			Non-STAs where posted speed <= 35 mph	Non-STAs where speed > 35 mph but <45 mph	Where speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate 84	Entire Section within County Limits	Interstate	N/A	N/A	0.80	0.70	**0.70**
	Rufus City Limits	Interstate	N/A	N/A	**0.80**	0.70	0.70
US 97 *(Freight Route)*	Outside City Limits	Statewide Highway	0.85	0.80	**0.80**	0.70	0.70
	Moro	Statewide Highway	**0.85**	**0.80**	**0.80**	0.70	0.70
	Grass Valley	Statewide Highway	**0.85**	**0.80**	**0.80**	0.70	0.70
	Biggs Junction & Kent (Unincorporated Communities)	Statewide Highway	0.85	0.80	0.80	**0.70**	0.70
OR 206	Outside of Wasco City Limits, East of Wasco	Regional Highway	0.90	0.85	**0.85**	0.75	0.70
	Within Wasco City Limits, East of Clark Road	Regional Highway	**0.90**	**0.85**	**0.85**	0.75	0.70
	Within Wasco City Limits, West of Clark Road	District Highway	**0.95**	**0.90**	**0.90**	0.80	0.75
	Outside Wasco City Limits, West of Wasco	District Highway	0.95	0.90	**0.90**	0.80	0.75
OR 216	Within Grass Valley City Limits	District Highway	**0.95**	0.90	0.90	0.80	0.75
	Outside of Grass Valley City Limits		0.95	0.90	**0.90**	0.80	0.75
Biggs – Rufus Highway	OR 206 to Biggs Junction	District Highway	**0.95**	**0.90**	**0.90**	0.80	0.75

Source: OHP, Table 6, modified for relevance

OHP Goal 2: System Management

- **Policy 2A, Partnerships** establish cooperative interaction and communication between ODOT and state and federal agencies, regional governments, cities, counties, tribal governments, and the private sector.
- **Policy 2B, Off-System Improvements** help local jurisdictions adopt land use and access management policies.
- **Policy 2E, Intelligent Transportation Systems** places emphasis on considering a broad range of services to improve system efficiency and safety in a cost-effective manner.
- **Policy 2F, Traffic Safety** establishes the need to continually improve safety for all highway system users with solutions involving engineering, education, enforcement and emergency medical services.

OHP Goal 3: Access Management

- **Policy 3A, Classification and Spacing Standards** define access spacing standards for the location, spacing and type of road and street intersections and approach roads on state highways. The adopted spacing standards consider highway classification, posted speed, safety, operational needs, and the surrounding environment. Revisions to the OHP were adopted by the Oregon Transportation Commission (OTC) on March 21, 2012 to address Senate Bill 264 (2011). The revisions included reductions in spacing standards outside of interchange areas and established unique spacing standards based on highway volume.

  Interchange spacing standards for interstate highways is shown in Table 1-4. Access management spacing standards for highway segments with AADT of 5,000 vehicles or less are shown in Table 1-5.

- **Policy 3D, Deviations** establishes general policies and procedures for deviations from adopted access management standards and policies.

Table 1-4 Interchange Spacing Standards for Interstate Highways

Route Name	Facility Extents	Facility Designation	Area	Access Spacing Standard (feet)
Interstate 84	Entire Section within County Limits	Interstate	Rural	6 miles (interchange)
	Rufus City Limits	Interstate	Urban	3 miles (interchange)

Source: Oregon Highway Plan, Appendix C Revisions to Address Senate Bill 264 (2011) Table 12

Table 1-5 Access Management Spacing Standards for Highway Segments (<5,000 ADT)

Route Name	Facility Extents	Facility Designation	2012 ADT	Posted Speed Limit (mph)	Access Spacing Standard (feet)
US 97 *(Freight Route)*	Outside City Limits	Statewide Highway	<5,000	40/45/55	990/990/1,320
	Moro	Statewide Highway	<5,000	25/30/45	150/250/360
	Grass Valley	Statewide Highway	<5,000	30/45	250/360
	Biggs Junction (Unincorporated Community)	Statewide Highway	<5,000	35/45	425/750
	Kent (Unincorporated Community)	Statewide Highway	<5,000	55	1,320
OR 206	Outside of Wasco City Limits, East of Wasco	Regional Highway	<5,000	55	650
	Within Wasco City Limits, East of Clark Road	Regional Highway	<5,000	30/40/55	250/360/650
	Within Wasco City Limits, West of Clark Road	District Highway	<5,000	35/45	250/360
	Outside Wasco City Limits, West of Wasco	District Highway	<5,000	55	650
OR 216	Within Grass Valley City Limits	District Highway	<5,000	25	150
	Outside of Grass Valley City Limits		<5,000	55	650
Biggs – Rufus Highway (from OR 206 to Biggs Junction)	OR 206 to Biggs Junction	District Highway	<5,000	35/45/55	250/360/650

Source: Oregon Highway Plan, Appendix C Revisions to Address Senate Bill 264 (2011) Table 13

OHP Goal 4: Travel Alternatives

- **Policy 4A, Efficiency of Freight Movement** establishes the need to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.
- **Policy 4B, Alternative Passenger Modes** establishes the need to advance and support alternative passenger transportation systems where travel demand, land use and other factors indicate the potential for successful and effective development of alternative passenger modes.

2001 TSP Assessment Relative to the OHP

The Oregon Highway Plan was and will continue to be relevant in the assessment of ODOT facilities in the current and updated TSP. The 2001 TSP includes a Streets and Highways Element that defines the street functional classification, and specifies classifications within the Sherman County roadway network. State mobility targets for the existing and no-build conditions will be developed based on the facility designations and the adopted mobility targets contained within the OHP.

Oregon Aviation Plan

The Oregon Aviation Plan (OAP) is a comprehensive evaluation of Oregon's aviation system, thus providing a systematic approach to meeting improvements and development strategies recommended within the Plan. The plan looks beyond the traditional state aviation system planning elements by assessing the following three areas:

- Existing aviation infrastructure;
- The economic benefit of the aviation industry; and,
- National importance and state significance of each airport.

There is one airport in Sherman County, the Wasco State Airport. The Wasco State Airport is classified as a Local General Aviation Airport by the OAP.

2001 TSP Assessment Relative to the OAP

The 2001 TSP includes an Air Service Element, which recognizes that the Wasco State Airport is a part of the OAP. In addition, there is a 2002 Airport Layout Plan which considers and addresses OAP recommendations for the Wasco Airport.

Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan is divided into two parts, the Policy and Action Plan and the Bicycle and Pedestrian Design Guide. The first part was adopted in 1995, while the second part was updated in 2011. The Plan outlines key characteristics that should be considered related to accommodating bicycles and pedestrians when planning and designing state facilities. The Oregon

Bicycle and Pedestrian Plan does not require specific standards for non-ODOT facilities. However, the plan recommends that land use patterns, transportation system layout, public transportation system design, and other planning related issues consider the impact to bicycle and pedestrian users and to the bicycle and pedestrian system as a whole. To this end, the plan provides specific design recommendations to support bicycle and pedestrian travel.

The Bicycle and Pedestrian Plan recognizes the role that safe, attractive, convenient, and easy to use bicycle and pedestrian facilities play in the provision of the state and local transportation systems. The plan includes seven chapters that guide the planning and design of on-road bikeways, restriping, bicycle parking, walkways, street crossings, intersections, and shared use paths.

2001 TSP Assessment Relative to the Oregon Bicycle and Pedestrian Plan

The existing TSP contains a Bikeway Plan element and a Pedestrian System element that address bicycle and pedestrian system needs, goals and policies, respectively. The TSP update will include revised inventory information, incorporate Safe Routes to School program recommendations, seek to better connect pedestrian attractions such as parks and trails with County residents, and include specific analyses relative to the bicycle and pedestrian plan recognizing the important role that these modes play in the provision of a sustainable, safe, and efficient transportation system.

Oregon Freight Plan

The Oregon Freight Plan was adopted in June 2011 and provides a 25-year planning vision. The purpose of the Oregon Freight Plan (OFP) is to “improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.” The OFP addresses challenges facing the freight system, including system operation and development, safety, communications, environmental considerations and funding.

While the freight plan serves as a modal element of the Oregon Transportation Plan, the OFP includes elements of several modes including marine, aviation, rail, pipeline, and truck transport. Key routes and transfer sites are presented and summarized within the plan.

Strategic freight corridors identified in Figure 1-2, from the OFP, by the Lower John Day Area Commission on Transportation (LJDACT) include: I-84 (Columbia River Corridor) and US 97 (Central Oregon Corridor).

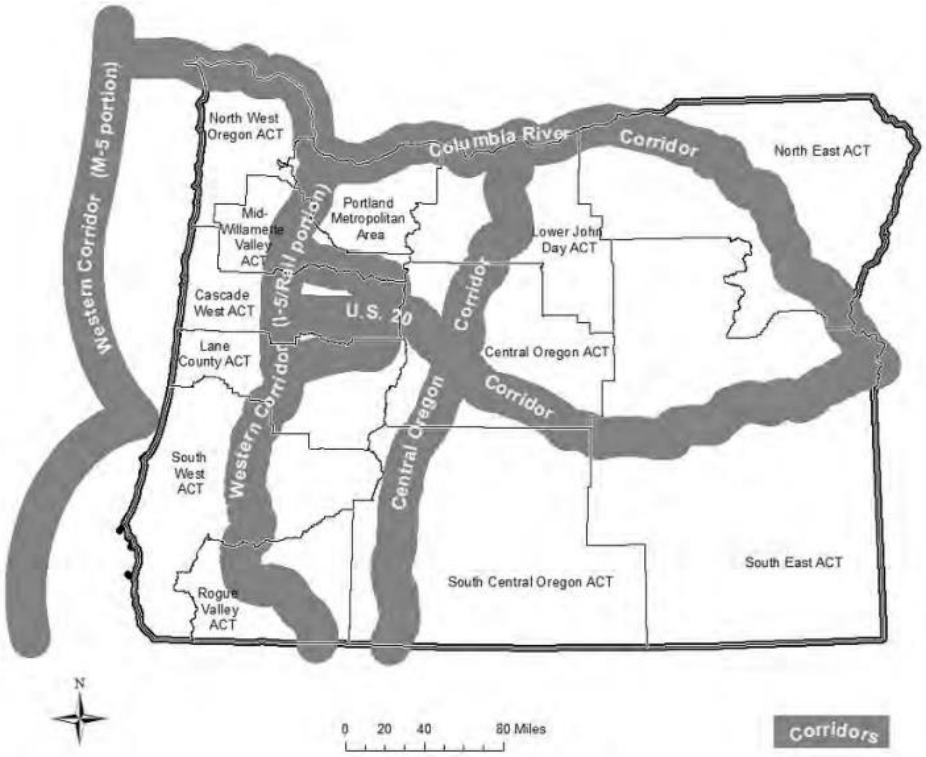

Figure 1-2. Freight Strategic Corridors in Oregon (Source: Oregon Freight Plan, 2011)

2001 TSP Assessment Relative to the OFP

The 2001 TSP does not include a Freight Mobility Element which identifies improvements to the local street network to increase the efficient movement of freight and to decrease traffic impacts to local streets. The TSP Update should identify improvements to the street network in order to improve freight mobility.

Oregon Public Transportation Plan

As a modal element of the OTP, the Oregon Public Transportation Plan provides a long-range vision for the public transportation system in Oregon. This system incorporates public and private transportation providers and is comprised of ridesharing and volunteer programs, taxi and minibus service, and intercity and intracity bus and passenger rail services. The Public Transportation Plan outlines three primary goals and associated policies and strategies that guide public transportation through the year 2015. In recognition of limited resources, the Plan prioritizes elements that deliver service to "those Oregonians most dependent on the public transportation system (seniors, disabled, low-income, and youth)."

2001 TSP Assessment Relative to the Public Transportation Plan

The 2001 TSP includes an inventory of public transportation facilities in the county and through the cities. The TSP update should document public transportation services available to residents, including trips within the County and the region.

Given that Sherman County does not have any urban areas containing a population of more than 25,000, it is not required to evaluate the feasibility of public transit systems.

Oregon Rail Plan

The Oregon Transportation Commission (OTC) officially adopted the Oregon State Rail Plan at their September 18, 2014 meeting. The TSP update should take into account this revised planning document during the update.

The Oregon Rail Plan meets mandatory federal and state planning requirements related to the management and maintenance of the railway system, and provides general management goals for State rail facilities.

Chapter 2 is particularly relevant to Sherman County given the existing rail infrastructure. Because of the continuing dependence of many producers upon rail services, communities in their land use planning should attempt to ensure that a sufficient quantity of land with convenient access to rail service is planned and zoned for industrial development. There are several reasons why industrial parks and other industrially zoned property should have rail access:

1. Railroads tend to be more energy efficient than trucks and, therefore, can make better use of available energy resources.
2. Some commodities and products, especially those that are large, bulky, low valued, oversized, or not transportable over highways can be transported only by, or most efficiently by, railroad.
3. Access to rail service enable shippers to have a wider choice of transportation options, thus having a better bargaining position when negotiating rates with rail and truck carriers. While the initial occupant(s) of a particular site or industrial park may not require rail service, subsequent occupants may.
4. Rail service enables delivery of goods in periods of emergency, strike or inclement weather when trucks may not be able to operate.
5. A railroad right-of-way may take less space than roads, and a railroad spur track may handle more volume in less space than could be done with trucks.

The Oregon Rail Plan further describes the implications of rail service with respect to zoning, noting that industrial lands served by rail are more valuable than those without; whereas, residential lands near railways are less valuable. The plan also notes that communities with access to short lines have an advantage in attracting business that need frequent switching or rail car movements.

2001 TSP Assessment Relative to the Oregon Rail Plan

The Sherman County 2001 TSP has an element addressing Rail Service in the County. The Union Pacific Railroad lies at the extreme northern boundary of the County, along the Columbia River. There are no regular service stops or drops in the County. The Burlington Northern/Santa Fe railroad travels from Celilo to Bend on the west bank of the Deschutes River in Wasco County.

Transportation Safety Action Plan

The Transportation Safety Action Plan (TSAP) serves as the state of Oregon's Strategic Highway Safety Plan (SHSP), and satisfies federal requirements. The current TSAP was adopted in 2011 and an update is planned to be complete in 2015 to reflect requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The TSAP lays out a set of actions to reduce crashes. The set of actions are prioritized based on those factors that contribute to the greatest number of transportation-related deaths and injuries. The TSAP identifies impaired driving, not using safety constraints, vehicle speed, and inexperience drivers as Emphasis Areas that should be the focus of statewide safety projects. Beyond identifying actions to decrease the overall number of fatalities and injuries related to transportation, the TSAP also serves as a guide to prioritize investments.

2001 TSP Assessment Relative to the TSAP

The 2001 TSP does not address the Transportation Safety Action Plan. The updated TSP should include analysis that supports the TSAP Emphasis Areas, and reference national performance goals for Federal highway programs.

OAR Chapter 734-051 (Division 51)

Commonly referred to as Division 51, ODOT has adopted OAR 734-051 to establish procedures and criteria to govern highway approaches, access control, spacing standards, medians and restriction of turning movements in compliance with statewide planning goals, in a manner compatible with acknowledged comprehensive plans and consistent with state law and the OTP. Any new street or driveway connections, as well as any changes to existing street or driveway connections, to state roads within the TSP study boundary must be in compliance with these rules.

OAR 734-051 policies address the following:

- How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- The purpose and components of an access management plan; and,
- Requirements regarding mitigation, modification and closure of existing approaches as part of project development.

Access management standards adopted by ODOT and applicable to the County's TSP are summarized in Table 1-4. OHP Policies 3A and 3C establish access management objectives for state highways and interchange areas based on facility type and set standards for spacing of approaches. These standards

have also been adopted as part of OAR 734-051, which provides the regulatory basis for implementation.

Senate Bill 408 changes Oregon law concerning management of access (private driveways) onto state highways. Its provisions streamline the management of access onto state highways for a large number of private driveways. The bill also provides local government, property owners and other stakeholders a place at the table during planning, development and design process for highway projects. The bill deals with the access management process in three priority areas:

1. Private driveways that do not have a permit issued by ODOT
2. Access management decisions made as part of highway planning projects
3. Access management decisions made as part of highway construction projects

A summary of the Senate Bill 408 changes is provided in Appendix A.

Senate Bill 264, passed in June 2011, amended temporary rules that took effect in May 2012. The bill directs ODOT to develop proposed legislation to "codify, clarify and bring consistency to issuance of access based on objective standards for highway segments where the annual amount of daily traffic is 5,000 vehicles or fewer." The temporary rules are reflected in the OHP amendment to the 2011 Access Management Standards.

2011 TSP Assessment Relative to the OAR 734-051

The 2001 TSP outlines the guiding principles used in the adoption of new access management standards consistent with OAR 734-051 and the 1999 OHP. Table 7-1 in the 2001 TSP summarizes the street design guidelines and includes access management standards based on the guiding principles. The TSP Update shall incorporate the amendments to OAR 734-051 through the adoption of Senate Bill 264 and Senate Bill 408 when establishing revised street design guidelines.

ODOT Highway Design Manual

An update to the Highway Design Manual (HDM) was released in 2012, and includes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. The HDM is used for all projects that are located on state highways. The following matrix in Table 1-6 shows which design standards are applicable for certain projects based on project type, and whether the project pertains to a state route.

Table 1-6 Design Standards Selection Matrix

Project Type	Roadway Jurisdiction	
	State Highways	Local Agency Roads
Modernization/ Bridge New/Replacement	ODOT 4R/ New Urban	AASHTO
Preservation/ Bridge Rehabilitation	ODOT 3R Urban	AASHTO
Preventive Maintenance	1R	N/A
Safety- Operations- Miscellaneous/ Special Programs	ODOT Urban	AASHTO

Source: 2012 HDM, Table 1-1

In addition, the HDM identifies more stringent capacity standards than those within the Oregon Highway Plan when developing new highway facilities, to further leverage the investment in infrastructure.

2001 TSP Assessment Relative to the Highway Design Manual

The design standards in the HDM will be integrated into the detailed design and engineering that will occur for projects once they are incorporated into the TSP Update and are programmed as part of the County's Capital Improvement Program (CIP) for transportation.

Statewide Transportation Improvement Program (2015-2018)

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvement program that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, county and city transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian) and projects in the National Parks, National Forests and Indian tribal lands. Oregon's STIP covers a four-year construction period, but is updated every two years in accordance with federal requirements. Four projects are included in the approved *2012-2015 STIP. One was completed in 2013; two are under construction; and one is scheduled for construction to be in 2015*.

The *2015-2018 STIP* was reviewed for projects to consider during the development of Gilliam TSP Update for complementary or conflicting traffic impacts. The 2015-2018 Draft STIP identifies three projects within Sherman County, as summarized in Table 1-7.

Table 1-7 2015-2018 Draft STIP Projects within Sherman County

Section	Total Cost	Description	Status	Year (FFY)
US 97: Spanish Hollow Creek (MP 2.17-2.19)	$569,000	Bridge; scour repair	Construction Scheduled for 2015	2015
I-84: Celilo – Rufus (MP 96.70 – 110.5)	$8,325,000	Pavement preservation	Construction Scheduled for 2015	2015
I-84 at Rufus Westbound	$400,000	Replace variable message sign	Construction Scheduled for 2018	2018

House Bill 3379 Administrative Rule

House Bill (HB) 3379, which passed during the 2009 legislative session, directed the Oregon Transportation Commission (OTC) to adopt an administrative rule to establish an application process that local governments can use for economic development projects if they are not able to meet the funding or timing requirements of the Transportation Planning Rule (TPR) related to state highways.

The administrative rule describes how a local jurisdiction may work with the OTC and ODOT to do one of the following:

- Apply for a time extension to meet TPR requirements;
- Submit a plan proposing alternative methods of funding that will meet the standards adopted by the OTC;
- Apply to adjust traffic performance measures during an interim period prior to completion of construction of the proposed development; or,
- Apply to allow various types of traffic performance measures other than volume to capacity ratios (v/c).

The OTC adopted the Administrative Rule in December 2010 and provisions pertaining to the above can be found in OAR 731-017-0005 through -0055.

REGIONAL PLANS

ODOT Region 4 Park and Ride Lot Plan

The Central Oregon Intergovernmental Council and its partners – the Mid-Columbia Economic Development District and Klamath County Planning Department – developed a Park & Ride Lot Plan for ODOT Region 4, which straddles the Highway 97 corridor from California to the Columbia. The Plan identifies there are currently no formally-designated Park and Ride lots or rideshare programs in

Region 4 outside of the Central Oregon Area (Jefferson, Crook and Deschutes counties). ODOT Region 4 has funded an analysis of rideshare feasibility in the Lower John Day (Wasco, Sherman, Gilliam, and Wheeler Counties) and South Central Oregon (Klamath and Lake Counties) Areas and preliminary findings from this work suggest that there is interest and demand for an expanded rideshare program in these areas. The Plan identifies several existing informal park and ride lots in Sherman County and indicates that formalizing park and ride locations is a medium priority in the County.

COUNTY PLANS AND POLICIES

Sherman County Comprehensive Plan (Last Amended 2007)

The Comprehensive Plan is a statement of public policy for the guidance of growth, development, and conservation of resources within the County. There is basic information in the Comprehensive Plan related to the transportation system within the County, listed under Goal 12 Transportation. There are a number of policies that directly relate to transportation system planning. These policies are provided in Appendix B.

The Comprehensive Plan describes the dynamic tension between rural and urban land uses and the County's role in providing a planning framework that both preserves agricultural land and provides for the smooth transition of rural to urban use. The policy framework set out in Chapter 14 is related to the Urban Growth Boundary (UGB) and urbanization. These policies relate to the timing, location, and funding of public facilities. Pertinent to the TSP Update process, particularly within the areas of the UGB outside of city limits, policies specifically address the role of public facilities in supporting or restricting growth.

The 2007 Update included a Population Projection through the year 2030. State Statute requires Counties to use the projections prepared by the Office of Economic Analysis and, further, to allocate the future population growth throughout the County and its incorporated Cities and unincorporated areas. This was done in 2007 and relied on the past population ratios in the County to project future populations on a proportional basis for the four incorporated Cities of the County. The 2007 population projection called for a County-wide population of 2,102 by the year 2030. The 2013 population update prepared by OEA shrinks that number markedly. Now the County population is projected to be just 1,745 by 2035.

Sherman County Zoning, Subdivision, Partitioning and Land Development Ordinance of 1994 (Last updated 2003)

The Sherman County Zoning and Land Development Ordinance was developed in 1994 and updated and adopted in 2003. This ordinance implements applicable provisions of relevant state administrative rules (OAR's) and Statewide Planning Goals 1-14 and generally promotes the public health, safety, convenience and general welfare through the implementation of the County's Comprehensive Plan. Article 4 provides provisions for access management and pedestrian and bicycle

access and facilities. Article 4 will need to be updated to reference revised policies provided in the updated TSP.

Sherman County TSP (2001)

The 2001 Sherman County Transportation System Plan (County TSP) addresses the County's anticipated transportation needs through the year 2020. The long-range plan is intended to serve as a guide for managing existing County transportation facilities and developing transportation facilities to meet existing and future needs. Transportation Goals and Policies are found in Chapter 2.

Appendix C includes a list of projects that were listed in the 2001 TSP.

CITY PLANS AND POLICIES

There are four incorporated Cities in Sherman County and all have adopted the required Comprehensive Plans and Ordinances. For simplicities sake, the cities are discussed north to south in the following analysis.

City of Rufus Comprehensive Plan (2007 update)

The City of Rufus is the northernmost city in Sherman County, lying immediately adjacent to the Columbia River and I-84. The City's Comprehensive Plan was updated in 2007, and notes the City serves as local service center for the surrounding farming community. Over the last 25 years, the City of Rufus has represented approximately 15 percent of the County's population, on average. The 2010 population of 270 documented in the 2010 census is forecast to grow to 320 by 2030, as documented in the Sherman County Comprehensive Plan (2007).

The Comprehensive Plan begins with a brief description of the community and local history. The Plan then follows the Statewide Planning Goals, addressing each one individually to provide basic information. The Comprehensive Plan's discussions of Goal 10: Housing, Goal 12: Transportation, and Goal 14: Urbanization are of particular interest in this update of the County (and City's) TSP.

The City's housing stock ranges from houses built in the late 1890s to just a few homes that have been built in the last 10 years. Regarding multi-family dwellings, the City has one apartment building converted from a motel containing several apartments.

The City supports and allows, in its Zoning Ordinance, all types of single-family dwellings, including site built, modular homes and manufactured dwellings. There are provisions for multiple-family housing, including duplexes, triplexes, four-plexes and apartments.

The City joined with Sherman County to prepare the 2001 Transportation System Plan. That plan is adopted by reference into this Comprehensive Plan. In addition, the City has adopted the recommended street standards in the City's Public Works Standards. Those street design standards

are carried over into the City's Subdivision Ordinance and are implemented as development occurs in the City.

In 2001, the City undertook a Buildable Lands Inventory. The purpose of a Buildable Lands Inventory is primarily to determine if there is enough available land remaining within the City and Urban Growth Boundary to meet the projected population needs for the next twenty years. The secondary purpose is to ascertain where most of the development is occurring and determine the probability for needed urban services as the City continues to grow. The Buildable Lands Inventory, once completed, is generally outdated at the issuance of the next building permit and absolute accuracy is not required unless an Urban Growth Boundary Expansion is being contemplated.

A review of the Buildable Lands Inventory Spreadsheets of 2001 indicates a sufficient amount of land for future residential development. There are a considerable number of platted residential lots and there is a recently platted subdivision on the west side of the City, with full services awaiting development. There is adequate land available barring some unforeseen economic activity to boost the residential housing needs of the community

The 2010 Census Data indicated the population of the City is 270. The Census found that that there are 162 occupied homes in the City to yield an average household size of 1.91 persons per home. This is particularly useful when determining future land needs in the City with any potential expansion of the Urban Growth Boundary.

The 2001 TSP does not provide specific goals and policies specifically for the City of Rufus. It does provide a guide for the City to meet its transportation goals and objectives. The 2001 TSP does provide specific recommended Street Development Standards that will need to be revisited during this TSP Update. There are no specific "in city" Street Improvement Projects listed for Rufus.

City of Wasco Comprehensive Plan (2007)

The City of Wasco Comprehensive Plan was updated in 2007. The Comprehensive Plan begins with a brief description of the community and local history. The Plan then follows the Statewide Planning Goals, addressing each one individually to provide basic information. The Comprehensive Plan's discussions of Goal 10: Housing, Goal 12: Transportation, and Goal 14: Urbanization.

The Buildable Lands Map was completed in February of 2007 via a windshield survey by the City's staff. The analysis notes over 70 vacant residential lots available, along with over 400 acres of vacant residential land. There is a new subdivision in the north east corner of the City. It is the first residential subdivision in all of Sherman County in over 40 years.

Over the last 25 years, the City of Wasco has represented 20 percent of the County's population, on average. The 2010 population of 389 is forecast to grow to 423 by 2030, as documented in the Sherman County Comprehensive Plan (2007).

The 2001 Transportation System Plan does not contain specific goals for the City of Wasco nor does it contain a specific street improvement project listing.

Wasco State Airport Layout Plan (2002)

The Wasco State Airport Layout Plan was developed in 2002 for the Oregon Department of Aviation, which owns the facility. The Plan was developed using a complete public process and copies of the plan were furnished to the City and the County with a recommendation for adoption.

The airport dates back to 1946 and has been continuously operated by the State of Oregon since it acquired it in 1958. The airport accommodates general aviation and agricultural users serving the local community and the surrounding region. The Airport was relocated to the east of Wasco in approximately 1987-1988. The original runway terminated inside the City Limits. Wasco State Airport has a land area of approximately 66 acres and is zoned Airport Development (A-D) by Sherman County. The outer periphery of the airport is predominantly zoned Exclusive Farm Use (A-E). The airport is located entirely outside the City's urban growth boundary (UGB). Both the City of Wasco and Sherman County have adopted the FAA Part 77 Imaginary Surfaces Plan for the Airport.

City of Moro

The City of Moro lies nine miles south of the City of Wasco on US 97. Moro serves as the County Seat and most of the County Administrative Offices are located here. The town is bisected by US 97 and has a well-defined commercial area in the blocks alongside the highway. There has not been significant residential development in many years. The City Recorder's Office indicates just 14 new residences in the City since 2002. The current PSU Certified population is 325. The City did just revise and update its Subdivision Ordinance and in the course of doing so, revised its street standards in both the ordinance and in its Comprehensive Plan to require standard width streets for residential development.

The Buildable Lands Inventory Map prepared in 2007 indicates 186 vacant platted lots and over 170 acres of vacant land available in the City. Even with the 14 new homes, there is adequate land available to meet future residential needs.

The 2001 Transportation System Plan does not contain specific goals for the City of Moro nor does it contain a specific Street Improvements project listing.

City of Grass Valley

The City of Grass Valley lies 9 miles south of Moro, on US 97. It is also bisected by US 97, and has a long lineal commercial strip along the highway. There are some light industrial lands at the south end of the City. There is a municipal domestic water system, but the City does not have waste water collection and treatment facilities. The lack of a sewer system severely limits any growth to the City. The most recent addition for economic development has been the construction and operation of the Oregon Raceway Park located approximately 1½ miles east of Grass Valley. This raceway is a 2 ½ mile

paved road course that is receiving national attention since opening in 2010. The City and County see this as a major factor in the south County economy going forward.

The City has a fairly stable population of 160 people and is forecast to grow to 183 in 2030. Over the last 25 years, the City of Grass Valley has represented less than 10 percent of the County's population, on average, as documented in the Sherman County Comprehensive Plan (2007).

The 2007 Buildable Lands Inventory indicated 150 vacant residential lots along with 100+ acres of vacant residential land in the City. There have just been a handful of new homes placed in the City since 2007. There is more than an adequate amount of residential property available to meet future needs of the City.

The 2001 Transportation System Plan does not contain specific goals for the City of Grass Valley nor does it contain a specific Street Improvements project listing.

Summary of TSP Update Actions

This review of plans and policies identified the following key elements of the 2001 TSP that need to be updated to remain consistent with current State, County, and City plans and policies.

- Update strategies to reduce reliance on any single travel mode (provide mode choice), facilitate movement of goods and people, develop a system hierarchy for orderly and efficient multimodal travel, and preserve and protect streets and highways for their intended function.
- Assess and update system inventory for all modes of travel, including capacity, access, and physical condition.
- Incorporate Safe Routes to School program recommendations, and identify new sidewalk and bike lane connections between pedestrian attractions such as parks and trails with County residents.
- Identify opportunities to improve safety for all highway system users with solutions involving engineering, education, enforcement, and emergency medical services.
- Classify roadways to reflect their purpose and balance between mobility and access.
- The updated TSP will need to address current revenue projections and respond to the need for a financially-constrained system.
- Identify capacity improvements to the street network to accommodate growth through 2035.
- Identify opportunities to improve freight mobility, consistent with the Oregon Freight Plan.
- Document public transportation services available to residents of Sherman County, Oregon that support the goals of the Public Transportation Plan.
- Account for revisions to the Oregon State Rail Plan.
- Include analysis that supports the TSAP Emphasis Areas, and identify performance goals consistent with the Oregon Transportation Safety Action Plan.
- Incorporate the amendments to OAR 734-051 through the adoption of Senate Bill 264 and Senate Bill 408 when establishing revised street design guidelines.

APPENDICES

Appendix A Summary of Senate Bill 408 Amendments to OAR 734-051
Appendix B Comprehensive Plan Policies
Appendix C 2001 TSP Projects

Appendix A Summary of Senate Bill 408 Amendments to OAR 734-051

SB 408

Senate Bill 408 changes Oregon law concerning management of access (private driveways) onto state highways. Its provisions streamline the management of access onto state highways for a large number of private driveways. The bill also provides local government, property owners and other stakeholders a place at the table during planning, development and design process for highway projects. The bill deals with the access management process in three priority areas.

1. Private driveways that do not have a permit issued by ODOT

SB 408 clarifies how to manage the large number of existing private driveways to state highways that exist today, but do not have a written permit issued by ODOT. The bill changes statute to create the presumption that these driveways have written permission from the department as required by ORS 374. The bill places the burden on the department to show where available documentation does not support this presumption. This enables the department, and the adjacent property owners, to treat existing driveways that do not have a written permit as if they are permitted.

- Examples of private driveways covered by SB 408 include driveways onto a state highway that:
- Existed prior to 1949 when the statute managing access onto state highways and county roads became law
- Were built before April 1, 2000 when the department established statewide standards for issuing permits for driveways onto state highways
- Were built by the department as part of highway improvement projects and the department failed to issue a permit

2. Access management decisions made as part of highway planning projects.

SB 408 clarifies the process by which ODOT will engage local governments and abutting property owners to address how decisions affecting access to state highways would occur as part of facility plans (interchange area management plans, corridor plans, transportation refinement plans and access management plans). Facility plans document the agreement between ODOT and local government concerning the location of county roads and city streets that connect to the state highway for which the plan is prepared.

The department must develop key principles to evaluate how properties abutting the state highway will retain or obtain access to the highway. The key principles must balance the state's investment in the highway facility with local government plans, approved land uses, and the economic development objectives of the affected property owners.

When a facility plan identifies the need to modify, relocate or close an existing private driveway, the key principles must have sufficient detail so that affected property owners are informed of the changes.

3. Access management decisions made as part of highway construction projects.

SB 408 clarifies the process by which ODOT will engage local governments and abutting property owners. The bill requires ODOT to develop an access management strategy for a highway improvement and highway modernization project. In developing an access management strategy, the department must engage affected property owners when accesses are proposed for modification, relocation, or closure, or when the department proposes to purchase all rights of access to a segment of state highway.

In addition, SB 408 includes provisions to address opportunities for the applicant to resolve disputes as part of planning or construction projects that identify the need to modify, relocate, or close existing private driveways on a state highway. SB 408 is the third of a series of bills beginning with the 2010 session that address management of access onto state highways. The bill was developed by the Access Management Oversight Task Force

Appendix B Comprehensive Plan Policies

Transportation Policies from the June 2007 Sherman County Comprehensive Land Use Plan

Policy IV. The County road system shall be maintained and improved consistent with the needs of the Sherman County citizenry, when funds are available. It shall be the policy of the County Court to maintain school bus routes. Further oiling and graveling of existing roads shall be undertaken to provide the greatest benefit to the greatest number of rural residents.

Policy V. The construction of new public roads and highways shall be located whenever possible to avoid dividing existing farming units.

Policy VI. The Wasco State Airport shall be retained within the State system and in State ownership. The airport shall also be protected from incompatible land uses.

Policy VIII. Roads developed into recreation facilities should be maintained at standards consistent with the resources carrying capacity and the facilities planned level of use.

Policy X. Transportation Planning Policies (Ord No. 21-05-2003)

A. The Transportation System Plan and Land Use Review Policies

1. The Sherman County Transportation System Plan, including the incorporated cities, is an element of the County Comprehensive Plan. It identifies the general location of transportation improvements. 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. All development proposals, plan amendments, or zone changes shall conform to the adopted Transportation System Plan.
3. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
4. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation System Plan, the classification of the roadway, and approved road standards shall be allowed without land use review.
5. 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.

B. Local-State Coordination Policies

1. The County shall coordinate with the Oregon Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and County Comprehensive Plan.
2. The County shall provide notice to ODOT of land use applications and development permits for properties that have direct frontage or direct access onto a State highway. Information that should be conveyed to reviewers includes project location, proposed land use action, and location of project access points.
3. The County shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval processes.

C. Protection of Transportation Facilities Policies

1. The County shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
2. The County shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
3. The County shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
4. The County shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
5. The County shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

Appendix C 2001 TSP Projects

Table C-1: Prioritized 20-Year Transportation Project List (2001 Sherman County Transportation System Plan)

Links	Project Number/Description	Estimated Cost Allocation		
		Local	State	Total
	High Priority (2001-2006)			
	1b. Design and implement Bike path along US 97	$15,000	$150,000	$165,000
4	2. Improve roadway grade on Van Gilder Road	$30,000		$30,000
	4. Implement no-passing zone in Kent		$3,000	$3,000
	Sa. OR 206 at Fairview intersection improvements			$7,000
	5b. OR 206 at Smith Lane intersection improvements			$15,000
	6a. Lighting for intersections at Wasco exits		$30,000	$30,000
1	8. Improve Fields Corner at Highway 97		$800,000	$800,000
1,2,3	10. Biggs Junction Refinement Plan improvements.		$251,000	$251,000
	12. Move Guardrail back/widen Krusow St. Entrance	$3,000		$3,000
	13. Pave 2nd Street in Moro from US 97	$50,000		$50,000
1	14. Install warning signs on Hwy 97 at Biggs & Moro		$80,000	$80,000
	15. Mud Hollow Bridge	$50,000		$50,000
2	21. Install rumble strips on US 97			
	23. Improve Dewey Street in Moro	$50,000		$50,000
	24. Replace Moore Street Bridge in Moro			
2	25. Construct kiosk in Biggs	$15,000		$15,000
	29. Replace bridges at Scott Cyn. And Gerking Cr. In Rufus		$200,000	$200,000
	30. OR 206 Cottonwood Grade Curve Correction		$1,500,000	$1,500,000
	31. Monkland Road Curve Corrections			
	Subtotal High Priority Projects	*$163,000*	*$3,014,000*	*$3,177,000*
	Medium Priority (2007-2012)			
	1a. Design/install multi-purpose paths in all four cities	$15,000	$400,000	$415,000
	6b. Redesign Southern Wasco entrance		$25,000	$25,000
	9. Safety measures at Hwy 30 intersection & US 97.		$5,000	$5,000
	1L Widen Scott Canyon Road & install signage	$750,000		$750,000
	116. Directional signs on US 97 at Wasco			$5,000
2	117. Establish visa at MP 13		$150,000	$150,000
1,2 j	18. Implement Streetscaperrraffic calming measures-Moro		$300,000	$300,000
2	19. Establish vista turnout at MP 32		$150,000	$150,000
2	20. Implement Streetscape/ traffic calming measures- Grass Valley		$300,000	$300,000
2	22. Install 2 passing lanes south of Grass Valley on US 97		$3,000,000	$3,000,000
	26a.Train local law enforcement for truck inspections			
	26b. Increase traffic enforcement	$30,000		$30,000
2	27. Reconstruct I-84/US 97 interchange		$15,000,00	$15,000,000
	28. Repair or replace OR 206 bridge at Spanish Hollow		$150,000	$150,000
	Subtotal Medium Priority Projects	***$795,00***	***$19,480***	***$20,275,000***

Low Priority (2013-2023)				
	1a. Design and implement multi-purpose path system in all four cities			
	1b. Design and implement Bike path along US 97	$15,000	$150,000	$165,000
	3. Placement of warning signs on US 97 at cities/enforcement	$60,000	$4,000	$64,000
2	7a. High School Loop road North entrance		$150,000	$150,000
2	7b High School Loop road south entrance		$150,000	$150,000
	Subtotal Low Priority Projects	*$75,000*	*$454,000*	*$529,000*
	Sherman County Total			**$23,981,000**

References:

1 2001-2004 STIP Project
2 US 97 Corridor Plan Project
3 Biggs Refinement Plan Project
4 Sherman County Five Year Plan