

## **CHAPTER SEVEN - TRANSPORTATION**



### **7.0 Introduction**

The city of Payette is connected by State Highway 52 , US 95, a local street system, a railway and an airport. Interstate 84 is located thirteen miles from the city limits and provides direct connection to I-84 east and west. Transportation also includes the modes of cycling and walking. An adequate transportation system is the key to economic development, access and mobility for the citizens of Payette.

### **7.1 Functional Classification**

A roadway network is typically comprised of a hierarchy of roadways that are defined by their respective functional classification. Generally, roadways serve two primary functions - access and mobility - and the degree to which the roadway serves these functions defines its functional classification. “Roadway network” is described in terms of a functional classification of streets which divide the roadways into arterials, collectors, and local streets. The functional street classification of a roadway is based on how the roadway functions within the network. The Comprehensive Plan examines the existing and future functional classification of streets.

Principal arterials carry longer-distance major traffic flows between population centers and important activity locations, including state-wide or interstate travel. Minor arterials also provide direct transportation links between cities and major traffic generators. The Idaho Transportation Department (ITD) generally requires a minimum right-of-way width of 120 feet for principal arterials and 80 to 100 feet for minor arterials. Arterial design speeds range from 30 mph to 70 mph in the County.

Collectors link local streets with the arterial street system and provide “intra-county” travel corridors. Travel speeds and volumes are generally more moderate than arterials and the travel distances shorter.

Local roads provide access to adjacent residential and business land uses. Local roads nationally comprise between 65 to 75 percent of all roadways. Local roads are generally low speed, two-lane roads that carry relatively low traffic volumes.

Payette County presently has a functional classification map that is maintained and published by the Idaho Transportation Department. The functional classification map is published every five years; however, modifications to the map can be requested at any time by Highway District jurisdictions depending on land use changes and/or traffic use fluctuations on the roadways. Functional classification maps are an important part of the highway system for state and federal funding requests, as generally only roads rated major collector or above are eligible for these funds.

The functional classification system is specifically broken into the following categories, depending on the roadway’s primary function: principal arterial, minor arterial, major collector, minor collector, and local road. A description of these function types is shown below.

**Exhibit 1: Functional Classification Map**

<b>FUNCTIONAL CLASSIFICATION</b>	<b>DESCRIPTION</b>	<b>COMMENTS</b>
Interstate 84 (I-84)	I-84	Travels through the County of Payette and is 13 miles south and west of the city of Payette. This major highway is an important link for transport of commerce from the West Coast inland.
US-95 (principal arterial)	US 95	This alternate route allows the traveling public to conveniently enter downtown Payette and reconnect to US 95 via Center Avenue or 2 <sup>nd</sup> Avenue South.
US-95 Business (minor arterial)	US 95	This alternate route allows the traveling public to conveniently enter downtown Payette and reconnect to US 95 via Center Avenue or 2 <sup>nd</sup> Avenue South.
SH-52 (minor arterial)	State Highway SH-52	This two-lane rural roadway serves Gem County, connecting the city of Emmett and the city of Payette and continuing across the Snake River into Oregon.
Arterial	2 <sup>nd</sup> Avenue South	Major movements within an urban area.
Collector	N.E. 10 <sup>th</sup> Avenue	NC
Collector	South 9 <sup>th</sup> Street	NC
Collector	6 <sup>th</sup> Avenue South/Washoe Road	NC

Collector	7 <sup>th</sup> Avenue North	NC
Collector	3 <sup>rd</sup> Avenue North	NC
Collector	Center Avenue	NC
Collector	Main Street (8th Street)	NC
Collector	Iowa Avenue	NC
Collector	Wayne Drive	NC
Collector	Railroad Lane	NC
Local Road/Street	Other streets in Payette	Provides access to land adjacent to collector network. Relatively short travel distance. Through-traffic movement usually discouraged.

Source: City of Payette, 2002 Transportation Plan, Holladay Engineering Company

ADT - Average Daily Total

\* No Comment (NC)

According to the 2002 Transportation Plan, there are two bridges in the city of Payette. These bridges are located at the intersection of Center Avenue and 1<sup>st</sup> Avenue South and North 6<sup>th</sup> Street.

## **7.2 Street Standards**

The City of Payette has adopted street standards for all city streets and those streets within the city's "Area of Impact." All new public streets must meet these standards before the City will accept a street into the City's system and provide maintenance of the facility. In addition, the City reviews all new streets and modifications to existing streets within the City's "Area of Impact."

For the City of Payette, the minimum right-of-way requirements are:

- Regional arterial: 90 feet
- Arterial: 66 to 90 feet
- Collector: 60 feet
- Minor: 56 feet

Even though Payette is a smaller city, it still has some local traffic impacts as described below:

- Times of most congestion in Payette are between 7:30 - 8:30 AM and 3:30 - 5:30 PM.
- Traffic can occasionally back up an entire block to the next intersection 6<sup>th</sup> Ave South to 7<sup>th</sup> Ave North.
- It is hard for trucks to make the turn heading east on 2<sup>nd</sup> Ave N & Hwy 52.

## **7.3 Alternative Transportation Services**

The city of Payette is approximately thirty minutes from the city of Caldwell, thirty-five minutes from Nampa and one hour from Boise. For those who choose to go to receive some type of medical services, attend a college/universities, go to their place of employment or receive other services, they must use their own vehicles or use some type of alternative transportation service. Transit to specialist doctors is under-served and difficult to make happen without a car. The following list describes the types of alternative transportation services available.

**7.3.1 Vanpool/Carpool Programs** - The ACHD Commuteride Van provides van services for those who work in Ada and Canyon County. Currently, this service is for residents who work in the Boise area, but not for those seeking single rides. Pick-up is on 3<sup>rd</sup> Avenue North in Payette, Monday - Friday, to 343 S. Americana, in Boise and returns daily.

**7.3.2 Treasure Valley Transit** - Snake River Transit (called Treasure Valley Transit in Idaho) – has a fixed route based out of the Walmart in Ontario, but loops through Fruitland and out to Payette.

**7.3.3 Senior Bus** - The senior bus provided by the Payette Senior Center is available to transport senior or disabled citizens in and around Payette five days a week. The bus has limited services, e.g. Monday, Wednesday and Friday to deliver hot meals and for senior events. Thursday transit is available to doctors appointments and Tuesdays for fun trips. In addition:

- A new van was purchased in 2017.
- Growth in the number of seniors is projected to require a second van in coming (8- 10) years to meet demand for use.
- 75-80% of those served by the Senior Center are low income.
- Funding is from some state and federal programs plus local communities and donations.

**7.3.4 Greyhound Bus** - Payette is served by Greyhound Bus, located in Caldwell (about 20 miles to the east.) In addition, Greyhound stops at the Pilot station and the Malheur Council on Aging in Ontario.

**7.3.5 Veterans' Bus** - The Veterans Administration bus also transports veterans to Boise for services, but it's used little, because it leaves once in the morning and returns once in the evening.

**7.3.6 Taxi And Uber** - Local taxi service out of Ontario is available. Uber serves Payette.

## **7.4 Bicycle and Pedestrian Facilities**

The Payette River Greenway is co-sponsored by the City of Payette and Payette County. Since 2005, a small portion exists along the Payette River. Plans call for expansion along the Payette River with in-town connections. Other facilities are described below:

**7.4.1 Bike Paths** - More bicycle lanes are definitely needed, despite some progress in this area. The Idaho Transportation Department is responsible for the path along Highway 95.

**7.4.2. Sidewalks** - There is a need for improvement to the City's sidewalk system as well as a need for additional signalization and crosswalks for public safety as described below:

- Improve sidewalks from 3<sup>rd</sup> Avenue North to 6<sup>th</sup> Avenue South.
- Pursue adding sidewalks between Center Avenue and Iowa Street.
- Paint crosswalk on 7<sup>th</sup> Avenue and reduce speed limits.
- Pursue installing a traffic signal along US 95 at Center Avenue and at other prominent intersections along US 95.

**7.4.3 Safe Routes To School** - Safe Routes To School aims to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The goal is to reverse the decline in children walking and bicycling to schools, increase kids' safety and reverse the alarming nationwide trend toward childhood obesity and inactivity. Students attending Payette schools have others issues regarding safe routes.

- Some students must cross one or more state highways.
- Others must cross railroad tracks.
- There is concern about the proper use of the crossing walks. Some students hit the button and proceed into the street without waiting for the lights to flash and cars to respond by stopping.

Under these circumstances the school district has stated that providing bus service will provide the safest routes to school.

**7.4.4 Bicycle and Pedestrian Connectivity** - The City intends to adopt the City of Payette Activity Connectivity Plan which includes recommendations to address bicycle and pedestrian connectivity in the city.

## **7.5 Transportation Master Plan**

In 2002, Holladay Engineering developed the City of Payette's Transportation Master Plan. There are no plans to update the Transportation Master Plan at this time, because conditions have not changed. As growth continues in Payette an update will be needed at that time.

**7.5.1 Street Improvements** - Future improvements include access for a new east/west route to serve the Washoe area.

## **7.6 Freight**

Moving goods safely and efficiently by roadway and rail lines is a critical component of Payette's economic strategy. Freight is transported by truck via multiple state highways and I-84. In addition, Union Pacific Railroad's railway traverses the city, providing freight transport by rail. Payette is the home of a number of trucking companies that facilitate the movement of goods and services throughout the city and the region. As growth continues, there will be an increase in the amount of freight that moves to, through, and from the city by both trucks and rail cars.

**7.6.1 Truck Routes** - Major freight routes are along US 95 and SH-52 (minor arterial.) Interstate 84 is another major route, but it is in Payette County and 13 miles from the city limits.

Based upon observations, truck traffic that leaves State Highway 52 travels south on 7th Avenue North.

**7.6.2 Rail** - The city is served by the Union Pacific Railroad, with tracks located on the southwest side of the community. Union Pacific railroad is freight only, but in the past was used to move agricultural products such as onions. It provides spur lines to serve the industrial uses along the tracks. There is no passenger service available from Payette or the surrounding area.

**7.6.3 Issues** - The following are issues facing freight services within the boundaries of the city of Payette.

- There is seasonal traffic on State Hwy 52 coming from Oregon during harvest times. (Note that this highway is maintained by the State of Idaho.)
- Hazardous loads need a permit prior to driving them.

- Covering loads is not required, which can cause problems with onions and other produce falling off trucks. This is mostly an issue on Hwy 95.
- Liquid waste spilled from trucks heading to the landfill creates a public safety issue on Payette streets.
- Slow-moving farm vehicles.

**7.6.4 Others** - The area has scheduled freight carrier service, overnight express parcel, and mail service available by UPS, Fed Ex and others.

## **7.7 Operations and Maintenance**

The City of Payette has four agencies responsible for streets and roadways:

- City of Payette Street Department
- Payette County Road and Bridge Department
- Payette County Highway District #1
- Idaho Department of Transportation (ITD)

The Payette Department of Public Works provides year-round street maintenance. The Superintendent of Streets, supported by five employees, oversees City street facilities and reports to the Public Works Director. Payette has approximately 27 miles of improved streets.

The remainder of the roads outside Payette that are not considered state highways are maintained by the Payette County Road and Bridge Department and Highway District #1 (west and south of Fruitland.) The 6<sup>th</sup> Avenue South Bridge is maintained in partnership with the County, Highway District, and City. Costs are split three ways, with an annual maximum amount for the City. The other Payette River bridges are state-owned.

## **7.8 Downtown Payette Parking**

The angle parking downtown could become difficult as larger vehicles become more popular. They block one's view of traffic while backing into Main Street. However, the angle parking is generally supported by people because it provides more parking spaces downtown.

## **7.9 Growth and Capacity Constraints**

According to the 2002 Payette Transportation Plan, the majority of the growth is expected in the North and East sections of the City Impact Area. Floodplain issues should control growth to the South and the Snake River should control the growth along the West. The Washoe Area

is bordered by the Snake and Payette Rivers; a large portion is in the flood plain. Special consideration will need to be in place for any new roads in the area. The City of Area Impact Ordinance and Agreement with the County preserves prime crop and range lands and develops marginal crop and range lands.

## **7.10 Future Conditions**

Some long-term considerations include:

- Preserve, restore and maintain existing transportation services and resources based on performance measures determined by the local community.
- Consider mobility options for commuter trips.
- Consider transportation and mobility options for people who don't drive.
- Improve transportation options, facilities and services.
- Improve coordination between transportation and land-use policies and the planning process.

In addition, lands west of US 95, between the Payette River twin bridges and the "Y" intersection in Payette are proposed for future light industrial land use. This expansion within the Washoe area will require additional access roads.

Recommended roads include:

- Extension of SH-52 west at Northeast 10<sup>th</sup> Avenue over the Payette River or north to the 6<sup>th</sup> Avenue South Bridge.
- Extension of SH-52 west at Northeast 10<sup>th</sup> Avenue over the Payette River or north to the 6<sup>th</sup> Avenue South Bridge.

## **7.11 Goals, Objectives and Strategies**

**GOAL 1:** Provide the citizens of Payette with safe and well-planned transportation facilities that enhance economic development and redevelopment opportunities while preserving the character of the neighborhood and the CBD.

**OBJECTIVE 1:** The city of Payette should be accessible by various modes of transportation.

**STRATEGY 1:** Future transportation master plans should include various forms of transportation.

- GOAL 2:**            **Continue cooperative relationships with the County, the Highway District and the State in planning, construction, and maintenance of transportation facilities both inside and outside the city limits.**
- OBJECTIVE 1:**    Protect and promote US 95 as a significant economic development corridor for Payette.
- STRATEGY 1:        Work with the Idaho Transportation Department in planning for future improvements to US 95 and SH 52 corridors to enhance signage, entryways, landscaping, traffic flow, and safety.
- STRATEGY 2:        Support improved east/west connection from SH 52 to US 95 and US 95 Business; crossing Washoe Road, the Payette and Snake Rivers, and eventually connecting with I 84.
- GOAL 3:**            **Develop and encourage opportunities for alternative transportation modes, including public transit, bicycle, and pedestrian pathways.**
- OBJECTIVE 1:**    Provide a connected network of pedestrian-friendly streets and pathways.
- OBJECTIVE 2:**    Continue to improve the Payette Greenway as a recreational family amenity with opportunities as a future destination attraction.
- OBJECTIVE 3:**    Provide safe cross-street connections.
- STRATEGY 1:        Seek funding opportunities to develop and implement an overall alternative transportation master plan.
- GOAL 4:**            **Commit adequate resources to the operation and maintenance of existing and future transportation facilities.**
- OBJECTIVE 1:**    Follow the existing policy of the City to require such improvements on all new streets, including those in the city’s “Area of Impact.”
- STRATEGY 1:        Adopt, implement and annually update the City of Payette Transportation Master Plan and Capital Improvement Plan.
- STRATEGY 2:        Designate future road corridors and rights-of-way and protect these important future roadways with building setback standards.
- STRATEGY 3:        Provide street interconnectivity by laying out new streets that connect with existing streets when possible.

STRATEGY 4: Consider improvements to the Payette Airport as an economic development opportunity for the City.

STRATEGY 5: Encourage the improvement of all existing streets in Payette with sidewalks, curbs, and gutters.

**GOAL 5: Analyze safety hazards along city streets and rights-of-way.**

**OBJECTIVE 1:** Improve the safety along streets and rights-of-way within the city.

STRATEGY 1: Improve sidewalks from 3<sup>rd</sup> Avenue North to 6<sup>th</sup> Avenue South.

STRATEGY 2: Pursue the construction of sidewalks between Center Avenue and Iowa Street.

STRATEGY 3: Paint crosswalk on 7<sup>th</sup> Avenue North and reduce the speed limit.

STRATEGY 4: Pursue installation of a traffic signal along US 95 at Center Avenue and at other prominent intersections along US 95.

**GOAL 6: Determine the future transportation improvements needed.**

**OBJECTIVE 1:** Identify those needs and address them in the City's Capital Improvement Plan.

STRATEGY 1: Update the Payette Transportation Master Plan (2002) and Capital Improvement Plan.

**GOAL 7: Meet alternative transportation needs for the citizens of Payette.**

**OBJECTIVE 1:** Explore opportunities to enhance alternative transportation.

STRATEGY 1: Support local and regional agencies in promoting funding for alternative transportation options and opportunities.

**GOAL 8:** Analyze the most efficient and safe way to locate additional parking spaces as needed and to align parking spaces in the Central Business District (CBD).

**OBJECTIVE 1:** Support parking opportunities that allow easy access and walking to stores and activities in the CBD.

**OBJECTIVE 2:** Determine future parking needs in the CBD.

**STRATEGY 1:** Develop a parking master plan for the CBD.