



MEMORANDUM

Technical Memorandum #11: Revised Policy Framework and Code Amendments (Task 6.3)

Ontario Active Transportation Update and East Idaho Avenue Refinement Area Plan

DATE December 28, 2021
TO Project Management Team
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OVERVIEW

This memorandum outlines an approach for amending the City's regulations to incorporate the goals, objectives, and improvements identified in the Ontario Active Transportation Plan (ATP), building on earlier Technical Memo #10. The ATP is inclusive of the East Idaho Avenue Refinement Area Plan, which identifies corridor-specific improvements to promote active transportation on East Idaho Avenue. Regulatory provisions that this memorandum identifies include the City of Ontario's Comprehensive Plan, the Transportation System Plan, and the Land Use and Municipal Code. The proposed amendments are also intended to be consistent with the Oregon Transportation Planning Rule (OAR 660, Division 12, or "TPR").

The ATP will strategically update the City's Transportation System Plan (TSP) – the transportation element of the City's Comprehensive Plan – with a focus on promoting active transportation modes such as walking, bicycling, and riding transit. The current TSP was adopted in 2006 under Ordinance #2560-2005, with refinements occurring in 2009 under Instrument #2627-2009 and 2630-2009 and in 2014 under Ordinance #2694-2014. The ATP will further refine the TSP to build on the City's successes while proposing active transportation improvements to better achieve community values related to mobility and safety.

The ATP identifies needs by pedestrian, bicycle, and transit modes through community feedback, technical analysis (i.e., level of stress and qualitative multimodal analysis), and previous work by the City to develop Safe Routes to School networks. High priority transportation solutions proposed to address those needs include new and upgraded bicycle and pedestrian facility projects.

REGULATORY CONTEXT

This section provides a cursory overview of existing plans and policies that affect transportation planning in the City of Ontario. The City's Comprehensive Plan, Transportation System Plan, and Zoning Development Standards provide regulations and policies that guide development of the City's transportation system and help achieve a land use framework that supports the goals of the transportation system.

Comprehensive Plan

The City of Ontario's Comprehensive Plan, provided in Title 10 of the Ontario Planning and Zoning Development Standards, is the long-range policy guide for land use in the City's urban growth boundary (UGB), consistent with Statewide Planning Goals. The Comprehensive Plan includes background information and policies that address each of the 14 applicable Statewide Planning Goals.

The Comprehensive Plan's objectives and policies work in concert with the goals and objectives in the City's 2006 Transportation System Plan (TSP) to provide direction on transportation system and land use decision-making in the City. Transportation policies in Title 10 are established under Goal 12: Transportation. Policies are organized under transportation objectives that address mobility, efficiency, safety, equity, environment, alternative modes, agency coordination, functional classifications, freight routes, financing, and refinement plans.

Transportation System Plan

The Ontario TSP, adopted in 2006, establishes the City's goals, policies, and improvement needs for developing and improving the transportation system within the City's UGB. The TSP includes the following transportation modal plans:

- Road Plan
- Pedestrian and Bicycle System Plan
- Public Transportation Plan
- Air, Rail, Water, Pipeline Plan

The Pedestrian and Bicycle System Plan provides non-motorized facility standards and improvements. The non-motorized facilities provided in the modal plan of the TSP defers to the Oregon Bicycle and Pedestrian Plan for design standards for shared roadways, shoulder bikeways, bike lanes, multi-use paths, and sidewalks. The non-motorized improvements in the modal plan provides a prioritized list and map of bicycle and pedestrian capital improvements

The TSP also includes transportation goals and policies that mirror the objectives and policies found in the Comprehensive Plan.

Zoning Development Standards

The City of Ontario's zoning development standards are provided in Title 10A – Substantive Zoning Regulations, Title 10B – Administrative Procedures for Land Use Regulation, and 10C – Substantive Regulations for Land Development. The zoning development standards in Titles 10A, 10B, and 10C implement the long-range land use vision embodied in the Ontario Comprehensive Plan and TSP (of which is a part of the Comprehensive Plan).

The zoning development standards regulate uses within the City and establishes standards for development and land divisions. Key existing development standards are summarized below:

- Use standards are listed for individual commercial zones in Chapters 10A-27 (C-1, Neighborhood Commercial Zone) through Chapter 10A-35 (Commercial Zones, Space Limits Table). The C-2-H zone, which is the most prevalent zone in the East Idaho Avenue Study Area is provided in Chapter 10A-31, and primarily accommodates a wide range of retail, service, and wholesale activities short of heavy industrial usage.
- Landscaping standards are addressed under Section 10A-57-40 (Landscaping Required) through 10A-57-55 (Landscaping Performance Standards). The landscaping standards generally require a minimum of six percent of the site area to be landscaped; a portion of which is required to be “green and growing” and “irrigated.” The standards generally require landscaping to be located in front yard areas.
- Vehicle parking regulations are addressed under Sections 10A-57-60 (Off-street Parking and Loading Requirements) through 10A-57-100 (Off-street Parking Space Design Standards). The off-street parking standards provide minimum parking and loading requirements for individual uses relative to the size of the use. The standards also provide general lot layout and design requirements for parking stalls and travel lanes.
- Building design and orientation standards are addressed under Section 10A57-210 (Design Standards). The building orientation standards generally require a building's main entrance to be oriented to a street or public space directly facing a street. Entrances are required to be directly connected to the sidewalk when buildings are set back from the sidewalk.
- On-site circulation and connectivity are addressed in Section 10C-25.04.002 (Bicycle and Pedestrian Circulation and Access Requirements for Site Plans). The standards generally require site plans to show internal pedestrian circulation systems.
- Street standards are provided in Section 10C-25.08 (Street Standards) and define design standards and cross-section diagrams for streets. Design standards are provided by street classification (i.e. arterial, collector, local streets) as well as for specific street segments within the City.

POLICY AND CODE AMENDMENT SUMMARY

The City of Ontario must amend its land use regulations to implement the ATP and to achieve the ATP's mobility and safety goals. These goals and objectives are achieved through a variety of measures, including landscape standards; pedestrian and bicycle circulation design and connectivity

provisions; proposed bicycle and pedestrian improvement projects; minimum parking requirements; and land use plans, policies, and standards that promote active transportation.

The consultant team evaluated the City's Comprehensive Plan, Transportation System Plan, and Zoning Development Standards to ensure that policies and standards reflect the recommendations of the ATP and are consistent with statewide requirements in the Oregon TPR.

The following elements are recommended to be amended to implement the ATP.

- Comprehensive Plan (Title 10): update the refinement plan policy to reference the ATP, thereby incorporating the ATP as a refinement to the City's current TSP.
- Transportation System Plan: Amend the Transportation System Plan by reference through the City's Comprehensive Plan refinement plan policy described above.
- Zoning Development Standards (Titles 10A, 10B, and 10C): Update the zoning development standards to promote access and safety for active transportation modes.

Comprehensive Plan

In order to make adopted City policy consistent with the Active Transportation Plan, the Ontario Comprehensive Plan should be updated to incorporate the ATP's vision, goals, the proposed corridor design options/alternatives, and the other applicable ATP elements.

Comprehensive Plan Goal 12 – Transportation should be modified to incorporate the goals, objective, and findings of the ATP. Recommended changes to the Goal 12 section of the City's Comprehensive Plan include amending Policy 1 under Transportation Objective 11 – Development of Refinement Plans. This policy provides policy direction for plans that further refine the adopted TSP. It states:

(k) Transportation Objective 11 - Development of Refinement Plans

To develop refinement plans to the Transportation System Plan that more specifically address corridors, problems/issues, and sub-areas.

These refinement plans shall supersede the TSP if they are formally adopted by the Ontario City Council.

The policies to be used to implement Objective 11 - Development of Refinement Plans are as follows:

- 1) *The City of Ontario has formally adopted the following refinement plans; East Ontario Traffic Study; East Ontario Commercial Area Traffic Study; Oregon 201 Corridor Refinement Plan; and the North Ontario Interchange Management Area Plan. These Plans shall supersede the TSP in their specific defined areas as applicable.*
- 2) *The City of Ontario shall proactively seek funding to develop further refinement plans as necessary to address specific transportation issues.*

- 3) *Refinement plans to the TSP shall be formally adopted by the Ontario City Council prior to officially superseding the TSP.*

An attachment to the memorandum includes recommended amendment to the policy language that would incorporate the ATP.

Transportation System Plan

It is recommended that the City adopt the ATP as a refinement to the Transportation System Plan. By legislatively adopting the “plan” elements of the ATP, the City will have a policy framework on which to base compliance-related development requirements and seek public financing for recommended improvements.

Adopting the ATP as a refinement to the TSP will make the design elements in the “controlling” TSP elements for development and redevelopment in the City. The refinement to the TSP will be accomplished through the City’s Comprehensive Plan refinement plan policy described above.

Zoning Development Standards

It is recommended that targeted modifications to the Development Code be completed to ensure consistency with and to implement the ATP. These recommendations were described in *Technical Memorandum #3: East Idaho Refinement Area Land Use Assessment and Land Use Metrics for Ontario Design Concepts (Task 4.1)*. Recommendations for modifying street design standards were described in *Technical Memorandum #8: Revised Design Concept*.

Following is a summary of recommended amendments to the City’s Zoning Regulations to meet these objectives. The objectives and rationale for the proposed amendments are described in more detail in previous project memos and other materials (Technical Memoranda 3 and 6).

Table 1: Zoning Development Standard Summary

TOPIC	SUMMARY	CODE SECTION
Mixed-use Provisions in C-2-H	Permitting multi-family buildings in commercial areas allow developers to respond to several market conditions simultaneously. The C-2-H zone is recommended to allow high density residential and mixed-commercial/residential uses as a conditional use.	10A-31-10 - CONDITIONAL USES. 10A-31-30 - SPECIAL USE LIMITATIONS (new)
Enhanced Landscaping Standards	Landscaping should be provided between parking areas and adjacent pathways and adjacent streets to provide separation between active transportation users and vehicles. The landscape provisions relate to xeriscaping	10A-57-55 - LANDSCAPING, PERFORMANCE STANDARDS.

TOPIC	SUMMARY	CODE SECTION
	(drought-tolerant landscaping) and apply to new commercial uses and multi-family dwellings.	
More Efficient Use of Parking	Reducing the minimum parking requirements allows commercial developers the opportunity to use less space for parking and/or to construct other buildings for other uses or businesses. It also helps reduce the overall cost of construction.	10A-57-75 - PARKING SPACES REQUIRED, GROUP A USES. 10A-57-80 – PARKING SPACES REQUIRED; GROUP B USES.
Large Format Development Standards	Include special building design provisions for large-format developments (i.e. big box developments).	10-57-210 – DESIGN STANDARDS.
Enhanced Pedestrian Connections	Amendments seek to increase on-site connections between adjacent buildings and sidewalks to encourage people to walk or use bicycles.	10C-25.04 – BICYCLE AND PEDESTRIAN STANDARDS
Revised Street Design Standards	Replace/update street design standards for selected street classifications.	10C-25.08 – STREET STANDARDS

FINANCING PLAN

Attachment B provides additional information that summarizes the estimated costs, benefits, and implementation considerations of each pedestrian, crossing, and bicycle project identified in Technical Memorandum #9. The cost estimates are high-level planning estimates that include basic construction costs. The tables in the attachment provides details on pedestrian plan projects, intersection crossing plan projects, and bicycle plan projects.

ATTACHMENT A: LEGISLATIVE AMENDMENT RECOMMENDATIONS

The following modifications implement the recommendations of the *Draft Implementation and Financing Plan* memorandum. Recommended changes are in an adoption-ready format; text that is recommended to be added is shown as underlined, and text recommended to be removed is shown in ~~strikeout~~.

TITLE 10 – COMPREHENSIVE PLAN

[...]

GOAL 12: - TRANSPORTATION

10-12-4 - Objectives and Policies: Transportation, Roads, Streets, Alternative Modes

This Section establishes broad policy objectives that provide the context to make transportation investment decisions and to develop the existing and future transportation system within the City of Ontario Urban Growth Boundary.

[...]

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The policies to be used to implement Objective 11 - Development of Refinement Plans are as follows:

- 1) The City of Ontario has formally adopted the following refinement plans; East Ontario Traffic Study; East Ontario Commercial Area Traffic Study; Oregon 201 Corridor Refinement Plan; ~~and~~, the North Ontario Interchange Management Area Plan; and, the Ontario Active Transportation Plan. These Plans shall supersede the TSP in their specific defined areas as applicable.
- 2) The City of Ontario shall proactively seek funding to develop further refinement plans as necessary to address specific transportation issues.
- 3) Refinement plans to the TSP shall be formally adopted by the Ontario City Council prior to officially superseding the TSP

TITLE 10 – SUBSTANTIVE ZONING REGULATIONS

[...]

CHAPTER 10A-31 – C-2-H, HEAVY GENERAL COMMERCIAL ZONE

10A-31-01 – PURPOSE.

To provide a zone to accommodate a wide range of retail, service and wholesale activities short of industrial usage. 10A-31-05 - PRINCIPAL PERMITTED USES.

The following principal uses are permitted as of right in the C-2-H Zone:

1. All principal uses allowed in the C-1 and C-2 commercial zones, ~~except that dwellings.~~ Dwellings are prohibited, except that multi-family dwellings are allowed as provided in 10A-31-10 below. Existing Unless approved as a conditional use, existing dwellings shall be treated as nonconforming uses subject to provisions contained within these standards for nonconforming uses.
2. Rental of large tools or construction equipment, trucks or trailers or other equipment requiring outdoor storage;
3. Wholesale stores with stock;
4. Body, fender and paint shops, major automotive repair and automotive dismantling where all work is performed within a building, where all refuse and scrap parts are stored in closed containers, when possible, and screened from view at all points on any public or private property or street, and where all extended storage of wrecked vehicles or other equipment is screened from view from adjacent property and public streets;
5. Farm store, farm equipment dealer;
6. Truck stop with transient motel;
7. Printing and publishing;
8. Petroleum bulk plant with no more than 150,000 gallons of above ground storage and with no more than 25,000 gallons in any one above ground tank; and
9. Mini-warehouses.

10A-31-10 - CONDITIONAL USES.

The following uses are permitted conditionally in the C-2-H Zone:

1. Dwellings. Multi-family dwellings and dwellings above ground-floor of non-residential uses ("vertical mixed use") and on the bottom floor of any structure ("live/work or horizontal mixed use") are allowed only if they comply with Special Use Limitations in Chapter 10A-31-30. Dwellings in the C-2-H Zone are subject to the space limits of the C-2-H Zone found in Chapter 10A-35 instead of the space limits of the R-10 Zone in Chapter 10A-25.
- ~~1.2.~~ Utility facilities, other than distribution lines, necessary for the functioning of that utility;
- ~~2.3.~~ Accessory uses and structures common to all zones as listed in Chapter 10A-53;
- ~~3.4.~~ Marijuana retailer as provided in Chapter 10A-59;
- ~~4.5.~~ Marijuana laboratory as provided in Chapter 10A-59;
- ~~5.6.~~ Marijuana wholesaler as provided in Chapter 10A-59; and
- ~~6.7.~~ Marijuana processor non-flammable as provided in Chapter 10A-59; and
- ~~7.8.~~ Marijuana grow site medical as provided by State regulations and as provided in Chapter 10A-59.

[...]

10A-31-30 - SPECIAL USE LIMITATIONS.

The following limitations or conditions shall apply in addition to any conditions or limitations applying to all zones, to specified uses permitted or permissible in the C-2-H Zone:

1. Buildings with residential uses on the ground-floor shall:
 - a. Provide window glazing on the ground-floor facade, where glazing of the facade shall mean the use of transparent windows along a minimum of 50 percent of the length of the ground-level street-facing facade, and covering a minimum of 50 percent of ground-level street-facing wall area (See Figure 10A-33-07a). Minimum window glazing includes any glazed portions of doors.
 - b. Provide an accessible entrance;
 - c. Limit the residential use on the ground floor to 50% of the floor area of the ground floor; and
 - d. Be designed to accommodate commercial uses (e.g. ceiling heights, interior support columns).
2. Fewer than ten multi-family dwellings are allowed in a building.

[...]

CHAPTER 10A-57 – GENERAL PROVISIONS

[...]

10A-57-55 - LANDSCAPING, PERFORMANCE STANDARDS.

All landscaping required by this Title shall comply with the following performance standards:

1. 65 percent minimum of the required six percent of the development site area landscaping shall be green and growing and shall be irrigated. This required coverage does not include the anticipated mature overhead canopies of new trees. The area of trees counted toward the minimum coverage shall be the canopy areas of new trees and existing trees at the time of planting. ~~Permanent landscaping shall be irrigated by means of an underground system; planters or boxes may be irrigated by daily manual watering with no permanent system.~~ Plans shall be submitted with any required permit information that show the amount of landscaping in square feet that is required for the lot; the amount of landscaping proposed and the location of what is proposed; and, a description of the type of irrigation system. ~~All required landscaping shall be continuously maintained in a neat, clean, healthy and growing condition.~~ Landscaping that is not maintained is a violation of this Code and a property owner may be subject to enforcement under the provisions of Title 10A and any other applicable City Code, and Oregon Law.
2. Required landscaping shall be distributed so that all non-driveway street frontages are landscaped, including in Industrial Zones, even if the area so used exceeds six percent of the total area required, including Industrial Zones. All of the required area cannot be satisfied by the use of remote and otherwise unusable portions of the development site.
3. Plantings used to screen a space frequently used by the public, such as a parking lot, shall have a combination of higher and lower growing species so as to provide for sight clearance at exits; for visual separation from the street, and for openings to allow police surveillance from the street.

Landscaping required by this Title shall comply with the following additional standards for new commercial uses and multi-family dwellings:

4. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended and irrigation shall be provided, as necessary, to allow for healthy plant growth. The selection of plants and related materials shall be based on all of the following standards and guidelines:
- a. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.
 - b. Plant species that do not require irrigation once established (drought tolerant) are preferred over species including grass lawn that require irrigation.
 - c. All planted areas shall have minimum two-inch depth of bark mulch or other moisture-retentive organic or mineral mulch.
 - d. Trees shall be not less than two-inch caliper for street trees and 1.5-inch caliper for other trees at the time of planting. Trees to be planted under or near high-voltage power lines shall be selected so as to not conflict with power lines at maturity.
 - e. Shrubs shall be planted from five-gallon containers, minimum, where they are for required screens or buffers, and two-gallon containers minimum elsewhere.
 - f. Shrubs shall be spaced in order to provide the intended screen or canopy cover within two years of planting.
 - g. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 50 percent at maturity. The City may reduce this standard by one-half in areas under the canopy of existing trees to be preserved by the project. Ground cover plants shall be planted from one-gallon containers, minimum.
 - h. Bark mulch, stone aggregate, or other decorative stone material shall be used to cover non-planted landscape areas, but these non-planted areas shall cover not more than 35 percent of any individual landscape area. Non-plant ground covers cannot be a substitute for required ground cover plants.
 - i. Where storm water retention or detention, or water quality treatment facilities are proposed, they shall be planted with water-tolerant species.
 - ij. Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard. Protect the root zones of existing trees to remain from construction activities.
 - k. Landscape plans shall avoid conflicts between plants and buildings, streets, walkways, utilities, and other features of the built environment.
 - l. Evergreen plants shall be used where a sight-obscuring landscape screen is required.
 - m. Deciduous trees should be used where summer shade and winter sunlight is desirable.
 - n. Landscape plans should provide focal points within a development, for example, by preserving large or unique trees or groves or by using flowering plants or trees with fall color.

- o. Landscape plans should use a combination of plants for seasonal variation in color and yearlong interest.
 - p. Where plants are used to screen outdoor storage or mechanical equipment, the selected plants shall have growth characteristics that are compatible with such features.
 - q. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, storm water detention facilities, and similar grading, is proposed.
 - r. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are fully established and able to grow on their own. Provide supplemental irrigation as needed after establishment to ensure plant health, depending on plant species and environmental conditions.
5. All of the following standards shall be met for parking lots with six (6) or more spaces, in addition to the requirements of paragraph 4 above. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.
- a. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall include canopy trees distributed throughout the parking area. At a minimum, one tree per 10 parking spaces shall be planted over and adjacent to the parking area.
 - b. All parking areas with more than 12 spaces shall provide landscape islands with trees that break up the parking area into rows of not more than 10 contiguous parking spaces. Landscape islands shall have dimensions of not less than 48 square feet of area (not including curbs) and no dimension of less than six feet, to ensure adequate soil, water, and space for healthy plant growth.
 - c. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted not less than two feet from any such barrier, and not less than four feet from any such barrier (except bollards) at the front of a parking stall.
 - d. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.
6. Landscaping located at the corner of a lot abutting a street intersection will meet the Vision Clearance standards of Section 10A-57-15 of this code.
7. Applicant is required to submit a Landscape plan showing the location of all required landscaping and a table listing plants proposed, as well as a table showing compliance with the green and growing requirements.

[...]

10A-57-75 - PARKING SPACES REQUIRED, GROUP A USES.

All uses of land or buildings enumerated under group A shall provide off street parking and loading, as specified, on the same development site as such use or building and the parking space shall have convenient and unobstructed pedestrian access across the development site to a principal entrance to the building or use.

USE	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED
1. Dwelling, single-family or duplex.	Two	None
2. Dwellings, multi-family.	One and a half spaces for each dwelling.	One for each building containing over 20 units.
3. Boarding, rooming and lodging houses, bed and breakfast hotel	One for each bedroom	None
4. Doctor's offices, medical and dental clinics.	One space for each doctor and each employee, full or part-time on duty, plus one space for 300 square feet	None
5. Restaurants, taverns, bars, nightclubs, with or without dancing facilities.	One (1) for each four (4) fixed seats or where there are no fixed seats, one (1) space for each 50 square feet of gross floor area utilized for public space. <u>One space per 200 sq. ft. of gross floor area.</u>	One
6. Retail stores and shops.	One for each 300 <u>400</u> square feet gross floor area.	One for the first 5,000 sq. ft. gross floor area plus one for each 30,000 sq. ft. additional or fraction thereof.
7. Furniture, appliance sales or repair.	One for each 500 sq. ft. sales and repair space.	One for the first 5,000 sq. ft. gross floor area plus one for each 30,000 sq. ft. additional or major fraction thereof.
8. Funeral homes and mortuaries.	one for each three seats or one for each 50 sq. ft. of public space, whichever is the greater. <u>One space per 300 sq. ft.</u>	One for each hearse, ambulance or other non-passenger vehicle.
9. Real estate sales office	Two for the first 300 sq. ft. plus one for each additional 200 sq. ft. of office or public space. <u>One space per 500 sq. ft.</u>	None.
10. Small item service and repair shop.	One for each 200 <u>300</u> sq. ft. gross floor area.	None.
11. Beauty and barber shop.	One for each 200 <u>300</u> sq. ft. gross floor area.	None.
12. Automotive or machinery sales, garages	One for each 400 <u>1,000</u> sq. ft. gross floor area.	One for each 5,000 sq. ft. gross floor area.
13. Bowling alleys.	Five for each lane. <u>One per 300 sq. ft.</u>	None.

USE	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED
14. Roller and ice rinks, intensive sports and recreation buildings, dance halls.	One for each three fixed seats or one for each 100 sq. ft. of gross floor area or public space.	None.
15. Banks, professional or general offices other than medical.	One for each 300 sq. ft. gross floor area.	None

10A-57-80 – PARKING SPACES REQUIRED, GROUP B USES.

All uses of land or buildings enumerated under group B shall provide off street parking and loading on the same development site as such building or use for all customers or patrons frequenting the establishment and said parking space shall have convenient and unobstructed pedestrian access across said development site to a principal entrance to the building or use; however, that portion of the parking requirement that may be attributed to employees may be provided within 400 feet of the use or building.

USE	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED
1. Hotel, apartment, hotel, motel, club with guest rooms.	One 0.75 for each unit plus one space for each employee on the largest shift.	One space for any development of over 20 units
2. Hospitals and rest homes.	One for each three beds plus one for each doctor and employee on the largest shift. <u>One per 300 sq. ft.</u>	One space for the first 40,000 sq. ft. GFA plus one space for each additional 150,000 sq. ft. or major fraction.
2a. Day care center, family day care.	Two for each 12 children, or one space for each five elderly or disabled persons, plus one for each employee.	
3. College fraternities or sororities, dormitories.	One for each bedroom.	None.
4. Clubs, organization halls.	One for each 100 square feet of assembly space plus one for each employee.	None.
5. Single occupancy office buildings of 10,000 square feet and up.	One for each 500 square feet of gross floor area. (GFA)	One for the first 10,000 sq. ft. GFA plus one for each added 40,000 sq. ft. or major fraction.
6. Wholesale store with stock on site.	One for each 400 <u>1,000</u> square feet GFA	One for the first 6,000 sq. ft. GFA plus one for each added 20,000 sq. ft. or major fraction.

USE	PARKING SPACES REQUIRED	LOADING SPACES REQUIRED
7. Warehouses.	Four for the first 5,000 sq. ft. GFA plus one for each additional 5,000 sq. ft. GFA or major fraction.	Two for the first 5,000 sq. ft. GFA plus one for each added 10,000 sq. ft. or major fraction.

[...]

10-57-210 – DESIGN STANDARDS.

The design features below are required for development and redevelopment in the commercial zones (C zones) under the following conditions:

1. Upon any new development of property;
2. Upon any redevelopment of property that expands the floor area of the principal structure by 20 percent or more. This does not apply to accessory structures;
3. Upon the approval of any change in use of any residential, commercial or industrial structure or property that increases estimated trip generation by more than 50 peak hour trips over the existing use, according to the latest edition of the Institute for Transportation Engineers (ITE) Trip Generation Manual; or
4. Where the rebuilding or replacement of the building is the direct result of a casualty loss, and exceeds 60 percent of the total value of the building prior to the casualty loss.

[...]

6. Large-Format Developments. Plans for new developments, or any phase thereof, with a total ground floor area of all buildings greater than 40,000 square feet, including land divisions, shall meet all of the following standards in subsections (a) through (g), below. The City may approve adjustments to the standards pursuant to Chapters 10B-30 and 10B-40.
 - a. The site plan or preliminary subdivision plan, as applicable, shall comply with the street connectivity standards of Section 10C-25.03. The plan approval shall bind on all future phases of the development, if any, to the approved block layout.
 - b. Except as provided by subsection (e) through (g) below, the site shall be configured into blocks with building pads that have frontage onto improved streets meeting City standards and shall contain interior parking courts and with interconnected pedestrian walkways.
 - c. Walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including required pedestrian crossings through interior parking areas, if any, in accordance with Section 10C-25.04. The City may condition development to provide facilities exceeding those required by Section 10C-25.04, including a requirement for lighting, stairways, ramps, and midblock pedestrian access ways (e.g., to break up an otherwise long block) to ensure reasonably safe, direct, and convenient pedestrian circulation.
 - d. Buildings placed at a block corner shall have a primary entrance oriented to the block corner. That entrance shall be located within 40 feet of the corner and shall have a direct and convenient pedestrian walkway connecting to the corner sidewalk.

- e. All buildings shall orient to a street, pursuant to subsection 10A-57.210(1). Where it is not practical to orient all buildings to streets due to existing parcel configuration or a similar site constraints, buildings may orient to a “shopping street” providing, at a minimum, on-street parking (parallel or angled parking), 8-foot sidewalks (which shall include a four-foot zone for street trees and furnishings such as benches and other street furniture), and pedestrian-scale lighting.
- f. Each building that is proposed as orienting to a shopping street shall comply with the orientation standards of Section 10A-57.210(1) in reference to the shopping street and shall have at least one primary entrance oriented to the shopping street.
- g. All other provisions of this Code apply to large-format developments.

[...]

TITLE 10C – SUBSTANTIVE REGULATIONS FOR LAND DEVELOPMENT

[...]

CHAPTER 10C-25 – TRANSPORTATION STANDARDS

[...]

10C-25.04 – BICYCLE AND PEDESTRIAN STANDARDS

[...]

10C-25.04.002 – Bicycle and Pedestrian Circulation and Access Requirements for Site Plans

Required elements for a site plan shall include the design and location of bicycle parking and bicycle and pedestrian circulation elements such as accessways, walkways, and transit facilities. The following shall be included in the site plan:

- (a) Bicycle parking. The development shall include the number and type of bicycle parking facilities required in the off-street parking and loading Section of this Title. The location and design of bicycle parking facilities shall be indicated on the site plan.
- (b) Pedestrian access and circulation. ~~Internal pedestrian circulation shall be provided in new commercial, office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.~~ Development shall conform to all of the following standards for pedestrian access and circulation:
 - (1) Continuous Walkway System. A pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, adjacent trails, public parks, and open space areas, if any, and to all future phases of the development, as applicable.
 - (2) Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas, playgrounds, and public rights-of-way conforming to the following standards:
 - (a) The walkway is reasonably direct. A walkway is reasonably direct when it follows a route that does not deviate unnecessarily from a straight line or it does not involve a significant amount of out-of-direction travel.

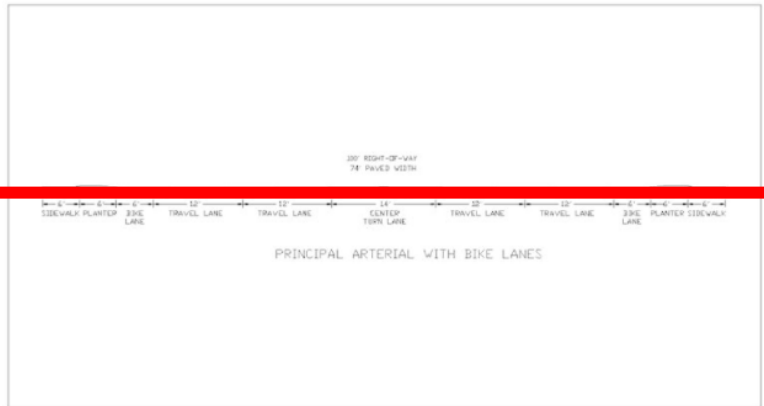
- (b) The walkway is designed primarily for pedestrian safety and convenience, meaning it is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The City may require landscape buffering between walkways and adjacent parking lots or driveways to mitigate safety concerns.
- (c) The walkway network connects to all primary building entrances, consistent with the building design standards of Section 10A-57-210 and, where required, Americans with Disabilities Act (ADA) requirements.
- (3) Vehicle/Walkway Separation. Except as required for crosswalks, per subsection (4) below, where a walkway abuts a driveway or street it shall be raised six inches and curbed along the edge of the driveway or street. Alternatively, the City may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is physically separated from all vehicle-maneuvering areas. An example of such separation is a row of bollards (designed for use in parking areas) with adequate minimum spacing between them to prevent vehicles from entering the walkway.
- (4) Crosswalks. Where a walkway crosses a parking area or driveway (“crosswalk”), it shall be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrasting material). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians. Painted or thermo-plastic striping and similar types of non-permanent applications are discouraged, but may be approved for lesser used crosswalks not exceeding 24 feet in length.
- (5) Walkway Width and Surface. Walkways, including access ways required for subdivisions, shall be constructed of concrete, asphalt, brick or masonry pavers, or other durable surface, as approved by the City Engineer, and not less than five feet wide.
- (6) Walkway Construction. Walkway surfaces may be concrete, asphalt, brick or masonry pavers, or other City-approved durable surface meeting ADA requirements. Walkways shall be not less than four] feet in width, except that concrete walkways a minimum of six] feet in width are required in commercial developments and where access ways are required for subdivisions. The City may also require six-foot wide, or wider, concrete sidewalks in other developments where pedestrian traffic warrants walkways wider than four] feet.
- (c) All site plans (industrial and commercial) shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.

[...]

10C-25.08 - STREET STANDARDS

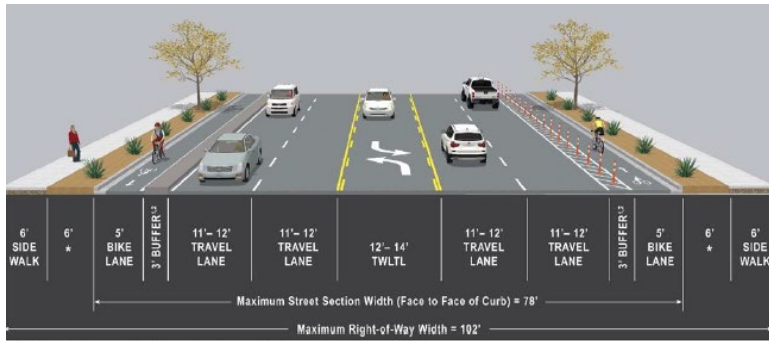
Planter strips shown on any figure, a through ~~k~~, may be waived at the discretion of the Director of Public Works.

Figure 10C-25.08a - Principal Arterial and Five-Lane Minor Arterial



City of Ontario Transportation System Plan

Figure 10C-25.08a
Typical Roadway Cross Section Standards
Principal Arterial



¹ Buffer includes a vertical element, such as raised concrete or flexposts/bollards.

² If the bike lane is grade separated (i.e., a raised bike lane) the buffer can be reduced to the curb separating the bike lane from the motor vehicle lane.

³ Bioretention Swales or Landscape Buffer

Figure 10C-25.08b - ~~Minor Arterial~~ Principal Arterial and Five-Lane Minor Arterial Shared Use Path Option

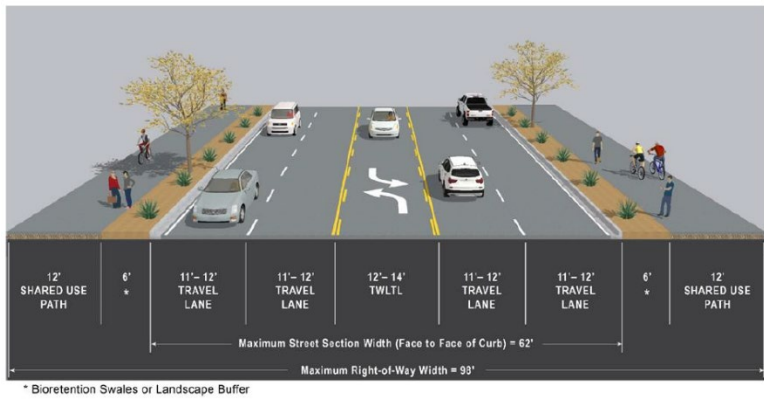
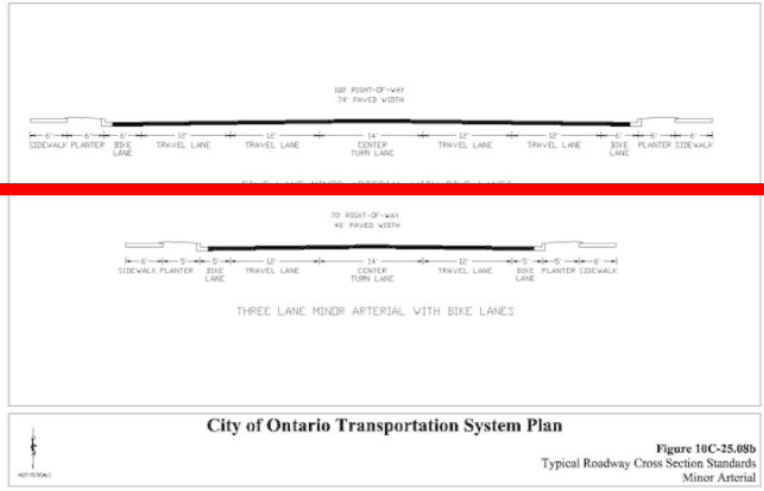


Figure 10C-25.08c – Three-Lane Minor Arterial

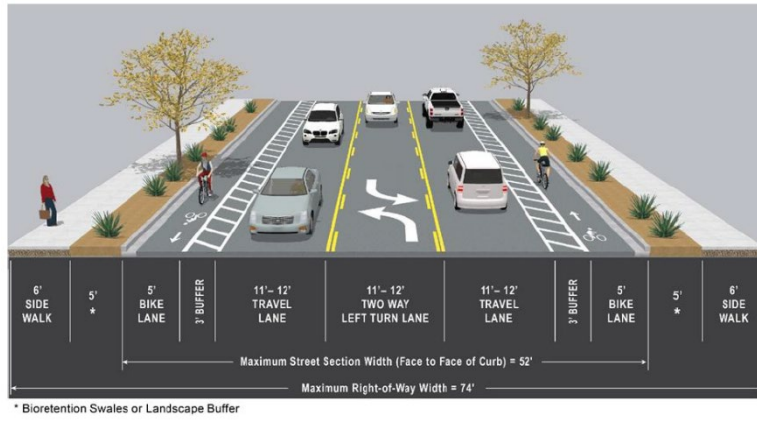
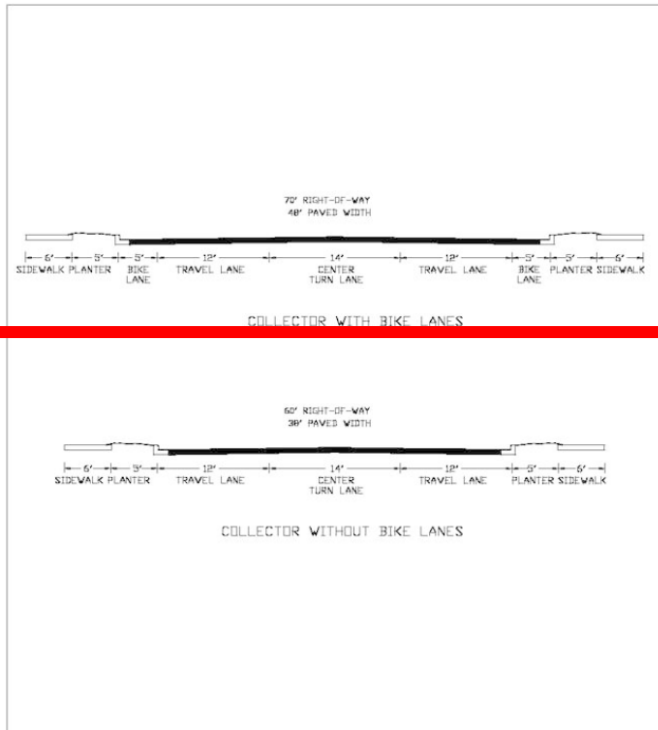
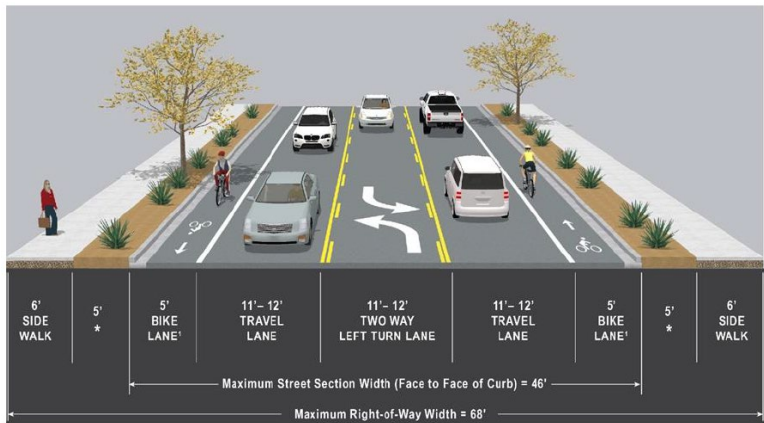


Figure 10C-25.08c Figure 10C-25.08d – Three-Lane Collector



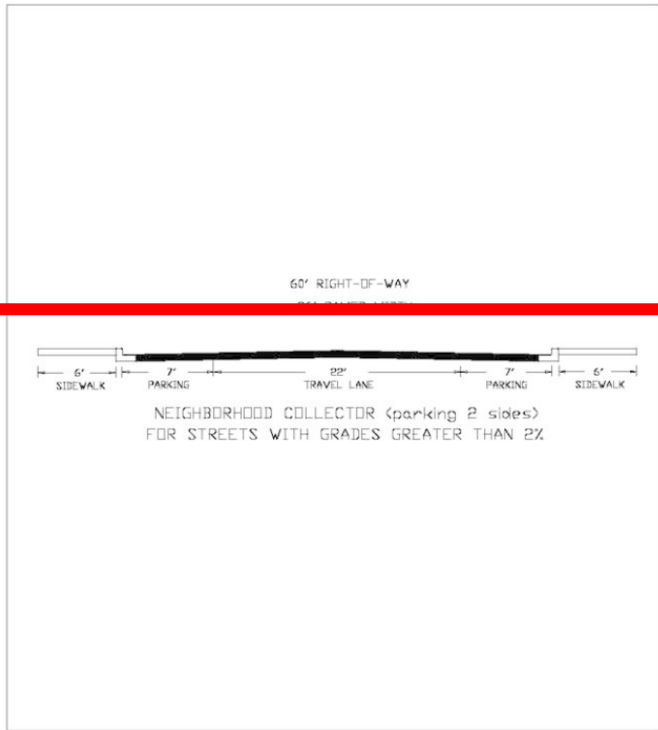
City of Ontario Transportation System Plan

Figure 10C-25.08c
Typical Roadway Cross Section Standards
Collector



* Bioretention Swales or Landscape Buffer
¹Bike lane buffer recommended when roadway width is available

Figure 10C-25.08d Figure 10C-25.08e - Neighborhood Collector, >2% grade



City of Ontario Transportation System Plan

Figure 10C-25.08d
 Typical Roadway Cross Section Standards
 Neighborhood Collector Greater Than 2%

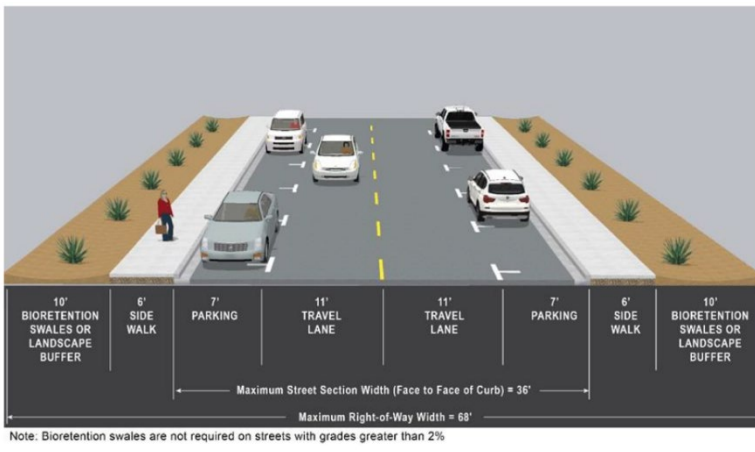
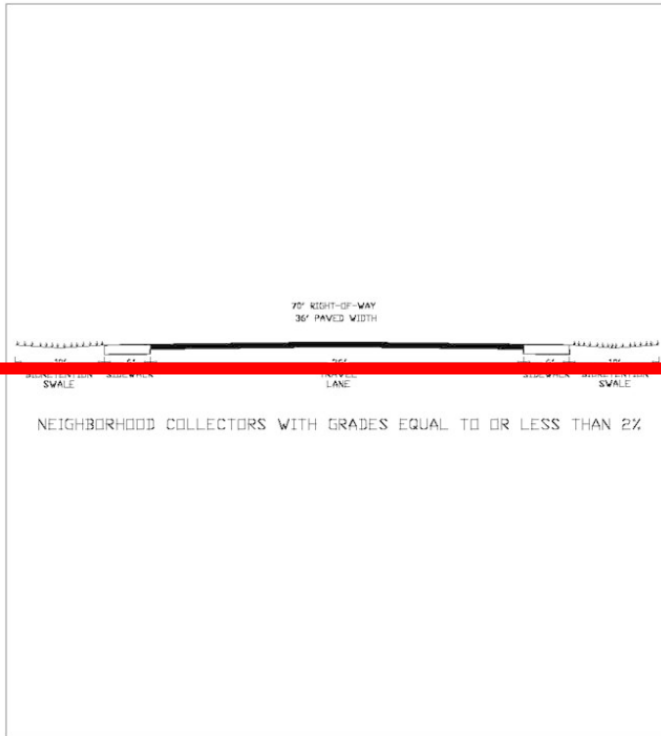


Figure 10C-25.08e Figure 10C-25.08f - Neighborhood Collector, <2% grade with Bike Lanes



City of Ontario Transportation System Plan

Figure 10C-25.08e
 Typical Roadway Cross Section Standards
 Neighborhood Collector Equal to or Less Than 2%

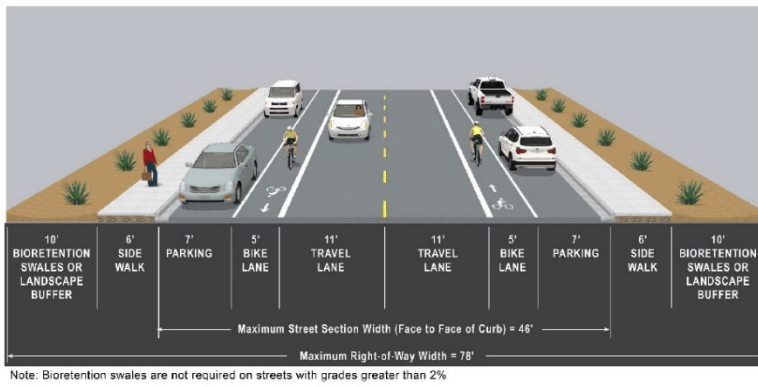
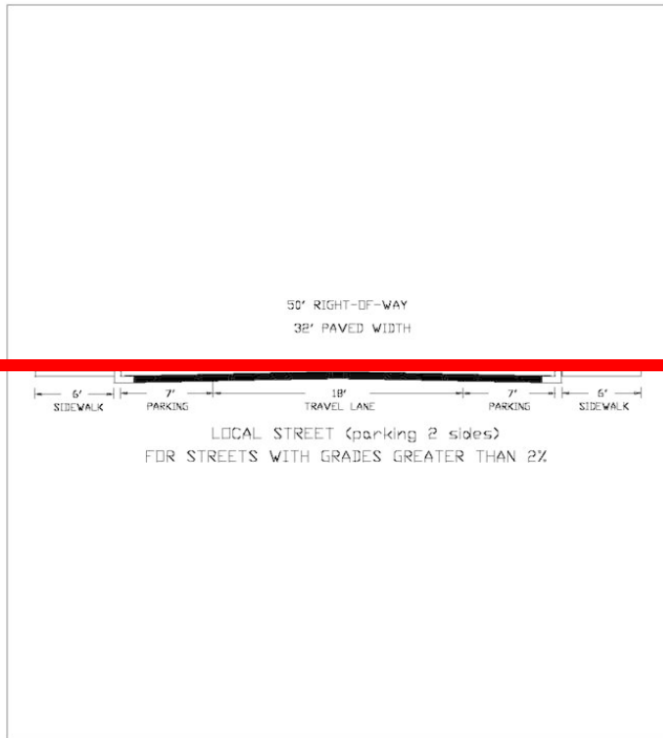


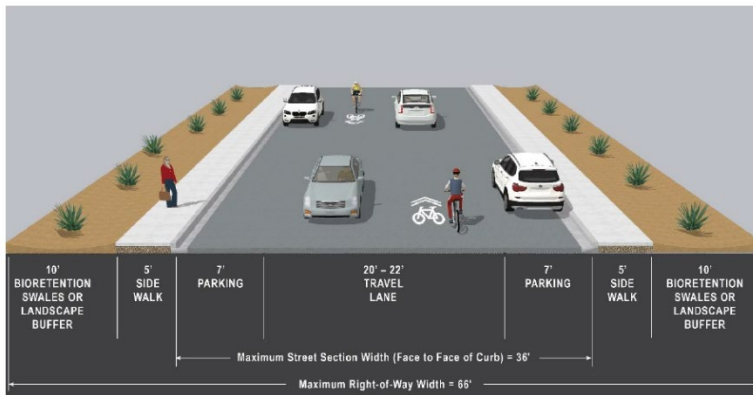
Figure 10C-25.08f Figure 10C-25.08g - Local Street, >2% grade (With Optional Bikeway Designation)



City of Ontario Transportation System Plan

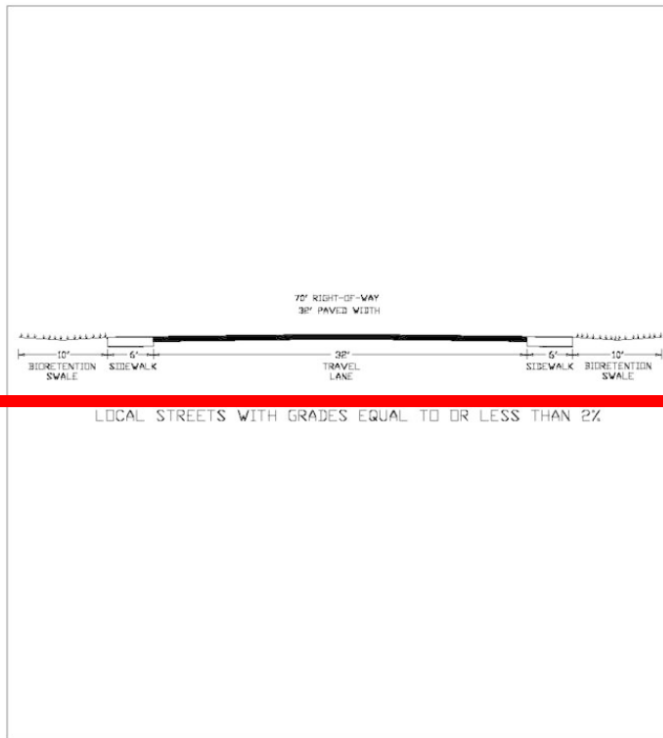
Figure 10C-25.08f
Typical Roadway Cross Section Standards
Local Street Greater Than 2%

NOT TO SCALE



Note: Bioretention swales are not required on streets with grades greater than 2%

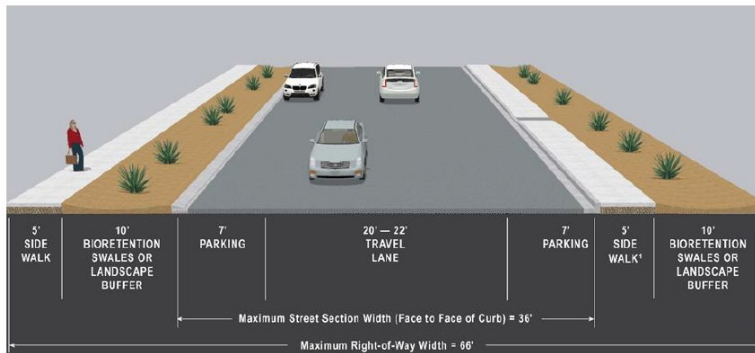
Figure 10C-25.08g Figure 10C-25.08h - Local Street, <=2% grade



City of Ontario Transportation System Plan

Figure 10C-25.08g
Typical Roadway Cross Section Standards
Local Street Equal to or Less Than 2%

NOT TO SCALE



¹ Curb opening drainage channel through sidewalk with expanded metal cover.
Note: Ribbon curbs or curb openings with drainage channels can be used for final street sections

[remove Figure 10C-25.08h]

~~Figure 10C-25.08h~~ Skinny Local Street, >2% grade

[remove Figure 10C-25.08i]

~~Figure 10C-25.08i~~ Skinny Local Street, <2% grade

[Remove "Figure 10-25.08j" from figure]

~~Figure 10C-25.08j~~ Figure 10C-25.08i- Cul-de-sac turnaround

[No changes to the figure]

~~Figure 10C-25.08k~~ Figure 10C-25.08j - Alley cross section

[No changes to the figure]

~~Figure 10C-25.08l~~ Figure 10C-25.08k - Multi-purpose trail

[No changes to the figure]

~~Figure 10C-25.08m~~ Figure 10C-25.08l —S Oregon Street from W Idaho Avenue to 1st Avenue

[No changes to the figure]

~~Figure 10C-25.08n~~ Figure 10C-25.08m —Depot Row (SW 3rd Avenue from S Oregon Street to Depot)

[No changes to the figure]

~~Figure 10C-25.08o~~ Figure 10C-25.08n —SE 5th Avenue Railroad Crossing

[No changes to the figure]

~~Figure 10C-25.08p~~ Figure 10C-25.08o —Diagonal Parking

[No changes to the figure]

ATTACHMENT B: FINANCING PLAN MEMORANDUM

MEMORANDUM

Date: December 30, 2020 Project #: 23858

To: Project Management Team

From: Russ Doubleday, Nick Foster, AICP, RSP, Mark Heisinger, EIT, and Matt Hughart, AICP, Kittelson & Associates, Inc.

Project: City of Ontario, Active Transportation Update and East Idaho Avenue Refinement Area Plan

Subject: Technical Memorandum #10: Financing Plan

This memorandum describes the estimated costs, benefits, and implementation considerations of each pedestrian, crossing, and bicycle project identified in Technical Memorandum #9: Transportation Solutions. The cost estimates are high-level planning estimates that include basic construction costs. They may not capture all site-specific needs, such as right-of-way, roadway widening, or utility relocations, which may increase project costs. Table 1 provides details on pedestrian plan projects, Table 2 provides details on intersection crossing plan projects, and Table 3 provides details on bicycle plan projects.

Table 1. Future Pedestrian Plan Implementation Details

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
High-Priority Segments							
S1	E Idaho Ave	I-84 eastbound ramps to Snake River	Build shared-use path on south side of roadway	A shared-use path on the south side of E Idaho Avenue would improve walking and biking connectivity to the city's major commercial center that is disconnected from the rest of the city by I-84 and the railroad.	\$3,800,000 (includes roadway widening)	<ul style="list-style-type: none"> The city will need to acquire right-of-way at the eastern end of the proposed path. 	ODOT, Private Development Funds, ODOT Community Pathways Grant
P1	Sunset Dr	SW 4 th Ave to City Limits	Infill sidewalk on both sides of roadway	Fills sidewalk gaps along a commercial road that provides access to the SW 4 th Avenue and bus service throughout town.	\$43,000	<ul style="list-style-type: none"> The city's Parks Master Plan identifies a shared-use path along the Stewart Carter Canal immediately to the west. Installation of sidewalks would likely require some utility relocations. 	City of Ontario
P2	SW 8 th Ave/ Alameda Dr/SW 14 th Ave	SW 8 th Ave: Alameda Dr to SW 12 th St Alameda Dr: SW 8 th Ave to SW 14 th Ave SW 14 th Ave: Alameda Dr to Park Blvd	Build shared-use path with parallel parking on Alameda Drive from SW 8 th Avenue to SW 14 th Avenue, infill sidewalk on both sides of roadway along rest of segment	Fills sidewalk gaps around Alameda Elementary School, which will make it easier for people to walk to the school.	\$574,000	<ul style="list-style-type: none"> The south end of Alameda Drive will need to be widened to accommodate a shared-use path. 	City of Ontario, ODOT SRTS Grants, ODOT Community Pathways Grant
P3	SE 5 th Ave	SE 5 th St to East Ln	Construct sidewalk on both sides of roadway	Constructs sidewalk on one of the two roadways that cross I-84 and improves multimodal connectivity to the city's industrial land uses.	\$613,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. While there is existing sidewalk on the bridge over I-84, the ramps up to the bridge may need to be widened to accommodate sidewalks. This project is already under design. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P4	Verde Dr	NW 4 th Ave to SW 4 th Ave	Construct sidewalk on both sides of roadway	Fills sidewalk gaps on one of the few north-south roads that connects SW 4 th Avenue, W Idaho Avenue, and NW 4 th Avenue, provides improved access to Aiken Elementary School, and connects with bus service across Ontario.	\$238,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P5	S Dorian Way	W Idaho Ave to SW 4 th Ave	Infill sidewalk on both sides of roadway	Fills sidewalk gaps on a street with commercial, residential, and assisted living land uses, as well as provide a connection to Four Rivers Community School	\$112,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P6	SW 10 th St/SW 2 nd Ave	SW 10 th St: W Idaho Ave to SW 2 nd Ave SW 2 nd Ave: SW 10 th St to Ontario Middle School	Infill sidewalk on both sides of roadway	Fills sidewalk gaps around Lions Park, Ontario Middle School, and St. Peter Catholic School in the heart of Ontario.	\$115,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. 	City of Ontario, ODOT SRTS Grants
P7	E Idaho Ave	Oregon St to I-84 eastbound ramps	Reconstruct sidewalks where necessary and install barriers to prevent dirt and debris from washing over the sidewalks	Currently, it is not clear where the existing sidewalk is on both the north and south sides of the roadway, which can create a more stressful experience for the pedestrian.	\$108,000	<ul style="list-style-type: none"> The city may need to partner with local business to ensure that the sidewalk remains clean. 	City of Ontario, ODOT, Private Development Funds
P8	Park Blvd	SW 5 th Ave to Evergreen Cemetery	Construct shared-use path on the east side of the road	Continues the Treasure Valley Connector Trail northward toward SW 4 th Avenue, setting up an alignment north toward the county fairgrounds.	\$210,000	<ul style="list-style-type: none"> No significant considerations. 	City of Ontario, ODOT Community Pathways Grant
P9	SW 5 th Ave	SW 12 th St to SE 5 th St	Construct sidewalk on both sides of roadway	Connects residential land uses on both sides of the railroad tracks with Treasure Valley Community College, access to downtown Ontario, and bus service across Ontario.	\$823,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Sidewalk construction will cross Union Pacific Railroad. 	City of Ontario
P10	SW 14 th Ave/SW 4 th St/Park Blvd	SW 14 th Ave: Park Blvd to SW 4 th St SW 4 th St: SW 14 th Ave to SW 18 th Ave Park Blvd: SW 14 th Ave to SW 18 th Ave	Construct sidewalk on both sides of roadway	Provides access to Treasure Valley Ball Park and constructs sidewalk along the proposed Cross-Town Trail from the city's Parks Master Plan.	\$569,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P11	Sears Dr/NW 12 th St	Sears Dr: NW 4 th Ave to NW 12 th St NW 12 th St: Sears Dr to W Idaho Ave	Construct sidewalk on both sides of roadway	Constructs sidewalk through a residential development that connects two major east-west roads – W Idaho Avenue and NW 4 th Avenue – and improves walking accessibility to Aiken Elementary School and Ontario High School	\$217,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P12	SW 4 th St	SW 3 rd Ave to SW 11 th Ave	Infill sidewalk on both sides of roadway	Fills in sidewalk gaps along a roadway that already has bike lanes, creating a multimodal north-south street that connects homes to businesses in downtown Ontario to Treasure Valley Ball Park.	\$310,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. 	City of Ontario
P13	SW 7 th St/SW 6 th St/ SW 3 rd Ave	SW 7 th St: SW 2 nd Ave to SW 4 th Ave SW 6 th St: SW 2 nd Ave to SW 5 th Ave SW 3 rd Ave: SW 7 th St to SW 6 th St	Infill sidewalk on both sides of roadway	Fills in sidewalk gaps near downtown Ontario that connect with multiple schools, parks, businesses, homes, and bus service.	\$196,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, Private Development Funds
P14	SW 5 th St/SW 1 st Ave	SW 5 th St: W Idaho Ave to SW 4 th Ave SW 1 st Ave: SW 5 th St to SW 4 th St	Infill sidewalk on both sides of roadway	Fills in sidewalk gaps north of Ontario Middle School and providing connections between the residential areas north of W Idaho Avenue with businesses in downtown Ontario.	\$52,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. 	City of Ontario, ODOT SRTS Grants
P15	SW 2 nd Ave	SW 2 th St to S Oregon St	Infill sidewalk on both sides of roadway	Helps create a complete sidewalk network in downtown Ontario	\$11,000	<ul style="list-style-type: none"> Wider sidewalks, especially on the south side of SW 2nd Avenue, would require taking roadway space. 	City of Ontario
P16	SW 12 th St /Locust Way/SW 11 th St	SW 12 th St: SW 3 rd Ave to Locust Way Locust Way: SW 12 th St to SW 11 th St SW 11 th St: Locust Way to SW 14 th Ave	Infill sidewalk on both sides of roadway	Fills in sidewalk gaps on a segment that connects to businesses on SW 4 th Avenue with the residential areas to the south, as well as access to Alameda Elementary School.	\$479,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
Medium-Priority Segments							

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P17	SW 2 nd St/SW 11 th Ave/Park Blvd	SW 2 nd St: SW 5 th Ave to SW 11 th Ave SW 11 th Ave: SW 2 nd St to Park Blvd Park Blvd: SW 11 th Ave to SW 14 th Ave	Construct sidewalk on both sides of roadway	Constructs sidewalk around the Treasure Valley Ball Park, providing a connection to the Treasure Valley Connector Trail at one end and to downtown Ontario at the other end.	\$611,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Much of the segment is an unimproved roadway with no curbs. 	City of Ontario
P18	NW 4 th Ave	N Park Blvd to N Oregon St	Construct sidewalk on both sides of roadway	Constructs sidewalks along a roadway that runs from the Union Pacific Railroad tracks to Highway 201, providing connectivity across much of northern Ontario, including May Roberts Elementary School	\$541,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P19	E Idaho Ave Area Sidewalks	Tapadera Ave: Lincoln Ave to Clarion Inn Access SW 13 th St: SE 1 st Ave to SE 5 th Ave Goodfellow St: E Idaho Ave to End of Roadway	Infill sidewalk on both sides of roadway	Fills gaps in the sidewalk network along the commercial properties that are located adjacent to E Idaho Avenue, improving access for customers on foot and allowing shoppers who drove to walk between multiple destinations.	\$266,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Some gaps could be filled in as part of future redevelopment of adjacent properties. 	City of Ontario, Private Development Funds
P20	SE 2 nd St	E Idaho Ave to SE 18 th Ave	Construct sidewalk on both sides of roadway	Constructs sidewalk on a road with residential and industrial land uses, connecting to E Idaho Avenue on the north end with SE 18 th Avenue, a major east-west roadway on the south end.	\$442,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Roadway reconstruction with bike lanes and sidewalks is currently underway from SE 5th Avenue to SE 12th Avenue. 	City of Ontario
P21	SW 18 th Ave	Sunset Dr to SE 2 nd Ave	Construct sidewalk on both sides of the roadway	Constructs sidewalks on a through road on the south end of Ontario, part of which is on the Safe Routes to School network.	\$1,047,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P22	NW 9 th St/NW 10 th St/W Idaho Ave	NW 9 th St: NW 4 th Ave to W Idaho St NW 10 th St: NW 2 nd Ave to W Idaho St W Idaho Ave: NW 9 th St to NW 10 th St	Construct sidewalk on both sides of roadway, construct North-South Connector Trail on east side of NW 9th St	Completes the sidewalk network around Ontario High School and fills a small gap in the sidewalk network on W Idaho Avenue and adds to city's trail network	\$405,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. 	City of Ontario, ODOT SRTS Grants, ODOT Community Pathways Grant
P23	NW 6 th St	NW 8 th Ave to Ontario Middle School	Construct sidewalk on both sides of roadway	Connects several major destinations, including two schools (May Roberts Elementary School and Ontario Middle School) with Beck-Kiwanis Park and the county fairgrounds with sidewalks in a residential neighborhood.	\$301,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P24	Dorian Dr	NW 4 th Ave to W Idaho Ave	Infill sidewalk on both sides of roadway	Extends sidewalks from an existing project (Project P5) to the north to meet the NW 4 th Avenue, another major east-west road in the city, and provide connections to additional housing areas.	\$163,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. Much of the segment is an unimproved roadway with no curbs or curbs on one side of the roadway. 	City of Ontario
P25	NW 8 th Ave/NW 9 th St	NW 8 th Ave: NW 9 th St to N Oregon St NW 9 th St: NW 8 th Ave to NW 4 th Ave	Construct sidewalk on both sides of roadway, construct North-South Connector Trail on east side of NW 9th St	Constructs sidewalk connections to Beck-Kiwanis Park and the county fairgrounds, and it provides a connection to the North-South Connector trail that will run along NW 8 th Street or NW 9 th Street, as well as providing a connection to the bus.	\$761,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT Community Pathways Grant
Low-Priority Segments							

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P26	Sunset Dr	City Limit to SW 18 th Ave	Construct sidewalk on both sides of roadway	Connects the future Sunset Park and SW 18 th Avenue with the incorporated city to the north.	\$636,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. The city's Parks Master Plan identifies a shared-use path along the Stewart Carter Canal immediately to the west. The city may need to incorporate land before constructing sidewalks 	City of Ontario
P27	Alameda Dr	SW 14 th Ave to SW 18 th Ave	Construct sidewalk on both sides of roadway	Connects SW 18 th Avenue and the farm-oriented properties to the southwest to the Safe Routes to School Network and Alameda Elementary School.	\$260,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P28	SE 5 th St/SE 6 th Ave	SE 5 th St: SE 5 th Ave to SE 6 th Ave SE 6 th Ave: SE 5 th St to SE 6 th St	Construct sidewalk on both sides of roadway	Completes a sidewalk connection between SE 5 th Avenue and SE 9 th Avenue with access to apartments and to Eastside Park.	\$111,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P29	SE 9 th Ave	SE 2 nd St to SE Claude Road	Construct sidewalk on both sides of roadway	Provides access to housing and industrial jobs, as well as the Ontario Head Start Center and lower-income housing on Claude Road on the east end of the segment.	\$568,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P30	SE 3 rd St	E Idaho Ave to SE 5 th Ave	Infill sidewalk on both sides of roadway	Complements the sidewalk improvements on SE 2 nd St while providing more connections between E Idaho Avenue and commercial and industrial land uses.	\$165,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P31	NW 5 th St/NW 3 rd Ave/NW 4 th St	NW 5 th St: NW 4 th Ave to NW 3 rd Ave NW 4 th St: NW 4 th Ave to NW 3 rd Av NW 3 rd Ave: NW 5 th St to NW 4 th St	Construct sidewalk on both sides of roadway	Constructs sidewalks around three sides of Laxson Park and improves accessibility in the surrounding residential neighborhood.	\$203,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. The sidewalks in Laxson Park will need to navigate around trees. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P32	N Oregon St	NW 9 th St to NW 8 th Ave	Construct sidewalk on both sides of roadway	Provides a walking connection north out of Ontario to the businesses along Highway 201 to the north.	\$650,000	<ul style="list-style-type: none"> There is no curb on either side of the road for much of the segment, and the gravel area is used as parking, which may need to be adjusted. 	City of Ontario
P33	SW 18 th Ave	Sunset Dr to Highway 201	Construct sidewalk on both sides of roadway	Mirrors a future path on SW 18 th Avenue as outlined in Ontario's Parks Master Plan.	\$746,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P34	Hunter Ln	Western End of Road to Verde Dr	Construct sidewalk on both sides of roadway	Adds to the sidewalk network in a neighborhood where there is existing sidewalk infrastructure.	\$281,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P35	SE Claude Rd	SE 5 th Ave to SE 13 th Ave	Construct sidewalk on west side of roadway	Improves walking access to lower-income pre-fab homes in the southeast corner of the city	\$195,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario
P36	Rieter Dr/Arata Way/Sears Dr	Rieter Dr: NW 4 th Ave to Arata Way Arata Way: Reiter Dr to Sears Dr Sears Dr: Arata Way to NW 12 th St	Construct sidewalk on both sides of roadway	Constructs sidewalk through a residential development that connects two major east-west roads – W Idaho Avenue and NW 4 th Avenue – and improves walking accessibility to Aiken Elementary School and Ontario High School	\$235,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. 	City of Ontario, ODOT SRTS Grants
P37	SW 4 th Ave	SW 33 rd St to Highway 201	Construct sidewalk on south side of roadway	Improves connections to housing and the airport on this stretch of SW 4 th Avenue west of Highway 201.	\$70,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Ontario's Parks Master Plan envisions an Airport Trail around the airport. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
P38	NW 4 th Ave	Highway 201 to N Dorian Dr	Construct sidewalk on both sides of roadway	Continues NW 4 th Avenue sidewalk connection across Ontario.	\$251,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. Much of the segment is an unimproved roadway with no curbs. 	City of Ontario
P39	Washington Ave/ Verde Dr	Washington Ave: Verde Dr to Highway 201 Verde Dr: Washington Ave to Highway 201	Construct sidewalk on both sides of roadway	Improves walkability around the industrial job areas north of Ontario.	\$597,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Much of the segment is an unimproved roadway with no curbs. 	City of Ontario, Private Development Funds
P40	Malheur Dr/Park Blvd	Malheur Dr: Verde Dr to Park Blvd Park Blvd: Malheur Dr to NW 4 th Ave	Construct sidewalk on both sides of roadway	Improves connectivity for pedestrians on the north side of Ontario.	\$878,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Much of the segment is an unimproved roadway with no curbs. 	City of Ontario
P41	Fortner St	N Oregon St to NW 4 th Ave	Construct sidewalk on both sides of roadway	Provides a north-south connection from Oregon Street to NW 4 th Avenue through residential land uses.	\$323,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition. 	City of Ontario
P42	NW 12 th St	North End of Roadway to NW 4 th Ave	Construct sidewalk on both sides of roadway	Fills in the sidewalk network within a residential neighborhood.	\$219,000	<ul style="list-style-type: none"> Installation of sidewalks would likely require some right-of-way acquisition and utility relocations. Much of the segment is an unimproved roadway with no curbs. 	City of Ontario

Table 2. Future Intersection Crossing Plan Implementation Details

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
High-Priority Projects						

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
I1	Sunset Dr and SW 4 th Ave	Install a rectangular rapid flashing beacon across SW 4 th Ave at the existing marked crosswalk	Provides higher level of safety for pedestrians crossing a five-lane arterial and connects with existing sidewalks on all roads approaching the intersection while also connecting to bus service in Ontario.	\$40,000	<ul style="list-style-type: none"> Adding a pedestrian refuge island in the middle, similar to the crossing across SW 4th Avenue between SW 7th Street and SW 9th Street, provides greater protection to pedestrians. 	City of Ontario, Private Development Funds
I2	Hillcrest Dr and SW 4 th Ave	Install a rectangular rapid flashing beacon across SW 4 th Ave at the existing marked crosswalk, install curb ramp at south side of crosswalk (1)	Provides higher level of safety for pedestrians crossing a five-lane arterial and connects.	\$45,000	<ul style="list-style-type: none"> Further study should examine whether the crossing should be on the west side of the intersection (where westbound left-turning vehicles will queue) or on the east side of the intersection (where southbound left-turning vehicles will turn). 	City of Ontario, Private Development Funds
I3	SW 12 th St and SW 4 th Ave	Install a rectangular rapid flashing beacon across SW 4 th Ave at existing marked crosswalk	Provides higher level of safety for pedestrians crossing a five-lane arterial and connects with bus service in Ontario.	\$40,000	<ul style="list-style-type: none"> Could be built together with Project P16 to create a complete sidewalk network for people crossing SW 4th Avenue at this location. 	City of Ontario, Private Development Funds
I4	SW 6 th St and SW 4 th Ave	Install a rectangular rapid flashing beacon across SW 4 th Ave on the west side of the intersection at existing marked crosswalk	Provides higher level of safety for pedestrians crossing a five-lane arterial and connects with downtown Ontario as well as Treasure Valley Community College	\$40,000	<ul style="list-style-type: none"> Could be built together with Project P13 to create a complete sidewalk network for people crossing SW 4th Avenue at this location. 	City of Ontario
I5	SE 5 th Ave and East Ln	Create all-way stop by removing free southbound right turn	Eliminates a free right-turn for vehicles turning onto SE 5 th Avenue, which is a 35 MPH facility, and improves safety for pedestrians in a dense commercial area	\$5,000	<ul style="list-style-type: none"> Could be built together with Projects P8 to create a complete sidewalk network on SE 5th Avenue. Provides an opportunity to stripe crosswalks and create an expectation that there may be pedestrians. May require temporary signage alerting drivers to a new traffic pattern. 	City of Ontario, Private Development Funds

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
16	GameStop Lot/Walmart Lot and East Ln	Mark crosswalk and install a rectangular rapid flashing beacon across East Ln on the south side of the intersection	Allows shoppers to more easily walk between stores without needing to drive to a new parking lot while helping people who are not drivers (such as transit riders) navigate to their shopping destinations.	\$42,000	<ul style="list-style-type: none"> May need to work with property owners, especially on the east side of the intersection, to create sidewalks to and from the intersection. 	City of Ontario, Private Development Funds
17	Walmart Lot and East Ln	Mark crosswalk and install a rectangular rapid flashing beacon across East Ln on south side of the intersection with the existing pedestrian path through the parking lot, install curb ramps on both sides of the street at the new crosswalk location (2)	Creates a pedestrian connection to a major grocery store in the city, making it easier for people to not drive from parking lot to parking lot and making it easier for people without vehicles (such as transit riders) to complete their shopping trips.	\$50,000	<ul style="list-style-type: none"> May need to work with property owners, especially on the east side of the intersection, to create sidewalks to and from the intersection. 	City of Ontario, Private Development Funds
18	SW 9 th St and SW 2 nd Ave	Stripe crosswalks and complete curb ramp installation on the south side of the intersection (2)	Improves access to Lions Park and St. Peter Catholic School while also creating a safer intersection crossing on the city's Safe Routes to School network.	\$9,000	<ul style="list-style-type: none"> Could be built together with Project P5 to create a complete sidewalk network for people crossing SW 9th Street at this location. 	City of Ontario, ODOT SRTS Grants
19	SW 6 th St and W Idaho Ave	Add stop bar for pedestrian crossing and improve pedestrian crossing signage (W11-2 or R1-5b/R1-5c) on W Idaho Ave approaches	Creates driver awareness that pedestrians (and especially middle school-age students) may be crossing a major east-west road in the city that provides access to Ontario Middle School.	\$5,000	<ul style="list-style-type: none"> Could be built together with Project P23 to create a complete sidewalk network for students heading north from Ontario Middle School. 	City of Ontario, ODOT SRTS Grants
110	Park Blvd and SW 5 th Ave	Stripe crosswalk across Park Blvd to connect offset intersection, stripe crosswalks across SW Fifth Ave in both locations to connect to existing sidewalks, and complete curb ramp installation at all corners without curb ramps (2)	Designates a crossing locations for pedestrians looking to cross Park Boulevard and create awareness for drivers who may be making two turning movements to stay on SW 5 th Avenue.	\$13,000	<ul style="list-style-type: none"> Could be built together with Project P9 to create a complete sidewalk network on SW 5th Avenue. Sidewalk placement and design will need to consider that many drivers may be making turning movements across this offset intersection. 	City of Ontario
Medium-Priority Projects						

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
I11	Alameda Dr and SW 8 th Ave	Stripe crosswalk across Alameda Dr to connect offset intersection, complete curb ramp installation on west side of Alameda Dr (2)	Improves walking and crossing conditions at an offset intersection that is next to Alameda Elementary School.	\$10,000	<ul style="list-style-type: none"> • Could be built with project P2 to create a complete sidewalk network around Alameda Elementary School. • Sidewalk placement and design will need to consider that many drivers may be making turning movements across this offset intersection. 	City of Ontario, ODOT SRTS Grants
I12	SW 10 th St and W Idaho Ave	Add stop bar for pedestrian crossing and improve pedestrian crossing signage (W11-2 or R1-5b/R1-5c) on W Idaho Ave approaches, complete curb ramp installation on south side of W Idaho Ave (2)	Establishes driver expectation for pedestrians around Ontario High School across a major east-west road in the city.	\$10,000	<ul style="list-style-type: none"> • Could be built with either Project P5 or P22 to improve walking conditions around Ontario High School. 	City of Ontario, ODOT SRTS Grants
I13	SW 6 th St and SW 2 nd Ave	Study intersection for all-way stop-control; uncontrolled intersection is located at a major hub for Ontario Middle School	Prioritizes pedestrian movement at an intersection outside of Ontario Middle School and the vehicle drop-off/pick-up location.	\$10,000	<ul style="list-style-type: none"> • Manual on Uniform Traffic Control Devices guidance should be followed in completing the study. 	City of Ontario, ODOT SRTS Grants
I14	SW 4 th St and W Idaho Ave	Study intersection for all-way stop control, install a rectangular rapid flashing beacon across W Idaho Ave on the west side of the intersection	An all-way stop intersection may improve crossings near Ontario Middle School.	\$10,000	<ul style="list-style-type: none"> • Manual on Uniform Traffic Control Devices guidance should be followed in completing the study. • Traffic could be encouraged to use SW 2nd Street or S Oregon Street to move between W Idaho Avenue and SW 4th Avenue. 	City of Ontario, ODOT SRTS Grants
I15	SW 4 th St and SW 11 th Ave	Add stop bar for pedestrian crossing and improve pedestrian crossing signage (W11-2 or R1-5b/R1-5c) on SW 4 th St approaches, complete curb ramp installation at northeast corner of the intersection (1)	Creates a safer environment for pedestrians at an intersection with a channelized southbound right turn.	\$6,000	<ul style="list-style-type: none"> • Could be built with either Project P12 or P17 to improve walking conditions around the Treasure Valley Ball Park. 	City of Ontario
I16	SW 12 th St and SW 5 th Ave	Stripe crosswalks across the north and east side of the intersection, install curb ramps at all intersection corners (4)	Improves walking access in a residential neighborhood).	\$18,000	<ul style="list-style-type: none"> • Could be built with either Project P9 or P15 to improve walking conditions in the neighborhood and to Alameda Elementary School. 	City of Ontario

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
I17	SE 5 th Ave and SE 13 th St	Study intersection for potential enhanced crossing alternatives	Improves walkability in a major commercial area and provides an improved walking conditions for when new development is added.	\$10,000	<ul style="list-style-type: none"> • Could be built together with Project P8 to create a complete sidewalk network on SE 5th Avenue. • Intersection improvements could be filled in as part of future redevelopment of adjacent properties. 	City of Ontario, Private Development Funds
I18	Staples Lot and SE 13 th St	Stripe crosswalk across SE 13 th Ave, install curb ramp at the location of the crosswalk on the east side of the street (1)	Allows shoppers to more easily walk between stores without needing to drive to a new parking lot while helping people who are not drivers (such as transit riders) navigate to their shopping destinations.	\$6,000	<ul style="list-style-type: none"> • May need to work with property owners, especially on the west side of the intersection, to create sidewalks to and from the intersection. 	City of Ontario, Private Development Funds
I19	SE 1 st Ave and Goodfellow St	Stripe crosswalks across Goodfellow St on the south side of the intersection, install curb ramp at southeast corner of intersection with new crosswalk (1)	Improves access to a major grocery store in Ontario while making it easier for people to walk between stores in the E Idaho Avenue commercial area.	\$7,000	<ul style="list-style-type: none"> • Could be built together with Project P19 to create a complete sidewalk network or could be built when Goodfellow Street is extended to SE 5th Avenue. 	City of Ontario, Private Development Funds
I20	Dairy Queen Lot and Goodfellow St	Stripe crosswalk across Goodfellow St, install curb ramps on both sides of the street at the new crosswalk location (2)	Improves walking access to fast food restaurants and access to the businesses located along Goodfellow Street north of E Idaho Avenue.	\$9,000	<ul style="list-style-type: none"> • May need to work with property owners to create sidewalks to and from the intersection. 	City of Ontario, Private Development Funds
Low-Priority Projects						
I21	SW 2 nd St and SW 5 th Ave	Stripe crosswalk across SW 5 th Ave on the west side of the intersection, install curb ramps at all corners of the intersection (4)	Improves access between downtown Ontario and the residential neighborhood to the south.	\$19,000	<ul style="list-style-type: none"> • Could be built together either with Projects P9 or P17 to improve sidewalk connectivity on either SW 5th Avenue or SW 2nd Street. 	City of Ontario
I22	SE 5 th St and SE 5 th Ave	Install a rectangular rapid flashing beacon across SW 5 th Ave at existing marked crosswalk, complete curb ramp installation at all corners without curb ramps (2)	Creates a safer crossing across SE 5 th Avenue (a 35 MPH road) while improving access to a bus stop, Eastside Park, and housing in southeast Ontario.	\$49,000	<ul style="list-style-type: none"> • Could be built with Projects P8, P9, or P28 to create a connected sidewalk network on SE 5th Avenue or SE 5th Street. 	City of Ontario

ID	Intersection	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
I23	Tapadera Ave and Goodfellow St	Stripe crosswalk across Goodfellow St on north side of the intersection, install curb ramps on both sides of the street at the new crosswalk location (2)	Improves walking conditions in the E Idaho Avenue commercial area and makes it easier for people to shop without a car or needing to drive between parking lots.	\$9,000		City of Ontario, Private Development Funds
I24	NW 6 th St and NW 4 th Ave	Stripe crosswalk across NW 6 th St on the north side of the intersection, install curb ramps at all corners of the intersection (4)	Improves walking access in the residential neighborhood north of downtown and provides a better walking experience for people reaching May Roberts Elementary School.	\$19,000	<ul style="list-style-type: none"> • Could be built either with Projects P18 or P23 to improve sidewalk connectivity on NW 4th Avenue or NW 6th Street. 	City of Ontario, ODOT SRTS Grants
I25	NE 18 th St and W Idaho Ave	Stripe crosswalks across W Idaho Ave, complete curb ramp installation on north side of the intersection (2)	Provides an improved crossing environment for pedestrians crossing W Idaho Avenue on a through road connecting north-south.	\$12,000		City of Ontario
I26	Dorian Dr and NW 4 th Ave	Stripe crosswalk across NW 4 th Ave on the west side of the intersection, complete curb ramp installation at southeast corner of intersection (1)	Provides an improved crossing opportunity for pedestrians walking on either Dorian Drive or NW 4 th Avenue – through roads that connect to much of the rest of Ontario.	\$6,000	<ul style="list-style-type: none"> • Could be built either with Projects P24 or P38 to improve sidewalk connectivity on Dorian Drive or NW 4th Avenue. 	City of Ontario
I27	N Oregon St and NW 4 th Ave	Add stop bar for pedestrian crossing and improve pedestrian crossing signage (W11-2 or R1-5b/R1-5c) on N Oregon St approaches	Creates a safer pedestrian crossing environment across a wide, three-lane roadway and provides access to a bus stop.	\$5,000	<ul style="list-style-type: none"> • Could be built together with Project P18 to improve sidewalk connectivity on NW 4th Avenue. 	City of Ontario
I28	Walmart Lot and East Ln	Restripe existing crossing across East Ln with continental striping, add signage on East Ln approaches	Improves walking access and driver expectations outside of a major shopping destination in Ontario and allows people to shop without driving between parking lots.	\$5,000		City of Ontario, Private Development Funds

Table 3. Future Bicycle Plan Implementation Details

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
High-Priority Segments							

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
S1	E Idaho Ave	I-84 eastbound ramps to Snake River	Construct shared-use path on south side of road	A shared-use path on the south side of E Idaho Avenue would improve walking and biking connectivity to the city's major commercial center that is disconnected from the rest of the city by I-84 and Union Pacific railroad.	\$3,800,000 (includes roadway widening)	<ul style="list-style-type: none"> The city will need to acquire right-of-way at the eastern end of the proposed path. 	ODOT, Private Development Funds, ODOT Community Pathways Grant
B1	SW 4 th Ave	Highway 201 to 9 th St	Construct protected bike lanes	Improves biking conditions on the city's primary commercial corridor on the west side of downtown, improving access to jobs and shopping.	\$774,000	<ul style="list-style-type: none"> May require narrowing travel lanes and/or the two-way left turn lane along the entire segment. 	City of Ontario, Private Development Funds, ODOT SRTS Grants
B2	Verde Dr	NW 4 th Ave to SW 4 th Ave	Stripe bike lanes	Establishes bike infrastructure on a through north-south route connecting to homes, schools, and jobs.	\$29,000	<ul style="list-style-type: none"> May require the removal of on-street parking. 	City of Ontario, ODOT SRTS Grants
B3	Sears Dr/NW 12 th St	Sears Dr: NW 4 th Ave to NW 12 th St NW 12 th St: Sears Dr to SW 4 th Ave	Create enhanced bike route through shared lane markings, wayfinding signage, and enhanced crossings and traffic calming, if necessary	Creates a local street bike route that connects to St. Alphonsus Medical Center, Ontario High School, and the major employment/commercial area of SW 4 th Avenue.	\$46,000	<ul style="list-style-type: none"> The City should study what, if any, traffic calming measures would be most appropriate. 	City of Ontario, ODOT SRTS Grants
B4	S Oregon St	NW 1 st Ave to SW 4 th Ave	Add shared lane markings and wayfinding signage	Extends the bike infrastructure from Oregon Street north of Idaho Avenue to the south, improving access to downtown Ontario.	\$6,000		City of Ontario
B5	SW 2 nd St/SW 11 th Ave	SW 2 nd St: W Idaho Ave to SW 11 th Ave SW 11 th Ave: SW 2 nd St to SW 4 th St	Add shared lane markings and wayfinding signage	Provides a north-south connection from the heart of downtown Ontario to the homes to the south and connecting with the Treasure Valley Ball Park.	\$15,000		City of Ontario
B6	W Idaho Ave	Dorian Way to SW 4 th St	Stripe bike lanes	Creates bike infrastructure on a major east-west crosstown street in the city with connections to many of the city's neighborhoods and three different schools.	\$88,000	<ul style="list-style-type: none"> May require the removal of on-street parking. 	City of Ontario, ODOT SRTS Grants
B7	Dorian Way	W Idaho Ave to SW Fourth Ave	Stripe bike lanes	Provides a connection to SW 4 th Avenue on the western edge of Ontario where there are fewer streets on a grid network.	\$14,000		City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B8	SW 6 th St	SW 2 nd Ave to SW 5 th Ave	Create enhanced bike route through shared lane markings, wayfinding signage, and enhanced crossings and traffic calming, if necessary	A short segment that connects schools, parks, a major commercial corridor, and downtown Ontario on a comfortable local street.	\$44,000	<ul style="list-style-type: none"> The City should study what, if any, traffic calming measures would be most appropriate. 	City of Ontario, ODOT SRTS Grants
B9	SW 2 nd Ave	SW 10 th St to S Oregon Ave	Add shared lane markings and wayfinding signage	Connects residential and commercial land uses with Ontario Middle School, Lions Parks, and a future north-south shared use path on SW 9 th Street.	\$10,000	<ul style="list-style-type: none"> The city should study whether a bike route should continue on the north side of Ontario Middle School where the street is disconnected. 	City of Ontario, ODOT SRTS Grants
B10	SW 12 th St/Locust Way/SW 11 th St	SW 12 th St: SW 4 th Ave to Locust Way Locust Way: SW 12 th St to SW 11 th St SW 11 th St: Locust Way to SW 14 th Ave	Create enhanced bike route through shared lane markings, wayfinding signage, and enhanced crossings and traffic calming, if necessary	Connects neighborhoods to the south of SW 4 th Avenue with access to jobs and shopping as well as Alameda Elementary School.	\$68,000	<ul style="list-style-type: none"> The City should study what, if any, traffic calming measures would be most appropriate. 	City of Ontario, ODOT SRTS Grants
B11	E Idaho Ave/SE 1 st Ave	E Idaho Ave: I-84 eastbound ramps to 650 feet west of ramps SE 1 st Ave: SE 2 nd St to E Idaho Ave	Construct shared-use path on south side of road, connect E Idaho Avenue and SE 1 st Avenue at the narrowest point between the two roads with a path across the vacant lot, and add shared lane markings and wayfinding signage on SE 1 st Avenue	Provides important connection between the E Idaho Avenue shared-use path to the east and with the rest of the city to the west by connecting bicycle traffic to a railroad crossing at SW 5 th Avenue and creates a connection over one of two routes across I-84.	\$111,000	<ul style="list-style-type: none"> Right-of-way may be required to make the connection between SE 1st Avenue and E Idaho Avenue. 	City of Ontario, ODOT, ODOT Community Pathways Grant

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B12	NW 6 th St	NW 8 th Ave to Ontario Middle School	Create enhanced bike route through shared lane markings, wayfinding signage, and enhanced crossings and traffic calming, if necessary	Creates a parallel north-south route to a future shared-use path on NW 9 th Street with direct connections to Ontario Middle School on the south end and Beck-Kiwanis Park on the north end.	\$91,000	<ul style="list-style-type: none"> The City should study what, if any, traffic calming measures would be most appropriate. 	City of Ontario, ODOT SRTS Grants
B13	SW 8 th Ave/Alameda Dr	SW 8 th Ave: Alameda Dr to SW 12 th St Alameda Dr: SW 8 th Ave to SW 18 th Ave	Add shared lane markings and wayfinding signage	Connects Alameda Elementary School to housing to the north, west, and south.	\$10,000	<ul style="list-style-type: none"> 	City of Ontario, ODOT SRTS Grants
Medium-Priority Segments							
B14	E Idaho Ave Area Roadways	East Ln: North End of Road to W Idaho Ave Goodfellow St: North End to South End of Road Lincoln Ave: Tapadera Ave to Goodfellow St Tapadera Ave: Lincoln Ave to Goodfellow St SE 1 st Ave: Goodfellow St to SE 13 th St SE 13 th St: SE 1 st Ave to SE 5 th Ave	Add shared lane markings and wayfinding signage	Provides people on the E Idaho Avenue shared-use path with direct connections at various stores in this major commercial area.	\$14,000	<ul style="list-style-type: none"> The city should work with various businesses in the area to ensure that there is enough bike parking for people who may arrive by bike. 	City of Ontario, Private Development Funds
B15	SW 11 th Ave/Park Blvd	SW 11 th Ave: SW 4 th St to Park Blvd Park Blvd: SE 11 th Ave to SE 18 th Ave	Add shared lane markings and wayfinding signage	Extends a bike connection (Project B5) around the Treasure Valley Ball Park to the existing Treasure Valley Connector Trail.	\$5,000	<ul style="list-style-type: none"> Timing for this related project may be impacted by Project B5 implementation, a high-priority project. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B16	Sunset Dr	SW 4 th Ave to SW 18 th Ave	Add shared lane markings and wayfinding signage or construct shared-use path	Connects more rural areas of the community with SW 4 th Avenue and a potential future park on the west side of the roadway.	\$6,000 (shared lane markings) \$675,000 (shared-use path)	<ul style="list-style-type: none"> A path, if chosen, may require right-of-way acquisition. If the city chooses to build a path along the canal, as outlined in the Parks Master Plan, connections to the street grid will be needed. 	City of Ontario, ODOT Community Pathways Grant
B17	NW 9 th St/SW 9 th St/ Park Blvd/	NW/SW 9 th St: NW 8 th Ave to SW 4 th Ave Park Blvd: SW 4 th Ave to End of Road	Construct shared-use path as outlined in the City of Ontario's Parks and Recreation Master Plan	Extends the Treasure Valley Connector Trail to the north to SW 4 th Avenue, the edge of downtown, schools and parks, and the Malheur County Fairgrounds at the north end of the segment.	\$785,000	<ul style="list-style-type: none"> The city may need to acquire right-of-way to construct a shared-use path. Without right-of-way, the city may need to remove on-street parking. 	City of Ontario, ODOT Community Pathways Grant
B18	SE 9 th Ave/SE Claude Road	SE 9 th Ave: SE 2 nd Ave to SE Claude Road SE Claude Road: SE 9 th Ave to SE 13 th Ave	Add shared lane markings and wayfinding signage	Connects housing developments along I-84 to existing bike infrastructure on SE 2 nd Street.	\$16,000	<ul style="list-style-type: none"> 	City of Ontario
B19	SE 2 nd St	E Idaho Ave to SE 5 th Ave	Add shared lane markings and wayfinding signage	Extends the existing bike infrastructure on SE 2 nd Street to E Idaho Avenue and fills in a vital connection between the city to the west of the railroad tracks and the E Idaho Avenue shared-use path.	\$6,000	<ul style="list-style-type: none"> 	City of Ontario
B20	NW 4 th Ave	Tori Dr to N Oregon St	Create enhanced bike route through shared lane markings, wayfinding signage, and enhanced crossings and traffic calming, if necessary	Creates a third crosstown east-west route that connects with several housing subdivisions, May Roberts Elementary School, and N Oregon Street.	\$64,000	<ul style="list-style-type: none"> The City should study what, if any, traffic calming measures would be most appropriate. 	City of Ontario, ODOT SRTS Grants

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B21	SW/SE 5 th Ave	SW 12 th St to SE 5 th St	Stripe bike lanes, improve rail crossing for bicyclists	Completes the connection between Ontario on the west side of the railroad tracks with the E Idaho Avenue shared-use path, as well as creating a connection for people to the south of downtown Ontario.	\$122,000	<ul style="list-style-type: none"> May need to work with Union Pacific Railroad on the improved rail crossing. 	City of Ontario
B22	SW 4 th Ave	SW 9 th St to S Oregon St	Construct protected bike lanes - this will likely require removing one or more motor vehicle lanes	Creates improved biking conditions on the city's primary commercial corridor on the west side of downtown, improving access to jobs and shopping.	\$312,000	<ul style="list-style-type: none"> May reallocating a travel lane along the entire segment.. 	City of Ontario, Private Development Funds
B23	Washington Ave	Highway 201 to NW 8 th St	Construct buffered bike lanes	Creates a buffered bike lane connection on a section of roadway that will connect to a shared-use path coming from the Malheur County Fairgrounds.	\$57,000	<ul style="list-style-type: none"> May need to narrow existing vehicle travel lanes to create buffer space. 	City of Ontario, Private Development Funds
B24	Idaho Ave	SW 4 th St to Oregon Street	Construct protected bike lanes – this will likely require removing one or more motor vehicle lanes	Adds bike infrastructure on a major commercial corridor immediately to the north of downtown Ontario.	\$131,000	<ul style="list-style-type: none"> May require reallocating a travel lane along the entire segment. 	City of Ontario, Private Development Funds
B25	Dorian Dr	NW 4 th Ave to W Idaho Ave	Add shared lane markings and wayfinding signage	Extends a planned bike route (Project B7) to the north, connecting more residential areas with the city's commercial areas to the south.	\$5,000	<ul style="list-style-type: none"> Timing for this related project may be impacted by Project B7 implementation, a high-priority project. 	City of Ontario
B26	SW 4 th St	W Idaho Ave to SW 4 th Ave	Stripe bike lanes	Provides direct access to many commercial and municipal destinations, including Ontario Middle School, the Ontario Community Library, and the state Employment Department.	\$16,000	<ul style="list-style-type: none"> May require the removal of on-street parking. 	City of Ontario, ODOT SRTS Grants
Low-Priority Segments							
B27	SE 2 nd St	SE 12 th Ave to SE 18 th Ave	Stripe bike lanes	Extends the existing bike lanes on SE 2 nd Street from the north to SE 18 th Avenue, the next major street to the south.	\$18,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes. 	City of Ontario

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B28	East Ln	E Idaho Ave to south end of road	Stripe bike lanes	Provides a connection from the E Idaho Avenue shared-use path to shopping and grocery destinations.	\$14,000	<ul style="list-style-type: none"> Timing for this related project may be impacted by Project S1 implementation, a high-priority project on E Idaho Avenue. 	City of Ontario, Private Development Funds
B29	N Oregon St	NW 1 st Ave to NW 8 th Ave	Construct buffered bike lanes	Improves existing bike infrastructure on a higher-speed road.	\$69,000	<ul style="list-style-type: none"> The two-way left-turn lane may need to be narrowed to create buffer space. 	City of Ontario
B30	Malheur Drive/Park Blvd	Verde Dr to NW 4 th Ave	Add shared lane markings and wayfinding signage	Provides a quieter connection for bicyclists between NW 4 th Avenue and Verde Drive with access to homes and the Malheur County Fairgrounds.	\$5,000	<ul style="list-style-type: none"> 	City of Ontario
B31	NW 8 th Ave	NW 9 th St to N Oregon St	Add shared lane markings and wayfinding signage	Connects N Oregon Street, Beck-Kiwanis Park, Malheur County Fairgrounds, and a future north-south shared-use path, along with homes in the northern part of the city.	\$10,000	<ul style="list-style-type: none"> 	City of Ontario
B32	SW/SE 18 th Ave	SW 4 th St to SE 2 nd St	Construct buffered bike lanes	Installs bike infrastructure around industrial lands and adds another bike connection across the railroad tracks.	\$52,000	<ul style="list-style-type: none"> May not be sufficient room on the railroad overpass to accommodate buffered bike lanes 	City of Ontario
B33	SW 14 th St	Alameda Dr to SW 4 th St	Add shared lane markings and wayfinding signage	Creates an east-west connection from Alameda Elementary School to Treasure Valley Ball Park and the Treasure Valley Connector Trail, as well as begins a future trail that will eventually head east.	\$6,000	<ul style="list-style-type: none"> 	City of Ontario, ODOT SRTS Grants
B34	Fortner St	N Oregon St to NW 4 th Ave	Add shared lane markings and wayfinding signage	Creates a parallel route from N Oregon Street through residential land uses.	\$7,000	<ul style="list-style-type: none"> 	City of Ontario
B35	Verde Dr	Highway 201 to NW 4 th Ave	Construct buffered bike lanes	Extend proposed bike infrastructure (Project B2) to the north to reach additional homes, industrial lands, and Highway 201.	\$60,000	<ul style="list-style-type: none"> Timing for this related project may be impacted by Project B2 implementation, a high-priority project. 	City of Ontario
B36	SW 4 th Ave	SW 33 rd St to Highway 201	Construct protected bike lanes	Extend proposed bike infrastructure (Project B1) to the west to reach the airport and housing.	\$189,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes (not included in cost estimate). 	City of Ontario, Private Development Funds

ID	Roadway	Segment	Proposed Project	Benefits	Cost	Considerations	Potential Funding Sources
B37	SE 5 th Ave	SE 5 th St to East Ln	Construct protected bike lanes	Create a parallel bike connection south of the E Idaho Avenue shared-use path and a second connection over I-84 for access to the commercial areas on the east side of the city.	\$418,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes. 	City of Ontario, Private Development Funds
B38	NW 4 th Ave	Highway 201 to Tori Dr	Construct buffered bike lanes	Extend proposed bike infrastructure (Project B20) west to reach Highway 201.	\$29,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes, which is not included in the project cost. 	City of Ontario, Private Development Funds
B39	Washington Ave/Verde Dr	Washington Ave: Verde Dr to Highway 201 Verde Dr: Washington Ave to Highway 201	Construct buffered bike lanes	Provide a bike connection to a major industrial job center around Ontario.	\$77,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes, which is not included in the project cost. 	City of Ontario, Private Development Funds
B40	SW 18 th Ave	Highway 201 to SW 4 th St	Construct protected bike lanes	Connect rural farmlands to Ontario and to Highway 201 by bike in a future growth area.	\$909,000	<ul style="list-style-type: none"> Road widening will be necessary to install bike lanes, which is not included in the project cost. 	City of Ontario, Private Development Funds
B41	N Oregon St	NW 8 th St to NW 8 th Ave	Construct protected bike lanes	Close a gap in bike infrastructure on a higher-speed street in Ontario.	\$377,000	<ul style="list-style-type: none"> Road widening, or the elimination of the two-way left-turn lane, will be necessary to install bike lanes. 	City of Ontario