



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

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Salem, Oregon 97301-2540

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www.oregon.gov/LCD



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: September 18, 2015

Jurisdiction: City of Weston

Local file no.:

DLCD file no.: 001-15

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 09/17/2015. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 37 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.: 001-15 {23898}

Received: 9/17/2015

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Weston

Local file no.: **153-2015**

Date of adoption: 09/09/2015

Date sent: 9/16/2015

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 07/06/2015

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes **No**
If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Debbi Russell, City Recorder

Phone: 541-566-3313

E-mail: russ01@qwestoffice.net

Street address: 114 Main Street

City: Weston

Zip: 97886-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

For amendments see Attachment C, D and E

For added sections see Attachment B

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Oregon Department of Transportation, State Historic Preservation Office, Confederated Tribes of Umatilla Indian Reservation, Umatilla County, East Umatilla County RFPD, City of Weston

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

CITY OF WESTON ORDINANCES
ORDINANCE NO. 153-2015

AN ORDINANCE AMENDING THE WESTON COMPREHENSIVE PLAN AND
ZONING ORDINANCE RELATING TO TRANSPORTATION PLANNING,
AND THE CITY CODE RELATING TO HISTORIC PRESERVATION

WHEREAS the City of Weston Planning Commission held a public hearing on August 12, 2015 to consider consultant recommendations to update the City of Weston's Comprehensive Plan, Transportation System Plan, and Zoning Ordinance to reflect new and additional provisions relating to transportation planning and development standards, and

WHEREAS the Planning Commission considered evidence and testimony, and determined that the proposed amendments were in the best interest of the City of Weston and made a recommendation to the City Council supporting the proposed amendments,

WHEREAS the City Council of the City of Weston held a public hearing on August 12, 2015 to consider the proposed amendments to the Comprehensive Plan, Transportation System Plan, and Zoning Ordinance, and Municipal Code, and the recommendation of the Planning Commission, and determined the proposed amendments were in the best interests of the City of Weston,
Therefore:

THE CITY OF WESTON DOES ORDAIN AS FOLLOWS:

Section 1. The City of Weston Transportation System Plan is hereby amended as shown in Attachment B: 2015 Weston Transportation Plan Update.

Section 2. The City of Weston Comprehensive Plan is hereby amended as shown in Attachment C: Amendments to the Weston Comprehensive Plan.

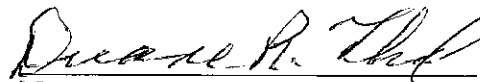
Section 3. The City of Weston Zoning Ordinance is hereby amended as shown in Attachment D: Amendments to the Weston Development Code.

Section 4. The City of Weston Municipal Code, Title XVI is hereby amended as shown in Attachment E.

Section 5. EFFECTIVE DATE: The City declares that this ordinance shall take effect within 30 days of passage by the City Council and approval by the Mayor.

PASSED AND ADOPTED this 9 day of Sept, 2015 by the following vote:

AYES: 4 NAYS: 0 ABSTENTIONS: 0


Mayor

ATTEST:


City Recorder

Transmittal

Date: September 17, 2015
To: Department of Land Conservation and Development
City of Weston Transportation System Plan
Cc: Project Management Team
RE: Notice of Adopted Change to a Comprehensive Plan or Land Use Regulation

From: Laura Krull
Phone: 503-542-3404
Email: lkrull@angeloplanning.com

On behalf of the City of Weston, Angelo Planning Group is submitting this Notice of Adopted Change to a Comprehensive Plan or Land Use Regulation.

This notice package includes the following attachments:

- Attachment A: Department of Land Conservation and Development (DLCD) Notice of Adopted Change to a Comprehensive Plan or Land Use Regulation.
- Attachment B: Transportation System Plan (dated August 2015)
- Attachment C: Amendments to Comprehensive Plan Goal 12, Narrative, Objectives, and Policies
- Attachment D: Amendments to the City of Weston Development Code
- Attachment E: Amendments to the City of Weston Historic Preservation Ordinance (Title XVI)
- Attachment F: City of Weston Staff Report (Dated August 12, 2015)
- Attachment G: City of Weston Amendment Ordinance (Dated August 9, 2015)

Please contact me or Matt Hastie (503-542-3403, mhastie@angeloplanning.com) when you have received this notice and if you have any questions or need additional information. Thank you so much for your time and consideration.

**Attachment A: Department of Land Conservation and Development Notice of Adopted
Change to a Comprehensive Plan or Land Use Regulation Form**

Attachment B: Transportation System Plan (Dated August 9, 2015)

Weston



TRANSPORTATION PLAN **U P D A T E**

Weston, Oregon
June 2015



Weston Transportation System Plan

Weston, Oregon

DRAFT

June 2015

Weston Transportation System Plan

Weston, Oregon

Prepared for:

City of Weston

Prepared By:

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June 2015

This project is partially funded by a grant from the Transportation and Growth Management ("TGM") Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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PREFACE

The Weston Transportation System Plan (TSP) was guided by the Project Management Team (PMT) made up of Weston staff and representatives with input from the Oregon Department of Transportation (ODOT). The project was also guided by a Citizen Advisory Committee (CAC). The CAC provided guidance on the direction of the TSP and consisted of staff members from ODOT and Weston citizens. In addition, area stakeholders provided guidance and ensured that the needs of the people of Weston were incorporated into the TSP.

The PMT, CAC, and project stakeholders devoted a substantial amount of time and effort to the development of the Weston Transportation System Plan (TSP) Update, and their participation was instrumental in the development of this document. The consultant team and PMT believe that the city's future transportation system will be better because of their commitment.

Project Management Team (PMT)

Duane Thul
City of Weston Mayor

Debi Russell
City of Weston Recorder

Sheldon Delph
City of Weston Grant Coordinator

Cheryl Jarvis-Smith
TGM Grant Manager

Scott Spendlove
City of Weston Public Works Director

Citizen Advisory Committee (CAC) Meeting Attendees

Jennifer Spurgeon
Weston City Council/Athena-Weston School Board

Bill Boyd
Weston City Council/Citizen

Donald Jackson
East Umatilla County RFPD

Lyn Delph
Weston City Council/Citizen

Sheila Jasperson
City of Weston Assistant Recorder

Nola Thul
Weston Citizen

Heidi Scott (Delph)
Weston Parks & Recreation Committee

Michael Lambert
CTUIR Fisheries Habitat Program

Jeff Wise
ODOT Region 5 Traffic

Project Stakeholders

Don Fine
ODOT Region 5 Traffic

George Bornstedt
ODOT Bridge

Prescott Mann
ODOT Rail/Public Transit

Chuck McCullough
Memorial Hall Board

Gary Crowder
Smith Frozen Foods

Linda Crampton
WCDC

Laura Prado
PARC Resources

Tim Crampton
WCDC/Weston City Council

Mike Hachquet
Smith Frozen Foods

Ace Clark
ODOT District 12

Chapter 1 Summary

SUMMARY

OVERVIEW

The City of Weston, in conjunction with the Oregon Department of Transportation (ODOT), initiated this update of the City's Transportation System Plan (TSP) in 2014. The TSP update guides the management and implementation of the transportation facilities, policies, and programs within Weston over the next 20 years. This plan is reflective of the community's vision, while remaining consistent with state and other local plans and policies. The plan also provides the necessary elements for adoption as the transportation element of the City's Comprehensive Plan. In addition, the plan provides ODOT and Umatilla County with recommendations that can be considered in their respective planning efforts.

PLAN DEVELOPMENT PROCESS

This plan has been developed through a collaborative process that builds off previously adopted plans. The public's vision and desires make up the foundation of this plan and members of the public were routinely engaged throughout the plan's development through public meetings, a survey, stakeholder meetings, youth workshops involving local school children, and a citizen advisory committee (CAC). Figure 1-1 outlines the planning process.

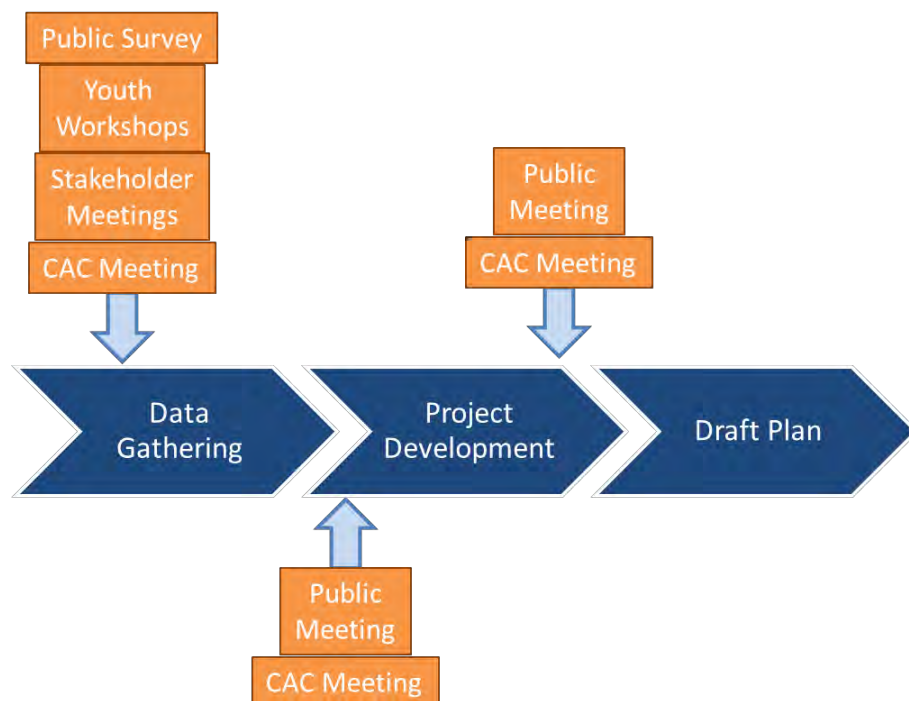


Figure 1-1 Planning Process and Public Involvement

A project management team (PMT) made up of ODOT and City staff and representatives was responsible for decision making and met four times throughout the course of the project.

WESTON'S MULTIMODAL TRANSPORTATION PROJECTS

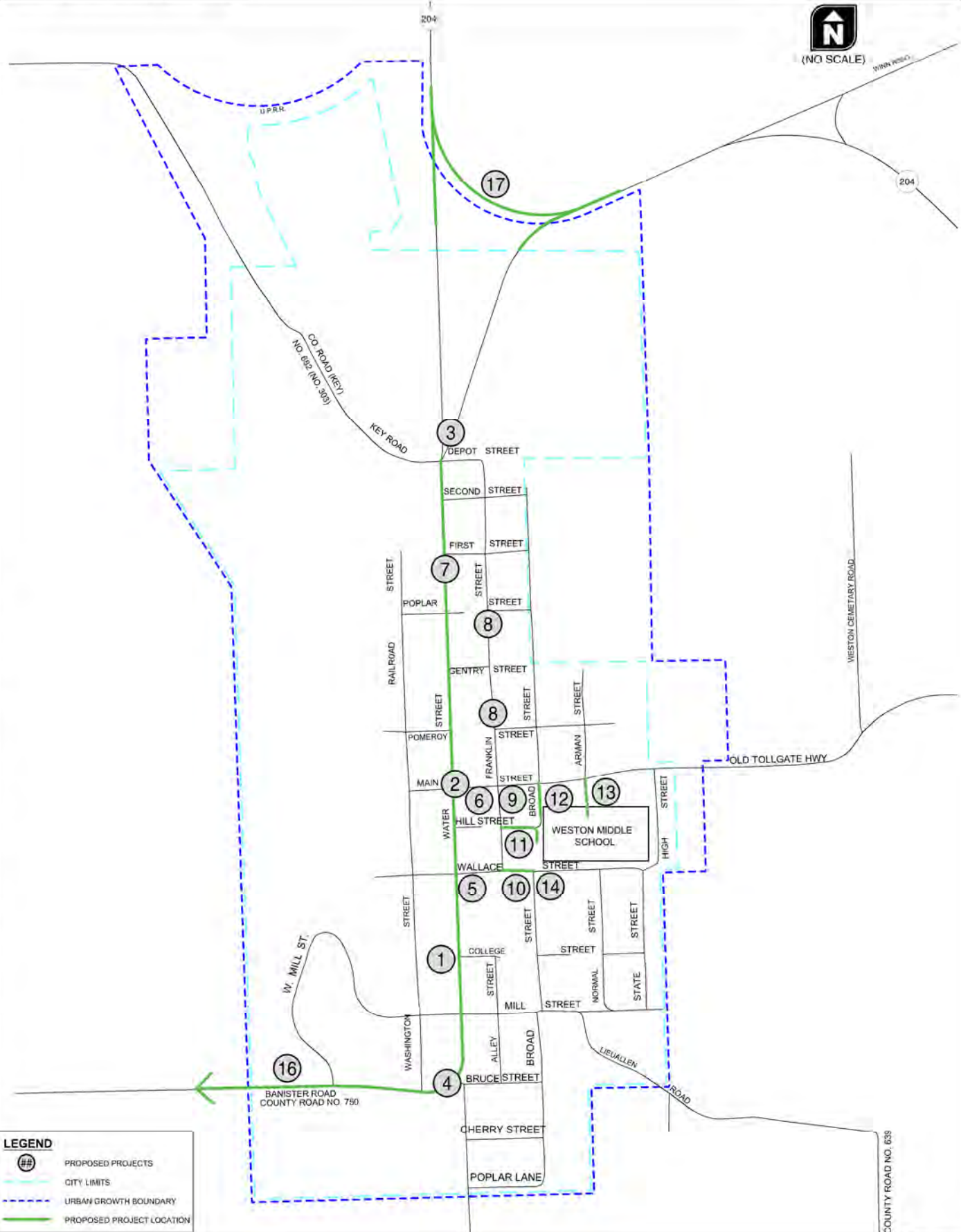
Projects included in this plan have been determined through the public process shown in Figure 1-1. These projects were either taken from previously adopted plans and then refined through this process or developed through this planning effort. Table 1 - 1 below summarizes the multimodal transportation projects that will help shape Weston's future. The locations of the projects are shown in Figure 1-2.

Table 1 - 1 Multimodal Transportation Projects

Project #	Project Name
1	Water Street Improvements
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
5	City Park Pine Creek Interaction Site
6	Downtown Pine Creek Interaction Site
7	Water Street Bridge Replacement
8	Franklin Street Bridge Replacements
9	Main Street Bus Stop Enhancements
10	Wallace Street Sidewalk
11	Weston Middle School Bus Entry Sidewalk
12	Weston Middle School Bus Exit Sidewalk
13	Main Street to Weston Middle School Connector Path
14	Wallace Street/Broad Street Intersection Improvements
Not Shown on Map	
15	LED Lighting Conversion
Projects Outside Weston's UGB	
16	Weston-Athena Multimodal Connection
17	OR 204/Water Street Realignment
18	OR 11 Freight Signing (not shown on map)
19	OR 11 Bicycle/Pedestrian Crossing (not shown on map)

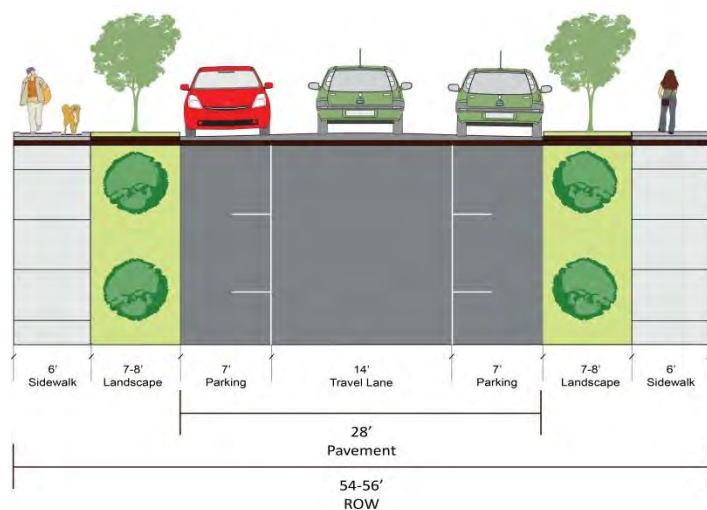
UPDATED STREET STANDARDS TO INCLUDE STORMWATER TREATMENT

Street standards were reviewed as a part of this plan. Through this process, it was determined that the local street standards should be updated to allow for drainage swales. The updated local street standards are shown in Figure 1-3.

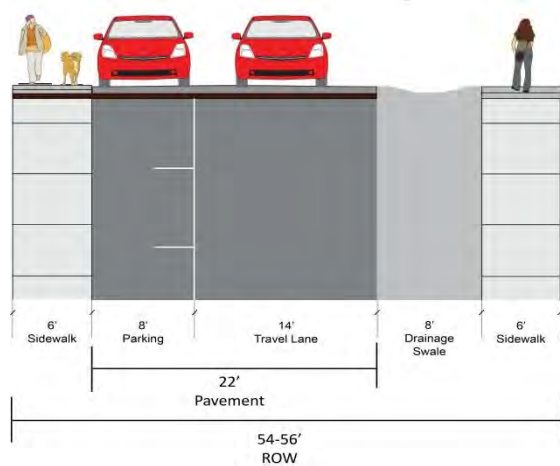


WESTON'S MULTIMODAL TRANSPORTATION PROJECTS
WESTON, OREGON

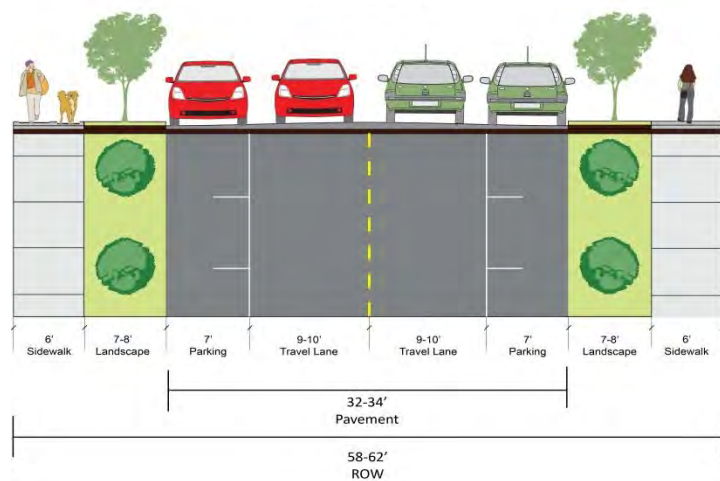
FIGURE
1-2



Local Street Option 1



Local Street Option 2



Local Street Option 3

Figure 1-3 Local Street Standards

IMPLEMENTATION

External funding sources (e.g., grants) and partnerships with other agencies will be necessary for the City to implement the projects in this plan. The City's annual transportation budget is dedicated to transportation system operations and maintenance needs (e.g., snowplowing, street sweeping, street repair). Therefore, projects on City-owned streets will require grants or other external funding sources. Certain projects in this plan involve transportation system elements operated by other agencies (e.g., the transit service is operated by the Confederated Tribes of the Umatilla Indian Reservation) and the City will need to partner with these agencies to implement these projects. This plan includes prospectus sheets for each planned project. Once this plan is adopted, City staff and officials can use these sheets as starting points for grant applications and for discussions with partnering agencies.

Chapter 2 Introduction

INTRODUCTION

OVERVIEW

The City of Weston, in conjunction with the Oregon Department of Transportation (ODOT), initiated this update of the City's Transportation System Plan (TSP) in 2014. The TSP update will guide the management and implementation of the transportation facilities, policies, and programs within Weston over the next 20 years. This plan is reflective of the community's vision and is consistent with state and local plans and policies. The plan provides the necessary elements for adoption as the transportation element of the City's Comprehensive Plan. In addition, the plan provides ODOT and Umatilla County with recommendations that can be considered in their respective planning efforts.

PLAN BACKGROUND AND REGULATORY CONTEXT

The Oregon Revised Statutes require that the TSP be based on the current Comprehensive Plan land uses and that it provide for a transportation system that accommodates the expected growth in population and employment that will result from implementation of the land use plan. Development of this TSP was guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012).

The TPR requires that alternative travel modes be given consideration along with the automobile and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, and employment/institutional areas. It is further required that local communities coordinate their respective plans with the applicable county, regional, and state transportation plans.

PLAN DEVELOPMENT

This plan is a reflection of the community's vision for how its City should function and look. This vision has been established through previous planning efforts and the public involvement process completed for this plan.

Previous Planning Efforts

The TSP update began with a review of relevant local and statewide plans and policies that guide land use and transportation planning in the City. In addition to the previously adopted transportation plan (2001), the update incorporates the following planning efforts that have been completed since the previous TSP was adopted:

- *City of Weston Development Code (2001)*
- *City of Weston Comprehensive Plan (2005)*
- *City of Weston Infill Plan (2007)*
- *Reimagining Weston (2011)*
- *Athena-Weston Safe Routes to School (2011)*
- *Weston Downtown Revitalization + Citywide Connections (2011)*

Public Involvement

The TSP planning process provided the citizens of Weston and local businesses with the opportunity to identify their vision and priorities for the future transportation system within the city. The planning process was guided by a project management team (PMT) and citizen advisory committee (CAC). The PMT was responsible for decision making and the regular management of the project and included representatives from the City and ODOT. The CAC offered their recommendations for the plan's direction and was comprised of key stakeholder agencies, including the City and ODOT, and Weston citizens, staff, and elected officials.

Members of the PMT and CAC reviewed the technical aspects of the TSP. They held four PMT meetings and three CAC meetings (including a walking tour of Weston) throughout the course of the project, including identifying and evaluating existing deficiencies and opportunities for improvement; reviewing and selecting project concepts; reviewing partnership and funding opportunities; and the presentation of recommended ordinance amendments.

In addition to the established advisory committees, public involvement for developing and reviewing the Weston TSP was achieved through:

- Two public open houses held at key junctures throughout the project (identifying and evaluating existing deficiencies and opportunities for improvement; and reviewing and selecting project concepts)
- Two workshops with local school age youth (one with the senior class of Weston-McEwen High School and the other with the 5th-grade class at Weston Middle School)
- Two stakeholder meetings with agency and business representatives, elected officials, and Weston residents
- A joint Planning Commission (PC)/City Council (CC) work session, advertised open to the public
- Public hearings (PC) and (CC) as part of the adoption process.

OBJECTIVES

The objectives of the updated Weston TSP, as defined and validated by the PMT, CAC, Project Stakeholders, and public involvement process are:

- Design and manage Water Street to increase mobility choices.
- Provide healthful, safe and pleasing walking, biking and transit opportunities to support an active lifestyle.
- Explore regional bicycle and pedestrian circulation, including Weston – Athena multi-modal connectivity.
- Create lively center with linked neighborhoods, schools, work places and parks.
- Support community economic vitality through compact land use patterns and efficient transportation network.
- Identify opportunities for infill development to support senior housing and multi-unit development.
- Promote valuable natural and cultural resources through land use and transportation infrastructure development.
- Explore Oregon Trail Interpretive Site and Parks and Recreation Master Plan opportunities to link important destinations.
- Engage stakeholders, expand partnerships and funding coordination.
- Adopt Updated TSP and supportive implementing codes.
- Coordinate transportation projects with other infrastructure projects.

TRANSPORTATION, LAND USE, AND HEALTH

The impacts of transportation infrastructure, programs, and policies go beyond just how people move themselves and goods from one point to another. Weston's economy and the health of its residents are inextricably linked to the quality and robustness of the transportation infrastructure. This plan recognizes this link and includes infrastructure projects and mobility policies meant to improve the quality of life in Weston. Implementation of this plan will support a healthier and more economically vibrant city.

Land Use/Economic Development

Transportation improvements can benefit existing local employers, as well as attract new business to the city. The largest employers in the city are Smith Frozen Foods and J&J Snack Foods, both of which are located off Key Road on the north end of town. These businesses rely on the regional transportation system for shipping goods to and from their processing facilities in Weston. Projects to improve traffic

circulation and safety in the vicinity of these employers, including the roads they use to access OR 11 and OR 204, will benefit them.

Weston Middle School and local businesses in the central city can all benefit from multi-modal connectivity improvements and streetscape/beautification projects. One great advantage of a city the size of Weston is that the entire community can be walkable and/or bikeable. Building a strategic network for these modes will benefit all local employers. Providing an appropriate amount of on-street parking in commercial areas is also important to the local businesses.

The entire community can benefit from increasing visitor traffic through the city. An estimated 17% of employment in Umatilla County is in categories which can benefit from tourism directly or indirectly. This includes auto traffic from the highways, as well as cycling tourism. Cycling tourism accounted for approximately \$15.3 million in spending in eastern Oregon in 2012 (Reference 1) and has potential for further growth. OR 11 and OR 204 are both known cycling routes and provide opportunities to capture tourists that would otherwise travel by Weston. Projects that promote bicycling locally and create a more bicycle friendly environment will make Weston a more attractive destination for bicycle tourists.

Health

According to County Health Rankings, a program of the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute, Umatilla County is in the bottom third of Oregon counties for health outcomes and factors (Reference 2)¹. Table 2 - 1 provides a summary of how Umatilla County compares to the rest of the state with respect to specific factors that are most likely to be directly impacted by transportation choices.

Table 2 - 1 Health Factors Impacted by Transportation - Umatilla County Compared to Oregon

Factor	Umatilla County Measure	Oregon Average
% of Adults Considered Obese	33%	27%
% of Adults Reporting No Physical Activity	24%	16%
% of Adults Living Near a Park or Recreational Facility	65%	89%
% of Motor Vehicle Fatalities Involving Alcohol	27%	31%
Driving Alone to Work	80%	72%
Driving Alone to Work (>30 Minute Commute)	16%	26%

Umatilla County is generally below the Oregon state average with respect to physical activity measures. County residents are also more likely to drive alone to work, but they are less likely to drive alone for a longer commute. Physical activity measures are important to consider because inactivity is associated

¹ Health data is not available for the City of Weston, so Umatilla County data is used.

with a higher risk for poor health outcomes, such as heart disease, diabetes, early deaths, and depression (Reference 3).

Based on the Umatilla County data, it is reasonable to conclude that the City of Weston should place new emphasis on providing opportunities for additional physical activity within the City. Parks and designated recreational facilities are not the only means to provide these opportunities. Constructing transportation infrastructure that provides for active transportation modes (i.e., walking and biking) and implementing policies and programs that promote these modes are other means. Urban design infrastructure and policies have been proven to have an impact on physical activity levels (Reference 4). Many of the projects in this plan have an active transportation and/or urban design component. For instance, Water Street is the primary street through town, connecting community members to each other and local businesses. Providing a complete sidewalk network and creating an inviting environment for walking and bicycling on Water Street is a primary opportunity to encourage more physical activity. Similarly, completing sidewalk and traffic calming projects around the middle school could also promote more physical activity among middle school students, who are currently not allowed to walk in certain areas that do not have sidewalks.

ORGANIZATION OF THE TSP

The Weston TSP is comprised of a main document (Volume 1) and one volume of technical appendices (Volume 2).

Volume 1 is the Weston TSP. It is organized into the following Chapters.

- Chapter 1 - Summary
- Chapter 2 – Introduction (current section)
- Chapter 3 – Transportation System Plan
- Chapter 4 – Implementation Plan

Volume 2 (under separate cover) contains the technical memorandums prepared during the development of the Weston TSP including the detailed data and analysis that informed the final plan.

Chapter 3 Transportation System Plan

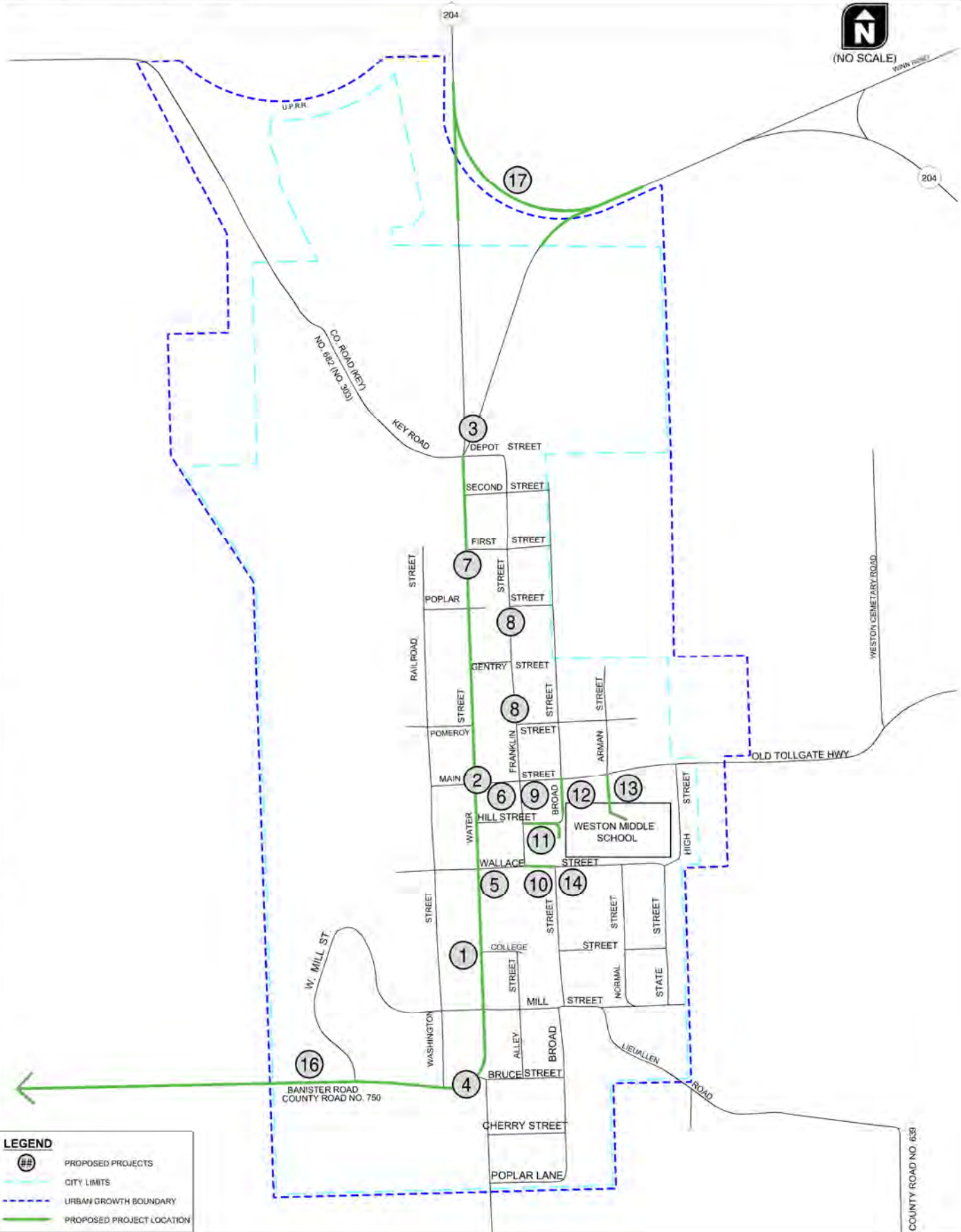
TRANSPORTATION SYSTEM PLAN

Weston's transportation system plan includes a suite of projects focused on improving the multimodal movement of people and goods throughout Weston and the surrounding area. Projects included in this plan are the direct result of input from the CAC, PMT, and general public. They incorporate Weston's small-town character and are right-sized for the City's needs. Table 3- 1 lists the planned projects and Figure 3-1 illustrates their location.

Table 3- 1 Weston's Multimodal Transportation Projects

Project #	Project Name
1	Water Street Improvements
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
5	City Park Pine Creek Interaction Site
6	Downtown Pine Creek Interaction Site
7	Water Street Bridge Replacement
8	Franklin Street Bridge Replacements
9	Main Street Bus Stop Enhancements
10	Wallace Street Sidewalk
11	Weston Middle School Bus Entry Sidewalk
12	Weston Middle School Bus Exit Sidewalk
13	Main Street to Weston Middle School Connector Path
14	Wallace Street/Broad Street Intersection Improvements
Not Shown on Map	
15	LED Lighting Conversion
Projects Outside Weston's UGB	
16	Weston-Athena Multimodal Connection
17	OR 204/Water Street Realignment
18	OR 11 Freight Signing (not shown on map)
19	OR 11 Bicycle/Pedestrian Crossing (not shown on map)

The remainder of this chapter describes these projects in greater detail and discusses Weston's standards and classification system. It is organized by modal system. The final section of this chapter describes projects outside Weston's urban growth boundary (UGB) that were discussed during this plan's development and are recommended for consideration by the implementing agency (i.e. Umatilla County or ODOT) as they update their own plans.



**WESTON'S MULTIMODAL TRANSPORTATION PROJECTS
WESTON, OREGON**

**FIGURE
3-1**

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ROADWAY SYSTEM

Weston's transportation plan guides how the roadway system should evolve over the next 20 years. This roadway plan includes projects to enhance the Water Street corridor for all modes of travel, to replace aging bridges, and to upgrade the City's street lighting system. It also describes the functional classification of the roads through Weston and the City's street standards.

Planned Roadway Projects

Table 3- 2 lists the planned roadway projects, which were previously shown in Figure 3-1.

Table 3- 2 Multimodal Roadway Projects

Project #	Project Name
1	Water Street Improvements
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
7	Water Street Bridge Replacement
8	Franklin Street Bridges Replacement
Not Shown on Map	
15	LED Lighting Conversion

Most of the roadway projects are focused on improving mobility options on and the look of Water Street. This is a reflection of Water Street's importance to Weston's transportation system, economic vitality, and community vibrancy. More information on the projects can be found in the project prospectus sheets contained in the appendix. A conceptual layout for the Water Street Improvements (Project #1) is shown in Figures 3-2 through 3-4.

Streetscape/Urban Design Improvements

Streetscape and urban design improvements are major components of three of the roadway projects (#'s 2, 3, and 4). The two ends of Water Street were chosen since they are the gateways to the city. Urban design and streetscape improvements have the potential to enhance visitors' first impressions of the town and calm traffic entering from the higher speed highways and Banister Road. The Main Street/Water Street intersection is the gateway to Weston's primary commercial district on Main Street south of Water Street. Additionally, a small city park and Memorial Wall are located on Main Street north of Water Street. Streetscape and urban design improvements at this location could help better link these two sides of Main Street and calm traffic through the intersection. Concept drawings for projects #2 – 4 are shown in Figures 3-5 through 3-7.

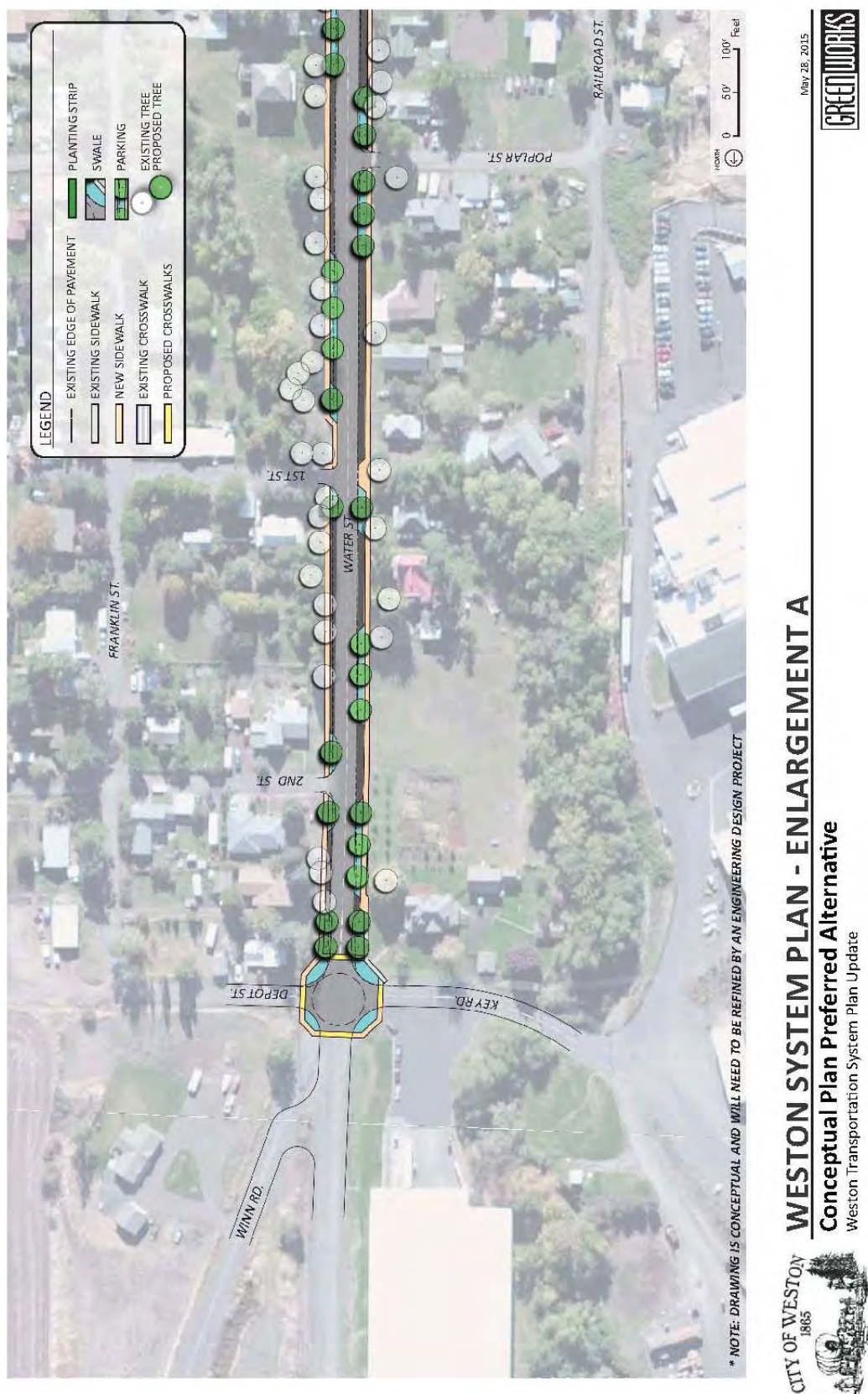
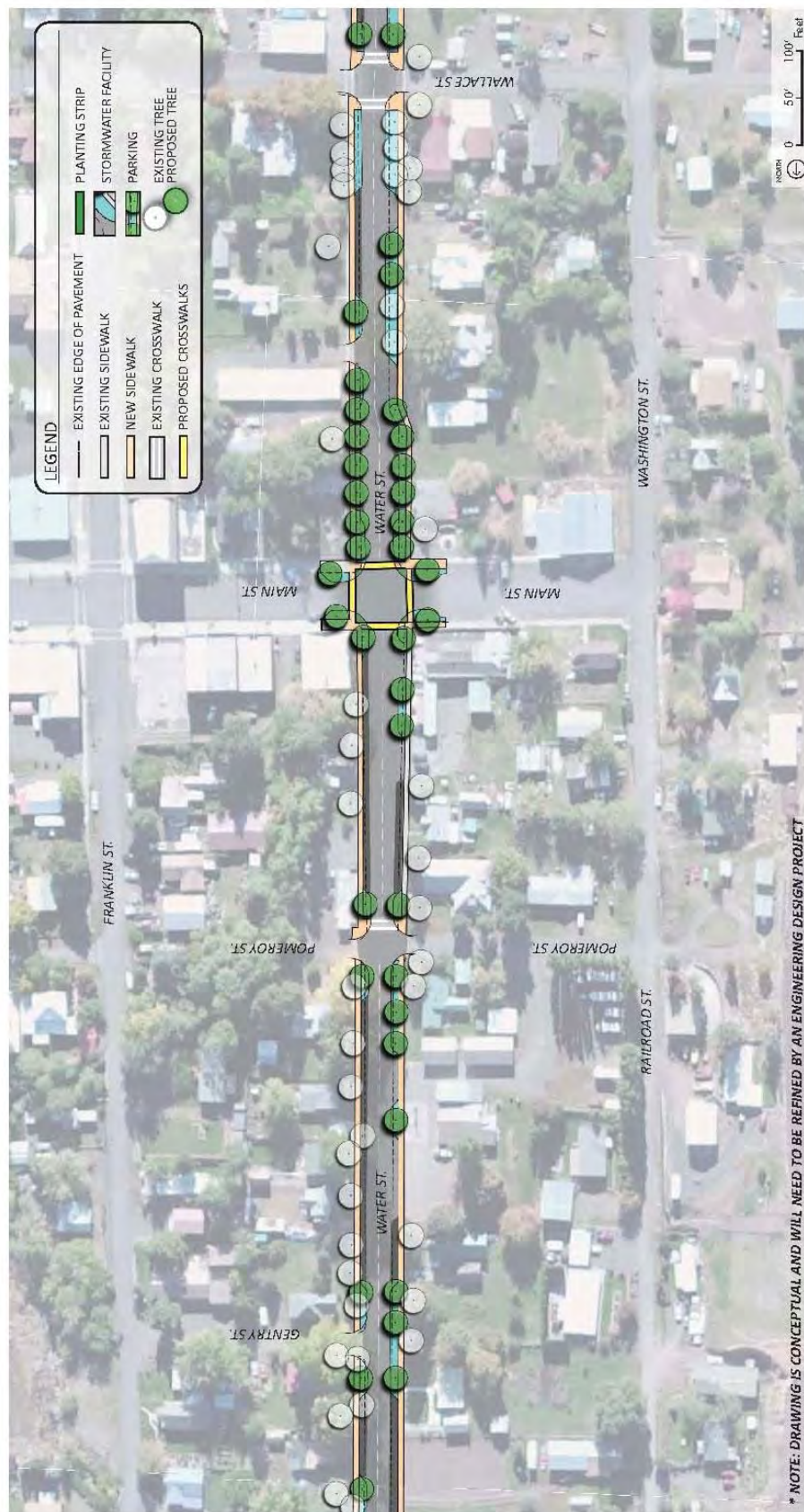


Figure 3-2 Water Street Improvements – North Section



WESTON SYSTEM PLAN - ENLARGEMENT B

Conceptual Plan Preferred Alternative

Weston Transportation System Plan Update



May 28, 2015



Figure 3-3 Water Street Improvements – Central Section

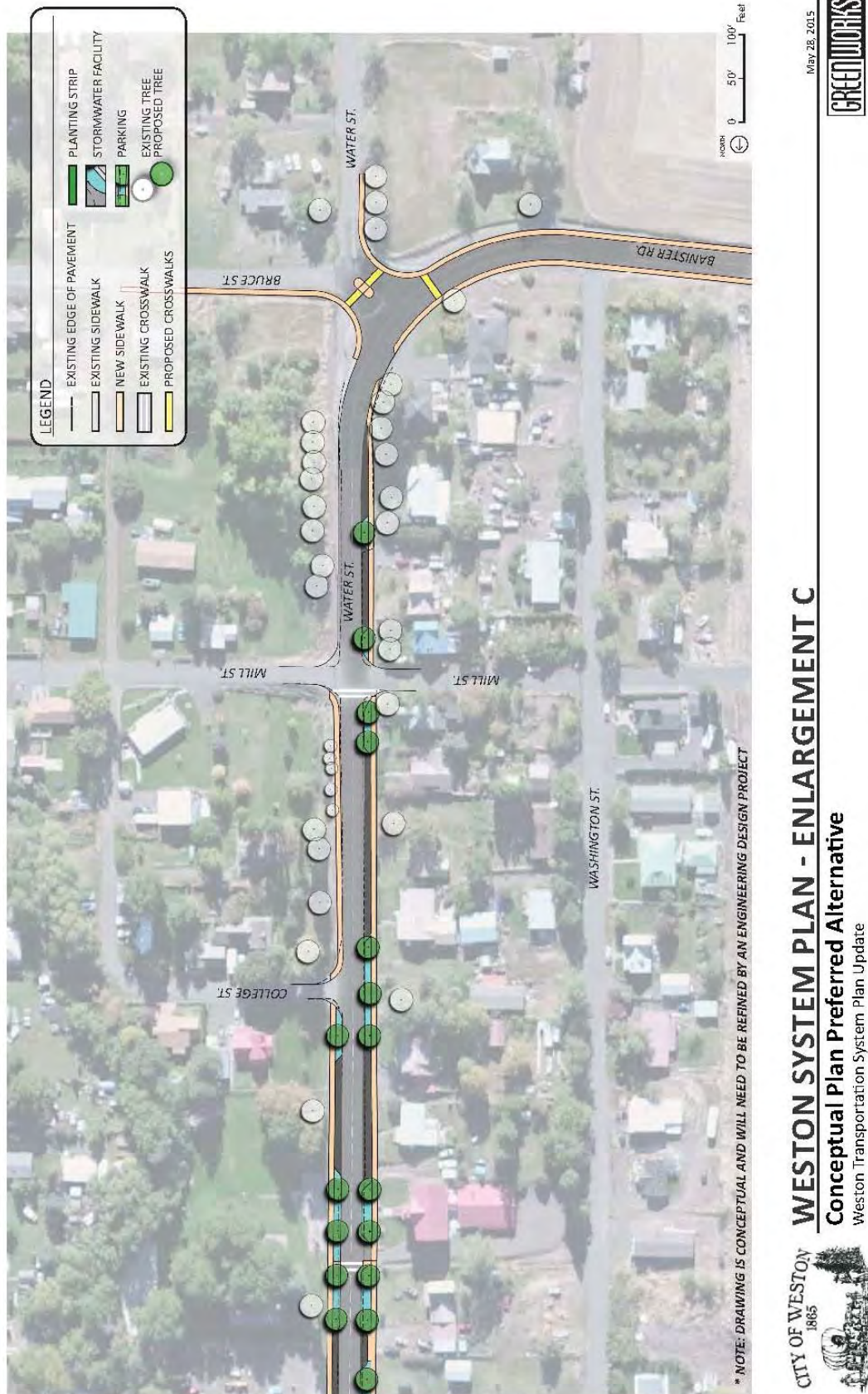


Figure 3-4 Water Street Improvements – Southern Section

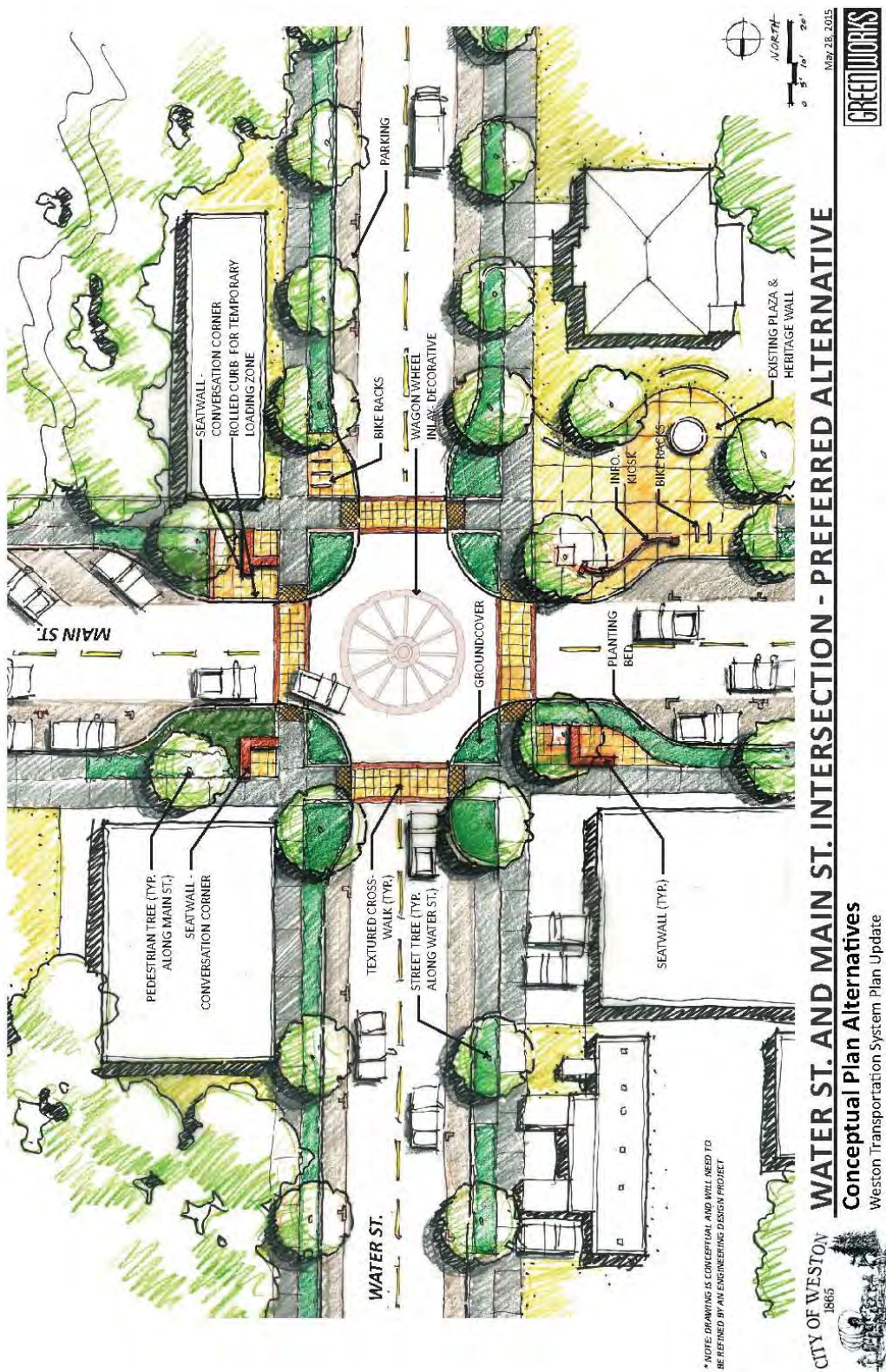


Figure 3-5 Water Street/Main Street Intersection Plaza Enhancement

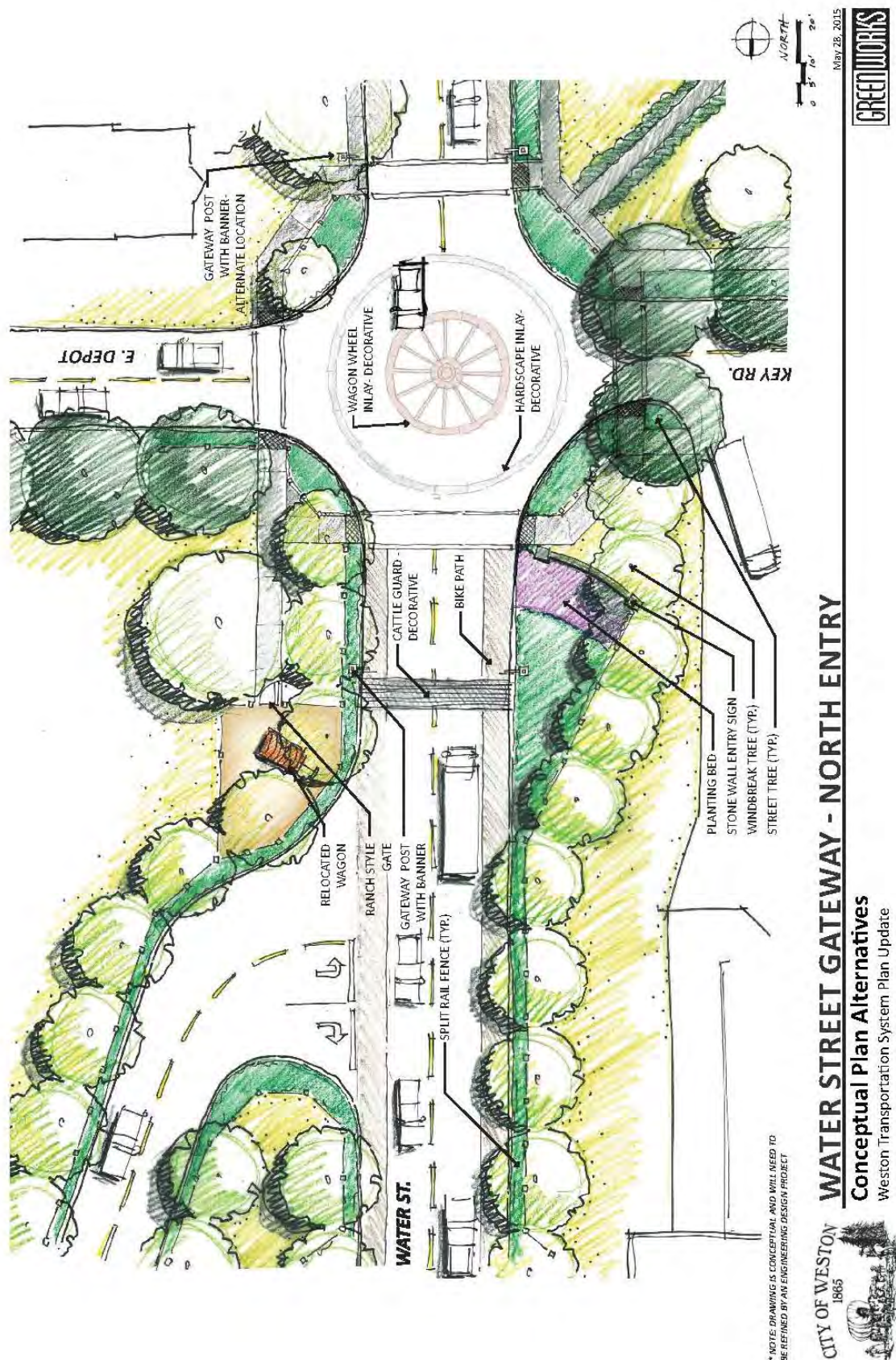


Figure 3-6 Northern Gateway Concept

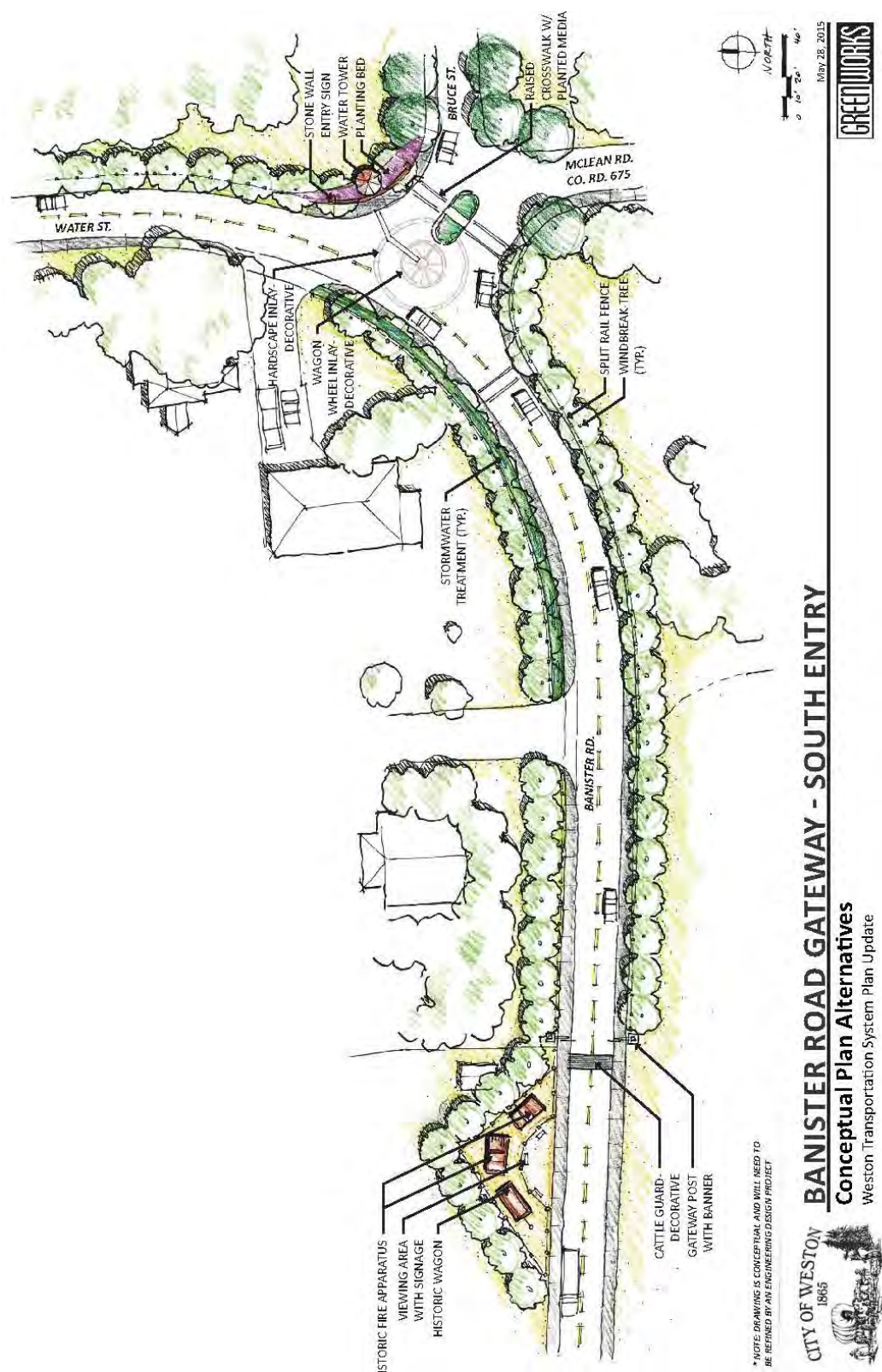


Figure 3-7 Southern Gateway Concept

Functional Classification

The purpose of classifying roadways is to create a plan for a balanced transportation system that provides mobility for all modes of transportation, as well as access to adjacent land uses in an orderly manner. A roadway's functional classification determines its intended purpose, the amount and character of traffic it is expected to carry, and the roadway's design standards and overall management approach. Weston's streets are classified as either collectors or local streets, as shown in Figure 3-8. No changes to the functional classification system have been made from the previous plan.

Collectors

Collector is the highest order of street in Weston's network and is intended to provide for circulation and mobility for all users of the system.

- Collectors carry moderate traffic volumes at moderate or low speeds.
- They typically have two-lane cross-sections with on-street parking.
- Although they carry higher volumes than local streets, they are intended to provide direct access to adjacent land rather than serving through traffic.
- Within Weston, collector streets connect the local streets to the surrounding transportation system of Umatilla County roads and State highways.

Local Streets

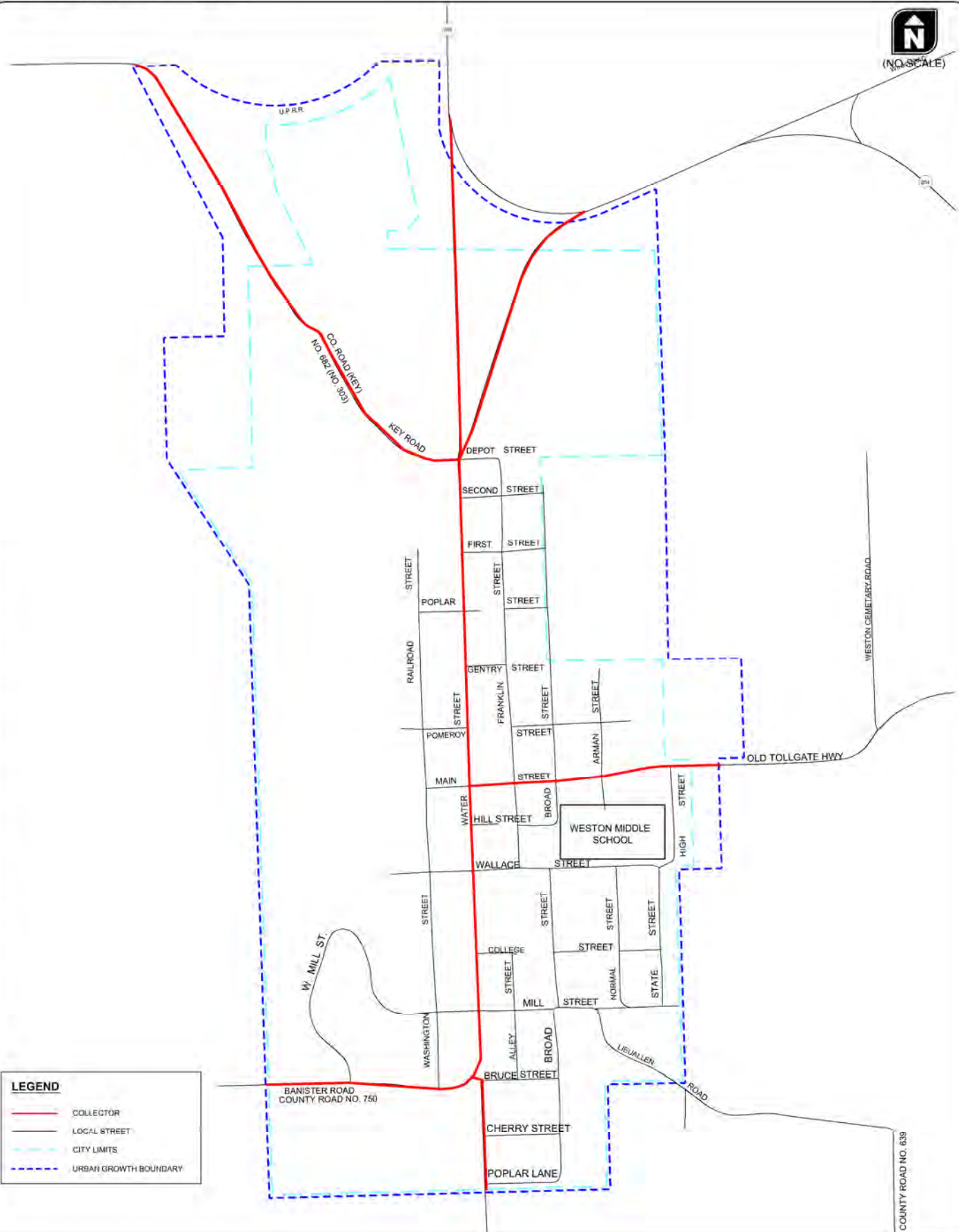
Weston's Local streets are primarily intended to provide access to abutting land uses.

- Local street facilities offer the lowest level of mobility and consequently tend to be low-speed facilities. As such, local streets should primarily serve passenger cars, pedestrians, and bicyclists.
- Heavy truck traffic is discouraged.
- On street parking is common.

Street Design Standards

Street design standards support the functional and operational needs of streets, including safety, multimodal accessibility, and capacity. They ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent property.

The street design standards are shown as a series of cross sections in Figures 3-9 through 3-11 for collector and local streets and alleys. Through this process, the local street standards have been updated to allow for drainage swales. Water Street has also been given

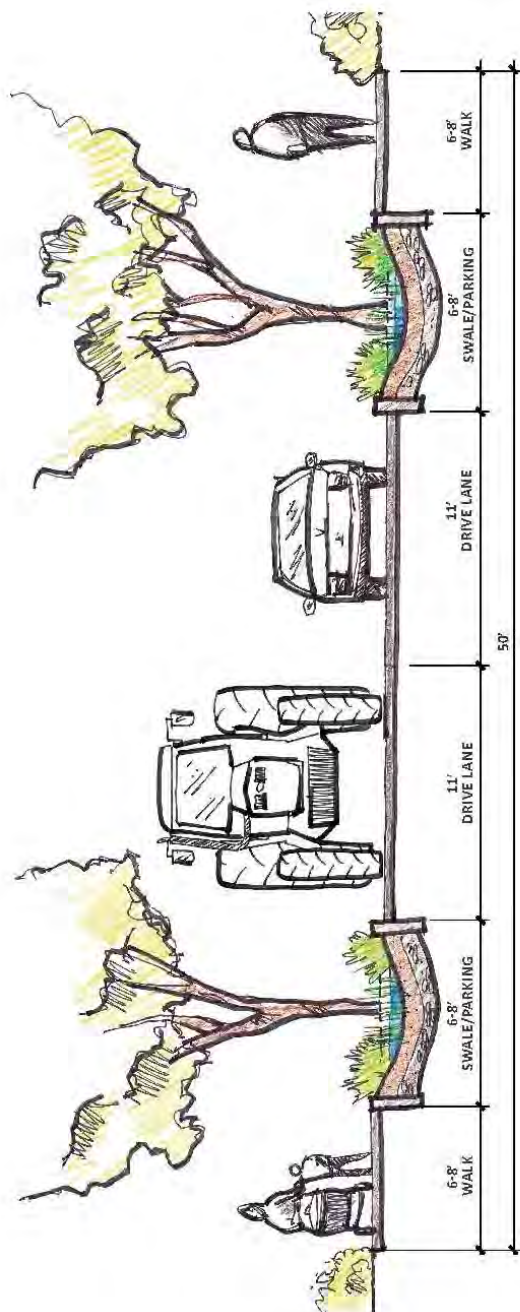


**ROADWAY FUNCTIONAL CLASSIFICATION PLAN
WESTON, OREGON**

**FIGURE
3-8**

Preferred Alternative

- POSITIVES:**
- Wider swales on both sides of street
 - Street trees on both sides of street
 - East walkway wider
 - Vegetated buffer from vehicle traffic on both sides of street
 - Intermittent parking on both sides of street
 - Wider planters provide larger trees
- NEGATIVE:**
- Narrower paved section limits size of equipment with on-coming traffic
 - No bike lane or shoulder

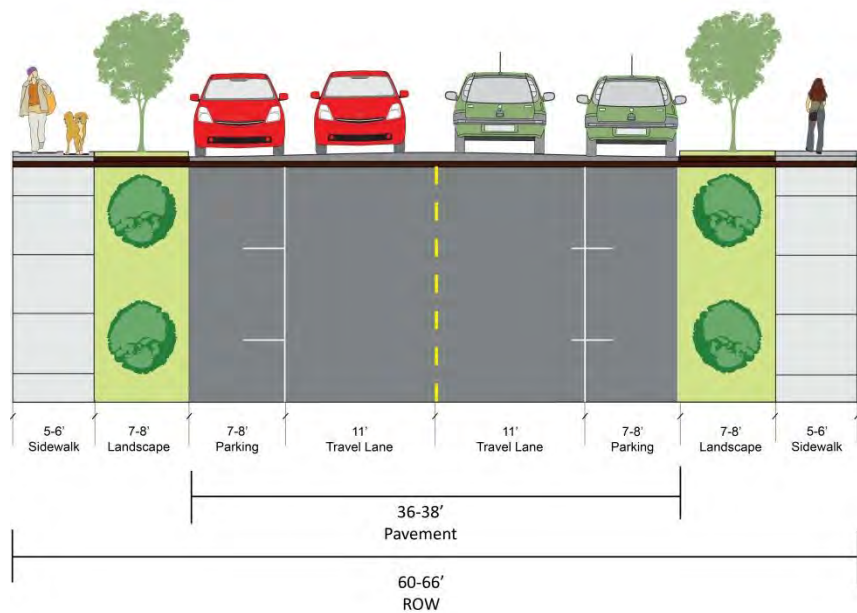


WATER STREET - TYPICAL SECTION ALTERNATIVES

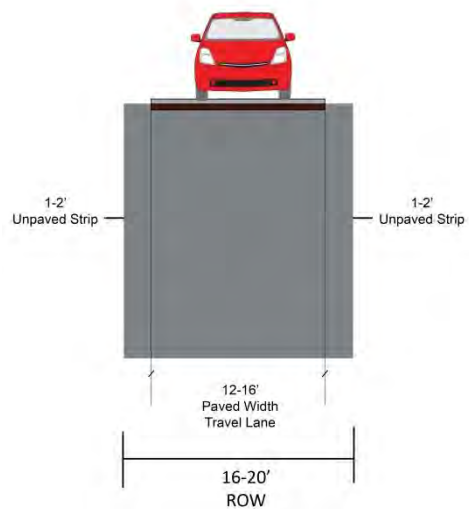
Conceptual Plan Preferred Alternative

Weston Transportation System Plan Update

May 28, 2015
GREENWORKS

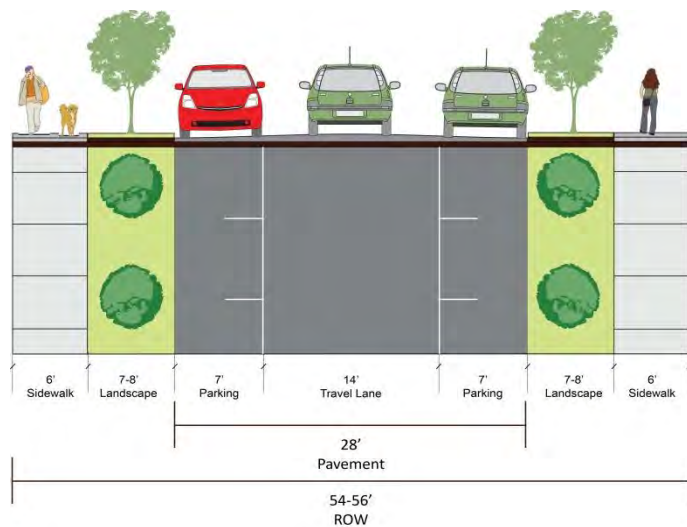


Collectors

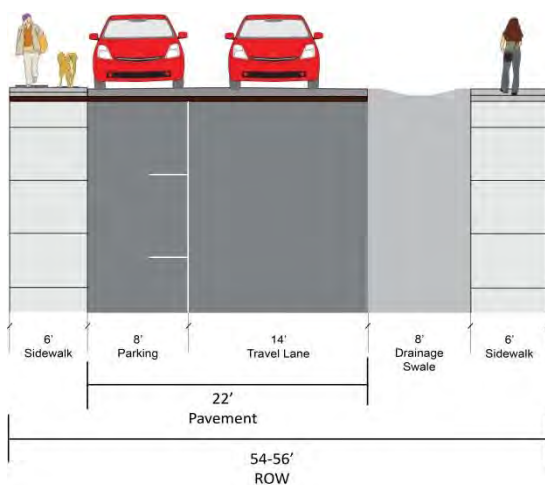


Alleys

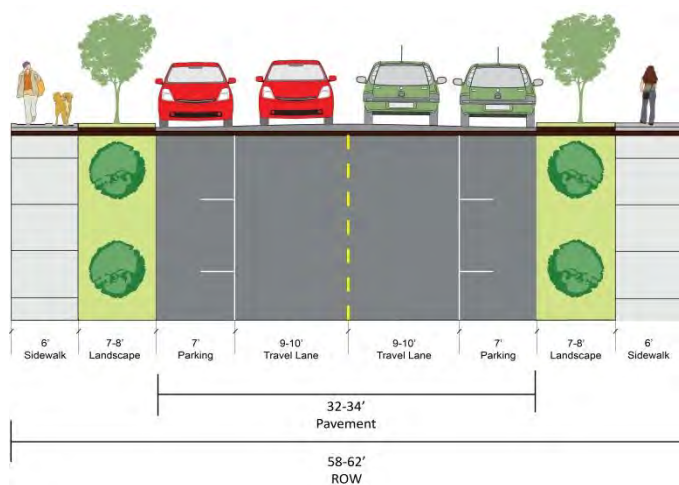
Figure 3-10 Collector and Alley Street Standards



Local Street Option 1



Local Street Option 2



Local Street Option 3

Figure 3-11 Local Street Standards

its own standard in conjunction with the Water Street Improvements project. Other standards remain the same as they were in the previous plan. The cross sections are intended to be used for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. Detailed design elements, such as cross-slopes, are not shown in the figures. Also, additional width for turn lanes may be needed at specific intersections based on an engineering investigation; these are not shown in the street design standards. The standards shown are intended to define typical cross-sections of streets between intersections.

PEDESTRIAN SYSTEM

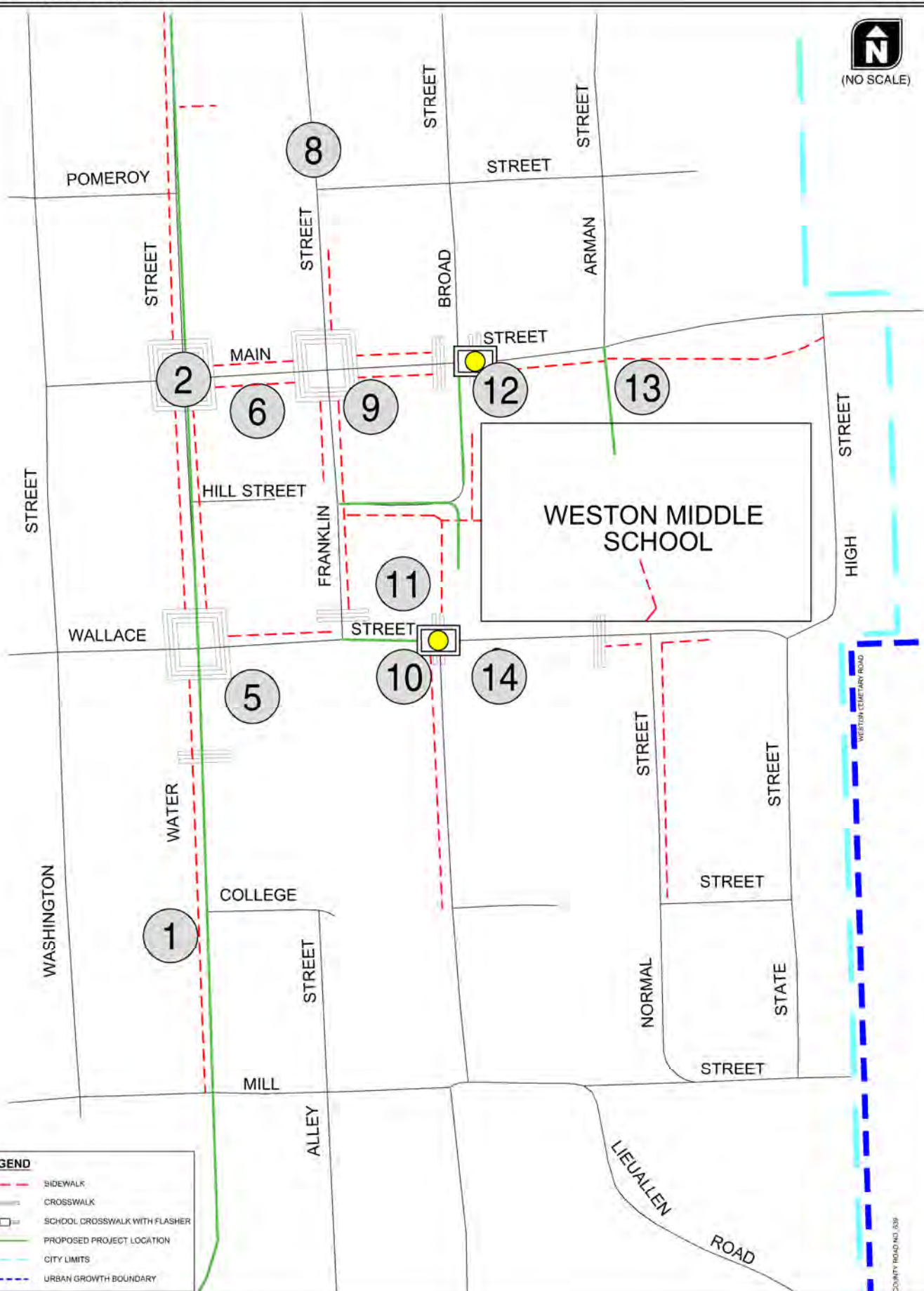
Pedestrian infrastructure in Weston consists of sidewalks and crossing treatments. Currently, most of the sidewalks are concentrated on Main Street, around Weston Middle School, and along the west side of Water Street. Similarly, most marked crossings are found on Water Street or near Weston Middle School. Flashing beacons or lighted crosswalk signs are also present at two crosswalks near the middle school.

A major emphasis of this plan is improving walking conditions around Weston, including access to businesses and Weston Middle School. Figure 3-12 illustrates the existing pedestrian system, plus the planned projects listed in Table 3- 3, including roadway projects with a pedestrian component.

Table 3- 3 Projects with a Significant Pedestrian Component

Project #	Project Name
1	Water Street Improvements
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
5	City Park Pine Creek Interaction Site
6	Downtown Pine Creek Interaction Site
7	Water Street Bridge Replacement
10	Wallace Street Sidewalk
11	Weston Middle School Bus Entry Sidewalk
12	Weston Middle School Bus Exit Sidewalk
13	Main Street to Weston Middle School Connector Path
14	Wallace Street/Broad Street Intersection Improvements

Most of the projects included in this plan will further complete the pedestrian system in Weston. This reflects that many of the plan's objectives are focused on providing mobility options for Weston's residents and visitors. More details on the planned projects can be found in the prospectus sheets contained in the appendix.



PEDESTRIAN SYSTEM AND PLANNED PROJECTS
WESTON, OREGON

FIGURE
3-12

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Pine Creek Access

The *Weston Infill Plan* identified a number of proposed “Creek Interaction Site” projects. These improvements are intended to improve visual and physical access to the creek at key locations; construct pathway segments along the creek; and provide spaces and amenities for people to gather and rest. As part of this plan, those recommendations were revisited and determined it was best to focus interaction sites at locations where the creek passes under a public right-of-way (e.g. the park) and the Saling House. Locations where the creek is adjacent to private land, other than the Saling House, likely are not realistic or feasible as interaction sites, given the fact that several of these previously identified locations are essentially in an individual’s backyard and there is little available room to create a viable interaction site. Given this, two sites are included in this plan in downtown Weston and at the City Park. Concept drawings for these two sites can be found in Figure 3-13 and Figure 3-14.

A site at the Saling House is also a priority and is being considered by the group working on restoring the historic building. More information on other potential long-term creek interaction sites can be found in the Volume 2 Technical Appendix.

FREIGHT SYSTEM

Freight movement is an important component of Weston’s economy. As previously noted, the two largest employers are food-processing companies. These companies rely on the area’s transportation system for shipping in the agricultural products they process and shipping out the goods they produce. Local businesses rely on trucks for delivering goods for resale, supplies, and other items they need to conduct their operations. Residents receive deliveries and send packages and other mail through the freight system. Figure 3-15 illustrates the existing freight routes in the area, including key destinations. In addition to the routes shown on the figure, OR 11 is designated by ODOT as a Freight Route.

Projects that will improve freight movement are listed in Table 3- 4.

Table 3- 4 Projects That Will Improve Freight Movement in Weston

Project #	Project Name
7	Water Street Bridge Replacement
8	Franklin Street Bridges Replacement

More details on the planned projects can be found in the prospectus sheets contained in the appendix.

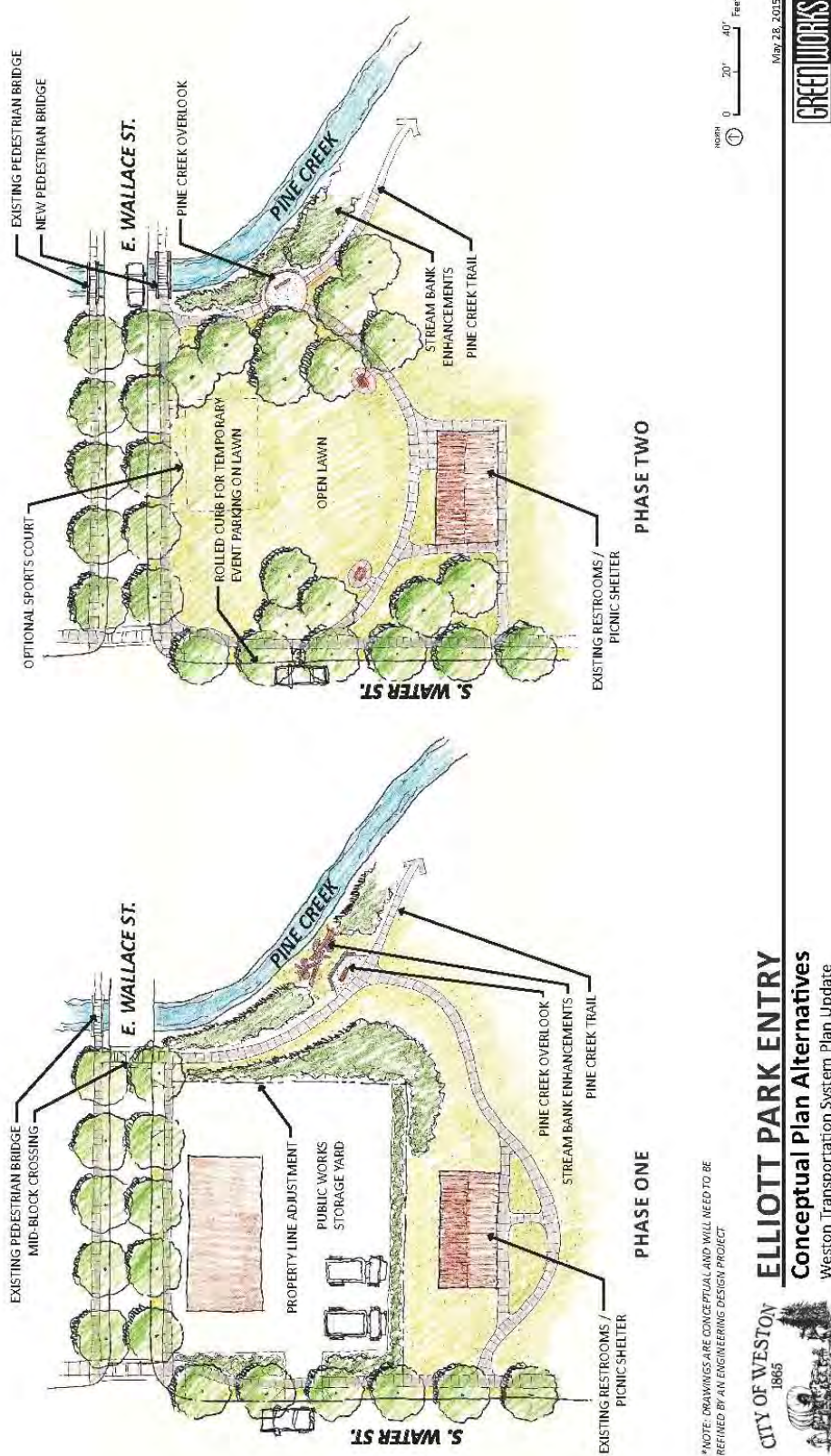


Figure 3-13 City Park Pine Creek Interaction Site Concept

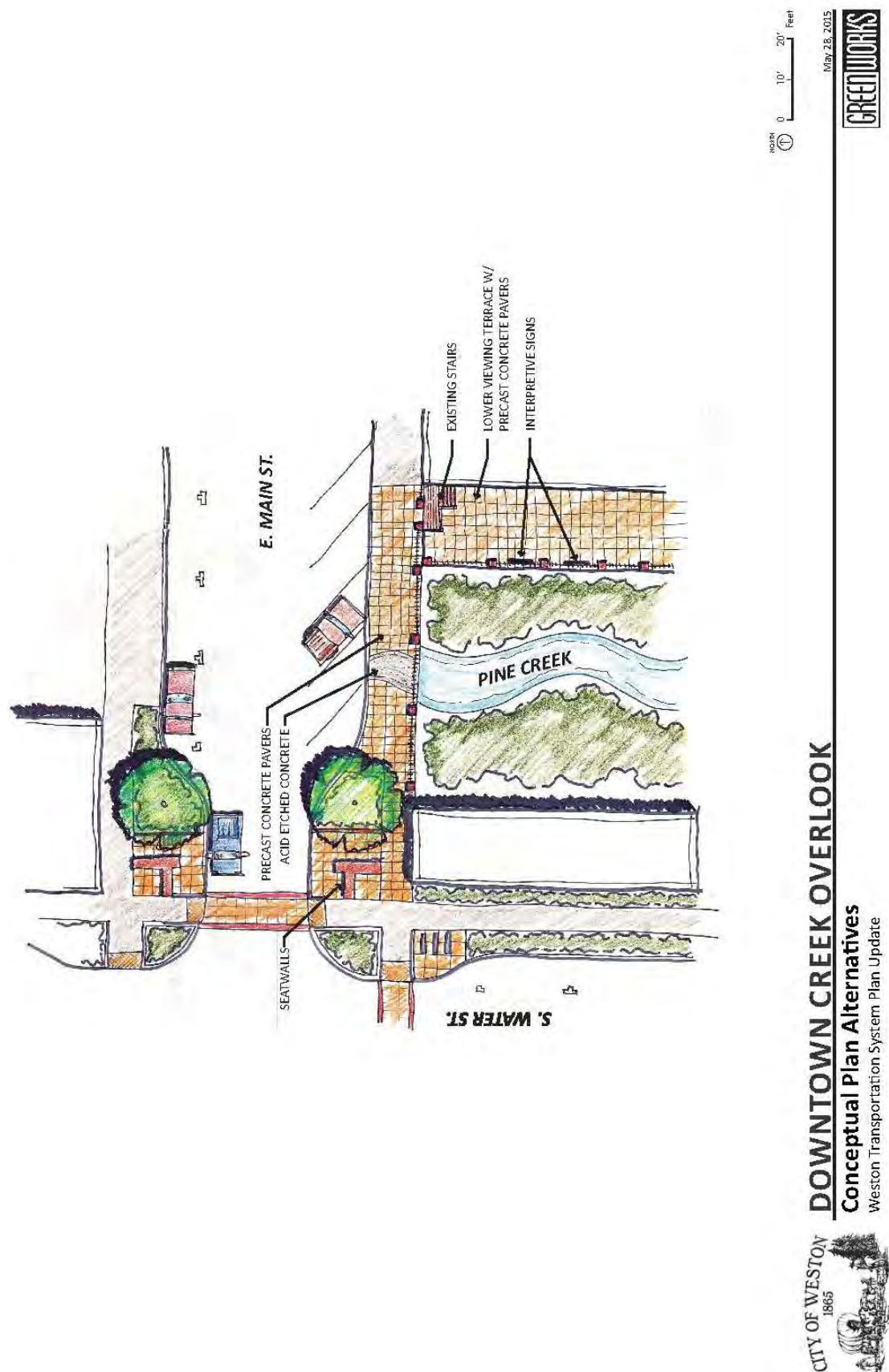


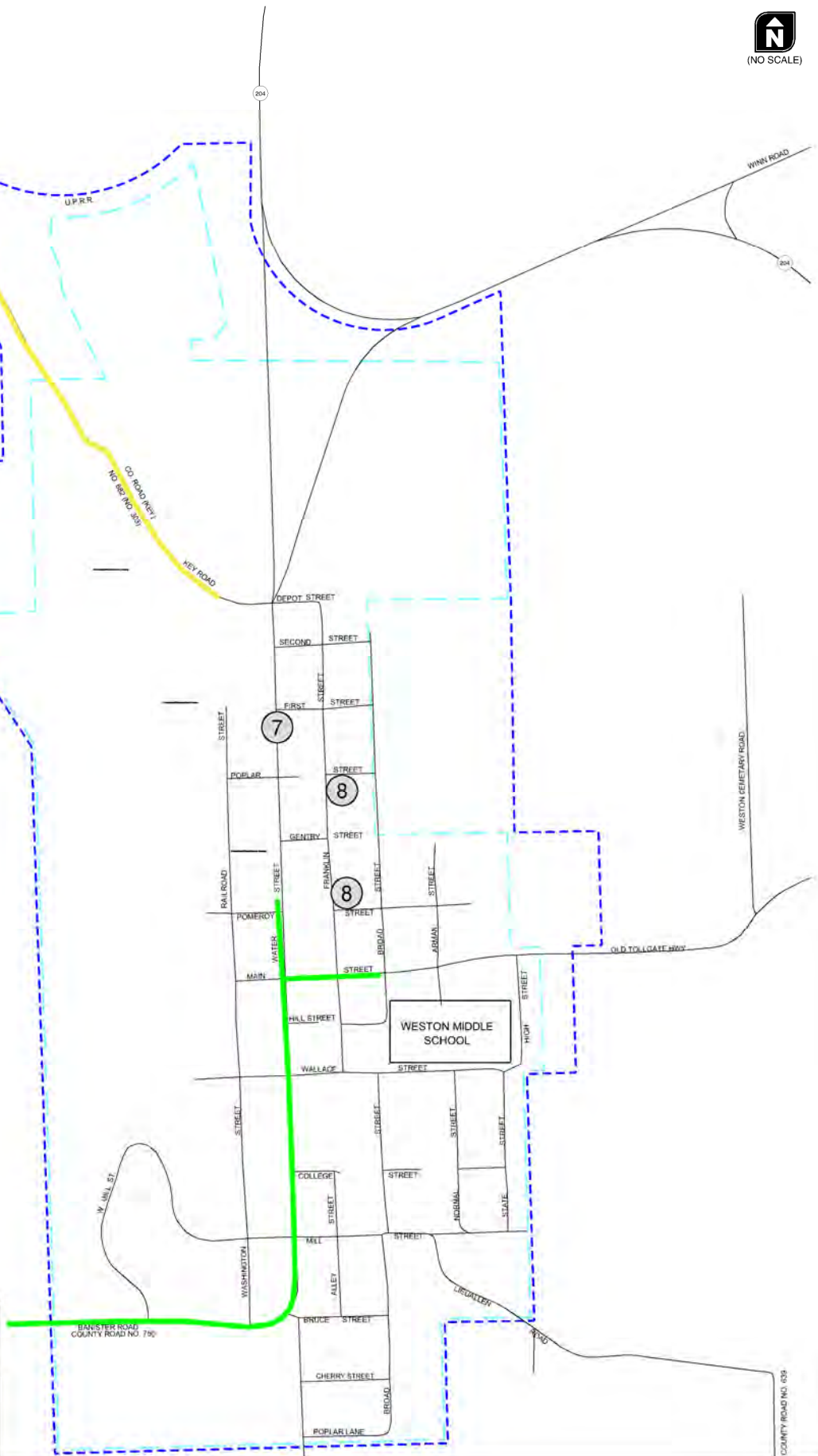
Figure 3-14 Downtown Pine Creek Interaction Site Concept



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LEGEND

- PRIMARY FREIGHT ROUTE
- LOCAL COMMERCIAL DELIVERY ROUTE
- CITY LIMITS
- URBAN GROWTH BOUNDARY
- FREIGHT DESTINATION



FREIGHT ROUTES AND PLANNED PROJECTS
WESTON, OREGON

TRANSIT SYSTEM

Transit service in Weston includes intercity bus service provided by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and Athena-Weston School District bussing. The CTUIR funds public transportation to Weston through Kayak Public Transit on the Walla Walla Whistler Schedule. The bus stops in Weston in front of the Post Office.

This plan includes a project to increase the visibility and convenience of the existing bus service by providing a shelter at the existing bus stop. This project would need to be coordinated with CTUIR. At the writing of this plan, CTUIR is interested in pursuing this project and in coordinating the effort to place a shelter in Weston with similar projects in other cities served by Kayak (e.g. Athena, Milton-Freewater). More information about this project can be found in the prospectus sheets contained in the appendix.

BICYCLE SYSTEM

There are no dedicated facilities for bicycling (e.g., bike lanes, paths) in Weston. People riding bicycles must either ride in the street with motor vehicle traffic or on the sidewalk, if present, with pedestrians. Analyses performed for this project and conversations with Weston residents revealed that most streets are comfortable routes for most adults to bicycle in the road, due to their relatively low motor vehicle volumes and speeds. However, regional connections (e.g., Banister Road, OR 11, and OR 204) tend to have higher volumes and speeds. OR 11 and OR 204 have 8 to 10-foot wide shoulders, but no bike lanes. Banister Road does not have bike lanes and lacks any real substantial shoulder width.

Given that streets within Weston are generally comfortable places for adults to bicycle, the input provided through this planning process indicated that providing bicycle specific facilities within Weston is a lower priority than improving the pedestrian system. Providing bicycle connections on the regional system is desired, but outside the City's UGB. The Water Street Improvements project provides for sidewalks as wide as 8' in order to provide more space for children to ride along Water Street, but there are no bike-specific projects in this plan within Weston's UGB.

PROJECTS OUTSIDE WESTON'S UGB

Weston can only plan for and implement projects within its urban growth boundary. However, the City's residents and businesses depend on regional connections for transporting goods, attending school in Athena, and conducting personal business and travel. As a result of the important role County and State roads play in the city, Weston residents have expressed a desire for certain projects outside the City's UGB throughout the course of this project. Those projects are listed in Table 3- 5.

Table 3- 5 Projects Outside Weston's UGB Recommended for Implementing Agency Consideration

Project #	Project Name	Implementing Agency
16	Weston-Athena Multimodal Connection	Umatilla County
17	OR 204/Water Street Realignment	ODOT
Not Shown on Map		
18	OR 11 Freight Signing	ODOT
19	OR 11 Bicycle/Pedestrian Crossing	ODOT

In order to implement these projects, Weston will need to request that the responsible agency (i.e. ODOT, Umatilla County) consider the projects in their own planning efforts. More information about each of these projects can be found in the prospectus sheets in the appendix.

Chapter 4

Implementation Plan

IMPLEMENTATION PLAN

The City of Weston will not be able to fund all of the identified projects in this transportation plan on its own. Fortunately, there are a variety of options available to fund these projects. This chapter presents an overview of existing and future transportation funding estimates for Weston and identifies potential opportunities for the City to expand its transportation funding options.

HISTORY OF TRANSPORTATION FUNDING IN WESTON

The following section outlays historical transportation funding within the project area. City of Weston, Umatilla County, Confederated Tribes of the Umatilla Indian Reservation (CTUIR), and Oregon Department of Transportation (ODOT) staff were all contacted to compile this information.

Revenue Sources

Table 4- 1 displays the total revenue transferred into the City's transportation budget since 1999, as provided by the City. The majority of the funding has come through grants and other external sources (e.g. Wildhorse Foundation, Special City Allotment [SCA]), though, with the exception of a \$25,000 SCA grant in 2010, the exact amounts provided by each source are unknown.

Table 4- 1 City of Weston Funds Transferred into City's Transportation Budget, 1999-2013

FY 1999 -2000	FY 2000 -2001	FY 2001 -2002	FY 2002 -2003	FY 2003 -2004	FY 2004 -2005	FY 2005 -2006	FY 2006 -2007	FY 2007 -2008	FY 2008 -2009	FY 2009 -2010	FY 2010 -2011	FY 2011 -2012	FY 2012 -2013	Avg
0	100	557.7	0	0	0	0	0	0	0	160	42.5	25	30	65

¹All numbers shown in \$1,000s

As shown in Table 4- 1, the level of funding transferred into the City's transportation budget has been inconsistent and dependent to an unknown extent on external sources. Therefore it is likely not prudent to assume any particular amount of transportation funding will be available on a yearly basis for future transportation projects.

Expenditure History

Table 4- 2 displays the total expenditures on transportation related projects within the City of Weston since 1999, as provided by the City. All expenditures are noted as being for street paving.

Table 4- 2 City of Weston Expenditure History

FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg
0	10	105.6	120.8	101.2	144.6	0	84.2	37.4	0	36.5	25	0	0	47.5

¹All numbers shown in \$1,000s

The City has spent about \$47,500 per year since 1999 to fund street paving projects, or about 73% of the amount transferred in to the City's transportation budget. These expenditures do not include other maintenance projects, such as snow plowing, sanding, and sweeping, for which the City was unable to provide information. The City has previously indicated that their general budget is typically only able to cover basic maintenance and operational costs and not capital projects.

Other Agencies

The study area for this project includes county and state owned roads. Additionally, CTUIR operates the Kayak public transit service that provides bus service to Weston. ODOT was able to identify spending information for projects in areas near Weston, but was not able to specifically identify any projects within the study area. Umatilla County reported that it has only performed basic maintenance on its roads surrounding Weston. CTUIR has provided bus service to Weston, but has not undertaken any capital projects in Weston related to its transit service in the past ten years.

PROJECTED TRANSPORTATION FUNDING

Given the City's historical reliance on external funding sources for capital projects and resulting variability in revenues transferred into the City's transportation budget, it is not possible to provide a reliable projection of future transportation funding. As was previously noted, the City has stated that it is generally only able to cover maintenance and operations costs from its yearly budget. Capital projects will need to be funded through external sources.

POTENTIAL FUNDING SOURCES

The City will continue to rely upon transportation improvement grants, partnerships with regional and state agencies, and other funding sources to help implement the projects identified in this plan update. Table 4- 3 identifies a list of potential grant sources and partnering opportunities for the City to consider as it looks to implement the projects identified in this plan. Following Table 4- 3, Table 4- 4 identifies a list of potential new funding sources for the City to consider in an effort to bolster funds for additional capital improvement projects.

Table 4- 3 Potential Grant Sources and Partnership Opportunities for Consideration in Weston

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
Statewide Transportation Improvement Program (STIP)	The Statewide Transportation Improvement Program (STIP) is Oregon's 4-year capital improvement program. This scheduling and funding document is updated every two years. Projects included on the STIP are allocated into the five different ODOT regions. Projects are generally divided into one of two categories: "Fix-it" or "Enhance."	- Streets - Sidewalks - Bike lanes - Trails	The next STIP (2015-2018) has been adopted by the Oregon Transportation Commission and is pending Federal Highway Administration approval. Weston can apply for "Enhance" funds for projects, which encompasses a range of projects, including those that were previously under the statewide bicycle and pedestrian program. The City should work with their ODOT Region 5 local agency liaison and any appropriate statewide program directors (e.g. Bicycle and Pedestrian coordinator) in preparing an application to improve their chances of success in obtaining funds. <i>Applications for the 2018-21 STIP Enhance funds are due August 3, 2015.</i>
Oregon Parks and Recreation Funds	Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling and all-terrain vehicle riding.	- Trails	OPRD distributes more than \$4 million annually to Oregon communities for outdoor recreation project, and has awarded more than \$40 million in grants across the state since 1999. Grants can be awarded to non-profits, cities, counties, and state and federal agencies.
Public/Private Partnerships	Public/private partnerships are agreements between public and private partners that can benefit from the same improvements. They have been used in several places around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities.	- Streets - Sidewalks - Bike lanes - Trails - Transit	These partnerships could be used to provide services such as charging stations, public parking lots, bicycle racks, benches, or public art installations. Specific opportunities in Weston could include implementing streetscape amenities and public art at the Main/Water intersection or the north or south gateways potentially in partnership with local employers. Creek restoration in association with tribal organizations could be another opportunity.
Community Service Projects	Small-scale improvements could be organized, led and conducted by various members of the community to help implement and offset the costs of larger infrastructure projects.	- Trails - Pine Creek interaction sites - Gateway treatments	Community service projects could be used to help clear brush or implement portions of the vision for Pine Creek interaction sites at the City park or Saling House. They could also be used to help implement the vision for the north and south gateways, similar to the community-based effort to put in the existing wagon monument north of Depot Street.
Immediate Opportunity Fund (IOF)	The IOF is a discretionary fund that can be used for the construction and improvement of streets and roads that are needed to support primary economic development. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.	- Streets - Sidewalks - Bike lanes - Rail	The IOF could potentially be used by Weston for a project that would enhance its economic competitiveness, such as a project that would improve access to the food processing facilities.

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
Local Agency Bridge Program	ODOT sets aside funds that are specifically targeted toward bridges that are off the State system. A statewide committee makes the final decision on which bridges are funded. Cities and counties are both eligible to apply for funds.	- Bridges	Critical failure bridges tend to rise to the top for funding through this program. There are a lot of structures with as poor ratings as those in Weston, but the weight limits of the Franklin Street bridges being below a fire truck may be an issue that helps these structures receive funding. If federal funding is used for the bridges, the City must provide a 10.72% match. This could be difficult given the cost of bridge replacement, but the City can use SCA and other funds to help cover this match. The City should work with its ODOT Region 5 local agency liaison if it wants to pursue these funds.
Special City Allotment	ODOT sets aside a portion of federal gas tax revenue to distribute to small cities, such as Weston. Cities are eligible for grants of up to \$50,000 every 7-8 years.	- Streets - Sidewalks - Bike lanes	Weston received a \$25,000 grant in 2010 that was used to repave Main Street. It will be eligible again in 2017-18.
Safe Routes to School	The statewide Safe Routes to School (SRTS) program provides grants for non-infrastructure projects and programs.	- Educational programs	The City could partner with the school district to apply for funds for educational activities at Weston Middle School. Contact the state SRTS program manager for more details.
ODOT Public Transit Division	The ODOT Public Transit Division administers a number of grant programs, including programs earmarked specifically for rural communities and tribal organizations	- Transit related projects	The City could explore partnering with CTUIR on applying for funds to construct a formal bus stop with a bench and shelter in Weston. Depending on the location of the stop, this project could help implement potential streetscape improvements identified during this project.
Umatilla County	Umatilla County owns and maintains roadways connecting Weston to OR 11 (i.e., Banister Road and Key Road).	- Streets - Sidewalks - Bike lanes - Trails	The City will need to partner with the County on any projects outside City limits and/or involving County roads, such as the multimodal connection to Athena along Banister Road.

Table 4- 4 Potential New Funding Sources for Consideration in Weston

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
User Fees	Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles.	Primarily Street Improvements	The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance.	- Streets - Sidewalks - Bike lanes - Trails	A \$5.00 monthly fee charged to the estimated 252 households in Weston would generate approximately \$15,120 per year in revenue from residential uses. The City would need to draft a methodology consistent with state requirements for street maintenance fees.
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax.	Primarily street maintenance or project specific intersection/roadway improvements.	There is only one primary gas station in the city, thereby putting the entire burden on one facility. Furthermore, Weston has little daily regional through traffic. This lack of significant through traffic places more of the tax burden on the residents of Weston.
Systems Development Charges (SDCs)	SDCs are fees assessed on development for their impacts on public infrastructure.	- Streets - Sidewalks - Bike lanes - Trails - Transit	The City of Weston does not currently impose transportation SDCs.
Stormwater SDCs, Grants, and Loans	SDCs, Grants, and Loans obtained for the purposes of making improvements to stormwater management facilities.	Primarily Street Improvements	Some jurisdictions in Oregon have used these tools to finance the construction and maintenance of Green Streets.
Optional Tax	A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.	- Streets - Sidewalks - Bike lanes - Trails - Transit	The voluntary nature of the tax limits the reliability and stableness of the funding source.
Sponsorship	Financial backing of a project by a private corporation or public interest group, as a means of enhancing its corporate image.	- Trails - Transit	Sponsorship has primarily been used by transit providers to help offset the cost of providing transit services and maintaining transit related improvements. Potential sponsorship opportunities could include Smith Frozen Foods or J&J Snack Foods
Bonds	Bonds would be debt issued on the bond market to pay for specific capital projects.	Capital improvements	Adding long-term debt to the City's budget could be difficult.

Table 4- 3 and Table 4- 4 are not an all-inclusive list of alternative funding sources. Each of these financing tools will require additional research to ensure that it is the right fit for the community, and can be closely matched with achieving the objectives of the TSP update.

IMPLEMENTATION

Given that the City will likely require external funding sources to implement any of the projects in this plan, the City should prioritize its efforts to put its resources toward the projects it considers the most important and most likely to be funded . Accordingly, the projects for this plan have been evaluated against the following prioritization criteria:

- Relevancy to project objectives
- Adequacy of existing facility (i.e., is the project filling a need that is currently unmet or just an improvement?)
- Estimated cost relative to other projects
- Technical implementation considerations (e.g., potential construction or design challenges)
- Political implementation considerations (e.g., coordination with other agencies, potential property impacts)
- Potential Use

Table 4- 5 summarizes the projects into three implementation tiers:

- *High Priority* – These are the projects that scored the highest against the criteria described above and include the primary Water Street project, the bus stop enhancement project, and the projects from the Athena-Westona Safe Routes to School Plan. The Franklin Street Bridge Replacements are also included in this category because of their potential to reduce emergency response times.
- *Long-Term Priority* - This category includes all other projects within the City’s UGB. The City should look to implement these projects once the high priority projects have been completed, or if a particular funding source becomes available that is specific to one of these projects (e.g. a grant specifically focused on parks or street lighting conversions).
- *Projects outside Weston’s UGB* – These projects were not considered in the prioritization process since they are not within the City’s UGB. The City should request that the implementing agencies consider these projects in their planning efforts and look for opportunities to coordinate efforts across jurisdictions.

More detailed evaluation results can be found in the Volume 2 Technical Appendix.

Table 4- 5 Project Implementation Priority Tiers

Project #	Project Name
High Priority Projects	
1	Water Street Improvements
8	Franklin Street Bridge Replacements
9	Main Street Bus Stop Enhancements
10	Wallace Street Sidewalk
11	Weston Middle School Bus Entry Sidewalk
12	Weston Middle School Bus Exit Sidewalk
13	Main Street to Weston Middle School Connector Path
14	Wallace Street/Broad Street Intersection Improvements
Long-Term Priority Projects	
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
5	City Park Pine Creek Interaction Site
6	Downtown Pine Creek Interaction Site
7	Water Street Bridge Replacement
15	LED Lighting Conversion
Projects Outside Weston's UGB	
16	Weston-Athena Multimodal Connection
17	OR 204/Water Street Realignment
18	OR 11 Freight Signing (not shown on map)
19	OR 11 Bicycle/Pedestrian Crossing (not shown on map)

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1. Dean Runyan Associates. *The Economic Significance of Bicycle-Related Travel in Oregon*. Prepared for Cycle Oregon. April 2013.
2. Umatilla County, Oregon. *County Health Rankings & Roadmaps*. Robert Wood Johnson Foundation and University of Wisconsin Population Health Institute. <http://www.countyhealthrankings.org/app/oregon/2015/rankings/umatilla/county/outcomes/overall/snapshot>. Accessed April 23, 2015.
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Weston Transportation System Plan Volume II - Appendices

Weston, Oregon

ADOPTION DRAFT

August 2015

Weston Transportation System Plan

Volume II - Appendices

Weston, Oregon

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August 2015

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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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6. Project Prioritization Screening
7. Public Involvement

Section 1 Opportunities & Constraints Report



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TECHNICAL REPORT

Weston Transportation System Plan Update

Opportunities and Constraints

Date: March 4, 2015 Project #: 17713.0
To: Cheryl Jarvis-Smith; ODOT Region 5
Sheldon Delph, Debi Russell, Scott Spendlove; City of Weston
From: Lauren Nuxoll, Nick Foster, AICP, and Matt Hughart, AICP (Kittelison & Associates, Inc.)
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Sean Stroup, PLA and Robin Craig (Greenworks)

The City of Weston, in association with the Oregon Department of Transportation (ODOT), is preparing an updated transportation system plan (TSP). The City's last TSP was prepared in 2001 (Reference 1). Since the adoption of the 2001 TSP, a number of planning efforts have been completed in Weston, including the City of Weston Infill Plan (Reference 2), Athena-Weston School District Safe Routes to School Plan (Reference 3), Weston Downtown Revitalization + Citywide Connections (Reference 4), and Reimagining Weston (Reference 5), to name a few. This updated TSP will build upon these previous efforts and identify the transportation projects necessary to implement the City's vision for enhanced multimodal connectivity.

This report sets the stage for the development of projects to be included in the updated TSP. It describes the existing transportation system, including a system inventory and multimodal traffic operations and crash analyses. Based on this picture of the current state of the system, this report identifies potential opportunities to improve transportation within and around Weston. Specific projects to realize these opportunities will be developed through consultation with the public, elected officials, and agency staff and will take into account the constraints identified in this report.

TRANSPORTATION SYSTEM INVENTORY

The following section describes the existing roadway, pedestrian, transit, and bicycle systems.

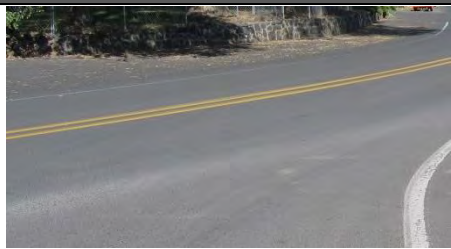
Roadway System

The existing roadway system in Weston is made up entirely of City-owned roads. Water Street is the primary north-south route through town, connecting to OR 204 north of the City's limits and to Banister Road (a Umatilla County road connecting to OR 11) at the south end of town. Main Street is the primary east-west roadway, running from Water Street through farm lands eventually connecting

to OR 204. Most service and retail-oriented businesses and government offices in Weston are located on Water Street or Main Street. Key Road provides access to the two largest employers in Weston, Smith Frozen Foods and J&J Snack Foods. It also connects to OR 11 and is the designated freight route to these two food-processing businesses. Wallace Street is a primary route from Water Street to Weston Middle School. The remaining streets in the city primarily serve local traffic traveling to area residences.

Figure 1 illustrates the existing roadway network, including pavement conditions and speed limits. Pavement conditions, including ride quality, surface cracking, trench settlement, and drainage issues, were rated on visual observations only in a site visit in December 2014. No structural evaluation or other testing was conducted. Each road section was given a pavement condition rating in one of three categories, from "Good" to "Poor" based on the criteria summarized in Table 1.

Table 1. Pavement Condition Criteria and Examples

Pavement Condition Category	Characteristics	Example ¹
Good	Stable with good ride quality. Some transverse and longitudinal cracking and/or minor trench settlement. No evidence of structural deficiencies	
Fair	Generally stable with fair ride quality. Transverse, longitudinal, and some alligator cracking present. Some trench settlement may be visible. Evidence of minor drainage problems. Minor evidence of structural deficiencies.	
Poor	Areas of instability with fair to poor ride quality. Extensive transverse, longitudinal, and alligator cracking present with trench settlement and/or potholes. Drainage problems evident. Obvious evidence of structural deficiencies.	

¹Photos for "Fair" and "Poor" conditions are sourced from Google Earth, while the "Good" conditions phot is from Anderson-Perry & Associates, Inc.

Most of the major roadways were observed to be in “good” condition, while others were observed to be in “fair” condition. A few of the residential local streets were observed to be in “poor” condition.

Most roadways in town are signed at 20 MPH, including the school zones around Weston Middle School. Posted speeds increase on Water Street to 25-35 MPH away from the core of the city. Key Road is signed at 40 MPH outside Weston City Limits.

Pedestrian System

Pedestrian infrastructure in Weston consists of sidewalks and crossing treatments, as illustrated in Figure 2. Most of the sidewalks are concentrated around Weston Middle School and along the west side of Water Street. Similarly, most marked crossings are found on Water Street or near Weston Middle School. Flashing beacons or lighted crosswalk signs, such as the one shown in Figure 3, are also present at two crosswalks near the middle school.

Not shown in Figure 2 are the two surrounding state highways, OR 11 and OR 204. These are rural highways with relatively higher speeds than streets within Weston and shoulders, but no sidewalks. Individuals walking between Weston and Athena must cross OR 11. There is currently not a designated crossing of OR 11 for people walking or biking.



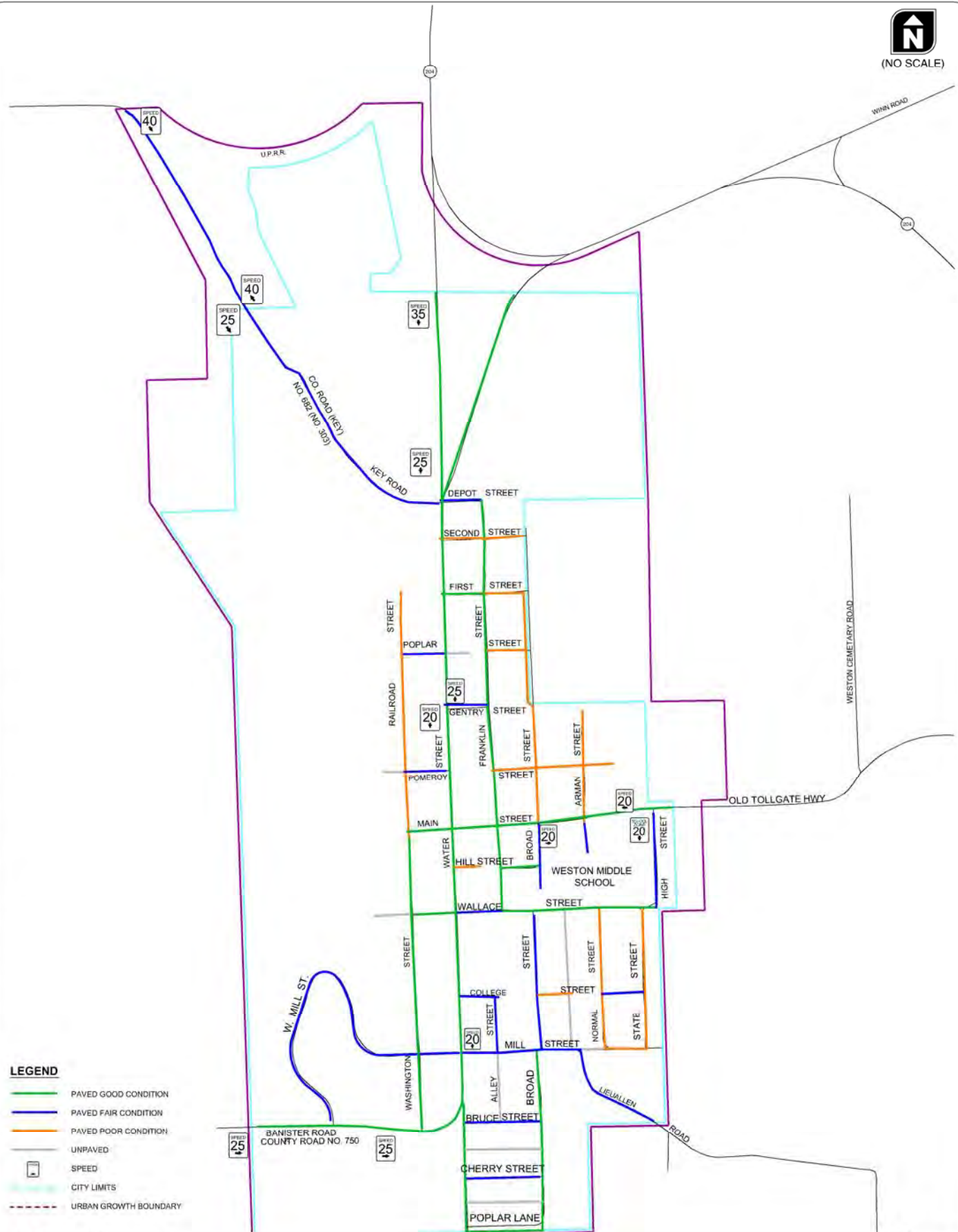
Figure 3 - School Crosswalk Assembly with Solar Powered Flashing Lights on Wallace Street

Transit System

Transit service in Weston includes intercity bus service provided by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and Athena-Weston School District bussing. The CTUIR funds public transportation to Weston through Kayak Public Transit on the Walla Walla Whistler Schedule. The Walla Walla Whistler bus travels between 4:48 am and 6:40 pm on the weekdays and 9:05 am to 6:45 pm on Saturdays. The bus stops in Weston in front of the Post Office five times per weekday and four times every Saturday in each direction (Reference 6).



(NO SCALE)

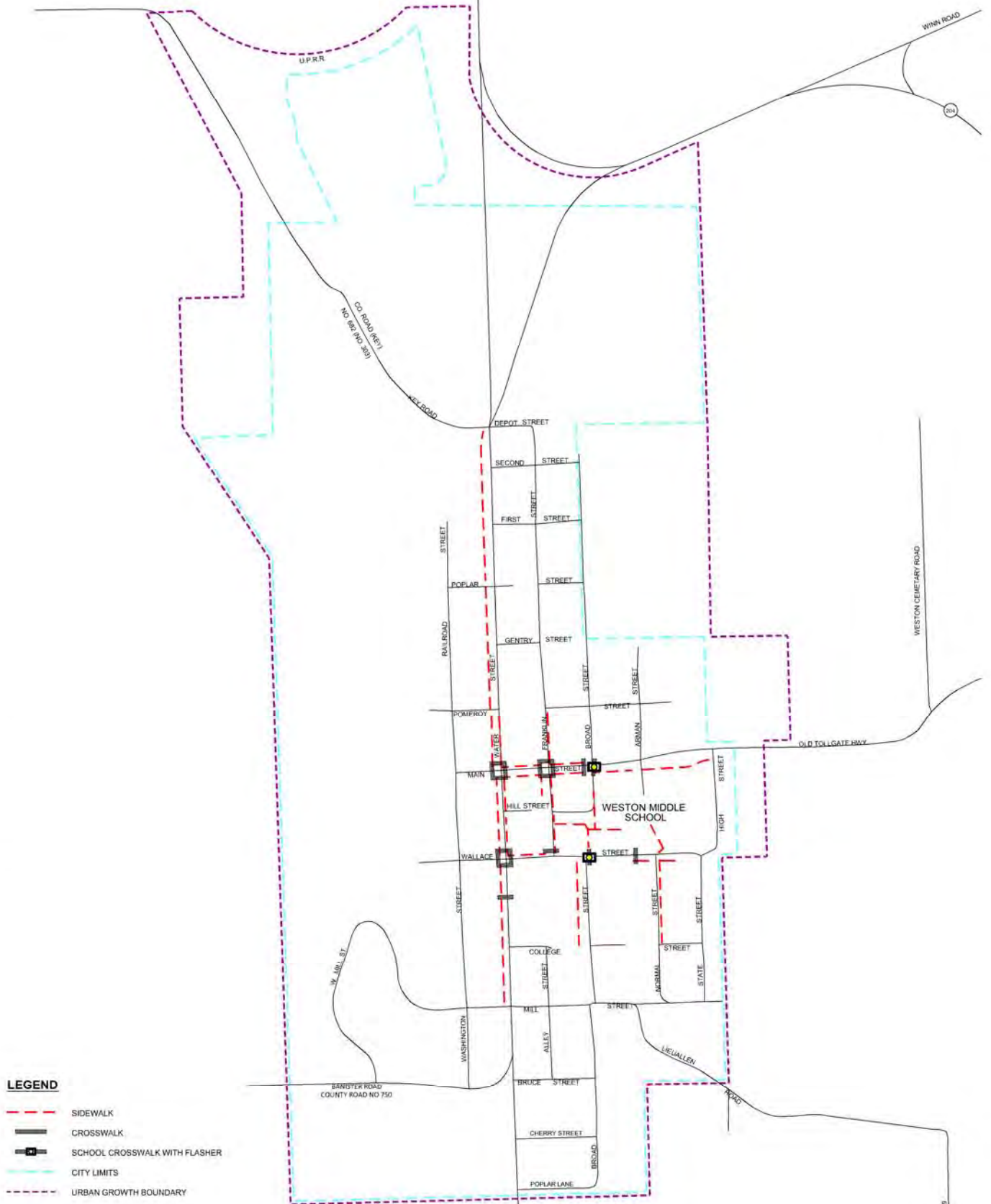


- LEGEND**
- PAVED GOOD CONDITION
 - PAVED FAIR CONDITION
 - PAVED POOR CONDITION
 - UNPAVED
 - SPEED
 - CITY LIMITS
 - URBAN GROWTH BOUNDARY

**EXISTING ROADWAY CONDITIONS
WESTON, OREGON**

**FIGURE
1**

**anderson
perry
& associates,**
engineering • surveying • natural resources



LEGEND

- SIDEWALK
- CROSSWALK
- S SCHOOL CROSSWALK WITH FLASHER
- CITY LIMITS
- URBAN GROWTH BOUNDARY

**EXISTING SIDEWALKS AND CROSSING TREATMENTS
WESTON, OREGON**

**FIGURE
2**

Bicycle System

There are no dedicated facilities for bicycling (e.g., bike lanes, paths) in Weston. People riding bicycles must either ride in the street with motor vehicle traffic or on the sidewalk, if present, with pedestrians. Most of the streets in Weston have relatively low motor vehicle traffic volumes and speeds. However, regional connections (e.g., Banister Road, OR 11, and OR 204) tend to have higher volumes and speeds. OR 11 and OR 204 have 8 to 10-foot wide shoulders, but no bike lanes. Banister Road does not have bike lanes and lacks any real substantial shoulder width.

TRAFFIC ANALYSIS

This section describes existing traffic operations and reported crashes. The study area for this analysis includes key intersections and streets within Weston, as well as regional connections, including Banister Road, OR 11, and OR 204.

Existing Traffic Volumes and Operations Analysis

Figure 4 shows the existing lane configurations and traffic control devices at the study intersections. Turning movement counts were collected at all of the study intersections on a typical weekday in October 2014 during the p.m. peak (2:00 to 6:00) period. The counts identified that the weekday system p.m. peak hour is 2:45 to 3:45 p.m.

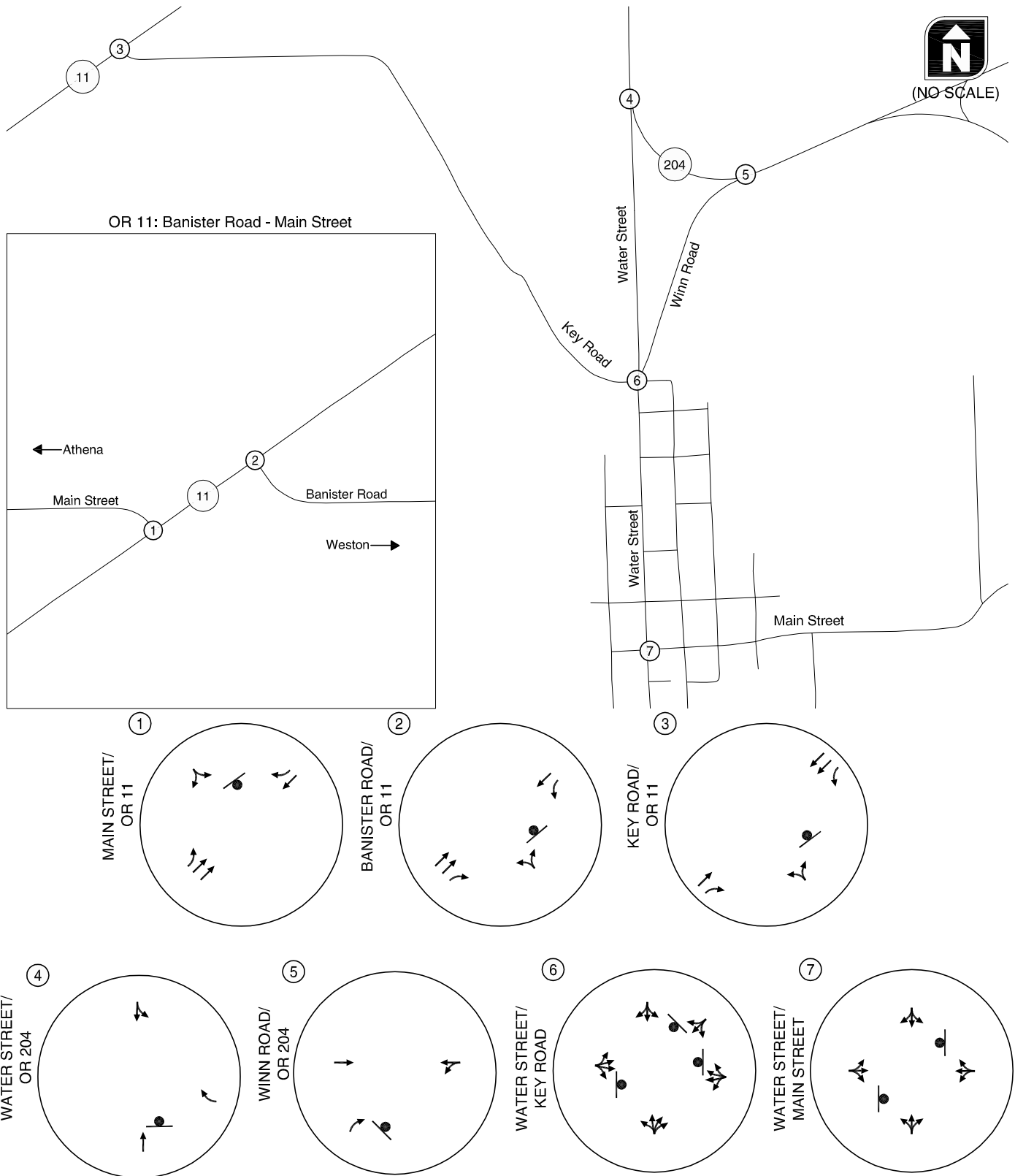
The October 2014 counts were seasonally adjusted according to the methodology described in ODOT's Analysis Procedures Manual (APM, Reference 7) in order to estimate 30th highest hour volumes. The process used to obtain the seasonal adjustment factors is described in greater detail in a methodology memorandum confirmed by ODOT's Transportation Planning Analysis Unit (TPAU). This memorandum is included as Attachment "A." The seasonal factors are summarized below in Table 2 and Figure 5 summarizes the existing 30th highest hour turning movements, rounded to the nearest five vehicles. Traffic count data is summarized as Attachment "B."

Table 2. Seasonal Factors

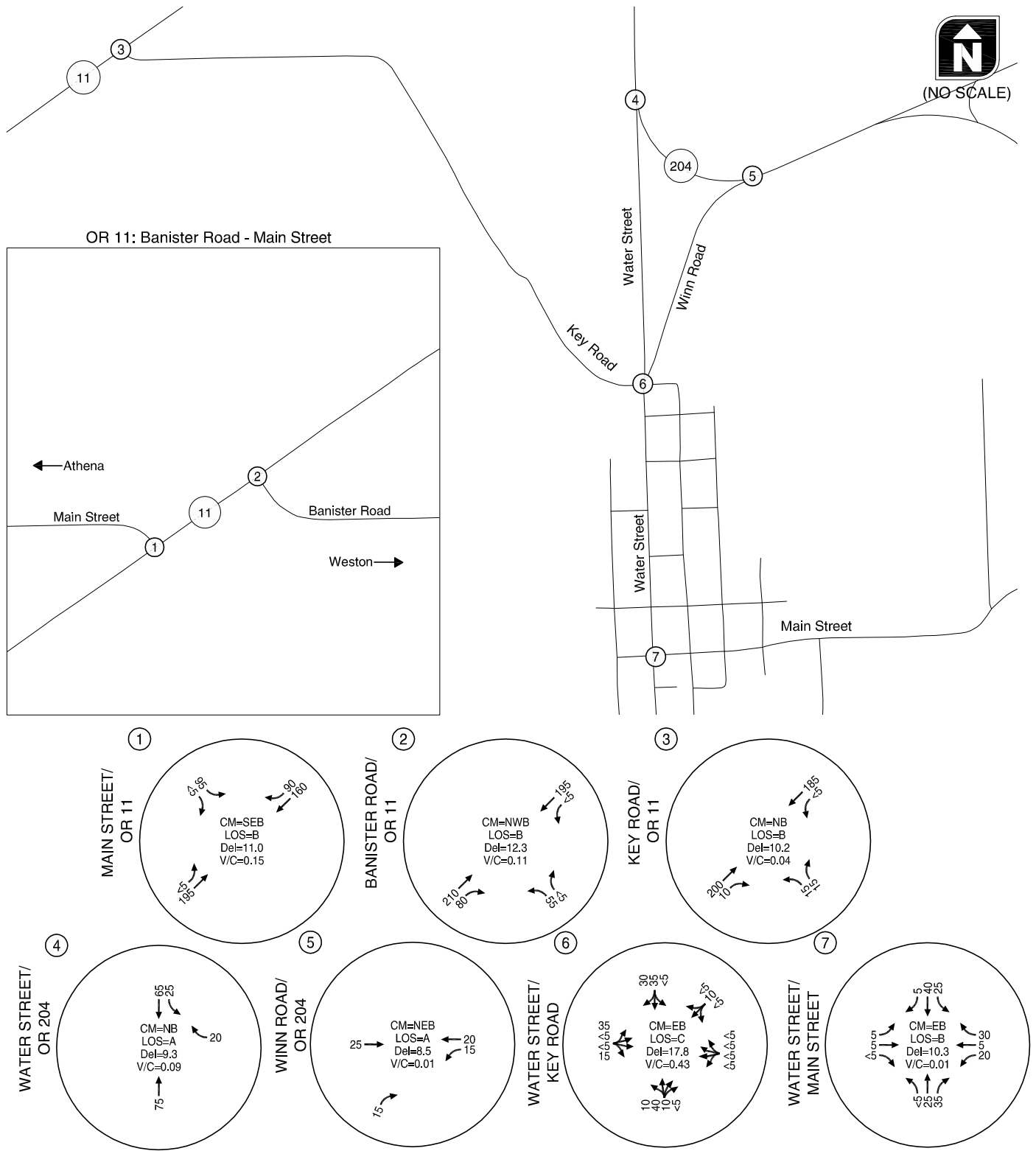
Intersection	Seasonal Factor
All OR 11 Intersections	1.11
All OR 204 Intersections	1.14
All Local Street Intersections in Weston	1.11

Figure 5 also contains the existing conditions operational analysis, completed in accordance with procedures from the *Highway Capacity Manual 2010* (Reference 8). The *Oregon Highway Plan* (OHP) (Reference 9) provides volume-to-capacity (V/C) targets for both ODOT and local facilities. The City does not maintain its own performance thresholds. Table 3 presents the OHP targets for OR 11 (a Statewide Highway and Freight Route through a rural area), OR 204 (a Regional Highway through rural area), and local streets in Weston (targets are shown for local interest roads with speed limits of

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EXISTING LANE CONFIGURATIONS
AND TRAFFIC CONTROL DEVICES
WESTON, OREGON

**LEGEND**

CM = CRITICAL MOVEMENT

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2014 EXISTING TRAFFIC CONDITIONS
WEEKDAY P.M. PEAK HOUR
WESTON, OREGON**

FIGURE

5

35 MPH or less inside an Urban Growth Boundary, which applies to the local road study intersections).

Table 3. OHP Targets for Study Intersections

Intersection	OHP V/C Ratio Target
All OR 11 Intersections	0.70
All OR 204 Intersections	0.75
All Local Street Intersections in Weston	0.90

All study intersections currently operate with v/c ratios lower than their respective OHP target during the 30th highest hour. The traffic analysis outputs are included as Attachment "C."

Future Operations Analysis

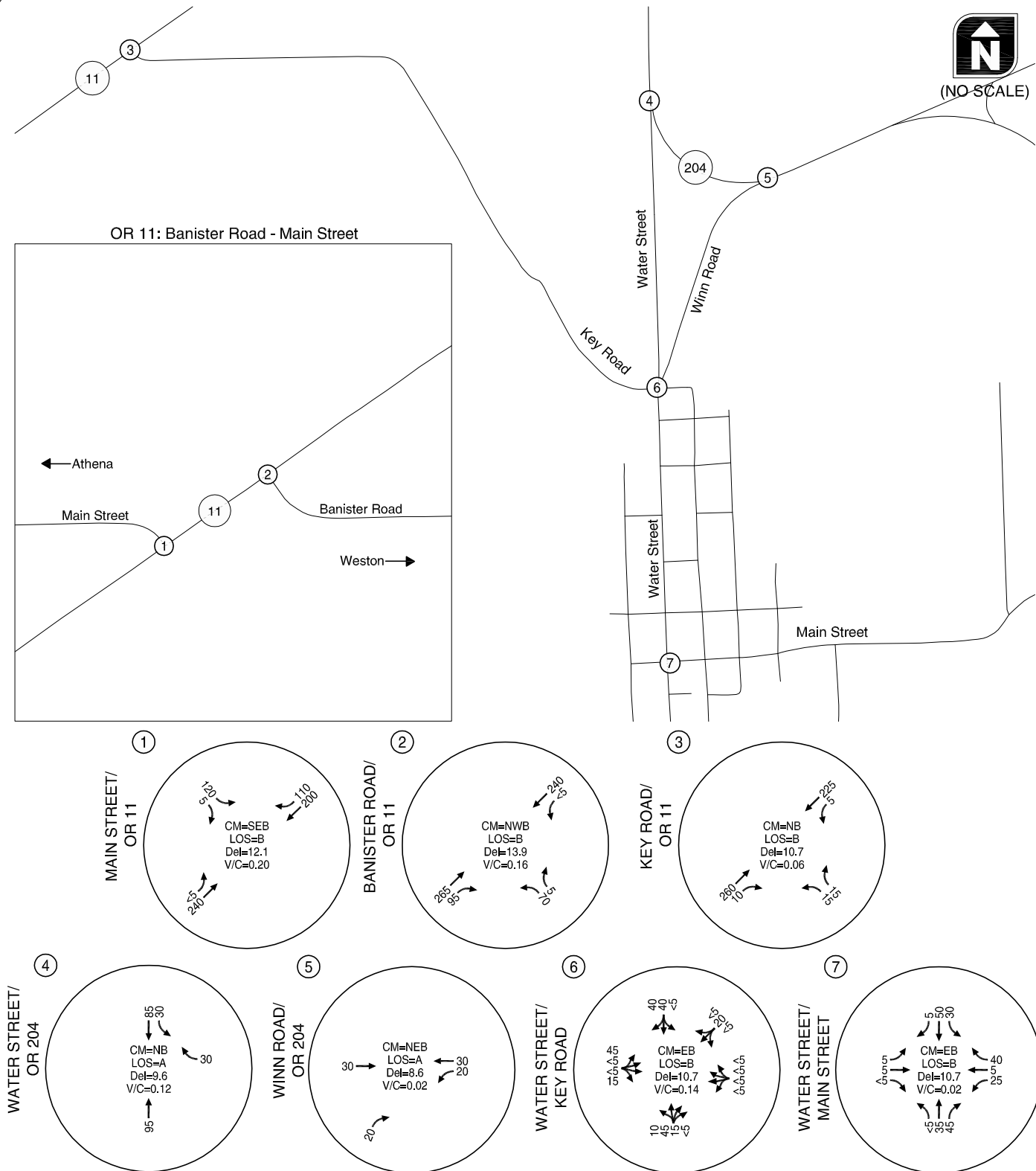
A 20-year future, year 2035, operations analysis was performed. Future year volumes were estimated using a 1.1% annual growth rate on all study intersections. This rate is based on ODOT Future Volume Tables (Reference 10). More details about how the rate was developed can be found in the methodology memorandum in Attachment "A." Figure 6 summarizes the estimated future Year 2035 traffic operations for the weekday p.m. peak hour. All V/C ratios are forecast to remain below their respective OHP targets listed in Table 3. The traffic analysis outputs are included as Attachment "C."

Reported Crash History

The crash history at the study intersections and roadways were obtained and reviewed in an effort to identify potential safety issues. Oregon Department of Transportation (ODOT) staff provided crash records from the study intersections and roadways for the most recent five-year period from January 1, 2009 through December 31, 2013. Table 4 summarizes the crash data at the study intersections and roadways for this time period. The raw crash data reports are included as Attachment "D."

Table 4. Crash Summary

Intersection/Roadway	Rear-end	Angle	Pedestrian	Animal	Fixed Object	Other	PDO	Injury	Fatal	Total
Intersections										
Water Street/Main Street	0	0	0	0	0	1	0	1	0	1
Water Street/Depot Street	0	0	1	0	0	1	1	1	0	2
Main Street/OR 11	No Reported Crashes									
Banister Road/OR 11	0	1	0	0	0	0	1	0	0	1
Water St/OR 204	No Reported Crashes									
Winn Road/OR 204	1	0	0	0	0	0	0	1	0	1
Roadway Segments (including intersections)										
OR 11 - Wildhorse Rd to OR 204	2	1	0	2	2	4	5	6	0	11
OR 204 - OR 11 to Winn Road	1	0	0	0	1	0	0	2	0	2

**LEGEND**

CM = CRITICAL MOVEMENT

LOS = CRITICAL MOVEMENT LEVEL OF SERVICE

Del = CRITICAL MOVEMENT CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

**2035 FUTURE TRAFFIC CONDITIONS
WEEKDAY P.M. PEAK HOUR
WESTON, OREGON**

FIGURE

6

As shown in Table 4, there was one pedestrian-related crash in the City of Weston. This crash happened at the 5-legged intersection of Water Street/Key Road-Depot Street. The pedestrian was walking across Key Road and the motor vehicle was turning left from Key Road onto Water Street. The crash occurred at night and there are not street lights. It occurred at night and the crash data indicates it was dark without street lights. There were no reported bicycle-related crashes.

A crash rate analysis was performed using ODOT's APM Chapter 4 methodology. Crash rates are calculated for each study intersection and segment in shown in Table 4. Intersection crash rates are compared to the 90th-percentile statewide crash rates shown in Exhibit 4-1 of the APM, while segment rates are compared to the rates from ODOT's 2013 Crash Rate Table II. The results of this analysis can be seen below in Table 5.

Table 5. Crash Rate Analysis

Intersection/Segment	Crash Rate ¹	Threshold Rate	Over/Under Threshold
Intersections			
Water St/Main St	0.16	1.08	Under
Water St/Depot St	0.64	1.08	Under
Main St/OR 11	0.00	0.48	Under
Banister/OR11	0.11	0.48	Under
Water St/OR 204	0.00	0.48	Under
Winn Rd/OR 204	0.41	0.48	Under
Roadway Segments			
OR 11 (Wildhorse Rd to OR 204)	0.43	0.71 ²	Under
OR 204 (OR 11 to Winn Rd)	0.76	1.05 ³	Under

¹Rate is calculated per million entering vehicles (MEV) for intersections and per million vehicle miles (MVM) for roadway segments

²Average rate for 2009-2013 for rural principal arterials

³Average rate for 2009-2013 for rural minor arterials

None of the intersections or segments exceeds the identified threshold rate for further investigation. Note that given the relatively low traffic volumes at the study intersections and along OR 204, rates may fluctuate widely from year-to-year and caution should be used in interpreting any crash rate analysis on these facilities if they ever do exceed their respective threshold.

OR 11 Crossing Analysis

As noted previously, there is no marked crossing of OR 11 in the vicinity of the Main Street and Banister Road intersections. Section 6.6.2 of the ODOT Traffic Manual (Reference 11) provides criteria for considering a marked crosswalk on State highways. The project team used these criteria and the procedures outlined in National Cooperative Highway Research Program (NCHRP) Report 562 *Improving Pedestrian Safety at Unsignalized Crossings* (Reference 12) to conduct a preliminary analysis of the need for and what type of crossing might be most appropriate along the section of OR 11 from Banister Road to Main Street. *This analysis is preliminary and the decision to install a marked crosswalk would require a more detailed engineering study and State Engineer approval.*

The Banister Road and Main Street intersections of OR 11 are approximately 1,000 feet apart. Candidate locations for a marked crosswalk could include one of the two OR 11 intersections or mid-block between them. The final location of any crosswalk should be determined by a detailed engineering study that considers sight distance and the future installation of any bicycle or pedestrian facilities (e.g. shared-use paths/trails, sidewalks). Sight distance in particular may be a controlling factor for the crosswalk location as OR 11 crests in between these two intersections.

To inform this analysis, we conducted 16-hour turning movement counts at the OR 11/Banister Road and OR 11/Main Street intersections and a 24-hour directional tube count, including motor vehicle speeds, on OR 11 in the vicinity of Banister Road on a typical weekday in October 2014. Table 6 summarizes the data from the tube count on OR 11. Traffic count data is included as Attachment “B.”

Table 6. 24-Hour Volume and 85th-Percentile Speeds on OR 11 in Vicinity of Banister Road - October 2014

Direction	85 th -Percentile Speed	Daily Traffic Volume ¹
NB	64 MPH	2,035
SB	62 MPH	2,125
Combined	63 MPH	4,160

As the table shows, speeds and volumes are relatively similar in each direction on OR 11. While the traffic volumes are relatively low on OR 11 over the course of the day, the average delay for a person wanting to cross the highway during the p.m. peak hour would be expected to be over nine minutes.

No pedestrians were observed crossing OR 11 at either location during the time these counts were conducted. A few bicyclists were observed at each intersection, but they were traveling through on OR 11 and not crossing the highway. The lack of observed crossings could be due to a combination of the absence of pedestrian and bicycle facilities connecting the cities of Athena and Weston to OR 11, the rural nature of the immediate surrounding area, and the relatively long distance from OR 11 to the main residential and commercial areas of Weston (over 3.5 miles on Banister Road from OR 11 to Water Street). However, feedback from area residents suggests that there may be more crossing activity during the summer when school is out. Therefore, an engineering study would likely want to include counts from the summer in order to confirm there is existing demand for the crossing. Another consideration of the study will be that the posted speed on this section of OR 11, 55 MPH, exceeds the recommended maximum speed in the ODOT Traffic Manual of 40 MPH. If such a study does not recommend a crossing under existing conditions, then a follow-up study may be warranted as part of a project to build a bicycle and/or pedestrian connection from Weston to OR 11 via facilities along Banister Road or a dedicated off-street path.

NCHRP Report 562 provides guidance on the type of treatments that should be considered for an unsignalized crossing, such as a crossing of OR 11 might be, given a number of factors, including the speed limit of the roadway being crossed, pedestrian volumes, motor vehicle traffic volumes, length of the crossing, walk time, and expected compliance of motor vehicle. Given the motor vehicle traffic

volumes and speeds on OR 11, the NCHRP Report 562 guidance would recommend that some type of active or enhanced treatment (e.g., pedestrian activated beacons) be installed at the crosswalk once the demand for crossing reaches 15 people in a single hour. *Attachment "E" includes the NCHRP 562 methodology worksheet.* A median refuge island would also allow people to cross the highway one direction of traffic at a time, reducing the crossing distance and exposure. Further, given the rural nature of the surrounding area and the approaching grades, advanced signs with active warning (e.g. flashers) may also be recommended. One possible treatment option is a rectangular rapid flash beacon (RRFB). They are generally recommended for areas with speeds of 35 MPH or slower, but have proven to achieve relatively high rates of driver compliance at two crossings of the Bend Parkway where the 85th-percentile motor vehicle speeds approach 55 MPH (Reference 13). Further investigation would be needed to determine the appropriate crossing treatment, in addition to the location.

Multimodal Operations

A primary focus of this planning effort is improving conditions for people walking and bicycling around Weston. The ODOT APM provides analysis procedures for analyzing how well a network serves bicyclists and pedestrians. For this project, we have analyzed conditions for people walking using the Qualitative Multimodal Level of Service (MMLOS) procedures from the APM and for people bicycling using Level of Traffic Stress (LTS, Reference 14). These analyses are performed at these key locations:

- OR 11: Banister Road to Main Street
- Banister Road: OR 11 – Water Street
- Water Street: Banister Road – OR 204
- Main Street: Water Street – Broad Street
- Wallace Street: Water Street – Broad Street

These sections are analyzed because they provide key connections for people walking and biking (e.g., Water Street is the primary north-south route through town, Main Street is a primary commercial corridor, and Wallace Street is an important connection to Weston Middle School).

Pedestrian Conditions

Qualitative MMLOS provides for a relative comparison of how well a street is serving pedestrians based on a number of defined criteria that have been proven to influence a pedestrian's perception of a roadway (e.g., presence and width of sidewalks, presence and width of a buffer space, motor vehicle speeds and volumes). For this project, we have defined four Qualitative MMLOS categories and corresponding criteria, as shown in Table 7.

Table 7. Qualitative MMLOS Categories and Criteria - Pedestrian System

Category	Criteria
Excellent	Street build to 2001 TSP standards + extra amenities (e.g. pedestrian scale lighting, on-street parking, enhanced crossings)
Good	Street build to 2001 TSP standards + crossing opportunities are provided
Fair	Some pedestrian facilities are provided, but not to the 2001 TSP standard
Poor	No facilities are provided

The TSP standards are used as baseline criteria for what a “Good” street would look like from a pedestrian’s perspective because they provide facilities appropriate to the street’s context. For instance, the standards for collector and arterial roadways include planter strips, on-street parking, and sidewalks, with wider sidewalks for busier roads. Figure 7 illustrates the results of this Qualitative MMLOS analysis.

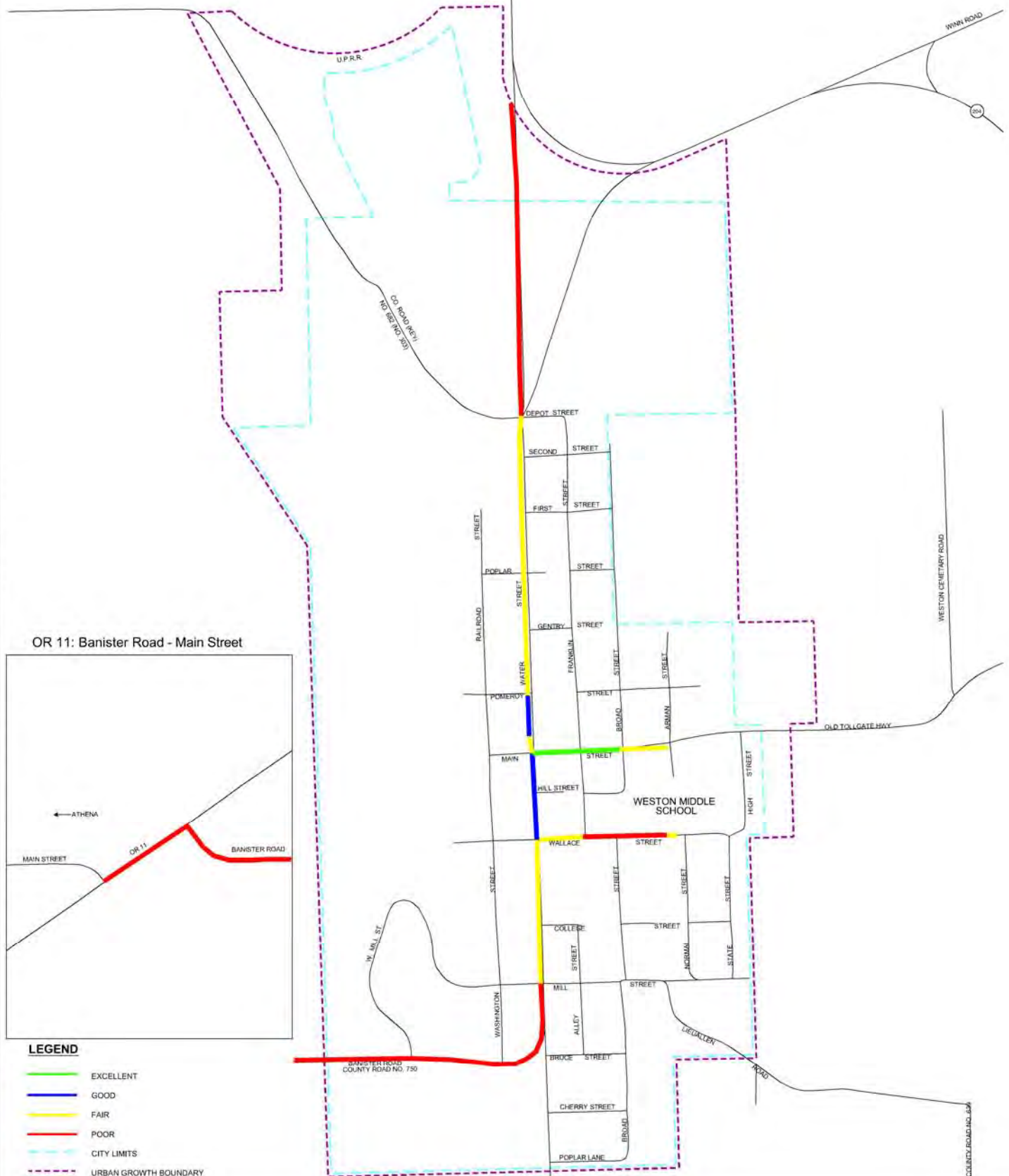
OR 11 and Banister Road both receive Poor ratings for their lack of pedestrian infrastructure and higher motor vehicle speeds (35 MPH or greater). Most of Water Street is rated as Fair because there is a sidewalk with a planter strip on the west side of the road, but there is not a sidewalk on the east side. The section of Water Street rated as Good has sidewalks on both sides of the road. Main Street receives the only Excellent rating due to its wider sidewalks, street furniture buffer, pedestrian-scale lighting, and on-street parking. Wallace Street varies from Fair to Poor, depending on whether a sidewalk is present on one side of the road or no sidewalks are present.

The Athena-Weston Safe Routes to School plan has previously noted that there is a need for sidewalks surrounding Weston Middle School to help the district achieve its goal of more children walking and bicycling to school. This need was echoed at a series of stakeholder meetings, youth workshops (with 5th graders at Weston Middle School and the senior class at Weston-McEwen High School), and a walking tour conducted in Weston in November 2014. These meetings also identified the following as key needs and constraints related to walking in Weston:

- Water Street does not have complete sidewalks through town
- Topography may limit the feasibility of constructing sidewalks on both sides of Water Street south of College Street
 - Stormwater drainage is also an important consideration in this area due to the grade of the road
- Walking across OR 11 can be difficult
- Street lighting would make Water Street a more inviting place to walk and provide a better first impression of the city
- Many of the local roads are too narrow to add sidewalks



(NO SCALE)



**PEDESTRIAN QUALITATIVE LEVEL OF SERVICE
WESTON, OREGON**

**FIGURE
8**

A common theme from these meetings, the SRTS plans, and other previous plans is that improving conditions for people walking on Water Street is a priority. As noted above, topography may be a limiting factor in what can easily be constructed on the east side of Water Street south of College Street. Additionally, much of the west side of Water Street south of Wallace Street is bounded by retaining walls, discussed further below.

Water Street Retaining Wall

Water Street includes a retaining wall adjacent to the sidewalk. The wall runs a distance of approximately 1,000 feet on the west side of Water Street from Bruce Street to approximately 250 feet south of Wallace Street. In this area, the wall forms the west side of the sidewalk. It ranges in height from 3 to 4 feet. The retaining wall was visually observed in December 2014 to evaluate its condition. This analysis was intended to be cursory in nature and no structural evaluation or other testing was conducted. The existing retaining wall was constructed at various times during the last 150 years. Several segments of the wall contain different building materials, ranging from solid concrete, large block and mortar, to small brick and mortar. Sections of the wall are in varying states of decay and deterioration. The wall has deteriorated due to weather exposure and a lack of modern construction materials and construction procedures. There are also apparent signs of lateral movement present within the wall, and large parts of the wall are missing. The entire wall is in need of replacement as the current wall is both aesthetically and structurally inadequate. Examples of two portions of the retaining wall are shown in Figure 8 below.



Figure 8 – Retaining Wall Examples (Source: Anderson-Perry & Associates, Inc.)

The photo on the left in Figure 8 shows a deteriorating block wall that has severe cracking and settlement. Toward the end of the wall, much of the top is missing. The photo on the right side of the figure shows a concrete retaining wall in very poor condition. The wall is uneven and earth pressure has pushed the wall out. Many parts of the wall also have pieces that have fallen out.

Bicyclist Conditions

The LTS methodology defines criteria to assess how stressful a street may feel for a person bicycling and what type of person may feel comfortable bicycling on the street. The criteria are primarily based on whether a bicycle lane (with or without on-street parking) is provided and how wide it is, the

number of motor vehicle lanes on the road (as a surrogate for traffic volume), and the posted speed limit of the road. These criteria are used to classify roadways into one of four stress levels described in Table 8.

Table 8. Traffic Stress Levels

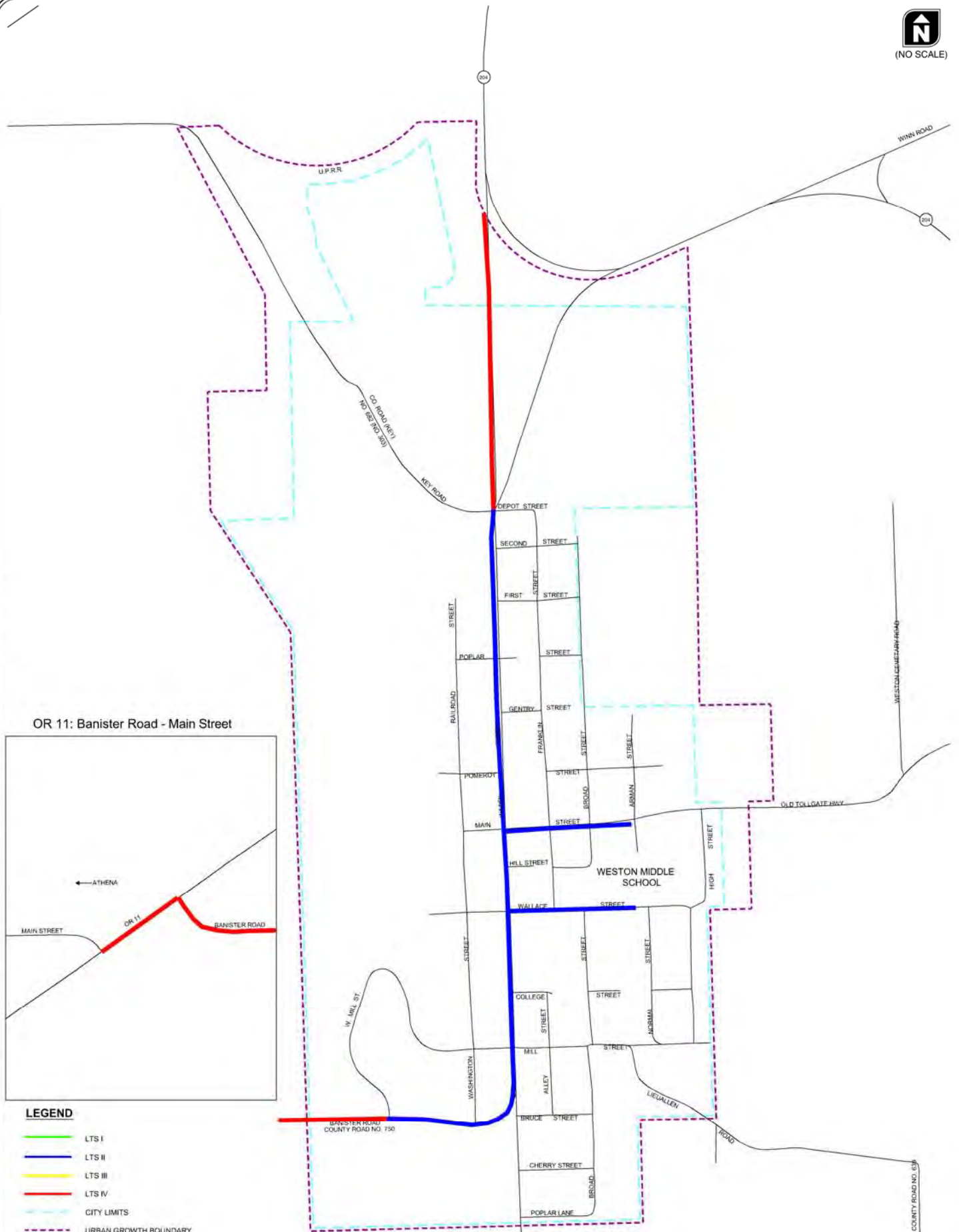
LTS Level	Description
1	Suitable for most people, including children whom are comfortable bicycling across intersections
2	Comfortable for most adults
3	Suitable for most people who are already bicycling today
4	Likely only the most confident bicyclists will ride on roads at this LTS

Figure 9 summarizes the results of the LTS analysis. Banister Road, OR 11, and sections of Water Street are rated as LTS 4 due to the relatively high motor vehicle speed limits (35 MPH or greater). The remaining roads are all rated as LTS 2 due to the relatively lower speed limits (25 MPH or less) and that the roads are only two lanes wide. Wallace Street would be LTS 1 based on the basic LTS criteria because it has lower volumes than Water Street and does not have a centerline on the road. However, feedback from the previous meetings held in Weston indicates that biking on Wallace Street may feel more stressful during school drop-off and pick-up times and because it is on a steep hill, so it is rated as LTS 2. Most other streets in Weston that are not analyzed for this plan would be LTS 1.

Given their high LTS ratings, Banister Road and OR 11 are not likely to be comfortable places for most people to bicycle. The lack of shoulders or a bike lane on Banister Road was a priority issue identified at the Youth Workshop held at Weston-McEwen High School. The 5th-graders who participated in the Youth Workshop at Weston Middle School said they would like an off-street path system for bicycling.



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**BICYCLE LEVEL OF TRAFFIC STRESS
WESTON, OREGON**

Freight Movement

Freight movement is an important component of Weston's economy. As previously noted, the two largest employers are food-processing companies. These companies rely on the area's transportation system for shipping in the agricultural products they process and shipping out the goods they produce. Local businesses rely on trucks for delivering goods for resale, supplies, and other items they need to conduct their operations. Residents receive deliveries and send packages and other mail through the freight system. Figure 10 illustrates the existing freight routes in the area, including key destinations and load-restricted bridges. In addition to the routes shown on the figure, OR 11 is designated by ODOT as a Freight Route.

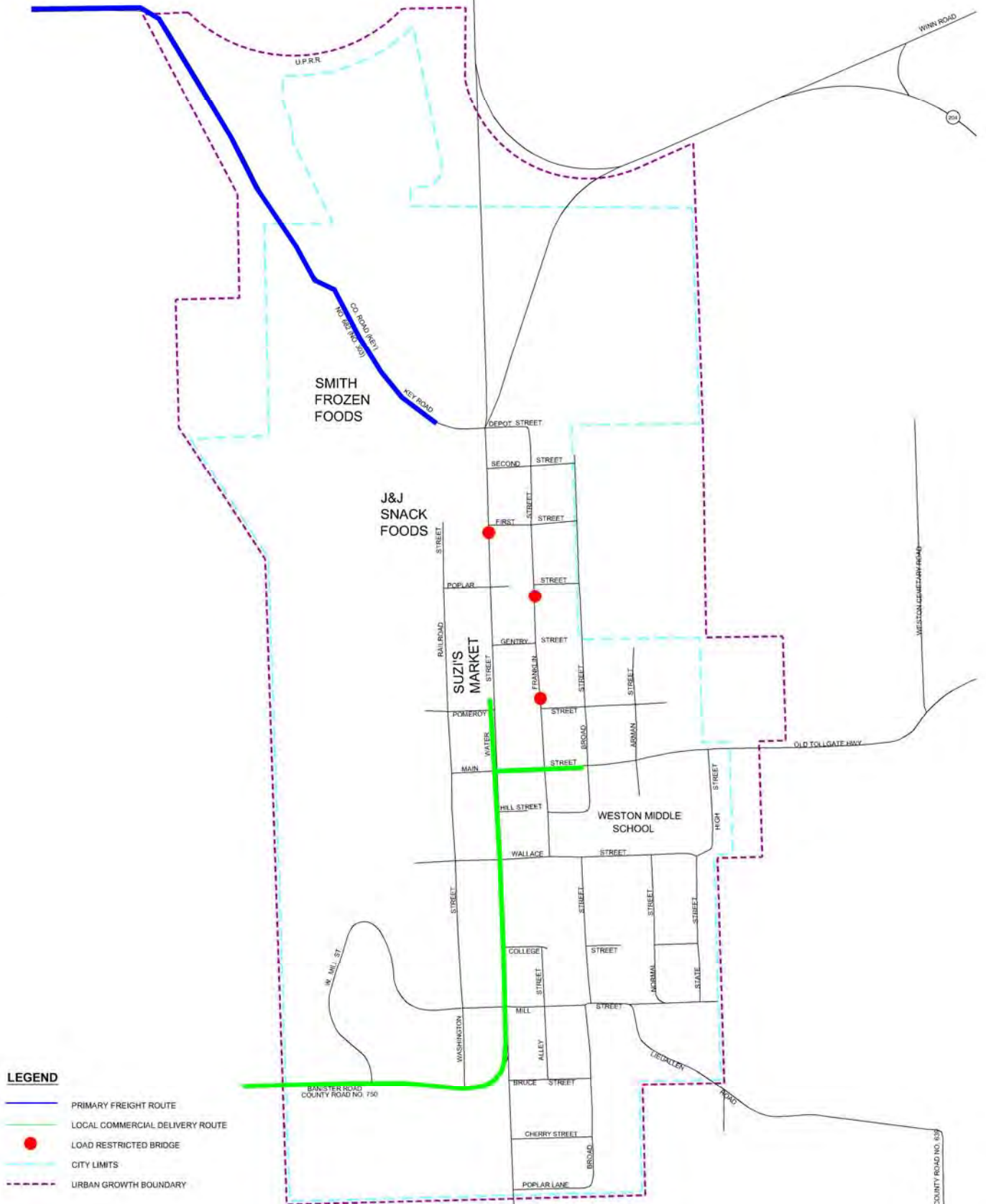
Semi-truck and trailer combination vehicles deliver goods to and from Smith Frozen Foods and J & J Snack Foods. These are the largest vehicles that routinely travel to Weston. Due to load restrictions on the northern Water Street bridge over Pine Creek and a desire to not have heavy truck traffic on Water Street through town, the primary route for freight movements between OR 11 and these locations is Key Road. Most trucks do use Key Road, but it is the project team's understanding that a lack of local awareness sometimes results in truck drivers accessing these locations via Water Street from either OR 204 or Banister Road. Attendees of the November 2014 stakeholder meetings expressed an interest in signage on OR 11 to help guide large trucks to Key Road.

Local deliveries to businesses and residences in Weston must use Water Street to reach their destination. These trucks are typically too heavy for the northern Water Street bridge. Therefore, they must travel to their destination via Banister Road and Water Street and return back to OR 11 using the same route. This results in some out-of-direction travel for deliveries that are diverting into Weston while traveling between the greater Pendleton and Walla Walla areas.

Load Restricted Bridges

Three bridges in Weston have been identified through the stakeholder meetings and conversations with City staff as having load restrictions that restrict the movement of freight through the city. These bridges include the northern Water Street bridge and two bridges on Franklin Street. All three are shown on Figure 10.

According to the National Bridge Inventory, the Water Street bridge was built in 1960 to span Pine Creek. The structure crosses Pine Creek directly south of 1st Street. It is a steel girder bridge with a concrete deck and abutments. The underside of the bridge is shown in Figure 11. The bridge has an approximately 25-foot span and is approximately 42 feet wide. A walkway serves pedestrian traffic on the west side of the bridge. The ODOT Bridge Inspection Report dated August 12, 2013, documents deficiencies, including many large spalled areas in the abutments. There is also major bank erosion and scour along the north abutment. The ODOT Inspection Report indicates substandard bridge rail transitions, approach rail, and guardrail. According to current ODOT standards, this makes the bridge potentially hazardous for vehicles and pedestrians. There are load restrictions on the bridge due to reduced structural capacity. The current load limits three ODOT classifications of trucks. The first



**FREIGHT ROUTES
WESTON, OREGON**

**FIGURE
10**

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truck is the Type 3 truck, which is a service truck with no trailer and three axles total. The load restriction lowers the weight of this truck by 25 percent to 19 tons from its normal limit of 25 tons. The second truck affected is ODOT's Type 3S2 truck. This truck has a single trailer with two axles (five axles total). The load restriction lowers the weight of this truck by 31 percent to 28 tons from its normal limit of 40 tons. The final truck affected is ODOT's Type 3-3 truck. This truck has two trailers and has six axles total. The load restriction lowers the weight of this truck by 22.5 percent to 31 tons from its normal limit of 40 tons. According to modern loading standards, the bridge is obsolete. These restrictions limit truck traffic into the center of town from the north, as well as access from the center and south part of town to OR 204 and the food processing facilities.



Figure 11 – Underside of Water Street Bridge (Source: Anderson-Perry & Associates, Inc.)

Due to the span and length of the existing bridge, a replacement structure would have to be a similar type bridge with girders, abutments, and a concrete deck.

According to the National Bridge Inventory, both Franklin Street Bridges were built in 1955 to span Pine Creek. The southern structure crosses Pine Creek approximately 500 feet north of Main Street on Franklin Street. Franklin Street is a local residential street. This bridge has a steel deck supported by steel girders and a reinforced concrete abutment. The bridge has an approximately 30-foot span and is 20 feet wide. The ODOT Bridge Inspection Report dated July 10, 2013, documents deficiencies including cracks, heavy spalling, and scour in the abutments. The river's bank protection has eroded and the river control devices and embankment have major damage. The Inspection Report also indicates substandard bridge rail transitions, approach rail, and guardrail. The southern structure crosses Pine Creek approximately 200 feet north of Gentry Street on Franklin Street. This bridge has a steel deck supported by steel girders and a reinforced concrete abutment. The bridge has an approximately 30-foot span and is 24.5 feet wide. The ODOT Bridge Inspection Report dated August 12, 2013, documents deficiencies including large cracks, spalling, scour, and settling in the abutments. The riverbank is beginning to slump, and river control devices and embankment protection have widespread minor damage. The Inspection Report also indicates substandard bridge rail transitions, approach rail, and guardrail. The substructures of both bridges have a poor rating and have been recommended to be repaired or replaced. The recommended bridge loads are limited to 6 tons on

both structures. This severely limits any kind of truck traffic on these bridges, including many types or fire trucks.

Both Franklin Street bridges would be good candidates for a concrete box culvert type replacement structure. This type of bridge is less expensive than other options and more simple to construct, too.

OTHER OPPORTUNITIES FOR IMPROVEMENT

The project team has also considered opportunities to improve the streetscape and urban design of areas of Water Street, to take advantage of the natural feature of Pine Creek, and to improve land utilization through infill projects.

Streetscape/Urban Design Improvements

Three locations have been identified by ODOT and the City as potential priorities for streetscape and urban design improvements: the northern and southern ends of Water Street and the Main Street/Water Street intersection. The two ends of Water Street were chosen since they are the gateways to the city for people entering Weston. Urban design and streetscape improvements have the potential to enhance visitors' first impressions of the town and calm traffic entering from the higher speed highways and Banister Road. The Main Street/Water Street intersection is the gateway to Weston's primary commercial district on Main Street south of Water Street. Additionally, a small city park and Memorial Wall are located on Main Street north of Water Street. Streetscape and urban design improvements at this location could help better link these two sides of Main Street and calm traffic through the intersection.

Gateways

Figure 12 shows a potential concept for the northern gateway treatment on Water Street at the Key Road intersection. Key features of this concept include:

- Relocating the existing OR 204 access road north of its current location, creating a new three-leg intersection and converting the existing Water Street/Depot Street-Key Road intersection to a standard four-leg intersection
- A decorative hardscape inlay in the center of the Water Street/Depot Street-Key Road intersection
- Relocating the existing Oregon Trail monument south of its current location to between Depot Street and the realigned access road to OR 204
- Street trees, planters, and other streetscape features

Figure 13 illustrates a potential concept for the southern gateway treatment on Water Street and Banister Road. This concept includes stormwater treatments, street trees, planters, and decorative fencing, among other features.



FIGURE 12 - WATER STREET GATEWAY - NORTH ENTRY

Conceptual Plan Alternatives

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS



FIGURE 13 - BANISTER ROAD GATEWAY - SOUTH ENTRY

Conceptual Plan Alternatives

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS

Main Street/Water Street Intersection

Two potential concepts for the Main Street/Water Street intersection are shown in Figures 14 and 15. Common features of these concepts include curb bulb-outs to narrow the crossings of Water Street and additional landscaping. Alternative 1 includes on-street parking, stormwater treatment facilities, and concrete crosswalk treatments. Alternative 2 includes bike lanes on Water Street, groundcover and planter bed landscaping, raised crosswalks, bike parking, and seatwalls. These alternatives are not presented as mutually exclusive, but are meant to illustrate a range of possibilities for the intersection.

Photos of what the different treatments shown in Figures 12-15 might look like are included as Attachment “F.”

Pine Creek Interaction Sites

The *Weston Infill Plan* identified a number of proposed “Creek Interaction Site” projects. These improvements are intended to improve visual and physical access to the creek at key locations; construct pathway segments along the creek; and provide spaces and amenities for people to gather and rest. Costs identified in the Infill Plan ranged from \$2,000 to \$20,000 per project, depending on the type and level of improvements, as well as any environmental restoration activities needed. The purpose of improvements at these sites would include the following:

- Improve visibility of and physical access to the creek.
- Continue to ensure public safety (particularly for children) and minimize environmental impacts of improvements.
- Create trail segments along the creek, with the opportunity to extend these segments to other sections of the creek as time goes on.
- Create public gathering or resting places adjacent to the creek and amenities to support these activities (e.g., benches, signage, landscaping/vegetation management, etc.)
- Connect the trail segments and other new amenities to other community facilities, particularly for the interaction site near the City Hall and Library.
- Integrate improvements to the City Park with an enhanced connection to the creek.

As part of this effort, the project team is revisiting these recommendations and suggests the following modifications:

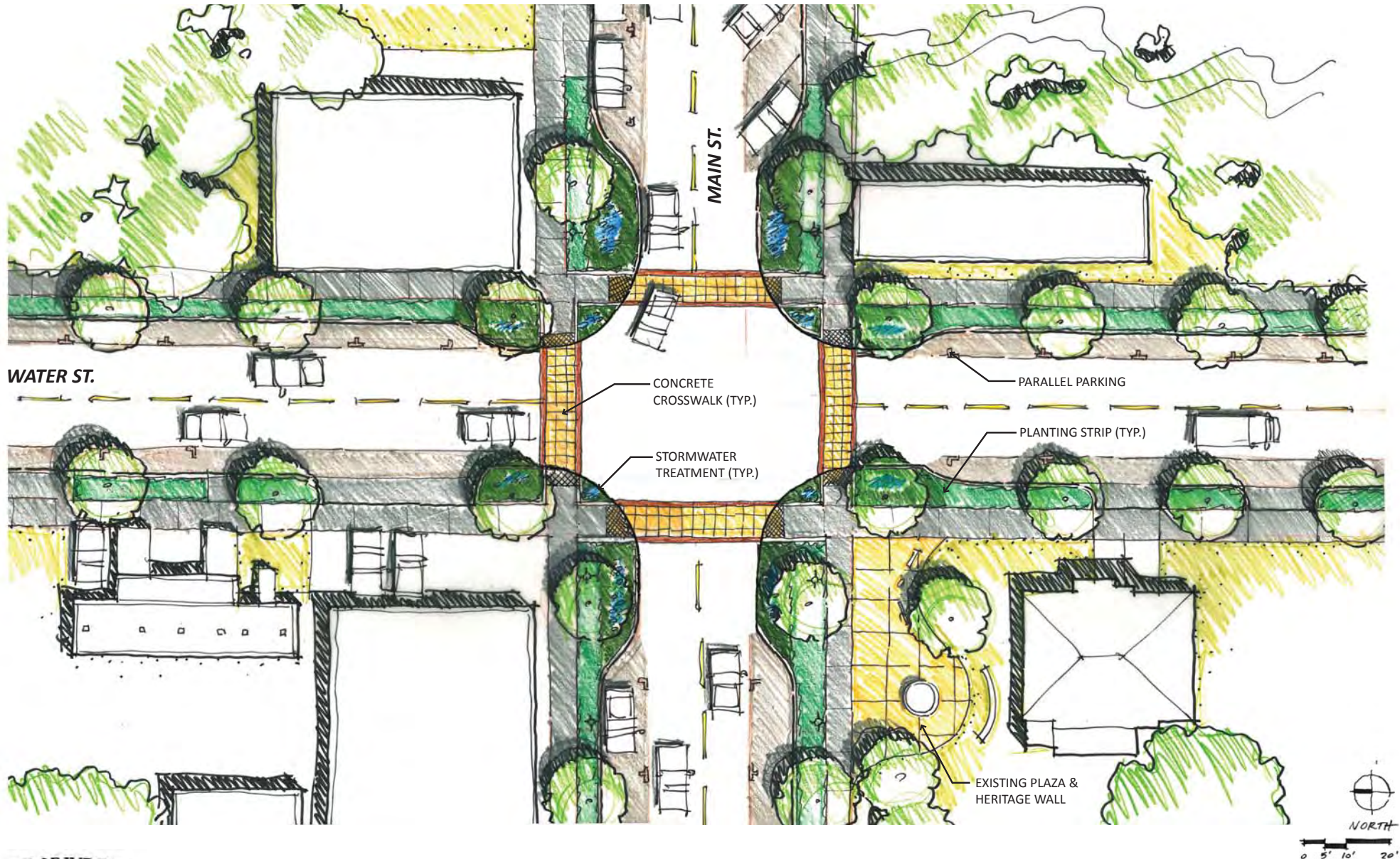


FIGURE 14 - WATER ST. AND MAIN ST. INTERSECTION - ALTERNATIVE 1

Conceptual Plan Alternatives

Weston Transportation System Plan Update

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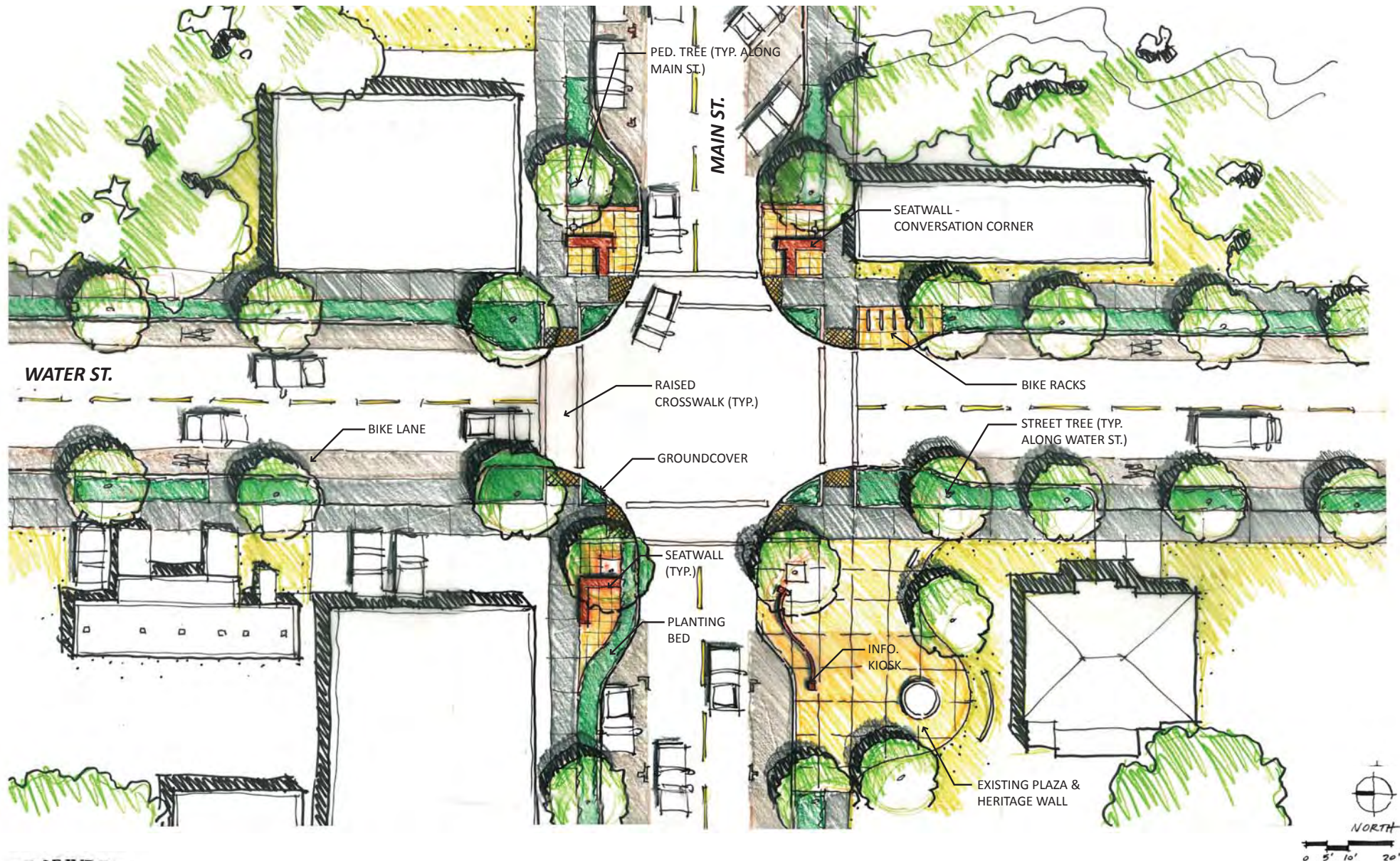


FIGURE 15 - WATER ST. AND MAIN ST. INTERSECTION - ALTERNATIVE 2

Conceptual Plan Alternatives

Weston Transportation System Plan Update

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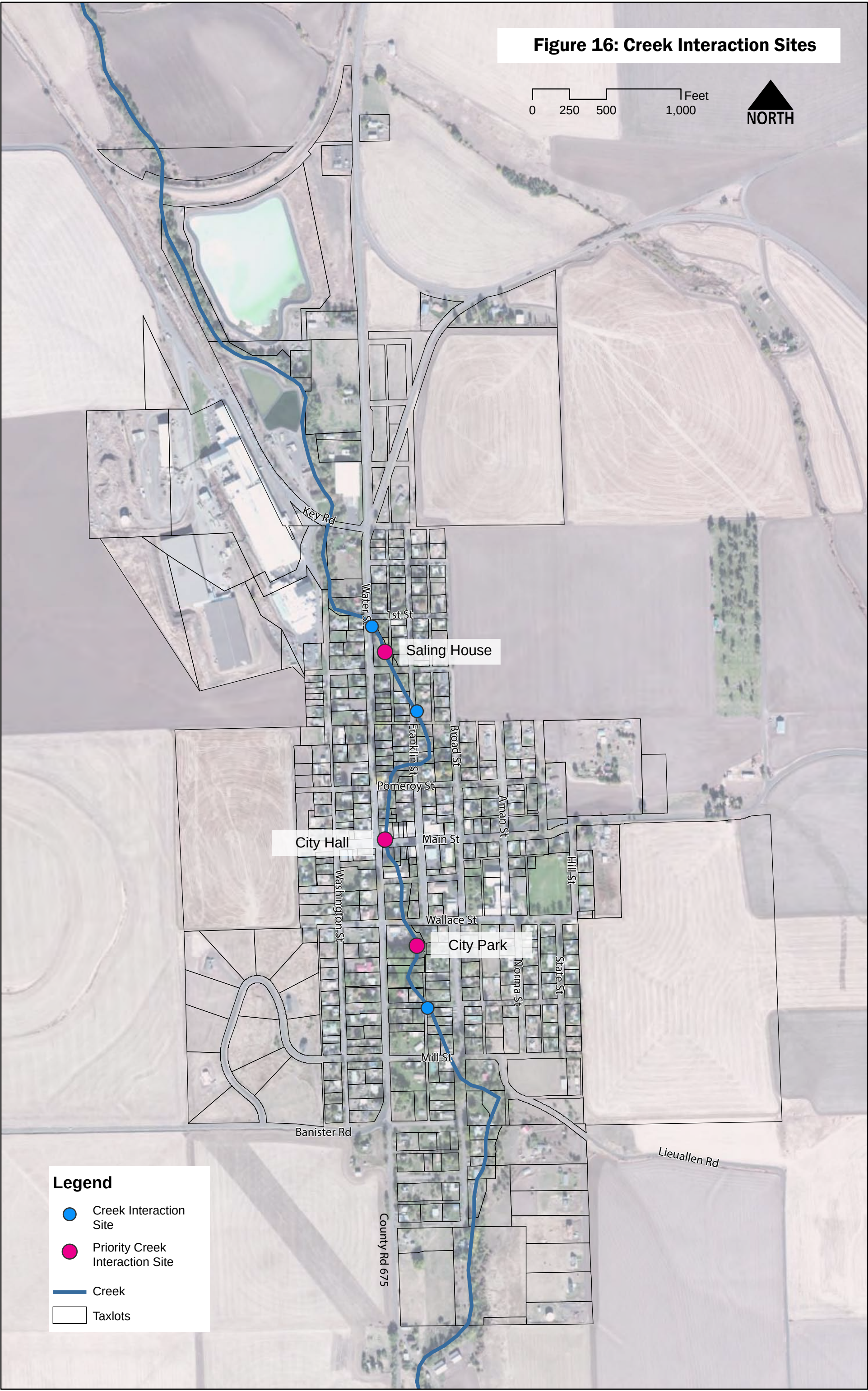
- Focus interaction sites at locations where the creek passes under a public right-of-way, at the City Park and the Saling House. Locations where the creek is adjacent to private land, other than the Saling House, likely are not realistic or feasible as interaction sites, given the fact that several of these previously identified locations are essentially in someone's backyard and there is little available room to create a viable interaction site. An updated map of the interaction sites includes these locations. Right-of-way crossing locations include those at Water, Franklin, Main and College Streets. Highest priority sites continue to be at the Saling House, Main Street, and the City Park.
- Refine recommendations associated with a trail or trail sections parallel to the creek. The primary change in direction is to focus primarily on two short trail segments, rather than a continuous trail paralleling the entire creek through Weston. As noted above, the majority of the creek passes through or directly adjacent to private property and most cases behind homes. The drainage is very narrow with steep side slopes in most cases, resulting in little room for a trail corridor except by purchasing property and impinging on existing, relatively small private yards.
- Pursue creation of short pathways on the City Park and Saling House sites where such pathways could be constructed and coordinated with existing property owners more easily and at lower cost. In those areas, picnic tables, benches, art, or interpretive facilities could complement potential future pathways.
- Prioritize other interaction sites that correlate with needed upgrades to bridge structures, such as the Water Street and possibly Franklin Street bridges. In these locations, improvements are likely to be modest in scale, given available space and other design considerations for bridge upgrades. They likely would include small sitting or resting areas adjacent to the creek and amenities to support these activities (e.g., benches, signage, landscaping/vegetation management, etc.).
- Continue to consider and potentially pursue an interaction site near City Hall. The site could restore/create creek access by removing fencing/debris and potentially be connected to or developed in conjunction with some type of small courtyard or other gathering space. This is a promising location for a cost effective, visible demonstration improvement project in the downtown, specifically for a park bench or some other low-cost seating.

An updated map of these sites is included as Figure 16.

Land Utilization

The *Weston Infill Plan* identified a set of potential future infill properties – sites where additional development could occur, either on completely vacant properties or on those that have one or more houses or other uses but could accommodate additional development based on the parcel size and zoning designation. This earlier map also identified priority or “key” infill sites based on their relative

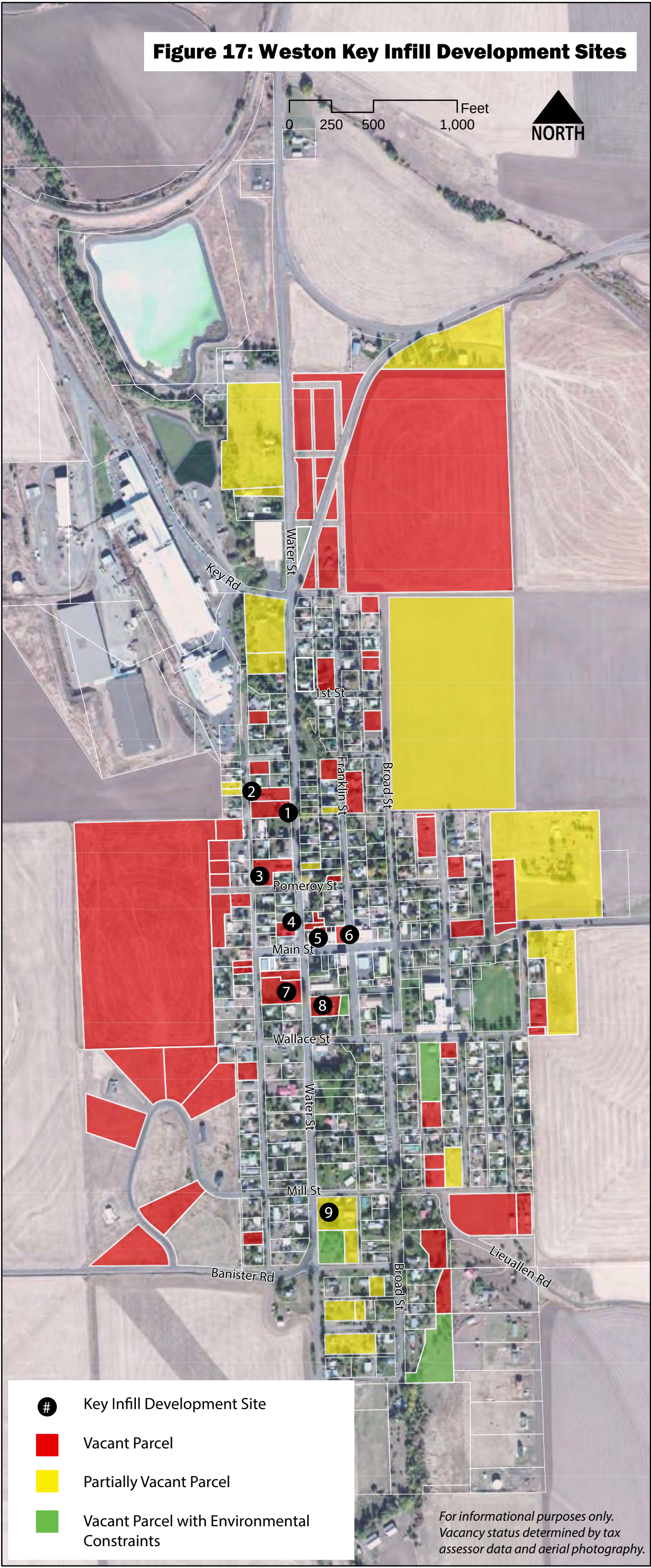
Figure 16: Creek Interaction Sites



proximity to Main Street and/or Water Street. An early step in this project was to review the Infill Plan map, compare it to current conditions and update it as needed.

The previous Infill Map showed 10 “Key Infill sites” along with a number of other vacant or partially vacant properties. Reconnaissance of the sites on the map indicated that one of the key infill sites had been developed since preparation of the Infill Plan and that site was removed from the map. In addition, several properties located in the subdivision south of Wallace Street and west of Washington Street also have been developed in the past several years and are no longer vacant. Based on the size of the properties and location of the homes on these sites, they were removed from the map.

In addition to updating the location of potential infill parcels, the format of the map was revised using available digital data. This allowed for an aerial photograph to be used as the base “layer” of the map and including more legible street names and other features. The updated map is included in this report as Figure 17.



NEXT STEPS

The results of this memorandum will be discussed with the general public, interested stakeholders, and agency staff. Consultation with these groups will identify specific projects to be included in the City's updated TSP.

REFERENCES

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11. *Traffic Manual, 2013 Edition*. Oregon Department of Transportation. December 2013.
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14. *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute. May 2012.

Attachment A Methodology Memorandum



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

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Methodology Memorandum

Date: November 21, 2014 Project #: 17713
To: Cheryl Jarvis-Smith, ODOT Region 5
From: Lauren Nuxoll, Nick Foster, AICP, and Matt Hughart, AICP,
cc: Done Fine, ODOT Region 5

This memorandum documents the methodology and key assumptions to be used in preparation of the existing and future conditions analyses for the City of Weston Transportation System Plan (TSP) Update. The methodologies included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) *Transportation System Plan Guidelines (2008)* and the *Analysis Procedures Manual (APM)*, Versions 1 and 2, as they relate to rural cities in eastern Oregon.

STUDY INTERSECTIONS

Intersection turning movement traffic counts used for this study were conducted by Quality Counts on October 14, 2014. The locations for these intersection counts were agreed upon by ODOT, the City, and the consultant team during the development of the project scope. The 16-hour intersection classification counts included pedestrian volumes, bicycle volumes, truck volumes, passenger car volumes, and various calculation factors. The 4-hour turning movement counts included vehicular volume and bicycle/pedestrian counts while school was in session.

Table 1 provides the locations where the counts were conducted and the type of count. Figure 1 shows the location of the study intersections.

Table 1. Study Intersections (Location of Counts)

ID Number	East-West Name	North-South Name	Type of Count
1	Main Street (Athena)	OR 11	16-hour count
2	Bannister Road	OR 11	16-hour count
3	Key Road	OR 11	4-hour count
4	OR 204	Water Road	4-hour count
5	OR 204	Winn Road	4-hour count
6	Key Road	Water Street	4-hour count
7	Main Street	Water Street	4-hour count



STUDY INTERSECTIONS
WESTON, OREGON

PEAK HOUR DEVELOPMENT

As shown on Figure 1, the study intersections are spread out around the City of Weston and the immediate surrounding area on OR 11. As requested by ODOT we will analyze the intersections based on a single system peak hour for a consistent comparison across the study area.

INTERSECTION OPERATIONAL STANDARDS

Per the project scope, we will present the following performance thresholds for the study intersections, regardless of jurisdictional control:

- Volume-to-capacity (v/c) ratio;
- Level-of-service (LOS);
- Delay;
- 95th-Percentile queuing (not-simulation based); and
- Turning movement counts.

This information will be provided in tables, figures, and/or technical appendices, but where possible will be provided in figures to give the general public a more clear and relatable understanding of the analysis results.

ODOT Facilities

For reference, this section summarizes the applicable performance thresholds for study intersections that fall within ODOT's jurisdiction.

ODOT assesses intersections operations based on volume-to-capacity (V/C) ratio. Table 6 of the *Oregon Highway Plan* (OHP) provides volume-to-capacity targets for facilities outside the Metro area. The OHP ratios are used to evaluate existing and future no-build conditions, while Table 10-2 of the ODOT 2012 *Highway Design Manual* (HDM) provides V/C ratio targets to be used for analyzing future build conditions. Table 2 presents the OHP and HDM targets for OR 11 (a Statewide Highway and Freight Route through a rural area), OR 204 (a Regional Highway through a rural area), and local streets in Weston (targets shown are for local interest roads with speed limits of 35 MPH or less inside an Urban Growth Boundary, which applies to the study intersections).

Table 2. OHP and HDM V/C Targets for Study Intersections

Intersection	OHP V/C Ratio Target	HDM 20 Year Design V/C Ratio Target
All OR 11 Intersections	0.70	0.60
All OR 204 Intersections	0.75	0.70
All Local Street Intersections in Weston	0.90	0.80

SEASONAL ADJUSTMENT FACTOR

30th-highest hour design volumes will be based on applicable adjustment factors. Version 2 of the APM identifies three methods for identifying seasonal adjustment factors for highway traffic volumes. All three methods utilize information provided by Automatic Traffic Recorders (ATR) located in select locations throughout the State Highway System that collect traffic data 24-hours a day/365 days a year.

There are no ATR stations within the study area. Given this, the ATR Characteristic Table Method will be used for OR 11 and the Seasonal Trend Table will be used for OR 204. The seasonal adjustment factors were calculated following the process outline in the Version 2 APM, as summarized in Appendix A. *ODOT's Transportation Volume Tables will be used to identify AADT for highway segments.*

ATR Characteristic Table Method

The ATR Characteristic Table Method is proposed to calculate the seasonal adjustment factor along OR 11. The Characteristic Table Method requires:

- 1) The ATR must be located on a facility that shares similar characteristics with the facility to be adjusted, such as seasonal traffic trends, area type, and number of lanes.
- 2) AADT collected by the ATR must be within 10 percent of the AADT near the project area.

One ATR station (18-020) was identified based on: the seasonal traffic trend identified for this area (Agricultural), AADT of 4,000 vehicles/day, and Weekday traffic trends. The seasonal adjustment factor calculated for this ATR is shown in **Error! Reference source not found.**3 and will be applied to traffic on OR 11 and local roads in the City of Weston.

Table 3. On-Site ATR Method Seasonal Adjustment Method

ATR Station	Weekly Traffic Trend	October Seasonal Adjustment Factor
ATR 18-020	Weekday	1.11

Seasonal Trend Table

The Seasonal Trend Table Method is proposed to calculate the seasonal adjustment factor along OR 204. The Seasonal Trend Table Method is used when there is not an ATR nearby or, in this case, the nearby ATR does not meet the requirements outlined in the APM, and when there are no ATRs with similar characteristics to the study road segment. A seasonal trend of Agriculture is proposed to be used in the Weston area. The factor was calculated using the 2014 Seasonal Trend Table. Table 4 shows the values for the count month, peak period seasonal factor, and the calculated seasonal factor.

Table 4 Seasonal Trend Table Adjustment for OR 204

October 15 th Seasonal Factor	Peak Period Seasonal Factor	Calculated Adjustment Factor
0.91	0.80	1.14

ANALYSIS MODEL PARAMETERS

The bullets below identify the proposed sources of data and methodologies to be used to analyze traffic conditions in the City of Weston. Analyses of all State facilities will be conducted according to the most-recent version of the APM, unless otherwise agreed upon by both ODOT's Transportation Planning and Analysis Unit (TPAU) and the consultant team.

1. *Intersection/Roadway Geometry* (lane numbers and arrangements, cross-section elements, signal phasing, etc.) will be reviewed through aerial photography and confirmed through a site visit. Available as-built data may also be used to verify existing roadway geometry. The analysis models will be built on scaled roadway line work from GIS or aerial photography in Synchro analysis software.
2. *Operational Data* (such as posted speeds, intersection control, parking, etc.) will be field verified. Data will be reviewed during a site visit and supplemented by available GIS data, aerials, photos, and the ODOT Video Log.
3. *Peak Hour Factors* (PHF) will be calculated for each intersection and applied to the existing conditions analyses. PHFs of 0.95 will be used for the future analysis for high-order facilities (arterials), with 0.90 applied to medium-order facilities (collectors) and 0.85 applied to local roads. If the existing PHF is greater than these default future values, the existing PHF will be applied.
4. *Traffic Operations*
 - a. The 2010 Highway Capacity Manual (HCM) methodology shall be used for intersection analyses of the design hour conditions. The existing and future no-build analysis will utilize Highway Capacity Software for unsignalized intersections. Level-of-service, delay, and volume-to-capacity ratios will be reported at each of the study intersections regardless of roadway jurisdiction.
 - b. Queuing analysis methodology will be based on Highway Capacity Software 95th-percentile queue lengths as appropriate. Microsimulation is not proposed as part of the long-range planning effort.

TRAFFIC ANALYSIS SOFTWARE AND INPUT ASSUMPTIONS

Highway Capacity Software (HCS) will be used for the intersection analysis. The reported results will be the level of service, intersection delay, v/c ratios, and 95th-percentile queue lengths generated by the HCM 2010 report. None of the study intersections are signalized intersections; therefore no parameters have been provided for signal timing. Analysis assumptions are listed in Table 1.

Table 5. Operations Parameters/Assumptions

Intersection Parameters	Existing Conditions
Peak Hour Factor	From traffic counts
Conflicting Bikes and Pedestrian per Hour	From traffic counts, as available
Ideal Saturation Flow Rate (for all movements)	1,750 passenger cars per hour per lane
Lane Width	12 feet unless field observations suggest otherwise
Percent Heavy Vehicles	From traffic counts by movement, as available
Bus Blockages	None
95th percentile vehicle queues	HCM 2010 summary output

CRASH ANALYSES

The most recent five years (2009 through 2013) of crash data will be reviewed at the study intersections and study segments (where tube count data was collected). Any roadways that are identified as a Safety Priority Index System site will be included in the crash data. The data will be analyzed for a variety of factors to include type, severity, general conditions, and location to identify potential crash patterns or anomalies. Additional details will be provided on any crash trends and any issues that are identified through the overall review at the study area, corridor/segment, and intersection level, and will include specific details on fatalities and crashes involving pedestrians and bicyclists.

Intersection crash rates will be calculated and compared to statewide crash rate performance thresholds to determine which segments or intersections have crash rates higher than similar facilities. Given the limited number of study intersections to be studied, calculation of a critical crash rate based on the Highway Safety Manual methodology is not a reliable method for identifying a safety performance threshold. Therefore, we will use the established crash rate performance threshold based on the 90th-percentile crash rates for statewide rural intersections by traffic control type as documented in Exhibit 4-1 of the ODOT APM. Crash patterns and potential countermeasures/safety improvements will be identified and presented at intersections that exceed the statewide crash rate performance threshold.

FORECAST YEAR VOLUME DEVELOPMENT

We will develop 20-year growth factors from the available historical traffic volumes using a Level I trending forecast to predict future traffic volumes and conduct the future conditions assessment. For State highways, the Future Volume Tables available on Transportation Planning Analysis Unit's website will be used. For County and City facilities, since many low volume District-level State highways have similar function to County and City facilities, the Future Volume Tables will be used. Annual traffic growth factors will be calculated for reasonable segments of collector and arterial

roadways and confirmed with the County, City, and ODOT prior to conducting future conditions analysis.

NON-AUTOMOBILE TRANSPORTATION ANALYSIS

Per the scope, the non-automobile transportation analysis will include a review of collector and arterial roadways to identify deficiencies (availability of sidewalks and bicycle lanes, and gaps in primary routes) based on available GIS data, a site visit, and online mapping.

NEXT STEPS

We would like to request concurrence from TPAU and ODOT Region 5 on the methodology and key assumptions outlined in this memorandum. This memorandum is being provided prior to beginning the existing conditions analysis and conforms to the TSP scope. Please contact us at (208) 338-2683 with any questions or comments at your earliest convenience.

*Appendix A Seasonal Adjustment
Calculations*

ATR Characteristic Table Method (ATR 18-020)

	2013	2012	2011	2010	2009	Average
Peak Month - September	119	121	122	126	123	122
Count Month - October	109	107	111	113	109	110

Seasonal Adjustment 1.11

Seasonal Trend Table Method

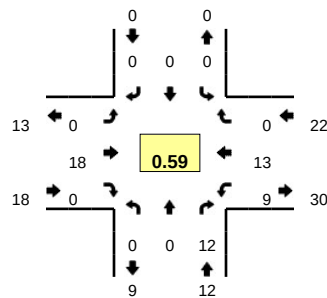
	October 15th Factor	Peak Period Seasonal
Agriculture	0.9127	0.8021

Seasonal Adjustment 1.14

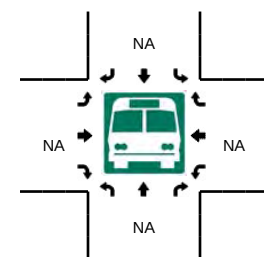
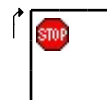
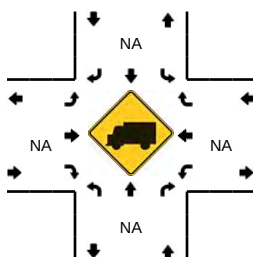
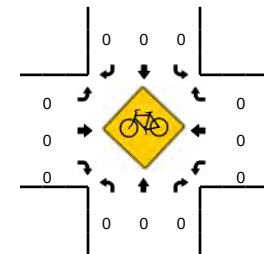
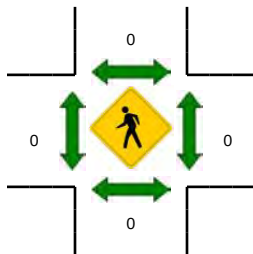
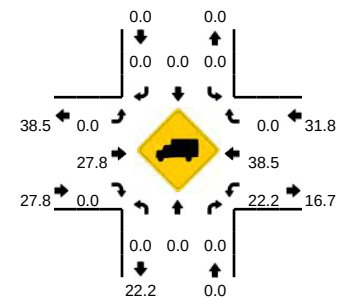
Attachment B Traffic Counts

LOCATION: Water St (East) -- OR 204
CITY/STATE: Weston, OR

QC JOB #: 12607107
DATE: Tue, Oct 14 2014



Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 3:25 PM -- 3:40 PM

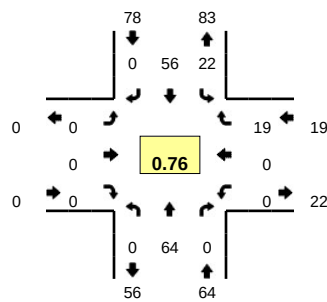


5-Min Count Period Beginning At	Water St (East) (Northbound)				Water St (East) (Southbound)				OR 204 (Eastbound)				OR 204 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:15 PM	0	0	2	0	0	0	0	0	0	1	0	0	3	1	0	0	7	
2:20 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	
2:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3	
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:55 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	33
3:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3	33
3:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	31
3:10 PM	0	0	3	0	0	0	0	0	0	1	0	0	1	3	0	0	8	35
3:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2	1	0	0	5	33
3:20 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	34
3:25 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	1	0	0	6	39
3:30 PM	0	0	2	0	0	0	0	0	0	2	0	0	1	0	0	0	5	39
3:35 PM	0	0	2	0	0	0	0	0	0	3	0	0	2	4	0	0	11	47
3:40 PM	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	6	52
3:45 PM	0	0	1	0	0	0	0	0	0	3	0	0	1	4	0	0	9	61
3:50 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	63
3:55 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	6	67
4:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6	70
4:05 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	69
4:10 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	2	0	0	6	67
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	24	0	0	0	0	0	0	32	0	0	12	20	0	0	88	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	4	12	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

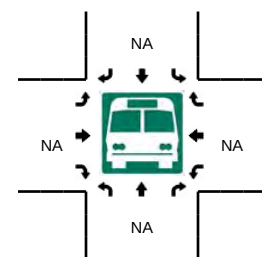
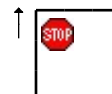
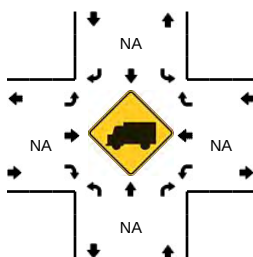
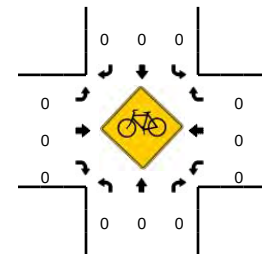
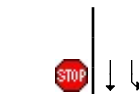
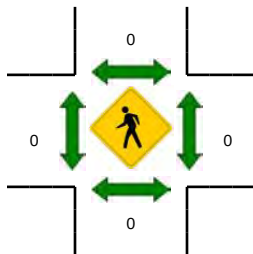
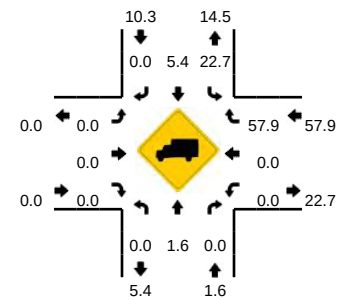
Comments:

LOCATION: Water St (West) -- OR 204
CITY/STATE: Weston, OR

QC JOB #: 12607106
DATE: Tue, Oct 14 2014



Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 3:30 PM -- 3:45 PM



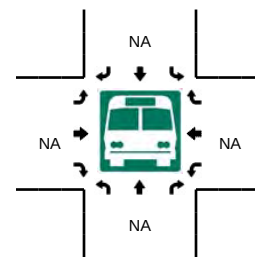
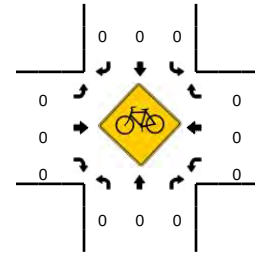
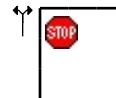
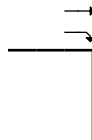
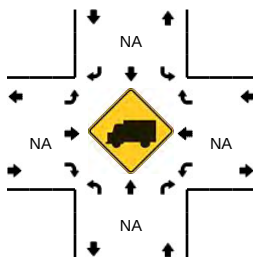
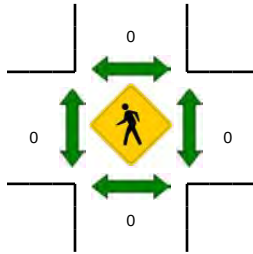
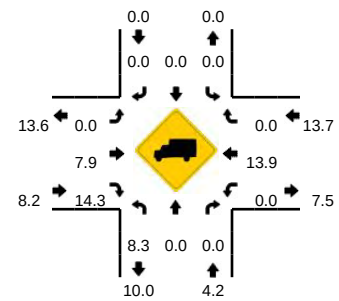
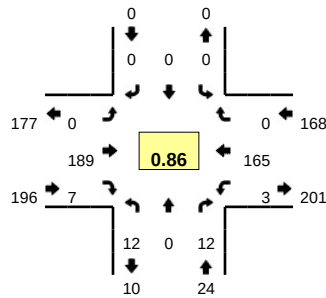
5-Min Count Period Beginning At	Water St (West) (Northbound)				Water St (West) (Southbound)				OR 204 (Eastbound)				OR 204 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:15 PM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	1	0	10	
2:20 PM	0	2	0	0	1	6	0	0	0	0	0	0	0	0	1	0	10	
2:25 PM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	1	0	9	
2:30 PM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	4	0	14	
2:35 PM	0	12	0	0	0	7	0	0	0	0	0	0	0	0	1	0	20	
2:40 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	1	0	6	
2:45 PM	0	1	0	0	1	10	0	0	0	0	0	0	0	0	5	0	17	
2:50 PM	0	2	0	0	1	7	0	0	0	0	0	0	0	0	3	0	13	
2:55 PM	0	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	8	129
3:00 PM	0	6	0	0	1	4	0	0	0	0	0	0	0	0	1	0	12	133
3:05 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	1	0	9	136
3:10 PM	0	4	0	0	1	5	0	0	0	0	0	0	0	0	3	0	13	141
3:15 PM	0	4	0	0	1	5	0	0	0	0	0	0	0	0	1	0	11	142
3:20 PM	0	5	0	0	6	3	0	0	0	0	0	0	0	0	0	0	14	146
3:25 PM	0	4	0	0	1	5	0	0	0	0	0	0	0	0	1	0	11	148
3:30 PM	0	5	0	0	2	7	0	0	0	0	0	0	0	0	0	0	14	148
3:35 PM	0	16	0	0	4	3	0	0	0	0	0	0	0	0	3	0	26	154
3:40 PM	0	9	0	0	2	1	0	0	0	0	0	0	0	0	1	0	13	161
3:45 PM	0	7	0	0	3	0	0	0	0	0	0	0	0	0	4	0	14	158
3:50 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1	0	5	150
3:55 PM	0	4	0	0	2	2	0	0	0	0	0	0	0	0	4	0	12	154
4:00 PM	0	3	0	0	5	3	0	0	0	0	0	0	0	0	1	0	12	154
4:05 PM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	7	152
4:10 PM	0	2	0	0	3	6	0	0	0	0	0	0	0	0	1	0	12	151
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	120	0	0	32	44	0	0	0	0	0	0	0	0	16	0	212	
Heavy Trucks	0	0	0	0	4	4	0	0	0	0	0	0	0	0	12	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Key Rd -- OR 11
CITY/STATE: Weston, OR

QC JOB #: 12607104
DATE: Tue, Oct 14 2014

Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 3:30 PM -- 3:45 PM



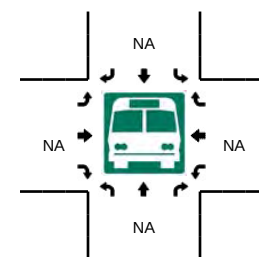
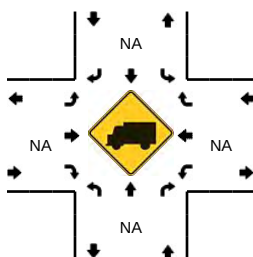
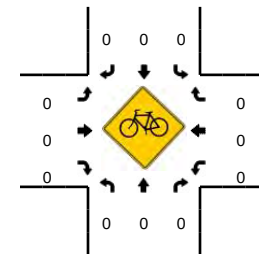
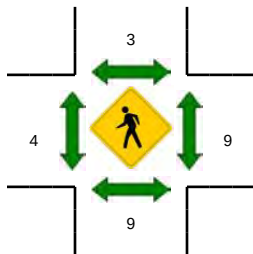
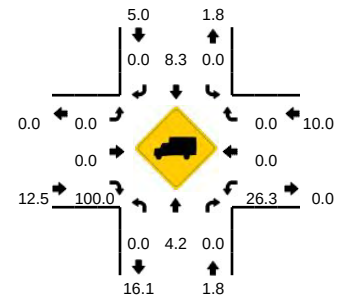
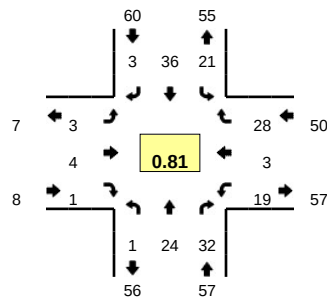
5-Min Count Period Beginning At	Key Rd (Northbound)				Key Rd (Southbound)				OR 11 (Eastbound)				OR 11 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:15 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	13	0	0	25	
2:20 PM	0	0	0	0	0	0	0	0	0	11	1	0	0	5	0	0	17	
2:25 PM	0	0	0	0	0	0	0	0	0	10	1	0	0	15	0	0	26	
2:30 PM	0	0	3	0	0	0	0	0	0	14	0	0	0	14	0	0	31	
2:35 PM	0	0	5	0	0	0	0	0	0	10	1	0	0	17	0	0	33	
2:40 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12	
2:45 PM	2	0	1	0	0	0	0	0	0	18	2	0	0	12	0	0	35	
2:50 PM	0	0	1	0	0	0	0	0	0	17	0	0	0	11	0	0	29	
2:55 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	9	0	0	27	301
3:00 PM	2	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	26	305
3:05 PM	3	0	1	0	0	0	0	0	0	14	1	0	0	13	0	0	32	315
3:10 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	14	0	0	31	324
3:15 PM	1	0	1	0	0	0	0	0	0	24	2	0	0	9	0	0	38	337
3:20 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	16	0	0	29	349
3:25 PM	1	0	0	0	0	0	0	0	0	15	1	0	0	11	0	0	28	351
3:30 PM	0	0	1	0	0	0	0	0	0	19	0	0	0	23	0	0	43	363
3:35 PM	1	0	4	0	0	0	0	0	0	9	1	0	0	12	0	0	27	357
3:40 PM	1	0	3	0	0	0	0	0	0	14	0	0	2	23	0	0	43	388
3:45 PM	0	0	2	0	0	0	0	0	0	16	0	0	0	17	0	0	35	388
3:50 PM	0	0	3	0	0	0	0	0	0	8	0	0	0	20	0	0	31	390
3:55 PM	1	0	1	0	0	0	0	0	0	14	1	0	0	12	0	0	29	392
4:00 PM	1	0	1	0	0	0	0	0	0	8	1	0	0	14	0	0	25	391
4:05 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	19	0	0	37	396
4:10 PM	3	0	0	0	0	0	0	0	0	12	0	0	0	20	0	0	35	400
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	32	0	0	0	0	0	0	168	4	0	8	232	0	0	452	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	28	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

LOCATION: Water St -- Main St
CITY/STATE: Weston, OR

QC JOB #: 12607103
DATE: Tue, Oct 14 2014

Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 3:00 PM -- 3:15 PM



5-Min Count Period Beginning At	Water St (Northbound)				Water St (Southbound)				Main St (Eastbound)				Main St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:15 PM	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	0	6	
2:20 PM	0	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	
2:25 PM	0	3	1	0	3	3	2	0	0	0	1	0	1	0	0	0	14	
2:30 PM	0	1	0	0	4	2	0	0	1	0	0	0	3	0	1	0	12	
2:35 PM	0	2	3	0	1	3	0	0	0	0	0	0	0	1	0	0	10	
2:40 PM	0	0	1	0	3	0	0	0	0	1	0	0	2	1	0	0	8	
2:45 PM	0	1	2	0	3	0	0	0	0	0	0	0	1	0	2	0	9	
2:50 PM	0	0	1	0	2	4	0	0	0	1	0	0	1	1	0	0	10	
2:55 PM	0	3	5	0	1	2	0	0	0	0	0	0	0	0	2	0	13	116
3:00 PM	0	2	5	0	1	1	1	0	1	0	0	0	2	1	4	0	18	124
3:05 PM	0	1	5	0	0	6	0	0	0	0	0	0	6	0	0	0	18	132
3:10 PM	1	4	2	0	0	5	0	0	0	0	0	0	3	0	3	0	18	142
3:15 PM	0	2	2	0	1	3	0	0	0	1	0	0	2	0	3	0	14	150
3:20 PM	0	2	3	0	3	1	0	0	0	1	0	0	1	0	4	0	15	159
3:25 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0	8	153
3:30 PM	0	3	1	0	4	6	0	0	1	1	0	0	0	0	2	0	18	159
3:35 PM	0	3	0	0	2	4	2	0	0	0	1	0	2	1	3	0	18	167
3:40 PM	0	2	5	0	4	4	0	0	1	0	0	0	0	0	0	0	16	175
3:45 PM	0	2	1	0	3	0	0	0	0	2	0	0	1	0	1	0	10	176
3:50 PM	0	2	1	0	1	0	0	0	0	0	0	0	4	0	1	0	9	175
3:55 PM	0	1	2	0	1	1	0	0	0	0	0	0	1	0	3	0	9	171
4:00 PM	1	2	2	0	1	5	0	0	0	0	0	0	3	0	0	0	14	167
4:05 PM	0	3	0	0	1	4	0	0	0	0	0	0	1	0	1	0	10	159
4:10 PM	0	5	0	0	3	2	2	0	0	1	0	0	0	0	3	0	16	157
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	28	48	0	4	48	4	0	4	0	0	0	44	4	28	0	216	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	24	0	0	0	28	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:



7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
971-223-0003
www.qualitycounts.net

Site Code: 12607105
Location: Water St & Key Rd/Depot St
Date: 10/14/2014

Peak Hour: 2:50pm-3:50pm
Peak 15-minutes: 3:30pm-3:45pm
Peak Hour Factor: 0.63603

	Water St (Southbound)					Key Rd (Westbound)					Depot St (Westbound)					Water St (Northbound)					Key Rd (Eastbound)				
	U-Turns	Right	Thru	Left	Left to Key Rd	U-Turns	Right to Water St	Thru to Key Rd	Left to Water St	Left to Depot St	U-Turns	Right to Key Rd	Right	Thru	Left	U-Turns	Right	Right to Key Rd	Thru	Left	U-Turns	Right	Thru	Thru to Key Rd	Left
2:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	1	0	0
2:05 PM	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4	0	1	0
2:10 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
2:15 PM	0	1	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0
2:20 PM	0	1	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1
2:25 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0
2:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	0	5
2:35 PM	0	1	5	1	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11
2:40 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2:50 PM	0	5	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:55 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	3
3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	1
3:05 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	1	0	1	1
3:10 PM	0	3	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	2
3:15 PM	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	4	1	0	1	1	0	1
3:20 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0
3:25 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	1	0	0	0	0	0
3:30 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	6	0	0	5
3:35 PM	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	5	0	0	2	0	0	9
3:40 PM	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	2	1	0	2	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	2	0	0	0	0	0	3
3:50 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	1
3:55 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0
4:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	3
4:05 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	1	0	0	1
4:10 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	1	0	0	0
4:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	3
4:20 PM	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1
4:25 PM	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
4:30 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0	0	3	0	0	2
4:35 PM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3
4:40 PM	0	0	6	1	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	4
4:45 PM	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6
4:50 PM	0	1	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	0	2
4:55 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	1	0	0	0
5:00 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
5:05 PM	0	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	0	0	1	0	1	0
5:10 PM	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:20 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:25 PM	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
5:35 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
5:45 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
5:50 PM	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
5:55 PM	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0
Totals	0	61	131	8	1	0	0	3	31	0	0	0	4	1	0	1	3	33	89	19	0	39	4	5	91



7409 SW Tech Center Dr, Ste B150

Tigard, OR 97223

971-223-0003

Date Counted: 10/14/14

Location/Intersection: OR 11 & Main St

Direction Counted: Westbound Left

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	5 Axle Double	5 Axle Double	6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Interval Total
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	1	0	0	0	0	0	0	0	0	3
%	0.00%	33.33%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Interval Total
	Motorcycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	
6:00 AM	0	27	15	1	1	0	0	0	8	0	0	0	0	52
6:15 AM	0	31	16	0	2	0	0	0	7	0	0	0	0	56
6:30 AM	0	27	26	4	7	0	0	0	3	0	0	0	0	67
6:45 AM	1	27	24	0	4	0	0	0	3	0	0	0	0	59
7:00 AM	0	49	20	1	2	0	0	0	3	0	0	0	0	75
7:15 AM	0	57	32	0	4	2	0	0	2	0	0	0	0	97
7:30 AM	0	71	57	3	10	0	0	0	2	0	0	0	1	144
7:45 AM	0	58	46	5	4	1	0	1	3	1	0	0	1	120
8:00 AM	0	26	42	0	5	3	0	2	3	0	0	0	0	81
8:15 AM	0	27	28	0	7	0	0	1	3	1	0	0	0	67
8:30 AM	0	25	25	1	8	0	0	3	2	1	0	0	0	65
8:45 AM	0	24	26	0	3	1	0	3	0	0	0	0	0	57
9:00 AM	0	21	23	0	8	0	0	2	2	1	0	0	0	57
9:15 AM	0	27	35	1	5	0	0	1	0	1	0	0	3	73
9:30 AM	0	22	43	1	10	1	0	4	7	0	0	0	2	90
9:45 AM	1	27	33	0	10	1	0	2	5	0	0	0	5	84
10:00 AM	0	32	30	0	4	0	0	0	0	3	0	0	3	72
10:15 AM	0	33	30	0	7	1	0	1	2	1	0	0	2	77
10:30 AM	0	29	34	0	5	1	0	2	0	0	0	0	0	71
10:45 AM	0	24	32	0	11	0	0	2	2	1	0	0	0	72
11:00 AM	0	26	35	1	3	0	0	2	2	0	0	0	4	73
11:15 AM	0	27	39	0	1	1	0	4	1	1	0	0	0	74
11:30 AM	0	36	28	0	4	0	0	2	3	1	0	0	0	74
11:45 AM	0	37	35	0	3	1	0	3	4	3	0	0	1	87
12:00 PM	0	38	32	0	4	3	0	2	3	2	0	0	0	84
12:15 PM	0	34	30	0	7	2	0	1	3	1	0	0	1	79
12:30 PM	1	29	33	0	1	4	0	4	7	1	0	0	0	80
12:45 PM	1	38	31	0	3	0	0	0	1	1	0	0	1	76
1:00 PM	0	30	45	0	3	5	0	1	3	0	0	0	1	88
1:15 PM	1	30	37	1	5	0	0	5	5	0	0	0	0	84
1:30 PM	0	33	38	0	1	0	0	1	2	1	0	0	1	77
1:45 PM	0	38	29	0	4	1	0	2	0	1	0	0	2	77
2:00 PM	1	34	38	2	1	1	0	1	2	0	0	0	0	80
2:15 PM	0	44	28	0	2	1	0	2	3	0	0	0	1	81
2:30 PM	0	41	42	3	5	1	0	3	4	0	0	0	3	102
2:45 PM	0	50	43	2	2	0	0	5	0	1	0	1	3	107
3:00 PM	1	61	49	2	1	0	0	6	3	0	0	1	0	124
3:15 PM	0	60	55	5	4	0	0	2	3	0	0	0	2	131
3:30 PM	0	53	62	0	6	3	0	2	3	0	0	0	1	130
3:45 PM	0	37	49	0	5	2	0	3	3	0	0	0	1	100
4:00 PM	0	52	59	0	9	3	0	1	4	1	0	0	0	129
4:15 PM	0	50	53	1	5	0	0	2	2	0	0	0	0	113
4:30 PM	0	51	51	1	5	0	0	0	3	0	0	0	1	112
4:45 PM	0	40	63	1	1	0	0	3	3	0	0	0	1	112
5:00 PM	0	41	52	1	3	0	0	0	3	0	0	0	0	100
5:15 PM	1	42	52	0	0	1	0	2	4	0	0	0	1	103
5:30 PM	0	56	44	0	4	1	0	1	2	0	0	0	0	108
5:45 PM	0	36	45	1	1	1	0	1	2	0	0	0	0	87
6:00 PM	0	30	41	1	3	0	0	0	1	0	0	0	0	76
6:15 PM	0	29	32	0	1	0	0	0	3	0	0	0	0	65
6:30 PM	0	16	43	0	3	0	0	0	2	0	0	0	0	64
6:45 PM	0	22	27	0	2	0	0	0	1	0	0	0	0	52
7:00 PM	0	16	27	0	3	2	1	0	8	0	0	0	0	57
7:15 PM	0	15	15	0	1	0	0	0	3	0	0	0	0	34
7:30 PM	0	16	22	0	0	0	0	0	3	0	0	0	0	41
7:45 PM	0	16	11	0	1	0	0	0	4	0	0	0	0	32
8:00 PM	0	14	12	0	1	0	0	0	4	0	0	0	0	31
8:15 PM	0	6	11	0	0	0	0	0	3	0	0	0	0	20
8:30 PM	0	18	13	0	0	0	0	0	1	0	0	0	0	32
8:45 PM	1	16	6	0	0	0	0	0	4	0	0	0	0	27
9:00 PM	0	13	13	0	0	0	0	0	2	0	0	0	0	28
9:15 PM	0	10	11	0	0	0	0	0	1	0	0	0	0	22
9:30 PM	0	9	10	0	0	0	0	0	3	0	0	0	0	22
9:45 PM	0	10	13	0	0	0	0	0	2	0	0	0	0	25
Total	9	2064	2121	39	225	44	1	85	180	24	0	2	42	4836
%	0.19%	42.68%	43.86%	0.81%	4.65%	0.91%	0.02%	1.76%	3.72%	0.50%	0.00%	0.04%	0.87%	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	

7409 SW Tech Center Dr, Suite B150
Tigard, OR 97223
503-620-4242
www.qualitycounts.net

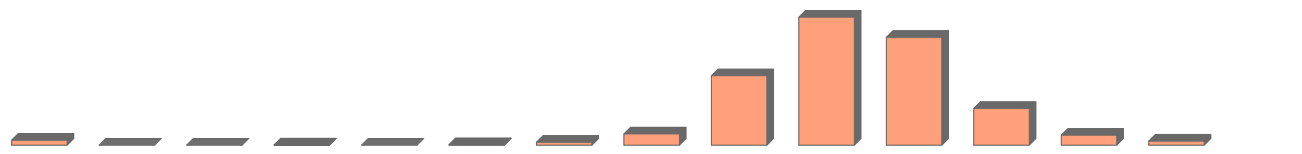
OR 11 north of Bannister Rd

[illegible]

2:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
2:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
2:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
3:15:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	4	5
3:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
3:45:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	4	6
4:00:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	4
4:15:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	6	8
4:30:00 AM	1	0	1	0	0	0	2	0	0	1	0	0	0	8	13
4:45:00 AM	1	3	0	2	0	0	0	0	0	1	0	0	1	15	23
5:00:00 AM	2	1	2	0	2	2	1	0	1	2	1	2	2	11	29
5:15:00 AM	5	3	8	5	2	4	0	1	0	0	2	3	0	12	45
5:30:00 AM	1	1	1	2	2	0	0	0	1	0	1	0	1	9	19
5:45:00 AM	3	3	1	2	0	1	2	0	1	0	1	2	0	13	29
6:00:00 AM	6	2	5	4	3	1	2	1	0	0	1	3	0	13	41
6:15:00 AM	5	8	2	5	3	2	2	4	2	0	2	0	0	10	45
6:30:00 AM	8	6	4	5	5	2	4	1	3	2	2	0	3	11	56
6:45:00 AM	8	5	4	1	2	1	1	3	2	4	1	1	0	16	49
7:00:00 AM	4	9	3	6	4	5	2	3	3	5	3	2	2	8	59
7:15:00 AM	13	8	7	6	5	3	3	1	2	3	1	3	3	11	69
7:30:00 AM	27	9	11	6	8	6	4	3	1	2	1	1	0	11	90
7:45:00 AM	21	11	8	11	7	4	5	7	3	3	1	1	0	7	89
8:00:00 AM	10	5	7	7	4	4	2	2	0	0	0	2	2	13	58
8:15:00 AM	8	3	7	6	2	4	6	2	0	4	0	0	1	12	55
8:30:00 AM	11	5	8	0	3	4	3	4	2	0	2	0	2	13	57
8:45:00 AM	7	9	7	2	4	1	0	1	0	1	1	2	4	14	53
9:00:00 AM	7	4	2	2	2	6	3	3	4	4	0	3	2	9	51
9:15:00 AM	9	5	3	3	4	6	2	1	2	4	2	3	2	11	57
9:30:00 AM	20	7	6	7	2	4	2	2	4	2	2	3	2	10	73
9:45:00 AM	11	9	12	5	7	4	7	2	3	1	1	1	2	10	75
10:00:00 AM	10	11	3	3	6	1	2	5	1	3	3	1	0	14	63
10:15:00 AM	9	9	6	4	5	3	2	5	3	6	3	1	3	9	68
10:30:00 AM	15	7	5	6	2	5	2	4	0	1	3	1	1	10	62
10:45:00 AM	15	6	5	1	3	4	5	2	2	2	1	1	4	11	62
11:00:00 AM	13	12	4	3	4	3	5	3	4	2	1	2	0	10	66
11:15:00 AM	6	9	7	6	5	3	4	3	0	0	1	2	2	13	61
11:30:00 AM	9	9	4	6	3	8	3	3	0	1	1	2	6	8	63
11:45:00 AM	15	11	6	7	3	7	3	3	2	1	2	0	1	9	70
12:00:00 PM	11	11	5	5	8	7	5	0	3	3	1	3	1	8	71
12:15:00 PM	8	10	5	6	6	3	2	1	4	2	0	3	1	11	62
12:30:00 PM	4	9	11	4	6	7	2	3	4	3	0	0	0	12	65
12:45:00 PM	8	12	13	3	2	4	3	3	1	0	1	3	1	12	66
1:00:00 PM	15	7	12	6	2	2	6	2	5	2	1	0	3	10	73
1:15:00 PM	16	7	8	6	5	2	0	4	4	2	1	1	1	12	69
1:30:00 PM	8	10	4	3	7	0	4	3	0	4	2	1	0	13	59
1:45:00 PM	8	8	7	5	9	4	3	3	1	0	0	2	0	14	64
2:00:00 PM	13	14	3	3	2	2	2	5	2	0	0	3	1	15	65

2:15:00 PM	10	7	9	7	3	2	2	4	3	2	2	1	2	11	65
2:30:00 PM	19	8	8	6	7	7	6	4	1	1	3	2	2	5	79
2:45:00 PM	16	12	5	6	7	8	5	2	4	1	1	0	0	11	78
3:00:00 PM	21	14	9	12	10	8	4	4	1	4	2	1	2	5	97
3:15:00 PM	23	18	4	7	6	4	2	10	4	3	1	0	2	9	93
3:30:00 PM	30	16	11	8	8	4	5	1	3	0	1	1	2	9	99
3:45:00 PM	23	10	12	7	5	4	3	5	3	1	3	0	3	9	88
4:00:00 PM	23	12	12	11	10	5	3	4	6	0	0	2	1	8	97
4:15:00 PM	24	18	7	8	6	7	4	4	2	1	0	5	0	7	93
4:30:00 PM	25	14	10	4	3	4	2	2	2	1	4	4	3	9	87
4:45:00 PM	20	13	8	12	3	6	7	2	5	3	1	1	3	6	90
5:00:00 PM	19	11	10	6	3	4	7	3	3	3	1	2	2	8	82
5:15:00 PM	19	13	5	3	6	5	5	8	5	2	0	0	1	9	81
5:30:00 PM	21	11	8	5	5	4	6	4	2	6	3	1	4	4	84
5:45:00 PM	13	12	7	6	5	2	2	3	4	2	2	0	1	11	70
6:00:00 PM	13	10	8	2	5	3	4	1	0	1	1	2	2	12	64
6:15:00 PM	4	3	4	2	6	6	4	2	2	0	2	1	1	13	50
6:30:00 PM	4	3	0	4	3	2	2	0	2	0	2	0	3	11	36
6:45:00 PM	3	4	5	2	2	1	3	0	1	3	1	0	0	12	37
7:00:00 PM	4	3	1	1	1	2	1	1	4	0	1	0	3	18	40
7:15:00 PM	2	2	0	2	3	0	0	2	0	1	1	1	0	12	26
7:30:00 PM	1	5	2	2	0	2	1	2	1	2	2	2	0	12	34
7:45:00 PM	1	2	2	0	1	0	1	0	1	1	1	0	0	15	25
8:00:00 PM	4	1	2	2	1	0	1	2	1	1	1	0	0	13	29
8:15:00 PM	1	0	0	1	1	0	0	0	1	0	0	1	1	9	15
8:30:00 PM	5	1	2	1	0	0	1	2	0	0	0	0	0	10	22
8:45:00 PM	0	0	0	2	0	1	3	1	2	1	0	1	0	10	21
9:00:00 PM	5	0	3	1	1	2	0	0	0	1	1	1	2	12	29
9:15:00 PM	0	2	1	1	1	1	1	1	1	1	1	0	0	9	20
9:30:00 PM	1	2	0	2	0	0	0	0	1	1	0	0	1	10	18
9:45:00 PM	2	2	1	0	1	1	0	1	2	0	1	0	0	12	23
10:00:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	9	10
10:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	0	6	8
10:30:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	7	9
10:45:00 PM	1	0	0	1	0	1	1	0	0	0	2	0	0	6	12
11:00:00 PM	0	0	2	0	0	0	0	0	0	0	0	1	0	8	11
11:15:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	7	9
11:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
11:45:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	3	4

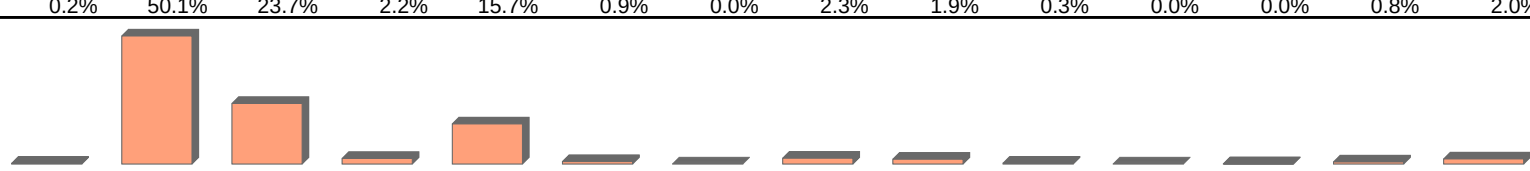
LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR															QC JOB #: 12607108 DIRECTION: EB DATE: Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	0	0	0	0	1	5	4	5	0	0	0	16	52-61	9
1:00 AM	0	0	0	0	0	0	0	0	4	2	4	4	0	0	14	61-70	8
2:00 AM	0	0	0	0	0	0	0	0	2	2	1	0	0	1	6	51-60	4
3:00 AM	0	0	0	0	0	0	0	1	1	0	5	1	0	0	8	61-70	5
4:00 AM	0	0	0	0	0	0	0	1	5	4	3	3	1	0	17	51-60	9
5:00 AM	1	0	0	0	0	0	0	1	6	17	7	2	0	1	35	56-65	23
6:00 AM	0	0	0	0	0	0	0	5	14	38	25	8	0	0	90	56-65	63
7:00 AM	1	0	0	0	0	1	0	5	27	47	39	17	2	1	140	56-65	86
8:00 AM	0	0	0	0	0	0	0	4	23	51	37	8	2	1	126	56-65	88
9:00 AM	7	0	0	0	0	0	1	5	28	49	26	12	5	1	134	51-60	77
10:00 AM	2	0	0	1	0	0	3	4	26	40	33	8	4	1	122	56-65	72
11:00 AM	3	0	0	0	0	0	3	4	25	30	51	13	3	1	133	56-65	81
12:00 PM	1	0	0	0	0	1	2	4	25	39	36	14	6	2	130	56-65	75
1:00 PM	0	0	0	0	0	0	1	3	17	47	38	13	8	2	129	56-65	84
2:00 PM	2	0	0	0	0	1	6	3	24	49	42	17	3	1	148	56-65	91
3:00 PM	4	0	0	0	0	0	0	4	34	61	51	18	8	5	185	56-65	111
4:00 PM	1	0	0	0	0	0	0	1	25	54	63	21	6	2	173	56-65	116
5:00 PM	2	0	0	0	0	0	0	5	30	49	49	19	2	2	158	56-65	98
6:00 PM	0	0	0	0	0	0	0	3	13	40	24	7	0	1	88	56-65	63
7:00 PM	2	0	0	0	0	0	0	0	16	20	15	9	0	0	62	51-60	36
8:00 PM	0	0	0	0	0	0	0	4	11	16	9	0	1	0	41	51-60	27
9:00 PM	0	0	0	0	0	0	0	0	9	23	12	2	1	0	47	56-65	35
10:00 PM	0	0	0	0	0	0	0	2	5	7	3	2	1	0	20	53-62	11
11:00 PM	0	0	0	0	0	0	0	1	1	4	6	1	1	0	14	57-66	9
Day Total	27	0	0	1	0	3	16	61	376	693	584	199	54	22	2036	56-65	1277
Percent	1.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	3.0%	18.5%	34.0%	28.7%	9.8%	2.7%	1.1%			
ADT 2036																	
AM Peak	9:00 AM 10:00 AM 7:00 AM 10:00 AM 6:00 AM 9:00 AM 8:00 AM 11:00 AM 7:00 AM 9:00 AM 2:00 AM														7:00 AM		
Volume	7 1 1 3 5 28 51 51 17 5 1														140		
PM Peak	3:00 PM 12:00 PM 2:00 PM 5:00 PM 3:00 PM 3:00 PM 4:00 PM 4:00 PM 1:00 PM 3:00 PM														3:00 PM		
Volume	4 1 6 5 34 61 63 21 8 5														185		
Comments: *Gap Study also Required*																	

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR															QC JOB #: 12607108 DIRECTION: EB DATE: Oct 14 2014 - Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	27	0	0	1	0	3	16	61	376	693	584	199	54	22	2036	56-65	1277
Percent	1.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.8%	3.0%	18.5%	34.0%	28.7%	9.8%	2.7%	1.1%			
Cumulative Percent	1.3%	1.3%	1.3%	1.4%	1.4%	1.5%	2.3%	5.3%	23.8%	57.8%	86.5%	96.3%	98.9%	100.0%			
ADT 2036															85th Percentile 64 MPH Mean Speed(Average) 63 MPH Median 58 MPH Mode: 58 MPH		
Comments: *Gap Study also Required*																	

Report generated on 10/17/2014 9:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR														QC JOB #: 12607108 DIRECTION: EB DATE: Oct 14 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	1	0	3	0	0	0	0	0	0	0	0	1	16
1:00 AM	0	6	3	1	1	0	0	0	1	0	0	0	1	1	14
2:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	2	2	3	0	0	0	0	1	0	0	0	0	0	8
4:00 AM	1	11	2	1	2	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	23	3	0	5	0	0	0	3	0	0	0	0	1	35
6:00 AM	0	47	17	2	17	1	0	2	2	0	0	0	1	1	90
7:00 AM	0	75	28	4	21	4	0	2	2	0	0	0	1	3	140
8:00 AM	0	64	20	5	29	0	0	3	4	1	0	0	0	0	126
9:00 AM	0	63	25	2	24	2	0	4	4	0	0	0	3	7	134
10:00 AM	0	56	34	7	18	0	0	0	2	0	0	0	0	5	122
11:00 AM	0	60	26	0	28	2	0	7	3	2	0	0	2	3	133
12:00 PM	1	58	25	9	21	3	0	6	3	0	0	0	3	1	130
1:00 PM	1	65	35	1	21	0	0	4	1	0	0	0	1	0	129
2:00 PM	0	83	36	1	13	1	0	4	2	1	0	1	2	4	148
3:00 PM	1	81	59	2	28	1	0	7	1	0	0	0	0	5	185
4:00 PM	0	72	53	2	38	1	0	3	2	0	0	0	0	2	173
5:00 PM	1	78	47	0	23	2	0	1	3	1	0	0	0	2	158
6:00 PM	0	45	28	0	13	1	0	0	0	0	0	0	0	1	88
7:00 PM	0	28	15	2	8	1	0	2	2	0	0	0	2	2	62
8:00 PM	0	30	5	0	4	0	0	0	1	0	0	0	0	1	41
9:00 PM	0	33	8	1	2	0	0	1	1	1	0	0	0	0	47
10:00 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
Day Total	5	1020	482	44	319	19	0	46	38	6	0	1	16	40	2036
Percent	0.2%	50.1%	23.7%	2.2%	15.7%	0.9%	0.0%	2.3%	1.9%	0.3%	0.0%	0.0%	0.8%	2.0%	
ADT 2036															
AM Peak Volume	4:00 AM	7:00 AM	10:00 AM	10:00 AM	8:00 AM	7:00 AM		11:00 AM	8:00 AM	11:00 AM			9:00 AM	9:00 AM	7:00 AM
	1	75	34	7	29	4		7	4	2			3	7	140
PM Peak Volume	12:00 PM	2:00 PM	3:00 PM	12:00 PM	4:00 PM	12:00 PM		3:00 PM	12:00 PM	2:00 PM		2:00 PM	12:00 PM	3:00 PM	3:00 PM
	1	83	59	9	38	3		7	3	1		1	3	5	185
Comments: *Gap Study also Required*															

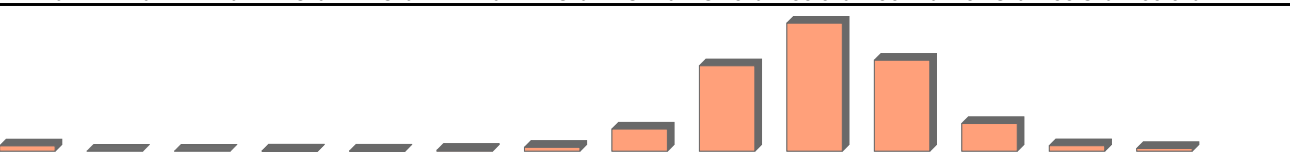
LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR													QC JOB #: 12607108 DIRECTION: EB DATE: Oct 14 2014 - Oct 14 2014		
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	5	1020	482	44	319	19	0	46	38	6	0	1	16	40	2036
Percent	0.2%	50.1%	23.7%	2.2%	15.7%	0.9%	0.0%	2.3%	1.9%	0.3%	0.0%	0.0%	0.8%	2.0%	
ADT 2036															
Comments: *Gap Study also Required*															

Report generated on 10/17/2014 9:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: OR 11 N of Bannister Rd						QC JOB #: 12607108				
SPECIFIC LOCATION: 0 ft from						DIRECTION: EB				
CITY/STATE: Athena, OR						DATE: Oct 14 2014 - Oct 14 2014				
Start Time	Mon 14-Oct-14	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		16				16			16	
1:00 AM		14				14			14	
2:00 AM		6				6			6	
3:00 AM		8				8			8	
4:00 AM		17				17			17	
5:00 AM		35				35			35	
6:00 AM		90				90			90	
7:00 AM		140				140			140	
8:00 AM		126				126			126	
9:00 AM		134				134			134	
10:00 AM		122				122			122	
11:00 AM		133				133			133	
12:00 PM		130				130			130	
1:00 PM		129				129			129	
2:00 PM		148				148			148	
3:00 PM		185				185			185	
4:00 PM		173				173			173	
5:00 PM		158				158			158	
6:00 PM		88				88			88	
7:00 PM		62				62			62	
8:00 PM		41				41			41	
9:00 PM		47				47			47	
10:00 PM		20				20			20	
11:00 PM		14				14			14	
Day Total		2036				2036			2036	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		140				140			140	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		185				185			185	
Comments: *Gap Study also Required*										

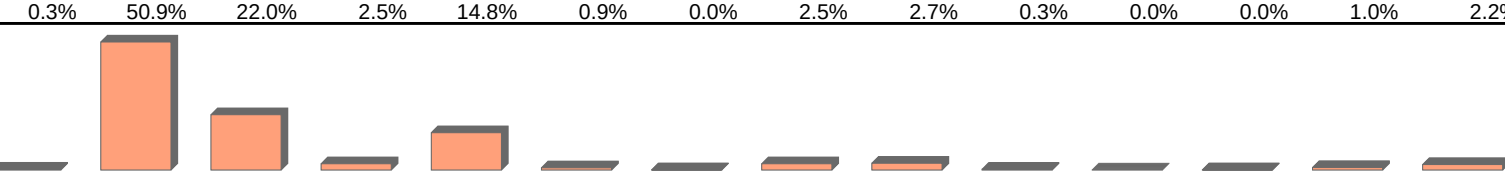
LOCATION: OR 11 N of Bannister Rd															QC JOB #: 12607108		
SPECIFIC LOCATION: 0 ft from															DIRECTION: EB/WB		
CITY/STATE: Athena, OR															DATE: Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	1	0	0	0	0	0	0	2	6	4	8	0	0	0	21	56-65	12
1:00 AM	0	0	0	0	0	0	0	0	5	5	4	4	0	0	18	51-60	10
2:00 AM	0	0	0	0	0	0	0	0	3	4	1	2	0	1	11	51-60	7
3:00 AM	0	0	0	0	0	0	1	3	2	3	6	1	0	0	16	58-67	8
4:00 AM	0	0	0	0	0	0	0	2	17	11	12	5	1	0	48	51-60	28
5:00 AM	1	0	0	0	0	0	0	9	20	41	35	14	1	1	122	56-65	76
6:00 AM	1	0	0	0	0	0	1	13	45	75	43	13	0	0	191	51-60	120
7:00 AM	5	0	0	0	0	1	2	23	82	101	67	23	2	1	307	51-60	182
8:00 AM	1	0	0	0	0	0	3	18	49	82	59	8	2	1	223	56-65	141
9:00 AM	8	0	0	0	0	0	2	18	61	100	44	17	5	1	256	51-60	161
10:00 AM	3	0	0	1	0	0	5	14	66	99	50	12	4	1	255	51-60	165
11:00 AM	6	0	0	0	0	0	4	13	68	71	76	18	3	1	260	56-65	146
12:00 PM	2	0	0	0	0	1	3	10	58	96	62	20	8	4	264	56-65	157
1:00 PM	4	0	0	0	0	3	5	12	41	96	68	26	8	2	265	56-65	164
2:00 PM	6	0	0	0	1	1	7	19	69	87	72	20	3	2	287	56-65	158
3:00 PM	8	0	0	0	0	2	0	13	83	128	97	29	10	7	377	56-65	224
4:00 PM	5	0	0	0	0	0	4	12	66	138	100	31	7	4	367	56-65	238
5:00 PM	5	0	0	0	0	0	0	20	74	100	85	28	2	3	317	56-65	185
6:00 PM	0	0	0	0	0	0	3	15	36	70	49	13	0	1	187	56-65	119
7:00 PM	3	0	0	0	0	0	1	4	36	42	23	15	1	0	125	51-60	78
8:00 PM	0	0	0	0	0	0	0	11	27	24	22	2	1	0	87	51-60	50
9:00 PM	0	0	0	0	0	0	1	10	21	34	19	4	1	0	90	53-62	54
10:00 PM	0	0	0	0	0	0	0	4	12	12	7	3	1	0	39	51-60	23
11:00 PM	0	0	0	1	0	2	1	2	7	7	7	1	1	0	29	56-65	13
Day Total	59	0	0	2	1	10	43	247	954	1430	1016	309	61	30	4162	56-65	2445
Percent	1.4%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	5.9%	22.9%	34.4%	24.4%	7.4%	1.5%	0.7%			
ADT 4162																	
AM Peak Volume	9:00 AM 8	10:00 AM 1			7:00 AM 1		10:00 AM 5	7:00 AM 23	7:00 AM 82	7:00 AM 101	11:00 AM 76	7:00 AM 23	9:00 AM 5	2:00 AM 1	7:00 AM 307		
PM Peak Volume	3:00 PM 8	11:00 PM 1		2:00 PM 1	1:00 PM 3	2:00 PM 7	5:00 PM 20	3:00 PM 83	4:00 PM 138	4:00 PM 100	4:00 PM 31	3:00 PM 10	3:00 PM 7	3:00 PM 377			
Comments: *Gap Study also Required*																	

LOCATION: OR 11 N of Bannister Rd															QC JOB #: 12607108		
SPECIFIC LOCATION: 0 ft from															DIRECTION: EB/WB		
CITY/STATE: Athena, OR															DATE: Oct 14 2014 - Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	59	0	0	2	1	10	43	247	954	1430	1016	309	61	30	4162	56-65	2445
Percent	1.4%	0.0%	0.0%	0.0%	0.0%	0.2%	1.0%	5.9%	22.9%	34.4%	24.4%	7.4%	1.5%	0.7%			
Cumulative Percent	1.4%	1.4%	1.4%	1.5%	1.5%	1.7%	2.8%	8.7%	31.6%	66.0%	90.4%	97.8%	99.3%	100.0%			
ADT 4162															85th Percentile 63 MPH		
															Mean Speed(Average) 60 MPH		
Comments: *Gap Study also Required*															Median 57 MPH Mode: 58 MPH		

Report generated on 10/17/2014 9:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

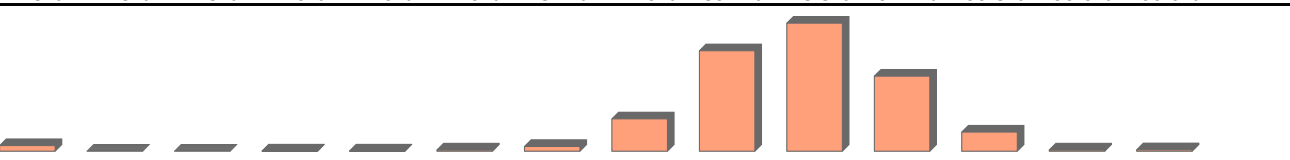
LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR														QC JOB #: 12607108 DIRECTION: EB/WB DATE: Oct 14 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	1	0	4	0	0	1	0	0	0	0	0	1	21
1:00 AM	0	9	3	1	1	0	0	0	1	0	0	0	2	1	18
2:00 AM	0	7	1	1	0	0	0	1	1	0	0	0	0	0	11
3:00 AM	0	6	2	5	0	0	0	0	3	0	0	0	0	0	16
4:00 AM	1	25	10	2	7	0	0	0	1	0	0	0	0	2	48
5:00 AM	0	83	17	4	9	0	0	1	4	0	0	0	3	1	122
6:00 AM	1	90	35	6	37	2	0	7	9	0	0	0	2	2	191
7:00 AM	0	185	56	4	42	4	0	2	5	0	0	0	2	7	307
8:00 AM	1	107	44	9	46	0	0	7	6	1	0	0	1	1	223
9:00 AM	1	111	49	3	51	3	0	8	11	0	0	0	9	10	256
10:00 AM	0	118	68	11	40	1	0	2	3	1	0	0	3	8	255
11:00 AM	0	126	51	7	41	2	0	11	5	2	0	0	8	7	260
12:00 PM	3	126	54	12	38	6	0	9	9	1	0	0	3	3	264
1:00 PM	1	120	66	4	44	2	1	10	7	3	0	0	2	5	265
2:00 PM	1	154	61	4	31	3	0	12	6	1	0	1	3	10	287
3:00 PM	1	180	99	8	55	4	0	13	6	0	0	0	0	11	377
4:00 PM	1	168	96	9	72	3	0	6	6	0	0	0	0	6	367
5:00 PM	2	166	83	1	42	3	0	6	7	1	0	0	0	6	317
6:00 PM	1	99	50	2	30	1	0	1	2	0	0	0	0	1	187
7:00 PM	0	63	24	3	18	1	0	3	7	0	0	0	2	4	125
8:00 PM	0	51	17	3	6	1	0	1	7	0	0	0	0	1	87
9:00 PM	0	65	14	3	2	0	0	1	4	1	0	0	0	0	90
10:00 PM	0	25	9	1	1	0	0	1	1	0	0	0	0	1	39
11:00 PM	0	21	5	0	0	0	0	0	1	0	0	0	0	2	29
Day Total	14	2119	915	103	617	36	1	103	112	11	0	1	40	90	4162
Percent	0.3%	50.9%	22.0%	2.5%	14.8%	0.9%	0.0%	2.5%	2.7%	0.3%	0.0%	0.0%	1.0%	2.2%	
ADT 4162															
AM Peak	4:00 AM	7:00 AM	10:00 AM	10:00 AM	9:00 AM	7:00 AM		11:00 AM	9:00 AM	11:00 AM			9:00 AM	9:00 AM	7:00 AM
Volume	1	185	68	11	51	4		11	11	2			9	10	307
PM Peak	12:00 PM	3:00 PM	3:00 PM	12:00 PM	4:00 PM	12:00 PM	1:00 PM	3:00 PM	12:00 PM	1:00 PM		2:00 PM	12:00 PM	3:00 PM	3:00 PM
Volume	3	180	99	12	72	6	1	13	9	3		1	3	11	377
Comments: *Gap Study also Required*															

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR												QC JOB #: 12607108 DIRECTION: EB/WB DATE: Oct 14 2014 - Oct 14 2014			
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	14	2119	915	103	617	36	1	103	112	11	0	1	40	90	4162
Percent	0.3%	50.9%	22.0%	2.5%	14.8%	0.9%	0.0%	2.5%	2.7%	0.3%	0.0%	0.0%	1.0%	2.2%	
ADT 4162															
Comments: *Gap Study also Required*															



LOCATION: OR 11 N of Bannister Rd						QC JOB #: 12607108				
SPECIFIC LOCATION: 0 ft from						DIRECTION: EB/WB				
CITY/STATE: Athena, OR						DATE: Oct 14 2014 - Oct 14 2014				
Start Time	Mon 14-Oct-14	Tue 14-Oct-14	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		21				21			21	
1:00 AM		18				18			18	
2:00 AM		11				11			11	
3:00 AM		16				16			16	
4:00 AM		48				48			48	
5:00 AM		122				122			122	
6:00 AM		191				191			191	
7:00 AM		307				307			307	
8:00 AM		223				223			223	
9:00 AM		256				256			256	
10:00 AM		255				255			255	
11:00 AM		260				260			260	
12:00 PM		264				264			264	
1:00 PM		265				265			265	
2:00 PM		287				287			287	
3:00 PM		377				377			377	
4:00 PM		367				367			367	
5:00 PM		317				317			317	
6:00 PM		187				187			187	
7:00 PM		125				125			125	
8:00 PM		87				87			87	
9:00 PM		90				90			90	
10:00 PM		39				39			39	
11:00 PM		29				29			29	
Day Total		4162				4162			4162	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak		7:00 AM				7:00 AM			7:00 AM	
Volume		307				307			307	
PM Peak		3:00 PM				3:00 PM			3:00 PM	
Volume		377				377			377	
Comments: *Gap Study also Required*										

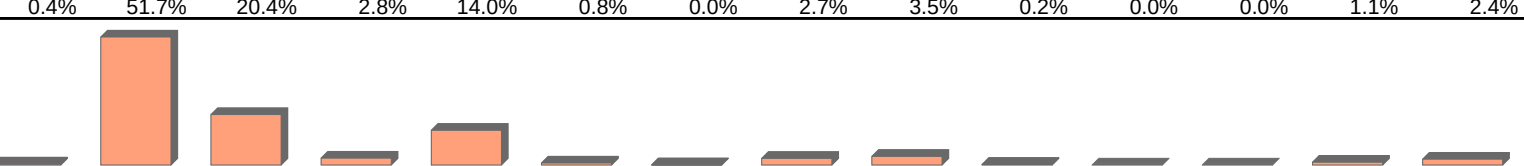
LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR															QC JOB #: 12607108 DIRECTION: WB DATE: Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	1	1	0	3	0	0	0	5	56-65	3
1:00 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	51-60	4
2:00 AM	0	0	0	0	0	0	0	0	1	2	0	2	0	0	5	51-60	3
3:00 AM	0	0	0	0	0	0	1	2	1	3	1	0	0	0	8	51-60	4
4:00 AM	0	0	0	0	0	0	0	1	12	7	9	2	0	0	31	52-61	18
5:00 AM	0	0	0	0	0	0	0	8	14	24	28	12	1	0	87	56-65	51
6:00 AM	1	0	0	0	0	0	1	8	31	37	18	5	0	0	101	51-60	68
7:00 AM	4	0	0	0	0	0	2	18	55	54	28	6	0	0	167	51-60	109
8:00 AM	1	0	0	0	0	0	3	14	26	31	22	0	0	0	97	51-60	57
9:00 AM	1	0	0	0	0	0	1	13	33	51	18	5	0	0	122	51-60	84
10:00 AM	1	0	0	0	0	0	2	10	40	59	17	4	0	0	133	51-60	99
11:00 AM	3	0	0	0	0	0	1	9	43	41	25	5	0	0	127	51-60	83
12:00 PM	1	0	0	0	0	0	1	6	33	57	26	6	2	2	134	51-60	90
1:00 PM	4	0	0	0	0	3	4	9	24	49	30	13	0	0	136	56-65	79
2:00 PM	4	0	0	0	1	0	1	16	45	38	30	3	0	1	139	51-60	82
3:00 PM	4	0	0	0	0	2	0	9	49	67	46	11	2	2	192	51-60	116
4:00 PM	4	0	0	0	0	0	4	11	41	84	37	10	1	2	194	51-60	125
5:00 PM	3	0	0	0	0	0	0	15	44	51	36	9	0	1	159	51-60	94
6:00 PM	0	0	0	0	0	0	3	12	23	30	25	6	0	0	99	56-65	55
7:00 PM	1	0	0	0	0	0	1	4	20	22	8	6	1	0	63	51-60	42
8:00 PM	0	0	0	0	0	0	0	7	16	8	13	2	0	0	46	51-60	24
9:00 PM	0	0	0	0	0	0	1	10	12	11	7	2	0	0	43	51-60	23
10:00 PM	0	0	0	0	0	0	0	2	7	5	4	1	0	0	19	51-60	12
11:00 PM	0	0	0	1	0	2	1	1	6	3	1	0	0	0	15	51-60	9
Day Total	32	0	0	1	1	7	27	186	578	737	432	110	7	8	2126	51-60	1315
Percent	1.5%	0.0%	0.0%	0.0%	0.0%	0.3%	1.3%	8.7%	27.2%	34.7%	20.3%	5.2%	0.3%	0.4%			
ADT 2126																	
AM Peak	7:00 AM 8:00 AM 7:00 AM 7:00 AM 10:00 AM 5:00 AM 5:00 AM 5:00 AM														7:00 AM		
Volume	4 3 18 55 59 28 12 1														167		
PM Peak	1:00 PM 11:00 PM 2:00 PM 1:00 PM 1:00 PM 2:00 PM 3:00 PM 4:00 PM 3:00 PM 1:00 PM 12:00 PM 12:00 PM														4:00 PM		
Volume	4 1 1 3 4 16 49 84 46 13 2 2														194		
Comments: *Gap Study also Required*																	

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR															QC JOB #: 12607108 DIRECTION: WB DATE: Oct 14 2014 - Oct 14 2014		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	32	0	0	1	1	7	27	186	578	737	432	110	7	8	2126	51-60	1315
Percent	1.5%	0.0%	0.0%	0.0%	0.0%	0.3%	1.3%	8.7%	27.2%	34.7%	20.3%	5.2%	0.3%	0.4%			
Cumulative Percent	1.5%	1.5%	1.5%	1.6%	1.6%	1.9%	3.2%	11.9%	39.1%	73.8%	94.1%	99.3%	99.6%	100.0%			
ADT 2126															85th Percentile 62 MPH Mean Speed(Average) 57 MPH		
Comments: *Gap Study also Required*															Median 56 MPH Mode: 58 MPH		

Report generated on 10/17/2014 9:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR														QC JOB #: 12607108 DIRECTION: WB DATE: Oct 14 2014	
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	4
2:00 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
3:00 AM	0	4	0	2	0	0	0	0	2	0	0	0	0	0	8
4:00 AM	0	14	8	1	5	0	0	0	1	0	0	0	0	2	31
5:00 AM	0	60	14	4	4	0	0	1	1	0	0	0	3	0	87
6:00 AM	1	43	18	4	20	1	0	5	7	0	0	0	1	1	101
7:00 AM	0	110	28	0	21	0	0	0	3	0	0	0	1	4	167
8:00 AM	1	43	24	4	17	0	0	4	2	0	0	0	1	1	97
9:00 AM	1	48	24	1	27	1	0	4	7	0	0	0	6	3	122
10:00 AM	0	62	34	4	22	1	0	2	1	1	0	0	3	3	133
11:00 AM	0	66	25	7	13	0	0	4	2	0	0	0	6	4	127
12:00 PM	2	68	29	3	17	3	0	3	6	1	0	0	0	2	134
1:00 PM	0	55	31	3	23	2	1	6	6	3	0	0	1	5	136
2:00 PM	1	71	25	3	18	2	0	8	4	0	0	0	1	6	139
3:00 PM	0	99	40	6	27	3	0	6	5	0	0	0	0	6	192
4:00 PM	1	96	43	7	34	2	0	3	4	0	0	0	0	4	194
5:00 PM	1	88	36	1	19	1	0	5	4	0	0	0	0	4	159
6:00 PM	1	54	22	2	17	0	0	1	2	0	0	0	0	0	99
7:00 PM	0	35	9	1	10	0	0	1	5	0	0	0	0	2	63
8:00 PM	0	21	12	3	2	1	0	1	6	0	0	0	0	0	46
9:00 PM	0	32	6	2	0	0	0	0	3	0	0	0	0	0	43
10:00 PM	0	10	4	1	1	0	0	1	1	0	0	0	0	1	19
11:00 PM	0	11	1	0	0	0	0	0	1	0	0	0	0	2	15
Day Total	9	1099	433	59	298	17	1	57	74	5	0	0	24	50	2126
Percent	0.4%	51.7%	20.4%	2.8%	14.0%	0.8%	0.0%	2.7%	3.5%	0.2%	0.0%	0.0%	1.1%	2.4%	
ADT 2126															
AM Peak Volume	6:00 AM	7:00 AM	10:00 AM	11:00 AM	9:00 AM	6:00 AM		6:00 AM	6:00 AM	10:00 AM			9:00 AM	7:00 AM	7:00 AM
	1	110	34	7	27	1		5	7	1			6	4	167
PM Peak Volume	12:00 PM	3:00 PM	4:00 PM	4:00 PM	4:00 PM	12:00 PM	1:00 PM	2:00 PM	12:00 PM	1:00 PM			1:00 PM	2:00 PM	4:00 PM
	2	99	43	7	34	3	1	8	6	3			1	6	194
Comments: *Gap Study also Required*															

LOCATION: OR 11 N of Bannister Rd SPECIFIC LOCATION: 0 ft from CITY/STATE: Athena, OR												QC JOB #: 12607108 DIRECTION: WB DATE: Oct 14 2014 - Oct 14 2014			
Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	9	1099	433	59	298	17	1	57	74	5	0	0	24	50	2126
Percent	0.4%	51.7%	20.4%	2.8%	14.0%	0.8%	0.0%	2.7%	3.5%	0.2%	0.0%	0.0%	1.1%	2.4%	
ADT 2126															
Comments: *Gap Study also Required*															

Report generated on 10/17/2014 9:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: OR 11 N of Bannister Rd						QC JOB #: 12607108				
SPECIFIC LOCATION: 0 ft from						DIRECTION: WB				
CITY/STATE: Athena, OR						DATE: Oct 14 2014 - Oct 14 2014				
Start Time	Mon 14-Oct-14	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		5				5			5	
1:00 AM		4				4			4	
2:00 AM		5				5			5	
3:00 AM		8				8			8	
4:00 AM		31				31			31	
5:00 AM		87				87			87	
6:00 AM		101				101			101	
7:00 AM		167				167			167	
8:00 AM		97				97			97	
9:00 AM		122				122			122	
10:00 AM		133				133			133	
11:00 AM		127				127			127	
12:00 PM		134				134			134	
1:00 PM		136				136			136	
2:00 PM		139				139			139	
3:00 PM		192				192			192	
4:00 PM		194				194			194	
5:00 PM		159				159			159	
6:00 PM		99				99			99	
7:00 PM		63				63			63	
8:00 PM		46				46			46	
9:00 PM		43				43			43	
10:00 PM		19				19			19	
11:00 PM		15				15			15	
Day Total		2126				2126			2126	
% Weekday Average		100.0%								
% Week Average		100.0%				100.0%				
AM Peak Volume		7:00 AM 167				7:00 AM 167			7:00 AM 167	
PM Peak Volume		4:00 PM 194				4:00 PM 194			4:00 PM 194	
Comments: *Gap Study also Required*										

Attachment C Traffic Analysis Outputs

Intersection							
Int Delay, s/veh	2						
Movement	SEL	SER		NEL	NET	SWT	SWR
Vol, veh/h	95	2		1	194	159	91
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		150	-	-	335
Veh in Median Storage, #	0	-		-	0	0	-
Grade, %	0	-		-	0	0	-
Peak Hour Factor	95	95		95	95	95	95
Heavy Vehicles, %	7	0		0	10	14	14
Mvmt Flow	100	2		1	204	167	96
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	271	167		167	0	-	0
Stage 1	167	-		-	-	-	-
Stage 2	104	-		-	-	-	-
Critical Hdwy	6.705	6.2		4.1	-	-	-
Critical Hdwy Stg 1	5.505	-		-	-	-	-
Critical Hdwy Stg 2	5.905	-		-	-	-	-
Follow-up Hdwy	3.5665	3.3		2.2	-	-	-
Pot Cap-1 Maneuver	695	882		1423	-	-	-
Stage 1	848	-		-	-	-	-
Stage 2	896	-		-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	695	882		1423	-	-	-
Mov Cap-2 Maneuver	695	-		-	-	-	-
Stage 1	848	-		-	-	-	-
Stage 2	895	-		-	-	-	-
Approach	SE		NE		SW		
HCM Control Delay, s	11		0		0		
HCM LOS	B						
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR		
Capacity (veh/h)	1423	-	698	-	-		
HCM Lane V/C Ratio	0.001	-	0.146	-	-		
HCM Control Delay (s)	7.5	-	11	-	-		
HCM Lane LOS	A	-	B	-	-		
HCM 95th %tile Q(veh)	0	-	0.5	-	-		

Intersection						
Int Delay, s/veh	1.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	54	2	212	78	1	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	315	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	13	0	5	9	0	13
Mvmt Flow	57	2	223	82	1	205
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	430	112	0	0	223	0
Stage 1	223	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.795	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.995	-	-	-	-	-
Critical Hdwy Stg 2	5.595	-	-	-	-	-
Follow-up Hdwy	3.6235	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	544	926	-	-	1358	-
Stage 1	765	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	544	926	-	-	1358	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	12.3	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT	
Capacity (veh/h)	-	-	552	1358	-	
HCM Lane V/C Ratio	-	-	0.107	0.001	-	
HCM Control Delay (s)	-	-	12.3	7.7	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	13	13	210	8	3	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	260	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	92	92	92	92
Heavy Vehicles, %	9	13	9	2	18	0
Mvmt Flow	15	15	228	9	3	199
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	334	228	0	0	228	0
Stage 1	228	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.735	6.395	-	-	4.28	-
Critical Hdwy Stg 1	5.535	-	-	-	-	-
Critical Hdwy Stg 2	5.935	-	-	-	-	-
Follow-up Hdwy	3.5855	3.4235	-	-	2.362	-
Pot Cap-1 Maneuver	632	780	-	-	1251	-
Stage 1	790	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	630	780	-	-	1251	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	10.2	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	718	1251	-	
HCM Lane V/C Ratio	-	-	0.042	0.003	-	
HCM Control Delay (s)	-	-	10.2	7.9	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	76	0	0	22	25	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	50	25	5
Mvmt Flow	83	0	0	24	27	73
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	88	64	100	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	913	1006	1505	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	1006	1505	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1505	-	913	-	-	
HCM Lane V/C Ratio	-	-	0.09	-	-	
HCM Control Delay (s)	0	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Vol, veh/h	25	0	14	22	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	92	92
Heavy Vehicles, %	27	0	20	50	0	0
Mvmt Flow	42	0	24	37	0	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	127	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.3	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.38	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1459	-	872	1034
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1459	-	857	1034
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	927	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.9		8.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1034	-	-	1459	-	
HCM Lane V/C Ratio	0.016	-	-	0.016	-	
HCM Control Delay (s)	8.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0.1	-	

Intersection									
Int Delay, s/veh	5.4								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	38	1	13	1	1	1	10	50	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0
Mvmt Flow	152	4	52	4	4	4	40	200	4
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	548	546	246	572	606	202	308	0	0
Stage 1	262	262	-	282	282	-	-	-	-
Stage 2	286	284	-	290	324	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	450	448	798	434	414	844	1264	-	-
Stage 1	747	695	-	729	681	-	-	-	-
Stage 2	726	680	-	722	653	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	430	429	798	390	396	844	1264	-	-
Mov Cap-2 Maneuver	430	429	-	390	396	-	-	-	-
Stage 1	720	690	-	703	656	-	-	-	-
Stage 2	692	656	-	666	648	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	17.8			12.7			1.3		
HCM LOS	C			B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1264	-	-	486	478	1380	-	-	
HCM Lane V/C Ratio	0.032	-	-	0.428	0.025	0.006	-	-	
HCM Control Delay (s)	7.9	0	-	17.8	12.7	7.6	0	-	
HCM Lane LOS	A	A	-	C	B	A	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	2.1	0.1	0	-	-	

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	46	31
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	25	25	25
Heavy Vehicles, %	0	7	0
Mvmt Flow	8	184	124

Major/Minor	Major2		
Conflicting Flow All	204	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1380	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1380	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.2

HCM LOS

Minor Lane/Major Mvmt

Intersection									
Int Delay, s/veh	4.1								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	3	4	1	21	3	31	1	27	36
Conflicting Peds, #/hr	3	0	9	9	0	3	4	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	100	22	0	0	0	0	0
Mvmt Flow	4	5	1	26	4	38	1	33	44
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	205	206	69	187	186	74	62	0	0
Stage 1	117	117	-	67	67	-	-	-	-
Stage 2	88	89	-	120	119	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.32	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.32	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.32	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.698	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	757	694	777	732	712	993	1554	-	-
Stage 1	892	803	-	896	843	-	-	-	-
Stage 2	925	825	-	838	801	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	703	670	765	705	687	978	1542	-	-
Mov Cap-2 Maneuver	703	670	-	705	687	-	-	-	-
Stage 1	884	782	-	888	836	-	-	-	-
Stage 2	877	818	-	809	780	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	10.3			9.7			0.1		
HCM LOS	B			A					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1542	-	-	693	835	1511	-	-	
HCM Lane V/C Ratio	0.001	-	-	0.014	0.081	0.019	-	-	
HCM Control Delay (s)	7.3	0	-	10.3	9.7	7.4	0	-	
HCM Lane LOS	A	A	-	B	A	A	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-	

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	23	40	3
Conflicting Peds, #/hr	9	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	81	81	81
Heavy Vehicles, %	0	7	0
Mvmt Flow	28	49	4

Major/Minor	Major2		
Conflicting Flow All	87	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1522	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1511	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 2.6

HCM LOS

Minor Lane/Major Mvmt

Intersection						
Int Delay, s/veh	2.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	118	3	1	239	195	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	335
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	92	92	92	92
Heavy Vehicles, %	7	0	0	10	14	14
Mvmt Flow	124	3	1	260	212	122
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	344	212	212	0	-	0
Stage 1	212	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.705	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.505	-	-	-	-	-
Critical Hdwy Stg 2	5.905	-	-	-	-	-
Follow-up Hdwy	3.5665	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	628	833	1370	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	833	1370	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Approach	SE		NE		SW	
HCM Control Delay, s	12.1		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	1370	-	632	-	-	
HCM Lane V/C Ratio	0.001	-	0.202	-	-	
HCM Control Delay (s)	7.6	-	12.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Vol, veh/h	67	3	261	96	1	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	315	125	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	92	92
Heavy Vehicles, %	13	0	5	9	0	13
Mvmt Flow	71	3	275	101	1	261
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	538	137	0	0	275	0
Stage 1	275	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.795	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.995	-	-	-	-	-
Critical Hdwy Stg 2	5.595	-	-	-	-	-
Follow-up Hdwy	3.6235	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	466	893	-	-	1300	-
Stage 1	719	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	893	-	-	1300	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	13.9		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT	
Capacity (veh/h)	-	-	476	1300	-	
HCM Lane V/C Ratio	-	-	0.155	0.001	-	
HCM Control Delay (s)	-	-	13.9	7.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	NBL	NBR	NET	NER	SWL	SWT
Vol, veh/h	16	16	258	10	4	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	260	115	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	92	92	92	92
Heavy Vehicles, %	9	13	9	2	18	0
Mvmt Flow	19	19	280	11	4	245
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	411	280	0	0	280	0
Stage 1	280	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.735	6.395	-	-	4.28	-
Critical Hdwy Stg 1	5.535	-	-	-	-	-
Critical Hdwy Stg 2	5.935	-	-	-	-	-
Follow-up Hdwy	3.5855	3.4235	-	-	2.362	-
Pot Cap-1 Maneuver	567	728	-	-	1196	-
Stage 1	748	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	565	728	-	-	1196	-
Mov Cap-2 Maneuver	619	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Approach	NB	NE	SW			
HCM Control Delay, s	10.7	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NBLn1	SWL	SWT	
Capacity (veh/h)	-	-	669	1196	-	
HCM Lane V/C Ratio	-	-	0.056	0.004	-	
HCM Control Delay (s)	-	-	10.7	8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection							
Int Delay, s/veh	3.8						
Movement	EBL	EBR		NBL	NBT	SBT	SBR
Vol, veh/h	94	0		0	27	31	83
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		-	0	0	-
Grade, %	0	-		-	0	0	-
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		0	50	25	5
Mvmt Flow	102	0		0	29	34	90
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	108	79		124	0	-	0
Stage 1	79	-		-	-	-	-
Stage 2	29	-		-	-	-	-
Critical Hdwy	6.42	6.22		4.1	-	-	-
Critical Hdwy Stg 1	5.42	-		-	-	-	-
Critical Hdwy Stg 2	5.42	-		-	-	-	-
Follow-up Hdwy	3.518	3.318		2.2	-	-	-
Pot Cap-1 Maneuver	889	981		1475	-	-	-
Stage 1	944	-		-	-	-	-
Stage 2	994	-		-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	889	981		1475	-	-	-
Mov Cap-2 Maneuver	889	-		-	-	-	-
Stage 1	944	-		-	-	-	-
Stage 2	994	-		-	-	-	-
Approach	EB	NB			SB		
HCM Control Delay, s	9.6	0			0		
HCM LOS	A						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1475	-	889	-	-		
HCM Lane V/C Ratio	-	-	0.115	-	-		
HCM Control Delay (s)	0	-	9.6	-	-		
HCM Lane LOS	A	-	A	-	-		
HCM 95th %tile Q(veh)	0	-	0.4	-	-		

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Vol, veh/h	31	0	17	27	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	92	92
Heavy Vehicles, %	27	0	20	50	0	0
Mvmt Flow	53	0	29	46	0	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	156	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.3	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.38	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1445	-	840	1020
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	926	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	822	1020
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	907	-
Approach	EB		WB		NE	
HCM Control Delay, s	0		2.9		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1020	-	-	1445	-	
HCM Lane V/C Ratio	0.019	-	-	0.02	-	
HCM Control Delay (s)	8.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Intersection									
Int Delay, s/veh	3.4								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	46	1	16	1	1	1	12	61	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	63	63	63	63	63	63	63	63
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0
Mvmt Flow	73	2	25	2	2	2	19	97	2
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	266	266	119	278	295	98	149	0	0
Stage 1	129	129	-	136	136	-	-	-	-
Stage 2	137	137	-	142	159	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	691	643	938	678	620	963	1445	-	-
Stage 1	880	793	-	872	788	-	-	-	-
Stage 2	871	787	-	866	770	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	679	631	938	649	609	963	1445	-	-
Mov Cap-2 Maneuver	679	631	-	649	609	-	-	-	-
Stage 1	868	790	-	860	777	-	-	-	-
Stage 2	856	776	-	837	767	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	10.7			10.1			1.2		
HCM LOS	B			B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1445	-	-	729	711	1508	-	-	
HCM Lane V/C Ratio	0.013	-	-	0.137	0.007	0.003	-	-	
HCM Control Delay (s)	7.5	0	-	10.7	10.1	7.4	0	-	
HCM Lane LOS	A	A	-	B	B	A	A	-	
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-	

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	3	56	38
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	63	63	63
Heavy Vehicles, %	0	7	0
Mvmt Flow	5	89	60

Major/Minor	Major2		
Conflicting Flow All	98	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1508	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1508	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 0.2

HCM LOS

Minor Lane/Major Mvmt

Intersection									
Int Delay, s/veh	4.2								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	4	5	1	26	4	38	1	33	44
Conflicting Peds, #/hr	3	0	9	9	0	3	4	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	0	100	22	0	0	0	0	0
Mvmt Flow	5	6	1	32	5	47	1	41	54
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	249	251	81	226	225	86	74	0	0
Stage 1	144	144	-	79	79	-	-	-	-
Stage 2	105	107	-	147	146	-	-	-	-
Critical Hdwy	7.1	6.5	7.2	7.32	6.5	6.2	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.32	5.5	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.32	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	4.2	3.698	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	709	656	764	689	678	978	1538	-	-
Stage 1	864	782	-	882	833	-	-	-	-
Stage 2	906	811	-	810	780	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	647	629	753	659	651	963	1526	-	-
Mov Cap-2 Maneuver	647	629	-	659	651	-	-	-	-
Stage 1	857	757	-	875	826	-	-	-	-
Stage 2	849	804	-	776	755	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	10.7			10			0.1		
HCM LOS	B			B					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1526	-	-	647	799	1489	-	-	
HCM Lane V/C Ratio	0.001	-	-	0.019	0.105	0.024	-	-	
HCM Control Delay (s)	7.4	0	-	10.7	10	7.5	0	-	
HCM Lane LOS	A	A	-	B	B	A	A	-	
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-	

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	29	49	4
Conflicting Peds, #/hr	9	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	81	81	81
Heavy Vehicles, %	0	7	0
Mvmt Flow	36	60	5

Major/Minor	Major2		
Conflicting Flow All	104	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1500	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1489	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 2.6

HCM LOS

Minor Lane/Major Mvmt

Attachment D Crash Data Provided by ODOT

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Crashes in the City of Weston
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
PARKING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2013 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2012														
PEDESTRIAN	0	1	0	1	0	1	0	0	1	0	1	1	0	0
2012 TOTAL	0	1	0	1	0	1	0	0	1	0	1	1	0	0
YEAR: 2011														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2011 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
YEAR: 2009														
BACKING	0	1	0	1	0	1	0	1	0	1	0	0	0	0
SIDESWIPE - MEETING	0	1	0	1	0	2	0	1	0	1	0	0	0	1
2009 TOTAL	0	2	0	2	0	3	0	2	0	2	0	0	0	1
FINAL TOTAL	0	3	2	5	0	4	0	4	1	4	1	1	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 11 Oregon-Washington Highway (Hwy 008) from Wildhorse Road to OR 204 Weston-Elgin Highway (Hwy 330)

January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2012														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	0	1	1	0	0	0	1
MISCELLANEOUS	0	1	0	1	0	2	0	1	0	0	1	0	0	0
NON-COLLISION	0	1	1	2	0	1	1	0	2	0	2	0	0	1
REAR-END	0	0	1	1	0	0	0	1	0	1	0	0	0	0
SIDESWIPE - MEETING	0	1	0	1	0	1	1	1	0	1	0	0	0	0
2012 TOTAL	0	4	2	6	0	5	2	3	3	3	3	0	0	2
YEAR: 2011														
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	1	0	0	0	1
REAR-END	0	1	0	1	0	5	0	1	0	1	0	0	0	0
2011 TOTAL	0	2	0	2	0	6	0	2	0	2	0	0	0	1
YEAR: 2010														
SIDESWIPE - MEETING	0	0	1	1	0	0	0	0	1	0	1	0	0	0
2010 TOTAL	0	0	1	1	0	0	0	0	1	0	1	0	0	0
YEAR: 2009														
MISCELLANEOUS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2009 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	6	5	11	0	11	2	7	4	7	4	1	0	3

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

008 OREGON-WASHINGTON

OR 11 Oregon-Washington Highway (Hwy 008) from Wildhorse Road to OR 204 Weston-Elgin Highway (Hwy 330)
January 1, 2009 through December 31, 2013

[illegible]

008 OREGON-WASHINGTON

OR 11 Oregon-Washington Highway (Hwy 008) from Wildhorse Road to OR 204 Weston-Elgin Highway (Hwy 330)
January 1, 2011 through December 31, 2013

S D		P R S W		E A U C O		DATE	COUNTY	RD# FC	INT-TYP		SPCL USE		MOVE		A S		LICNS		PED	ACTN		EVENT	CAUSE					
SER#	INVEST	D C S L K	E L G H R	DAY	TIME	CITY	URBAN AREA	MLG TYP	FIRST	STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL TYP	OWNER	FROM	P#	TYPE	SVRTY	E X	RES	LOC	ERROR	ACTN	EVENT	CAUSE
00956	N	N	N	N	N	12/24/2010	UMATILLA	1 02			STRGHT		N	N	FOG	O-STRGHT	01 NONE	0	STRGHT								034	05
STATE					Fri			0 0			UN	(NONE)	UNKNOWN	N	ICE	SS-M	PRVTE	N S								007	034	00
					7A			18.50			04			N	DAWN	PDO	PSNGR CAR		01	DRVR	NONE	31	M	OTH-Y	039	000		05
												(02)																

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

OR 204 Weston-Elgin Highway (Hwy 330) from OR 11 Oregon-Washington Highway (Hwy 008) to Winn Road
January 1, 2009 through December 31, 2013

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2013														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
2013 TOTAL	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR: 2010														
FIXED / OTHER OBJECT	0	1	0	1	0	2	0	0	1	0	1	0	0	1
2010 TOTAL	0	1	0	1	0	2	0	0	1	0	1	0	0	1
FINAL TOTAL	0	2	0	2	0	4	0	1	1	1	1	1	0	1

Disclaimer: A higher number of crashes may be reported as of 2011 compared to prior years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics.

Attachment E NCHRP Report 562 Analysis

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

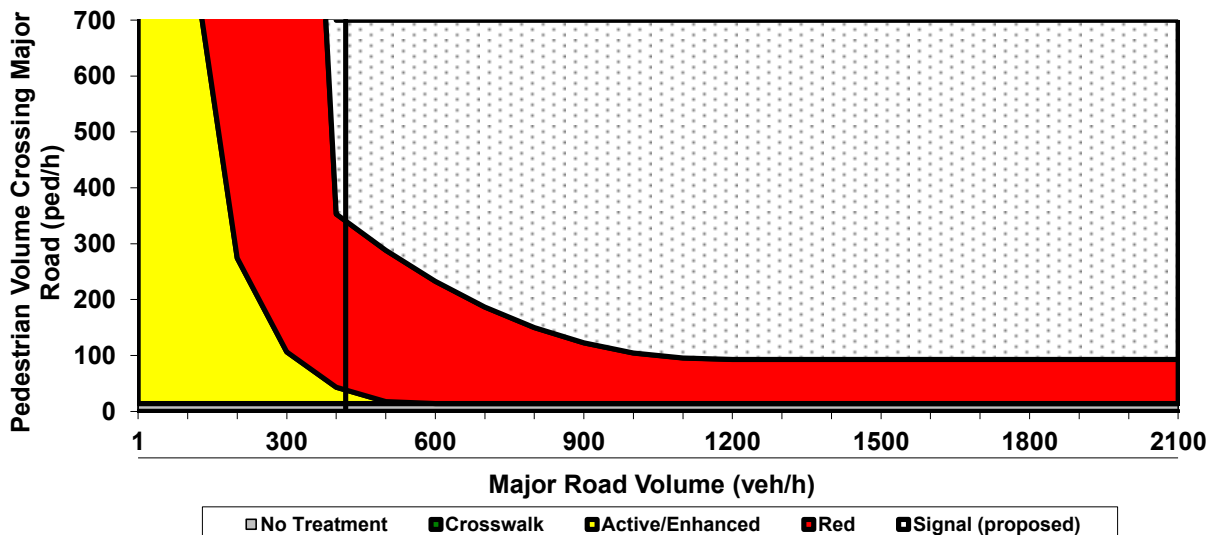
This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key

	Blue fields contain descriptive information.
	Green fields are required and must be completed.
	Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).
	Gray fields are automatically calculated and should not be edited.

This spreadsheet is still under development, please inform TTI if errors are identified.

Analyst and Site Information			
Analyst	LEN	Major Street	OR 11
Analysis Date	November 10, 2014	Minor Street or Location	Main Street/Bannister Road (Athena)
Data Collection Date	October 14, 2014	Peak Hour	3:00pm - 4:00pm
Step 1: Select worksheet:			
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)		1a	63
Is the population of the surrounding area <10,000? (enter YES or NO)		1b	YES
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?			
Peak-hour pedestrian volume (ped/h), V_p		2a	0
Result: Consider raised median islands, curb extensions, traffic calming, etc. as feasible.			
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}		3a	419
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant		3b	340
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant		3c	340
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)		3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.		% rate of reduction for 3c (up to 50%)	3e
		Reduced value or 3c	3f
			340
Result:			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L		4a	85
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)		4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)		4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c		4d	27
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}		4e	419
Major road flow rate (veh/s), v		4f	0.17
Average pedestrian delay (s/person), d_p		4g	575
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.		4h	0.0
		4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance		5a	low
Treatment Category:		Consider raised median islands, curb extensions, traffic calming, etc. as feasible.	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS

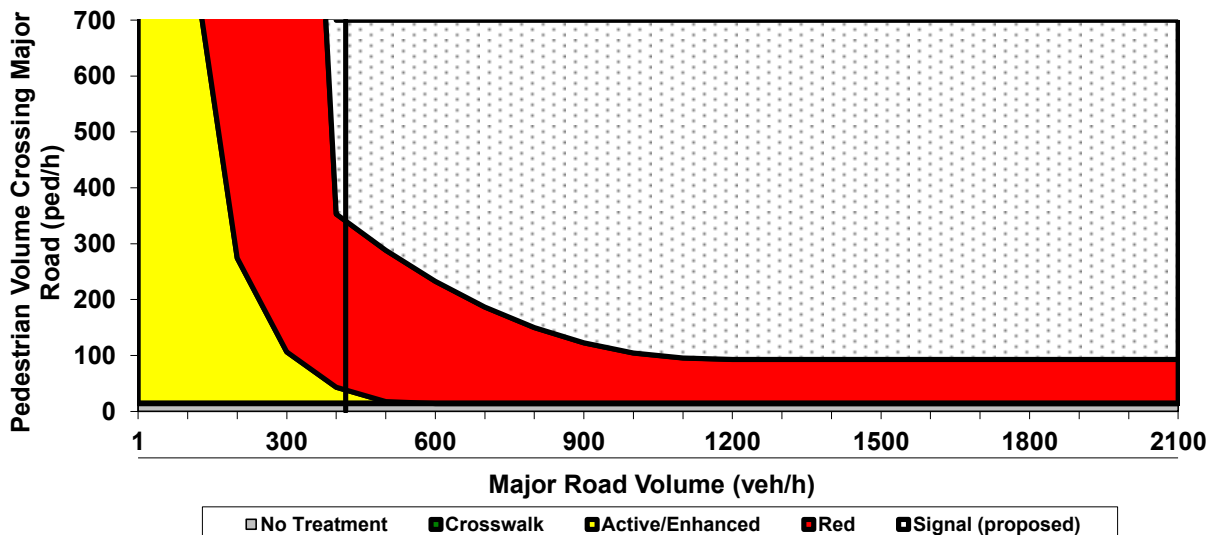
This spreadsheet combines Worksheet 1 and Worksheet 2 (Appendix A, pages 69-70) of TCRP Report 112/NCHRP Report 562 (*Improving Pedestrian Safety at Unsignalized Intersections*) into an electronic format. This spreadsheet should be used in conjunction with, and not independent of, Appendix A documentation.

Key

	Blue fields contain descriptive information.
	Green fields are required and must be completed.
	Tan fields are adjustments that are filled out only under certain conditions (follow instructions to the left of the cell).
	Gray fields are automatically calculated and should not be edited.

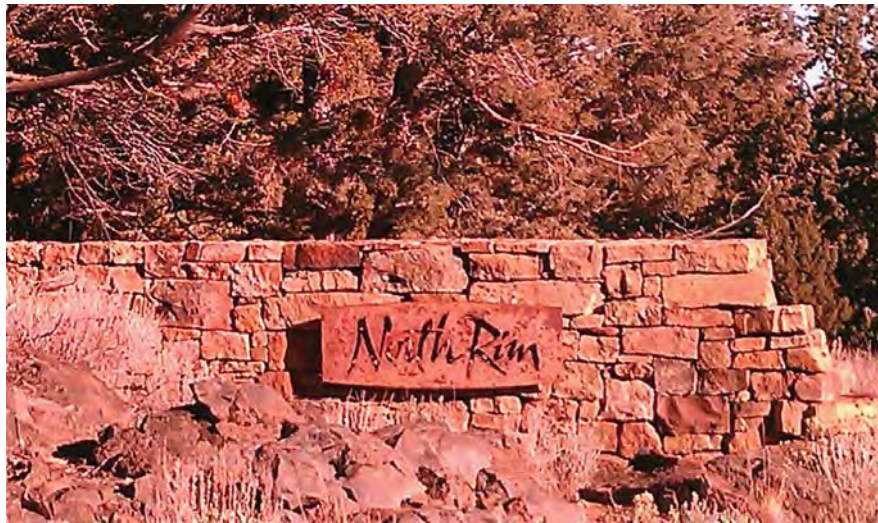
This spreadsheet is still under development, please inform TTI if errors are identified.

Analyst and Site Information			
Analyst	LEN	Major Street	OR 11
Analysis Date	November 10, 2014	Minor Street or Location	Main Street/Bannister Road (Athena)
Data Collection Date	October 14, 2014	Peak Hour	3:00pm - 4:00pm
Step 1: Select worksheet:			
Posted or statutory speed limit (or 85th percentile speed) on the major street (mph)		1a	63
Is the population of the surrounding area <10,000? (enter YES or NO)		1b	YES
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a traffic control device?			
Peak-hour pedestrian volume (ped/h), V_p		2a	15
Result: Go to step 3.			
Step 3: Does the crossing meet the pedestrian warrant for a traffic signal?			
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}		3a	419
[Calculated automatically] Preliminary (before min. threshold) peak hour pedestrian volume to meet warrant		3b	340
[Calculated automatically] Minimum required peak hour pedestrian volume to meet traffic signal warrant		3c	340
Is 15th percentile crossing speed of pedestrians less than 3.5 ft/s (1.1 m/s)? (enter YES or NO)		3d	no
If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50%.		% rate of reduction for 3c (up to 50%)	3e
		Reduced value or 3c	3f
Result: The signal warrant is not met. Go to step 4.			
Step 4: Estimate pedestrian delay.			
Pedestrian crossing distance, curb to curb (ft), L		4a	85
Pedestrian walking speed (ft/s), S_p (suggested speed = 3.5 ft/s)		4b	3.5
Pedestrian start-up time and end clearance time (s), t_s (suggested start-up time = 3 sec)		4c	3
[Calculated automatically] Critical gap required for crossing pedestrian (s), t_c		4d	27
Major road volume, total both approaches OR approach being crossed if raised median island is present, during peak hour (veh/h), V_{maj-d}		4e	419
Major road flow rate (veh/s), v		4f	0.17
Average pedestrian delay (s/person), d_p		4g	575
Total pedestrian delay (h), D_p The value in 4h is the calculated estimated delay for all pedestrians crossing the major roadway without a crossing treatment (assumes 0% compliance). If the actual total pedestrian delay has been measured at the site, that value can be entered in 4i to replace the calculated value in 4h.		4h	2.4
		4i	
Step 5: Select treatment based up on total pedestrian delay and expected motorist compliance.			
Expected motorist compliance at pedestrian crossings in region: enter HIGH for High Compliance or LOW for Low Compliance		5a	low
Treatment Category:		ACTIVE OR ENHANCED	



This worksheet provides general recommendations on pedestrian crossing treatments to consider at unsignalized intersections; in all cases, engineering judgment should be used in selecting a specific treatment for installation. This worksheet does not apply to school crossings. In addition to the results provided by this worksheet, users should consider whether a pedestrian treatment could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex geometrics, or nearby traffic signals.

Attachment F Precedent Images



GATEWAYS & LANDMARKS

Precedent Images

Weston Transportation System Plan Update

January 22, 2015

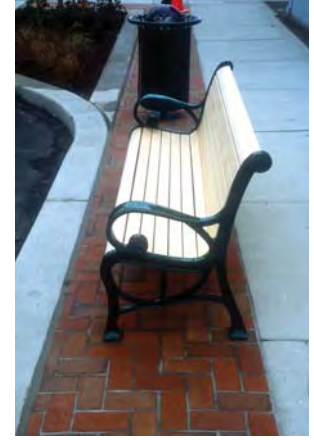
GREENWORKS



Weston - Downtown Bench



Weston - Street light and trash receptacle



SITE FURNISHINGS & SEATWALLS

Precedent Images

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS



Pendleton - Westgate Intersection



Weston - Existing wagon



The Weston Train Depot
Weston - Historic fence at Train Depot



Weston - Existing historic fence



Weston - Existing residential fence



Weston - Existing fence at bridge over stream



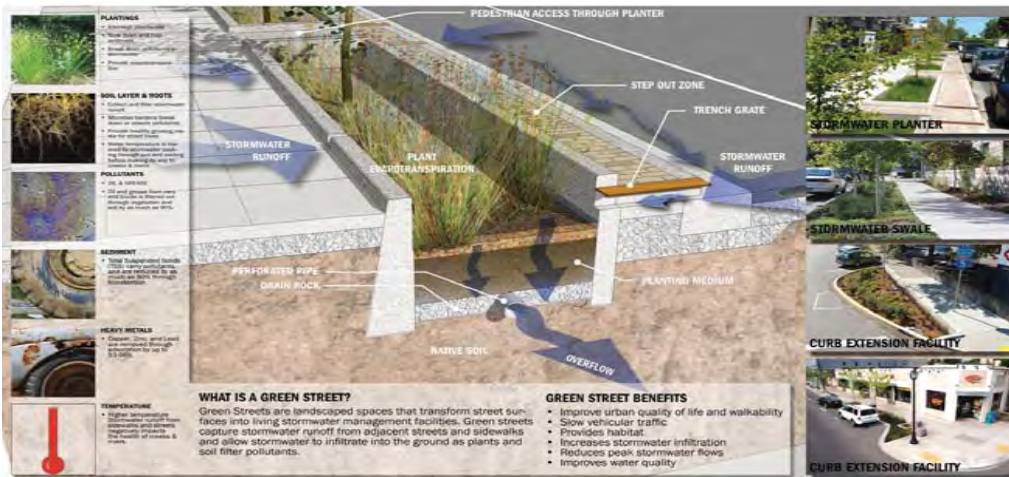
WALLS & FENCES

Precedent Images

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS



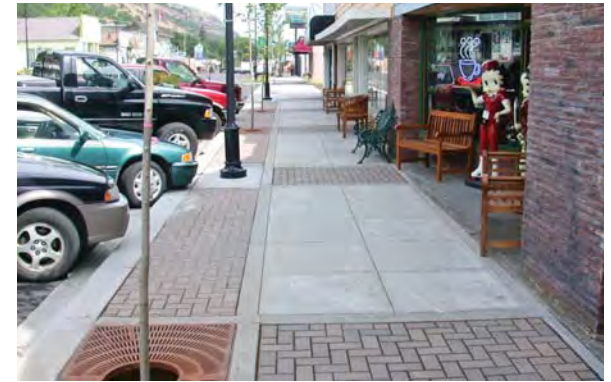
STORMWATER FACILITIES

Precedent Images

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS



PAVING TYPES

Precedent Images

Weston Transportation System Plan Update

January 22, 2015

GREENWORKS

Section 2 Environmental Review Memorandum

MEMO

To: Nick Foster, Kittelson & Associates, Inc.

From: Laurie Parry, Anderson Perry & Associates, Inc. (AP) *L.P.*

Subject: **City of Weston, Oregon - Transportation System Plan Update - 2015
Environmental Review**

Date: April 3, 2015

Job/File No. 845-48-113 (w/encl.)

cc: Andy Lindsey, P.E., AP (via e-mail)

Project Description

The City of Weston, Oregon, is in the process of updating its Transportation System Plan (TSP) to ensure that the City has adequately planned transportation infrastructure to support land use planning over the next 20 years. The project area encompasses the City of Weston's urban growth boundary as well as future regional bikeway network linkages to the community, including Kees Cemetery, Weston Cemetery, and planning for a multi-use connection to the City of Athena (see Figure 1, Location and Vicinity Maps, in Appendix A).

The focus of the TSP is to refine a mix of multimodal enhancements along the Water Street corridor, the Pine Creek greenway, safe routes to school, and regional bike connections. The project will build upon the City's previous planning efforts to accommodate infill development, create multimodal facilities, and enhance connection to commercial and industrial districts as well as surrounding natural and cultural resources. The main focuses of this project are to increase safety, update infrastructure, and improve traffic flow on Water Street and over the Water Street Bridge. An additional element of the project is the building of the Pine Creek greenway interaction sites generally identified in the 2007 City of Weston Infill Plan for downtown, Elliot Park, and footbridge crossings.

The City of Weston is a historic community located on the Whitman Mission Route of the Oregon Trail. Oral histories suggest that prior to historic settlement, the area now occupied by Weston was a traditional hunting and gathering camp for local tribes. The City of Weston was incorporated in 1878 and a large number of historic buildings and homes still exist within the City. The City is located at what was the intersection of Oregon Highway 11 and Oregon Highway 204 before they were each moved outside of the City in the 1960s. Water Street, which bisects the City from north to south, is the old Oregon Highway 11. This project will support multimodal and connected transportation systems throughout the City and region.

Environmental Review (ER)

This ER Memo is an evaluation of the natural resources within a 2-mile radius of the project area. This assessment is cursory in nature and identifies elements to consider when planning projects such as the build-out of Water Street, footbridges, and Weston-Athena multimodal connectivity.

The evaluation is based on a site visit conducted on December 4, 2014, by AP natural resources staff, a review of existing data, and conversations with agency personnel. Based on AP's review, the following environmental conditions and concerns exist or are associated with the site.

General Conditions

The City of Weston is within the Walla Walla subbasin of the Columbia River Basin, which originates in the Blue Mountains of northeastern Oregon and southeastern Washington. The Walla Walla subbasin includes all or part of five counties in Washington and Oregon: Walla Walla and Columbia Counties in Washington, and Umatilla, Union, and Wallowa Counties in Oregon.

Elevations in the subbasin range from 6,000 feet in the Blue Mountains to 260 feet at the Columbia River. The Walla Walla watershed is influenced by the Cascade Mountains, the Pacific Ocean air masses, and prevailing westerly winds. Elevation affects the climate within the watershed, as it varies from warm and semi-arid in the western lower part of the river valley to cooler and wetter at the headwaters in the Blue Mountains. Temperatures range from 100°F in the summer to below 0°F in the winter (USACE, 1997). Average monthly high temperatures from June through September range from 67°F in the lower elevations to 54°F at higher elevations. Annual precipitation ranges from less than 10 inches near the mouth of the Walla Walla River to over 40 inches in the headwaters (USACE, 1997).

The eastern portion of the drainage is characterized by steep, timbered slopes of the Blue Mountains within the Umatilla National Forest. The remainder of the drainage consists of moderate slopes and level terrain. The subbasin is predominantly privately owned, with the majority of the land being used for agriculture (Butcher et al., 2005). Irrigation represents the largest use of surface and groundwater in the subbasin. Alfalfa and wheat are the dominant irrigated crops, followed by orchard crops, grapes, asparagus, beans, onions, and potatoes. Other uses include pasture, urban development, commercial-industrial usage, and forest management. Timber harvest occurs in the subbasin on both private and public land, with a portion of timber land protected from harvest by the U.S. Forest Service to improve watershed health (NWPCC, 2004).

The subbasin hosts vegetation ranging from mesic to xeric, yet historical accounts of the subbasin describe a limited amount of vegetative diversity with bunch grasses dominating the middle portion of the watershed (NWPCC, 2004). However, vegetative conditions in the Walla Walla subbasin have changed in response to land use practices. The most significant changes, as they relate to fish and wildlife conditions, have occurred in the last 150 years. Grazing pressure and development have led to an influx of non-native species and historically extensive riparian zones have been greatly reduced (NWPCC, 2004). Increased surface water withdrawal for agricultural and urban uses has also impacted the capacity of rivers and streams to support salmonid species.

Waterways and Wetlands

Pine Creek is a perennial stream that meanders from south to north through the City of Weston, with approximately 1.6 miles contained within the City limits. Pine Creek originates in the Blue Mountains of northeastern Oregon and flows northwesterly to enter the Walla Walla River before its confluence with the Columbia River upstream of McNary Dam. Pine Creek is approximately 25 miles long and drains a watershed area of approximately 170 square miles. Pine Creek is on the Oregon Department of Environmental Quality (DEQ) 303(d) list of waterbodies that do not meet water quality standards as outlined in the Clean Water Act. Pine Creek is listed for elevated iron, and the Walla Walla River Total Maximum Daily Load study recommended an evaluation of elevated toxaphene levels (chlorinated pesticide) in Pine Creek (DOE, 2014). Several bridges cross Pine Creek throughout the project area. Additional waterbodies located within a two-mile radius of the project area include Hay Creek and Little Dry Creek; however, neither of these waterbodies is within the project area.

The National Wetland Inventory online mapper was consulted for the presence of wetlands in or near the project area (USFWS, 2015a). One small Palustrine Emergent wetland is shown in the northwest corner of the project area (see Figure 2, Wetlands Inventory Map, in Appendix A). This wetland is associated with the City's wastewater lagoons and would not be impacted by future transportation system developments. It should be noted that conditions at the time of the site visit did not allow for visual observation of wetland characteristics along Pine Creek, and it is recommended that a wetland determination be obtained from the Oregon Department of State Lands (DSL) or a qualified wetland specialist for any future projects that cross or are immediately adjacent to Pine Creek.

Floodplains

The Pine Creek waterway bisects the community from north to south and borders Water Street. This waterway has periodic flash-flood issues. Parts of the City closest to Pine Creek are located in the 100-year floodplain. Water Street construction; repair, replacement, or modification of bridges; and access areas to Pine Creek that occur in this area would be subject to regulations associated with construction in the 100-year floodplain (see Figure 3, Floodplain Map, in Appendix A).

Soils and Farmland

A review of the Natural Resources Conservation Service Web Soil Survey database maps indicates the soils in the area are predominantly silt loam mixes (Athena silt loam, Mondovi silt loam, Palouse silt loam, and Waha silty clay loam) (USDA, 2013). The soils within the project area are predominantly classified as farmland of statewide importance, with areas outside but adjacent to the City classified as prime farmland and one unit located in the south part of the City is classified as prime farmland if irrigated. Most of this land is developed and will not require permanent conversion of farmland. The soils map also indicates that the majority of the soils in the project area are "non-hydric," with a small portion to the south of the City containing "predominantly non-hydric" soils. Hydric soils are indicators of potential wetland sites.

Protected Species

Lists of federally protected species for Umatilla County (see Appendix B) were obtained from the U.S. Fish and Wildlife Service (USFWS, 2015b) and the National Marine Fisheries Service (NMFS) databases. The USFWS list indicated that one endangered species (gray wolf), two threatened species (bull trout

and yellow-billed cuckoo), and two candidate species (greater sage grouse and Washington ground squirrel) may occur in this County, and the NMFS list indicated that seven endangered or threatened anadromous salmon and steelhead species utilize the Columbia River and its tributaries. Pine Creek is the closest waterway, traversing the entire project area. According to the StreamNet Mapper, Pine Creek supports only redband trout, which is listed by the State of Oregon as a sensitive/ vulnerable species (StreamNet, 2015) (see Figure 4, StreamNet Fish Distribution Map, in Appendix A).

No Endangered Species Act (ESA)-listed fish species are known to occur in Pine Creek, and the waterways in the project area are not listed as Critical Habitat for bull trout or steelhead. However, the project area is considered Essential Fish Habitat for Chinook salmon (NOAA, 2015). Bill Duke, Oregon Department of Fish and Wildlife (ODFW) fish biologist, was contacted on January 7, 2015, to confirm this, but no response was received.

Yellow-billed cuckoo is unlikely to be present, since the project area does not contain large tracts of dense riparian forest. Gray wolf is also not likely to be present, given the project location within the City of Weston, lack of cover in the area, and surrounding industrial/urban and agricultural lands. Candidate species do not require consultation; however, there is no suitable habitat for greater sage grouse or Washington ground squirrel within the City limits.

A review of the Oregon Biodiversity Information Center database on November 26, 2014, did not reveal the presence of any tracked species within 2 miles of the project corridor (ORBIC, 2014). TSP-related projects are unlikely to impact sensitive or federally-listed species in the area.

Cultural Resources and Historic Properties

The area that is now known as the City of Weston has a long history. According to Catherine Dickson, Archaeologist for the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), oral histories suggest the area was used as a traditional hunting and gathering camp for local tribes. Additionally, the City is located on the Whitman Mission Route of the Oregon Trail. Weston is the second oldest city in Umatilla County; the area was first settled in 1866 and the City was incorporated in 1878. Long-term historic use of this area indicates a high likelihood for cultural resources in the area.

The Oregon Archaeological Records Remote Access database was checked for existing archaeological resources within the vicinity of Weston. No previously recorded archaeological sites or isolates were located. However, no cultural resource surveys have been conducted within the City limits. Three surveys have been conducted in areas directly north of Weston and one to the east. Only one cultural resource was located during these surveys, consisting of an existing portion of an historic railroad to the north of the City's wastewater ponds. It should be noted that due to the lack of archaeological work within the City of Weston, there may be cultural resources present that have not yet been recorded. This is of particular significance in the historic downtown area around Main, Water, and Broad Streets, where there is a high probability for historic-era refuse scatters, concentrated dumps, and sub-surface historic features. Potential impacts to archaeological resources as a result of construction include excavation, sediment disturbance, sediment compaction, and other ground-disturbing construction activities. An examination of historic maps, such as General Land Office and Sanborn maps, should occur, as specific plans and designs are made to ascertain if such work could potentially impact historic archaeological deposits and mitigate for such impacts. Additionally, efforts to identify previous areas of disturbance within proposed work areas should be made so that undisturbed areas may be avoided or investigated for archaeological (pre-contact or historic) materials.

On December 23, 2014, a letter was sent to the Oregon State Historic Preservation Office (SHPO) Archaeologist, Dennis Griffin. A response from Matt Diederich, SHPO Archaeologist, confirmed that no previous cultural resource surveys have been completed in the project area. However, the project area lies within an area generally perceived to have a high probability for possessing archaeological sites and/or buried human remains (see Appendix B).

The CTUIR has also identified potential fisheries and archaeological concerns in the area. A letter was sent to the CTUIR and, on January 13, 2015, a response was received from Catherine Dickson, who requested the TSP include a discussion of any proposed project plans to address archaeological resources beyond an inadvertent discovery plan. This has been addressed in the above section.

The Oregon Historic Sites Database was accessed to check the project area for the presence of historic above-ground structures. One hundred sixty-two historic properties and one historic district exist within the vicinity of the City. Of these properties, 85 are listed as eligible/contributing, 44 as undetermined, 16 as not eligible/non-contributing, 13 as demolished, two as eligible/significant, and two as not eligible/out of period. Thirteen properties and one vacant lot are also listed within the Weston Commercial Historic District (eligible/significant), located on Main Street between Water and Broad Streets (see Figure 5A, Historic Resources Map, and 5B, Historic Resources Map - Kees Cemetery, in Appendix A).

Water Street, a primary focus of the TSP, is bounded by sensitive resources, specifically the Oregon Trail Interpretive Site for the Whitman Mission Route (recent designation), and Isham Saling House (a State Historic Endangered Place). A review of aboveground structures, including contributing features such as stone retaining walls, should be considered before any project is implemented. The Kees and Weston Cemeteries have also been determined as eligible/contributing for inclusion to the National Register of Historic Places. A review of the Oregon Department of Transportation Historic Bridge Field Guide indicates that there are no known historic bridges within the project area (Burrow et al., 2013).

Migratory Birds

The Migratory Bird Treaty Act of 1918 is a federal law implemented to protect migratory birds. The law makes it unlawful to pursue, hunt, take, capture, kill, or sell listed migratory birds without a waiver. Migratory birds seek refuge within trees or on structures such as buildings and bridges. The Act prohibits the removal of all listed species and their parts (feathers, eggs, nests, etc.) from such areas.

The Bald and Golden Eagle Protection Act, as amended, is a similar law that prohibits anyone without a permit from molesting, disturbing, or possessing parts, nests, or eggs of bald and golden eagles. The project area does not contain any known nest sites, suitable perching trees, large water bodies for bald eagle foraging, or open native grasslands for golden eagle foraging. There are no records of bald or golden eagles found within 2 miles of the project area (ORBIC, 2014). It is unlikely that bald or golden eagles would be impacted by the proposed project.

Stormwater Discharge

Any construction on Water Street, near Pine Creek, or other impervious surfaces that have the potential for drainage into waterways or surface water will need to be evaluated for stormwater discharge concerns. Potential impacts of stormwater discharge from construction activities could increase turbidity in Pine Creek and impact aquatic life. The DEQ regulates construction stormwater discharge and could require a National Pollutant Discharge Elimination System (NPDES) 1200-C Construction

Stormwater Permit if there is potential for stormwater to discharge to surface water and more than one acre of land is disturbed. Any expansion of impervious surfaces may require a post-construction stormwater plan.

Parks, Green Spaces, and Natural Areas

There are two parks in the City: Memorial Wall/Fountain Park and Elliott Park. Water Street, a primary focus of the TSP, is bounded by the parks with Memorial Wall/Fountain Park on the west side and Elliott Park on the east side of Water Street. Other green spaces in the City include the sports playing field located next to Weston Middle School at the corner of East Wallace and South Hill Streets (see Figure 6, Parks, Green Spaces, and Natural Areas, in Appendix A).

Any construction of regional bicycle and pedestrian circulation linkages to Kees Cemetery, Weston Cemetery, and the City of Athena could expand access to green spaces and may require managing visual impacts during construction. Increased capacity should be considered in the planning effort for projects that increase park use.

Hazardous Materials

A search of the DEQ Underground Storage Tank (UST) List indicated there are nine sites with USTs in Weston. The nine sites contain a total of 25 tanks. Of the 25 tanks, five are active and 20 are decommissioned. Two decommissioned tanks are located at 101 Water Street at a facility called Weston Garage, two decommissioned tanks are located at 301 Water Street at a facility owned by the City of Weston, and three active tanks are located at Suzi's Handy Mart at 211 North Water Street. All other tanks are located outside of the project area. A search of the DEQ Leaking Underground Storage Tank (LUST) List indicated seven tanks located in or near Weston. Of the seven tanks, four are located within the project area. Information about the LUST sites is listed below.

Log Number	Facility ID	Site Name	Address	City	ZIP	County
30-02-1195		ODOT-Langdon Lake-ROW	MP 19.79 Weston-Elgin Hwy	Weston	97886	Umatilla
30-97-0033	8734	OR State Hwy 5-12 - Weston Mt Sand Shed	MP 10.57 Hwy 204	Weston	97886	Umatilla
30-90-0028	5671	Smith Frozen Foods, Inc.	Depot Street, P.O. Box 68	Weston	97886	Umatilla
30-92-0225	5671	Smith Frozen Foods, Inc.	Depot Street, P.O. Box 68	Weston	97886	Umatilla
30-96-0026	8931	Tollgate Shopping Center	Rt 1 Box 77	Weston	97886	Umatilla
30-00-0012	1389	Weston Garage	101 Water Street	Weston	97886	Umatilla
30-02-0916		Heating Oil Tank	103 2nd Street	Weston	97886	Umatilla

A search of the Environmental Protection Agency's Envirofacts database yielded two results for the City of Weston:

- Lamb Weston Incorporated (Conditionally Exempt Small Generator). The site is located on Depot Street. No issues of concern/violations are listed for this site.
- Smith Frozen Foods (Conditionally Exempt Small Generator, reporting Ammonia [transfer to other sites, and released into the air] in the toxic release database). Smith Frozen Foods is located on Depot Street and Key Road. No issues of concern/violations are listed for this site.

A search of the DEQ Environmental Cleanup Site Information (ECSI) database yielded two sites for the City of Weston:

- Ideal Cleaners (Site ID 3204), a former dry cleaner that was put on the list for tracking purposes and is listed by DEQ as "site screening recommended." This site is located on Main Street. No issues of concern are listed for the site.
- Weston Disposal Site (Site ID 4245) is a former solid waste landfill listed as closed June 1, 1986. It is listed by the DEQ as "site screening recommended." No issues of concern are listed for the site and the site is outside of the project area.

Permits

No impacts to wetlands or federally-listed species are anticipated by any future projects associated with the updated TSP, if contained to the project area. Pine Creek is under the jurisdiction of the DSL and the U.S. Army Corps of Engineers (USACE). Any work occurring within the ordinary high water elevations (OHWE) of Pine Creek could require permits from the USACE, DEQ, and DSL. Fish passage guidelines should be addressed for any jurisdictional waterway crossings. The preferred in-water work window designated by ODFW for this reach of Pine Creek is July 1 through October 31, and all in-water work should take place within this period.

NPDES permits are required for stormwater discharges to surface waters from construction, if stormwater from rain or snowmelt leaves the construction site through a "point source" and reaches surface waters either directly or through storm drainage. General permits apply to construction activities including clearing, grading, excavating, materials or equipment staging, and stockpiling that will disturb one or more acres of land. An NPDES 1200-C Construction Stormwater Permit may be required if the proposed project will impact more than one acre of land and stormwater has the potential to enter surface water. NPDES permits are issued by the DEQ.

If there is a federal nexus associated with the project (i.e., federal funding, federal permit, federal land, etc.), the project may need to meet the requirements of the National Environmental Policy Act, as well as other federal regulations.

Conclusion

Based on this ER for the Weston TSP, the following recommendations should be considered in project planning:

Waterways and Wetlands

- Pine Creek is considered a "Water of the State/United States" and is, therefore, under the jurisdiction of the USACE and DSL. Consult with the USACE and DSL representatives before construction of projects near or within Pine Creek. Any work below the OHWE or constructed over the water could require a Removal/Fill Permit from the DSL, a 404 Clean Water Act Permit from the USACE, and 401 Water Quality Certification from the DEQ.
- Fish passage criteria will need to be met for any work within jurisdictional waterways.
- All work within waterways should be performed within the ODFW recommended in-water work period of July 1 through October 31.
- A wetland determination along the Pine Creek is recommended prior to designing any future projects.
- A hydraulic flow analysis should be completed for any bridge upgrade or replacement to assess flow capacity.

Floodplains

Any work occurring in the sections of the City located in the 100-year floodplain will require special considerations for project elements including utility lines. All Federal Emergency Management Agency floodplain development regulations should be followed, and local and state agencies should be queried for requirements regarding development in the floodplain. Obtaining federal funding for projects that impact the 100-year floodplain may require an enhanced environmental analysis. A hydraulic flow analysis should be completed for any bridge upgrade or replacement to reduce potential flood impacts to the City of Weston.

Depending on the scope of future projects, a Floodplain Development Permit may be required for work on streets within the 100-year floodplain of Pine Creek.

Soils and Farmland

If any transportation system improvements are located in an exclusive farm use area, a Conditional Land Use permit may be required, and if improvements take place in Conservation Reserve Program land, a waiver would be required. Additionally, if there is a federal nexus, conversion of farmland must comply with the guidelines of the Farmland Protection Policy Act.

Protected Species:

- No rare or federally-listed plants occur in the project area; therefore, no rare plant survey will be required.
- No federally-listed species occur within the project area.
- If there is a federal nexus, the project may need to meet the requirement of Section 7 of the ESA.
- A hydraulic flow analysis should be completed for any bridge upgrade or replacement to ensure fish passage and proper stream function.

Migratory Birds:

- No impacts to migratory birds are anticipated.

Cultural Resources and Historic Properties:

- Due to the lack of archaeological work within the City, potential impacts to cultural resources are unknown; however, the project area lies within an area generally perceived to have a high probability for possessing archaeological sites and/or buried human remains. In addition, there are a large number of historical sites within the project area. AP recommends consultation with SHPO, the CTUIR, and the Weston Historic Landmark Commission in the development of future construction projects.
- Any construction near Kees Cemetery and Weston Cemetery could potentially disturb cultural or historical resources, and designs should incorporate avoidance or mitigation strategies in these areas.
- Design plans should take into account possible cultural resources as indicated on historic maps and should incorporate avoidance or mitigation strategies in these areas.
- Identification of previous areas of disturbance within proposed work areas should take place so that potentially undisturbed areas may be avoided or investigated for archaeological materials.
- Development of an Inadvertent Discovery Plan is recommended before construction.
- If cultural resources are discovered during construction, all work will halt and SHPO and the CTUIR will be notified.
- If there is a federal nexus, the project will need to meet the requirement of Section 106 of the National Historic Preservation Act.

Stormwater:

- An NPDES 1200-C Construction Stormwater Permit may be required, if construction disturbs more than one acre of land and has the potential to discharge to Pine Creek or other surface waters.
- Impacts to aquatic species must be minimized by implementing erosion control measures, managing stormwater discharge, preparing a spill prevention plan, and using clean and well-maintained construction equipment. Best management practices should be applied to all construction activities.
- Any expansion to impervious surfaces may require a post-construction stormwater plan.

Parks, Green Spaces, Natural Areas

- No impacts to parks are anticipated other than expanded use and connectivity.
- AP recommends consulting with the Weston Parks and Recreation Commission and the Umatilla County Department of Land Use Planning in the development of future plans that may impact parks, green spaces, or natural areas.
- If Federal Highway Administration funds are used for any project that will impact land in publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites, the project must comply with Section 4(f) of the Department of Transportation Act.

- Section 6(f) of the Land and Water Conservation Fund (LWCF) Act prohibits the conversion of property acquired or developed with LWCF grant money to non-recreational purposes without the permission of the National Park Service. AP recommends consulting with the National Park Service before converting any property that may have been acquired or developed with LWCF grant money.

Hazardous Materials

Of the four locations in the City of Weston found on the DEQ LUST List, all four are listed with completed cleanup dates ranging from 1991 through 2006. One of these cleanup locations was the Weston Garage located at 101 Water Street. Two USTs were decommissioned at this site. Other databases were searched and no significant issues of concern were noted. As the TSP progresses, should any development be located on the two ECSI sites, a site screening is recommended by the DEQ.

Summary

This cursory environmental assessment identifies issues to consider when planning projects identified by this TSP, including the build-out of Water Street, footbridges, and Weston-Athena multimodal connectivity. The primary considerations for this work should be evaluating impacts to cultural resources, determining if wetlands are associated with Pine Creek, permitting actions in waterways (Pine Creek), avoiding impacts to floodplains, and evaluating impacts in specially zoned areas (farmlands). If these concerns are mitigated, it is anticipated that any projects identified by the TSP will have little impact on natural resources; however, if the scope of work or project area changes, an additional review should be conducted.

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LLP/jg

Enclosures

APPENDIX A

Figures



U.S. Fish and Wildlife Service

National Wetlands Inventory

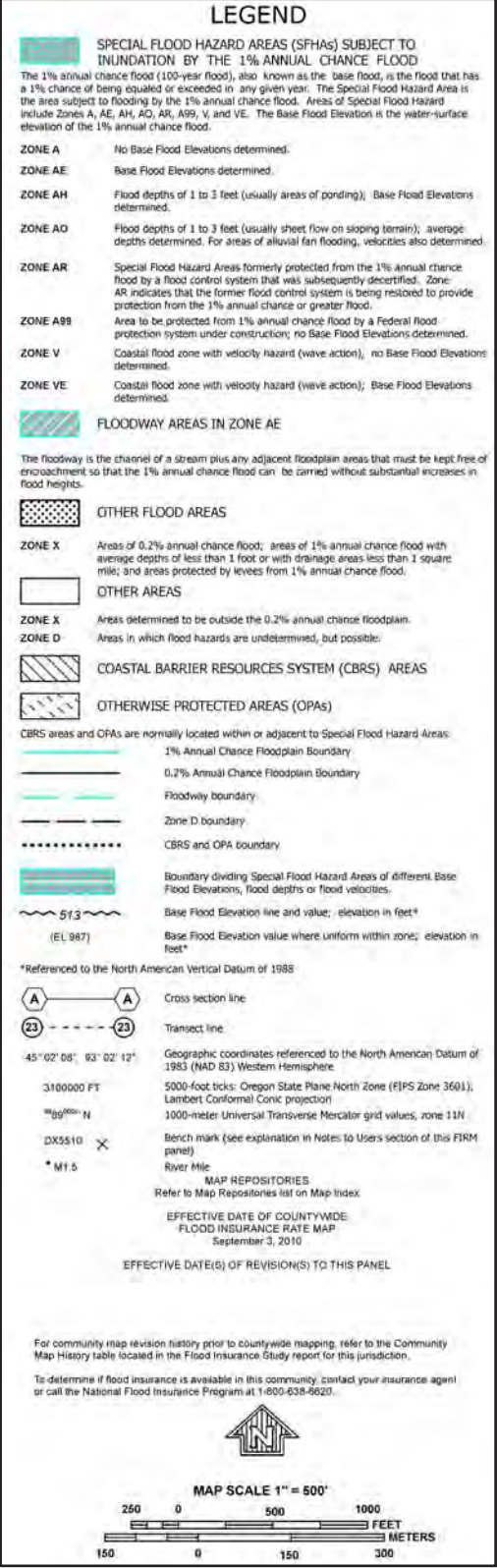
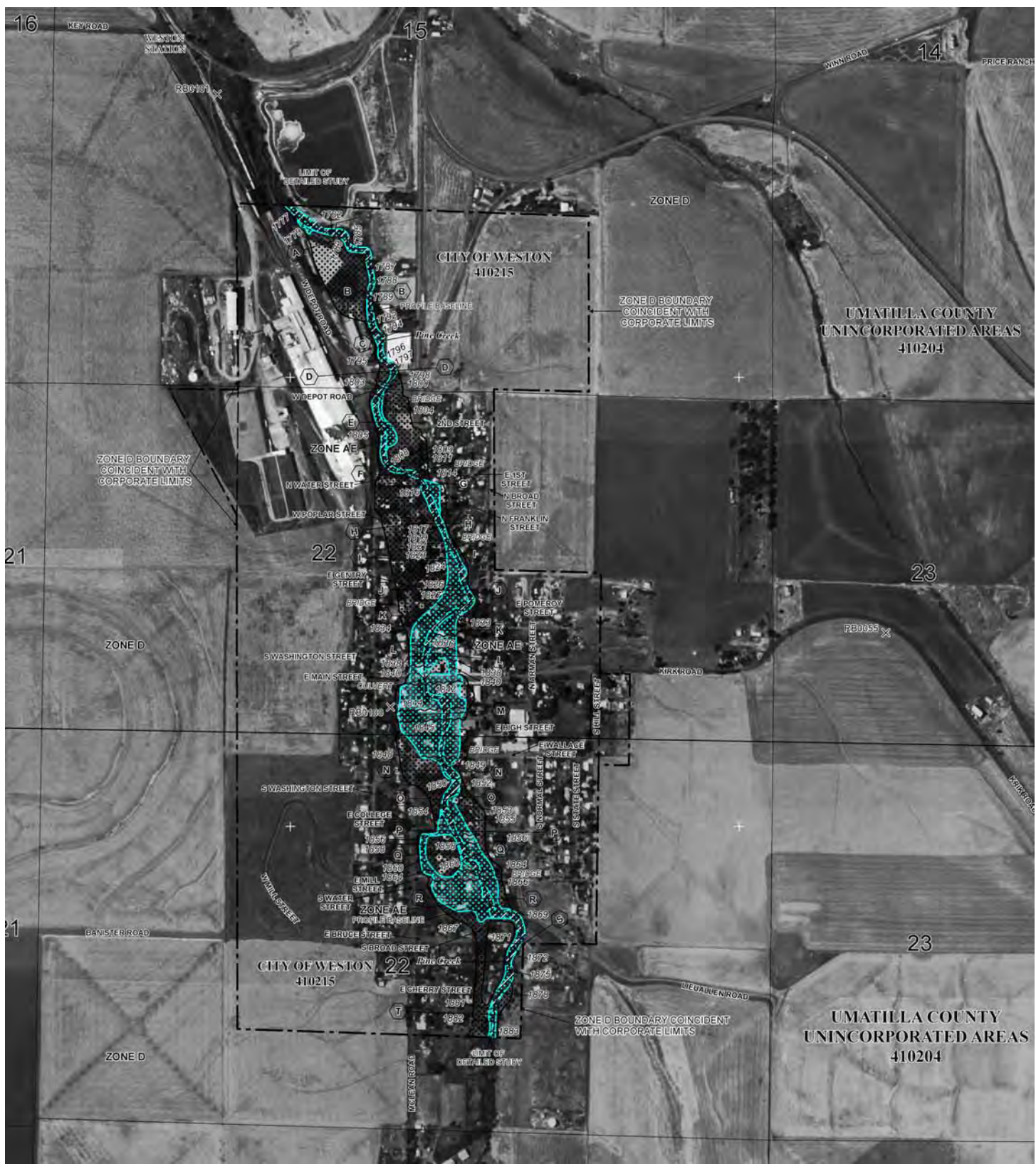
Jan 5, 2014



Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



MAP INFORMATION OBTAINED FROM:
FLOOD INSURANCE RATE MAP (FIRM)
MAP NUMBERS 41059C0758G AND 41059C0766G
UMATILLA COUNTY, OREGON AND
INCORPORATED AREAS - SEPTEMBER 3, 2010

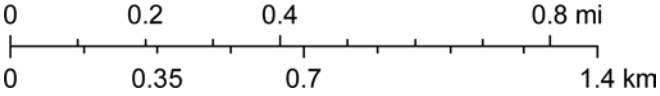


- Redband Trout**
- Foraging
 - Migration only
 - Nodal (adult residence)
 - Rearing and migration
 - Spawning and rearing
- Year-round use
- Unknown

MAP OBTAINED FROM STREAMNET MAPPER:

Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

web user
StreamNet, Pacific States Marine Fisheries Commission

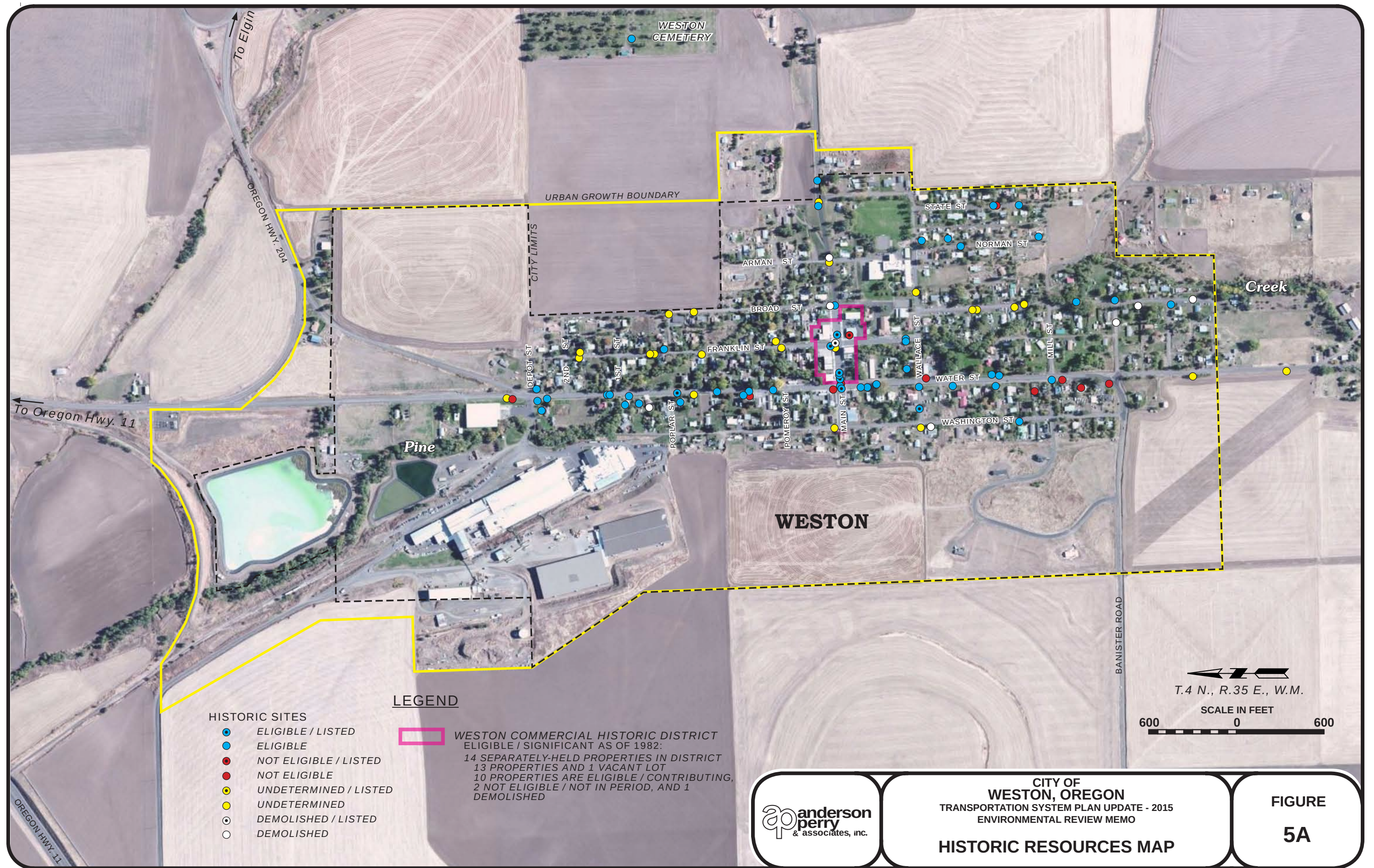


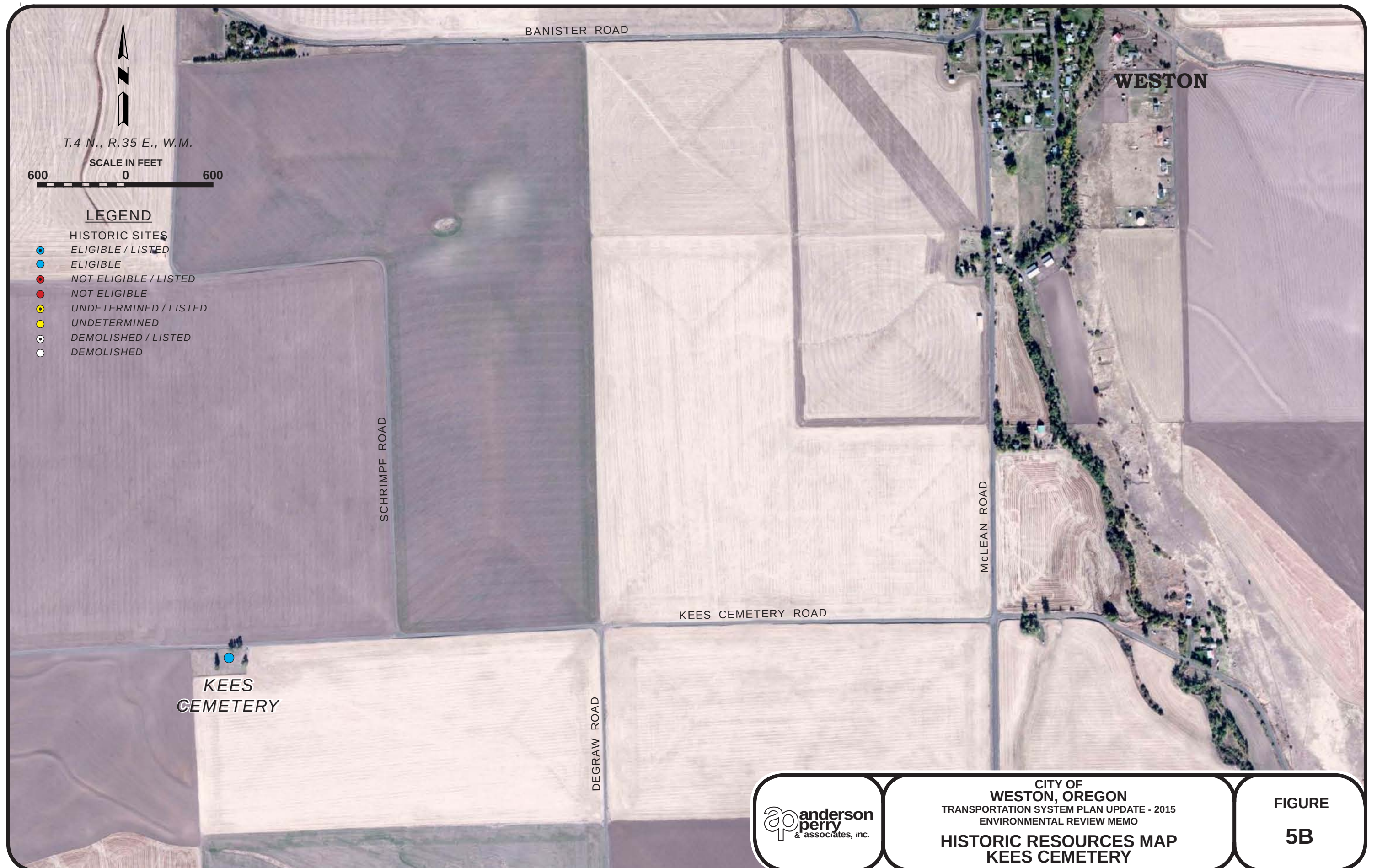
**anderson
perry**
& associates, inc.

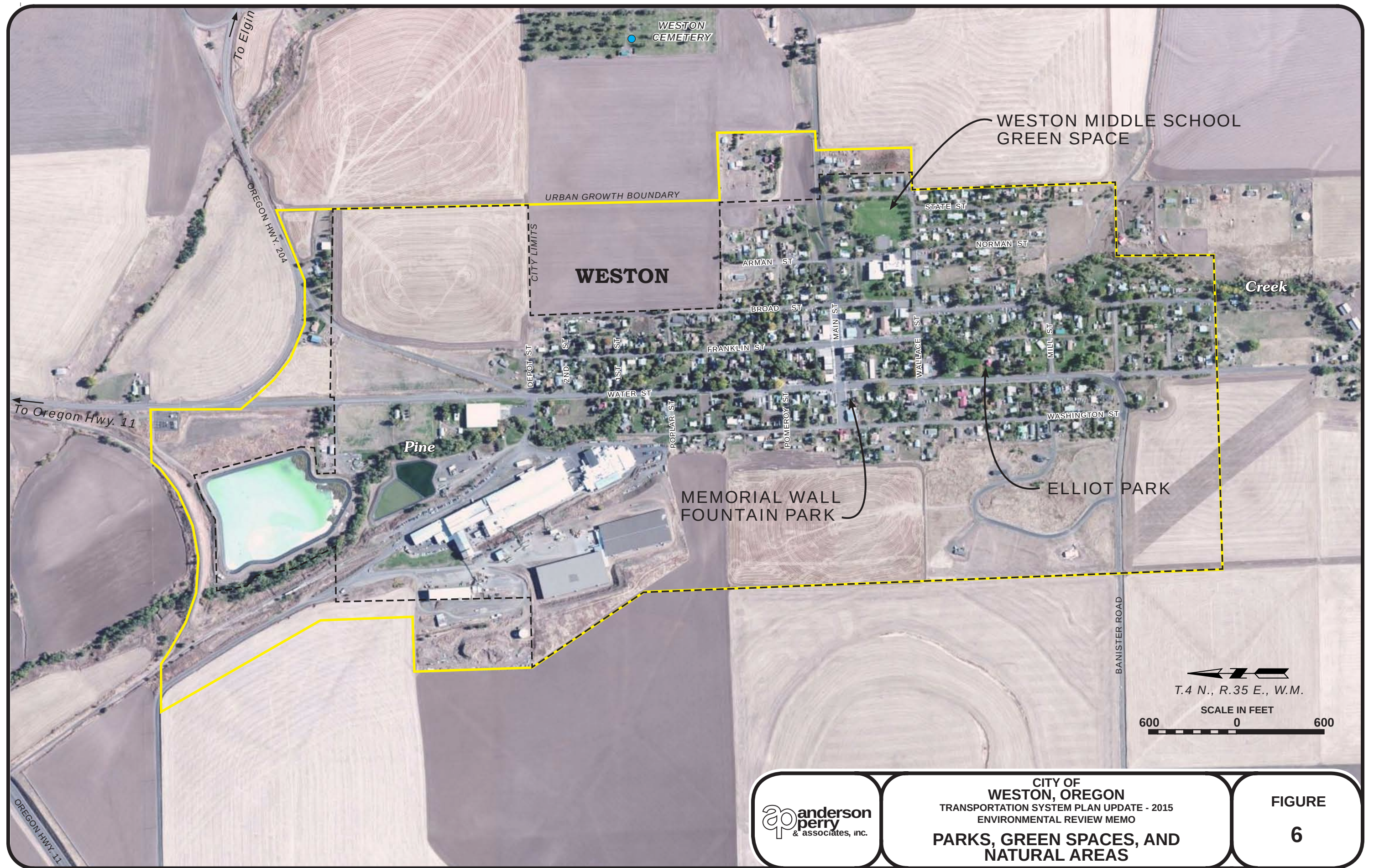
**CITY OF
WESTON, OREGON**
TRANSPORTATION SYSTEM PLAN UPDATE - 2015
ENVIRONMENTAL REVIEW MEMO

STREAMNET FISH DISTRIBUTION MAP

**FIGURE
4**







APPENDIX B

Letters and Documentation

January 5, 2015

Catherine Dickson, Principal Investigator
Confederated Tribes of the Umatilla Indian Reservation
46411 Timine Way
Pendleton, Oregon 97801

RE: City of Weston, Oregon - Transportation System Plan Update

Dear Catherine:

The City of Weston (City) is in the process of updating their Transportation System Plan (TSP) and is conducting an Environmental Review of the proposed project area. Anderson Perry & Associates, Inc., (AP) has been contracted to provide the City with this Environmental Review, part of which includes assessing existing cultural or historic resources within the City (see Figure 1, Location and Vicinity Maps). The City received funding from the Oregon Department of Transportation for assessing improvements to their TSP.

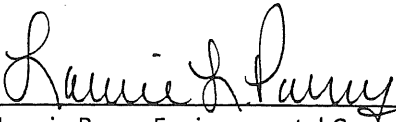
Updates to the TSP will include proposed sidewalk and road improvements, as well as improvements to road utilities. As such, recommended work would be limited to the road system and areas immediately adjacent to the existing roads.

While there are no specific projects slated at this time, AP is requesting the assistance of your office to identify any concerns regarding cultural or other resources important to the Confederated Tribes of the Umatilla Indian Reservation that are located within the City limits of Weston. Please provide your recommendations to mitigate or avoid potential impacts to cultural resources that may be affected.

We would appreciate a response from your agency within 30 days. If you need additional information or wish to discuss the project, please contact me at (541) 963-8309 or e-mail lperry@andersonperry.com.

Sincerely,

ANDERSON PERRY & ASSOCIATES, INC.

By 
Laurie Parry, Environmental Compliance

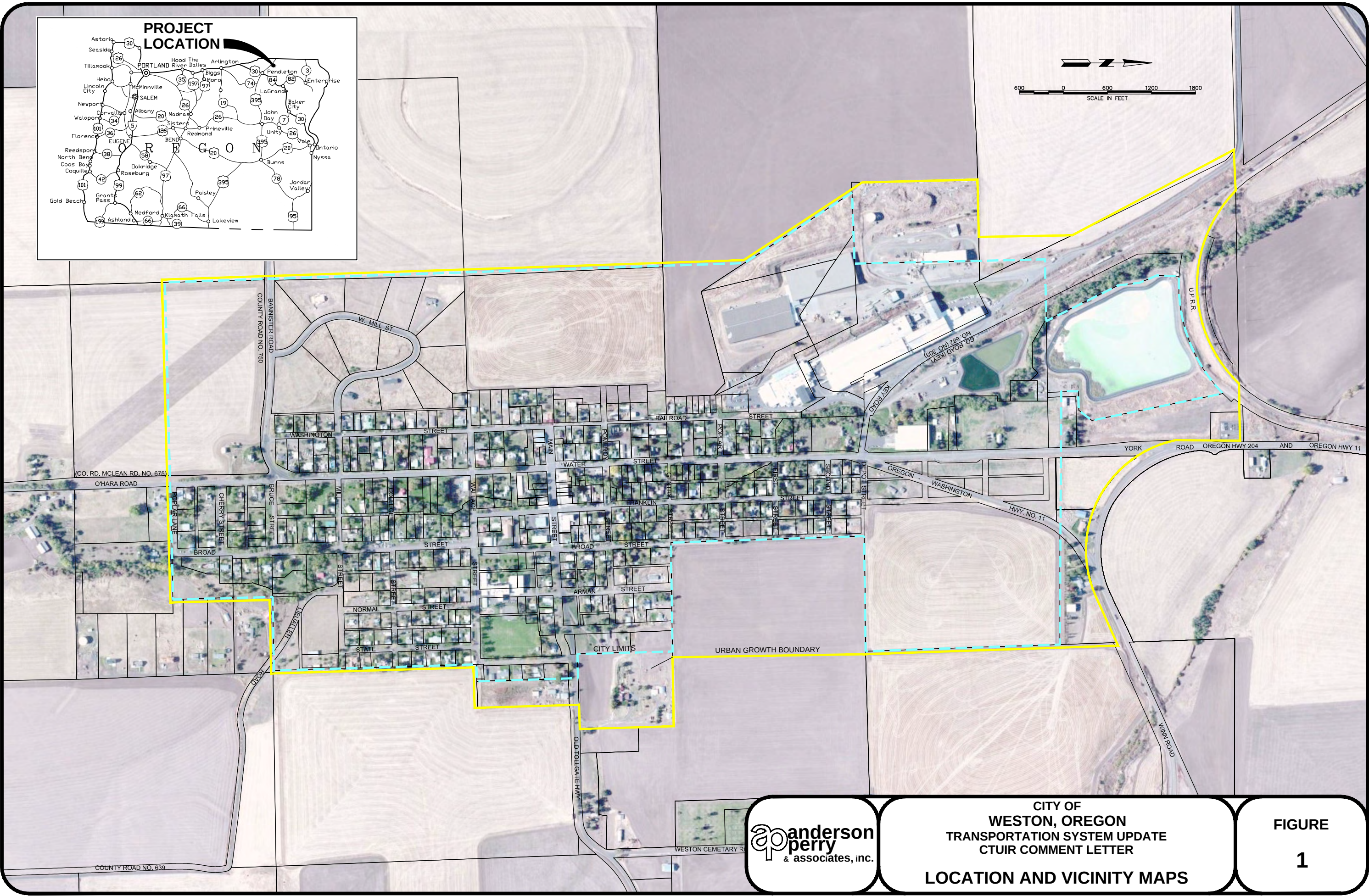
LP/cw

Enclosure: Figure 1

cc: Stephanie O'Brien, AP (w/o encl.)
cw File No. 845-48-107 (w/encl.)

G:\Clients\Weston\Roads\845-48\Correspondence\Dickson-TSP Update.doc

S:\WESTON\845-48 Transportation System Plan Update\loc vicinity map.dwg, ctuir trans sys map, 1/13/2015 2:31:24 PM, rasmussen



Laurie Parry

From: Catherine Dickson <CatherineDickson@ctuir.org>
Sent: Tuesday, January 13, 2015 4:35 PM
To: Stephanie O'Brien
Cc: Laurie Parry
Subject: RE: Weston TSP Scoping Letter

Stephanie,

It looks like there has been no cultural resource work done in Weston. Oral histories suggest it was a hunting/gathering camp. I'd want the plan to include a discussion of how Weston will determine how to address archaeological resources. This might include documentation of disturbed areas, including depth of disturbance. Sanborns, as built drawings, etc. could be included. I won't be happy if the plan just says we don't know what's there so we're assuming there's nothing but will stop work if the construction workers identify a site during construction.

-Catherine

From: Stephanie O'Brien [<mailto:sobrien@andersonperry.com>]
Sent: Tuesday, January 13, 2015 2:39 PM
To: Catherine Dickson
Cc: Laurie Parry
Subject: Weston TSP Scoping Letter

Good afternoon Catherine,

We are currently wrapping up the Weston Transportation System Plan Environmental Review Memo and wanted to check in and see if you had comments regarding the project. We sent you a letter on January 6th detailing the project (*see attachment*) and have not yet heard back. Apologies for the very late notice, but we are attempting to wrap up the ER memo today due to deadline constraints and so we wanted see if you'd had a chance to look at this project and had any concerns or comments. Additionally, comments are welcome up through the 30-day period, though any received after today will not be included in the memo. Feel free to call me at the number below to discuss any comments you may have.

Thank you,
Stephanie

Stephanie O'Brien
Project Archaeologist
Anderson Perry & Assoc, Inc.
1901 N Fir St
La Grande, OR 97850
541-963-8309 phone
818-634-9432 cell
sobrien@andersonperry.com
www.andersonperry.com

The opinions expressed by the author are his or her own and are not necessarily those of the Confederated Tribes of the Umatilla Indian Reservation. The information, contents and attachments in this email are Confidential and Private.

December 23, 2014

Dennis Griffin, State Archaeologist
Oregon Parks and Recreation Department
State Historic Preservation Office
725 Summer Street N.E., Suite C
Salem, Oregon 97301

RE: City of Weston - Transportation System Plan Update

Dear Dennis:

The City of Weston (City) is in the process of updating their Transportation System Plan (TSP) and is conducting an Environmental Review of the proposed project area. Anderson Perry & Associates, Inc., (AP) has been contracted to provide the City with this Environmental Review, part of which includes assessing existing cultural or historic resources within the City (see Figure 1, Location and Vicinity Maps). The City received funding from the Oregon Department of Transportation for assessing improvements to their TSP.

Updates to the TSP will include sidewalk and road improvements, as well as improvements to road utilities. As such, recommended work would be limited to the road system and areas immediately adjacent to the road.

While there are no specific projects slated at this time, AP is requesting the assistance of your office to identify historic and archaeological sites that could be affected by future projects. Please provide any recommendations you have to mitigate or avoid areas that are of cultural or historical importance.

We would appreciate a response from your agency within 30 days. If you need additional information or wish to discuss the project, please contact me at (541) 963-8309 or by e-mail at lperry@andersonperry.com.

Sincerely,

ANDERSON PERRY & ASSOCIATES, INC.

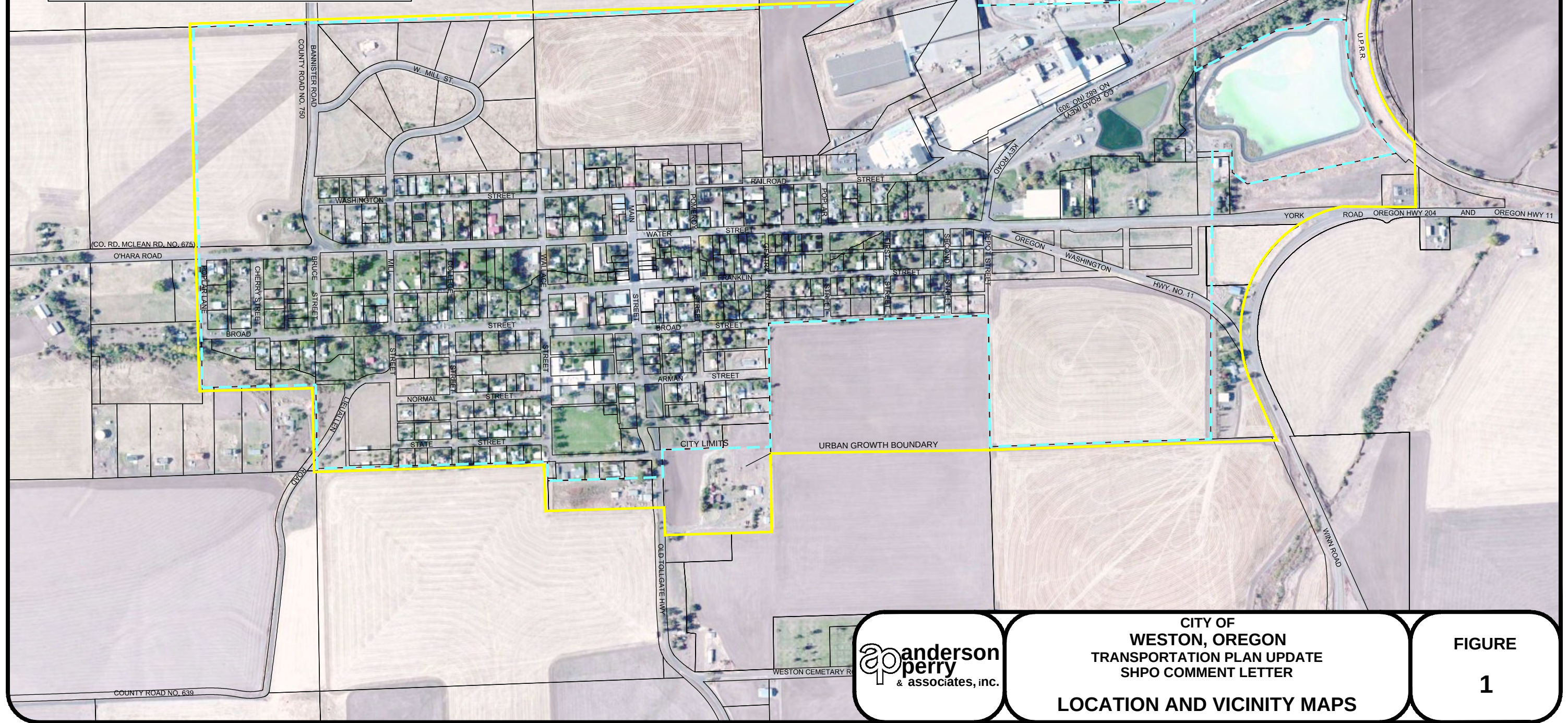
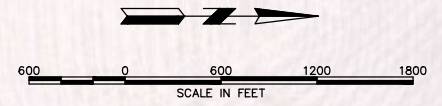
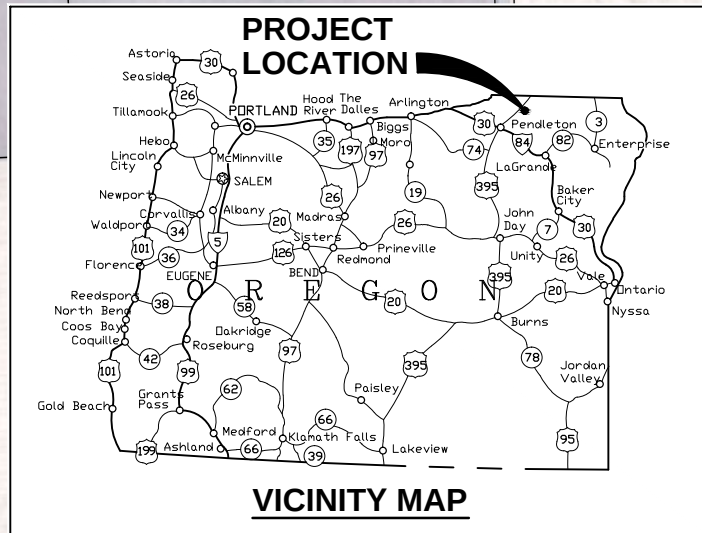
By *Laurie L. Parry*
Laurie Parry, Environmental Compliance

LP/dl

Enclosure: Figure 1

cc: File No. 845-48-107 (w/o encl.)

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CITY OF
WESTON, OREGON
TRANSPORTATION PLAN UPDATE
SHPO COMMENT LETTER
LOCATION AND VICINITY MAPS

FIGURE
1



Oregon

John A. Kitzhaber, MD, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE, Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org

January 12, 2015

Ms. Laurie L. Parry
Anderson Perry & Associates
1901 N. Fir Street
La Grande, OR 97850



RE: SHPO Case No. 14-2106

City of Weston Transportation System Plan
APE, Roads and Walks Improvements
4N 35E 22, 15, Weston, Umatilla County

Dear Ms. Parry:

Our office recently received a request to review your application for the project referenced above. In checking our statewide archaeological database, it appears that there have been no previous surveys completed near the proposed project area. However, the project area lies within an area generally perceived to have a high probability for possessing archaeological sites and/or buried human remains.

In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law (ORS 358.905 and ORS 97.74) archaeological sites, objects and human remains are protected on both state public and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until a professional archaeologist can evaluate the discovery. If you have not already done so, be sure to consult with all appropriate Indian tribes regarding your proposed project. If the project has a federal nexus (i.e., federal funding, permitting, or oversight) please coordinate with the appropriate lead federal agency representative regarding compliance with Section 106 of the National Historic Preservation Act (NHPA).

If you have any questions about the above comments or would like additional information, please feel free to contact our office at your convenience. In order to help us track your project accurately, please reference the SHPO case number above in all correspondence.

Sincerely,

Matt Diederich, MAIS

SHPO Archaeologist

(503) 986-0577

Matthew.Diederich@oregon.gov



U.S. Fish and Wildlife Service

Trust Resources List

This resource list is to be used for planning purposes only — it is not an official species list.

Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:

Oregon Fish and Wildlife Office
2600 SOUTHEAST 98TH AVENUE, SUITE 100
PORTLAND, OR 97266
(503) 231-6179
<http://www.fws.gov/oregonfwo/Species/Lists/RequestList.asp>

Project Name:

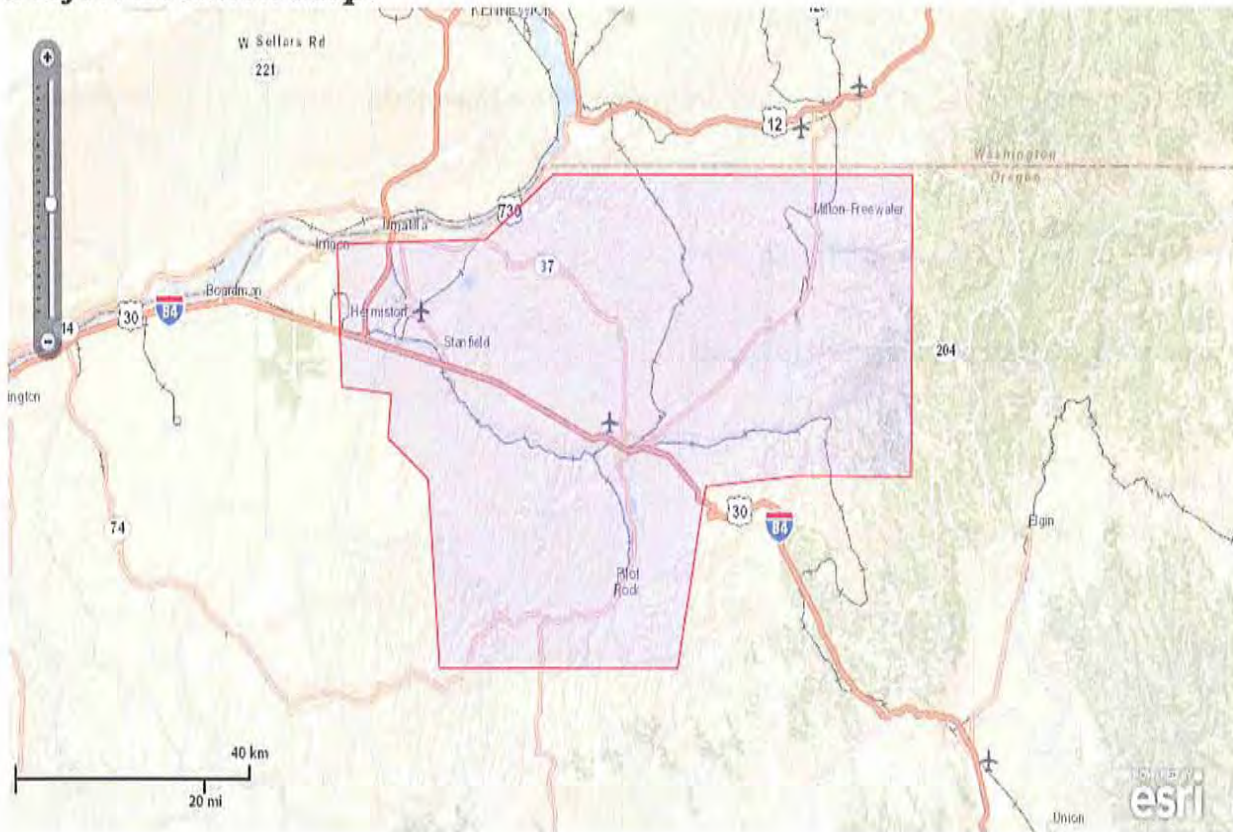
Umatilla Co. - Weston ER Memo



U.S. Fish and Wildlife Service

Trust Resources List

Project Location Map:



Project Counties:

Morrow, OR | Umatilla, OR

Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):

MULTIPOLYGON (((-119.4441567 45.9067477, -119.1131312 45.9122747, -118.9634425 45.9896145, -118.1724269 45.9888035, -118.176578 45.6299084, -118.4278903 45.6308687, -118.6283907 45.6183832, -118.6917681 45.3999197, -119.2202792 45.400884, -119.2436563 45.6270185, -119.3329202 45.6759764, -119.3246804 45.7287262, -119.4345437 45.7363948, -119.4441567 45.9067477)))

Project Type:

Guidance



Trust Resources List

Endangered Species Act Species List ([USFWS Endangered Species Program](#))

There are a total of 5 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fishes may appear on the species list because a project could cause downstream effects on the species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section below for critical habitat that lies within your project area. Please contact the designated FWS office if you have questions.

Species that should be considered in an effects analysis for your project:

Birds	Status		Has Critical Habitat	Contact
Greater sage-grouse (<i>Centrocercus urophasianus</i>) Population: Columbia basin DPS	Candidate	species info		Oregon Fish And Wildlife Office
Yellow-Billed Cuckoo (<i>Coccyzus americanus</i>) Population: Western U.S. DPS	Threatened	species info	Proposed critical habitat	Oregon Fish And Wildlife Office
Fishes				
Bull Trout (<i>Salvelinus confluentus</i>) Population: U.S.A., conterminous, lower 48 states	Threatened	species info	Final designated critical habitat	Oregon Fish And Wildlife Office
Mammals				
Gray wolf (<i>Canis lupus</i>) Population: U.S.A.: All of AL, AR, CA, CO, CT, DE, FL, GA, KS, KY, LA, MA, MD, ME, MO, MS, NC, NE, NH, NJ, NV, NY, OK, PA, RI, SC, TN, TX, VA, VT and WV; and portions of AZ, IA, IN, IL, ND, NM, OH, OR, SD, UT, and WA. Mexico.	Endangered	species info		Oregon Fish And Wildlife Office
Washington ground squirrel (<i>Uroditellus washingtoni</i>)	Candidate	species info		Oregon Fish And Wildlife Office



U.S. Fish and Wildlife Service

Trust Resources List

Critical habitats within your project area: [\(View all critical habitats within your project area on one map\)](#)

The following critical habitats lie fully or partially within your project area.

Fishes	Critical Habitat Type
Bull Trout (<i>Salvelinus confluentus</i>) Population: U.S.A., conterminous, lower 48 states	Final designated critical habitat
steelhead (<i>Oncorhynchus (=salmo) mykiss</i>) Population: Middle Columbia River DPS	Final designated critical habitat

FWS National Wildlife Refuges ([USFWS National Wildlife Refuges Program](#)).

There are 3 refuges in your refuge list

Cold Springs National Wildlife Refuge (541) 922-4661 C/O MID-COLUMBIA RIVER NWR COMPLEX 64 MAPLE STREET BURBANK, WA99323	refuge profile
Mckay Creek National Wildlife Refuge (541) 922-4661 C/O MID-COLUMBIA RIVER NWR COMPLEX 64 MAPLE STREET BURBANK, WA99323	refuge profile
Mcnary National Wildlife Refuge (509) 546-8300 C/O MID-COLUMBIA NWR COMPLEX 64 MAPLE STREET BURBANK, WA99323	refuge profile

FWS Migratory Birds ([USFWS Migratory Bird Program](#)).

The protection of birds is regulated by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). The MBTA has no provision for allowing take of migratory birds that may be



Trust Resources List

unintentionally killed or injured by otherwise lawful activities. For more information regarding these Acts see: <http://www.fws.gov/migratorybirds/RegulationsandPolicies.html>.

All project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project. To meet these conservation obligations, proponents should identify potential or existing project-related impacts to migratory birds and their habitat and develop and implement conservation measures that avoid, minimize, or compensate for these impacts. The Service's Birds of Conservation Concern (2008) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

For information about Birds of Conservation Concern, go to:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html>.

To search and view summaries of year-round bird occurrence data within your project area, go to the Avian Knowledge Network Histogram Tool links in the Bird Conservation Tools section at: <http://www.fws.gov/migratorybirds/CCMB2.htm>.

For information about conservation measures that help avoid or minimize impacts to birds, please visit:

<http://www.fws.gov/migratorybirds/CCMB2.htm>.

Migratory birds of concern that may be affected by your project:

There are **21** birds on your Migratory birds of concern list. The underlying data layers used to generate the migratory bird list of concern will continue to be updated regularly as new and better information is obtained. User feedback is one method of identifying any needed improvements. Therefore, users are encouraged to submit comments about any questions regarding species ranges (e.g., a bird on the USFWS BCC list you know does not occur in the specified location appears on the list, or a BCC species that you know does occur there is not appearing on the list). Comments should be sent to [the ECOS Help Desk](#).

Species Name	Bird of Conservation Concern (BCC)	Species Profile	Seasonal Occurrence in Project Area
Bald eagle (<i>Haliaeetus leucocephalus</i>)	Yes	species info	Year-round
Brewer's Sparrow (<i>Spizella breweri</i>)	Yes	species info	Breeding
Calliope Hummingbird (<i>Stellula calliope</i>)	Yes	species info	Breeding
Cassin's Finch (<i>Carpodacus cassinii</i>)	Yes	species info	Year-round



Trust Resources List

Eared Grebe (<i>Podiceps nigricollis</i>)	Yes	species info	Breeding
Ferruginous hawk (<i>Buteo regalis</i>)	Yes	species info	Breeding
Flammulated owl (<i>Otus flammeolus</i>)	Yes	species info	Breeding
Fox Sparrow (<i>Passerella liaca</i>)	Yes	species info	Breeding
Green-tailed Towhee (<i>Pipilo chlorurus</i>)	Yes	species info	Breeding
Lewis's Woodpecker (<i>Melanerpes lewis</i>)	Yes	species info	Breeding
Loggerhead Shrike (<i>Lanius ludovicianus</i>)	Yes	species info	Breeding
Long-Billed curlew (<i>Numenius americanus</i>)	Yes	species info	Breeding
Olive-Sided flycatcher (<i>Contopus cooperi</i>)	Yes	species info	Breeding
Peregrine Falcon (<i>Falco peregrinus</i>)	Yes	species info	Breeding
Rufous hummingbird (<i>selasphorus rufus</i>)	Yes	species info	Breeding
Sage Thrasher (<i>Oreoscoptes montanus</i>)	Yes	species info	Breeding
Short-eared Owl (<i>Asio flammeus</i>)	Yes	species info	Year-round
Swainson's hawk (<i>Buteo swainsoni</i>)	Yes	species info	Breeding
White-headed Woodpecker (<i>Picoides albolarvatus</i>)	Yes	species info	Year-round
Williamson's Sapsucker (<i>Sphyrapicus thyroideus</i>)	Yes	species info	Breeding
Willow Flycatcher (<i>Empidonax traillii</i>)	Yes	species info	Breeding



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NWI Wetlands ([USFWS National Wetlands Inventory](#)).

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

Data Limitations, Exclusions and Precautions

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery and/or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Exclusions - Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Precautions - Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the



U.S. Fish and Wildlife Service

Trust Resources List

advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

The following wetland types intersect your project area in one or more locations:

Wetland Types	NWI Classification Code	Total Acres
Freshwater Emergent Wetland	PEM1/UBF	33.9187
Freshwater Emergent Wetland	PEM/SS1C	4.9327
Freshwater Emergent Wetland	PEMCh	10.2372
Freshwater Emergent Wetland	PEMAx	3.2337
Freshwater Emergent Wetland	PEM1AH	1.291
Freshwater Emergent Wetland	PEM1/UBFx	1.2137
Freshwater Emergent Wetland	PEMF	3.0724
Freshwater Emergent Wetland	PEMA	107.3532
Freshwater Emergent Wetland	PEMC	68.169
Freshwater Emergent Wetland	PEMB	1.4695
Freshwater Emergent Wetland	PEM1Fd	63.4252
Freshwater Emergent Wetland	PEMAh	1.7474
Freshwater Emergent Wetland	PEM1Fh	0.2834
Freshwater Emergent Wetland	PEM1/USC	1.4615
Freshwater Emergent Wetland	PEM1F	59.8443
Freshwater Emergent Wetland	PEM/FO1C	2.7467
Freshwater Emergent Wetland	PEM1C	362.4284
Freshwater Emergent Wetland	PEM1A	35.4986
Freshwater Emergent Wetland	PEMKx	2.0284
Freshwater Emergent Wetland	PEMCx	15.8357
Freshwater Emergent Wetland	PEM1Ch	6.3741
Freshwater Emergent Wetland	PEM1Cd	102.3761



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Freshwater Forested/Shrub Wetland	PSS1Ch	0.9233
Freshwater Forested/Shrub Wetland	PFOA	226.3549
Freshwater Forested/Shrub Wetland	PFOC	67.1456
Freshwater Forested/Shrub Wetland	PFOCh	3.645
Freshwater Forested/Shrub Wetland	PSSCh	42.2894
Freshwater Forested/Shrub Wetland	PFO1/UBFH	59.1804
Freshwater Forested/Shrub Wetland	PSSAx	0.6702
Freshwater Forested/Shrub Wetland	PFO/EM1C	32.5989
Freshwater Forested/Shrub Wetland	PSSA	70.624
Freshwater Forested/Shrub Wetland	PSSB	2.3924
Freshwater Forested/Shrub Wetland	PSSC	67.144
Freshwater Forested/Shrub Wetland	PSS/EM1FD	3.0425
Freshwater Forested/Shrub Wetland	PFO/SS1C	25.1248
Freshwater Forested/Shrub Wetland	PFO/SS1A	40.1061
Freshwater Forested/Shrub Wetland	PSSFh	11.0839
Freshwater Forested/Shrub Wetland	PSS/EM1C	20.3748
Freshwater Forested/Shrub Wetland	PSS1Ad	1.2092
Freshwater Forested/Shrub Wetland	PSS/EM1F	1.3707
Freshwater Forested/Shrub Wetland	PFO1Cd	2.546
Freshwater Forested/Shrub Wetland	PFO1Ch	69.6348
Freshwater Forested/Shrub Wetland	PSSCx	2.3468
Freshwater Forested/Shrub Wetland	PSS1/USC	7.2804
Freshwater Forested/Shrub Wetland	PFOAx	1.1541
Freshwater Forested/Shrub Wetland	PFOAh	0.4949
Freshwater Forested/Shrub Wetland	PFO/EM1CD	1.3443
Freshwater Forested/Shrub Wetland	PSS1A	1.4651



U.S. Fish and Wildlife Service

Trust Resources List

Freshwater Forested/Shrub Wetland	PFO1C	32.0263
Freshwater Forested/Shrub Wetland	PFO1A	43.6051
Freshwater Forested/Shrub Wetland	PSS1C	12.5488
Freshwater Pond	PUBFx	7.0905
Freshwater Pond	PABFh	2.6896
Freshwater Pond	PAB4F	0.743
Freshwater Pond	PABF	0.4006
Freshwater Pond	PUBHh	5.2274
Freshwater Pond	PABFx	0.8102
Freshwater Pond	PUBKx	16.7682
Freshwater Pond	PUBHx	16.2344
Freshwater Pond	PABHh	0.8245
Freshwater Pond	PAB4/UBHx	0.856
Freshwater Pond	PUB/EM1F	5.4701
Freshwater Pond	PUB/EM1C	1.6657
Freshwater Pond	PUSC	2.9591
Freshwater Pond	PUB/EM1FD	0.5584
Freshwater Pond	PUBC	0.1684
Freshwater Pond	PUBH	12.1262
Freshwater Pond	PUBF	51.7455
Freshwater Pond	PABHx	0.9296
Freshwater Pond	PUBFh	17.6615
Lake	L1UBHh	997.6574
Lake	L2USCh	21.3416
Other	PUSCx	0.2589
Other	PUSCh	2.7722



U.S. Fish and Wildlife Service

Trust Resources List

Other	PUSA	0.3765
Other	PUSAh	4.2053
Riverine	R4SBC	91.5349
Riverine	R4SBA	104.2328
Riverine	R4SBCx	5.646
Riverine	R4USC	3.0226
Riverine	R3UBH	335.3574
Riverine	R4SBAx	0.8222
Riverine	R3USC	313.3376
Riverine	R3USA	66.9526
Riverine	R3UBHx	9.5439
Riverine	R4SBKCx	7.9537

Section 3 Partnership & Funding Memorandum



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

PARTNERSHIP & FUNDING MEMORANDUM - FINAL

Weston Transportation System Plan Update

Date: April 24, 2015 Project #: 17713.0
To: Cheryl Jarvis-Smith; ODOT Region 5
Sheldon Delph, Debi Russell, Scott Spendlove; City of Weston
From: Nick Foster, AICP and Matt Hughart, AICP

The City of Weston will not be able to fund all of the identified projects in its transportation plan on its own. Fortunately, there are a variety of options available to fund these projects. This memorandum presents an overview of existing and future transportation funding estimates for Weston and identifies potential opportunities for the City to expand its transportation funding options.

HISTORY OF TRANSPORTATION FUNDING IN WESTON

The following section outlays historical transportation funding within the project area. City of Weston, Umatilla County, Confederated Tribes of the Umatilla Indian Reservation (CTUIR), and Oregon Department of Transportation (ODOT) staff were all contacted to compile this information.

Historical Revenue Sources

Table 1 displays the total revenue transferred into the City's transportation budget since 1999, as provided by the City. Some of the funding has come through grants and other external sources (e.g. Wildhorse Foundation, Special City Allotment [SCA]), though, with the exception of a \$25,000 SCA grant in 2010, the exact amounts are unknown.

Table 1 City of Weston Transportation Funds Transferred into City's Transportation Budget, 1999-2013¹

FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg
0	100	557.7	0	0	0	0	0	0	0	160	42.5	25	30	65

¹All numbers shown in \$1,000s

The City of Weston has generated an average of approximately \$65,000 per year in total revenue for transportation related projects. The level of funding transferred into the City's transportation budget has been inconsistent and dependent to an unknown extent on external sources. Therefore it is not clear whether this average yearly level of funding can be expected for any extent into the future.

Expenditure History

Table 2 displays the total expenditures on transportation related projects within the City of Weston since 1999, as provided by the City. All expenditures are noted as being for street paving.

Table 2 - City of Weston Expenditure History

FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	
2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Avg
0	10	105.6	120.8	101.2	144.6	0	84.2	37.4	0	36.5	25	0	0	47.5

¹All numbers shown in \$1,000s

The City has spent about \$47,500 per year since 1999 to fund street paving projects, or about 73% of the amount transferred in to the City's transportation budget. These expenditures do not include other maintenance projects, such as snow plowing, sanding, and sweeping, for which the City was unable to provide information. The City has previously indicated that their general budget is typically only able to cover basic maintenance and operational costs and not capital projects.

Other Agencies

The study area for this project includes county and state owned roads. Additionally, CTUIR operates the Kayak public transit service that provides bus service to Weston. ODOT was able to identify spending information for projects in areas near Weston, but was not able to specifically identify any projects within the study area. Umatilla County reported that it has only performed basic maintenance on its roads surrounding Weston. CTUIR has provided bus service to Weston, but has not undertaken any capital projects in Weston related to its transit service in the past ten years.

PROJECTED TRANSPORTATION FUNDING

Given the City's historical reliance on external funding sources for capital projects and resulting variability in revenues transferred into the City's transportation budget, it would be difficult to provide a reliable projection of future transportation funding. As was previously noted, the City has stated that it is generally only able to cover maintenance and operations costs from its yearly budget. Capital projects will need to be funded through external sources.

POTENTIAL FUNDING SOURCES

The City will continue to rely upon transportation improvement grants, partnerships with regional and state agencies, and other funding sources to help implement the projects identified in this plan update. Table 4 identifies a list of potential grant sources and partnering opportunities for the City to consider as it looks to implement the projects identified in this plan. Following Table 4, Table 5 identifies a list of potential new funding sources for the City to consider in an effort to bolster funds for additional capital improvement projects.

Table 3 - Potential Grant Sources and Partnership Opportunities for Consideration in Weston

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
Statewide Transportation Improvement Program (STIP)	The Statewide Transportation Improvement Program (STIP) is Oregon's 4-year capital improvement program. This scheduling and funding document is updated every two years. Projects included on the STIP are allocated into the five different ODOT regions. Projects are generally divided into one of two categories: "Fix-it" or "Enhance."	- Streets - Sidewalks - Bike lanes - Trails	The next STIP (2015-2018) has been adopted by the Oregon Transportation Commission and is pending Federal Highway Administration approval. Weston can apply for "Enhance" funds for projects, which encompasses a range of projects, including those that were previously under the statewide bicycle and pedestrian program. The City should work with their ODOT Region 5 local agency liaison and any appropriate statewide program directors (e.g. Bicycle and Pedestrian coordinator) in preparing an application to improve their chances of success in obtaining funds. <i>Applications for the 2018-21 STIP Enhance funds are due August 3, 2015.</i>
Oregon Parks and Recreation Funds	Recreational Trails Grants are national grants administered by the Oregon Parks and Recreation Department (OPRD) for recreational trail-related projects, such as hiking, running, bicycling, off-road motorcycling and all-terrain vehicle riding.	- Trails	OPRD distributes more than \$4 million annually to Oregon communities for outdoor recreation project, and has awarded more than \$40 million in grants across the state since 1999. Grants can be awarded to non-profits, cities, counties, and state and federal agencies.
Public/Private Partnerships	Public/private partnerships are agreements between public and private partners that can benefit from the same improvements. They have been used in several places around the country to provide public transportation amenities within the public right-of-way in exchange for operational revenue from the facilities.	- Streets - Sidewalks - Bike lanes - Trails - Transit	These partnerships could be used to provide services such as charging stations, public parking lots, bicycle racks, benches, or public art installations. Specific opportunities in Weston could include implementing streetscape amenities and public art at the Main/Water intersection or the north or south gateways potentially in partnership with local employers. Creek restoration in association with tribal organizations could be another opportunity.
Community Service Projects	Small-scale improvements could be organized, led and conducted by various members of the community to help implement and offset the costs of larger infrastructure projects.	- Trails - Pine Creek interaction sites - Gateway treatments	Community service projects could be used to help clear brush or implement portions of the vision for Pine Creek interaction sites at the City park or Saling House. They could also be used to help implement the vision for the north and south gateways, similar to the community-based effort to put in the existing wagon monument north of Depot Street.
Immediate Opportunity Fund (IOF)	The IOF is a discretionary fund that can be used for the construction and improvement of streets and roads that are needed to support primary economic development. Access to this fund is discretionary and the fund may only be used when other sources of financial support are unavailable or insufficient. The IOF is not a replacement or substitute for other funding sources.	- Streets - Sidewalks - Bike lanes - Rail	The IOF could potentially be used by Weston for a project that would enhance its economic competitiveness, such as a project that would improve access to the food processing facilities.

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
Local Agency Bridge Program	ODOT sets aside funds that are specifically targeted toward bridges that are off the State system. A statewide committee makes the final decision on which bridges are funded. Cities and counties are both eligible to apply for funds.	- Bridges	Critical failure bridges tend to rise to the top for funding through this program. There are a lot of structures with as poor ratings as those in Weston, but the weight limits of the Franklin Street bridges being below a fire truck may be an issue that helps these structures receive funding. If federal funding is used for the bridges, the City must provide a 10.72% match. This could be difficult given the cost of bridge replacement, but the City can use SCA and other funds to help cover this match. The City should work with its ODOT Region 5 local agency liaison if it wants to pursue these funds.
Special City Allotment	ODOT sets aside a portion of federal gas tax revenue to distribute to small cities, such as Weston. Cities are eligible for grants of up to \$50,000 every 7-8 years.	- Streets - Sidewalks - Bike lanes	Weston received a \$25,000 grant in 2010 that was used to repave Main Street. It will be eligible again in 2017-18.
Safe Routes to School	The statewide Safe Routes to School (SRTS) program provides grants for non-infrastructure projects and programs.	- Educational programs	The City could partner with the school district to apply for funds for educational activities at Weston Middle School. Contact the state SRTS program manager for more details.
ODOT Public Transit Division	The ODOT Public Transit Division administers a number of grant programs, including programs earmarked specifically for rural communities and tribal organizations	- Transit related projects	The City could explore partnering with CTUIR on applying for funds to construct a formal bus stop with a bench and shelter in Weston. Depending on the location of the stop, this project could help implement potential streetscape improvements identified during this project.
Umatilla County	Umatilla County owns and maintains roadways connecting Weston to OR 11 (i.e., Banister Road and Key Road).	- Streets - Sidewalks - Bike lanes - Trails	The City will need to partner with the County on any projects outside City limits and/or involving County roads, such as the multimodal connection to Athena along Banister Road.

Table 4 - Potential New Funding Sources for Consideration in Weston

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
User Fees	Fees tacked onto a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance to the street system. This may be a more equitable assessment given the varying fuel efficiency of vehicles.	Primarily Street Improvements	The cost of implementing such a system could be prohibitive given the need to track the number of vehicle miles traveled in every vehicle. Additionally, a user fee specific to a single jurisdiction does not account for the street use from vehicles registered in other jurisdictions.
Street Utility Fees/Road Maintenance Fee	The fee is based on the number of trips a particular land use generates and is usually collected through a regular utility bill. For the communities in Oregon that have adopted this approach, it provides a stable source of revenue to pay for street maintenance.	- Streets - Sidewalks - Bike lanes - Trails	A \$5.00 monthly fee charged to the estimated 252 households in Weston would generate approximately \$15,120 per year in revenue from residential uses. The City would need to draft a methodology consistent with state requirements for street maintenance fees.

Funding Source	Description	Potential Facility Benefit	Opportunities/Constraints
Local Fuel Tax	A local tax assessed on fuel purchased within the jurisdiction that has assessed the tax.	Primarily street maintenance or project specific intersection/roadway improvements.	There is only one primary gas station in the city, thereby putting the entire burden on one facility. Furthermore, Weston has little daily regional through traffic. This lack of significant through traffic places more of the tax burden on the residents of Weston.
Systems Development Charges (SDCs)	SDCs are fees assessed on development for their impacts on public infrastructure.	- Streets - Sidewalks - Bike lanes - Trails - Transit	The City of Weston does not currently impose transportation SDCs.
Stormwater SDCs, Grants, and Loans	SDCs, Grants, and Loans obtained for the purposes of making improvements to stormwater management facilities.	Primarily Street Improvements	Some jurisdictions in Oregon have used these tools to finance the construction and maintenance of Green Streets.
Optional Tax	A tax that is paid at the option of the taxpayer to fund improvements. Usually not a legislative requirement to pay the tax and paid at the time other taxes are collected, optional taxes are usually less controversial and easily collected since they require the taxpayer to decide whether or not to pay the additional tax.	- Streets - Sidewalks - Bike lanes - Trails - Transit	The voluntary nature of the tax limits the reliability and stableness of the funding source.
Sponsorship	Financial backing of a project by a private corporation or public interest group, as a means of enhancing its corporate image.	- Trails - Transit	Sponsorship has primarily been used by transit providers to help offset the cost of providing transit services and maintaining transit related improvements. Potential sponsorship opportunities could include Smith Frozen Foods or J&J Snack Foods
Bonds	Bonds would be debt issued on the bond market to pay for specific capital projects.	Capital improvements	Adding long-term debt to the City's budget could be difficult.

Tables 4 and 5 are not an all-inclusive list of alternative funding sources. Each of these financing tools will require additional research to ensure that it is the right fit for the community, and can be closely matched with achieving the objectives of the TSP update.

Section 4 Freight Stakeholder Packet



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

May 11, 2015

Project #: 17713.0

Cheryl Jarvis-Smith
Oregon Department of Transportation, Region 5
3012 Island Avenue
La Grande, OR 97850

RE: Weston TSP Freight Stakeholder Packet

Dear Cheryl,

The following Freight Stakeholder Packet (FSP) has been prepared as part of the ongoing Weston Transportation System Plan (TSP) update. The purpose of the FSP is to provide enough detail that the Region Mobility Liaison, MCTD, and freight stakeholders can better understand the proposed changes to the State highway system and help make a determination if the changes will have an impact per ORS 366.215 "No Reduction of Vehicle Carrying Capacity."

BACKGROUND

The City of Weston, in association with the Oregon Department of Transportation (ODOT), is currently updating the City's 2001 TSP. While there are no State highways within Weston city limits, the plan also includes the surrounding area, including portions of OR 11 and OR 204. This packet focuses on proposed projects for these two highways.

EXISTING HIGHWAY CHARACTERISTICS

OR 11 (Oregon-Washington Highway, No. 8) and OR 204 (Weston-Elgin Highway, No. 330) are the only two State highways in the project study area. The plan considers projects for the section of OR 11 from approximately milepost 17.32 to milepost 17.52 and from milepost -0.46 to milepost -0.24 on OR 204. These sections are shown in Figure 1 and described in Tables 1 and 2 below.

Table 1 Existing Highway Characteristics

Highway Segment	Posted Speed	Width of Travel Way	Sidewalks?	Bicycle Lanes?
OR 11: Main Street (MP 17.32) to Banister Road (MP 17.52)	50 MPH	84' (One 6' paved shoulder, one 16' paved shoulder, three 12' travel lanes, one 14' painted median, one 12' right-turn lane)	No	No (6' paved shoulder)
OR 204: Winn Road (MP -0.24) to Water Street (MP -0.46)	55 MPH	XX' (One 6' paved shoulder, one 4' paved shoulder, two 12' travel lanes)	No	No (4-6' paved shoulder)



LEGEND

- STATE HIGHWAY SEGMENTS WITH PROJECT CONCEPTS
- WESTON URBAN GROWTH BOUNDARY

WESTON TRANSPORTATION SYSTEM PLAN STUDY AREA MAP
WESTON, OREGON

FIGURE

1

Table 2 ODOT Highway Classifications¹

Highway	OHP Designation	NHS ²	NN ²	OHP Freight Route	RRR ²	Scenic Byway	Expressway
OR 11 (Oregon-Washington Highway, No. 8)	Statewide Highway	Yes	Yes	Yes	Yes	No	No
OR 204 (Weston-Elgin Highway, No. 330)	Regional Highway	No	No	No	No	No	No

¹Per the most current version of the Oregon Highway Plan

²NHS – National Highway System, NN – National Network (Federally Designated Truck Route), RRR – Reduction Review Route

PROPOSED IMPROVEMENTS

There are a number of projects proposed to be included in the updated Weston TSP. A map illustrating the location of each project is provided in Attachment “A.” Of the proposed projects, two (5 and 16) would affect one of the two state highways. These projects are described further in the following sections.

Weston-Athena Multimodal Connection & OR 11 Bicycle/Pedestrian Crossing

An expressed goal of this TSP update is to identify a connection for people walking and biking between the cities of Weston and Athena. Primary drivers for this project’s need are that Weston children attend elementary and high school in Athena, Athena children attend middle school in Weston, there is a community swimming pool in Athena that Weston children walk and bike to already, and there is a general desire within the community to provide a viable route for people who would like to walk or bike between the cities. Currently, there is not a designated non-motorized route between the cities or a designated crossing of OR 11 to connect the two cities. This connection is proposed to be routed alongside Banister Road, a Umatilla County roadway, from Weston to OR 11. There would then be a designated crossing of OR 11 located in the vicinity of either Banister Road or Main Street.

The exact location and design of the crossing would be determined by a future engineering study. An engineering study may not show a need for this crossing until the connection along Banister Road is built. Banister Road is owned by Umatilla County, so this project is currently expected to be included in Weston’s plan as a concept only. Umatilla County will need to co-adopt Weston’s plan or include this project in its TSP before it is programmed for funding.

It is expected that, given the motor vehicle traffic volumes and speeds on OR 11, when an engineering study does recommend a crossing of OR 11 that it will also recommend a median refuge island, if it recommends an at-grade crossing. While a definitive conclusion cannot be made at this time, this planning concept potentially reduces vehicle-carrying capacity of the highway. Further evaluation of the project design will be required at the time of implementation to ensure compliance with ORS 366.215.

OR 204/Water Street Realignment

The current plan also includes a concept developed by ODOT for realigning the Water Street approach to OR 204. This project would create a new Water Street intersection with OR 204 with a reduced skew as compared to the existing intersection. It would also consolidate two accesses into one intersection. A preliminary concept drawing is included as Attachment "B."

At this planning level, it does not appear that this concept would impact the vehicle carrying capacity of OR 204, nor is OR 204 a Reduction Review Route. However, any future engineering studies of this realignment would need to consider the ability of freight movement between OR 204 and Water Street.

Other Projects

The other projects proposed to be included in the Weston TSP include projects on Water Street, which is an important route for delivery of local goods. Project concept designs have been reviewed to ensure that they are capable of accommodating turning movements of a WB-50 design vehicle. The final design of these projects may refine these concepts as necessary based on changes to the desired design vehicle.

Sincerely,
KITTELSON & ASSOCIATES, INC.

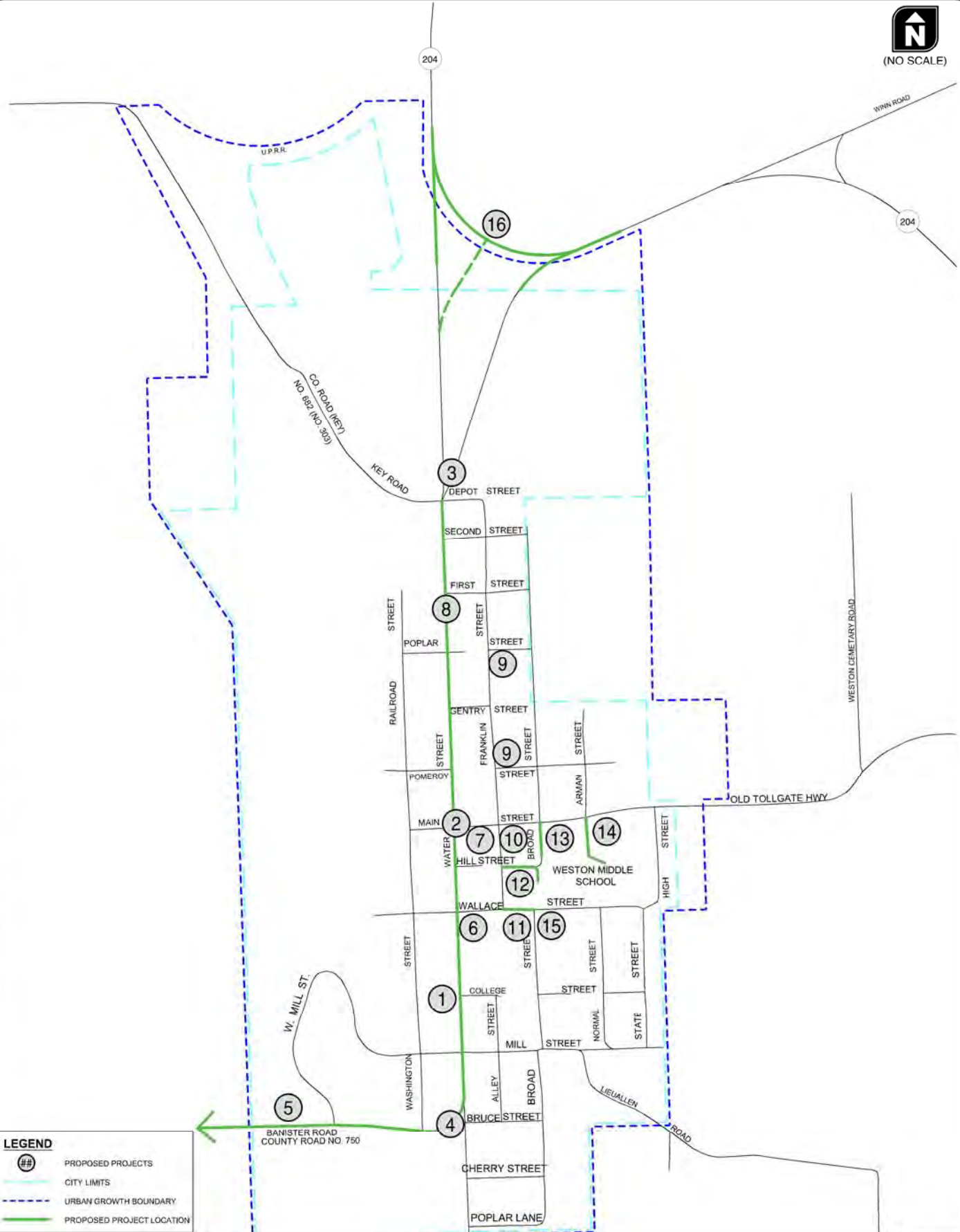


Nick Foster, AICP
Senior Planner



Matt Hughart, AICP
Associate Planner

Attachment A Weston TSP Project Location Map



**PROPOSED PROJECTS
WESTON, OREGON**

**FIGURE
1**

Table A- 1 Project Location Map Key

Project #	Project Name
1	Water Street Improvements
2	Water Street/Main Street Intersection Plaza Enhancement
3	Northern Gateway
4	Southern Gateway
5	Weston-Athena Multimodal Connection
6	City Park Pine Creek Interaction Site
7	Downtown Pine Creek Interaction Site
8	Water Street Bridge Replacement
9	Franklin Street Bridges Replacement
10	Bus Stop Enhancements
11	Wallace Street Sidewalk
12	Weston Middle School Bus Entry Sidewalk
13	Weston Middle School Bus Exit Sidewalk
14	Main Street to Weston Middle School Connector Path
15	Wallace Street/Broad Street Intersection Improvements
16	OR 204/Water Street Realignment
Not Shown on Map	
17	OR 11 Freight Signing
18	LED Lighting Conversion
19	OR 11 Bicycle/Pedestrian Crossing

Attachment B OR 204/Water Street Realignment Concept

WILLIAMSON RD.

WESTON - ELGIN HWY

55 MPH
Design Speed

Abandon Roadway



Abandon Roadway

CONCEPT ONLY - PROVIDED FOR INFORMATIONAL
PURPOSES - SUBJECT TO CHANGE
CONCEPT DRAWING PROVIDED BY OREGON
DEPARTMENT OF TRANSPORTATION

Section 5 Comprehensive Plan and Development Code Amendments

Memorandum

ate: June 30, 2015

To: Sheldon Delph, Debi Russell, and Scott Spendlove, City of Weston
Cheryl Jarvis-Smith, Oregon Department of Transportation, Region 5

From: Matt Hastie and Shayna Rehberg, APG

cc: Nick Foster and Matt Hughart, Kittelson & Associates, Inc.

Re: Revised Draft Comprehensive Plan and Development Code Amendments

This memorandum summarizes recommended amendments to the City of Weston Comprehensive Plan and Development Code ("code") to meet the objectives of the Weston Transportation System Plan (TSP). The Scope of Work for the TSP identifies several potential topics that may need to be addressed by code amendments, including the following:

- Specific recommendations needed to implement the TSP
- Downtown design standards to complement the Historic Landmark Ordinance
- Infill development to support a variety of commercial, mixed use and residential uses, including multi-unit (e.g., senior housing) standards
- Buffering/screening, landscaping and street standards
- Street naming and property numbering standards and procedures

The Scope notes that such amendments will be prepared, if additional standards are needed to promote any of these objectives. Further discussion during the project identified the following potential issues that are important for implementing the TSP:

- Adopting new street standards for Water Street and for local streets established during the TSP process
- Promoting bicycling and walking, including as a means for improving physical health
- Encouraging carpooling

The remainder of the memo summarizes recommendations related to these topics.

Design Standards for Downtown Development, Infill, and Buffering, Screening and Landscaping

Angelo Planning Group (APG) has reviewed provisions in the City's Development Code related to design standards for the Downtown Area, as well as for specific types of residential and other uses allowed in Weston. APG also reviewed existing standards for infill development and for screening/buffering and landscaping.

The City's Development Code currently includes design standards for the downtown area in section 2.2. This section includes basic development standards, as well as building design standards that are intended to promote designs that are consistent with the existing character of development in the downtown. These include standards for building form, storefront design and pedestrian amenities, among other provisions. Specific standards also are included for multi-family and mixed use developments in the downtown area which supplement general standards for these uses elsewhere in the code. These standards support the City's Historic Landmarks Ordinance which establishes a Landmarks Commission which has the authority to designate historic landmarks and review proposals for any alterations to them. APG finds these standards adequate to regulate design of new development or redevelopment of existing uses in the downtown. No additional standards for downtown development are needed or recommended at this time.¹

The City's Development Code addresses infill development in Weston by allowing for a wide range of housing uses in residential areas, including single-family detached homes, duplexes, triplexes, other multi-family structure, residential care facilities and accessory dwelling units. The Code was amended in 2007 to include standards for cottage cluster developments as part of the Weston Infill Plan project. The Code also includes standards for the placement of structures associated with infill development in established residential areas. These standards, coupled with standards for residential, commercial and mixed use development in the downtown area are adequate to support infill development and no additional standards related to this topic are recommended at this time.

Chapter 3.2 of the Development Code includes standards associated with landscaping and buffering, including provisions for street trees, fences, walls and landscaping both generally and for parking areas. Standards are based on those found in the Model Code for Small Cities and are generally adequate to address these issues in Weston. Again, no additional standards related to this topic are recommended at this time.

¹ There are minor procedural amendments recommended for the City's Historic Preservation Ordinance (Title XVI) that were identified in reviewing the ordinance with State Historic Preservation staff. It is proposed that these recommended amendments (Attachment A) be included with other recommended code amendments to be adopted in conjunction with the updated Transportation System Plan.

Street Standards

Standards for the design of streets are found in Section 3.4.100 of the Development Code (Transportation Standards). Dimensional standards are summarized in Table 3.4.1 and in accompanying figures and include standards for arterial, collector and local streets, as well as alleys. Updated local street standards have been developed as part of the TSP project. These standards are generally consistent with existing local street standards, Options 1, 2, and 3, with a few minor differences between right-of-way, pavement, parking, and sidewalk dimensions. Table 3.4.1 and the figures need to be updated to reflect these differences. Existing figures also should be replaced with the new figures prepared for the TSP. New standards have also been developed for Water Street as part of the TSP project. These standards are proposed to be added to the existing Collector Street standards in the TSP and will require updates to Table 3.4.1 and the accompanying figures. The entire set of revisions proposed for street standards in the Development Code are included in Attachment B of this memo.

Promoting and Encouraging Bicycling, Walking and Carpooling

Promoting alternative modes of transportation is typically done by including Comprehensive Plan policies which address these goals and also by ensuring that a City's Development Code includes standards that require and encourage development of walking and bicycling facilities and associated amenities.

The City's Development Code currently does a very good job of ensuring that public facilities (streets, paths and parks) will include facilities for walking and bicycling and that new development also will allow for, and encourage, bicycling and walking. The Code does this through a variety of standards and requirements, including:

- Street and pathway design standards (section 3.4.1)
- Pedestrian connection standards requiring pedestrian pathways through new development and parking areas (section 3.1.300)
- Pedestrian amenity standards for the downtown (section 2.2)
- Block length standards (section 3.1.200)
- Bicycle parking standards (section 3.3.400)
- Landscaping standards, including for street trees (section 3.2)

When implemented, the proposed new designs for Water Street also will go a long way towards promoting walking and bicycling on this street.

One possible amendment to the Development Code for improving multi-modal conditions in the city relates to transit stops. Developers could be required to coordinate with transit service providers in providing or improving transit stops and amenities adjacent to

development. This is a new subsection that can be added to the code's Pedestrian Access and Circulation section.

F. Transit Stop Amenities. For all development subject to Site Design Review that is adjacent to an existing or planned transit stop, the developer shall coordinate provision or improvement of transit stop amenities with the transit service provider.

The City's Comprehensive Plan also includes a variety of objectives and policies which also do a good job of promoting bicycling and walking, although these policies do not explicitly mention the health-related benefits of doing so. It is recommended that Transportation Objective 4 of the Comprehensive Plan be updated as follows towards this end (new text shown as underlined).

4. Increase the use of alternative modes of transportation (walking, bicycling, carpooling and public transportation) through improved access, safety and service to improve the physical health of Weston residents, provide options for travel and make cost-effective use of local resources.

Similarly, it is recommended that this language be mirrored in the Comprehensive Plan policies as a new policy, which acknowledges both the health and cost benefits of active transportation, ridesharing, and transit. Further, in promoting these transportation options, it is important for the City to connect with the services and efforts of other organizations and that, too, can be reflected in policy.

13. Weston shall support the development of transportation options including walking, biking, ridesharing, and taking transit as a way to provide affordable and healthy choices for its community members and visitors.²

[...]

26. Weston shall coordinate with the programs of agencies such as ODOT, Umatilla County, the Confederated Tribes of the Umatilla, neighboring cities, and non-profit and advocacy organizations to promote walking, biking, ridesharing, and taking transit.

In addition, the Project Management Team (PMT) emphasized the need to make connections not just to regional bicycle and pedestrian routes but specifically to Scenic Byways. This priority can be added to existing policy language.

212. Bikeways and pedestrian accessways shall connect to local and regional travel routes. Prioritize connections to regional routes such as Scenic Byways.

Currently, the Comprehensive Plan does not include any policies or objectives associated with carpooling. Typically carpooling is promoted through Comprehensive Plan policies

² Adding this policy will require renumbering following existing policies. (We recommend adding it as Policy 13 because of the related policies that would precede and follow it.)

and/or through development of local “transportation demand management” (TDM) programs. TDM programs are most often implemented in larger cities with more administrative capacity and generally are carried out primarily by larger employers in the community through carpooling or rideshare programs, flexible work schedules, telecommuting or similar strategies. Small communities the size of Weston typically do not have the resources to administer these types of programs. Weston is fortunate in having two large employers (Smith Frozen Foods and J&J Snack Foods) who can encourage their employees to carpool. In addition to the proposed revision to Comprehensive Plan Objective 4 above, the following additional language is proposed to be included in the Comprehensive Plan under that same objective:

F. Work with local employers to encourage workers to carpool, take transit, and use other transportation alternatives to driving alone.

These recommended changes to the Comprehensive Plan Goal 12 objectives and policies are included in this memorandum as Attachment C, in addition to minor changes to the Goal 12 narrative that are proposed to be consistent with this new recommended language as well as information from the TSP update process.

Public Facility Uses in Residential Zones

The PMT asked APG to confirm that a new fire station or public works facility would be allowed within the residential area in the southwestern portion of the City. APG reviewed the development code and found that public facilities are allowed as conditional uses in residential zones. As a result, a new fire station or public works facility would be allowed in the area in question as long as it complies with the City’s conditional use criteria.

Street Naming Requirements and Procedures

A few conventions have been used in street naming and numbering in Weston to date.

- Main Street is the dividing line between north and south designations.
- East and west designations are divided by Water Street.
- The only streets with numbered names in Weston are First and Second Streets with no continuation of that pattern beyond that.

There are currently no other conventions or systematic set of procedures used to name streets and number addresses. According to City staff, numbering was developed in the mid 1960's with extremely long blocks and no provision for additional numbers for most streets. Some streets had no name, or were thought to be alleys. Street naming has not always been coordinated, resulting in cases of repeated street names (e.g., Poplar Lane and Poplar Street). Thus, there is a need for an established set of procedures and guidelines.

The City’s Development Code does not have any requirements or procedures associated with street naming and numbering. The City of Gresham’s street naming and numbering

code provisions were recommended as a potential model for Weston. They have been modified for potential use in Weston as follows and could be added as a new section to Chapter 3.6 (Other Standards) or Chapter 4 (Application and Review Procedures). Further revisions may be needed to ensure consistency with other City processes and procedures.

The *Street Naming and Property Addressing Guidelines* referred to in the proposed code provisions below will be a separate document that will provide the City more detailed procedures and guidance for naming and numbering, but will not be an adopted document. The document will be modeled after guidelines that are also from Gresham and that are relevant to Weston.

Chapter 4.10 Street Naming and Property Numbering

4.10.100 General

4.10.110 Purpose and Authority

4.10.120 Responsibility

4.10.130 Application

4.10.200 Procedures and Standards

4.10.210 New Street Names

4.10.220 Renaming of Existing Public Streets or Assignment of a Name to a Public Street Platted and Recorded without a Name

4.10.230 Property Numbering

4.10.240 Posting of Site, Property, or Building Address

4.10.300 Penalties

4.10.310 Violation and Penalties

4.10.100 General

4.10.110 Purpose and Authority

A. *The City of Weston is responsible for determining new street names, re-naming City-owned streets, and making logical address assignments and re-assignments as policy recommends within the City limits. Address assignments within the incorporated City are not the responsibility of the Postal Service but of the incorporated City.*

B. *The City has developed standards, procedures, and guidelines to meet this responsibility. Street naming and property addressing shall conform to the City of Weston Street Naming and Property Addressing Guidelines, a document published separately. [Note: This document also will have to be prepared. It is referenced by but not included in the code for ease of update in the future.]*

C. *The City Recorder or Public Works Director shall make property address assignments and street naming assignments in accordance with the requirements of*

this ordinance. The City Council shall approve renaming of existing streets in accordance with the requirements of this ordinance.

4.10.120 Responsibility

A. *The City Recorder, Public Works Director, or his/her designee, shall make property address assignments and street naming assignments utilizing, as appropriate, the City of Weston Street Naming and Property Addressing Guidelines. [Note: This refers to the same document referenced user x.x.100.B above.]*

B. *The City Recorder is responsible for maintaining a log of address/street name conflicts. The Planning Commission shall review the street name log annually and shall make recommendations for correction to the Council, as needed. [Note: This provides a mechanism for ensuring accuracy but may not be essential if the City does not want to add this responsibility to the Planning Commission's current list of duties.]*

C. *The City is responsible for posting and maintaining public street signs reflecting the commonly used name for all City-owned streets unless the intersection abuts a County street or State highway.*

D. *The property owner (or homeowner's association, when applicable) is responsible for posting and maintaining the property number (address) and for posting and maintaining any private street signs.*

4.10.130 Application

The City of Weston Street Naming and Property Addressing Guidelines shall apply to all property addresses and street naming assignments and reassignments within the Weston city limits. Regardless of original assignment, all properties annexed by the City of Weston are subject to this ordinance.

4.10.200 Procedures and Standards

4.10.210 Purpose and Authority

A. *Names for new public and private streets shall be determined by the City Recorder or Public Works Director in accordance with the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines. Names shall be approved by the City Council by resolution. [Note: Provisions for approval by City Council have been included here and below pending additional discussion with the City.]*

B. *Names for new streets shall be assigned by the City under the Type I procedure in conjunction with approval of construction drawings and Final Plat for a land division or by separate recorded street dedication document when there is no plat to be recorded. Such names shall be recorded only after prior written approval or signature by the City Recorder or Public Works Director and approval by Council.*

4.10.220 Renaming of Existing Public Streets or Assignment of a Name to a Public Street Platted without a Name

A. A public City street may be named or renamed following a Type II or Type III procedure.

B. A proposed street re-naming may be initiated by either of the following:

- 1. Resolution of the Council*
- 2. Resolution of the Planning Commission*

4.10.230 Property Numbering

Property numbering and building identification shall be determined by the City Recorder or Public Works Director according to the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines.

4.10.240 Posting of Site, Property, or Building Address

A. A property owner shall post the address as assigned by the City.

1. For new construction, the property and/or individual building address shall be posted on a temporary sign of a size as determined by the Manager prior to or at the time of Building permit issuance.

*2. Such temporary posting shall be consistent with the provisions of **Section 3.6.500**, with the exception of time limit, which may be extended until final approval of the affected building.*

3. The permanent address shall be posted prior to occupancy of the building in a location and manner as approved by the City Recorder or Public Works Director. No occupancy shall be issued until the address is posted in accordance with the approved addressing plan.

B. An assigned property and/or building number shall be posted on the building.

1. If a number is painted with reflective paint on the curb, it shall be located no further than 3 feet away from the driveway apron.

2. Posting of the address on a mailbox or curb shall be considered supplementary to the posting on a building wall and shall not be considered a complete posting of the property address.

C. A corrected address shall be posted within 15 days either before or after the effective date on the Official Notification.

4.10.300 Penalties

4.10.310 Violation and Penalties [Note: This section establishes additional responsibilities associated with code enforcement, which should be considered before adopting this language.]

A. No property may be occupied, no Certificate of Occupancy may be knowingly issued, and no final inspection may be performed until the subject property has been properly



assigned an address and the address has been correctly and clearly posted in accordance with this ordinance.

B. *A person violating a provision of this ordinance shall be subject to a fine of not more than \$500. A violation shall be considered a separate violation for each day it continues.*

C. *Violations of this ordinance shall constitute a nuisance, which may be abated by appropriate Proceedings.*

In addition to adopting this new section, minor changes will be needed to Chapter 4 to include street naming as a subject of the City's Type 1 procedures. Those amendments are included in this memo in Attachment B.

Attachment A: Proposed Amendments to the City of Weston Historic
Preservation Ordinance (Title XVI)

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

Title XVI Historic Preservation Ordinances

I. TITLE: THE CITY OF WESTON, UMATILLA COUNTY HISTORIC PRESERVATION ORDINANCE

II. PURPOSE

The City of Weston, Umatilla County, recognizes that certain significant historic resources located within its boundaries contribute to the unique character of the community and are irreplaceable and as such, merit preservation. This ordinance establishes a Historic Landmark Commission; a program for the identification, evaluation, and designation of historic resources as landmarks; public incentives for the preservation of Designated Landmarks; and land use regulations regarding the alteration, moving or demolition of Designated Landmarks and Historic Resources of Statewide Significance.

III. DEFINITIONS

The following definitions apply to terms used in this ordinance. Terms not defined have their commonly construed meaning.

ALTERATION – An addition, removal, or reconfiguration which significantly changes the character of a historic resource, which includes new construction in historic districts.

DEMOLITION – The razing, destruction, or dismantling of a resource to the degree that its historic character is substantially obliterated.

DESIGNATED LANDMARK – A property officially recognized by The City of Weston, Umatilla County, as important in its history.

DESIGNATED LANDMARKS REGISTER – The list of and record of information about properties officially recognized by The City of Weston, Umatilla County, as important in its history.

EXTRAORDINARY HISTORIC IMPORTANCE – The quality of historic significance achieved outside the usual norms of age, association, or rarity.

HISTORIC INTEGRITY – The quality of wholeness of historic location, design, setting, materials, workmanship, feeling and/or association of a resource, as opposed to its physical condition.

HISTORIC RESOURCE – A building, structure, object, site or district which meets the significance and integrity criteria for designation as a landmark. Resource types are further described as:

BUILDING – A construction made for purposes of shelter or habitation; e.g. house, barn, store, theater, train station, garage, school, etc.

STRUCTURE – A construction made for functions other than shelter or habitation; e.g. bridge, windmill, dam, highway, boat, kiln, etc.

OBJECT – A construction which is primarily artistic or commemorative in nature and not normally movable or part of a building or structure; e.g. statue, fountain, milepost, monument, sign, etc.

SITE - The location of a significant event, use, or occupation which may include associated standing, ruined, or underground features; e.g. battlefield, shipwreck, campsite, cemetery, natural feature, garden, food-gathering area, etc.

DISTRICT – A geographically defined area possessing a significant concentration of buildings, structures, objects, and/or sites which are unified historically by plan or physical development; e.g. downtown, residential neighborhood, military reservation, ranch complex, etc.

HISTORIC RESOURCES OF STATEWIDE SIGNIFICANCE – Buildings, structures, objects, sites and districts which are listed on the National Register of Historic Places

INVENTORY OF HISTORIC PLACES – The record of information about resources potentially significant in the history of The City of Weston, Umatilla County.

RELOCATION – The removal of a resource from its historic context.

IV. THE CITY OF WESTON, UMATILLA COUNTY HISTORIC LANDMARK COMMISSION

1. The Mayor and Council shall appoint a Historic Landmark Commission, hereinafter the Commission, of seven, with two alternate members, with a demonstrated interest, knowledge or competence in historic preservation to carry out the provision of this ordinance. A majority of the members shall reside within the corporate boundaries of The City of Weston, Umatilla County. Members shall serve without compensation, but are eligible for reimbursement of expenses related to their service.
2. Initial appointments to the Commission shall be for terms of one, two and three years. Subsequent terms of appointment shall be for three years, or in the case of a replacement, for the remainder of the unexpired term. Members shall be eligible for reappointment.

3. A simple majority of the seated members shall constitute a quorum to conduct official business.
4. A chair and vice-chair shall be elected annually by and from the seated membership. Officers are eligible for re-election.
5. The Commission shall meet at least ~~twice~~ four times a year, and as required to conduct business in a timely fashion. Notice of the meetings shall be in accordance with applicable state law. Minutes, applications, staff reports, findings and decisions of the Commission shall be maintained as public records in accordance with applicable state law.

V. POWERS AND DUTIES OF THE HISTORIC LANDMARK COMMISSION

1. The Commission may adopt and amend by-laws ~~subject to approval by the City Council~~ to regulate its internal operations.
2. For purposes consistent with this ordinance, and subject to the approval of the City Council, the Commission may seek, accept and expend public appropriations; seek, accept, and expend grant and gift funds; cooperate with public and private entities; and employ clerical and expert assistance.
3. The Commission may undertake to inform the citizens and visitors to the City of Weston, Umatilla County, regarding the community's history and prehistory, promote research into its history and prehistory, collect and make available materials on the preservation of historic resources, provide information on state and federal preservation programs, document historic resources prior to their alteration, demolition, or relocation and archive that documentation, assist the owners of historic resources in securing funding for the preservation of their properties, and recommend public incentives and code amendments to the City Council.
4. The Commission may develop and publish, or adopt written and graphic guideline and example materials to clarify the criteria in this ordinance and to assist applicants in developing complete and viable applications.
5. Employing the procedures and criteria in Section VI of this ordinance, the Commission shall periodically identify and evaluate the historic resources of the City of Weston, Umatilla County and maintain an Inventory of Historic Resources. At such time as surveys are being conducted, owners of the subject properties shall be notified and invited to provide comment and input.
6. Employing the procedures and criteria in Section VII of this ordinance, the Commission shall periodically revise the Designated Landmarks Register of the City of Weston, Umatilla County by adding or deleting properties.

7. Employing the procedures and criteria in Section VIII of this ordinance, the Commission shall review and act upon applications for the alteration, relocation, or demolition of Designated Landmarks, ~~or the major exterior alteration, relocation or demolition of Historic Resources of Statewide Significance.~~
8. The Commission shall advise and make policy recommendations to the City Council and the Planning Commission on matters relating to historic preservation, and shall make an annual report in writing to the City Council on its activities and expenditures during the preceding twelve months, and its projected activities and expenditures for the following twelve months.
9. The Commission shall support the enforcement of all state laws relating to historic preservation. These include, but are not limited to: ORS 197.722 (Consent for designation for historic Property), ORS 358.653 (Conservation Programs, Leases), and ORS 358.475 through 358.541 (Special Assessment).

VI. THE INVENTORY OF HISTORIC RESOURCES

1. The Commission shall determine and periodically revise priorities for the identification and evaluation of potential Historic Resources.
2. Before commencing inventory studies or updates, the Commission shall provide public notice describing the inventory, its purposes, and invite public participation.
32. Documentation and evaluation of properties in the Historic Resource Survey shall be in a format compatible with the Oregon Historic Sites Database. Survey results shall be supplied to the SHPO as described in the most recent addition of the document "Guidelines for Conducting Historic Resource Surveys in Oregon," or most recent guidance for such efforts published by the SHPO.
43. The Historic Resources Survey shall be maintained as a public record. Records concerning archaeological records shall not be made available to the public in accordance with State law.
54. A process shall be put in place to allow citizens to review and correct information and add additional buildings, structures, sites or objects to the inventory. Any member of the public may place a property in the Historic Resource Survey; however the Commission reserves the right to determine the property's eligibility for inclusion in the Designated Landmarks Register.
65. The Commission may collect further information, including current photographs, architectural descriptions based on on-site observations, or archival documentation for properties already recognized in the Historic Sites List, Landmarks Register, or National Register for the purposes of administering this ordinance pursuant to the provisions of Section VII and VIII.

VII. THE DESIGNATED LANDMARKS REGISTER

1. Properties listed on the National Register of Historic Places, including all properties within National Register Historic District boundaries, are ~~eligible for automatically listed on in the~~ Designated Landmarks Register. As Historic Resources of Statewide Significance, all such properties are subject to the regulations in Section VIII of this ordinance ~~regardless of their listing on the designated Landmarks Register~~, pursuant to Oregon Administrative Rule 660-023-200. ~~However, only properties listed on the Designated Landmarks Register shall be eligible for public incentives and code considerations pursuant to this ordinance.~~
2. Any individual or group, including the Commission acting on its own initiative, may nominate a historic resource for inclusion on or removal from the Designated Landmarks Register by submitting a complete application to the Planning Director. The burden of proof lies with the applicant. No property shall be so designated without the written consent of the owner ~~or, in the case of multiple ownership, a majority of the owners~~ as provided for under ORS 197.772.
3. The Historic Landmark Commission shall establish standards for a complete application. Upon acceptance of a complete application, the Planning Director or Commission shall schedule a public hearing pursuant to applicable state laws.
4. In order to be included or maintained on the Designated Landmarks Register, the Commission must find that the historic resource is over fifty years of age or extraordinary historic importance, and possesses sufficient historic integrity and:
 - a. is associated with events that have made a significant contribution to the broad patterns of local, state or national history; or
 - b. is associated with the lives of persons, or groups of people significant in local, state or national history; or
 - c. embodies the distinctive characteristics of an architectural type, style, period or method of construction or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
 - d. has yielded or is likely to yield information which is important in local, state or national history.
5. The Commission shall develop findings to support its decisions. These finding shall indicate those elements of a property, including interior, landscape and archaeological features that are included in the designation and subject to regulation under the provisions of this ordinance.

VIII. ALTERATIONS, RELOCATIONS AND DEMOLITIONS

1. No exterior, interior, landscape, or archaeological element of a Designated Landmark which is specified as significant in its designation shall be altered, removed or demolished without a permit issued pursuant to this ordinance.
- ~~2. No major exterior alteration, relocation or demolition of a Historic Resource of Statewide Significance shall be allowed without a permit issued pursuant to this ordinance.~~
23. Prior to submitting an application for a permit pursuant to this section, proponents are encouraged to request a pre-application conference to review concepts and proposals. The Planning Director or Commission may form ad-hoc committees for this purpose. Commission members participating in pre-application conferences shall disclose their ex-parte contact at the time of a public hearing on the proposal.
34. The Commission shall establish standards for a complete application. Upon acceptance of a complete application, the Planning Director or Commission shall schedule a public hearing pursuant to applicable state laws.
45. In cases requiring a public hearing, the Commission shall review and act upon applications for the alteration, relocation or demolition of a Designated Landmark, ~~or the major exterior alteration, relocation or demolition of a Historic Resource of Statewide Significance.~~ The burden of proof lies with the applicant. Applications may be approved, approved with conditions or denied. The City of Weston, Umatilla County shall include any conditions imposed by the Commission in permits issued pursuant to this section.
56. In order to approve an application for the alteration of a Designated Landmark ~~or the major alteration of a Historic Resource of Statewide Significance,~~ the Commission must find that the proposal meets the following standards as applicable:
 - a. a property shall be used as it was historically, or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships; and/or
 - b. the historic character of a property shall be retained and preserved. The relocation of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property shall be avoided; and/or
 - c. a property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as, adding conjectural features or elements from other historic properties shall not be undertaken; and/or
 - d. changes to a property that have acquired historic significance in their own right shall be retained and preserved; and/or

- e. distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved; and/or
- f. deteriorated historic features shall be repaired rather than replaced. When the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence; and /or
- g. chemical and physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used; and/or
- h. archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
- i. new additions, exterior alterations or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion; and massing to protect the integrity of the property and its environment; and/or
- j. new additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

67. In order to approve an application for the relocation or demolition of a Designated Landmark ~~or Historic Resource of Statewide Significance~~, the Commission must find as applicable that:

- a. no prudent and feasible alternative exists; and/or
- b. the designated property is deteriorated beyond repair; and/or
- c. the value to the community of the proposed use of the property outweighs the value of retaining the Designated Landmark or Historic Resource of Statewide Significance.

78. At the hearing of an application to relocate or demolish a Designated Landmark ~~or Historic Resource of Statewide Significance~~, the Commission may, in the interest of exploring reasonable alternatives, delay issuance of a permit for up to 120 days from the date of the hearing. If ten days prior to the expiration of the delay period, the Commission finds that there are still reasonable alternatives to explore, it may apply to the City Council for permission to continue the delay for an additional period of up to 120 days.

89. In approving an application for the demolition of a Designated Landmark or Historic Resource of Statewide Significance, the Commission may impose the following conditions:
- a. photographic, video or drawn recordation of the property to be demolished; and/or
 - b. salvage and curation of significant elements; and/or
 - c. other reasonable mitigation measures.
940. No provision of this ordinance shall be construed to prevent the ordinary repair or maintenance of a Designated Landmark or Historic Resource of Statewide Significance when such action does not involve a change in design, materials or appearance.

IX. SEVERABILITY

1. The provisions of this ordinance are severable.

X. ENFORCEMENT AND PENALTIES

1. Violations of Section VII of this ordinance shall be subject to the same procedures and penalties that apply to violations of the planning code.

XI. APPEALS

1. Decisions of the Commission are appealable to the City Council. Procedures for appeals to Historic Landmarks Commission decisions shall be the same as those for appeals of Planning Commission decisions. Decisions of the City Council are appealable to the Oregon State Land Use Board of Appeals pursuant to ORS 197.747-197.796.

Attachment B: Proposed Amendments to the City of Weston
Development Code

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

3.1.300 Pedestrian Access and Circulation.

To ensure safe, direct and convenient pedestrian circulation, all new development, including new land divisions that create lots for new single family detached housing, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections 1-3, below: Sidewalks along the public street may be found to provide sufficient pedestrian circulation to satisfy the requirements of this section. A permit for a single family residence on an existing lot of record is exempt from these requirements.

[...]

F. Transit Stop Amenities. For all development subject to Site Design Review that is adjacent to an existing or planned transit stop, the developer shall coordinate provision or improvement of transit stop amenities with the transit service provider.

[...]

TABLE 3.4.1
STREET STANDARDS FOR CITY OF WESTON

STREET TYPE	RIGHT-OF-WAY WIDTH	PAVED SURFACE WIDTH	PARKING STRIP WIDTH	BIKE LANE	WALKWAY (PLANTING STRIP)
Arterial (3)	78'-88'	52'	8' on both sides	6' on both sides	6'-10' (7'-8')
Collector (2,3)	60'-66'	36'-38'	7'-8' on both sides	Shared roadway	5'-6' (7'-8')
<u>Collector – Water Street (2,3)</u>	<u>50'</u>	<u>22'</u>	<u>6'-8' swale or parking on both sides</u>	<u>Shared roadways</u>	<u>6'-8'</u> <u>(6'-8' swale or parking on both sides)</u>
Local Option 1 (1)	49 <u>54</u> '-56'	25 <u>28</u> '	7' on both sides	Shared roadway	5 <u>5</u> '-6' (7'-8')

STREET TYPE	RIGHT-OF-WAY WIDTH	PAVED SURFACE WIDTH	PARKING STRIP WIDTH	BIKE LANE	WALKWAY (PLANTING STRIP)
Local Option 2 (1)	47 54'- 56 52'	22 4 '	7 8 ' on one both sides	Shared roadway	5'-6' (7 -8' <u>drainage swale on one side</u>)
Local Option 3 (1)	56 8 '-62'	32'-34'	7' on both sides	Shared roadway	5'-6' (7'-8')
Alley	16'-20'	12'-16'	None	None	None

Notes:

For all right-of-ways, one street name sign shall be provided at each intersection for each street.

1. Paved walkways and planting strips shall be provided unless (a) the City determines they are precluded by physical constraints, such as steep slopes, wetlands, waterways, existing structures, and mature trees, or (b) the City is unable to establish a rough proportionality between this requirement, and the nature and extent of impacts of the proposed development, in accordance with Dolan v. City of Tigard (US Supreme Court, 1994).

2. Parking may be provided on unpaved shoulder that is designated as a planting strip.

3. ~~In the commercial zoning districts, including Downtown and mixed-use districts that permit commercial uses.~~ On Main Street, a minimum of nine (9) foot wide curb-tight paved walkway with tree wells for street trees shall be installed instead of a walkway and planting strip. At least six (6) feet of walkway width shall be unobstructed by tree wells, poles, signs, fire hydrants, mailboxes, benches, and other permanent objects. Obstructions shall not be placed in ~~a~~ such a manner that they impair visibility by motorists. Spacing of Street Trees shall be as specified in Section 3.2.400 of this Code.

4. ** Notwithstanding, in Residential & Commercial Zones, walkways may be constructed with the following surfaces.

a. Asphalt, a minimum of two inches over a compacted gravel base at least 4" thick.

b. Concrete, to existing standards;

c. Gravel; 1/4 inch minus only, a minimum of four inches in depth, over a mechanically compacted earth or rock base, grade and mechanically compacted to provide passage for wheelchairs, electric scooters, or other vehicles commonly used by disabled persons. (3/10/2010)

Weston TSP Street Standards

Local Residential

[replace Figure 7-2 with Figure 3-11 from the updated TSP]

Weston TSP Street Standards

Arterial, Collector and Alleys

[replace Figure 7-1 with Figures 3-9 and 3-10 from the updated TSP]

[...]

Table 4.1.200
Summary of Development Decisions/Permit by Type of Decision-making Procedure

Action	Decision Type	Applicable Criteria and Standards for Review
[...]	[...]	[...]
Site Design Review		
Type II	Type II	Chapter 4.2
<u>Street Naming and Property Numbering</u>		
<u>New Streets</u>	<u>Type I</u>	<u>Chapter 4.10</u>
<u>Existing Streets</u>	<u>Type II or III</u>	<u>Chapter 4.10</u>
Subdivision	Type II	Chapter 4.3
[...]	[...]	[...]

[...]

Chapter 4.10 Types of Applications and Review Procedures

Sections:

4.10.100 - General

4.10.200 - Procedures and Standards

4.10.300 - Penalties

4.10.100 General

4.10.110 Purpose and Authority

A. The City of Weston is responsible for determining new street names, re-naming City-owned streets, and making logical address assignments and re-assignments as policy recommends within the City limits. Address assignments within the incorporated City are not the responsibility of the Postal Service but of the incorporated City.

B. The City has developed standards, procedures, and guidelines to meet this responsibility. Street naming and property addressing shall conform to the City of Weston Street Naming and Property Addressing Guidelines, a document published separately.

C. The City Recorder or Public Works Director shall make property address assignments and street naming assignments in accordance with the requirements of this ordinance. The City Council shall approve renaming of existing streets in accordance with the requirements of this ordinance.

4.10.120 Responsibility

A. The City Recorder, Public Works Director, or his/her designee, shall make property address assignments and street naming assignments utilizing, as appropriate, the City of Weston Street Naming and Property Addressing Guidelines.

B. The City Recorder is responsible for maintaining a log of address/street name conflicts. The Planning Commission shall review the street name log annually and shall make recommendations for correction to the Council, as needed.

C. The City is responsible for posting and maintaining public street signs reflecting the commonly used name for all City-owned streets unless the intersection abuts a County street or State highway.

D. The property owner (or homeowner's association, when applicable) is responsible for posting and maintaining the property number (address) and for posting and maintaining any private street signs.

4.10.130 Application

The City of Weston Street Naming and Property Addressing Guidelines shall apply to all property addresses and street naming assignments and reassignments within the Weston city limits. Regardless of original assignment, all properties annexed by the City of Weston are subject to this ordinance.

4.10.200 Procedures and Standards

4.10.210 Purpose and Authority

A. Names for new public and private streets shall be determined by the City Recorder or Public Works Director in accordance with the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines. Names shall be approved by the City Council by resolution.

B. Names for new streets shall be assigned by the City under the Type I procedure in conjunction with approval of construction drawings and Final Plat for a land division or by separate recorded street dedication document when there is no plat to be recorded. Such names shall be recorded only after prior written approval or signature by the City Recorder or Public Works Director and approval by Council.

4.10.220 Renaming of Existing Public Streets or Assignment of a Name to a Public Street Platted without a Name

A. A public City street may be named or renamed following a Type II or Type III procedure.

B. A proposed street re-naming may be initiated by either of the following:

1. Resolution of the Council

2. Resolution of the Planning Commission

4.10.230 Property Numbering

Property numbering and building identification shall be determined by the City Recorder or Public Works Director according to the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines.

4.10.240 Posting of Site, Property, or Building Address

A. A property owner shall post the address as assigned by the City.

1. For new construction, the property and/or individual building address shall be posted on a temporary sign of a size as determined by the Manager prior to or at the time of Building permit issuance.

2. Such temporary posting shall be consistent with the provisions of Section 3.6.500, with the exception of time limit, which may be extended until final approval of the affected building.

3. The permanent address shall be posted prior to occupancy of the building in a location and manner as approved by the City Recorder or Public Works Director. No occupancy shall be issued until the address is posted in accordance with the approved addressing plan.

B. An assigned property and/or building number shall be posted on the building.

1. If a number is painted with reflective paint on the curb, it shall be located no further than 3 feet away from the driveway apron.

2. Posting of the address on a mailbox or curb shall be considered supplementary to the posting on a building wall and shall not be considered a complete posting of the property address.

C. A corrected address shall be posted within 15 days either before or after the effective date on the Official Notification.

4.10.300 Penalties

4.10.310 Violation and Penalties

A. No property may be occupied, no Certificate of Occupancy may be knowingly issued, and no final inspection may be performed until the subject property has been properly assigned an address and the address has been correctly and clearly posted in accordance with this ordinance.

B. A person violating a provision of this ordinance shall be subject to a fine of not more than \$500. A violation shall be considered a separate violation for each day it continues.

C. Violations of this ordinance shall constitute a nuisance, which may be abated by appropriate Proceedings.

Attachment C: Proposed Amendments to Comprehensive Plan
Goal 12 Narrative, Objectives, and Policies

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

Goal 12: TRANSPORTATION

A Transportation System Plan (TSP) was prepared for the City of Weston by David Evans and Associates, Inc., and Umatilla County in coordination with the Oregon Department of Transportation (ODOT) in June, 2001. The TSP was updated by Kittelson & Associates in coordination with Umatilla County and ODOT, and adopted by the City Council in [September, 2015]. ~~The Transportation System Plan (TSP)~~ is hereby adopted by reference. The updated TSP provides a more detailed, updated description of transportation issues and conditions and identifies a range of proposed future transportation projects for Weston.

Summary of the TSP: Low population density and the rural nature of the area have resulted in personal vehicles ~~individual vehicular traffic~~ being the major source of traffic and main mode of transportation in Weston. The City supports providing other transportation options such as walking, bicycling, transit and carpooling in order to promote affordability, business development, and improved health in Weston.

Weston developed around a traditional downtown street grid with one- and two-story brick buildings built ~~up out~~ to the sidewalks. Commercial development and city services are concentrated along Main Street. ~~Weston's, Athena-Weston Middle School, part of the Athena-Weston School District, is~~ located south of downtown, off of Wallace Street. Industrial lands are located in the northern part of the urban growth boundary (UGB), near the railroad. The only state facility that runs through the UGB is OR 204 (Weston-Elgin Highway). This highway connects the ~~City~~ to OR 11 (Oregon-Washington Highway) in the north, and to the city of Elgin in Union County to the east. Four county roads exist within the UGB: Key Road (No. 682) running northwest-southeast in the northern portion of the UGB, McLean Road (No. 675) running north-south in the southern portion of the UGB, ~~and~~ Kirk Road (No. 648) in the eastern section of town, and Bannister Road running east-west between the southwestern portion of the UGB and Athena.

The relatively small size of Weston ~~indicates-means~~ that walking could be used ~~employed~~ regularly, weather permitting, to reach a variety of destinations. Encouraging pedestrian activities may not only decrease the use of the personal automobile, but may also provide benefits for retail businesses. As is typical of most towns the size of Weston, the sidewalk system is limited to the older core of the city. Sidewalks exist along the west side of Water Street between Main Street and Depot Street. Sidewalks also exist on both sides of Water Street between Wallace Street and College Street, and a broken sidewalk continues on the west side of Water Street to Mill Street. Main Street also has sidewalks on both sides of the street between Washington Street and Arman Street, as well as painted crosswalks at each of the intersections. Sidewalks on Main Street have recently been improved as part of a streetscape enhancement project. Sidewalks also exist on both sides of Franklin Street between Main Street and High Street, on the east side of Franklin Street between High Street and Wallace Street and on the north side of Wallace Street between Water Street and Franklin Street. Sidewalks and other

pedestrian facilities are notably lacking outside of this area. Curb cuts for wheelchair access are largely lacking even where sidewalks exist.

Weston currently has no designated ~~sanctioned~~ bikeways; bicyclists must share the roadways with motorized vehicles. On low volume roadways, such as many of the local streets, bicyclists and automobiles can both safely and easily use the roadway. On higher volume roadways, particularly the collector streets, safety for the bicyclists is an important issue. ~~An impediment to bicycle use is t~~The lack of parking and storage facilities for bikes throughout the city of Weston has been an impediment to bicycling. Development code standards for bicycle parking adopted in 2001 should improve these conditions when there is development proposed in the city that is subject to site design review. Otherwise, bicycle parking and storage can be encouraged by City development code requirements and programs sponsored by the City and in partnership with other organizations. The City [can/will] seek grant and other funding to install bicycle parking for uses that were established before bicycle parking standards were adopted.

~~Weston has no local fixed route transit service at this time. The small size and low traffic volumes on city streets indicate that mass transit is not necessary or economically feasible at this time. Transit service to Weston is provided by the “Walla Walla Whistler” operated by the Confederated Tribes of the Umatilla Indian Reservation. This bus runs between Walla Walla and Pendleton with several stops per day in Weston. The Transportation Planning Rule (TPR) exempts cities with a population of less than 25,000 from developing a transit system plan or a transit feasibility study as part of their TSPs. There is a need for public transit between Weston and nearby communities, especially to help older residents reach destinations outside the city.~~

Weston has no passenger rail service. Until recently, Amtrak service was available in Hermiston and Pendleton along the rail line that follows the I-84 corridor from Portland to Boise, Idaho and points east. Amtrak is currently experiencing a funding crisis. As a result, passenger service between Portland and Denver, including service to cities within Umatilla County, was discontinued in May 1997. This line serves only freight traffic now.

Weston is served by Walla Walla Airport in Walla Walla, ~~Washington,~~^A which is approximately 20 miles north of Weston, Eastern Oregon Regional Airport in Pendleton which is approximately 25 miles southwest of Weston, and ~~by~~ Hermiston Municipal Airport which is approximately 50 miles west of Weston.

~~The Pacific Northwest Williams~~ Gas pipeline runs north-south between Weston and Athena. Cascade Natural Gas provides natural gas to consumers in Weston from this pipeline.

Weston has no water transportation services. The nearest commercial port is the Port of Umatilla located in the northwest corner of the county along the Columbia River.

Goal 12: TRANSPORTATION

Overall Goal: To provide and encourage a safe, convenient and economic transportation system.

Objectives:

1. Ensure that the road and path system within the City and urban area is adequate to meet public needs, including the needs of the transportation disadvantaged.
 - A. Develop a city transportation plan.
 - B. Meet identified maintenance level of service standards on the county and state highway systems.
 - C. Review and revise, if necessary, street cross-section standards for local, collector, and arterial streets to enhance safety and mobility.
 - D. Develop access management strategies where needed.
 - E. Evaluate the need for traffic control devices.
 - F. Analyze the safety of traveling speeds and consider modifying posted speeds as necessary.
 - G. Evaluate the operation and safety of the street system.
 - H. Encourage the provision of transportation alternatives for elderly and handicapped citizens.
2. Preserve the function, capacity, level of service, and safety of existing and planned roadways.
 - A. Develop access management standards.
 - B. Develop alternative, parallel routes.
 - C. Promote alternative modes of transportation.
 - D. Promote transportation demand management programs.
 - E. Promote transportation system management.
 - F. Develop procedures to minimize impacts to and protect transportation facilities, corridors, or sites during the development review process.
3. Improve coordination among Umatilla County, ODOT, the US Forest Service (USFS), the Federal Highway Administration (FHWA), and the city.
 - A. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP).
 - B. Work with Umatilla County to coordinate roadway and path maintenance and improvements and to develop joint policies concerning local roads and ~~streets~~ paths within the Urban Growth Boundary.
 - C. Work with the county in establishing cooperative road improvement programs and schedules.
 - D. Work with the county in establishing the right-of-way needed for new roads and paths identified in the transportation system plan.
 - E. Take advantage of federal and state highway funding programs.
 - F. Encourage the county and ODOT to improve the existing road and path system to and within the City.
 - G. Consider pooling resources with other cities and the county to provide services the benefit areas both inside and outside the City.
4. Increase the use of alternative modes of transportation (walking, bicycling, carpooling, and public transportation) through improved access, safety and service to improve the physical health of Weston residents, provide options for travel and make cost-effective use of local resources.
 - A. Provide sidewalks or shoulders and safe crossings on collectors and arterials.
 - B. Amend and implement a city bicycle plan. Coordinate amendment and implementation of a city bicycle plan with regional bicycle planning (e.g., City of Pendleton TSP and Bicycle Plan).

- C. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.
- D. Cooperate with other cities and the county to pursue inter-city transit service opportunities.
- E. Utilize local improvement districts (LID' s) when possible to provide sidewalks and curbs for local neighborhoods.
- F. Work with local employers to encourage workers to carpool, take transit, and use other transportation alternatives to driving alone.
- G. Connect to electrical vehicle networks in the region and state as they develop and seek opportunities to provide electrical vehicle facilities in the city.

Policies:

1. The City of Weston shall coordinate with the Oregon Department of Transportation (ODOT) to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and the city Comprehensive Plan.
2. The City of Weston shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment will be combined with review of the draft EA or EIS and land use approval process.
3. The Transportation System Plan is an element of the Weston Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
4. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
5. Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, for projects authorized in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.
6. Changes in the frequency of transit, rail and airport services that are consistent with the Transportation System Plan shall be allowed without land use review.
7. For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.
 - A. Where the project is consistent with the Transportation System Plan, coordinate formal review of the draft EIS or EA ~~and-with~~ concurrent or subsequent demonstration of compliance with applicable development standards or conditions;
 - B. Where the project is not consistent with the Transportation System Plan, coordinate formal review of the draft EIS or EA ~~and-with~~ concurrent completion of necessary goal exceptions or plan amendments.
8. Weston shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
9. Weston shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
10. Weston shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.

11. Weston shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
12. Weston shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
13. Weston shall support the development of transportation options including walking, biking, ridesharing, and taking transit as a way to provide affordable and healthy choices for its community members and visitors.
- ~~143.~~ It is the policy of Weston to plan and develop a network of streets, accessways, and other improvements; including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
- ~~154.~~ Weston shall require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.
- ~~165.~~ In areas of new development, Weston shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.
- ~~176.~~ Bikeways shall be included on all new arterials and collectors within the Weston Urban Growth Boundary except on limited access freeways.
- ~~187.~~ Retrofitting existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical (i.e., bike lanes may not be appropriate in downtown core areas where it would require the removal of parking).
- ~~198.~~ Sidewalks shall be included on all new streets within the Weston Urban Growth Boundary except on limited access freeways.
- ~~2019.~~ Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
- ~~210.~~ Priority shall be given to developing accessways to major activity centers within the Weston Urban Growth Boundary, such as the downtown commercial center, schools, and community centers.
- ~~221.~~ Bikeways and pedestrian accessways shall connect to local and regional travel routes. Prioritize connections to regional routes such as Scenic Byways.
- ~~232.~~ Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
- ~~243.~~ Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- ~~254.~~ A citizens advisory committee shall be established to protect and promote bicycle and pedestrian transportation within the Weston Urban Growth Boundary.
26. Weston shall coordinate with the programs of agencies such as ODOT, Umatilla County, the Confederated Tribes of the Umatilla, neighboring cities, and non-profit and advocacy organizations to promote walking, biking, ridesharing, and taking transit.

Section 6 Project Prioritization Screening

Prioritization Criteria	Score	Notes
Project 1 - Water Street Improvements		
Relevance to objectives	High	A primary objective of this plan is to improve multimodal travel in Weston, and specifically so on Water Street. Supports other objectives, as well.
Adequacy of existing facility	Fair	Sidewalks are present in some locations, but are in various states of repair. Storm drainage is lacking.
Estimated Cost	Moderate/ High	Total is high, but the project can be phased in at more moderate costs for each individual piece.
Technical Implementation Complexity	Moderate	May require some specialized engineering expertise to design the swales and evaluate what can be constructed on the southern end near the hillside. Any work will need to be coordinated with the water system master plan.
Political Implementation	Moderate	May be more difficult to implement if right-of-way is required. Even if it is not required, it full build-out of the concept will require building sidewalks through what people consider their front yard, which could bring opposition.
Potential Use	High	Water Street is the primary road in town connecting Weston residents and businesses to each other and the surrounding regional network.
Project 2 - Water Street/Main Street Intersection Plaza Enhancement		
Relevance to objectives	High	Supports objectives related to mode choice, place making, economic vitality, and cultural resources
Adequacy of existing facility	Good	There are crosswalks, a mini-park, and café already.
Estimated Cost	Moderate	
Technical Implementation Complexity	Moderate	There may be some concerns about the turning radius for large trucks and truck-trailer combination vehicles. The final design will need to accommodate these vehicles.
Political Implementation	Moderate	Will require coordination with the adjacent business operators and land owners.
Potential Use	High	The intersection includes the two main commercial streets
Project 3 - Northern Gateway		
Relevance to objectives	High	Supports objectives related to mode choice, place making, economic vitality, and cultural resources
Adequacy of existing facility	Fair	Operates adequately from a motor vehicle capacity perspective, but only has sidewalk in one corner of the intersection.
Estimated Cost	High	
Technical Implementation Complexity	Moderate	There may be some concerns about the turning radius for large trucks and truck-trailer combination vehicles. The final design will need to accommodate these vehicles.
Political Implementation	Moderate	Right-of-way may be quired to fully implement the concept
Potential Use	Moderate	The intersection is on the northern edge of town where activity is generally lower than the center of town

Prioritization Criteria	Score	Notes
Project 4 - Southern Gateway		
Relevance to objectives	High	Supports objectives related to mode choice, place making, economic vitality, and cultural resources
Adequacy of existing facility	Fair	Operates adequately from a motor vehicle capacity perspective, but is lacking pedestrian facilities.
Estimated Cost	Moderate	
Technical Implementation Complexity	Moderate	There may be some concerns about the turning radius for large trucks and truck-trailer combination vehicles. The final design will need to accommodate these vehicles. May be more difficult to implement if right-of-way is required.
Political Implementation	Moderate	Will require coordination with the fire district and possibly obtaining right-of-way to fully implement the concept
Potential Use	Moderate	The intersection is on the southern edge of town where activity is generally lower than the center of town
Project 5 - City Park Pine Creek Interaction Site		
Relevance to objectives	Moderate	Supports place making, health, and natural resources objectives, but does not have a significant transportation component
Adequacy of existing facility	Good	The existing City Park is well liked, but is lacking a formal viewing area of Pine Creek
Estimated Cost	Moderate/High	Total is high, but the project can be phased in at more moderate costs for each individual piece.
Technical Implementation Complexity	Moderate	Streambank considerations and the pedestrian bridge over Pine Creek add potential complexities
Political Implementation	Difficult	Requires relocating public works to achieve the full vision for this project
Potential Use	Moderate	It is our understanding that the park is well used today and this could improve park use
Project 6 - Downtown Pine Creek Interaction Site		
Relevance to objectives	Moderate	Supports place making, health, and natural resources objectives, but does not have a significant transportation component
Adequacy of existing facility	Good	The creek can be viewed from the existing bridge today
Estimated Cost	Low	
Technical Implementation Complexity	Low	The proposed design is made up of relatively common engineering features.
Political Implementation	Moderate	Will require coordination with the land owner along the east side of the creek
Potential Use	High	This is in Weston's primary commercial area

Prioritization Criteria	Score	Notes
Project 7 - Water Street Bridge Repacement		
Relevance to objectives	High	A primary objective of this plan is to improve multimodal travel in Weston, and specifically so on Water Street. Supports other objectives, as well.
Adequacy of existing facility	Fair	The existing bridge is load-restricted and is not ADA compliant
Estimated Cost	High	
Technical Implementation Complexity	High	Will require environmental considerations (Pine Creek) and bridge design
Political Implementation	Simple	There is a recognized need to replace this bridge and it is not likely to impact private property
Potential Use	High	Water Street is the primary road in town.
Project 8 - Franklin Street Bridge Repacements		
Relevance to objectives	Low	Ensures neighborhood connectivity, but is not otherwise tied to the plan objectives
Adequacy of existing facility	Poor	Fire trucks cannot use the bridges due to their current load restrictions
Estimated Cost	Moderate	
Technical Implementation Complexity	Moderate	Will require environmental considerations, but box culverts are more simple than longer bridges
Political Implementation	Simple	There is a recognized need to replace these bridges and it is not likely to impact private property
Potential Use	Moderate	Will be used by individuals who travel on Franklin Street today
Project 9 - Main Street Bus Stop Enhancements		
Relevance to objectives	Moderate	Supports mobility options in Weston and improving the efficiency of the existing network
Adequacy of existing facility	Poor	The existing stop is not marked and there is no shelter
Estimated Cost	Low	
Technical Implementation Complexity	Low	Shelter would be a relatively standardized design
Political Implementation	Moderate	Will require coordination with CTUIR, but they have indicated a willingness to partner. The location of the spot could be a stumbling point.
Potential Use	Low	Ridership is currently not high and it is not clear how much it would increase

Prioritization Criteria	Score	Notes
Project 10 - Wallace Street Sidewalk		
Relevance to objectives	Moderate	Improves multimodal connectivity, better linking the school to the surrounding area and making it easier for children to walk to and from school.
Adequacy of existing facility	Poor	There are currently not sidewalks here and the roadway can be busy around school drop-off and pick-up periods
Estimated Cost	Low	
Technical Implementation Complexity	Low	Sidewalks are relatively straightforward from a technical perspective
Political Implementation	Moderate	May be more difficult to implement if right-of-way is required. Even if it is not required, it will require building sidewalk through area currently being used by an adjacent residence.
Potential Use	High	This is one of the primary walking routes to/from Weston Middle School
Project 11 - Weston Middle School Bus Entry Sidewalk		
Relevance to objectives	Moderate	Improves multimodal connectivity, better linking the school to the surrounding area and making it easier for children to walk to and from school.
Adequacy of existing facility	Fair	There are currently not sidewalks here, but it also a very low volume road
Estimated Cost	Low	
Technical Implementation Complexity	Low	Sidewalks are relatively straightforward from a technical perspective
Political Implementation	Moderate	May be more difficult to implement if right-of-way is required. Even if it is not required, it will require building sidewalk through area currently being used by adjacent uses.
Potential Use	Moderate	This is one of the walking routes to/from Weston Middle School, but probably won't be used much outside of school travel
Project 12 - Weston Middle School Bus Exit Sidewalk		
Relevance to objectives	Moderate	Improves multimodal connectivity, better linking the school to the surrounding area and making it easier for children to walk to and from school.
Adequacy of existing facility	Fair	There are currently not sidewalks here, but it also a very low volume road
Estimated Cost	Low	
Technical Implementation Complexity	Low	Sidewalks are relatively straightforward from a technical perspective
Political Implementation	Moderate	May be more difficult to implement if right-of-way is required. Even if it is not required, it will require building sidewalk through area currently being used by an adjacent residence.
Potential Use	Moderate	This is one of the walking routes to/from Weston Middle School, but probably won't be used much outside of school travel

Prioritization Criteria	Score	Notes
Project 13 - Main Street to Weston Middle School Connector Path		
Relevance to objectives	Moderate	Improves multimodal connectivity, better linking the school to the surrounding area and making it easier for children to walk to and from school.
Adequacy of existing facility	Fair	There are currently not sidewalks here, but it also a very low volume road
Estimated Cost	Low	
Technical Implementation Complexity	Low	Sidewalks are relatively straightforward from a technical perspective
Political Implementation	Moderate	May be more difficult to implement if right-of-way is required. Even if it is not required, it may require building sidewalk through area currently being used by adjacent uses.
Potential Use	Moderate	This is one of the walking routes to/from Weston Middle School, but probably won't be used much outside of school travel
Project 14 - Wallace Street/Broad Street Intersection Improvements		
Relevance to objectives	Moderate	Improves multimodal connectivity, better linking the school to the surrounding area and making it easier for children to walk to and from school.
Adequacy of existing facility	Fair	There is currently a crossing with signs and flashers, but there is still concerns about drivers yielding and the visiblty of children walking to the crosswalk
Estimated Cost	Low	
Technical Implementation Complexity	Low	Crossing improvements are relatively straightforward from a technical perspective
Political Implementation	Simple	This is a recognized need and should have minimal impacts to surrounding properties.
Potential Use	High	This is one of the primary walking routes to/from Weston Middle School
Project 15 - LED Lighting Conversion		
Relevance to objectives	Low	There are no plan objectives related to lighting
Adequacy of existing facility	Good	Weston currently has street lights in key locations.
Estimated Cost	TBD	Potential for the City to not have to front the capital costs
Technical Implementation Complexity	Moderate	Lighting conversion can be complex or simple, depending on the existing system
Political Implementation	Simple	The conversion should save the City money in annual operating and maintenance expenses
Potential Use	High	Everyone who travels at night benefits from street lights

Section 7 Public Involvement



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

November 18, 2014 – Weston TSP Update (Stakeholder Meeting #1)

IN ATTENDANCE:

Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Andy Lindsey, Anderson-Perry & Associates
Michael Mattzella, Anderson-Perry & Associates
Cheryl Jarvis-Smith, ODOT Region 5
Don Fine, ODOT Region 5
Prescott Mann, ODOT Rail/Public Transit
Gary Crowder, Smith Frozen Foods
Laura Prado, PARC Resources
Scott Spendlove, City of Weston Public Works
Mike Hachquet, Smith Frozen Foods
Duane Thul, City of Weston Mayor
Bill Boyd, City of Weston City Council
George Bornstedt, ODOT Bridge
Chuck McCullough, Memorial Hall Board
Debi Russell, City of Weston Recorder
Linda Crampton, WCDC
Tim Crampton, WCDC
Ace Clark, ODOT District 12

FROM: Matt Hughart and Nick Foster

DATE: December 4, 2014

The first Stakeholder Meeting for the Weston TSP Update was held on November 18, 2014 in Weston. The purpose of the meeting was to introduce the project and hear from area stakeholders on the issues they face traveling around Weston, as well as their ideas for solutions.

Project Background

- Cheryl provided an overview of the project's grant.
- Matt Hughart described the meeting's purpose and the project team's activities for the trip.

Issues Discussion

- Laura – Sidewalks are missing in places and sometimes uneven. Only a few sections of Water Street are level and conducive to simple sidewalk construction/reconstruction.
- Ace - No huge safety issues right now on the State highways after the Banister Road intersection on OR 11 was modified, but it is a continued area of focus for ODOT. This plan is the key to potentially obtaining future money for improvements. Projects that are in plans supported by the local community are more competitive than ones that have not been through the process.
- Don – Crossing OR 11 can be difficult.
- George - ODOT rates all bridges even the ones that are not on state facilities. The ratings in Weston are outdated. The City can request the State to come out and inspect them.
- Prescott - Smith Foods is the only entity using rail lines in town today.
- Cheryl -Coordination with other entities, such as tribes, could present opportunities regarding the gateways, trails, and other treatments.
- Debi - Water Street improvements are needed, including street lights (ideally similar to the decorative poles on Main Street). Important for student safety and aesthetics (Water Street is the first thing you see when you drive in). The treatments in Athena are nice.
- Chuck - Need sidewalk in front of Saling House. There are sections on Water Street where we walk in the mud or have to cross the street several times to pick up the existing sidewalks.
- Bill – Sidewalks are important. Water Street is how Weston presents itself. Keep in mind the infrastructure underneath the roadway.
- Scott – Public Works has a number of concerns. Bridge crossings (6 or 7 crossings) all have issues. You can't function in town without the bridges. It takes more money to fix them than the City has. Water and Franklin Street bridges are priorities. Stormwater issues are important. The City cannot keep allowing all runoff to flow into Pine Creek. Utilities underneath Water Street should be considered so that additions are not made to the road that have to be torn up shortly afterward. Water Street was last paved about 9 years ago and is starting to show some wear and tear already. The Water Street and Franklin Street bridges are the priority bridges.
- Duane – Fire hydrants are not adequately located on Water Street due to water line constraints. Fire hoses sometimes have to be stretched across the street and this blocks access and vehicles drive over the hose. Worried that the grant is too broad and wants

to projects planned that are realistic for implementation. Wants to see improvements that will have a direct improvement to daily life. Sidewalks, stormwater, and bridges are priority items. Lights are good, but they need to be LEDs because the current lights are costing the City a lot to power.

- Gary - Majority of all product comes in through Key Road due to load restrictions on Water Street. Some truck drivers don't know to use Key Road, so a lot end up using Banister Road. Snow drifts can block Key Road in the winter time. Most trucks are empty when they arrive, which is good if they travel over the bridges in town. Better signage on OR 11 designating Key Road for trucks would be helpful. Wants to make sure that employees and deliveries have safe access and would like to see improvements to OR 11.
- Robin – Weston is a nice area with great old buildings. We'll look for opportunities to bring its character out to the street, which is an area where people meet.
- Linda – Senior housing is needed. People are moving to Walla Walla because of a lack of options.
- Tim – A market analysis is showing there is the need for 6-9 units of senior housing in Weston. City will need a grant to purchase property for this.
- Sheila - Sidewalks in Athena were funded through her program. Weston does not have a State highway through town. As such, improvements would need to be funded through the Enhance program.
- Matt Hastie - the previous project he worked on focused on in-fill development, but had a small bicycle and pedestrian component.

Project Design Options

- North Water Street is set up for landscaping between the street and sidewalk. South Water Street has topography issues and street level parking needs that may limit options.
- Have to stick to sidewalks on the main corridors, other streets may be too narrow for sidewalks.
- Cove sidewalks (sidewalk is behind a ditch for storm drainage) and Elgin sidewalks are some good lower cost examples.
- Main Street street trees were liked, but they had to be replaced. People like street trees. Just need to plant the correct varieties with the correct spacing.
- Main Street is a good design example.
- Parking can be an issue on Water Street. There is not enough space for it in places and people park in locations where it may be hazardous.
- South Water Street has a large amount of runoff due to topography. Could it be diverted to an underused area of the park?

- Green street treatments, such as those in Portland, may be helpful for filtering stormwater and calming traffic.
- Imbler's Main Street is attractive
- Joseph is attractive. The street is set up for pedestrians.
- It is hard to attract or convince someone to open a business in Weston.
- Parking for Pioneer Days is problematic. It is also an issue when there is an event at the schools.
 - Could transit be part of the solution?
- There are three ways into Weston. The middle access is Key Road, so it can be easy for unfamiliar trucks to accidentally use Water Street via Banister Road or OR 204.
- Signs on the highway could be helpful for directing trucks to Smiths via the correct route and for directing tourists into town.
 - Federal signing standards are restrictive and will need to be considered in developing a workable solution.
- Want traffic coming into Weston, but want it properly organized onto the correct routes.
 - Water Street is not an appropriate place for large trucks, but local deliveries and RVs need to be accommodated.

Next Steps

- The project team will be taking a walking tour and individuals from the meeting are invited to attend. The team will be having another similar meeting tomorrow morning and then will be conducting two workshops with youth, including the senior class at the high school and the 5th grade class at the middle school.
- The project team will be inventorying and analyzing existing conditions.
- There will be a public workshop at the end of January. Information will be sent out in advance of the meeting.

Sign-In Sheet

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

November 19, 2014 – Weston TSP Update (Stakeholder Meeting #2)

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Michael Mattzella, Anderson-Perry & Associates
Cheryl Jarvis-Smith, ODOT Region 5
Jeff Wise, ODOT Region 5
Scott Spendlove, City of Weston Public Works
Duane Thul, City of Weston Mayor
Bill Boyd, City of Weston City Council
Debi Russell, City of Weston Recorder
Heidi Scott, Umatilla Pioneer Association, City of Weston Historic Landmarks Committee
Lyn Delph, City of Weston City Council
Sheldon Delph, City of Weston Grant Coordinator
Jennifer Spurgeon, City of Weston City Council and Athena-Weston School Board

FROM: Matt Hughart and Nick Foster

DATE: December 4, 2014

The second Stakeholder Meeting for the Weston TSP Update was held on November 19, 2014 in Weston. The purpose of the meeting was to introduce the project and hear from area stakeholders on the issues they face traveling around Weston, as well as their ideas for solutions.

Project Background

- Sheldon provided an overview of the impetus for the grant, including:
 - Water main from Wallace to the south end of town that is undersized
 - Sidewalk issues
 - Lighting issues

- Bridges with load restrictions
 - Senior housing needs
 - Truck generation from Smith Frozen Foods and J&J Snacks
- Cheryl added that the Safe Routes to School plan needs to be incorporated into an updated TSP
- Nick described the meeting's purpose and the project team's activities for the trip.

Issues Discussion

- Duane - Don't lose sight of the bridges and sidewalks on Water Street as they are the main needs. The City of Hermiston is currently dealing with storm water permits and Weston will likely need to deal with similar issues at some point in the future. Water Street needs street lights. They add something to the town. Any new lighting needs to be cost effective and low operating cost (LED lighting). Box culverts could work for the Franklin Street bridges, but not Water Street.
- Jennifer - Agrees with Duane. Aging retaining walls and decrepit sidewalks on Water Street need repair, bridges need to support truck traffic, and sidewalks are needed for serving senior housing. Efforts need to be coordinated. There are a lot of children at the Wallace and Broad intersection.
- Michael - There are a lot of sidewalk options that could be appropriate for Weston. The retaining walls definitely need some attention. A modular block system could work well at a relatively low cost while still providing good aesthetics.
- Scott - Water Street is basically Weston's main street. Most important road and serves the greatest amount of traffic. It has a lot of issues (water, sewer, gas). It has no storm water system, but the State at some time will require the City to more formally address stormwater.
- Cheryl - Improve gateway treatments. There is existing transit service in town provided by CTUIR. Improve awareness of transit stops and the frequency of service. Plaza treatments at Main/Water could be explored.
- Debi - The first thing she notices when going into new towns is the lighting and sidewalks. Weston needs something similar.
- Bill - First impression is Water Street for out of town guests. Don't want to have to dig up utilities after making street or sidewalk improvements.
- Heidi - Would like to see more yellow blinking lights around the school for safety purposes.
- Lyn – Regarding street trees, people are hesitant to plant trees in their strips because they think there might be new sidewalks that will be constructed.
- Jeff – Bulb-outs are helpful, but they need to be designed appropriately. Are there any roadway safety issues around town? Look for opportunities to congregate pedestrians as much as we can.

- Sheldon - Depot/Franklin intersection: Depot Street has a bad water line. Smith Frozen Foods is interested in rail issues. Both Pine Creek and Hale Creek are considered fish sensitive creeks.
- Robin - Water Street is the front porch of Weston. Street trees are an opportunity for Water Street. There is a good existing overhead tree canopy on segments of Water Street. Adding more trees would help create more of an identity and character.
- Matt - Truck routing signage could be improved.
- Nick - Future funding of improvements is contingent upon developing and adopting a formal plan.

Water Street Sidewalks and School Connections

- Sidewalks would make sense on the east side instead of the west side if they can only be on one side
- Like what Athena has done with their crosswalks near their high school.
- There are concerns about children intermixing with cars around the Wallace/Broad intersection. The crosswalk across Wallace does not lead to sidewalks, so children walk in the road.
 - Children also come out from behind the wall around the tennis courts onto Wallace Street and it can be hard to see them in advance because of the wall.
- High Street continues through to Water Street. The SRTS project developed the concept of a footbridge across Pine Creek on the High Street easement, with sidewalks on Water Street. Would take some kids away from Broad and Wallace intersection.
- There is a greater number of kids who walk home from school rather than walk to school.
- There is no natural funnel for kids leaving the school and getting to Water Street on the south side of the school.
- Some children from Milton-Freewater take the bus home.

Other Issues

- Bridge on Main Street has old wood beams in places and a building is built on top of the bridge.
- GPS directions sometimes tell trucks to turn the wrong way at the Water Street/Depot Street intersection and they get stuck on Depot Street
- Signs on the highway would be helpful for routing trucks and visitors. Ideas needs to be discussed with ODOT to determine what would be allowed.

Next Steps

- The project team will be conducting two workshops with youth, including the senior class at the high school and the 5th grade class at the middle school.
- The project team will be inventorying and analyzing existing conditions.
- There will be a public workshop at the end of January. Information will be sent out in advance of the meeting.
- There will be a survey of business owners and others that will be conducted in advance of the workshop.

Sign-In Sheet

Name Scott Spendlove
 Organization Weston Public Works
 Phone 541 566-3976
 Email Westonpw@bmi.net

Name Duane Thul
 Organization Weston Mayor
 Phone 541-566-9154
 Email dn405@g.com

Name ROBIN CRAIG
 Organization GREENWORKS PC
 Phone 503-222-5612
 Email robin@greenworkspc.com

Name Deb Russell
 Organization Weston
 Phone 541 566 3313
 Email russol@westoffice.net

Name Bill Boyd
 Organization Weston City Council
 Phone 541 566-2122
 Email wcboyd@g.com

Name Nick Foster ; Matt Hughes
 Organization Kittelsen ; Associates
 Phone
 Email

Sign-In Sheet

Name Sheldon Delph
 Organization Saling House, city grants co-ordinator
 Phone 360-520-3819 ; 541-566-3327
 Email s-delph@hotmail.com

Name Heidi Scott
 Organization Unitaria Pioneer ass. Weston historic Landmark
 Phone ~~360~~ 541-379-1095
 Email heidi.scott89@gmail.com

Name Jeff Delph
 Organization Weston City Council +
 Phone 541-566-3327
 Email _____

Name Jeff Wise
 Organization ODOT
 Phone 963-1902
 Email jeff.wise@odot-st.us

Name Michael Mattzels
 Organization Anderson Perry
 Phone _____
 Email _____

Name Jennifer Spurgeon
 Organization City of Weston
 Phone _____
 Email _____



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

November 18, 2014 – Weston TSP Update (CAC Meeting #1 – Walking Tour)

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Andy Lindsey, Anderson-Perry & Associates
Michael Mattzella, Anderson-Perry & Associates
Cheryl Jarvis-Smith, ODOT Region 5
Scott Spendlove, City of Weston Public Works
Duane Thul, City of Weston Mayor
George Bornstedt, ODOT Bridge
Umatilla County Sheriff Deputy

FROM: Matt Hughart and Nick Foster

DATE: December 4, 2014

The first Citizen Advisory Committee (CAC) meeting for the Weston TSP Update was a walking tour held on November 18, 2014 in Weston. The purpose of the meeting was to walk the Water Street corridor and visit and discuss points of interest for potential projects. It provided the project team with the opportunity to see and discuss the issues raised during the earlier stakeholder meeting with tour attendees.

Main Street/Water Street

- Opportunities for plaza enhancements and the City is interested in ideas.
- Mini-park with a fountain and rose garden is located in the southwest corner of the intersection.

Poplar Street

- Poplar Street is adjacent to Saling House, which is being rehabilitated. It is platted to continue across Pine Creek to Franklin Street, which provides for an opportunity for a footbridge.

Water Street Bridge

- There are concerns about the structural integrity of the bridge and its load restrictions.
- Bridge's aesthetics are good.
- The sidewalk on the west side of the bridge is not ADA compliant because there is a large step up from the sidewalk onto the bridge walkway from both directions.

Water Street/Depot Street

- Opportunity for a northern gateway treatment into the city.
- The first part of an Oregon Trail monument, a covered wagon, is in place immediately north of the intersection. There are plans for further related facilities north of the wagon.
- The City's Public Works department may move out here, just beyond the City limits. This would free up near the park.

Elliott Park Area

- Moving Public Works would open up additional space in this area. Options could include a storage building or additional parking for the park and events.
- Looking south from here one can see the potential to funnel stormwater runoff to a treatment area here.

South Water Street

- There is a drop-off on the east side of the road that could make it difficult to add sidewalks.
- The retaining walls on the west side of the road are in various conditions. Many likely need to be repaired or replaced.
- The southern gateway treatment should be at the corner where Banister Road turns into Water Street.
 - Near the existing sign would be a good location.

High Street

- Similar to Poplar Street, High Street is platted to continue across Pine Creek and presents an opportunity for a footbridge over the creek.

General Discussion

- Most streets are paved, though it is often just a layer of asphalt on top of gravel.



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

November 19, 2014 – Weston TSP Update Youth Workshops

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Cheryl Jarvis-Smith, ODOT Region 5
Duane Thul, City of Weston Mayor
Jennifer Spurgeon, City of Weston City Council, Weston-Athena School Board

FROM: Matt Hughart and Nick Foster

DATE: November 21, 2014

The project team conducted two Youth Workshops for the Weston TSP Update. The first was with the senior class of Weston-McEwen High School in Athena and the second workshop involved the 5th grade class of Weston Middle School in Weston. Both workshops were held on November 19, 2014.

The primary purpose of these workshops is to learn about the transportation issues facing school-age children who often rely on bicycling, walking, and public transportation to travel around. Youth do not typically attend public open house meetings, so reaching out to them through these workshops is an effective method to learn more about their perspective on transportation. The workshops also provide the students an opportunity to gain a glimpse into the process that goes into planning the future of their city and the types of issues considered by planners, engineers, and city administrators.

High School Workshop

- Approximately 40 senior class students attended the high school workshop held in Weston-McEwen High School.
- Students were divided up into eight groups of two to six individuals each. Each group was provided with two poster-sized aerial maps: one focused on Weston and one zoomed out to a larger scale to include Weston, the connection between Weston and

Athena, and the high school. Students were provided markers and asked to identify the transportation issues they encounter in Weston and in traveling between Weston and Athena, as well as their ideas for improvements that could be made. Members of the project team rotated among the student groups to observe their work, answer questions, and pose questions for the group to consider in their work (e.g. what would be your highest priority?).

- The most commonly identified issues by the groups included:
 - Water Street needs sidewalks where they do not exist and needs sidewalks repaired where they do exist.
 - Crossing OR 11 is challenging.
 - Banister Road needs bike facilities.
 - Sidewalks are needed around Weston Middle School.
 - More frequent bus service would be nice.

Middle School Workshop

- Approximately 40 5th grade students attended the workshop held in Weston Middle School.
- Students were divided up into five groups of four to ten individuals each. Each group was provided with a poster-sized aerial map of Weston. Students were provided markers and asked to identify the issues they encounter walking and biking around Weston, as well as their ideas for improvements that could be made. One member of the project team worked with each group to ask them about where they like to walk or bike to, what it's like walking there, and what it's like walking and biking around the school.
- The most commonly identified issues by the groups included:
 - Sidewalks are needed around the middle school. There is a school policy that students cannot walk on Wallace Street where there are not sidewalks.
 - Sidewalks are needed on Water Street, especially on the east side and by Suzi's.
 - Sidewalks on other streets around town would be helpful for walking.
 - Walking and biking paths away from the street would be nice.
 - A swimming pool would be fun to have.



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

MEMORANDUM

Date: February 18, 2015 Project #: 17713.0

To: Sheldon Delph, Debi Russell, Duane Thul, and Scott Spendlove; City of Weston
Cheryl Jarvis-Smith; ODOT Region 5

From: Nick Foster, AICP and Matt Hughart, AICP

Project: Weston Transportation System Plan Update

Subject: Survey Summary

As a part of the ongoing Weston Transportation System Plan update, a survey of Weston residents and business and property owners was sent out by City staff with water bills in December 2014. Individuals had the option to complete and return the paper survey when paying their water bill in January 2015 or they could take the survey online using a web link printed on the survey. A copy of the survey is included in this summary as Attachment 'A.' Respondents also had the opportunity to visit an online interactive comment map to provide their thoughts on specific locations. This memorandum summarizes the results of this survey. These results were previously presented at the second meeting of the Citizen Advisory Committee and a public workshop on January 28, 2015 in Weston.

SURVEY RESULTS SUMMARY

Thirty-three individuals completed the survey. Of these responses, 30 people returned the paper copy of the survey and 3 people filled out the online version. Most of the respondents live in Weston (25 out of the 26 that provided this information), while one person indicated that they do not live in Weston, but own property in Weston. No one chose to use the online comment map.

There were two questions on the survey regarding transportation. The first question asked people to rate how important they felt a variety of different general transportation improvements would be to them on a scale from 1 (Not Important) to 5 (Very Important). Figure 1 summarizes the responses to this question. Note some individuals did not rate each potential transportation improvement, but at least 26 people provided responses to each item.

How Important Are the Following General Transportation Improvements?

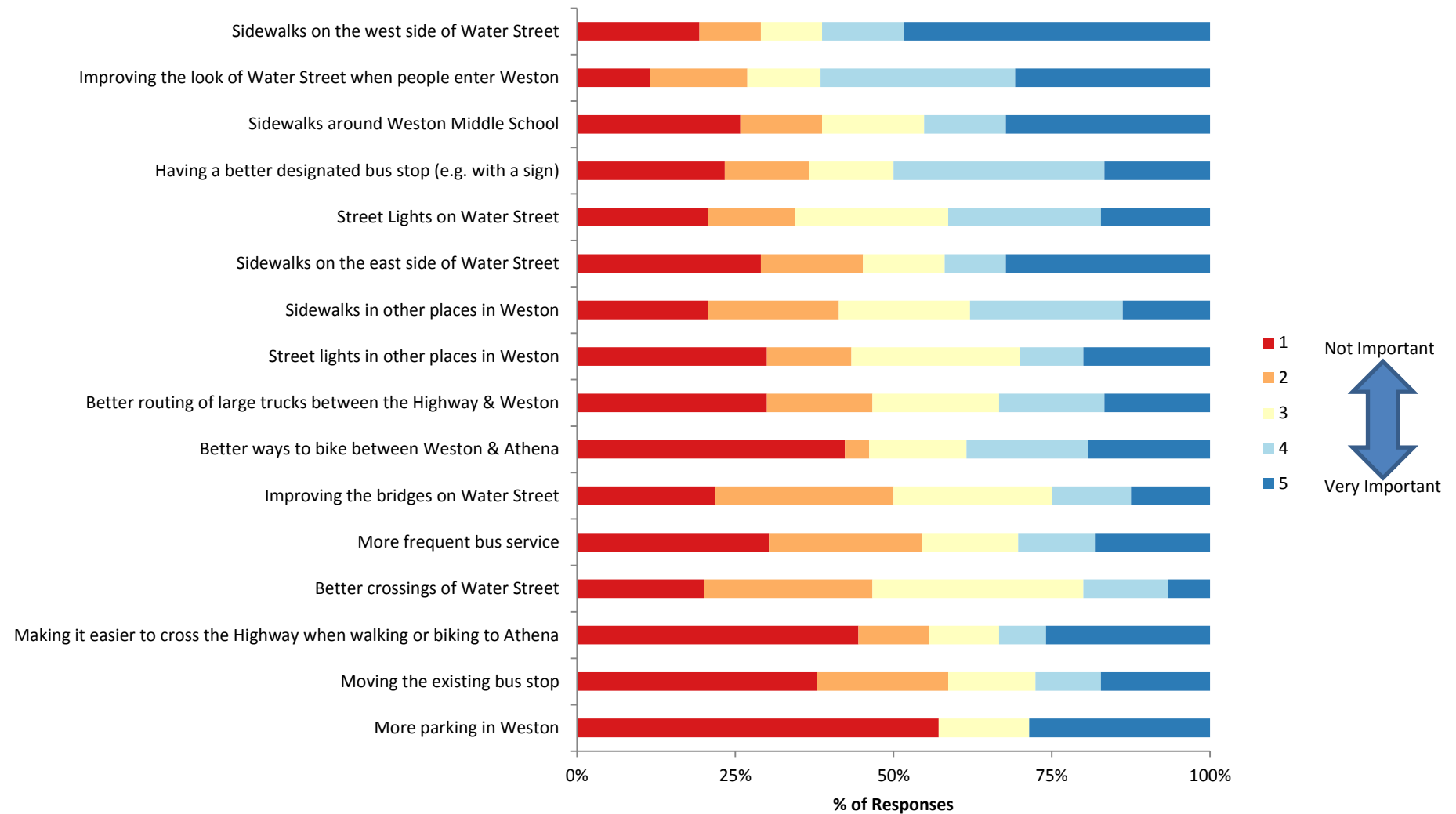


Figure 1 Question #1 Responses

Water Street related items were the top priorities of survey respondents, with sidewalks on the west side of Water Street and improving the look of Water Street having the greatest percentage of “4” and “5” responses. Other priority projects include sidewalks near the school and on the east side of Water Street, having a better designated bus stop, and improving street lighting on Water Street. Increasing the amount of parking, moving the existing bus stop, and making it easier to cross OR 11 when walking or biking to Athena were considered the least important potential improvements.

In addition to the responses shown in Figure 1, there were four responses to the “other” option. Their transportation priorities included:

- Having bikes use lights at night
- Upgrading/maintaining roads
- Speed enforcement on Water Street

The second question allowed for open ended responses about other transportation related items. There were nine transportation related responses to this question, covering the following topics:

- Parking in Various Locations Should be Examined, including Illegal Parking and Long-term Storage of Disabled Vehicles (3 comments)
- Road Maintenance & Repair Should be Top Priorities (2 comments)
- Wheelchair Access Should be Improved (1 comment)
- Public Access to Pine Creek Would be Nice (1 comment)
- Improving the look of Weston (2 comments)

The complete responses are included as Attachment ‘B.’

These results will be used to inform project development and prioritization in the next phase of this project.

Attachment A Survey Instrument



The City of Weston is working on a plan to improve the City's transportation system (roads, sidewalks, etc.). To assist in this process, we are asking you to help us by completing the following survey. The results of this survey will be used to help identify the types of projects that are most important to the people who walk, bike, drive, and ride the bus in Weston. Please complete and return the survey by **Friday, January 12th to City Hall** (bring it in when you pay your water bill!). The results of this survey will be presented at a public workshop in Weston in late January, so be on the lookout for future meeting announcements.

If you prefer to take this survey online, you may do so at the following website (please submit only one survey per household): www.surveymonkey.com/s/WestonTSP.

Question #1

On a scale from 1 (not important at all) to 5 (very important), please tell us what you think about the following general transportation improvements:

	Not Important			Very Important	
	1	2	3	4	5
Sidewalks on the west side of Water Street.....	1	2	3	4	5
Sidewalks on the east side of Water Street.....	1	2	3	4	5
Sidewalks around Weston Middle School.....	1	2	3	4	5
Sidewalks in other places in Weston.....	1	2	3	4	5
Improving the bridges on Water Street.....	1	2	3	4	5
Improving the bridges on Franklin Street.....	1	2	3	4	5
More frequent bus service.....	1	2	3	4	5
Having a better designated bus stop (e.g. with a sign).....	1	2	3	4	5
Moving the existing bus stop to a new location.....	1	2	3	4	5
Making it easier to cross the Highway when walking or biking to Athena.....	1	2	3	4	5
Street lights on Water Street.....	1	2	3	4	5
Street lights in other places in Weston (tell us where.....)	1	2	3	4	5
Better routing of large trucks between the highway and Weston..	1	2	3	4	5



Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe)_____.....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

Question #3 – Tell us a bit more about you. Please check all that apply:

- ☐ I live in Weston
- ☐ I own a business in Weston
- ☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Attachment B Open-Ended Responses

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

The First priority should be to improve by repaving + widening the main roads. Many roads have been patched multiple times, are very narrow, have no curbs and are full of pot holes.

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☒ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe) <u>Speed Enforcement</u> <u>on water street.</u>	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

Get rid of the house that is partially
burned + the cars.

Clean up some of the junkier places.

Have "No Parking" on the Washington
street right off of Bannister. That
first block. When people park on
the side street, it is difficult to
get in my driveway.

Question #3 – Tell us a bit more about you. Please check all that apply:

- ☒ I live in Weston
- ☐ I own a business in Weston
- ☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

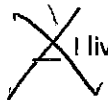
Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe) <u>Fix BAD ROADS</u>	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

Maintain Roads during winter on streets
with steep inclines. Fix Bad
Roads E. Pomeroy St + Arman

Question #3 – Tell us a bit more about you. Please check all that apply:



☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

access better for Scooters and
wheel chairs

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

Make the overall appearance of Weston more appealing to visitors, businesses, and tourists.

Might bring in more business and people who may want to relocate here!

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION
PLAN UPDATE

- Better ways to bike between Weston and Athena..... (1) 2 3 4 5
- Better crossings of Water Street..... 1 2 3 (4) 5
- Improving the look of Water Street when people enter Weston.... (1) 2 3 4 5
- More parking in Weston..... (1) 2 3 4 5
- Other (Please Describe) MAKE SMITHS PAY 1 2 3 4 (5)
AS MUCH FOR WATER AS WE
Question #2 DO. THEN MAYBE PEOPLE COULD AFFORD TO
WATER THEIR YARDS - FIRE PREVENTION!

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

LAW ENFORCEMENT OF THE 15' X 15' LAW
LIKE 3RD & N. FRANKLIN,
ILLEGAL PARKING LIKE ON 2ND ST.
AND REQUIRE ALL NON LICENSED CARS/TRUCKS
TO PARK ON PRIVATE LAND & NOT IN
PUBLIC PARKING AREAS LIKE ON BROAD ST. N.
& N. FRANKLIN

Question #3 – Tell us a bit more about you. Please check all that apply:

- ☒ I live in Weston / AND I AM A HOME OWNER, NOT RENTER
- ☐ I own a business in Weston
- ☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	(4)	5
Better crossings of Water Street.....	1	(2)	3	4	5
Improving the look of Water Street when people enter Weston....	1	(2)	3	4	5
More parking in Weston.....	1	(2)	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

I think recycling is important. Humbert should gear up garbage collection by giving residents 3 cans - 1 for plastics, metals, wood etc, 1 for lawn debris and one for just garbage. And there should be an ordinance that residents renters or owners should be required to keep their lawns and area clear of trash, cans, ~~lawn~~ furniture and garbage. Nothing to do with transportation - but important

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION
PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

Thanks for the
survey!

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe) <i>All bikes at night need lights.</i>	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelerson.com/WestonTSP, where you can add your comments directly to a comment map!

To improve walking and biking in Weston, residents should park their cars on their properties. The streets would be wider and safer for the bike traffic because they would weave between the cars.

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Weston



TRANSPORTATION PLAN UPDATE

Better ways to bike between Weston and Athena.....	1	2	3	4	5
Better crossings of Water Street.....	1	2	3	4	5
Improving the look of Water Street when people enter Weston....	1	2	3	4	5
More parking in Weston.....	1	2	3	4	5
Other (Please Describe).....	1	2	3	4	5

Question #2

If there other things you think could be done to improve how you get around in and near Weston, please let us know in the space below. In addition, you may visit the project website, maps.kittelson.com/WestonTSP, where you can add your comments directly to a comment map!

*Public access to Pine Creek and in
my dreams even a small picnic area.*

Question #3 – Tell us a bit more about you. Please check all that apply:

☒ I live in Weston

☐ I own a business in Weston

☐ I do not live in Weston, but I own property in Weston

Thank you for taking our survey!

Meeting Agenda
Weston Transportation System Plan Update
CAC Meeting #2
2:00 P.M., January 28, 2015
Memorial Hall

1. Welcome and Meeting Purpose - Kittelson & Associates, Inc. (KAI)
2. Review Updated Inventory and Infill Maps – KAI and Angelo Planning Group (APG)
3. Review Survey Results - KAI
4. Review Opportunities and Constraints Technical Report
 - a. Traffic Analysis – KAI
 - b. Constraints Summary – KAI and Anderson-Perry & Associates (A-P)
 - c. Opportunities for Improvement – KAI, APG, and Greenworks
5. Review Cursory Environmental Assessment – A-P
6. Next Steps - KAI
 - a. Feedback from CAC regarding above items
 - b. Town Hall Meeting – today, 6:00 – 8:00 PM (Memorial Hall)
 - c. Project identification and concept development
 - d. Future analyses (funding, freight, economic and health impacts)



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

**January 28, 2015 – Weston TSP Update
(CAC Meeting #2)**

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Michael Mattzella, Anderson-Perry & Associates
Cheryl Jarvis-Smith, ODOT Region 5
Scott Spendlove, City of Weston Public Works
Debi Russell, City of Weston Recorder
Sheila Jasperson, City of Weston Assistant Recorder
Heidi Scott (Delph), City of Weston Parks & Rec Committee
Jennifer Spurgeon, City of Weston City Council/Athena-Weston School Board
Michael Lambert, CTUIR Fisheries Habitat Program Supervisor

FROM: Matt Hughart and Nick Foster

DATE: February 2, 2015

The second Citizen Advisory Committee (CAC) Meeting for the Weston TSP Update was held on January 28, 2015 in Weston. The purpose of the meeting was to discuss the recently completed inventories, draft Opportunities & Constraints Technical Report, draft Cursory Environmental review, public survey results, and discuss priorities to be addressed in the next phase of the project.

Transportation Inventory

- Anderson-Perry did a windshield survey of existing road conditions.
 - Some of the roads are dirt roads so a condition is not reported. Some streets also did not appear on the initial base mapping provided by Umatilla County, so the team will check to make sure they did capture all the streets.
- There is no signs for the bus stop at the Post Office.

- Some people think the stop is not in the most ideal location. The Post Office does not like it in front of their building. Passengers go inside the Post Office during bad weather or congregate at the entrance to City Hall.
 - Perhaps a shelter would help provide some cover and a place to gather?
- There are at least 4-5 riders per day using the bus.
 - CTUIR may have more detailed numbers, so the project team will follow up with them for that information.

Traffic Analysis

- There are low levels of traffic delay currently and that is projected to remain the situation 20 years in the future.
- There were no intersections or roadway segments that had crash rates higher than the respective threshold or enough crashes to clearly identify patterns.
 - There was one fatal crash involving a person on a bicycle on OR 204, but it was more than five years ago, so it did not show up in this project's analysis.
- OR 11 preliminary crossing analysis:
 - OR 11 is a high speed environment with average speeds in excess of 60 mph.
 - The posted speed limit is 50 mph.
 - There were no observed pedestrian crossings when traffic counts were taken at the intersection in October.
 - ODOT has requirements for marked crossings on state highways. This area of OR 11 is not currently meeting these standards given the lack of observed pedestrian crossings and the high speeds on OR 11.
 - During the summer, there are a higher number of crossings. Kids ride their bikes to get to the swimming pool in Athena.
 - At one point, the City ran a bus to the swimming pool. Use tapered off and it was discontinued.
 - Uncertainty about how often a crosswalk would be used given the condition of Banister Road, the distance from OR 11 into Weston, and the lack of unique destinations in Athena beyond the high school and pool.
 - There are plans in the future for the City of Athena to put a water tower at the northeast corner of OR 11/Banister Road. There is a possibility that the City of Weston may connect to that tower at some point in the future, thereby creating a water line/easement along Banister Road. At that time, there may be an opportunity to install wider shoulders or a pathway along Banister Road.
- Project team did a qualitative assessment of pedestrian conditions along the main roads in Weston.
 - Those roads with sidewalks on both sides scored the best.
 - Improving conditions near Weston Middle School is a priority.

- Stormwater drainage is an issue that would need to be considered with any sidewalk project, especially on the southern section of Water Street.
- There are lots of different kinds of retaining walls. Most of the walls just hold back the lawns and do not appear to be supporting structures.
- Project team did a Level of Traffic Stress assessment to evaluate bicyclist conditions.
 - Wallace should move up one level (more stressful) in score due to the significant grade.
 - If the scores were applied to the other streets in town, most everything would be a low LTS due to the slow travel speeds and low traffic volumes.
 - Cultural acceptance of bicycling as a form of transportation is something that eastern Oregon continues to struggle with.
 - There was interest in a bicycle safety program at the school.
- Bridges limit freight movements through town.
 - Truckers typically follow GPS instructions, so better advanced signage would help inform them of the load restricted bridges.
 - Fire trucks exceed the load capacity of the Franklin Street bridges.
 - The two Franklin Street bridges would be good candidates for a box culvert style replacement.
 - The bridges have not been assessed for hydraulic capacity.

Urban Design/Streetscape Concepts

- All concepts need to consider trucks and farm equipment that regularly moves through town.
- North Entry Gateway
 - Like the circular band as a decorative pattern for slowing down traffic, but concern about the functionality of a roundabout.
 - Relocating the unnamed street (sometimes referred to as Winn Road) is a good idea.
- South Entry Gateway
 - Asphalt desert at this intersection. Concept would help tighten this up.
 - The guardrail would be modified or a decorative fence would be put in front of it.
 - The crosswalk does not necessarily lead to any destinations.
 - The median helps clarify where vehicles should be.
- Main Street/Water Street Intersection
 - Sidewalks on both sides on Water Street were important to the students.
 - Create a sense of arrival at this intersection by tightening it up and improving aesthetics.

- Need to address the car repair shop and propensity for vehicles to block the sidewalk.
- Chose a large enough radius at the intersection corners that would accommodate most moderately sized trucks.
 - Project team should provide some diagrams that show different sized trucks and trailers navigating turns at the intersections.
- Curb bulb-outs have been envisioned at the intersection. They create space for plantings and other aesthetic purposes. They also shorten the crossing distance for pedestrians and make them more visible to passing traffic.
- Bike lanes versus parking. Parking feels more important. Perhaps the traffic speeds would be slower with the other intersection improvements in place and people will feel more comfortable riding with traffic.

Pine Creek Interaction Sites

- Reiterated key priority sites near Saling House, City Hall, and City Park.
- Creek interaction sites located at existing road crossings.
- Physical versus visual interaction? There are not a lot of recreation opportunities associated with this creek given the steep creek bed walls, lack of consistent water flow, and width of the creek.
- Kids like the wild nature of the creek.
- Walkway opportunities are limited.
- Crossing points as interaction points seem more realistic.
- Think about creating ordinances that help protect and expand the greenway boundaries when properties redevelop in the future.
- The Saling House should be open by July 1st and they could start talking about a creek interaction site then.

Infill Sites

- A couple of sites still need to be updated. There has been additional development in the subdivision in the SW corner of town.

Survey Results

- Water Street and walking related items were the highest priorities, including improving the look of Water Street and providing sidewalks on Water Street and around Weston Middle School.

Environmental Review

- Pine Creek is listed as not meeting water quality standards.

- Don't need to do an environmental survey for simple sidewalk projects, but would for major projects.
- No federally protected species in the community.

Next Steps

- General consensus that the highest priorities include improving walking conditions on Water Street and around Weston Middle School, improving the look of Water Street, and fixing the load-limited bridges.
- The next meeting will be the week of April 6th in Weston.
- The project team will be working on the following between now and the next meeting:
 - Partnership/Funding Opportunities
 - Project Concepts
 - Street Standards
 - Health & Economic Impact Analysis
 - Freight Review

Sign-In Sheet

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Organization City of Weston

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Email

Sign-In Sheet

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Weston



**TRANSPORTATION
PLAN UPDATE**

PUBLIC WORKSHOP

The City of Weston is working on a plan to improve the City's transportation system (roads, sidewalks, etc.) Come join us for a public meeting to:

- Tell us what you think needs to be improved about walking, biking, driving, and riding the bus in Weston
- Learn more about possible transportation project options

Wednesday, January 28th, 2015

Please Join Us Anytime Between 6:00 and 8:00 PM

Light Snacks and Refreshments will be Provided

**Memorial Hall
At the corner of Main & Broad
(next to the Post Office)
Weston**

For more information, please contact
Debi Russell, City Recorder
russ01@qwestoffice.net



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

January 28, 2015 – Weston TSP Update Town Hall Meeting

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Robin Craig, GreenWorks
Cheryl Jarvis-Smith, ODOT Region 5
Michael Mattzella, Anderson-Perry & Associates, Inc.
Sheldon Delph, City of Weston Grant Coordinator

FROM: Matt Hughart and Nick Foster

DATE: February 6, 2015

The project team conducted its first meeting with the general public on January 28, 2015 from 6:00 – 8:00 p.m. at Memorial Hall in Weston. Fifteen individuals that are not represented on the project team list above signed in. Scanned copies of the sign-in sheets are attached to this summary.

This meeting was an opportunity to inform the public about the project process, work completed to date, and to gather feedback on potential project concepts. It was set up in an open-house style format so that people could arrive and participate at their convenience. Project information was displayed on poster-sized boards covering the following topics:

- Project Process & Schedule
- Load-restricted Bridges
- Results of Public Survey
- Summary of Priority Needs & Constraints Identified
- Water Street – existing cross sections and available right-of-way and physical width
 - Participants were asked to provide their ideas for how Water Street could look within these constraints using scaled cross-section boards provided by the project team.

- Concepts for Gateway Treatments on Water Street and the Main Street/Water Street intersection
 - Participants provided feedback on these concepts to the team, which were recorded on notes made on the figures.
 - Participants also noted particular treatment options and concept features that they liked by placing green dot stickers on them.

The following summarizes the feedback received at the two different feedback stations.

Water Street Cross Sections

- Six unique cross-sections were proposed and photographed by the project team. The details of the sections are attached to this summary. The following general trends were observed across several of the sections:
 - Sidewalk or pathway on the west side of Water Street
 - Swales for stormwater treatment
 - Landscape buffer between the sidewalk and street
 - One individual proposed the sidewalk be curb tight and the buffer be on the residential side of the sidewalk to allow for oversize loads to pass through town
 - Sidewalk on the east side of Water Street, if possible
 - On-street parking south of the City Park
 - 11' Travel Lanes
 - One individual proposed 10' lanes (no boards existed for these, but he told the project team)

Gateway and Main Street/Water Street Intersection Treatments

- Photos of boards are attached
- North Entry
 - Support for realigning the unnamed (Winn) road – “this would be great and much safer”
 - Some of the property the realigned road would pass through is in an estate that owes three years of back taxes/may be future land acquisition for the City
 - Desire for lighting the wagon monument
 - Irrigation would be needed for any plantings
 - Two poles with lights on either side of the north leg of the intersection would also allow for banners and Christmas lights to be hung

- A concept for a wagon wheel in the center of the intersection was suggested
 - Interest in a mural on the building in the northwest corner of the intersection
 - An individual in Baker City is a mural artist
 - Support for street trees – would enhance the entrance to town
 - Interest in possible grant sources
 - Other items supported:
 - Decorative cattle guard
 - Hardscape inlay in center of intersection
 - Sidewalks
 - Relocated wagon monument
- South Entry
 - Interest in treatments similar to the North Entry concept
 - Hardscape inlay in intersection
 - Wagon monument
 - Two street light poles for banners and Christmas lights
 - There may be sufficient right-of-way for a sidewalk on the west side of Banister Road as it turns into Water Street
 - Support for:
 - The raised table crosswalk and median divider on the McLean Road approach
 - Decorative cattle guard
- Main Street/Water Street Intersection – Alternative #1
 - Potential additions to the concept:
 - Mural on the building in the NW corner of the Intersection – potential partnership with high school or nearby college
 - Fountain shadow painting or decorative inlay commemorating the former fountain at the intersection of Franklin and Main
 - Support for:
 - Town mural
 - Crosswalk treatments
 - Curb bulb-outs (that can accommodate farm equipment)
 - Defined on-street parking
 - Stormwater treatments

- Street trees
- Main Street/Water Street Intersection – Alternative #2
 - Potential additions to the concept:
 - Raised table intersection
 - Inlay in center of intersection
 - Having the mini-plaza in only the corner by the café (SE corner)
 - Support for:
 - Plaza in SW corner
 - Street trees
 - Plaza in SE corner
- Precedent images boards
 - Stormwater treatments
 - Interest in most treatments shown on the board
 - One person commented they would like river rock and eastern Oregon rye grass for green streets
 - Paving Types, Site Furnishings, Seatwalls, Gateways, Landmarks, Walls and Fences
 - People placed green dots on a number of treatments they liked. Scanned images of these are attached.

Sign-In Sheet

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Name <u>Carol Kirk</u>	<u>Sheldon C. Kirk</u>
Organization <u>Pioneer ASS</u>	<u>Pioneer Assoc.</u>
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Name Michael Mattzela
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Sign-In Sheet

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Organization Winn Homestead Events

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1/28/15 11:28 AM 41

Sign-In Sheet

Name Sheila Jaspersen (Jack)

Organization 411 N. Water Asst city clerk

Phone 541 566 0219

Email _____

Name Debi Russell

Organization clerk (city)

Phone 541 566 3313

Email _____

Name _____

Organization _____

Phone _____

Email _____

Name _____

Organization _____

Phone _____

Email _____

Name _____

Organization _____

Phone _____

Email _____

Name _____

Organization _____

Phone _____

Email _____

General Comment Form

Name: Kathleen Schmittgall

Address: Library

Comments:

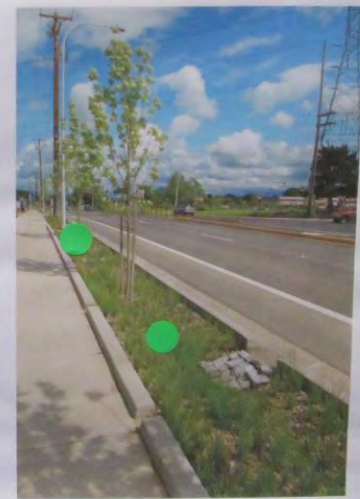
Weston



TRANSPORTATION
PLAN UPDATE

Public Workshop Cross Section Concepts

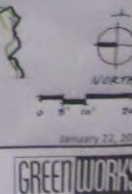
Depot Street/Key Road to Pomeroy Street								
Width (Ft)	8	8	11	11	6	5	49	
Features	Multi-use Pathway	Swale	Travel Lane	Travel Lane	Landscape Buffer	Sidewalk	Total Width	
Width (Ft)	6	8	2	10	10	6	7	49
Features	Landscape Buffer	Sidewalk	Landscape Buffer	Travel Lane	Travel Lane	Bike Lane	Parking	Total Width
Wallace Street to City Park								
Width (Ft)	10	8	12	12	8	8	58	
Features	Sidewalk	Landscape Buffer	Travel Lane	Travel Lane	Swale	Sidewalk	Total Width	
South of City Park								
Width (Ft)	5	7	11	11	8	42		
Features	Sidewalk	Parking	Travel Lane	Travel Lane	Landscape Buffer	Total Width		
Width (Ft)	5	7	11	12	5	Undefined	40	
Features	Sidewalk	Parking	Travel Lane	Travel Lane	Sidewalk	Natural Area	Total Width	
Width (Ft)	4	5	2	11	11	7	4	44
Features	Landscape Buffer	Sidewalk	Landscape Buffer	Travel Lane	Travel Lane	Parking	Landscape Buffer	Total Width



STORMWATER FACILITIES **Precedent Images** Weston Transportation System Plan Update



WATER ST. AND MAIN ST. INTERSECTION - ALTERNATIVE 2 **Conceptual Plan Alternatives** Weston Transportation System Plan Update





WATER ST. AND MAIN ST. INTERSECTION - ALTERNATIVE 1

Conceptual Plan Alternatives

Weston Transportation System Plan Update

January 22, 2015
GREENWORKS



BANISTER ROAD GATEWAY - SOUTH ENTRY

Conceptual Plan Alternatives

Weston Transportation System Plan Update

January 22, 2015

ENWORKS





company is owned by the Jackson's in whose property is a grade of base back yards may be further land further away from an alley

This would be great and much safer.

it would be good to have the wagon left to keep the wagon safe from vandals

we could need information for the gateway findings

Have the wagon be an official part of interpretation of living barriers to living in the wagon of things to change things

STREET TREES YES! would enhance the entrance to town

possible group sources

potential wall mural on pallet building for K&R mural artist

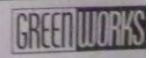
like the idea of adding a decorative element in the street corner like the wagon wagon wheel etc.



WATER STREET GATEWAY - NORTH ENTRY

Conceptual Plan Alternatives

Weston Transportation System Plan Update

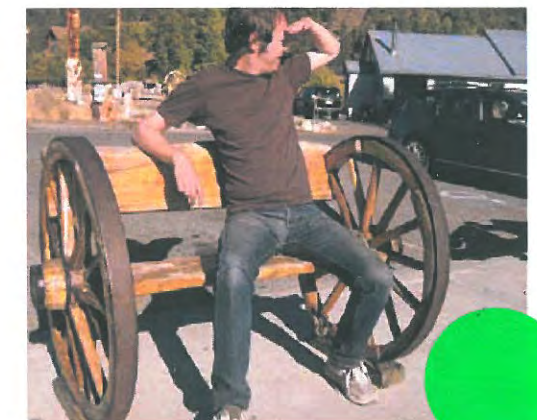




Weston - Downtown Bench



Weston - Street light and trash receptacle



This is a good idea but sometimes the tree gets too big and is damaged by the tree grate.

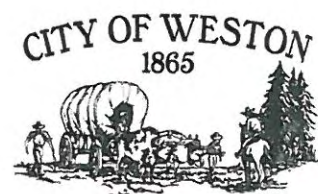
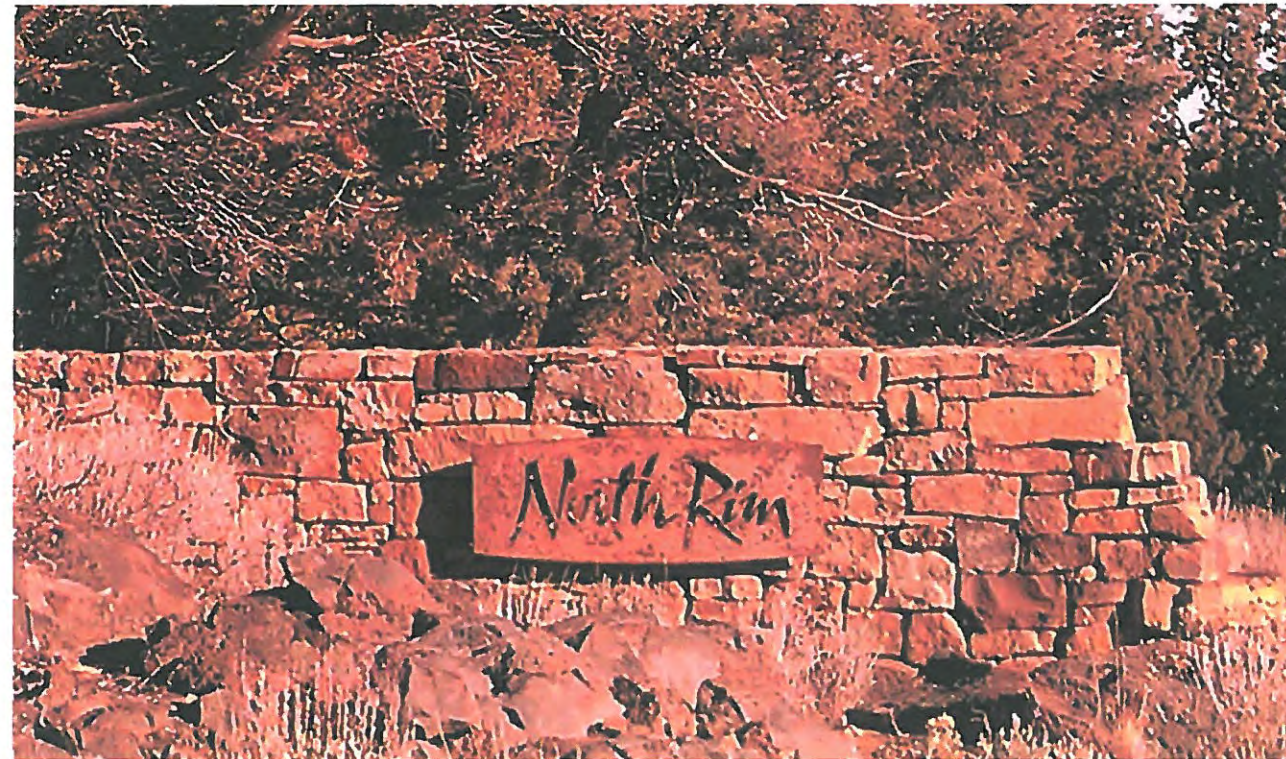
PRECEDENT FURNISHINGS & SEATWALLS

Precedent Images

on Transportation System Plan Update

January 22, 2015

GREENWORKS



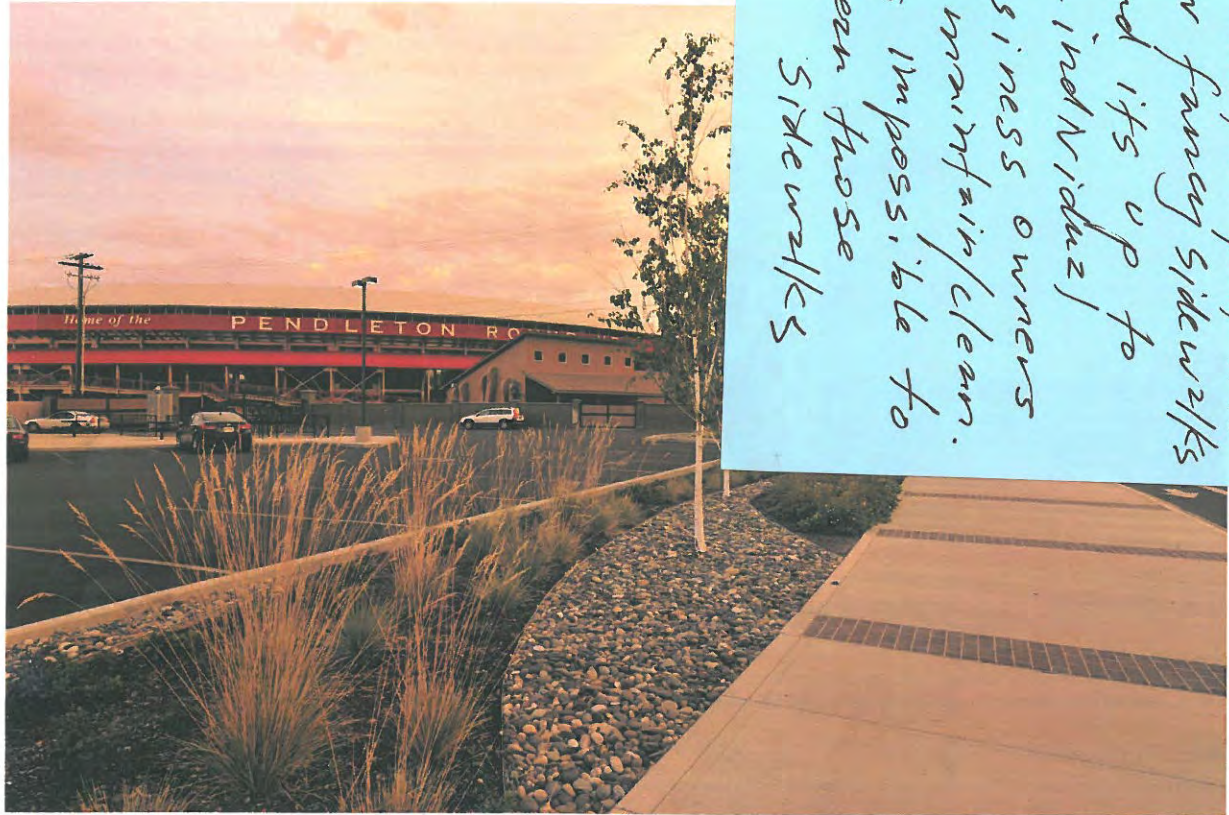
GATEWAYS & LANDMARKS

Precedent Images

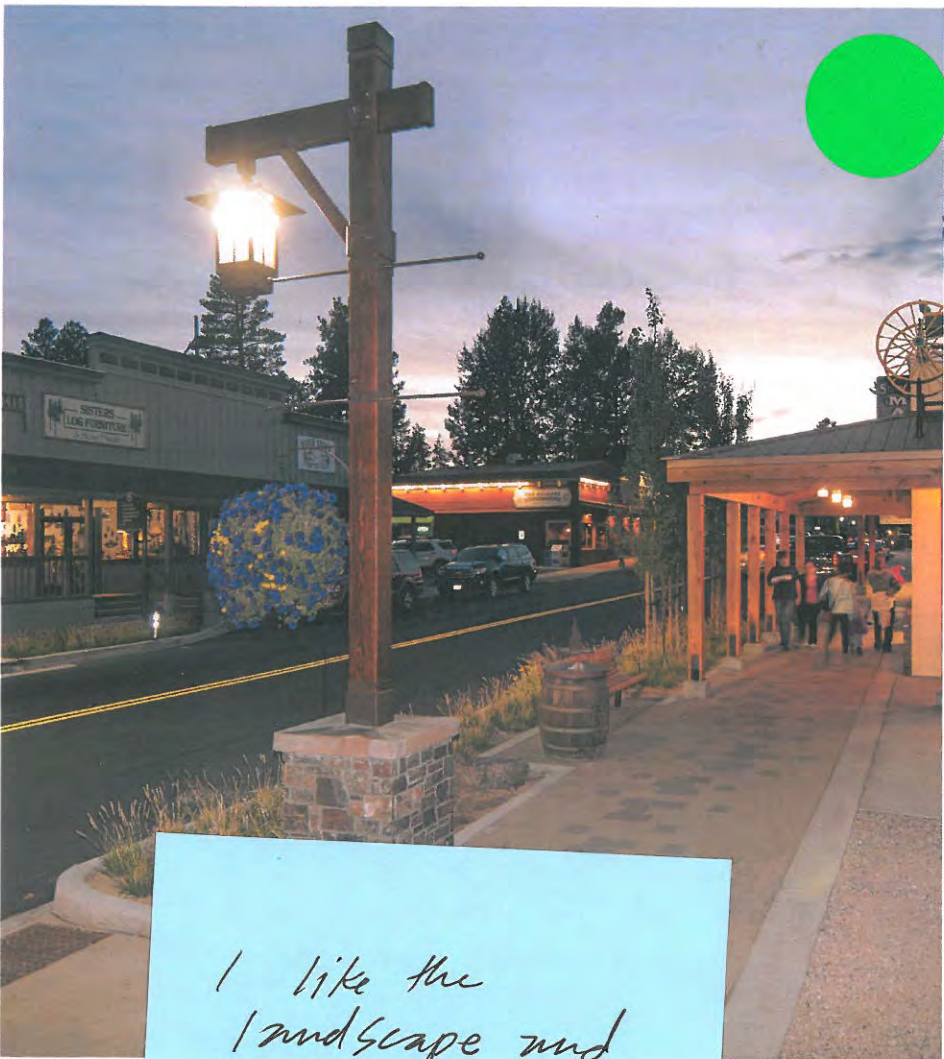
Weston Transportation System Plan Update

January 22, 2015





Pendleton put in new fancy sidewalks and it's up to the individual business owners to maintain/clean. It's impossible to clean those sidewalks



I like the landscape and I love the light.



PAVING TYPES

Precedent Images

Weston Transportation System Plan Update

January 22, 2015





Pendleton - Westgate Intersection



Weston - Existing wagon



The Weston Train Depot
Weston - Historic fence at Train Depot



Weston - Existing historic fence

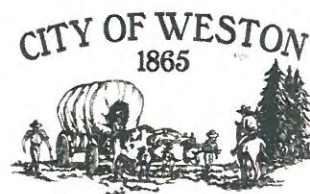


Weston - Existing residential fence



Weston - Existing fence at bridge over stream

Bridge needs a
separate footbridge



WALLS & FENCES

Precedent Images

Weston Transportation System Plan Update

Meeting Agenda
Weston Transportation System Plan Update
CAC Meeting #3
3:00 P.M., April 8, 2015
Memorial Hall

1. Welcome and Meeting Purpose - Kittelson & Associates, Inc. (KAI)
2. Discuss Project Concepts – KAI, Greenworks, Anderson-Perry & Associates, Angelo Planning Group
 - a. Water Street alternatives
 - b. Gateway treatments
 - c. Pine Creek access graphics
 - d. Street and path standards
 - e. Athena-Weston Multimodal Connection
 - f. Future network map
3. Review Partnership & Funding Memorandum – KAI
4. Freight Stakeholders Packet - KAI
5. Health & Economic Impact Analysis – KAI
6. Next Steps - KAI
 - a. Feedback from CAC regarding above items
 - b. Town Hall Meeting – today, 6:00 – 8:00 PM (Memorial Hall)
 - c. Transportation Plan Development & Adoption



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

**April 8, 2015 – Weston TSP Update
(CAC Meeting #3)**

IN ATTENDANCE:

Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Sean Stroup, GreenWorks
Andy Lindsey, Anderson-Perry & Associates
Cheryl Jarvis-Smith, ODOT Region 5
Scott Spendlove, City of Weston Public Works
Debi Russell, City of Weston Recorder
Jennifer Spurgeon, City of Weston City Council/Athena-Weston School Board
Sheldon Delph, City of Weston Grant Coordinator
Jeff Wise, ODOT Region 5
Bill Boyd, Weston resident
Lyn Delph, Weston resident
Donald Jackson, East Umatilla County RFPD
Duane Thul, City of Weston Mayor
Nola Thul, Weston resident

FROM: Matt Hughart and Nick Foster

DATE: April 10, 2015

The third Citizen Advisory Committee (CAC) Meeting for the Weston TSP Update was held on April 8, 2015 in Weston. The purpose of the meeting was to discuss the proposed projects to be included in the updated transportation plan, the economic impact analysis, and the partnership and funding memorandum.

Project Concepts

- The project team provided an overview of each of the proposed nineteen projects.
 - The projects come from feedback received at previous meetings in Weston with this group and the general public and from previously completed plans (e.g., 2007 Infill Plan, Weston-Athena School District Safe Routes to School plan).

- Water Street Improvements.
 - Two alternatives for Water Street from Banister Road to Key Road-Depot Street were presented.
 - Some of the existing trees are getting old, so it's likely that any implementation of the potential cross-sections may result in more removed trees than is currently shown.
 - The concepts generally increase on-street parking.
 - If the proposed swales overflow, then the existing catch basins would receive the overflow runoff.
 - Stormwater considerations are most needed on the south end of the road.
 - Maintain parking near Main Street near the Central Station Café.
 - Motor vehicle volumes and speeds are low enough on Water Street for most adults to ride on the street comfortably. Children may use the sidewalk.
 - Providing a continuous 10' wide shared-use path on the west side may be difficult.
 - On-street parking would be a minimum of 7' wide.
 - Benefits of Alternative 2 include more on-street parking, providing for stormwater treatment on both sides of the road, and more flexibility in how it is implemented.
 - A disadvantage of Alternative 2 is that people bicycling would need to ride in the road with cars or on the sidewalk.
 - The alternative could be modified such that the west side sidewalk is widened and the road is narrowed at points where there are swales, which would further slow traffic.
 - Either option can provide a more urban feel to the roadway and calm traffic.
 - The project team is not aware of issues of children running out from behind the trees planted in swales.
 - The swales are sloped so people generally stay out of them.
 - Alternative 2 is the preferred option to move forward, especially if the width can be reallocated to provide for a wider sidewalk on the west side of Water Street.
- The consultant team should note that all drawings are conceptual and will need to be refined by further projects.
- Water Street/Main Street Intersection Plaza Enhancement.
 - The raised intersection proposed under Alternative 2 would not be a serious obstacle to plowing. It would be about 4 to 6 inches high.

- Central Station uses the curb area on Water Street south of Main Street for loading and would like to have this area preserved for this purpose since they only have one entrance in at the front of the restaurant.
 - The green spaces would most likely be planted with native vegetation to minimize maintenance and water needs.
 - Water Street has been modified in both alternatives to be 30' wide to ensure that semi-truck and trailer combination vehicles can make turns into and out of Main Street.
 - There was general consensus that the crosswalk treatments proposed in Alternative 1 are preferred to the raised intersection proposed in Alternative 2 and the benches proposed in Alternative 2 are preferred to the additional stormwater catchment areas in Alternative 1.
 - Consider moving the bike parking to preserve the loading area.
- Gateway Treatments.
 - These have been modified based on feedback received at the last meeting.
 - The final design of the northern gateway would need to consider sight lines for trucks.
 - Street lighting at the northern gateway would be helpful.
 - The project team ran a turning analysis to ensure that large trucks could make the necessary turns at both locations.
 - The wagon wheel would be inlaid into the pavement or scored concrete. It would not be raised.
 - The location of trees in the southern gateway would need to consider sight distance at the Water Street/Bruce Street intersection.
 - Some fill may be needed at the Water Street/Bruce Street intersection.
 - The raised median island would be about 6" high.
- Weston-Athena Multimodal Connection.
 - This project is outside City limits and will require coordination with and adoption by Umatilla County.
 - The County is aware of this potential project and additional discussion is necessary to determine how this project will be incorporated in the City's plan.
 - The final design of this connection will be determined when funding is available for it.
 - Alternative A is more likely.
 - This is a relatively low priority.
- Pine Creek Interaction Sites.

- Alternative 1 at the park would be the ideal long-term solution when Public Works is relocated.
 - The existing public works site is an important area for parking during Pioneer Days.
 - Could more parking be added along Water Street or Wallace Street (e.g. diagonal parking)?
 - The new lawn area could be used for parking during Pioneer days if the curb is rolled so people can drive up it.
 - Alternative 2 at the park could be a first phase of the project.
 - The downtown site should be modified to preserve parking.
- Water Street Bridge Replacement.
 - The design of a new bridge will depend on the make-up of Water Street and the amount of funding available.
 - Alternative 2 could be modified to have only a 6' sidewalk to be consistent with the preferred alternative for Water Street.
 - 5' sidewalks might be too narrow, especially for grant reviewers.
- Franklin Street Bridges Replacement.
 - The northern bridge may now have an improved rating and the southern bridge could potentially have its sufficiency rating improved without replacing the bridge.
 - Replacing the bridges would still be necessary to remove the load restrictions.
 - The Franklin Street bridges are most likely to receive funding for being replaced since fire trucks cannot use them.
- Bus Stop Enhancements
 - CTUIR has indicated they are interested in partnering with the City on installing a sign and shelter at their stop in Weston.
 - The location of the stop could be discussed as part of this project.
- Weston Middle School Area Projects
 - These projects are from the adopted Weston-Athena School District Safe Routes to School Plan.
 - The Wallace/Broad intersection improvements would likely include extending the sidewalk on the north side of the intersection all the way to Wallace Street and bulbing it out into the intersection.
 - This would improve the visibility of children, slow traffic, and potentially also encourage children to cross at the designated location.

- OR 204 Realignment
 - ODOT has taken a preliminary look at this project before.
 - There is interest from this group in this project.
- OR 11 Freight Signing
 - The City would need to work with ODOT and the food processors to determine a signing plan that would better direct trucks to use Key Road to reach the food processors.
- LED Lighting Conversion
 - This project would help the City be able to have additional street lights by reducing the operating cost of their existing lights.
- OR 11 Bicycle/Pedestrian Crossing
 - An engineer study would be needed to determine what this crossing would ultimately look like, but it would likely need to include a refuge island and some type of active traffic control (e.g. a pedestrian crossing signal) with advance warning.
 - This project would probably be coupled with the Weston-Athena Multimodal Connection project.

Partnership and Funding Memorandum

- Nick provided an overview of the highlights of this memorandum.
 - All projects will probably require some level of grant funding.
 - The Local Agency Bridge Program may be a source of funds for a Franklin Street bridge replacement project.
 - The Safe Routes to School program could provide funding for an educational effort at the middle school.
 - The City should work with the ODOT Region 5 Local Agency Liaison to help determine what types of funds might be most appropriate for the projects and to work through the application process.
 - Sheldon has already been in contact with him.
 - Other potential project partners include: CTUIR, Umatilla County, and private business and property owners.

Partnership and Funding Memorandum

- Nick provided an overview of the highlights of this memorandum.
 - Tourism is an important part of the economy in Umatilla County.
 - Increasing the visibility of Weston to people bicycling in the area on OR 204 or OR 11 could increase bicycle related tourism in the city.

- Cycle Oregon is coming back through Weston in 2016.

Next Steps

- The general public will have the opportunity to comment on the proposed projects at a meeting this evening.
- Feedback from this meeting and the upcoming public workshop will be used to refine the proposed projects and then the draft plan will be prepared.
- The next meeting will be a joint City Council/Planning Commission worksession in June.

1110 #3 4/8/15

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Weston



**TRANSPORTATION
PLAN UPDATE**

PUBLIC WORKSHOP

The City of Weston is working on a plan to improve the City's transportation system (roads, sidewalks, etc.) Come join us for a public meeting to:

- Learn about proposed transportation projects in Weston and the surrounding area
- Tell us what you like about the proposed projects and what could be done better
- Tell us what projects you like best

Wednesday, April 8th, 2015

Please Join Us Anytime Between 6:00 and 8:00 PM

Light Snacks and Refreshments will be Provided

**Memorial Hall
At the corner of Main & Broad
(next to the Post Office)
Weston**

For more information, please contact
Debi Russell, City Recorder
russ01@qwestoffice.net



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

MEETING SUMMARY

**April 8, 2015 – Weston TSP Update
Open House**

IN ATTENDANCE: Matt Hughart, Kittelson & Associates, Inc.
Nick Foster, Kittelson & Associates, Inc.
Matt Hastie, Angelo Planning Group
Sean Stroup, GreenWorks
Cheryl Jarvis-Smith, ODOT Region 5
Andy Lindsey, Anderson-Perry & Associates, Inc.
Sheldon Delph, City of Weston Grant Coordinator

FROM: Matt Hughart, Nick Foster, and Matt Hastie

DATE: April 14, 2015

The project team conducted its second meeting with the general public on April 8, 2015 from 6:00 – 8:00 p.m. at Memorial Hall in Weston. Twelve individuals that are not represented on the project team list above signed in. Scanned copies of the sign-in sheets have been sent to the City and ODOT.

The purpose of this meeting was to provide the general public the opportunity to review the proposed projects for the transportation plan and provide their feedback on alternative designs and whether there were projects they would want to see added to the plan. It was set up in an open-house style format so that people could arrive and participate at their convenience. Project information was displayed on poster-sized boards covering the following topics:

- Proposed projects
- Water Street design alternatives, including the Main Street intersection and the northern and southern gateways
- Pine Creek interaction sites

Participants provided feedback to the project team that was recorded through notes placed on the boards or notes taken by project team members. Participants also noted particular treatment options and concept features that they liked by placing green dot stickers on them.

The following summarizes the feedback received during this meeting.

Water Street

- People generally liked both alternatives. Additional comments included:
 - Anything is better than today's condition.
 - Sidewalk or pathway is important on the west side of Water Street.
 - The wider sidewalks in Alternative 1 would better accommodate groups of people (e.g., kids) walking or kids biking or using scooters on Water Street.
 - Alternative 2 provides more flexibility.
 - This is a priority; just get it done.

Water Street/Main Street Intersections

- There was support for combining the intersection treatments of Alternative 1 with the bench seating of Alternative 2, as discussed in the CAC meeting earlier in the day.
- Comments included:
 - It would be better to politely encourage people to drive slowly instead of jarring them with a raised intersection.
 - Paver crosswalks would be a nice feature and would stand out visually.
 - Central Station would like to have the outdoor seating and would also like to keep the curb area on Water Street immediately south of Main Street as an area they can use for loading.
 - Consider shifting the location of the bike parking to reduce impacts on the loading area for Central Station.
 - Bike parking somewhere near that intersection is important both for residents (including kids) and visitors.
 - I like the wagon wheel. (2 comments)

Water Street Gateways

- It was suggested that Bruce Street right-of-way could be used to accommodate the sidewalks and trees on the north side of Banister Road for the southern gateway.
- There was one comment expressing concern about the number of trees and shrubs shown in the southern gateway graphic because of the amount of maintenance they would require.

Pine Creek Interaction Sites

- One person noted that Alternative 1 would open up the park more.
- People like the southern bridge along Wallace Street.

Water Street Bridge

- There was one comment about using the existing width of the bridge for “polite speed restraint.”

Other Comments

- City should consider assessing property owners for sidewalk repairs in front of their property.
- Code enforcement is needed to clean up the city.
- The school district is discussing removing the concrete wall near the tennis courts below the school. That will help address sight distance and pedestrian safety issues in that area.
- These are good ideas but community support and funding are essential for implementing them.
- Are there any relatively low cost projects that we might be able to implement in the short term? That could help create more support and excitement for the longer-term projects. Are there other needed or planned projects the city is considering that could tie into this plan? That also would help.

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Weston



**TRANSPORTATION
PLAN UPDATE**

PUBLIC MEETING

The City of Weston is working on a plan to improve the City's transportation system (roads, sidewalks, etc.). The City Council and Planning Commission will be meeting to discuss a first draft of the plan. This meeting is open to the public and you are encouraged to attend.

- Learn about the proposed transportation improvement plans
- Provide feedback
- Help shape Weston's future transportation system

Tuesday June 16th, 2015

Meeting will start at 6:00 PM

**Memorial Hall
At the corner of Main & Broad
(next to the Post Office)
Weston**

For more information, please contact
Debi Russell, City Recorder
russ01@qwestoffice.net

Weston Transportation System Plan

Planning Commission / City Council Work Session

June 16, 2015

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**Attachment C: Amendments to Comprehensive Plan Goal 12
Narrative, Objectives, and Policies**

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

Goal 12: TRANSPORTATION

A Transportation System Plan (TSP) was prepared for the City of Weston by David Evans and Associates, Inc., and Umatilla County in coordination with the Oregon Department of Transportation (ODOT) in June, 2001. The TSP was updated by Kittelson & Associates in coordination with Umatilla County and ODOT, and adopted by the City Council in [September, 2015]. The ~~Transportation System Plan (TSP)~~ is hereby adopted by reference. The updated TSP provides a more detailed, updated description of transportation issues and conditions and identifies a range of proposed future transportation projects for Weston.

Summary of the TSP: Low population density and the rural nature of the area have resulted in personal vehicles ~~individual vehicular traffic~~ being the major source of traffic and main mode of transportation in Weston. The City supports providing other transportation options such as walking, bicycling, transit and carpooling in order to promote affordability, business development, and improved health in Weston.

Weston developed around a traditional downtown street grid with one- and two-story brick buildings built ~~up out~~ to the sidewalks. Commercial development and city services are concentrated along Main Street. ~~Weston's, Athena-Weston Middle School, part of the Athena-Weston School District, is~~ located south of downtown, off of Wallace Street. Industrial lands are located in the northern part of the urban growth boundary (UGB), near the railroad. The only state facility that runs through the UGB is OR 204 (Weston-Elgin Highway). This highway connects the ~~C~~city to OR 11 (Oregon-Washington Highway) in the north, and to the city of Elgin in Union County to the east. Four county roads exist within the UGB: Key Road (No. 682) running northwest-southeast in the northern portion of the UGB, McLean Road (No. 675) running north-south in the southern portion of the UGB, ~~and~~ Kirk Road (No. 648) in the eastern section of town, and Bannister Road running east-west between the southwestern portion of the UGB and Athena.

The relatively small size of Weston ~~indicates-means~~ that walking could be used ~~employed~~ regularly, weather permitting, to reach a variety of destinations. Encouraging pedestrian activities may not only decrease the use of the personal automobile, but may also provide benefits for retail businesses. As is typical of most towns the size of Weston, the sidewalk system is limited to the older core of the city. Sidewalks exist along the west side of Water Street between Main Street and Depot Street. Sidewalks also exist on both sides of Water Street between Wallace Street and College Street, and a broken sidewalk continues on the west side of Water Street to Mill Street. Main Street also has sidewalks on both sides of the street between Washington Street and Arman Street, as well as painted crosswalks at each of the intersections. Sidewalks on Main Street have recently been improved as part of a streetscape enhancement project. Sidewalks also exist on both sides of Franklin Street between Main Street and High Street, on the east side of Franklin Street between High Street and Wallace Street and on the north side of Wallace Street between Water Street and Franklin Street. Sidewalks and other

pedestrian facilities are notably lacking outside of this area. Curb cuts for wheelchair access are largely lacking even where sidewalks exist.

Weston currently has no designated ~~sanctioned~~ bikeways; bicyclists must share the roadways with motorized vehicles. On low volume roadways, such as many of the local streets, bicyclists and automobiles can both safely and easily use the roadway. On higher volume roadways, particularly the collector streets, safety for the bicyclists is an important issue. ~~An impediment to bicycle use is t~~The lack of parking and storage facilities for bikes throughout the city of Weston has been an impediment to bicycling. Development code standards for bicycle parking adopted in 2001 should improve these conditions when there is development proposed in the city that is subject to site design review. Otherwise, bicycle parking and storage can be encouraged by City development code requirements and programs sponsored by the City and in partnership with other organizations. The City [can/will] seek grant and other funding to install bicycle parking for uses that were established before bicycle parking standards were adopted.

~~Weston has no local fixed route transit service at this time. The small size and low traffic volumes on city streets indicate that mass transit is not necessary or economically feasible at this time. Transit service to Weston is provided by the “Walla Walla Whistler” operated by the Confederated Tribes of the Umatilla Indian Reservation. This bus runs between Walla Walla and Pendleton with several stops per day in Weston. The Transportation Planning Rule (TPR) exempts cities with a population of less than 25,000 from developing a transit system plan or a transit feasibility study as part of their TSPs. There is a need for public transit between Weston and nearby communities, especially to help older residents reach destinations outside the city.~~

Weston has no passenger rail service. Until recently, Amtrak service was available in Hermiston and Pendleton along the rail line that follows the I-84 corridor from Portland to Boise, Idaho and points east. Amtrak is currently experiencing a funding crisis. As a result, passenger service between Portland and Denver, including service to cities within Umatilla County, was discontinued in May 1997. This line serves only freight traffic now.

Weston is served by Walla Walla Airport in Walla Walla, ~~Washington,~~^A which is approximately 20 miles north of Weston, Eastern Oregon Regional Airport in Pendleton which is approximately 25 miles southwest of Weston, and ~~by~~ Hermiston Municipal Airport which is approximately 50 miles west of Weston.

~~The Pacific Northwest Williams~~ Gas pipeline runs north-south between Weston and Athena. Cascade Natural Gas provides natural gas to consumers in Weston from this pipeline.

Weston has no water transportation services. The nearest commercial port is the Port of Umatilla located in the northwest corner of the county along the Columbia River.

Goal 12: TRANSPORTATION

Overall Goal: To provide and encourage a safe, convenient and economic transportation system.

Objectives:

1. Ensure that the road and path system within the City and urban area is adequate to meet public needs, including the needs of the transportation disadvantaged.
 - A. Develop a city transportation plan.
 - B. Meet identified maintenance level of service standards on the county and state highway systems.
 - C. Review and revise, if necessary, street cross-section standards for local, collector, and arterial streets to enhance safety and mobility.
 - D. Develop access management strategies where needed.
 - E. Evaluate the need for traffic control devices.
 - F. Analyze the safety of traveling speeds and consider modifying posted speeds as necessary.
 - G. Evaluate the operation and safety of the street system.
 - H. Encourage the provision of transportation alternatives for elderly and handicapped citizens.
2. Preserve the function, capacity, level of service, and safety of existing and planned roadways.
 - A. Develop access management standards.
 - B. Develop alternative, parallel routes.
 - C. Promote alternative modes of transportation.
 - D. Promote transportation demand management programs.
 - E. Promote transportation system management.
 - F. Develop procedures to minimize impacts to and protect transportation facilities, corridors, or sites during the development review process.
3. Improve coordination among Umatilla County, ODOT, the US Forest Service (USFS), the Federal Highway Administration (FHWA), and the city.
 - A. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP).
 - B. Work with Umatilla County to coordinate roadway and path maintenance and improvements and to develop joint policies concerning local roads and ~~streets~~ paths within the Urban Growth Boundary.
 - C. Work with the county in establishing cooperative road improvement programs and schedules.
 - D. Work with the county in establishing the right-of-way needed for new roads and paths identified in the transportation system plan.
 - E. Take advantage of federal and state highway funding programs.
 - F. Encourage the county and ODOT to improve the existing road and path system to and within the City.
 - G. Consider pooling resources with other cities and the county to provide services the benefit areas both inside and outside the City.
4. Increase the use of alternative modes of transportation (walking, bicycling, carpooling, and public transportation) through improved access, safety and service to improve the physical health of Weston residents, provide options for travel and make cost-effective use of local resources.
 - A. Provide sidewalks or shoulders and safe crossings on collectors and arterials.
 - B. Amend and implement a city bicycle plan. Coordinate amendment and implementation of a city bicycle plan with regional bicycle planning (e.g., City of Pendleton TSP and Bicycle Plan).

- C. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.
- D. Cooperate with other cities and the county to pursue inter-city transit service opportunities.
- E. Utilize local improvement districts (LID' s) when possible to provide sidewalks and curbs for local neighborhoods.
- F. Work with local employers to encourage workers to carpool, take transit, and use other transportation alternatives to driving alone.
- G. Connect to electrical vehicle networks in the region and state as they develop and seek opportunities to provide electrical vehicle facilities in the city.

Policies:

1. The City of Weston shall coordinate with the Oregon Department of Transportation (ODOT) to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and the city Comprehensive Plan.
2. The City of Weston shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment will be combined with review of the draft EA or EIS and land use approval process.
3. The Transportation System Plan is an element of the Weston Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
4. Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
5. Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, for projects authorized in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.
6. Changes in the frequency of transit, rail and airport services that are consistent with the Transportation System Plan shall be allowed without land use review.
7. For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.
 - A. Where the project is consistent with the Transportation System Plan, coordinate formal review of the draft EIS or EA ~~and-with~~ concurrent or subsequent demonstration of compliance with applicable development standards or conditions;
 - B. Where the project is not consistent with the Transportation System Plan, coordinate formal review of the draft EIS or EA ~~and-with~~ concurrent completion of necessary goal exceptions or plan amendments.
8. Weston shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
9. Weston shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
10. Weston shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.

11. Weston shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
12. Weston shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
13. Weston shall support the development of transportation options including walking, biking, ridesharing, and taking transit as a way to provide affordable and healthy choices for its community members and visitors.
- ~~143.~~ It is the policy of Weston to plan and develop a network of streets, accessways, and other improvements; including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
- ~~154.~~ Weston shall require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.
- ~~165.~~ In areas of new development, Weston shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.
- ~~176.~~ Bikeways shall be included on all new arterials and collectors within the Weston Urban Growth Boundary except on limited access freeways.
- ~~187.~~ Retrofitting existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical (i.e., bike lanes may not be appropriate in downtown core areas where it would require the removal of parking).
- ~~198.~~ Sidewalks shall be included on all new streets within the Weston Urban Growth Boundary except on limited access freeways.
- ~~2019.~~ Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
- ~~210.~~ Priority shall be given to developing accessways to major activity centers within the Weston Urban Growth Boundary, such as the downtown commercial center, schools, and community centers.
- ~~221.~~ Bikeways and pedestrian accessways shall connect to local and regional travel routes. Prioritize connections to regional routes such as Scenic Byways.
- ~~232.~~ Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
- ~~243.~~ Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- ~~254.~~ A citizens advisory committee shall be established to protect and promote bicycle and pedestrian transportation within the Weston Urban Growth Boundary.
26. Weston shall coordinate with the programs of agencies such as ODOT, Umatilla County, the Confederated Tribes of the Umatilla, neighboring cities, and non-profit and advocacy organizations to promote walking, biking, ridesharing, and taking transit.

Attachment D: Amendments to the City of Weston Development Code

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

3.1.300 Pedestrian Access and Circulation.

To ensure safe, direct and convenient pedestrian circulation, all new development, including new land divisions that create lots for new single family detached housing, shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections 1-3, below: Sidewalks along the public street may be found to provide sufficient pedestrian circulation to satisfy the requirements of this section. A permit for a single family residence on an existing lot of record is exempt from these requirements.

[...]

F. Transit Stop Amenities. For all development subject to Site Design Review that is adjacent to an existing or planned transit stop, the developer shall coordinate provision or improvement of transit stop amenities with the transit service provider.

[...]

TABLE 3.4.1
STREET STANDARDS FOR CITY OF WESTON

STREET TYPE	RIGHT-OF-WAY WIDTH	PAVED SURFACE WIDTH	PARKING STRIP WIDTH	BIKE LANE	WALKWAY (PLANTING STRIP)
Arterial (3)	78'-88'	52'	8' on both sides	6' on both sides	6'-10' (7'-8')
Collector (2,3)	60'-66'	36'-38'	7'-8' on both sides	Shared roadway	5'-6' (7'-8')
<u>Collector – Water Street (2,3)</u>	<u>50'</u>	<u>22'</u>	<u>6'-8' swale or parking on both sides</u>	<u>Shared roadways</u>	<u>6'-8'</u> <u>(6'-8' swale or parking on both sides)</u>
Local Option 1 (1)	49 <u>54</u> '-56'	25 '-28'	7' on both sides	Shared roadway	5 '-6' (7'-8')

STREET TYPE	RIGHT-OF-WAY WIDTH	PAVED SURFACE WIDTH	PARKING STRIP WIDTH	BIKE LANE	WALKWAY (PLANTING STRIP)
Local Option 2 (1)	47 <u>54</u> '- 56 <u>52</u> '	22 <u>4</u> '	7 <u>8</u> ' on one <u>both</u> sides	Shared roadway	5'-6' (7'-8' <u>drainage swale on one side</u>)
Local Option 3 (1)	56 <u>8</u> '-62'	32'-34'	7' on both sides	Shared roadway	5'-6' (7'-8')
Alley	16'-20'	12'-16'	None	None	None

Notes:

For all right-of-ways, one street name sign shall be provided at each intersection for each street.

1. Paved walkways and planting strips shall be provided unless (a) the City determines they are precluded by physical constraints, such as steep slopes, wetlands, waterways, existing structures, and mature trees, or (b) the City is unable to establish a rough proportionality between this requirement, and the nature and extent of impacts of the proposed development, in accordance with Dolan v. City of Tigard (US Supreme Court, 1994).

2. Parking may be provided on unpaved shoulder that is designated as a planting strip.

3. ~~In the commercial zoning districts, including Downtown and mixed-use districts that permit commercial uses.~~ On Main Street, a minimum of nine (9) foot wide curb-tight paved walkway with tree wells for street trees shall be installed instead of a walkway and planting strip. At least six (6) feet of walkway width shall be unobstructed by tree wells, poles, signs, fire hydrants, mailboxes, benches, and other permanent objects. Obstructions shall not be placed in ~~a~~ such a manner that they impair visibility by motorists. Spacing of Street Trees shall be as specified in Section 3.2.400 of this Code.

4. ** Notwithstanding, in Residential & Commercial Zones, walkways may be constructed with the following surfaces.

a. Asphalt, a minimum of two inches over a compacted gravel base at least 4" thick.

b. Concrete, to existing standards;

c. Gravel; 1/4 inch minus only, a minimum of four inches in depth, over a mechanically compacted earth or rock base, grade and mechanically compacted to provide passage for wheelchairs, electric scooters, or other vehicles commonly used by disabled persons. (3/10/2010)

Weston TSP Street Standards

Local Residential

[replace Figure 7-2 with Figure 3-11 from the updated TSP]

Weston TSP Street Standards

Arterial, Collector and Alleys

[replace Figure 7-1 with Figures 3-9 and 3-10 from the updated TSP]

[...]

Table 4.1.200
Summary of Development Decisions/Permit by Type of Decision-making Procedure

Action	Decision Type	Applicable Criteria and Standards for Review
[...]	[...]	[...]
Site Design Review		
Type II	Type II	Chapter 4.2
<u>Street Naming and Property Numbering</u>		
<u>New Streets</u>	<u>Type I</u>	<u>Chapter 4.10</u>
<u>Existing Streets</u>	<u>Type II or III</u>	<u>Chapter 4.10</u>
Subdivision	Type II	Chapter 4.3
[...]	[...]	[...]

[...]

4.1.500 Type III Procedure (Legislative)

D. Notice of Hearing.

2. Notification requirements. Notice of hearing for the request shall be given by the City in the following manner:

d. The Department of Land Conservation and Development (DLCD) shall be notified in writing of proposed plan and development code amendments at least ~~45~~35 days before the first public hearing at which public testimony or new evidence will be received.

[...]

Chapter 4.10 Types of Applications and Review Procedures for Street Naming and Property Numbering

Sections:

4.10.100 - General

4.10.200 - Procedures and Standards

4.10.300 - Penalties

4.10.100 General

4.10.110 Purpose and Authority

A. The City of Weston is responsible for determining new street names, re-naming City-owned streets, and making logical address assignments and re-assignments as policy recommends within the City limits. Address assignments within the incorporated City are not the responsibility of the Postal Service but of the incorporated City.

B. The City has developed standards, procedures, and guidelines to meet this responsibility. Street naming and property addressing shall conform to the City of Weston Street Naming and Property Addressing Guidelines, a document published separately.

C. The City Recorder or Public Works Director shall make property address assignments and street naming assignments in accordance with the requirements of this ordinance. The City Council shall approve renaming of existing streets in accordance with the requirements of this ordinance.

4.10.120 Responsibility

A. The City Recorder, Public Works Director, or his/her designee, shall make property address assignments and street naming assignments utilizing, as appropriate, the City of Weston Street Naming and Property Addressing Guidelines.

B. The City Recorder is responsible for maintaining a log of address/street name conflicts. The Planning Commission shall review the street name log annually and shall make recommendations for correction to the Council, as needed.

C. The City is responsible for posting and maintaining public street signs reflecting the commonly used name for all City-owned streets unless the intersection abuts a County street or State highway.

D. The property owner (or homeowner's association, when applicable) is responsible for posting and maintaining the property number (address) and for posting and maintaining any private street signs.

4.10.130 Application

The City of Weston Street Naming and Property Addressing Guidelines shall apply to all property addresses and street naming assignments and reassignments within the Weston city limits. Regardless of original assignment, all properties annexed by the City of Weston are subject to this ordinance.

4.10.200 Procedures and Standards

4.10.210 Purpose and Authority

A. Names for new public and private streets shall be determined by the City Recorder or Public Works Director in accordance with the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines. Names shall be approved by the City Council by resolution.

B. Names for new streets shall be assigned by the City under the Type I procedure in conjunction with approval of construction drawings and Final Plat for a land division or by separate recorded street dedication document when there is no plat to be recorded. Such names shall be recorded only after prior written approval or signature by the City Recorder or Public Works Director and approval by Council.

4.10.220 Renaming of Existing Public Streets or Assignment of a Name to a Public Street Platted without a Name

A. A public City street may be named or renamed following a Type II or Type III procedure.

B. A proposed street re-naming may be initiated by either of the following:

1. Resolution of the Council

2. Resolution of the Planning Commission

4.10.230 Property Numbering

Property numbering and building identification shall be determined by the City Recorder or Public Works Director according to the policies as set forth in the City of Weston Street Naming and Property Addressing Guidelines.

4.10.240 Posting of Site, Property, or Building Address

A. A property owner shall post the address as assigned by the City.

1. For new construction, the property and/or individual building address shall be posted on a temporary sign of a size as determined by the Manager prior to or at the time of Building permit issuance.

2. Such temporary posting shall be consistent with the provisions of Section 3.6.500, with the exception of time limit, which may be extended until final approval of the affected building.

3. The permanent address shall be posted prior to occupancy of the building in a location and manner as approved by the City Recorder or Public Works Director. No occupancy shall be issued until the address is posted in accordance with the approved addressing plan.

B. An assigned property and/or building number shall be posted on the building.

1. If a number is painted with reflective paint on the curb, it shall be located no further than 3 feet away from the driveway apron.

2. Posting of the address on a mailbox or curb shall be considered supplementary to the posting on a building wall and shall not be considered a complete posting of the property address.

C. A corrected address shall be posted within 15 days either before or after the effective date on the Official Notification.

4.10.300 Penalties

4.10.310 Violation and Penalties

A. No property may be occupied, no Certificate of Occupancy may be knowingly issued, and no final inspection may be performed until the subject property has been properly assigned an address and the address has been correctly and clearly posted in accordance with this ordinance.

B. A person violating a provision of this ordinance shall be subject to a fine of not more than \$500. A violation shall be considered a separate violation for each day it continues.

C. Violations of this ordinance shall constitute a nuisance, which may be abated by appropriate Proceedings.

**Attachment E: Amendments to the City of Weston Historic
Preservation Ordinance (Title XVI)**

[Note: Text that is recommended for addition is underlined, and text that is recommended for removal is ~~struck through~~.]

Title XVI Historic Preservation Ordinances

I. TITLE: THE CITY OF WESTON, UMATILLA COUNTY HISTORIC PRESERVATION ORDINANCE

II. PURPOSE

The City of Weston, Umatilla County, recognizes that certain significant historic resources located within its boundaries contribute to the unique character of the community and are irreplaceable and as such, merit preservation. This ordinance establishes a Historic Landmark Commission; a program for the identification, evaluation, and designation of historic resources as landmarks; public incentives for the preservation of Designated Landmarks; and land use regulations regarding the alteration, moving or demolition of Designated Landmarks and Historic Resources of Statewide Significance.

III. DEFINITIONS

The following definitions apply to terms used in this ordinance. Terms not defined have their commonly construed meaning.

ALTERATION – An addition, removal, or reconfiguration which significantly changes the character of a historic resource, which includes new construction in historic districts.

DEMOLITION – The razing, destruction, or dismantling of a resource to the degree that its historic character is substantially obliterated.

DESIGNATED LANDMARK – A property officially recognized by The City of Weston, Umatilla County, as important in its history.

DESIGNATED LANDMARKS REGISTER – The list of and record of information about properties officially recognized by The City of Weston, Umatilla County, as important in its history.

EXTRAORDINARY HISTORIC IMPORTANCE – The quality of historic significance achieved outside the usual norms of age, association, or rarity.

HISTORIC INTEGRITY – The quality of wholeness of historic location, design, setting, materials, workmanship, feeling and/or association of a resource, as opposed to its physical condition.

HISTORIC RESOURCE – A building, structure, object, site or district which meets the significance and integrity criteria for designation as a landmark. Resource types are further described as:

BUILDING – A construction made for purposes of shelter or habitation; e.g. house, barn, store, theater, train station, garage, school, etc.

STRUCTURE – A construction made for functions other than shelter or habitation; e.g. bridge, windmill, dam, highway, boat, kiln, etc.

OBJECT – A construction which is primarily artistic or commemorative in nature and not normally movable or part of a building or structure; e.g. statue, fountain, milepost, monument, sign, etc.

SITE - The location of a significant event, use, or occupation which may include associated standing, ruined, or underground features; e.g. battlefield, shipwreck, campsite, cemetery, natural feature, garden, food-gathering area, etc.

DISTRICT – A geographically defined area possessing a significant concentration of buildings, structures, objects, and/or sites which are unified historically by plan or physical development; e.g. downtown, residential neighborhood, military reservation, ranch complex, etc.

HISTORIC RESOURCES OF STATEWIDE SIGNIFICANCE – Buildings, structures, objects, sites and districts which are listed on the National Register of Historic Places

INVENTORY OF HISTORIC PLACES – The record of information about resources potentially significant in the history of The City of Weston, Umatilla County.

RELOCATION – The removal of a resource from its historic context.

IV. THE CITY OF WESTON, UMATILLA COUNTY HISTORIC LANDMARK COMMISSION

1. The Mayor and Council shall appoint a Historic Landmark Commission, hereinafter the Commission, of seven, with two alternate members, with a demonstrated interest, knowledge or competence in historic preservation to carry out the provision of this ordinance. A majority of the members shall reside within the corporate boundaries of The City of Weston, Umatilla County. Members shall serve without compensation, but are eligible for reimbursement of expenses related to their service.
2. Initial appointments to the Commission shall be for terms of one, two and three years. Subsequent terms of appointment shall be for three years, or in the case of a replacement, for the remainder of the unexpired term. Members shall be eligible for reappointment.

3. A simple majority of the seated members shall constitute a quorum to conduct official business.
4. A chair and vice-chair shall be elected annually by and from the seated membership. Officers are eligible for re-election.
5. The Commission shall meet at least ~~twice~~ four times a year, and as required to conduct business in a timely fashion. Notice of the meetings shall be in accordance with applicable state law. Minutes, applications, staff reports, findings and decisions of the Commission shall be maintained as public records in accordance with applicable state law.

V. POWERS AND DUTIES OF THE HISTORIC LANDMARK COMMISSION

1. The Commission may adopt and amend by-laws ~~subject to approval by the City Council~~ to regulate its internal operations.
2. For purposes consistent with this ordinance, and subject to the approval of the City Council, the Commission may seek, accept and expend public appropriations; seek, accept, and expend grant and gift funds; cooperate with public and private entities; and employ clerical and expert assistance.
3. The Commission may undertake to inform the citizens and visitors to the City of Weston, Umatilla County, regarding the community's history and prehistory, promote research into its history and prehistory, collect and make available materials on the preservation of historic resources, provide information on state and federal preservation programs, document historic resources prior to their alteration, demolition, or relocation and archive that documentation, assist the owners of historic resources in securing funding for the preservation of their properties, and recommend public incentives and code amendments to the City Council.
4. The Commission may develop and publish, or adopt written and graphic guideline and example materials to clarify the criteria in this ordinance and to assist applicants in developing complete and viable applications.
5. Employing the procedures and criteria in Section VI of this ordinance, the Commission shall periodically identify and evaluate the historic resources of the City of Weston, Umatilla County and maintain an Inventory of Historic Resources. At such time as surveys are being conducted, owners of the subject properties shall be notified and invited to provide comment and input.
6. Employing the procedures and criteria in Section VII of this ordinance, the Commission shall periodically revise the Designated Landmarks Register of the City of Weston, Umatilla County by adding or deleting properties.

7. Employing the procedures and criteria in Section VIII of this ordinance, the Commission shall review and act upon applications for the alteration, relocation, or demolition of Designated Landmarks, ~~or the major exterior alteration, relocation or demolition of Historic Resources of Statewide Significance.~~
8. The Commission shall advise and make policy recommendations to the City Council and the Planning Commission on matters relating to historic preservation, and shall make an annual report in writing to the City Council on its activities and expenditures during the preceding twelve months, and its projected activities and expenditures for the following twelve months.
9. The Commission shall support the enforcement of all state laws relating to historic preservation. These include, but are not limited to: ORS 197.722 (Consent for designation for historic Property), ORS 358.653 (Conservation Programs, Leases), and ORS 358.475 through 358.541 (Special Assessment).

VI. THE INVENTORY OF HISTORIC RESOURCES

1. The Commission shall determine and periodically revise priorities for the identification and evaluation of potential Historic Resources.
2. Before commencing inventory studies or updates, the Commission shall provide public notice describing the inventory, its purposes, and invite public participation.
32. Documentation and evaluation of properties in the Historic Resource Survey shall be in a format compatible with the Oregon Historic Sites Database. Survey results shall be supplied to the SHPO as described in the most recent addition of the document "Guidelines for Conducting Historic Resource Surveys in Oregon," or most recent guidance for such efforts published by the SHPO.
43. The Historic Resources Survey shall be maintained as a public record. Records concerning archaeological records shall not be made available to the public in accordance with State law.
54. A process shall be put in place to allow citizens to review and correct information and add additional buildings, structures, sites or objects to the inventory. Any member of the public may place a property in the Historic Resource Survey; however the Commission reserves the right to determine the property's eligibility for inclusion in the Designated Landmarks Register.
65. The Commission may collect further information, including current photographs, architectural descriptions based on on-site observations, or archival documentation for properties already recognized in the Historic Sites List, Landmarks Register, or National Register for the purposes of administering this ordinance pursuant to the provisions of Section VII and VIII.

VII. THE DESIGNATED LANDMARKS REGISTER

1. Properties listed on the National Register of Historic Places, including all properties within National Register Historic District boundaries, are ~~eligible for automatically listed on in the~~ Designated Landmarks Register. As Historic Resources of Statewide Significance, all such properties are subject to the regulations in Section VIII of this ordinance ~~regardless of their listing on the designated Landmarks Register~~, pursuant to Oregon Administrative Rule 660-023-200. ~~However, only properties listed on the Designated Landmarks Register shall be eligible for public incentives and code considerations pursuant to this ordinance.~~
2. Any individual or group, including the Commission acting on its own initiative, may nominate a historic resource for inclusion on or removal from the Designated Landmarks Register by submitting a complete application to the Planning Director. The burden of proof lies with the applicant. No property shall be so designated without the written consent of the owner ~~or, in the case of multiple ownership, a majority of the owners~~ as provided for under ORS 197.772.
3. The Historic Landmark Commission shall establish standards for a complete application. Upon acceptance of a complete application, the Planning Director or Commission shall schedule a public hearing pursuant to applicable state laws.
4. In order to be included or maintained on the Designated Landmarks Register, the Commission must find that the historic resource is over fifty years of age or extraordinary historic importance, and possesses sufficient historic integrity and:
 - a. is associated with events that have made a significant contribution to the broad patterns of local, state or national history; or
 - b. is associated with the lives of persons, or groups of people significant in local, state or national history; or
 - c. embodies the distinctive characteristics of an architectural type, style, period or method of construction or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
 - d. has yielded or is likely to yield information which is important in local, state or national history.
5. The Commission shall develop findings to support its decisions. These finding shall indicate those elements of a property, including interior, landscape and archaeological features that are included in the designation and subject to regulation under the provisions of this ordinance.

VIII. ALTERATIONS, RELOCATIONS AND DEMOLITIONS

1. No exterior, interior, landscape, or archaeological element of a Designated Landmark which is specified as significant in its designation shall be altered, removed or demolished without a permit issued pursuant to this ordinance.
- ~~2. No major exterior alteration, relocation or demolition of a Historic Resource of Statewide Significance shall be allowed without a permit issued pursuant to this ordinance.~~
23. Prior to submitting an application for a permit pursuant to this section, proponents are encouraged to request a pre-application conference to review concepts and proposals. The Planning Director or Commission may form ad-hoc committees for this purpose. Commission members participating in pre-application conferences shall disclose their ex-parte contact at the time of a public hearing on the proposal.
34. The Commission shall establish standards for a complete application. Upon acceptance of a complete application, the Planning Director or Commission shall schedule a public hearing pursuant to applicable state laws.
45. In cases requiring a public hearing, the Commission shall review and act upon applications for the alteration, relocation or demolition of a Designated Landmark, ~~or the major exterior alteration, relocation or demolition of a Historic Resource of Statewide Significance.~~ The burden of proof lies with the applicant. Applications may be approved, approved with conditions or denied. The City of Weston, Umatilla County shall include any conditions imposed by the Commission in permits issued pursuant to this section.
56. In order to approve an application for the alteration of a Designated Landmark ~~or the major alteration of a Historic Resource of Statewide Significance,~~ the Commission must find that the proposal meets the following standards as applicable:
 - a. a property shall be used as it was historically, or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships; and/or
 - b. the historic character of a property shall be retained and preserved. The relocation of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property shall be avoided; and/or
 - c. a property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as, adding conjectural features or elements from other historic properties shall not be undertaken; and/or
 - d. changes to a property that have acquired historic significance in their own right shall be retained and preserved; and/or

- e. distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved; and/or
- f. deteriorated historic features shall be repaired rather than replaced. When the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and where possible, materials. Replacement of missing features shall be substantiated by documentary and physical evidence; and /or
- g. chemical and physical treatments, if appropriate, shall be undertaken using the gentlest means possible. Treatments that cause damage to historic materials shall not be used; and/or
- h. archaeological resources shall be protected and preserved in place. If such resources must be disturbed, mitigation measures shall be undertaken.
- i. new additions, exterior alterations or related new construction shall not destroy historic materials, features and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion; and massing to protect the integrity of the property and its environment; and/or
- j. new additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

67. In order to approve an application for the relocation or demolition of a Designated Landmark ~~or Historic Resource of Statewide Significance~~, the Commission must find as applicable that:

- a. no prudent and feasible alternative exists; and/or
- b. the designated property is deteriorated beyond repair; and/or
- c. the value to the community of the proposed use of the property outweighs the value of retaining the Designated Landmark or Historic Resource of Statewide Significance.

78. At the hearing of an application to relocate or demolish a Designated Landmark ~~or Historic Resource of Statewide Significance~~, the Commission may, in the interest of exploring reasonable alternatives, delay issuance of a permit for up to 120 days from the date of the hearing. If ten days prior to the expiration of the delay period, the Commission finds that there are still reasonable alternatives to explore, it may apply to the City Council for permission to continue the delay for an additional period of up to 120 days.

89. In approving an application for the demolition of a Designated Landmark or Historic Resource of Statewide Significance, the Commission may impose the following conditions:
- a. photographic, video or drawn recordation of the property to be demolished; and/or
 - b. salvage and curation of significant elements; and/or
 - c. other reasonable mitigation measures.
940. No provision of this ordinance shall be construed to prevent the ordinary repair or maintenance of a Designated Landmark or Historic Resource of Statewide Significance when such action does not involve a change in design, materials or appearance.

IX. SEVERABILITY

1. The provisions of this ordinance are severable.

X. ENFORCEMENT AND PENALTIES

1. Violations of Section VII of this ordinance shall be subject to the same procedures and penalties that apply to violations of the planning code.

XI. APPEALS

1. Decisions of the Commission are appealable to the City Council. Procedures for appeals to Historic Landmarks Commission decisions shall be the same as those for appeals of Planning Commission decisions. Decisions of the City Council are appealable to the Oregon State Land Use Board of Appeals pursuant to ORS 197.747-197.796.

Attachment F: City of Weston Staff Report (Dated August 12, 2015)

**City of Weston
STAFF REPORT**

APPLICANT:
City of Weston

FILE NO.: _____1_____

OWNERS:
N/A

STAFF:
Debi Russell, City Recorder
Scott Spendlove, Public Works Director
Sheldon Delph, Grant Coordinator

LEGAL DESCRIPTION:
N/A

DATE OF HEARING:
August 12

LOCATION:
City of Weston

ZONING DESIGNATION:
N/A

COMP. PLAN DESIGNATION:
N/A

REQUEST:

The applicant (City) is requesting approval to adopt the 2015 Weston Transportation Plan Update (Attachment B) as the transportation element of the Weston Comprehensive Plan in addition to associated amendments to the Comprehensive Plan (Attachment C) and Development Code (Attachment D). In the process of amending City code related to the Transportation Plan, the City also requests approval of amendments of the Municipal Code to address minor administrative revisions to the Historic Preservation Ordinance (Title XVI). These proposed amendments are included in Attachment E.

The Transportation Plan Update is designed to guide the management and implementation of transportation facilities, policies, and programs within Weston over the next 20 years. Associated amendments to the Comprehensive Plan consist of objectives and policies that focus on improving the transportation options that are available to Weston residents and employees, particularly in the interest of improving public health. Associated proposed amendments to the Development Code make code provisions regarding street design consistent with the street cross sections in the Transportation Plan Update, and establish procedures for street naming and property numbering, which was a need identified by City staff and volunteers.

CONTENTS OF STAFF REPORT:

This Staff Report is organized in the following manner and includes the following attachments:

- I. PROCESS SUMMARY**
- II. BACKGROUND**
- III. APPROVAL CRITERIA**
- IV. SUMMARY OF KEY POLICY ISSUES**
- V. FINDINGS OF FACT:**
 - A. Consistency with Statewide Planning Goals
 - B. Consistency with Comprehensive Plan
- VI. CONCLUSION**
- VII. RECOMMENDATION**

ATTACHMENT A: Draft Resolution/Ordinance for Adoption

ATTACHMENT B: 2015 Weston Transportation Plan Update

ATTACHMENT C: Amendments to the Weston Comprehensive Plan

ATTACHMENT D: Amendments to the Weston Development Code

ATTACHMENT E: Amendments to the Weston Municipal Code, Title XVI

I. PROCESS SUMMARY

The Planning Commission will hold a public hearing on August 12, 2015 and make its recommendation to the City Council. City Council will hold a public hearing directly following the Planning Commission hearing on August 12, 2015. The City Council will conduct a second reading of the proposed legislative amendments at a hearing on September 9, 2015 and make its final decision. All meetings are open to the public. The decision of the City Council may be appealed to the Oregon Department of Land Conservation and Development as prescribed in state law.

The City offered a number of opportunities for the community to be involved in the development of the Transportation Plan Update and Comprehensive Plan and Development Code amendments over the course of the planning process in 2014 and 2015, including three Citizen Advisory Committee (CAC) meetings, a public survey, youth workshops, stakeholder meetings, two open houses, a joint work session of the Planning Commission and City Council, and Planning Commission and City Council public hearings for the adoption process.

II. BACKGROUND

The Transportation Plan Update (Attachment B) is summarized below.

The Transportation Plan Update is designed to guide the management and implementation of transportation facilities, policies, and programs within Weston over the next 20 years. The document consists of background information, goals and objectives, recommended projects, and implementation measures. Recommended projects

address roadway, freight, pedestrian, and bicycle system needs, and for purposes of implementation have been organized into high priority projects and long-term priority projects. High priority projects include Water Street improvements, Franklin Street bridge replacements, and sidewalks and pedestrian crossing improvements near Weston Middle School. Long-term projects include gateways, Water Street/Main Street intersection enhancement, Pine Creek interaction sites, Water Street bridge replacement, and LED lighting conversion. Projects recommended for consideration outside the City's urban growth boundary (UGB) in coordination with Umatilla County and Oregon Department of Transportation (ODOT) include a multimodal connection between Weston and Athena, an OR 11 bicycle/pedestrian crossing, additional directional signage for freight on OR 11, and OR 204/Water Street realignment. Because the City has historically used its transportation budget for basic maintenance and operations and relied on outside sources for capital projects, it is anticipated that outside sources will continue to provide the primary funding for capital projects and those recommended in the Transportation Plan Update. To that end, Appendix A of the Transportation Plan Update consists of a series of project prospectus sheets that can easily be included in grant applications or other requests for funding.

Comprehensive Plan changes (Attachment C) are summarized below.

1. **Goal 12: Transportation, Narrative.** These Comprehensive Plan amendments make minor editorial corrections and revisions to reflect conditions that have developed or changed since the adoption of the 2001 Transportation System Plan, and include new objectives of this Transportation Plan update process.
2. **Goal 12: Transportation, Objectives.** These Comprehensive Plan amendments expand objectives to address multi-use path systems along with road systems, to cite public health and cost-effectiveness as key reasons for pursuing multi-modal transportation improvements, to call for regional coordination of bicycle planning and electric vehicle facilities, and to encourage alternatives to driving alone for employers and employees in Weston.
3. **Goal 12: Transportation, Policies.** These Comprehensive Plan amendments also establish support for developing more transportation choices for public health and affordability reasons, commit the City to coordinating with other programs and agencies in combining resources and providing more transportation choices, and prioritize pedestrian and bicycle connections to regional routes.

Development Code changes (Attachment D) are summarized below.

1. Pedestrian Access and Circulation, Section 3.1.300

A new subsection proposed for this section of the Development Code requires developers to coordinate improvement or provision of transit amenities with the transit service provider when they are developing adjacent to an existing or planned transit stop. While transit service may be limited in Weston at the present time and for the near future, these changes support the continued development of transit as a transportation option for Weston residents, employees, and visitors.

2. **Street Standards for City of Weston, Table 3.4.1.**
3. **Weston TSP Street Standards, Local Residential, Figure 7-2**
4. **Weston TSP Street Standards, Collector and Alleys, Figure 7-1**
Proposed changes to the Development Code (2-4) make the code consistent with the street standards for Water Street (a Collector Street) and Local Streets Options 1, 2, and 3 in the TSP.
5. **Summary of Development Decisions/Permit by Type of Decision-Making Procedures, Table 4.1.200**
6. **Types of Applications and Review Procedures for Street Naming and Property Numbering, Chapter 4.10**
Proposed changes to the Development Code (5-6) that establish street naming and property numbering procedures provide more systematic procedures to avoid or modify duplicate street names and insufficient space between property numbers. Such situations have been challenges to date with street naming and property numbering in the city.
7. **Notice of Hearing, Section 4.1.500.D**
A proposed change to Subsection 2(d) of this section of the Development Code would update hearing notification requirements for the Department of Land Conservation and Development from 45 days to 35 days.

Municipal Code changes (Attachment E) are summarized below.

1. **Historic Preservation Ordinances, Title XVI**

Proposed changes to this title of the Municipal Code include minor changes that reflect guidance from the State Historic Preservation Office and its model ordinance.

III. APPROVAL CRITERIA

Comprehensive Plan and Development Code Amendments Chapter 4.1 and 4.7

Section 4.7 of the City of Weston Development Code indicates that text amendments to the Development Code and Comprehensive Plan are reviewed using the Type III procedure in Chapter 4.1, Section 5. Type III procedures apply to legislative matters. Legislative matters involve the creation, revision, or large-scale implementation of public policy (e.g., adoption of land use regulations, zone changes, and comprehensive plan amendments which apply to entire districts). Type III matters are considered initially by the Planning Commission, which makes a recommendation to the City Council, and with final decisions made by the City Council. Relevant decision-making considerations include:

1. *Approval of the request is consistent with the Statewide Planning Goals*
2. *Approval of the request is consistent with the Comprehensive Plan*

IV. SUMMARY OF KEY POLICY ISSUES

Key policy issues include the following:

- Provide an inclusive public process and thorough analysis.

- Support a mix of uses and a vibrant downtown.
- Promote safe, healthy, affordable, and accessible transportation options in the city.
- Protect and promote natural resources. Link this with transportation, recreation, and economic development.
- Build upon existing facilities and investments.

V. FINDINGS OF FACT:

Staff Comments: *The following findings may be revised based on public testimony and Planning Commission and City Council deliberation.*

A. Consistency with Statewide Planning Goals

Goal 1 Citizen Involvement

Comprehensive Plan and Code Amendments

1. The proposed amendments are the result of the City of Weston Transportation Plan Update process, which involved a number of public participation opportunities including:
 - **three Citizen Advisory Committee (CAC) meetings**, where the committee was comprised of Weston citizens; City staff; City elected officials; staff from public agencies such as Umatilla County Rural Fire Protection District (RFPD), Confederated Tribes of the Umatilla Indian Reservation (CTUIR), and Athena-Weston School Board; and ODOT staff
 - **a public survey** included in the December 2014 City water bill, in which participants could complete a hard copy of the survey or take the survey online
 - **two youth workshops**, one workshop with the 5th grade class at Weston Middle School and one workshop with the senior class of Weston-McEwen High School
 - **two stakeholder meetings** with agency and business representatives, elected officials, and Weston residents
 - **two open houses** held at key junctures in the project when existing deficiencies and opportunities for improvement were being identified and evaluated and when project concepts were being reviewed and selected
 - **a joint work session of the Planning Commission and City Council** on June 16, 2015, advertised and open to the public
 - **a Planning Commission hearing and a City Council hearing** on August 12, 2015, advertised and open to the public
2. A variety of methods were used to notify community members of these meetings and other opportunities to be involved in the project, including articles in the City's newsletter, meeting flyers, and media releases.

*Goal 2 Land Use Planning*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 2 in the thorough analysis done in developing the Transportation Plan Update. This analysis is represented in the Opportunities & Constraints Report, Environmental Review Memorandum, Partnership & Funding Memorandum, and Project Prioritization Screening Report included found in Volume II of the Transportation Plan Update. Distillations of these analyses are incorporated into Volume I of the plan.
2. Development of the Transportation Plan Update and associated amendments involved a robust public process, as addressed in findings for Statewide Planning Goal #1 above.
3. The proposed amendments have been found to be consistent with local Comprehensive Plan policies, as addressed in Section C of this report.

*Goal 3 Agricultural Lands*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 3 by targeting improvements on land and existing transportation facilities within the current City of Weston and its UGB.
2. Projects recommended outside the UGB, in coordination with Umatilla County and ODOT are focused in existing right-of-way or may require limited new land outside of existing right-of-way, serve safety and multimodal purposes, and will be evaluated in more detail when the appropriate jurisdiction considers the project for inclusion in its own long-range and capital programming plans.

Goal 4 Forest Lands

This goal is not applicable to the City of Weston.

*Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 5 in recommending City Park and Downtown Pine Creek interaction sites, projects that include developing grassy open areas, creek overlooks, interpretive signage, and stream bank enhancements.
2. Other recommendations that are made in the Transportation Plan Update promote non-polluting transportation and support the health of natural and scenic resources in the city, such as Water Street improvements that include continuous sidewalks on both sides of the streets and swales for natural stormwater drainage, several new sections of sidewalk and pathway that connect to Weston Middle School, and a multi-use path connection between Weston and Athena.
3. Proposed amendments to Comprehensive Plan policies offer a range of support for non-polluting, active transportation options.
4. Proposed amendments also support historic resources in Weston in recommending amendments to the City's Historic Preservation Ordinance that follow guidance provided by the State Historic Preservation Office.

*Goal 6 Air, Water and Land Resources Quality*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 5 in recommending City Park and Downtown Pine Creek interaction sites that support appreciation and protection of the natural resources associated with Pine Creek.
2. Other recommendations that are made in the Transportation Plan Update promote non-polluting transportation and protect air, water, and land resources in the city, including Water Street improvements featuring continuous sidewalks on both sides of the streets and swales for natural stormwater drainage, new sections of sidewalk and pathway that connect to Weston Middle School, and a multi-use path connection between Weston and Athena.
3. Proposed amendments to Comprehensive Plan policies offer a range of support for non-polluting, active transportation options.

*Goal 7 Areas Subject to Natural Hazards*Comprehensive Plan and Code Amendments

1. Pine Creek is the principal area subject to natural hazards identified in the city. Proposed amendments are consistent with Goal 7 in recommendations in the Transportation Plan Update to replace bridges over the creek, to incorporate natural stormwater drainage in swales in the construction and reconstruction of streets, and to install stream bank enhancements as part of the City Park Pine Creek Interaction Site project. These projects will help protect people and property from natural hazards.

*Goal 8 Recreational Needs*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 8 in recommending projects in the Transportation Plan including park-like interaction sites along Pine Creek, sidewalk and pathway connections to Weston Middle School and its grounds and open space, and a multi-use path connection between Weston and Athena (to be coordinated with Umatilla County).
2. Proposed amendments to Comprehensive Plan policies call for coordination of bicycle facility planning with regional efforts and prioritize connections of pedestrian and bicycle facilities in the city with regional facilities.

*Goal 9 Economic Development*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 9 in recommending street design standards, intersection improvements, and bridge replacements for safe and accessible travel by multiple modes and for an attractive environment for commercial development.
2. Recommended projects including bridge replacements, the OR 204/Water Street realignment, and signage for freight routes can particularly benefit freight movement and support economic development in Weston.

3. Developing recommended projects such as the northern and southern gateways, Pine Creek interaction sites, and a multi-use path connection between Weston and Athena (to be coordinated with Umatilla County) can help draw visitors to Weston.
4. Recommended projects focus on improving existing facilities so as to maximize those public investments.
5. Proposed amendments to Comprehensive Plan policies that support connection to electric vehicle infrastructure as it develops and in several ways promote transportation options and connections to regional multimodal facilities can also provide economic development benefits.

Goal 10 Housing

Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 10 in recommending local street design standards that provide design options and establish complete streets to support housing and residential development in the city.
2. Recommended projects to fill in gaps in the neighborhood pedestrian and bicycle system provide safe and complete connections between housing, Weston Middle School, and downtown.

Goal 11 Public Facilities and Services

Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 11 in recommending projects focused on improving existing facilities so as to maximize those public facility investments and keep development concentrated in the city's urbanized area, thus reducing the need to extend services outside the current urban area.

Goal 12 Transportation

Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 12 in recommending improvements that provide more and safer transportation options. They primarily build on existing transportation facilities, thus maximizing those investments, and help keep development focused on the city's existing urban area to reduce the need to extend services outside the current urban area.
2. Proposed amendments to Comprehensive Plan policies support recommendations in the Transportation Plan Update, promoting active transportation options for public health and affordability and supporting coordination with other agencies and organizations in promoting and developing these options.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems."

Comprehensive Plan and Code Amendments

1. The Transportation Plan Update is consistent with the TPR (Section -0020) in including required elements applicable to the city, such as roadway, pedestrian, bicycle, transit, and freight system plans and an implementation plan.
2. Land use regulations to "protect transportation facilities, corridors, and sites for their identified functions," consistent with the TPR (Section -0045), were adopted in the 2001 update of the City's Development Code based on TGM Model Development Code for Small Cities.
3. Existing approval criteria for legislative amendments include consistency with Statewide Planning Goals (including Goal 12 and the TPR) and the City Comprehensive Plan and demonstration of adequate public facilities and transportation networks. These criteria are consistent with the TPR (Section -0060).

*Goal 13 Energy Conservation*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 13 in recommending projects and street design standards that support transit, walking, and bicycling, which will help reduce the use of fuel.
2. Proposed amendments to the Development Code and Comprehensive Plan policies support recommendations in the Transportation Plan Update that promote transit, walking, and bicycling.

*Goal 14 Urbanization*Comprehensive Plan and Code Amendments

1. The proposed amendments are consistent with Goal 14 in encouraging investments that are focused in the city's existing urban area and downtown, reducing the need for additional urban area and UGB expansions.

B. Consistency with Comprehensive PlanComprehensive Plan and Code Amendments

1. The proposed amendments are consistent with the Comprehensive Plan *Goal #1, Citizen Involvement, Policy 3, which is to "Distribute proposed Comprehensive Plan and Urban Growth changes for community review and comment."* Development of the Transportation Plan Update and other associated amendments involved a series of Citizen Advisory Committee (CAC) meetings, a public survey, youth workshops, stakeholder meetings, open houses, a joint work session of the Planning Commission and City Council, and Planning Commission and City Council public hearings for the adoption process. In particular, open houses were held at key junctures in the project when existing deficiencies and opportunities for improvement were being identified and evaluated and when project concepts were being reviewed and selected so that community input could be incorporated into developing and selecting recommended projects.
2. The proposed amendments are consistent with the Comprehensive Plan *Goal #2, Land Use Planning, Policies, PLANNING PROCESS, Policy 3, which is to*

“Amend the Comprehensive Plan only after serious consideration of the pros and cons of the issue and provision of adequate opportunity for public comment.” The Transportation Plan Update and associated amendments reflects extensive analysis efforts documented in the Opportunities & Constraints Report, Environmental Review Memorandum, Partnership & Funding Memorandum, and Project Prioritization Screening Report that are included in Volume II of the Transportation Plan Update. Adequate opportunity for public involvement and comment were provided, as addressed in the findings for state and local Goal #1 in this report.

3. The proposed amendments are consistent with the Comprehensive Plan *Goal #2, Land Use Planning, Policies, LAND USE POLICY FRAMEWORK, Policy 4*, which is to *“Provide for a mix of activities and encourage a greater variety of shops and services within the downtown.”* The recommended standards and projects in the Transportation Plan Update promote transportation options in connecting to downtown and key destinations in the community and focus on improving existing transportation facilities to make land uses safer and more convenient and inviting to access. Recommended creek interaction sites and gateways should, in particular, provide attractive transitions to the city and public space destinations for residents and visitors. Proposed projects, such as bridge replacements, also serve important economic development purposes. Proposed policy additions provide ongoing support for developing transportation options in accessing a mix of uses around the city.
4. The proposed amendments are consistent with *Goal #5, Open Space, Scenic and Historic Areas, and Natural Resources, Policy 1*, which is to *“consider promotion and protection of Main Street and other areas as historical zones.”* Recommended amendments of the City’s Historic Preservation Ordinance better bring the ordinance in line with state guidance and should enhance the City’s ability to promote and protect historical areas.
5. The proposed amendments are consistent with *Goal #5, Open Space, Scenic and Historic Areas, and Natural Resources, Policy 2*, which is to *“examine potential use of right-of-ways and publicly owned land for open-space before their disposition.”* Recommended interaction sites and intersection enhancements capitalize on right-of-way and publicly owned land to improve safety and provide open space, public gathering areas, capacity for multiple modes, and natural stormwater collection and treatment.
6. The proposed amendments are consistent with *Goal #5, Open Space, Scenic and Historic Areas, and Natural Resources, Policy 4*, which is to *“encourage conservation of area’s natural vegetation areas for scenic and visual relief.”* Recommended street design standards and Water Street improvements requiring landscape or swale areas and calling for more street trees, as well as additional landscaping called for in recommended interaction site projects, represent improvements to new and existing vegetation areas.
7. The proposed amendments are consistent with *Goal #8, Recreational Needs, Policies, Policy 1*, which is to *“encourage county development of Pine Creek City owned property for recreation purposes,”* and *Policy 2*, which is to *“encourage creation of a greenbelt recreation area along Pine Creek for open space, bikeway*

and trails.” Projects are recommended for developing interaction sites downtown and at the City Park along Pine Creek. The City Park Pine Creek Interaction Site proposes to connect to the Pine Creek Trail.

8. The proposed amendments are consistent with *Goal #9, Economic Development, Policies, Policy 1*, which is to “*continue efforts to maintain a central commercial area with a concentration of retail and service businesses, professional offices, financial institutions and public services in order to accommodate business and shopping needs, minimize conflicts with residential and industrial uses, provide economic stability, reduce costs to the public, and maximize sales and pedestrian movements.*” The recommended standards and projects in the Transportation Plan Update build upon existing facilities and investments and benefit downtown Weston in a number of ways. They promote transportation options in connecting to downtown; support improvement of the attractiveness, safety, and accessibility for all modes along Water Street; encourage gateways at the northern and southern ends of town; call for replacement of key bridges; and provide attractive enhancements and public spaces at the Water Street/Main Street intersection and City Park and Downtown Interaction Sites.
9. The proposed amendments are consistent with *Goal #12, Transportation, Policies, Policy 3*, which is “*The Transportation System Plan is an element of the Weston Comprehensive Plan. It identifies the general location of transportation improvements.*” The Transportation Plan Update, which identifies and prioritizes recommended transportation improvements, is proposed to be adopted as the transportation element of the Weston Comprehensive Plan. In doing so, it will replace the existing 2001 Transportation Plan.
10. The proposed amendments are consistent with *Goal #12, Transportation, Policies, Policy 14*, which is to “*require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.*” Projects recommended in the Transportation Plan Update are focused on improving safe, multimodal, and convenient access to downtown, Weston Middle School, and other key destinations in the city, such as Water Street improvements and new sidewalk and pathway connections to the school.
11. The proposed amendments are consistent with *Goal #12, Transportation, Policies, Policy 13*, which is to “*plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation with the community;*” *Policies 17 and 19*, which require retrofitting existing arterials and collectors with bike lanes (as appropriate and practical) and sidewalks on a prioritized schedule; *Policy 18*, which is “*Sidewalks shall be included on all new streets;*” *Policy 21*, which is “*Bikeways and pedestrian accessways shall connect to local and regional travel routes;*” and *Policy 22*, which is “*Bikeways and pedestrian accessways must be designed and constructed to minimize potential conflicts between transportation modes.*” Projects recommended in the Transportation Plan Update and proposed policy amendments are focused on improving conditions for walking and bicycling in Weston, as well as connecting walking and bicycling facilities to regional

facilities. In particular, recommended street design standards require sidewalks on all streets and shared bikeways. Recommended projects include Water Street improvements (to street design standards), sidewalk and pathway connections in the Weston Middle School area, intersection and crossing improvements at gateways and at Water Street/Main Street, connection to the Pine Creek Trail at the City Park Pine Creek Interaction Site, and, in coordination with Umatilla County and ODOT, a multi-use path between Weston and Athena and crossing improvements on OR 11. Proposed policy amendments heavily support walking and biking improvements and coordination with other organizations and agencies in the region.

VI. CONCLUSION

The proposed Comprehensive Plan, Development Code, and Municipal Code Amendments are consistent with and supportive of statewide planning goals, City plans and policies, and other community objectives.

VII. RECOMMENDATION

City staff recommend adoption of the proposed Comprehensive Plan, Development Code, and Municipal Code amendments and approval of the Weston Transportation Plan Update as an of the City's Comprehensive Plan.

ATTACHMENT A: Draft Resolution/Ordinance for Adoption

ATTACHMENT B: 2015 Weston Transportation Plan Update

ATTACHMENT C: Amendments to the Weston Comprehensive Plan

ATTACHMENT D: Amendments to the Weston Development Code

ATTACHMENT E: Amendments to the Weston Municipal Code, Title XVI

Attachment G: City of Weston Amendment Ordinance (Dated August 9, 2015)