

**City of Dayton, Oregon**

# **Transportation System Plan**

**May 2001**



Document Prepared by:

**Mid-Willamette Valley Council of Governments  
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The contents of this document do not necessarily reflect the view or policies of the State of Oregon.

# City of Dayton, Oregon Transportation Systems Plan

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# ACKNOWLEDGEMENTS

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# City of Dayton, Oregon Transportation System Plan

## SUMMARY

Vehicles are the primary method of transportation in Dayton, despite the extensive opportunities offered by the small physical size and convenient layout of the city for pedestrians and bicycles. The transportation system for Dayton is essentially represented by the grid street system. Within the street rights of way there is ample location for streets, bikeways, and sidewalks, but improvements for each of these travel modes are inconsistent, which is not atypical for a city with the fiscal resources of Dayton. If population growth follows projections, the street system should be sufficient through 2020. Nevertheless, maintaining the street system's compliance with the State Transportation Planning Rule and other State and Federal regulations will require periodic improvement to the system.

Some of the key transportation system improvements identified in the Dayton TSP are:

- Prepare a complete engineering analysis of the existing streets
- Work toward a refinement study for Third and Ferry Streets
- Adopt new street access standards
- Seek from ODOT higher levels of maintenance for Third and Ferry Streets
- Re-designation of arterial and collector streets.
- Adopt street improvement priorities
- Increase effort to develop sidewalks and bikeway between residential areas and activity centers
- Adopt bicycle improvement priorities
- Adopt code revisions to implement the State's Transportation Planning Rule
- Adopt amendments to the comprehensive plan and planning atlas
- Continue efforts for transportation grants to continue existing improvement programs

With population growth the city of Dayton will need to address transportation requirements for both maintenance and improvement. New finances, probably as bonds or tax levies, will be needed to fund both street and associated bicycle and sidewalk improvements. Concurrently, the city will have to direct more funds toward the maintenance of the street system, otherwise the funds invested in the improvements will be subject to premature deterioration. No other transportation issue will be as important as finding the financial resources to begin a transportation improvement program.

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# City of Dayton, Oregon Transportation System Plan

## INTRODUCTION

Dayton, Oregon is a small community – 1998 estimated population of 1,920 persons – located in the Mid-Willamette Valley. About 1845 Joel Palmer founded Dayton as a port city on the Yamhill River. The original land survey for the 450 acre town site was completed in 1852. The city was incorporated in 1880 with a population of about 375 people.

*Dayton is dependent on private automobiles as the primary source of transportation, and as is typical of many small cities, problems with the street network are a major transportation concern. Of particular concern are transportation problems which affect the commercial core area. These problems are related to the secondary highways, which pass through the City center, and they include speeding, on street parking, and pedestrian hazards. Through agency coordination and local improvement programs, the City's objective is to improve present traffic conditions and also to diversify their transportation modes.*

*(1986 Update to Dayton Comprehensive Land Use Plan)*

The objective of this Transportation Growth Management (TGM) grant project is to provide assistance to the city of Dayton in the preparation of a Transportation System Plan (TSP) that meets the needs of the community and brings the city into compliance with the State Transportation Planning Rule and other State and Federal Regulations.

As defined in the TPR, a Transportation System Plan is:

*"a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas."*

Transportation System Plans are required by federal and state legislation. The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed by Congress in 1991 and updated in 1999 by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21); the Oregon Land Conservation and Development Commission adopted the Transportation Planning Rule (TPR) (OAR 660 Division 12) in 1991 and revised it in 1995. The TPR guides regional and local transportation planning for Statewide Planning Goal 12 - Transportation. The state TSP, called the Oregon Transportation Plan, was adopted in 1992 by the Oregon Transportation Commission and developed by the Oregon Department of Transportation (ODOT). A listing of the definitions and acronyms used in this report is included as Appendix A.

The Dayton TSP includes the following key components:

- Public involvement
- Consistency with existing State and County plans,
- Recognition of the need for transportation accessibility throughout the city,
- Street re-classifications,
- Street network,
- Financial concerns,
- Access management,
- Safety,
- Pedestrian and bicycle accessibility,
- Amendments to the background data found in the Dayton Planning Atlas,

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- Comprehensive Land Use Plan changes, and
- Development code revisions.

## **State Legislation**

Since 1974, Oregon's statewide planning program has included the following Transportation Goal, 12:

*"To provide and encourage a safe, convenient and economic transportation system."*

In April 1991, the Land Conservation and Development Commission (LCDC) with the concurrence of the Oregon Department of Transportation (ODOT) adopted the Transportation Planning Rule (TPR) [OAR 660-12-000 through 070] as a guide to regional and local governments in carrying out Goal 12. The TPR commits all levels of government to the development of a coordinated statewide transportation planning program. The TPR also creates a number of new requirements governing transportation planning and project development with which State, counties, cities, and special districts must comply when providing transportation services. Each jurisdiction must prepare and adopt a Transportation System Plan (TSP) and implementing regulations. Depending on the population, transportation needs, and location of each jurisdiction, TSP requirements may differ. The Dayton TSP must include the following:

1. A determination of transportation needs,
2. A road plan for arterials and collectors and standards for the layout of local streets and other important non-collector street connections,
3. A public transportation plan,
4. A bicycle and pedestrian plan,
5. An air, rail, water and pipeline transportation plan, and
6. Policies and land use regulations for implementing the TSP.

## **Federal Legislation**

The adoption of the TPR in Oregon preceded the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Transportation Equity Act of the 21<sup>st</sup> Century (TEA-21) of 1999. The federal acts intend to:

*"...develop a National Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."*

Among the federal requirements is the mandate that states use a statewide planning process to develop transportation plans and programs. In Oregon the April 1991 TPR provided a head start in complying with the new federal requirements. By September 1992 the Oregon Transportation Plan was adopted to further comply with federal legislation. The Oregon Transportation Plan defines a statewide transportation policy and a comprehensive, long-range plan for a multi-modal transportation system which:

*encourages economic efficiency, orderly economic development, safety and environmental quality (Oregon Transportation Plan, Preface).*

## **DAYTON TRANSPORTATION SYSTEM PLAN**

The Dayton TSP is a statement of current conditions of the local transportation system and specific directions for improvements that will increase transportation alternatives in Dayton. Those transportation improvements will have to be efficient, economical, timely, and environmentally appropriate. No TSP can anticipate all the variables needed to meet future transportation desires,

but the TSP can provide the decision making flexibility for Dayton's community leaders to take advantage of transportation opportunities, which will increase transportation alternatives in Dayton. The intent of the transportation system plan (TSP) is to be an addendum to the Dayton Planning Atlas. The summary is designed as a revision to the Dayton Comprehensive Plan. Some of the appendices are intended for adoption as amendments to the Dayton Development Code.

#### **PUBLIC INVOLVEMENT AND INTERAGENCY COORDINATION**

The Dayton TSP process included a technical advisory committee (TAC) with members from the City Council, Planning Commission, city staff, and ODOT. The committee met on a regular basis during the course of the study. The meeting dates for the TAC were published and the public was invited to attend. Minutes of the meeting are included in Appendix B. Early in the TSP process a survey of resident concerns was distributed through the local newspaper and made available at City Hall; response to the survey was minimal. A copy of the survey and comments received are included as Appendix C. Subsequently, the TAC identified the following objective for the Dayton TSP:

*create conditions which provide workable alternatives to the automobile.*

In the course of meeting the objective the TAC identified the following issues as central elements for transportation planning affecting the city:

- *Bicycle routes,*
- *Truck routes,*
- *Sidewalks, and*
- *Street improvements.*

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## DETERMINATION OF NEED

Several factors were used to determine transportation needs for the TSP. These factors include the existing plans and policies; land use; population projections; employment projections; development code; finances; existing street, bicycle, and sidewalk system; maintenance; accidents; and street classifications. The factors were all given consideration in determining the priorities for street, sidewalk and bikeway improvements; and for recommendations for changes in the comprehensive plan and development code.

### Existing Plans and Policies

An evaluation of existing plans and policies was an important element in preparing the transportation systems plan (TSP) for Dayton. These plans and policies set the direction for land use and transportation planning.

#### 1986 UPDATE OF THE 1979 DAYTON COMPREHENSIVE LAND USE PLAN

The 1986 update of the 1979 City of Dayton Comprehensive Land Use Plan provides the following objective relative to transportation. Citation of the specific relevant findings and policies from the Comprehensive Plan will be presented in the various sections of the TSP, as appropriate.

#### OBJECTIVE

- *To provide a safe, convenient, aesthetic, and economic transportation system through a variety of transportation means.*

In addition, the 1986 Planning Atlas: A Background Document for the Dayton Comprehensive Land Use Plan provided considerable information relative to transportation planning for Dayton. Citation of the specific relevant items from the Planning Atlas will be presented in the various sections of the TSP, as appropriate. The Dayton Development Code, which was updated in 1998, was also instrumental in the preparation of the TSP.

Other background reports considered in the development of this TSP were the Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, Yamhill County Transportation System Plan, Yamhill County Bikeway Master Plan, and the Yamhill Comprehensive Plan.

### Land Use

The 1986 Comprehensive Land Use Plan provides the following comments relative to land use:

#### POLICIES

- *Transportation facility designing shall be done in a manner which will minimize adverse effects on the existing land uses and natural features and will meet accepted safety and design standards.*
- *Transportation improvements shall be used to guide urban development and be designed to serve anticipated future needs.*

About 820 acres of land are located within the Dayton urban growth boundary (UGB). The current land use allocations within the UGB are estimated to be agriculture and forest (42%), residential (26%), public service (25%), commercial (1%), industrial (3%), other (4%) [water, vacant, etc.]. A

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**Title: Map #1. Comprehensive Plan Designations  
City of Dayton, Yamhill County Oregon**

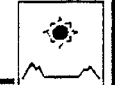
Prepared by:  
Mid-Willamette Valley Council of Governments  
Created by:  
RSM/LEH Date: March 27, 2001 Revision: 0

Filename:  
c:/city/dayton/dayton\_tsp.apr

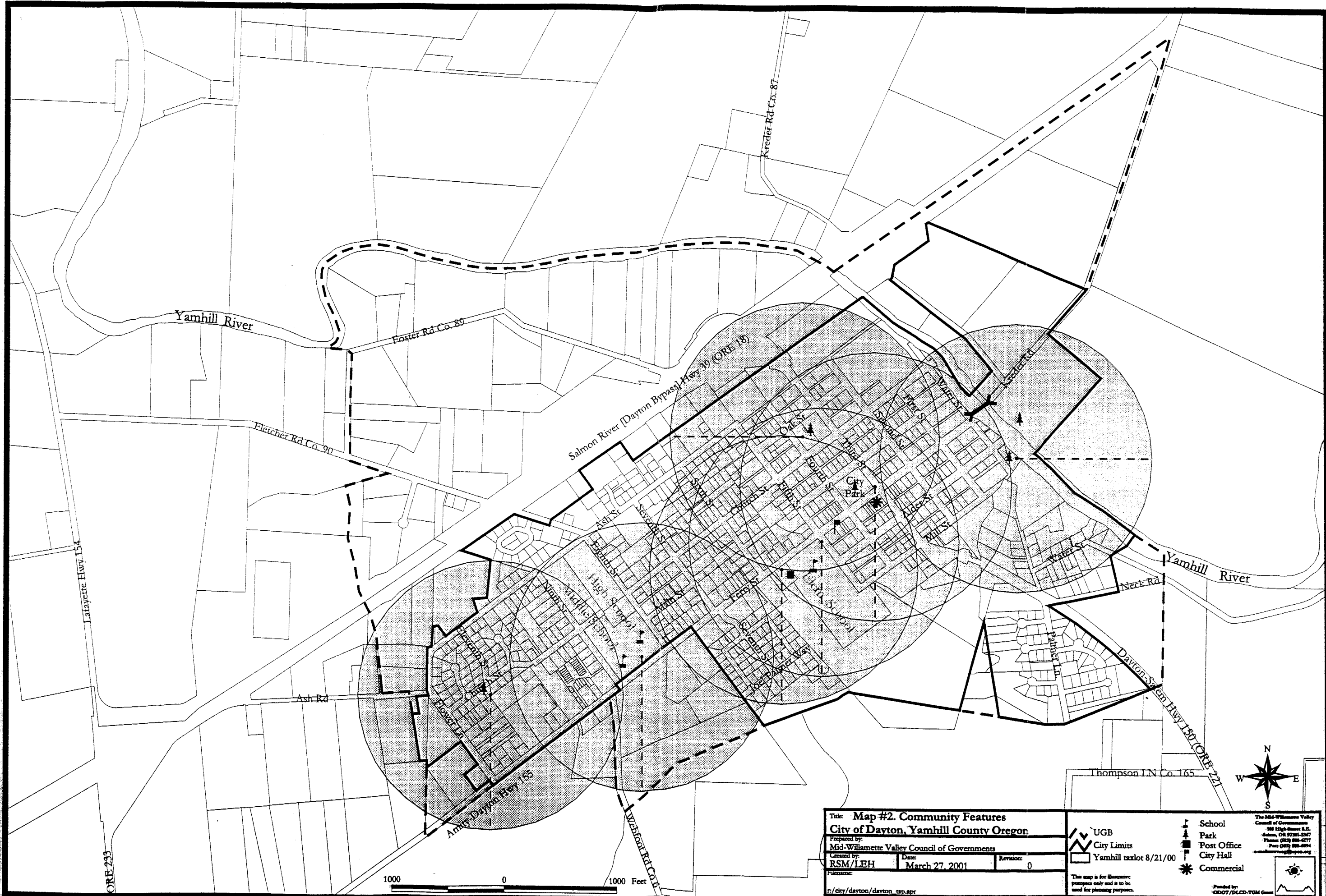
- UGB
- City Limits
- Yamhill Taxlot 8/21/00
- Residential
- Commercial
- Industrial
- Public
- Open Space

This map is for illustrative purposes only and is to be used for planning purposes.

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Funded by:  
ODOT/OLCD-TGM Grant



Title: **Map #2. Community Features**  
**City of Dayton, Yamhill County Oregon**  
 Prepared by:  
 Mid-Willamette Valley Council of Governments  
 Created by: **RSM/LEH** Date: **March 27, 2001** Revision: **0**  
 File name:  
 c:/city/dayton/dayton\_top.apr

UGB	School	The Mid-Willamette Valley Council of Governments 168 High Street S.E. Salem, OR 97302-5347 Phone: (503) 588-6177 Fax: (503) 588-6094 <a href="mailto:info@mvvcog.org">info@mvvcog.org</a>
City Limits	Park	
Yamhill taxlot 8/21/00	Post Office	
	City Hall	
	Commercial	

This map is for illustrative purposes only and is to be used for planning purposes.

Prepared by:  
 GDOT/DLCD-TGM Group



significant amount of land [150 acres (18%)] has severe building limitations, including flood plains and steep slopes (Map 1).

The Dayton Development Code provides for four categories of residential development from single family with an effective density of 5 dwelling units per acre to medium density residential, which provides for up to 12 dwelling units per acre.

Public lands – schools, parks, and wastewater treatment lagoons – are scattered throughout the Dayton UGB. The wastewater treatment lagoons are located northeast of the Yamhill River and the schools and park are located with frontage on Ferry Street. Agriculture land surrounds the city and UGB. Floodplain exists along both the Yamhill River and Palmer Creek.

In 2000 there were about 635 dwelling units in Dayton. The potential build out for the UGB is slightly less than 1,000 new dwelling units, but depends on services being available north of Highway 18. Over the next twenty years an additional 275 dwelling units are expected. Unless the capability to provide water and sewer services north of Highway 18 is met, the vast majority of the projected residential growth will occur as infill development within the existing city limits and on new subdivisions adjacent to the city and south of Highway 18.

New residential development will encourage new commercial development, which may occur in a single retail center. The type of commercial local services developed may be limited because of the local availability of vacant land with public services and the size, traffic, and proximity of commercial development in the nearby communities.

There are two land use districts that permit commercial development: Commercial Residential and Commercial. The commercial areas are generally concentrated along major streets – Ferry, Third, and Highway 18 at Kreder Road.

Industrial uses are at the south quadrant of the Yamhill River/Highway 18 bridge, and additional areas are directed to the northeast between Highway 18 and Kreder Road.

For Dayton the neighborhood activity areas, which are expected to attract people, and lie generally within ¼ to ½ mile of the home or work place, are (Map 2).

- Schools: Dayton Grade School, Dayton Middle School, and Dayton High School – all on Ferry Street west of Fifth Street;
- Parks: Courthouse Square Park at the northwest corner of Ferry and Third Streets;  
Legion Park at Oak and Fourth Streets;  
Eleventh Street Park at Church and Eleventh Streets;  
Alderman Park at Kreder Road;
- Post Office: Ferry Street west of Fifth Street;
- City Hall: Ferry Street east of Fifth Street; and
- Commercial shopping area: Ferry and 3<sup>rd</sup> Streets.

Future sites might include an industrial site or park, a commercial shopping area, and park and ride locations. Ninety percent of the land within the Dayton city limits falls within a ¼ mile radius circle centered at the intersection of Ferry and Sixth Streets. As for walking or bicycling there is no location in Dayton than is more than ½ mile away from one neighborhood activity center via the existing street system. Generally speaking, no location within the Dayton city limits is more than ½ mile (as the crow flies) from another site in Dayton.

### **POPULATION ANALYSIS:**

Dayton's population change from 1980 to 1990 and estimates to 2020 are presented in Table 1.

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Dayton's annual rate of growth from 1990 through 2000 was about 1.13 percent, which is consistent with that of Yamhill County at 1.14 percent. In 1999 the Yamhill County Department of Planning and Development prepared a population estimate for the county's Transportation System Plan. The county's annual growth rate was projected at 2.1 percent through 2015. Assuming both a constant growth rate and Dayton's population maintaining about 2.3 percent of the county population, then Dayton should have a 2020 population of about 3,010. If Dayton's 1990 average household size of 3.16 persons remains constant through 2020, there will be an additional

Year	1980	1990	1995	2000	2005	2010	2015	2020
Population	1,409	1,526	1,705	2120	2310	2520	2750	3010
Change (%)	NA (NA)	117 (8.3)	100 (6.2)	415 (24.3)	190 (8.9)	210 (9.1)	230 (9.1)	260 (9.4)

**Table 1: Population Changes 1980 – 2020**

Source: 1980 and 1990 US Census  
 Population Research Center, Portland State University  
*Italics indicate projections*

requirement for 275 dwelling units about 13 dwelling units per year. Translated to vehicle trips at a constant of 10 trips per dwelling unit per day, there will be about 2,750 additional trips per day (nearly 9,000 vehicle trips total) within the city at the close of 2020. The existing street network can handle the added traffic.

**EMPLOYMENT ANALYSIS:**

Census data for 1990 shows that the Dayton work force was about 595 persons, slightly less than 40 percent of the population. Dayton is not typical of Oregon communities its size, because of the minimal retail and service employment, which serves the local community. Due to the limited employment opportunities in Dayton, most residents are employed in McMinnville, Salem, and Metro Portland.

The location of employment is reflected in the workforce transportation by the large percentage of employees who take 10 or more minutes to drive to their work place. Within the Dayton UGB there are no two locations, which are separated by more than a seven minute driving time [Map 2]. For the work commute trip, driving alone was the most common method of transportation, followed by carpooling. Seven (1%) of the population worked at home, about 115 (18%) drove less than 10 minutes to work, about 320 (53%) drove between 10 and 29 minutes, and about 155 (26%) drove more than 30 minutes to work. Less than 20 (3%) of the population walked or rode a bicycle to work; 450 (76%) drove alone to work and 110 (19%) carpoiled. Assuming that the ratios continue, Table 2 shows projections for workforce transportation during the next 20 years.

Year	1990 US Census Data	2000	2010	2020
Population	1,525	2,120	2,520	3,010
Workforce	595	825	980	1,175
Work at home	7	9	11	14
Drive alone	450	625	745	890
Carpool	110	150	180	560
Work drive less than 10 minutes	115	100	190	225
Work drive 10 to 29 minutes	320	445	530	635
Work drive 30 minutes or more	155	215	255	305

**Table 2: Workforce Transportation Characteristics**

Source: US Census 1990; *Italics indicate projections*; all figures over 15 are rounded to nearest 5.

## POPULATION AND EMPLOYMENT CONCLUSIONS

Dayton is a bedroom community for McMinnville, Salem, and to a lesser extent Metro Portland. The proximity of Dayton to Metro Portland places Dayton's on the cusp of being "discovered" as a bedroom community for Metro Portland. With the planned improvements to Dayton's water supply, growth may be a reasonable proposition, but the big kicker to Dayton's growth will probably result from the completion of the yet unscheduled Newberg Dundee Transportation Improvement Project (a.k.a. the Newberg-Dundee bypass), which is not likely to be built in the next twenty years. When Dayton is "discovered" as a Metro Portland bedroom community, then the residential population will increase, followed by employment opportunities, especially employment opportunities in the local retail and service trades, including restaurants, banks, and retail sales.

Upon the "discovery" of Dayton, the population and subsequent employment growth may bring significant changes in the traffic pattern. If the added population comes with many revisions to the current comprehensive plan's land use designations, then new traffic patterns will create the need for a re-examination of the recommendations from this TSP.

## EXISTING CONDITIONS

Several efforts of the city have already been directed toward improving the transportation system. These efforts include changes to the development code,

## DAYTON DEVELOPMENT CODE

Major amendments of the Dayton Development Code were adopted in July 1998. As a consequence the code is in good condition relative to the requirements of the TPR. During the TSP process the code was examined and some revisions were considered by the TAC. Among the elements of the code suggested for revision are the addition of some definitions, elements related to bicycle parking, bikeways and pedestrian access, block standards, and review standards and notice. The most far reaching of the code revisions related to the street standards cited in the subdivision regulations of the code. The TAC gave careful consideration to revisions, including "skinny streets" and recommended the revisions cited in Appendix D. With these and other amendments, the Dayton development code is consistent with the TPR requirements.

## **FINANCES**

Dayton's tax base is predominately dependent upon residential values. Cities with such a tax base are usually under financial constraints, because the growth of the tax base may not reflect inflation. Thus, in normal times Dayton will not have the financial resources to undertake both significant street maintenance programs and major capital improvements without some assistance from grant and loan programs from the state or federal governments. In fact, in many cases the local funding requirement for grant programs will be greater than Dayton can handle; consequently, grants are not necessarily a solution for Dayton's transportation problems. More likely the only answer to fund Dayton's transportation improvements is the passage of a bond issue or serial levy for transportation. Such passage action will require substantial facts to establish the need for funds; consequently, an in depth analysis of the street system would be appropriate. However, even with a definitive analysis of the street system, a street improvement program cannot happen without the identification of a need and without a "champion" to lead citizen involvement.

There is no single method to deal with streets. Construction, maintenance, and environmental costs will continue to be a problem for Dayton and other communities. Over time the efforts identified in the TSP – changes in street definitions, improvement requirements and classifications – should make a difference in the development and maintenance cost for streets and should reduce the environmental impacts related to storm water drainage. But, in the long run only a major effort to address the financing for streets will make a difference in Dayton.

### **Capital Improvements Program**

The 1986 Comprehensive Land Use Plan provides the following comments relative to a capital improvement program:

#### *POLICIES*

- *Hazardous traffic conditions shall be examined in detail and recommendation for improvements shall be made through a systematic capital improvement program.*

Like most cities with similar level of income, the city of Dayton does not have a Capital Improvement Program. The inventory of streets (Appendix E) provides a cursory indication of the relative condition of city streets. A complete analysis of the streets would be an important beginning for an assessment of the conditions of the streets and an appropriate method to indicate the direction for future street improvements. The street analysis should be prepared by an engineer who is familiar with street construction techniques in the Willamette Valley. It would be appropriate for the analysis to develop cost estimates for a program of street improvements, including sealing, overlays, reconstruction and sidewalk/bikeway improvements. From this analysis the city will be in a better position to both recommend options for the incremental improvement of streets and recommend the value of a street improvement bond, when the public "calls" for street improvements.

### **Financing Opportunities**

A continuing transportation financial issue for any Oregon city is sustaining the funding capability for maintenance of the existing street system. Dayton's financial management is good, but higher priority issues, water system improvements for instance, constrain the city's ability to put additional funds toward street maintenance. The city has about 11 miles of transportation facilities – streets and alleys – to maintain. In the past four years the street fund expenditures have ranged from \$70,100 to \$203,000 with an average of about \$140,000 per year. During the same time period the city has budgeted about \$100,000 for street improvements with about 80% of these funds dedicated to the Ferry Street East project. This level of street expenditure is needed on a continuing basis to

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upgrade the street system. But even with 40% of the street fund budget coming from State Highway Revenue, the income is not adequate, and the ability of the city to make gains on the normal deterioration of the street system is minimal. Concurrently, street maintenance is a low financial priority, but the best utilization of the finances may be for capital improvements even on a single street rather than maintenance expenditures on streets that need major rehabilitation rather than maintenance. Continuing growth will strain the ability of the city to maintain the expanding transportation system. Until the State of Oregon authorizes new funding capabilities for local governments, transportation maintenance funding will be an issue.

The city's capital outlay for streets varies in a response to projects which meet transportation need, balance financial management and respond to political requirements. Local needs for street improvements are large and beyond the ability of the city to meet the demand. Concurrently, the competition for state and federal funds for highway improvements are greater than fund availability. The Dayton TSP identifies some projects – street, bicycle, and sidewalk improvements – that will meet transportation needs – capacity and safety for local residents. Each of these projects must compete against other state, county, and city projects for limited funds. Some of the most likely funding sources are cited in the following paragraphs.

## CITY FUNDING SOURCES

These funds are generated locally and are under the control of city officials.

### Systems Development Charge

Transportation system development charges (SDCs) can be collected in conjunction with the issuing of permits by the city for new development or redevelopment. The SDC's are calculated on the basis of the impact a development has on the transportation system as a function of the land use, size of the development, and number of vehicle trips generated by the development. The funds raised must be used on the transportation system improvements. In the last four years the range of transportation SDC collections in Dayton was from \$7,400 to \$26,600. The street/storm drain SDC is not a significant generator of income, and the 260% difference in the range in a few years is a budgeting difficulty for planning future capital improvements.

### Debt Financing

General Obligation (GO) Bonds: These bonds, which are subject to voter approval, are the most frequently used technique by local governments for large scale transportation improvements. GO bonds are repaid with property tax revenue.

Revenue Bonds: Revenue bonds are not generally used to pay for transportation improvements by Oregon's local governments because dedicated revenue sources are difficult to create. For example, SDC money could be such a revenue source, but in Dayton's case the range of income does not lend itself to a reasonable repayment schedule.

### Special Assessments

These assessments are assigned to the property that receives the transportation benefit - a street or sidewalk for instance, and are paid with the property taxes.

Agreement for Improvements: Sometimes the size of a development does not make the immediate completion of transportation improvements economical. In such instances a deferred improvement agreement is executed with the development to pay for improvements. At a future date the City may group these projects into an economical packing and "call up" these agreements. Subsequently, the benefiting properties will be charged with the improvement costs. This technique is being used by Dayton.

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Local Improvement District (LID): The project costs are assessed to the properties that receive a direct benefit from the project. For administrative purposes the assessed properties are grouped as a district.

#### Road User or Street Utility Fees

This funding method charges city residents and nonresidential users a monthly or yearly fee for use of the city road system and is similar to water and sewer utility fees. User fees go to maintenance activities. Currently, these fees are only instituted in La Grande and Ashland.

#### Traffic Impact Fees

This funding method is used for required road improvements associated with new development. The fee, which varies for different land uses, is calculated based on the estimated number of vehicle trips generated by the proposed development. Revenues generated in this manner must be used for capital improvements, not maintenance activities, and a benefit to the new development must be demonstrated. These fees are not levied by Dayton.

#### PRIVATE DEVELOPERS

Local streets, sidewalks, and some pathways - bicycle and pedestrian - when included within or abutting the boundaries of a development are paid for by the developer as a part of the subdivision, partition, or zoning action. These transportation improvement costs are passed to the subsequent user in the sale price of the lot or building. Thus, in providing access to the property and tying into the existing transportation network, the development benefits both the new property owners and the residents of the city. Thereafter, the developer deeds the improvement to the city, and the city assumes maintenance responsibility for the improvements. This technique is the standard method for city ownership of improvements in subdivisions and is used by Dayton.

#### STATE AND FEDERAL

##### Grants

Grants are available from some economic development programs. The Immediate Opportunity Fund program, managed by OECDD and ODOT, provides two types of grants: Type A, a maximum of \$500,000 for public road work associated with an economic development project of regional significance, provided the project creates primary employment and Type B, a maximum of \$250,000 for the revitalization of business or industrial centers to support economic development and quality development objectives.. Additionally the grantee should provide an equal local match.

##### Cost Sharing

In the past few years, the state has required contributions from local jurisdictions or developers for transportation improvements when new development has significant traffic impacts on the state highway system, e.g., the improvements on U.S. Highway 101 near Lincoln City, Highway 18 near Valley Junction, and the I-5 Interchange at Woodburn. Cost sharing may become more common if federal funds decrease in the future. It is expected that local contribution to or cost sharing for projects such as interchanges and bridges will continue.

Additional funding opportunities through the state and federal governments are cited in Appendix F.

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# STREET SYSTEM

## TPR Requirements

The Transportation Planning Rule addresses a road plan for streets as follows:

### OAR 660-12-020 ELEMENTS OF TRANSPORTATION SYSTEM PLANS

- (2) (b) *A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSPs shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonable direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:*
- (A) *Extensions of existing streets;*
  - (B) *Connections to existing or planned streets, including arterials and collectors; and*
  - (C) *Connections to neighborhood destinations.*

## Dayton

The 1986 Planning Atlas addresses streets as follows:

*Travel in Dayton is primarily by automobile, consequently the greatest community demand, in regard to transportation, is for continued improvement and maintenance of the City's street network. The Dayton area street network is comprised of 31 streets. There are 17 north-south streets and 14 east-west streets in the planning area. All of these streets(s) have been classified according to the primary function each street serves.*

The 1986 Dayton Comprehensive Land Use Plan, states:

*Dayton is dependent on private automobiles as the primary source of transportation, and as is typical of many small cities, problems with the street network are a major transportation concern. Of particular concern are transportation problems, which affect the commercial core area. These problems are related to the secondary highways, which pass through the City center and they include speeding, on-street parking, and pedestrian hazards. Through agency coordination and local improvement programs, the City's objective is to improve present traffic conditions and also to diversify their transportation modes.*

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While the number of streets within Dayton has changed, little else is different since these words were written. The key recognition is that the automobile is the means of transportation in Dayton. A key objective of the TPR is to create the conditions where there will be more viability to the alternatives to the automobile; whether those alternatives are bicycles, walking, public transportation, or shared transportation. The direction of this TSP is to create a street system that will support the variety of transportation alternatives in Dayton.

### **INVENTORY OF STREET SYSTEM**

An inventory of the existing street and sidewalk system with emphasis on arterial and collector streets was done as a part of the TSP. The inventory is included as Appendix E. The inventory provides the base data for a better understanding of the streets relative to the ownership, configuration, condition, and related issues. All of these items are important information for street network planning, street design and improvement, and bicycle/pedestrian facility plans. They also provide a basic understanding of where the city is relative to streets and where the emphasis should be directed for future street improvement.

### **Connectivity**

Good connections in the local street network are important for convenient pedestrian and bicycle access. The grid street pattern of Dayton provides the greatest amount of connectivity possible, but such a pattern can also encourage through traffic and speeds in excess of 25 mph. Because local streets are also used as neighborhood play areas, the city should explore design techniques - necking intersections, on street parking pockets and, "T" intersections - that discourage "through" traffic and speeds in excess of 25 mph.

### **Access Management**

TPR Requirements are:

#### *OAR 660-12-045 Implementation of the Transportation System Plan*

- (2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:*
  - (a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;*
  - (b) Standards to protect future operation of roads, transit ways and major transit corridors;*
  - (c) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites.*
  - (d) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;*
  - (e) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:*

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(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications which affect private access to roads;

(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, and capacities and levels of service of facilities identified in the TSP.

Access management is a method to control access to and from the street for properties that have frontage on the street. The result of controlled access should be traffic movements that increase or maintain the function of the street to safely move a significant amount of traffic and protect bicyclist and pedestrians. Access management is usually applied to arterial and collector streets, which have a significant amount of traffic relative to local streets, but it may also be appropriate for local streets. The following examples of access management techniques can be used to maintain and accomplish safety and street function:

- Encourage vehicle access connections between adjacent properties;
- Encourage shared common driveways between adjacent properties;
- Provide alternate accesses to existing alleys or collector and local streets;
- Construct alternate parallel or marginal access streets for local property access;
- Offset opposing driveways.

Currently, the city provides access management through the development regulations, including:

7.2.307.04 A: Standards for Blocks: Blocks shall not exceed 600 feet in length between street lines, except blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is 1,800 feet.

Driveway access to public streets should be managed to balance the need for ingress and egress to property with the need for the streets to function for vehicles, bicycles, and pedestrians. Standards for access to streets should be added to the development code. Suggested access standards are:

- 7.2.307.03 Standards for Lots or Parcels  
B. Access.  
5. Access standards for streets are:

Street Classification	Access Spacing
Arterial	150 feet (+/- 20%)
Collector	75 feet
Local	25 feet

**Table 3: Access Standards**

In Dayton access management is of primary importance for Ferry and Third streets, which are both state highways under the responsibility of ODOT for access control. However, in both cases the city has control over land uses which front these important streets, thus access management is a joint responsibility of the city and ODOT, which regulates access to state highways through OAR 734-051.

These two streets present important challenges for the city to balance the activities associated with commercial retail, school, recreation and the entrances to the City off Highway 18 with the functional need to move traffic safely through the city. State and Federal funding programs offer several

opportunities to channel traffic, maintain appropriate turning radii, provide for curbside parking, and close intersection curb distances for shortened pedestrian crossings. These programs, which work with the fronting property owners, can create a safer street."climate" which can increase the aesthetic qualities of the street. The city should work with ODOT to prepare an access management plan (see OAR 734-051-0360), which will be the guide for access management, pedestrian safety, aesthetics, and traffic function on Ferry and Third streets. Such a study might focus on sidewalk installation for both sides of the streets along their entire length; bicycle lanes on both sides of the streets along their entire length; access management for abutting properties; more definition of on street parking, including curb extensions into intersections - which assist in defining parking locations; identification of off street parking opportunities; street trees and landscaping; a landscaped median with center turn lanes; burial of overhead utilities; and truck routing. Funding for the study can be available through Federal or State programs with an appropriate local match.

Maintaining a high level of service on Ferry and Third streets is most important, but service should be consistent with the access management plan guidelines. The plan should be flexible in its response to future development proposals abutting the streets and consider creative access solutions, but the city must maintain a firm commitment toward negotiating development agreements that uphold the plan guidelines, particularly for safety. The city's development code, in association with ODOT access permit requirements, will assist in maintaining a high level of service on Ferry and Third streets.

While existing access spacing may already vary from recommended guidelines, the city should require the proposed access standards on all new development and encourage the consolidation of accesses wherever possible, especially on Ferry Street and Third Street. Access management of residential development on all the collector streets is appropriate to insure that vehicle mobility and pedestrian and bicycle safety are preserved.

## Notification

The 1986 Comprehensive Land Use Plan provides the following comments relative to notification:

### *POLICIES*

- *The City shall coordinate with Yamhill County and the Oregon Department of Transportation with regard to City actions and needs which may affect traffic on State and County roads within the Urban Growth Boundary.*

With the overlapping responsibility for access on Ferry and Third streets, land use decisions on fronting properties should be submitted to ODOT to gain the maximum amount of protection and benefit for the city residents. The following access management objectives should be the desire of both the city, Yamhill County, and ODOT:

- Improve safety by minimizing potential conflict points;
- Improve pedestrian and bicycle mobility;
- Maintain an acceptable level of vehicle service and mobility; and
- Minimize capital costs.

Notification of the agency responsible for the street is an important element for effective access management for Ferry and Third streets. Code revisions are recommended in Appendix G to ensure that the city procedures for land use decisions include a notice to ODOT when a land use issue abuts a state highway and to Yamhill County when a land use issue abuts a county road. It is particularly important that the city receive from Yamhill County notice with an opportunity for comment on any development that accesses a County road within the Dayton UGB. The city of Dayton should join with other cities in Yamhill County and request the County to notify the cities regarding pending land use and transportation decisions within their respective UGB's.

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## Special Transportation Area

The transportation planning process examined the potential to designate a "special transportation area" (STA) in Dayton. STA designations apply to state highway segments, which are straddled by an existing or planned downtown, business district or community center within an urban center. An STA is intended to give the city the responsibility for urban roads within their jurisdiction. In Dayton an STA could be applied to Ferry Street from Third to Sixth Street and Third Street from Church to Mill Street. The current development pattern, the pace of development, the potential for development, the opportunities for redevelopment, and the safety record on the existing highways do not suggest that an STA designation would be beneficial for the state highways in Dayton. Currently, there are more pressing street issues that warrant Dayton's attention; as the pressure for development grows and as the city's financial ability to deal with the existing conditions improves, then it may be appropriate for Dayton to seek an STA designation on either Ferry Street (Hwy. 155) or Third Street (Hwy. 150). After Ferry and Third Streets are brought up to standards, then it may be appropriate for Dayton to seek an STA designation for portion of either Ferry Street (Hwy. 150) or Third Street (Hwy. 155) and assume responsibility for these two streets. In the interim, the important action for Dayton would be to continue a community education program directed toward mixed use development, infill development, shared parking, shared access, and other transportation and land use concepts which support each other.

## Maintenance

The 1986 Comprehensive Land Use Plan provides the following comments relative to maintenance:

### *FINDINGS*

- *The conditions of Dayton's streets are generally adequate for the existing traffic load. Substantial increases in traffic loads could be serviced provided that increased maintenance and improvements occur.*
- *The City of Dayton, the State Highway Division, and Yamhill County are responsible for the maintenance of streets in the planning area.*

### *POLICIES*

- *All possible sources of funding for street improvement shall be investigated and used to upgrade City streets as funds become available.*
- *The City of Dayton shall coordinate with the Oregon State Department of Transportation to have alignment and elevation problems along Third Street between Ferry Street and the Palmer Creek Bridge placed on the Six-year Highway Improvement Program.*
- *The City of Dayton recognizes that its Comprehensive Plan and implementing Ordinances must be amended to provide more certainty regarding the permissibility of street, road, and highway maintenance and improvements and to coordinate the local planning review of highway projects with the Oregon Action Plan for Transportation. The City will consider appropriate amendments as soon as possible after the Oregon Department of Transportation develops model plan policies and model ordinances to guide the City in rectifying the problem.*

The street inventory, previously cited, should also identify methods to reduce the maintenance costs associated with streets. During the preparation of the street inventory it was noted that a street

storm drainage system either does not exist or is in poor condition. Poor surface drainage contributes to the deterioration of the streets and may be only one of many conditions, which affect the design life of the streets. Specifications for the maintenance of the streets should be included in the street analysis.

The need for greater maintenance on the arterial and collector streets will continue to be an issue, because these streets are subject to more wear and tear from a greater amount of traffic than other city streets. However, the current fiscal constraints on ODOT mean that the maintenance and improvement of the arterial streets, Third and Ferry, will remain a low priority. At the same time, the city is in no better fiscal condition to improve and maintain the collector and local streets in Dayton.

The limited capability of both ODOT and the city to maintain streets, combined with a higher level of population growth, may be the catalyst that initiates the demand for street improvements. Before the state makes improvements or increases the maintenance of Third and Ferry Streets, there will have to be a significant increase in the traffic load on these streets relative to other state highways in Yamhill County. Until Dayton residents are directly impacted by the need for street improvements, sufficient funds to make a difference in the current level of street improvements and maintenance are not likely to be redirected from higher priority projects in other areas. More population and the accompanying traffic may create the future community "crisis" needed to pass a bond levy for street improvements. In the meantime, Dayton must continue to cobble together its improvement and maintenance program and press ODOT to maintain Third and Ferry Streets at a higher level.

### **Street Construction Deferral**

Currently, the city has a policy that requires the property owner to sign a Waiver of Right to Remonstrate for Street and Pedestrian Improvements for the boundary streets of the subject property. This street improvement deferral program is an incremental technique to improve substandard streets throughout the city and applies to property partitions. The TAC examined the extension of the deferral program to new structural construction and remodeling (Appendix H). The TAC did recognize that the implementation of the deferral program may be most important as an agent to address the alternatives for street improvements before the need for street improvements becomes a crisis. However, the TAC noted that there are substantial political and economic constraints with the program expansion, therefore, they decided not to recommend expanding the street deferral program.

### **Accidents**

The 1986 Comprehensive Land Use Plan provides the following comments relative to accidents:

#### ***FINDINGS***

- *The most serious traffic hazard exists at the intersection of Third and Mill Streets.*
- *Of City respondents in 1978, 55 percent (said) that the overall street system is safe and convenient.*

The frequency of accidents in Dayton is low. Ferry and Third streets have the greatest traffic volume and the greatest opportunity for accidents. Generally, the speed limit within the Dayton UGB is 25 mph, which somewhat acts as a constraint on accidents. During the five-year period from 1995 through 1999 there were six accidents on Ferry Street and two accidents on Third Street, all within the urban growth boundary. With this low accident rate, a pattern in the accidents is not discernable from either location or type of collision (Appendix I). Consequently, a revision to the street system to handle accidents is not warranted.

## Highway 18

Highway 18 is classified as a State Expressway and provides for the majority of vehicle trips that bypass the city. In addition, the highway provides the major connection to locations well outside the urban growth boundary, particularly to Metro Portland on the east and McMinnville to the northwest. The 1999 Oregon Highway Plan classifies Highway 18 as a statewide level of importance and a National Highway System route. It is also designated as a Freight Route and an expressway.

Highway 18 is an asset to the city. Portions of this highway lie within the Dayton UGB on both sides of the river. Normally, a limited access highway acts as a barrier for street connections; because the highway is depressed west of the river, the crossing streets go over the highway, and it is not a significant barrier. Further, Highway 18 does not provide many access opportunities within the Dayton UGB, except north of the Yamhill River; where the highway provides excellent visual access into the industrial land between the east and west intersections with Kreder Road. Because Highway 18 is a limited access highway, direct access to the industrial property is not permitted. Therefore, in the future Kreder Road should function as the primary access to the industrial property from Highway 18.

In the future when an interchange at the intersection of Highway 18 and Lafayette Highway 154 is constructed, then the Ash Road access to Highway 18 may need to be closed because of expressway access standards. In the event the connection to Hwy. 18 is closed, then Ash Road should be extended to connect to Lafayette Highway south of Hwy. 18. The city should support such a connection. Consequently, now and in the future, Highway 18 is not a significant factor relative to Dayton's internal street network.

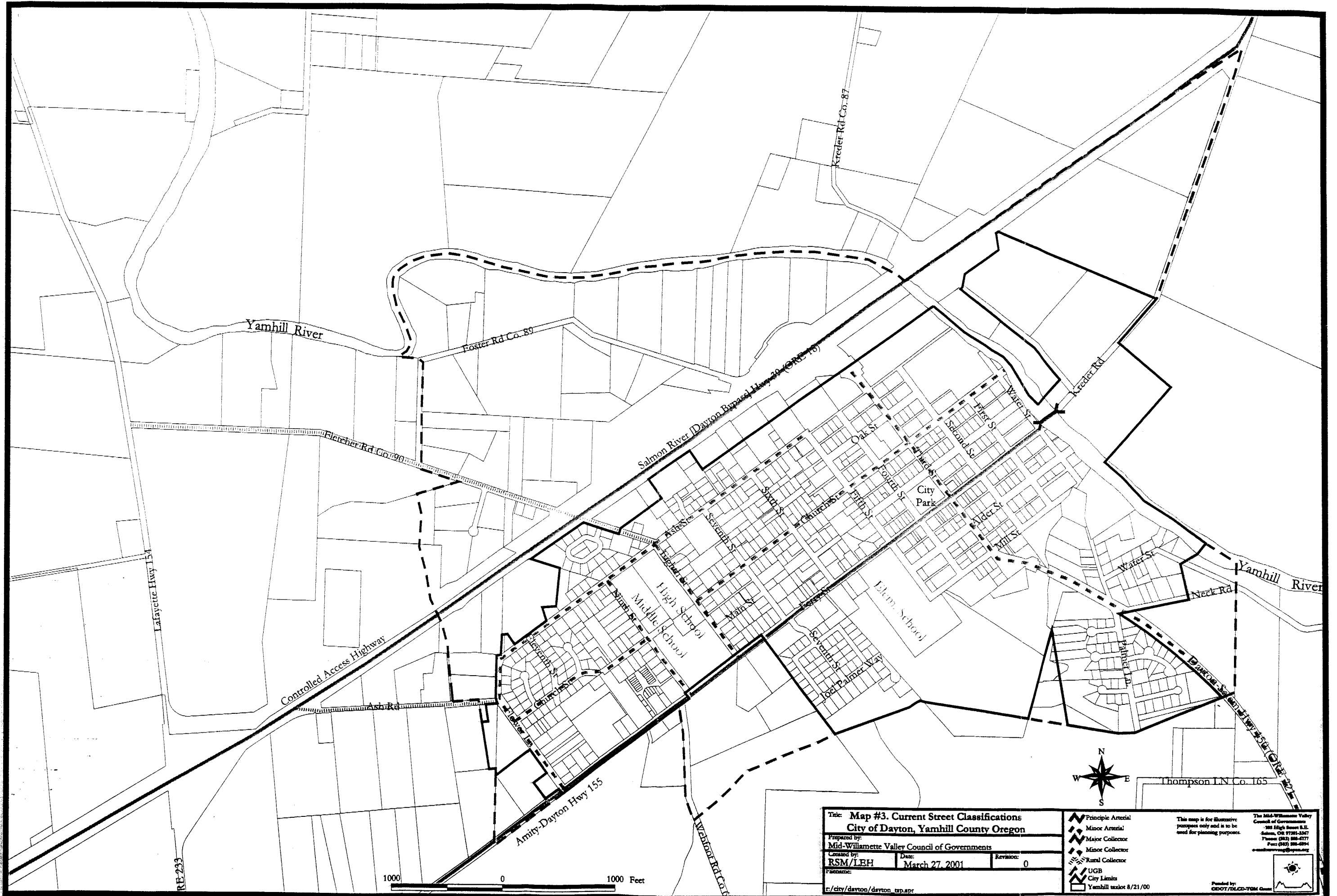
## Highways 150 and 155

Highway 150 (OR221), the Dayton-Salem Highway or Third Street, runs from the Highway 18 interchange south through Dayton then to Salem. This Highway intersects with Highway 155, the Amity-Dayton Highway or Ferry Street, at the commercial center of town before it moves west to Amity. Both of these highways are classified as District highways. As such they function as a city arterial and provide links between small urbanized areas, rural centers, and urban areas. ODOT manages these roads to serve local access and traffic within urban areas for moderate to low-speed traffic flow operations with pedestrian and bicycle movements.

## Bridges

A continuing issue in the Dayton area, as well as in other locations throughout the state, is the maintenance of bridges. ODOT does a very good job of maintaining the bridges with a limited amount of funds (Appendix J). The city should support the state in the maintenance of both the Highway 18 bridge over the Yamhill River and the Highway 150 bridge over Palmer Creek.

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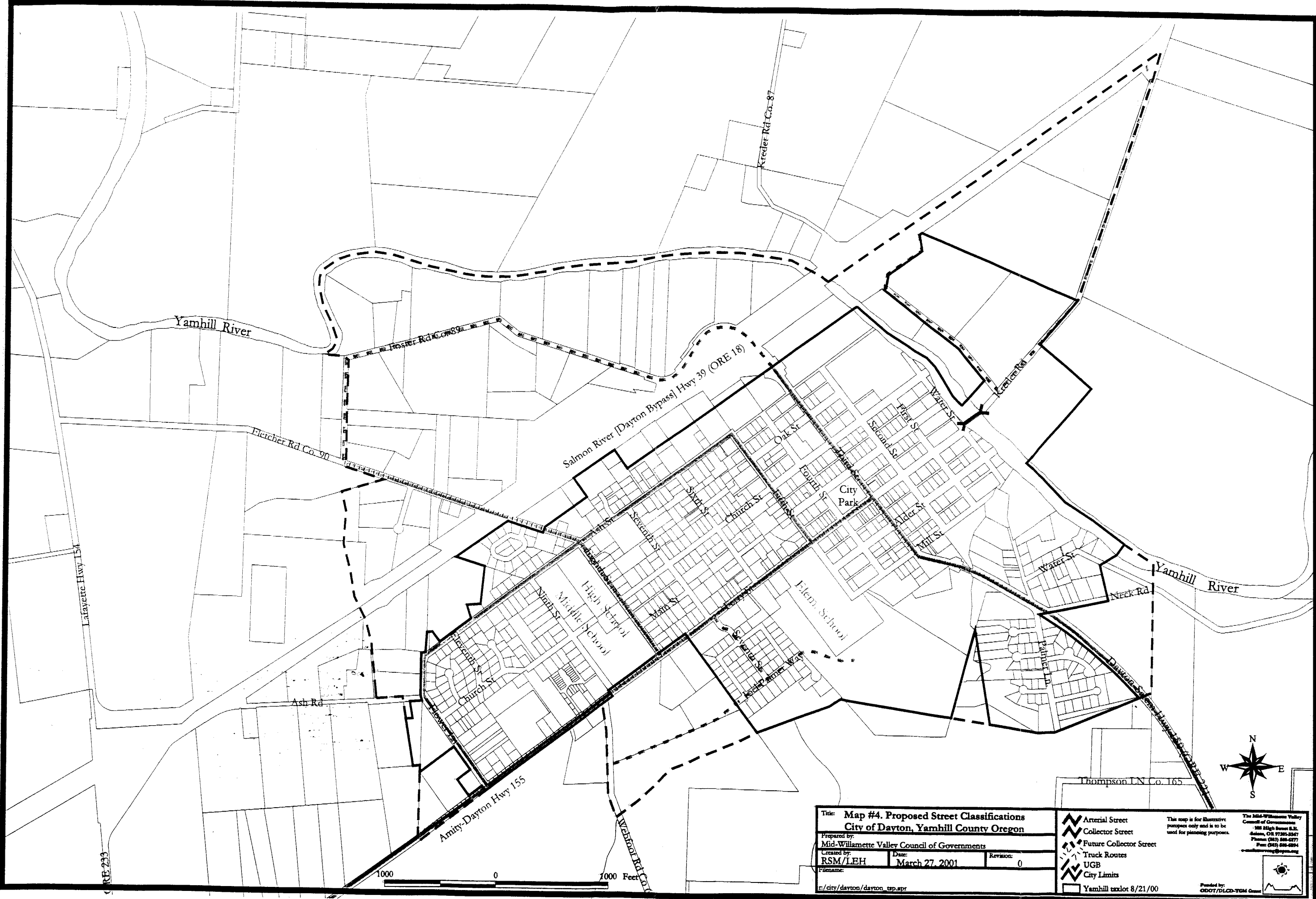
<b>Title: Map #3. Current Street Classifications</b> <b>City of Dayton, Yamhill County Oregon</b>		
Prepared by: Mid-Willamette Valley Council of Governments		
Created by: <b>RSM/LEH</b>	Date: <b>March 27, 2001</b>	Revision: <b>0</b>
Filename: c:/city/dayton/dayton_top.spr		

- Principle Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Rural Collector
- UGB
- City Limits
- Yamhill taxlot 8/21/00

This map is for illustrative purposes only and is to be used for planning purposes.

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**Title: Map #4. Proposed Street Classifications  
City of Dayton, Yamhill County Oregon**

Prepared by:  
Mid-Willamette Valley Council of Governments

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RSM/LEH

Date:  
March 27, 2001

Revision:  
0

Filename:  
c:/city/dayton/dayton\_tsp.spr

- Arterial Street
- Collector Street
- Future Collector Street
- Truck Routes
- UGB
- City Limits
- Yamhill exdot 8/21/00

This map is for illustrative purposes only and is to be used for planning purposes.

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## **STREET CLASSIFICATIONS**

Street classifications should be a function of several of issues, including:

- the volume of traffic on the street,
- the physical layout of the street,
- the relationship between streets, and
- the fronting land uses.

### **Traffic Volumes**

Traffic volume data is limited. Traffic county data for the state highways and some Yamhill County roads is shown in Appendix K. This data provided a valuable point of reference for considering current and future travel demand.

The population and employment data was used to adjust future traffic volumes using historic trends. Historic data was projected to 2020 based on the assumption that, over time, traffic volume increases would follow in the same pattern as population and employment. The busiest intersection in the city is the intersection of Ferry and Third streets, therefore it was used as the limiting capacity factor in Dayton. Intersection capacity analysis was prepared for this key intersection and additional locations at the elementary school; the calculations are included in Appendix L. For the Ferry and Third Streets intersection the level of service A in 2000 continues through 2020.

### **Street Network**

The preparation of the street network plan considers how the existing transportation facilities serve existing and planned development and how alternative transportation facilities might impact the existing network. The evaluation process consisted of reviewing how the proposed network of streets achieved stated goals and objectives in light of the projected build-out of the urban area.

The street network plan is designed to provide an efficient street circulation system for all modes of transportation. It indicates to the city residents and the development community the general location of significant future streets. The street network plan is a guide for local action to complete a transportation system that compliments both the full range of transportation needs and the abutting land uses. As such, it is appropriate for use in directing the acquisition and dedication of street rights of way and guiding the improvement of related public facilities.

The street system improvements proposed for the Dayton UGB include a reduction in the designation of collector streets (Map 3) and the designation of future collector streets within the UGB but not currently in the city. As development occurs on properties, which front the future collector streets, it is important that the city has and exercises the opportunity to comment on these developments.

The traffic volume on any of Dayton's streets is large only when compared to other Dayton streets but is small for the amount of right of way and paving. The grid street pattern in Dayton provides a good feeder street system and ample access alternatives to fronting properties. The relationship between streets shows that some streets are more likely to attract traffic than other similar streets. While abutting land uses, such as the schools, also play a role in street designations, Dayton has no land uses that create a volume of traffic, which alone would raise the classification of a street. In general, the arterial and collector classification of streets as identified in the 1986 Comprehensive Land Use Plan is more extensive than the four issues above would warrant.

Currently, within the Dayton urban growth boundary, about 37% of the street mileage is designated as arterial or collector. This amount is high, especially for a small city. Even with the removal of

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Ferry and 3<sup>rd</sup> Streets, for which the State is responsible, the percent of arterial and collector street mileage remains high at 23%.

Re-designation of the arterial and collector streets to reduce the mileage in higher classifications is appropriate. Table 4 shows attempts to relate the street classifications to the four functions previously cited and results in a reduction of street length in the higher classifications. The reduction places about 28% of the city streets in an arterial or collector classification. If the state highways (Third and Ferry - the arterial streets) are removed from the calculation, then only about 14% of the city streets are in the higher classifications.

The higher classification streets have more paved surface per foot of length, because they are wider. As a result of a re-designation the shorter linear footage of arterial and collector streets reduces the square feet of street paving. Any reduction in the amount of arterial and collector streets will mean a reduction in the improvement and maintenance cost for the city, which translates, over the long term, to a relatively smaller budget for street improvements and maintenance. In addition, the development costs for property should be lower because of the reduced street frontage for arterial and collector streets. The reduction of the quantity of street area will also have an environmental benefit because there will be less storm water runoff from the streets into the streams and river around the city.

**Arterial Streets**

In the 1986 Planning Atlas the following comments were directed to arterial streets:

*The function of arterial streets is to facilitate traffic movement between communities. Two highways in the planning area serve this purpose.*

*Principal Arterial: Highway #18  
Minor Arterial: Third Street (Salem/Dayton Highway)*

*The maintenance of the arterial streets is the responsibility of the Oregon Department of Transportation (ODOT).*

Dayton's streets have the small traffic volume expected for a city its size. The traffic volumes and projections presented in Table 5 are not high ADTs relative to other state highways and place into question the need for two classifications of arterial streets. Especially when Highway 18, which is totally under the responsibility of ODOT for construction and maintenance, acts as a bypass of

Highway	ADT 1999	Projected ADT 2020
Hwy. 18 west of Hwy. 150 interchange	11,600	22,000
Hwy 155 (Ferry St.) west of Hwy 150 (Third St.)	2,300	3,480
Hwy 150 (Third St.) south of Hwy. 155 (Ferry St.)	2,900	4,830

**Table 5: Traffic Volume and Projections**

Dayton. Even with two Highway 18 connections within the Dayton UGB, Highway 18 is a "non-issue" for Dayton. Therefore, the TSP recommends that there be only one classification of arterial street. The designated arterial streets are:

Ferry Street – west of Third Street, and  
Third Street.

**Table 4: Street Classification Revisions**

Street Name	1986 Dayton Comp. Plan Classification	Proposed Street Classification: TSP Location Limits	Quantity of Change in Street Designation	Maintenance Responsibility
<b>ARTERIAL STREETS</b>				
Highway #18	Principal Arterial	State Expressway	None	State
Third Street (Salem – Dayton Hwy.)	Minor Arterial	Arterial* Highway 18 to UGB***	None	State
Ferry Street	Major Collector	Arterial Third St. to UGB*	5,655 ft.	State
<b>Total Changes</b>			<b>+5,655 ft.</b>	
<b>COLLECTOR STREETS</b>				
Ash Street	Minor Collector	Collector Fifth St. to Ash Road	None	City
Ash Road (Yamhill Co.)	Rural Collector	Collector** Ash Street to UGB	None	County
Church Street	Minor Collector Yamhill River to Flower Lane	Local Yamhill River to Flower Lane	5,660 ft.	City
Ferry Street	Major Collector Yamhill River to UGB	Arterial Third St. to UGB* Local: Yamhill River to Third St.	5,655 ft. 1,110 ft.	State City
Fletcher Road (Yamhill Co.)	Rural Collector Resource Road (Yamhill Co. TSP)	Collector**	None	County
Flower Lane	Minor Collector	Collector	None	City
Foster Road****	Local	Future Collector** Highway 18 to Fletcher Road	5,200 ft.	County
Joel Palmer Lane	Local	Future Collector Webfoot to east of Elizabeth Ct	830 ft. 1,000 ft. new st.	City
Kreder Road****	Local	Future Collector Highway 18 to Highway 18	5,600 ft.	City
Fifth Street	Local	Collector Ash St. to Ferry St.	1,375 ft.	City
Seventh Street	Local	Future Collector Ferry St. to Joel Palmer Lane	825 ft.	City
Eight Street	Minor Collector	Collector Ash St. to Ferry St.	None	City
Ninth Street	Minor Collector	Local	1,380 ft.	City
<b>Total Changes</b>			<b>Arterial: +5,655 ft. Collector: -12,430 ft. Local: -5,680 ft. Future Collector: +13,455 ft.</b>	
<b>LOCAL STREETS</b>				
Foster Road****	Local	Future Collector** Highway 18 to Fletcher Road	5,200 ft.	County
Joel Palmer Lane	Local	Future Collector Webfoot to east of Elizabeth Ct	830 ft. 1,000 ft. new st.	City
Kreder Road****	Local	Future Collector Highway 18 to Highway 18	5,600 ft.	City
Seventh Street	Local	Future Collector Ferry St. to Joel Palmer Lane	825 ft.	City
<b>Total Changes</b>			<b>Local: -13,455 ft. Collector: +13,455 ft.</b>	

\*State of Oregon Road: State standards apply.

\*\*Yamhill County Road: County standards apply

\*\*\*UGB: Urban Growth Boundary

\*\*\*\*Indicates a designation in the future when the abutting land develops.

These two streets are state highways and are the responsibility of ODOT for improvement and maintenance. Therefore, it is incumbent on the city to insure that the actions of the city related to these two streets are consistent with state standards.

### **Collector Streets**

The Planning Atlas currently provides the following comments directed to collector streets:

*The function of collector streets is to collect traffic from minor streets and to distribute it to the arterial street system. The collector streets designated in Dayton are considered to be the City's most heavily traveled streets next to the arterial streets.*

*Major Collector Streets: Ferry [west (of Third)]  
Minor Collector Streets: Ash, Church, Flower Lane, Eighth, and Ninth  
Rural Collector Streets: Ash Street Road, County Road #90 (Fletcher Road)*

*The maintenance of Ferry Street (west) is the responsibility of the Oregon Department of Transportation. The maintenance of minor collector streets is the responsibility of the City of Dayton. Yamhill County is responsible for maintaining the rural collector streets.*

The three classifications of collector road do not seem warranted, especially, when some of the roads do not make a connection to arterial streets, thus do not fit the defined function of a collector street. Again, as a small community, the need for three classifications of collector streets in Dayton is questionable. Therefore, the number of collector streets is reduced to the following:

Ash Street, Fletcher Road, Flower Lane, Fifth Street, and Eighth Street.

As land within the urban growth boundary develops, it is expected that additional collector streets will be needed. The future collector street designations depend upon land development and traffic load, but are likely to be:

Foster Road,  
Joel Palmer Lane (with east and west extensions),  
Kreder Road (south of Highway 18), and  
Seventh Street (south of Ferry Street).

Until there are changes in population or employment, the proposed arterial and collector street designations should be sufficient to handle added traffic for any normal future growth that may occur.

### **Local Streets**

All other streets in the city are designated as local streets. See Map 4 for proposed street classifications.

### **STREET STANDARDS**

Dayton's Development Code addresses standards for streets in the city. These standards are based upon comments from the Planning Atlas and Comprehensive Land Use Plan.

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## Arterial Street Standards

The function of an arterial street is viewed differently today than in 1986 in that an arterial street is presumed to do more than "facilitate traffic movement between communities". Consequently, the proposed definition of an arterial street is:

A minimum two lane transportation facility designed to carry "through" traffic; generally, emphasizes mobility over access by fronting properties; some access to fronting properties is provided within the urban growth boundary, but where possible access for fronting properties should be diverted to side streets, alleys, or shared access between two or more fronting properties; generally, arterial street traffic has priority over traffic from all other streets; provides bikeways; provides sidewalks; may provide on street parking.

## Collector Street standards

Today a collector street is expected to provide more than "collection of traffic from minor streets and distribution to arterial streets". Consequently, the proposed definitions of a collector street is:

A minimum two-lane transportation facility designed to provide internal links between neighborhoods; such linkage is accomplished by connecting the local internal streets to the community arterial streets system; may provide through traffic movement; generally, collector street traffic has priority over local street traffic; while access is available to all properties fronting the collector street, some circumstances may require access being diverted to side streets, alleys, or shared with abutting properties; provides bikeways; provides sidewalks; may provide on street parking.

A secondary issue related to collector streets is the cost for improvement and subsequently the cost for maintenance. The large number of collector streets cited in the 1986 Comprehensive Plan means a greater cost to the city for improvements, rebuilding, and maintenance.

The intent of the reduced development standards for arterial and collector streets is to lessen improvement and maintenance cost with a minimal impact on traffic mobility. In combination with the new arterial and collector street designations (Table 4), the revised collector street improvement standards, which are stated as minimums, should give the city more transportation and fiscal flexibility to respond to future development.

Improvement requirements for street widening, bicycle paths, and sidewalks on the arterial and collector streets may become more prominent as population and employment increases or as opportunities for new businesses or residences are missed.

## Local Street Standards

The Planning Atlas provides the following comments directed to minor (local) streets:

*The basic function of minor streets is to provide access to the fronting property owners. These streets, which are at the bottom of the street hierarchy, generally carry traffic to collector or arterial streets. All the streets in Dayton, which are not classified as collectors or arterials, are either urban or rural minor streets.*

*The rural minor streets were identified as: Foster Loop Road, Kreder Road (County Road #87), Neck Road, and Webfoot Road.*

*The maintenance of all urban minor streets is the responsibility of the City of Dayton. Yamhill County is responsible for maintaining the rural minor streets.*

The TAC was also cognizant of the requirement of the TPR as cited in OAR 660-012-0045 (7):

*Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility.*

The TAC considered several techniques to amend the local street standards and incorporate a "skinny street" concept. The techniques to amend local street standards included:

- Retaining the existing code, which does not include "skinny streets";
- One street classification plus cul-de-sac;
- Two street classifications plus cul-de-sac without an ADT determination of street categories; and
- Three street classifications plus cul-de-sac with an ADT determination of street categories.

The four alternatives each had drawbacks that were not acceptable to the TAC members. After careful consideration the TAC modified the alternatives. Their recommendation was a combination of two of the alternatives to create two classifications of local streets plus cul-de-sacs, which would provide for at least one side on street parking for all streets. The revised alternate meets "skinny street" guidelines, because the paving width of the streets is not greater than 28 feet (Appendix D).

The local streets were placed in two sub classifications of local I or II, which were determined by the principal variables – the average daily traffic (ADT) or the square feet of area served by the street. It is expected that the applicant will normally assume the lesser street classification. The street classification sets the improvement standards. The improvement standards are presented as minimums. If the applicant seeks a change from an improvement standard, then the applicant is required to seek a variance using the criteria and procedures cited in the development code. If the city desires a different street classification or standard, the Planning Commission must state the reasons – anticipation of development on adjacent property, transition to an existing street improvement, more intensive development is anticipated by the city than by the applicant, code citation, etc. – then change the street classification or standard. For any decision of the Planning Commission, the applicant may accept or appeal to the City Council.

The recommended local street classifications and standards are presented with the arterial and collector standards in Table 5 and the Map 3.

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**Table 6: Street Standards**

Street Classification	Right of Way	Paving Width	No. Travel Lanes Lane Width	Bikeway	No. Parking Lanes Lane width	Curbs	Sidewalk Width	Planting Strip / width
<b>All standards are <i>minimums</i>. ADT or developable land area determines local street classification.</b>								
<b>ARTERIAL</b>	State Highway Standards Apply							
<b>COLLECTOR</b>	70 ft.	28 ft.	2 at 11 ft. each	Required (f)	(g)	6 in. each side (1 ft. total)	5 ft. each side (i)	(j)
<b>LOCAL I</b> Up to 79 d/u (up to 799 ADT) or less than 320,000 sf. of developable land (a), (b), (c), (d) (Attachment A)	35 ft.	24 ft.	1 at 17 ft. (e)	Not Required (f)	1 7 ft. (h)	6 in. each side (1 ft. total)	5 ft. each side (i)	(j)
<b>LOCAL II</b> 80 or more d/u (800 or more ADT) or 320,000 or more sf. of developable land (a), (b), (c), (d) (Attachment B)	39 ft.	28 ft.	1 at 14 ft. (e)	Not Required (f)	2 7 ft. each side (h)	6 in. each side (1 ft. total)	5 ft. each side (i)	(j)
<b>CUL-DE-SAC</b> Less than 450 ADT or Less than 184,000 sf. of developable land (a), (b), (c), (d) (Attachment A)	Local I 49 ft. bulb radius	Local I 38 ft. bulb radius	1 / 17 ft. (e)	Not Required (f)	1 side only at 7 ft. (h)	6 in. each side (1 ft. total)	5 ft. each side (i)	(j)
<b>ALLEY</b>	16 ft.	10 ft.	1 at 8 ft.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
<b>Footnotes</b>					<b>All standards are <i>minimums</i>.</b>			
<p>(a) Minimum lot size = as cited in the zoning district.</p> <p>(b) ADT = Average Daily Trips (ITE Trip Generation Manual)</p> <p>(c) Trip Generation Rater for Single Family Density = 10 ADT</p> <p>(d) Calculated per street entrance; use largest number</p> <p>(e) One lane requires traffic queuing. Traffic Queuing: Designing streets so that moving cars must occasionally yield between parked cars before moving forward; permits development of narrower streets; encourages vehicles to move slower; and allows for periodic areas where a 20 foot wide clear area is available for parking of fire apparatus.</p> <p>(f) When a bikeway is provided, it may be a shared roadway with the motor vehicle travel lane and parking lane; but only, if together these lanes are a minimum of 14 feet wide and not more than 16 feet wide; otherwise the bikeway shall be 6 feet wide each side.</p>					<p>(g) Parking lane may be required on either or both sides, when provided it shall be 7 feet wide each side; parking perpendicular to the curb is not permitted.</p> <p>(h) Parking is normally continuous along a street length, but the Planning Commission may require parking pockets with the parking parallel to the traffic lane.</p> <p>(i) Sidewalk shall be a minimum width of 8 ft. for commercial uses in the Commercial Residential CR zone, all uses in the Commercial C zone, and abutting a public or private school site; sidewalks in historic districts and fronting historic structures are excepted from the 8 ft. requirement.</p> <p>(j) Planting strip may be required on either or both sides at a minimum of 5 feet in width and located either curbside or outside the sidewalk.</p> <p>Attachments A, and B are the street cross sections from <u>Neighborhood Street Design Guidelines</u> November 2, 2000.</p>			

## On Street Parking

On street parking provides a benefit to the abutting property owners by both reducing the quantity of a site dedicated to parking and providing a shared responsibility for parking through the city government at a minimal individual cost. Commonly, on street parking is for the continual length of the street from corner to corner; this parking configuration works very well with permanent on site parking and one traffic lane. However, with "skinny streets", traffic queuing may occur to allow approaching vehicles to pass the random parking on either side of the street. Traffic queuing means that moving cars must occasionally yield between parked cars before moving forward; permits development of narrower streets; encourages vehicles to move slower; and allows for periodic areas where a 20 foot wide clear area is available for parking of fire vehicles. Where there are two lanes of traffic, there is a growing trend for parking to be in "pockets", which are parallel to the street and clearly dedicated to non-moving vehicles; with "parking pockets" continuous parking lanes from corner to corner do not exist. Parking pockets may reduce the amount of paving but may not reduce the street maintenance. In all cases on-street parking parallel to traffic is preferable to parking perpendicular to the traffic. Where perpendicular parking exists, every effort should be made to eliminate it, primarily because of the safety aspect related to backing into traffic and across a bike path.

## Truck Routes

One of the traffic generators that is consistently damaging to streets is heavy trucks. While Dayton does not have a considerable amount of truck traffic, there is a lot of truck activity from Dayton Sand and Gravel and from agriculture trucks passing through town. So long as the trucks traffic stays on the state highways, which are better constructed to handle such heavy loads there is little problem. As the loaded trucks travel other streets in town they damage the streets and create un-welcomed noise. It is not practical to prohibit such trucks from all the streets in Dayton, but it is appropriate and reasonable to require loaded trucks to operate only on the arterial and collector street system. It is also appropriate to limit the truck traffic to specific routes. Incumbent in any limitation is the understanding that the city will assure the construction of such streets are adequate to withstand loaded truck traffic. It is recommended that the city designate and sign Eighth, Ferry, Fletcher, and Third as truck routes (Map 4).

## STREET IMPROVEMENTS:

Ferry and Third Streets are simply the most important streets in Dayton. They are:

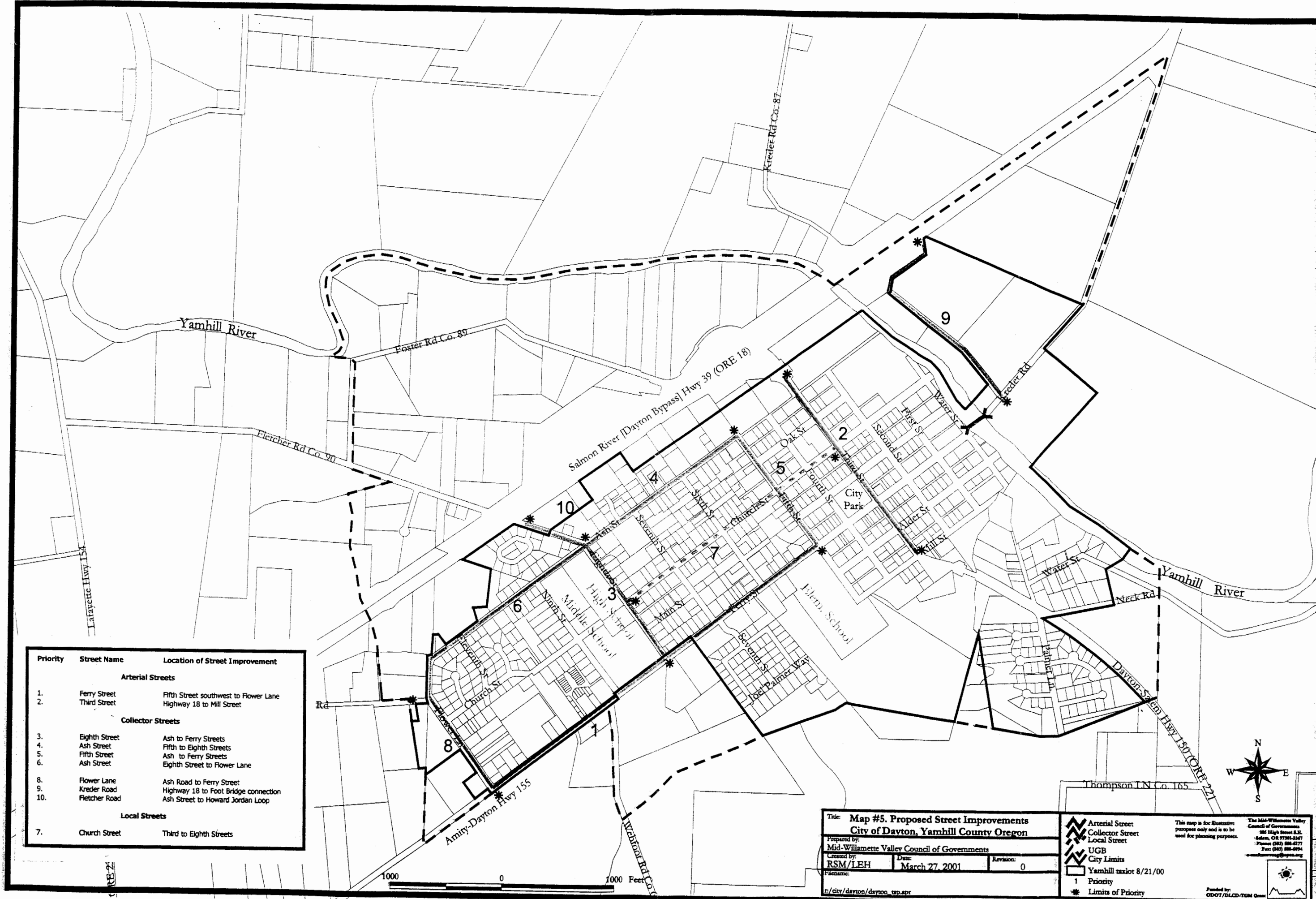
- a. the principle entries into Dayton from the north - Highway 18; and the west;
- b. the principle commercial streets;
- c. the principle north-south and east-west streets;
- d. the primary connection between the city, county, and state street systems;
- e. accommodate most of the local trips;
- f. provide through truck access; and
- g. provide access to the schools.

As arterial streets, they are keys to the street networks. Ferry Street is particularly a key as it is also the frontage and access for the principle activity centers for the city - schools, park, commercial, post office, city hall, etc. Third Street is the secondary key as it is the primary access from Highway 18, the main connector with the Metro Portland area and points north and west. Therefore, the priority for improvements to the street system should be directed toward Ferry Street, Third Street, the collector streets, and finally local streets.

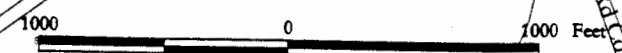
Ferry and Third Streets are State Highways which are the responsibility of the ODOT for improvement and maintenance. Accordingly, the city should urge the state to place these streets in a high position

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Priority	Street Name	Location of Street Improvement
<b>Arterial Streets</b>		
1.	Ferry Street	Fifth Street southwest to Flower Lane
2.	Third Street	Highway 18 to Mill Street
<b>Collector Streets</b>		
3.	Eighth Street	Ash to Ferry Streets
4.	Ash Street	Fifth to Eighth Streets
5.	Fifth Street	Ash to Ferry Streets
6.	Ash Street	Eighth Street to Flower Lane
8.	Flower Lane	Ash Road to Ferry Street
9.	Kreder Road	Highway 18 to Foot Bridge connection
10.	Fletcher Road	Ash Street to Howard Jordan Loop
<b>Local Streets</b>		
7.	Church Street	Third to Eighth Streets



**Title: Map #5. Proposed Street Improvements  
City of Dayton, Yamhill County Oregon**

Prepared by: Mid-Willamette Valley Council of Governments  
 Created by: RSM/LEH Date: March 27, 2001 Revision: 0  
 Filename: c:/city/dayton/dayton\_ssp.spr

- Arterial Street
- Collector Street
- Local Street
- UGB
- City Limits
- Yamhill taxlot 8/21/00
- 1 Priority
- Limits of Priority

This map is for illustrative purposes only and is to be used for planning purposes.

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for maintenance and improvement, and the city should be prepared to participate as financially feasible in the cost. With the fiscal constraints on the city and the need for other street improvement, such participation is unlikely. The range of street improvements runs from right of way acquisition through widening, bike lanes, curbs, drainage, sidewalks, signage, trees, and lights.

The recommendations in the TSP for street improvements in a priority of importance for improvement with the highest priority listed first (Map 5):

<b>Priority</b>	<b>Street Name</b>	<b>Location of Street Improvement</b>
<b>Arterial Streets</b>		
1.	Ferry Street	Fifth Street southwest to Flower Lane
2.	Third Street	Highway 18 to Mill Street
<b>Collector Streets</b>		
3.	Eighth Street	Ash to Ferry Streets
4.	Ash Street	Fifth to Eighth Streets
5.	Fifth Street	Ash to Ferry Streets
6.	Ash Street	Eighth Street to Flower Lane
8.	Flower Lane	Ash Road to Ferry Street
9.	Kreder Road	Highway 18 to Foot Bridge connectio
10.	Fletcher Road	Ash Street to Howard Jordan Loop
<b>Local Streets</b>		
7.	Church Street	Third to Eighth Streets

**Future Streets:**

The TSP suggests future street alignments and connections provide safe and convenient connections for most uses within the UGB. Exact locations for future streets will require more detailed refinement studies. The future streets combined with a long term street rehabilitation program should assure better traffic movement within and through the city and better access to the outlying area.

**Local Streets**

Fortunately, there are not many dead end streets, loop streets, or cul-de-sacs streets in Dayton. The city must remain vigilant in the planning and development process to ensure that such streets are discouraged. Where they must be created, they should be short and if possible should include pedestrian / bicycle connections.

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**Cost Estimates**

The cost estimates are for planning purposes and give a relative cost. Exact estimates must be done for financing and construction purposes. The costs are based on a 34 foot paved street with curbs sidewalks and bike lanes. In the case of the arterial streets the costs may include the existing street. For the arterial streets the cost is for a total reconstruction. The costs for the improvements of the top 6 priorities are:

Priority	Street Name	Location of Street Improvement	Length of Improvement	Cost Estimate
<b>Arterial Street</b>				
1	Ferry Street	Fifth Street southwest to Flower Lane	4,065 feet	\$450,000 – 560,000
2	Third Street	Highway 18 to Mill Street	1,340 feet	\$225,000 – 280,000
<b>Collector Street</b>				
3	Eighth Street	Ash to Ferry Streets	1,380 feet	\$230,000 – 285,000
4	Ash Street	Fifth to Eighth Streets	1,885 feet	\$315,000 – 390,000
5	Fifth Street	Ash to Ferry Streets	1,375 feet,	\$230,000 – 285,000
6	Ash Street	Eighth Street to Flower Lane	2,300 feet	\$385,000 – 475,000

**Table 7: Cost estimates for Streets**

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# PEDESTRIAN/BIKEWAY ELEMENT

In the 1990 US Census about 20% of the reporting residents said that their travel time to work was not more than 10 minutes; this segment of trips is likely to be those residents who live and work in Dayton. At the same time only 6% of the trips to work were by bicycle or walking. In addition, the 1990 census identified about 6% (22) of the households that did not have a vehicle available in the household. Neither the physical or age distribution of these households is available. At the same growth rate as the population projections, about 55 households would not have a vehicle available in 2020 and approximately 55 work trips could be by bicycle. Both the physical size of Dayton, no location within Dayton is more than a seven-minute drive to another Dayton site, and the low use of bicycles are a potential for growth of pedestrian and bicycles trips. However, the lack of a larger segment of population using bicycles or walking is probably due to weather, culture, and physical facilities for such trips.

Walking and bicycling are the lowest cost transportation alternative compared to any motorized vehicle, and they are available to all segments of the population, except the handicapped. Consequently, the development of a bicycle/pedestrian program reflects a commitment to encourage an alternative to the automobile for those persons not driving due to age, physical condition, finances, lack of a vehicle, or choice. The local transportation needs of these "transportation disadvantaged" persons can be met in part with an effort by the city to provide walking and bicycling routes. For instance, bicycle/pedestrian facilities provide parents of school-age children with an economical alternative to the increasing demands on their time and limited school funding, which is directly reflected in the costs of bus service. But, for reasons of safety sidewalks are not appropriate for most bicycle riding; the exceptions are for low speed bicyclists – young children on bikes with training wheels and elderly and handicapped people on three wheel bicycles.

Nationally, the greatest barrier to increased use of walking and bicycles is the relative cheapness of automobile fuel, and the resultant habit of using a motor vehicle to go anywhere at any time. Other than fuel cost, the primary local barrier to the increased use of walking and bicycles is weather; the secondary barrier is safe routes for walking and bicycling. In this regard Dayton is no different than other cities in the Willamette Valley.

## TPR Requirements

The Transportation Planning Rule addresses bicycle and pedestrian plans as follows:

### OR 660-12-020 ELEMENTS OF TRANSPORTATION SYSTEM PLANS

- (2) (d) *A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.*

### OR 660-12-045 Implementation of the Transportation System Plan

- (6) *In developing a bicycle and pedestrian circulation plan as required by 660-12-020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e. schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.*

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In effect, the TPR requires sidewalks along arterial, collector, and most local streets within urban growth boundaries.

## **Background**

In the 1986 Planning Atlas the following comments were directed toward bicycles and pedestrians:

*While walking and bicycling are most often thought of as recreational activities, their potential to serve as alternative City transportation modes is high. The need to conserve energy and relatively short distances between Dayton's commercial core and residential areas make both walking and bicycling attractive transportation choices.*

*The lack of adequate facilities is a likely deterrent to bicycling and walking at the present time. Sidewalks exist on only a few streets in the city but a lack of heavy traffic on side streets make walking a relatively safe, accessible form of transportation. Streets with relatively low volumes of traffic are also the only facilities for bicycling available within the planning area. With the provision of safe and convenient walking and bicycling facilities within the planning area, and as a part of a county wide system, more people might engage in these forms of transportation.*

*The Salmon River Highway, Highway 18, is included as a bicycle route in the Oregon State Bikeway System.*

The 1986 Comprehensive Land Use Plan provided the following comments relative to bicycles and pedestrians:

## **FINDINGS**

- *Curbs and sidewalks exist on very few of the City's streets.*
- *Walking and bicycling are attractive transportation modes despite the lack of adequate facilities and funding.*
- *Of City respondents in 1978, 54 percent saw no need for a community bike path in the community.*
- *Side street serve as the primary routes for local bicyclists.*
- *There are no developed bicycle paths in the City of Dayton although the Salmon River Highway, Highway 18, is included as a bike route in the Oregon State Bikeway System.*
- *The City provides adequate handicap access to the Commercial area through handicap ramps at each major intersection.*
- *A portion of the County's share of state gas tax monies is available to the City for the construction and maintenance of bicycle paths.*

## **POLICIES**

- *The City shall promote alternative modes of transportation that will be energy conserving and will provide maximum efficiency and utilization.*

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- *The City shall promote transportation improvements which address the special needs of the low-income, the handicapped, and senior citizens as future development occurs.*
- *Walking shall be encouraged by properly maintaining existing walkways and by encouraging walkways in future development.*
- *The City shall coordinate with Yamhill County and the Oregon Department of Transportation in the development of a county-wide bikeway plan.*
- *Bicycle paths between school, parks, commercial areas, and residential areas throughout the City shall be promoted.*
- *The City shall coordinate with and encourage the Oregon State Department of Transportation in development of designated bicycle routes.*

**Current Conditions**

Connectivity and circulation are important to the developed and developing neighborhoods. The street inventory (Appendix F) identifies arterial and collector streets with sidewalks and includes a citation for sidewalk deficiencies, but it does not include specific information on bike paths.

About half of the streets in Dayton have a sidewalk. However, many of the older sidewalks are generally in a poor condition relative to the width, surface, ramps, and continuity. Continuity refers to incomplete sidewalks from one lot to another, sidewalks only on one side of the streets, and crosswalks at street intersections. Sidewalks along the arterial and collector streets are of a higher degree of importance than on the local streets, because these sidewalks have more pedestrian traffic between the activity centers. Sidewalks are now required in all subdivision and new non-residential developments in Dayton.

There is no bike plan for the city of Dayton, and except for Highway 18 no bikeways have been identified. The bicycle/pedestrian element of the TSP responds to the TPR and ORS 366.514, which provides for the use of highway funds for footpaths, bicycle trails, and ADA requirements. Inter-jurisdictional consistency was also addressed by reference to the Yamhill County Bicycle Plan, and the Oregon Bicycle and Pedestrian Plan.

There is no pedestrian plan for the city of Dayton. A school group is in the process of constructing a hiking path along the north side of Palmer Creek from Webfoot Road east through the grade school grounds. Their intent is to continue this path to the Yamhill River with a branch to Ferry Street east of the grade school. This project will be completed in the next couple of years.

**PEDESTRIAN ELEMENT**

Sidewalks are appropriate with all streets. Even though every location in the city has some connection to a street, every street does not have a sidewalk, thus a continuous network of pathways is not available to pedestrians. As previously noted, walking is the cheap alternative for local transportation, but funding for sidewalk improvements will continue to be a problem with the current fiscal constraints on the city and the low priority of transportation relative to other issues. Nevertheless, as streets are reconstructed, sidewalks should be included in the redevelopment scheme. Where the right of way is adequate the sidewalk should be setback from the curb line particularly for arterial and collector streets. Where the right of way is inadequate, it is appropriate to meander the sidewalk within the available right of way; otherwise, it may be difficult to include sidewalks in a street redevelopment, unless the city is willing to acquire the abutting property for a sidewalk improvement. In some cases, for which there are not many in Dayton, it may be appropriate to forgo a sidewalk improvement in a redevelopment program. But in those cases where

a local street is designated for a shared bikeway because of its traffic potential and connection to activity centers via arterial and collector streets, sidewalks along that street should also have a high priority for improvement and every effort should be made to provide those sidewalks, because such streets provide the most direct route to the activity centers regardless of the method of travel.

Dayton's small size provides a unique opportunity to encourage pedestrians and bicyclists, but the capability to capitalize on the physical opportunity is limited by the demands on fiscal resources and the desires of the residents. By the very configuration of some of the streets, some residential areas have better access to the activity centers – commercial core at Third and Ferry Streets, schools along Ferry Street, and Courthouse Park at Third and Ferry Streets. The city has also taken steps to address a more subtle access issue by the ramp installation program at corners – an action which is intended to ease walking for seniors and handicapped but also makes bike riding for children a much safer activity when they can ride on the sidewalks. Considerable additional effort for sidewalks and bike paths is warranted to better connect all residential areas to these activity centers.

The street design standards include sidewalk standards. These standards apply to new construction and reconstruction. The highest priority for sidewalk improvements and maintenance should be the arterials and collector streets, which lack sidewalks; those sidewalks also give the best access to the schools and parks. The second priority should be directed toward sidewalks that improve connectivity and circulation patterns initially within the existing sidewalk system, thereafter in new development. Examples of ways to improve connectivity and circulation to local streets include constructing walkways between cul-de-sacs and nearby roads, providing walkways between building complexes, and providing walkways to parks and school sites.

The following policies for pedestrian traffic are recommended:

#### POLICIES

- The existing effort to install handicapped curb cuts at street/sidewalk intersections should continue, as funds are available.
- New sidewalks should be free of physical obstruction, such as mail boxes, utility poles, sign posts or guy wires.
- In general, bicycle traffic on sidewalks is not appropriate and should be constrained.
- The highest priority for sidewalk improvements and maintenance should be on the arterial and collector streets, especially those sidewalks in proximity to the schools.
- The second priority for sidewalk improvements and maintenance should be those sidewalks that improve connectivity and circulation.
- Bicycle lanes will be installed as part of arterial and collector street improvements.

#### **BIKEWAY ELEMENT**

The TPR requires bikeway facilities along arterial and major collector streets [OAR 660-012-0045 (3)(b)(B)]; in Dayton not all streets with these functional classifications have a bikeway. While the Oregon Bicycle and Pedestrian Plan identifies Highway 18 as providing wide paved shoulders which can be used by recreational cyclists, the Highway provides little to no bike/pedestrian access within the Dayton urban growth boundary because it is a controlled access highway with only two direct accesses within the Dayton UGB. Consequently, it is not meaningful as a bike route for Dayton residents.



## **Bikeway Standards**

ODOT recommends a standard width of 6 feet for a bike lane, including shoulder bikeways. The minimum widths for shoulder bikeways are 5 feet wide when adjacent to a curb, guardrail, and or other roadside barrier, and 4 feet wide when adjacent to an open shoulder. Bike lanes should also be marked with a pavement stencil and have an 8 inch wide stripe separating the bikeway from the vehicle lanes. Shared roadway bikeways – where the roadway and parking lane together are a minimum of 14 feet wide and not more than 16 feet wide – are appropriate in urban areas for streets with low traffic volumes (3,000 ADT) and low speeds (25 mph). In Dayton's case most of the streets qualify as shared roadway bikeways.

## **Bikeway Network**

The existing streets provide ample opportunity for a network of bikeways. No activity site - school, park, retail outlet, or industry - within the city is without street access; therefore every site is already connected to a potential bikeway network. In addition, the streets are visible public places where a modest application of common sense provides a great deal of safety for both the recreational and commuter user.

Most bikeways identified in this plan are "shared roadways", in which bicycles and vehicles share the same travel lane. Because of the low traffic volumes on a majority of Dayton's streets, the relatively small population of the city, and the broad distribution of the population, it is not necessary nor is it financially feasible for all of Dayton's streets to have separate lanes for bikeways, except on the designated arterials and collector streets, where safety is the issue. Portions of some arterial and collector streets provide bicycle travel only on the shoulder of the roadway and in some cases these shoulders are unpaved or narrow and consequently not safe to accommodate bicycle use. In some cases minor improvements to the streets will provide a safe riding location without the purchase of additional street right of way. In most locations the bicyclists will have to share the streets with the automobiles for an interim period of time while the city seeks funding and programs improvements. The intent of the TSP is to identify locations which are appropriate for designation as bikeways and propose strategies to accomplish those designations.

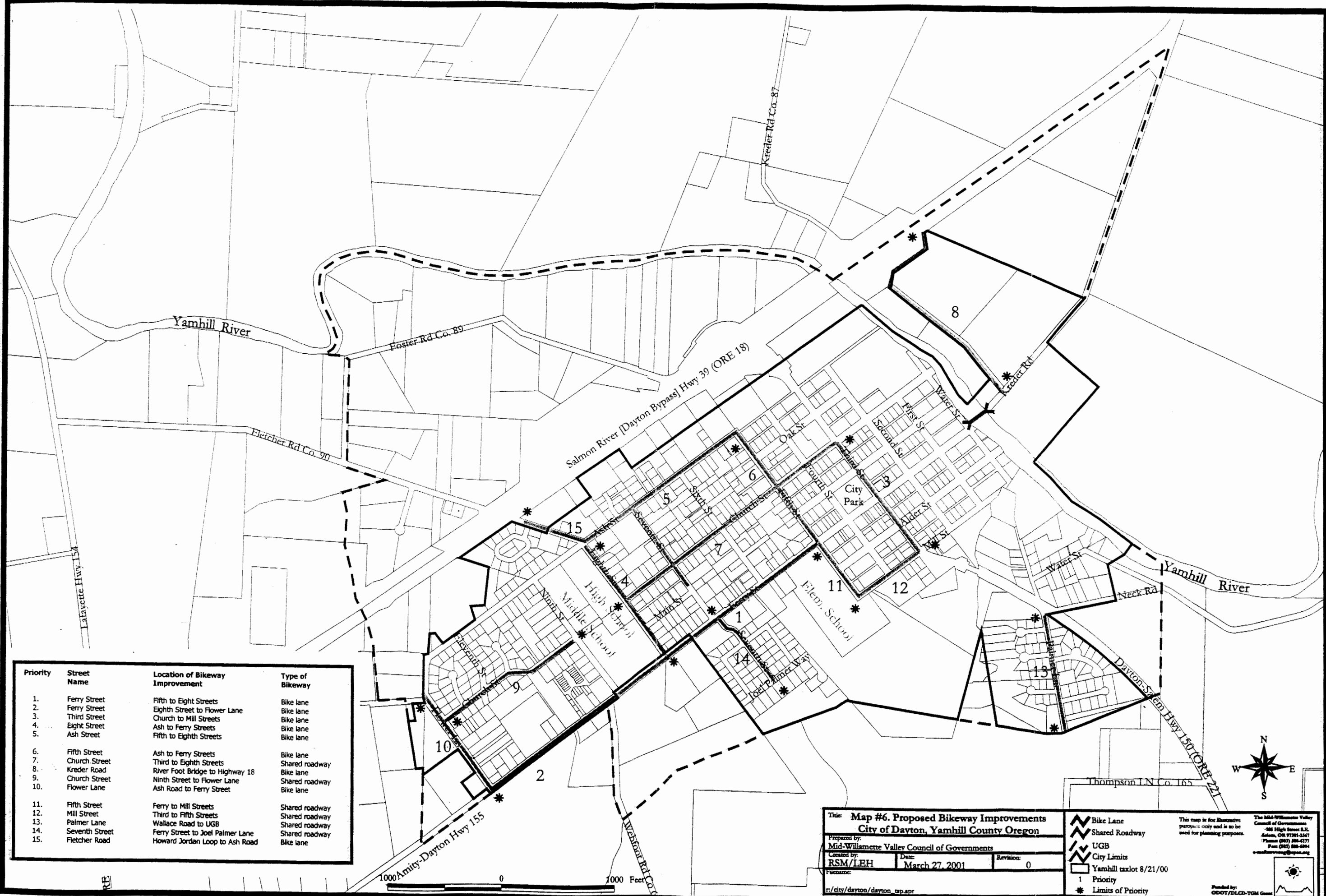
## **Related Activities**

Indirect activities can do a great deal for the promotion and support of both bicycle and pedestrian use. For instance, the development code provides for the sidewalks with new development and revisions to the city's Development Code propose requirements for bicycle parking for all new development, except single family residential. These requirements bring the city code into consistency with the State's TPR, and indirectly encourage bicycling activities. Other activities for which the city may have some responsibility are providing marked bicycle routes through signs, pavement marking, and the application of street design standards that are bicycle friendly. The city already has a program of curb cuts at corners, which also allows youth use of sidewalks for bicycles.

The proposed revisions to the street standards include sidewalks in all residential areas and bicycle lanes where they are a part of a defined bicycle network or may be within a short distance of a facility where bicycle usage may be high - such as a school. In short, street design standards match bicycle and pedestrian needs with the street function.

A secondary step for encouraging bicycling and walking is education of the public about bicycle routes and pedestrian/motor vehicle safety – particularly where sidewalks are used by both pedestrians and young bicyclists. Education programs do not need to be a responsibility of the city, but the city can work with the school district, community organizations, and local employers to discuss routes and safety.

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Priority	Street Name	Location of Bikeway Improvement	Type of Bikeway
1.	Ferry Street	Fifth to Eighth Streets	Bike lane
2.	Ferry Street	Eighth Street to Flower Lane	Bike lane
3.	Third Street	Church to Mill Streets	Bike lane
4.	Eighth Street	Ash to Ferry Streets	Bike lane
5.	Ash Street	Fifth to Eighth Streets	Bike lane
6.	Fifth Street	Ash to Ferry Streets	Bike lane
7.	Church Street	Third to Eighth Streets	Shared roadway
8.	Kreder Road	River Foot Bridge to Highway 18	Bike lane
9.	Church Street	Ninth Street to Flower Lane	Shared roadway
10.	Flower Lane	Ash Road to Ferry Street	Bike lane
11.	Fifth Street	Ferry to Mill Streets	Shared roadway
12.	Mill Street	Third to Fifth Streets	Shared roadway
13.	Palmer Lane	Wallace Road to UGB	Shared roadway
14.	Seventh Street	Ferry Street to Joel Palmer Lane	Shared roadway
15.	Fletcher Road	Howard Jordan Loop to Ash Road	Bike lane

**Title: Map #6. Proposed Bikeway Improvements**  
**City of Dayton, Yamhill County Oregon**

Prepared by: Mid-Willamette Valley Council of Governments  
 Created by: RSM/LEH Date: March 27, 2001 Revision: 0

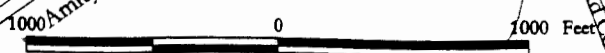
Filename: r:/city/dayton/dayton\_top.apr

**Legend:**  
 ~ Bike Lane  
 ~ Shared Roadway  
 □ UGB  
 □ City Limits  
 □ Yamhill taxlot 8/21/00  
 1 Priority  
 \* Limits of Priority

This map is for illustrative purposes only and is to be used for planning purposes.

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## Proposed Bikeway Designations

Bikeway designations should provide access throughout the city without every street being a designated bikeway. Ideally access should be provide on both sides of the river. Additional connections across the river are not appropriate. The Ferry street footbridge is an adequate bicycle route. In general, the streets cited as bikeways require bikeway sign designation in all cases and in limited cases may require stripping for bikeway designation, particularly on arterial and collector streets. Funding to complete the designations and provide other improvements is available from the bikeway funds through ODOT. The result would be a community resource that meets transportation needs and enhances the connections between the people in the various residential areas.

The TSP recommends that all arterial and collector streets accommodate bicyclists on paved roadway shoulder (shoulder bikeway). The following listing of bikeways is intended to provide better access to the schools from everywhere in the city. The list is in a priority of importance for improvement with the highest priority listed first (Map 6):

Priority	Street Name	Location of Bikeway Improvement	Type of Bikeway
1.	Ferry Street	Fifth to Eight Streets	Bike lane
2.	Ferry Street	Eighth Street to Flower Lane	Bike lane
3.	Third Street	Church to Mill Streets	Bike lane
4.	Eight Street	Ash to Ferry Streets	Bike lane
5.	Ash Street	Fifth to Eighth Streets	Bike lane
6.	Fifth Street	Ash to Ferry Streets	Bike lane
7.	Church Street	Third to Eighth Streets	Shared roadway
8.	Kreder Road	River Foot Bridge to Highway 18	Bike lane
9.	Church Street	Ninth Street to Flower Lane	Shared roadway
10.	Flower Lane	Ash Road to Ferry Street	Bike lane
11.	Fifth Street	Ferry to Mill Streets	Shared roadway
12.	Mill Street	Third to Fifth Streets	Shared roadway
13.	Palmer Lane	Wallace Road to UGB	Shared roadway
14.	Seventh Street	Ferry Street to Joel Palmer Lane	Shared roadway
15.	Fletcher Road	Howard Jordan Loop to Ash Road	Bike lane

As improvements are made to arterial and collector streets, part of the improvement shall include the bikeway. If funds are available, the bikeway system should be signed, particularly those streets with shared roadway facilities.

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**Cost Estimates**

The cost estimates are for planning purposes and give a relative cost. Exact estimates must be done for financing and construction purposes. Bikeways are included as part of the cost for arterial and collector streets. Consequently, the costs for bike lane improvements on the first six priorities are included within the street cost estimates. Generally, the cost estimates are based on a six foot side addition to each side of the street and include striping and signage. The costs for the improvements of the next 6 bikeway priorities are:

<b>Priority</b>	<b>Street Name</b>	<b>Location of Bikeway Improvement</b>	<b>Length of Improvement</b>	<b>Type of Bikeway</b>	<b>Cost Estimate</b>
<b>7</b>	Church Street	Third to Eighth Streets	2,625 feet	Shared Roadway	\$52,500 – 78,800
<b>8</b>	Kreder Road	River Foot Bridge to Hwy. 18	2,220 feet	Bike lane	\$44,500 – 66,500
<b>9</b>	Church Street	Ninth Street to Flower Lane	1,625 feet	Shared Roadway (Striping and signs only)	\$3,200 – 4,900
<b>10</b>	Flower Lane	Ash Road to Ferry Street	1,050 feet	Bike lane	\$20,000 – 30,000
<b>11</b>	Fifth Street	Ferry to Mill Streets	670 feet,	Shared Roadway	\$13,400 – 20,000
<b>12</b>	Mill Street	Third to Fifth Streets	740 feet	Shared Roadway	\$14,800 – 22,000

**Table 8: Cost Estimates for Bikeways**

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# PUBLIC TRANSIT

## TPR Requirements

The TPR (OAR 660-12-020(2)(c)) requires that the TSP include a Public Transportation Plan. For a city the size of Dayton the public transportation plan requirements are:

- *Describe public transportation services for the transportation disadvantaged and identify service inadequacies.*
- *Describe inter-city bus and passenger rail service and identify the location of terminals.*

## Background

In the 1986 Planning Atlas the following comments were directed toward mass transit:

*At the present time there is no public transportation for the general public. However, a levy for the continue(d) support of a Senior Citizen and Handicapped Service was recently passed by the voters of Yamhill County.*

The 1986 Comprehensive Land Use Plan provided the following comment relative to public transportation:

### FINDINGS

- *The only available form of public transportation to the City of Dayton is for the elderly and the handicapped.*

### POLICIES

- *The City shall promote alternative modes of transportation that will be energy conserving and will provide maximum efficiency and utilization.*
- *The City shall promote transportation improvements which address the special needs of the low-income, the handicapped, and senior citizens as future development occurs.*

## Types of Public Transportation

Public transportation includes the following services and facilities:

- Intra- and inter-city fixed route systems: fixed-route scheduled bus, rail, and park-and-ride express services.
- Para-transit services: which primarily serve the disabled, elderly, or other transportation disadvantaged individuals.
- Rideshare/Demand Management program: carpool, vanpool, buspool matching services; preferential parking programs; and reduced parking fees.
- Other: taxi services, privately owned inter-city bus lines or shuttle services.

The best mix of services in any community depends on the service population needs, spatial distribution of population, economics, and the existing transportation system and policies.

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The Oregon Public Transportation Plan (ODOT, 1997) described a preferred state of public transportation with 2015 level of service standards relevant to the city of Dayton. These standards are designed to respond to state and federal goals. The plan identifies minimum levels of public transportation services which provide a range of services intended to keep pace with Oregon's changing and increasing public transportation needs. Minimum level of service recommendations are given by types of services, size of community, and distance from other major inter-modal centers (only Portland in Oregon) or urban central cities. For planning purposes, Dayton, which is about 30 miles from Portland, currently falls in the rural community category (<2,500 population) more than 20 miles from an urban central city; sometime in the latter quarter of the 20 year planning horizon Dayton will enter the small community category (2,500 or more population).

The Oregon Public Transportation Plan recommended the following level of service standards in rural communities under 2,500 population and over 20 miles from an urban central city:

- Provide public transportation service to the general public based on locally established service and funding priorities;
- Provide an accessible ride to anyone requesting services;
- Provide a coordinated, centralized scheduling system in each county;
- Provide phone access to the scheduling system at least 40 hours weekly between Monday and Friday; and
- Respond to service request within 24 hours (not necessarily provide a ride within 24 hours).

### **Inventory of Public Transportation Services and Facilities**

Today, no fixed-route transportation service serves Dayton directly. The para-transit service in Dayton is provided by the Yamhill Community Action Agency [YCAP]. YCAP provides a 24-hour advance notice dial-a-ride services to all residents. The service operates Monday through Friday between 10 a.m. and 2 p.m. The system works with a budget that is a combination of Special Transportation Fund money, fare box revenues and a county general fund levy. The Yamhill County Veterans Transportation Program provides a Portland Shuttle to the Veterans Administration Medical Center for qualified veterans.

Currently, there are no taxi companies based in Dayton. Shamrock Taxi of Newberg and McMinnville provides 24-hour pickup and delivery as well as wheel chair transport throughout Yamhill County. The Dayton School District #8 provides school bus services within the city through a contract with a private service provider, Ryder Student Transportation.

Intercity bus service is provided by LINKS, a fixed route service of the Chehalem Valley Senior System, on a Monday through Friday five round trips per day; Lafayette, three miles northwest is the closest stop to Dayton. The Chehalem Valley service connects McMinnville, Lafayette, Dundee, Newberg to Sherwood, where it links with the Portland Metropolitan area Tri-Met system. For Dayton residents the most accessible commercial intercity bus service is by Greyhound, with stops in McMinnville and Lafayette. This is Greyhound's national route #607 starting in Portland and ending in San Francisco via Coos Bay and Eureka. It provides twice per day service in each direction.

### **Public Transportation Service Population**

Data from the 1990 Census identifies the number of Dayton residents who are more likely to use, or be more reliant upon, non-auto transportation modes such as sidewalks, bikeways, public transportation, or para-transit services. Public transportation services are generally targeted to serve the needs of two groups:

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- People who are transit disadvantaged – who do not have, or can not operate, an automobile – to obtain medical, educational, social or recreational services and employment; and
- People who presently use a car but would use other transportation alternatives to commute to work if such alternatives were available.

People living in Dayton who are characterized as transit disadvantaged in 1990 included (figures are approximate and rounded to the nearest 5):

- 175 people aged 12 to 16 years,
- 255 people greater than 60 years old,
- 45 non-institutionalized people with mobility limitations between 16 and 64 years, and
- 90 individuals 18 to 64 with low or moderate incomes who generally may have no access to a personal auto.

In 1990, approximate 565 people (37%) of Dayton's residents were potentially transit disadvantaged as such disadvantage is defined above. In the 1990 census about 6% (29) of the households stated that they did not have a vehicle available in the household. If both the current public transportation system and the same growth rate were continued, then about 1,115 persons (37%) would be potentially transit disadvantaged and about 55 households would not have a vehicle available in 2020.

### Public Transportation Needs

The existing and future public transportation needs are identified by comparing existing facilities and services to ODOT recommendations (ODOT, 1997), regional studies, and input from the TAC. Limited data specific to Dayton is available to identify future public transportation needs. Regional and state data (demographic trends and policy requirements) and projections are used to generally characterize the needs in Dayton.

Demographic trends indicate an increased population, with a higher percentage of elderly (>65 years), living in Oregon in the next 20 years. Oregon's elderly population is expected to double in size.

The Yamhill County TSP concluded that, in cooperation with the cities, it should continue to investigate public transit possibilities, including bus and rail, and if economically feasible, will seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of the county. Unless there is a large increase in the cost of automobile fuel in the next twenty years, there is not likely to be any significant changes in public transportation services for Dayton residents. Changes to the existing policies in the 1986 Comprehensive Land Use Plan are not warranted.



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# AIR, RAIL, WATER AND PIPELINE

## TPR Requirements

OAR 660-12-020 Elements of Transportation Systems Plans

- (2) (e) *An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branch line railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations.*

### AIRPORT

In the 1986 Planning Atlas provided the following comments regarding airports:

Currently, there are no airport facilities existing in the Dayton planning area. The nearest available air service is in McMinnville, approximately 3 miles to the west. There are no regularly scheduled flights provided at the McMinnville Municipal Airport, but local charter service is available. However, the runways have been recently expanded to accept larger transport.

For regularly scheduled commercial flights, Dayton's population generally travels to the Portland International Airport approximately 42 miles away. This airport is served by eight airlines that provide passenger and freight service.

The 1986 Comprehensive Land Use Plan provided the following comment regarding airports:

#### *FINDINGS*

- *The nearest available air service is in the City of McMinnville.*
- *For regularly scheduled commercial flights, Dayton's population generally uses the Portland International Airport.*

#### *POLICIES*

- *The City shall participate in the updating process for the City of McMinnville Master Airport Plan and strive toward maintaining a compatible relationship between the growth of the airport with nearby environs.*

Nothing has changed for Dayton relative to air service and airports since the 1986 plan update. There are no airports within the City of Dayton planning area. The nearest airport to the City of Dayton is the McMinnville Municipal airport, approximately 3 miles to the west. The closest air passenger service is provided from Portland International Airport [PDX]. Shamrock Taxi provides on-call service to PDX from Dayton. Consequently, the existing finding and policy for airports should be retained. Consequently, no changes to the Comprehensive Land Use Plan are warranted.

### RAILROAD SERVICE

In the 1986 Planning Atlas provided the following comments regarding railroads:

Currently, there are no railroad facilities existing in the Dayton planning area. Southern Pacific Railroad tracks run in an east-west direction along the south side of Highway 99W

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as near as 0.25 miles north of the planning area. The railroad provides freight service to the Dayton station, but there is no passenger service available in the Yamhill County area. The train tracks are in adequate condition for the existing level of service.

The 1986 Comprehensive Land Use Plan provided the following comment regarding railroad service:

*FINDING*

- *The southern Pacific Railroad owns, maintains, and operates real freight service on tracks as near as 0.25 miles to the planning area.*

*POLICIES*

- *The City shall coordinate with the southern Pacific Railroad any future need to expand rail service to Dayton.*

In the period between 1986 and 2001 rail services have been drastically altered in the mid-Willamette Valley, that alteration came from competition from trucking, changes in the local economy, and change of ownership in the rail line. The closest rail trackage, just north of the UGB, is owned and operated by the Willamette and Pacific Railroad. Currently, no rail facilities currently exist within or adjacent to the Dayton UGB, and the closest rail service is located in McMinnville. The national reduction in trackage during the past thirty years indicates that trackage to Dayton is unlikely without a major industrial development that demands rail service.

Passenger rail services are provided by AMTRAK, with Salem's AMTRAK Station being the closest stop. Shamrock Taxi provides on-call service to the station. The Oregon Rail Passenger Policy and Plan calls for a single-track, electric rail service between McMinnville and Tualatin. The closest point to Dayton on that line will be Lafayette. A key finding related to Dayton from the Yamhill County Commuter Rail Study is:

- *A schedule providing for 5 inbound trips (to Portland) in the morning peak period and 5 outbound trips (from Portland) in the evening on 30 minute frequencies appears realistic. Two trains in each peak would run to and from McMinnville, with the remainder operating to and from Newberg.*

Revisions to the 1986 finding and the policy are suggested to reflect current conditions. The suggestions are:

*FINDING*

- *The closest available rail line, which is currently operated by the Willamette and Pacific Railroad, is about 0.25 miles to the urban growth boundary.*

*POLICIES*

- *The City shall coordinate with the rail line owner/operator for any future need to expand rail service to Dayton.*

## **WATER AND PORT SERVICE**

Neither the 1986 Planning Atlas nor the Comprehensive Land Use Plan provide comments on water and port service.

Even though Dayton was founded because of the year round navigation potential on the Yamhill River, no port facilities currently exist on the Yamhill River within or adjacent to the Dayton Urban Growth Area.

## **PIPELINE SERVICE**

No comments on pipeline service are cited in the 1986 Planning Atlas or the Comprehensive Land Use Plan. No pipeline facilities exist within or adjacent to the Dayton Urban Growth Area, but a natural gas easement exists along the Highway 18 right of way.

## **TRANSPORTATION SYSTEM DEMAND AND MANAGEMENT ELEMENT**

Since the population of Dayton is less than 25,000 people and is not located in a Metropolitan Planning Organization area, Dayton is not required to include a Transportation System Demand and Management Element in the TSP.

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## COUNCIL CONSIDERATIONS

In the implementation of the TSP the Dayton City Council should consider the following actions:

Reference Page	Council Consideration
17	Authorize the preparation of a complete analysis of the existing street system to include cost estimates, construction techniques, street standards, storm drainage;
24	Work with ODOT to develop an access management plan for Third and Ferry Streets;
24	Join with other cities in Yamhill County to encourage the county to provide the cities with an opportunity to comment on all land use and transportation actions within their respective urban growth boundaries;
25	Continue a community education program directed toward mixed use development, infill development, shared parking, shared access, etc.;
26	Continue to press ODOT for a higher level of maintenance for Third and Ferry Streets;
27	Support the routing of Ash Road to Lafayette Highway, if the present connection to Highway 18 is closed;
29 & 31	Re-designate arterial and collector streets;
33	Adopt the new street classifications and standards;
35	Designate truck routes;
36	Adopt the street improvement priorities;
41	Include sidewalk in all street reconstruction programs;
42	Adopt the additions to the pedestrian policies;
43	Designate bicycle routes through signs, pavement markings, and street design standards;
43	In cooperation with the school district, community organizations and local employers develop and educational program for bicycle safety and routes and pedestrian safety;
44	Adopt the bicycle improvement priorities;
52	Adopt the revisions to the railroad services findings and policies; and
App. G	Adopt Appendix G: Development Code Revisions;

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# City of Dayton, Oregon Transportation System Plan

## APPENDICES

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Appendix	Title
A.	Acronyms and Definitions
B.	Technical Advisory Committee: Minutes of Meetings
C.	Survey of Transportation Issues
D.	Alternate Street Standards
E.	Street Inventory
F.	Financial Assistance Programs State and Federal
G.	Development Code Revisions
H.	Street Improvement Deferral Program
I.	Traffic Accidents
J.	Bridge Inspection Reports
K.	Traffic Counts
L.	Intersection Capacity Analysis
M.	Transportation Systems Plan Check List

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**Appendix A**  
**Dayton, Oregon**  
**Transportation System Plan**

**Transportation Planning Acronyms and Definitions**

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**ADT** Average Daily Traffic

**Bikeway** Improvements which provide for the needs of cyclists, including bikeway and bike parking facilities. There are four types of bikeways.

Shared Roadway: A type of bikeway where motorists and bicyclists occupy the same roadway area.

Shoulder Bikeways: A bikeway, which accommodates bicyclists on paved roadway shoulder.

Bike Lanes: A section of the roadway designated for exclusive bicycle use.

Bike Paths: Bike lanes constructed entirely separate from the roadway.

**CAC** Citizens' Advisory Committee

**CBD** Central Business District

**DLCD** Department of Land Conservation & Development (State of Oregon)

**EIS** Environmental Impact Statement

**EPA** Environmental Protection Agency

**Expressway** Complete routes or segments of existing two-lane and multi-lane highways and planned multi-lane highways that provide for safe and efficient high speed and high volume traffic movements. Characteristics include:

- Kind and number of accesses allowed may be limited;
- Private access is discouraged;
- Public road connections are highly controlled;
- Traffic signals are discouraged in rural areas;
- Non-traversable medians are encouraged; and
- Parking is prohibited.

**FHWA** Federal Highway Administration

**GIS** Geographic Information System (computer software)

**ISTEA** Intermodal Surface Transportation Efficiency Act 1991

**LCDC** Land Conservation and Development Commission (State of Oregon)

**LOS** Level of Service

**Multi-modal** Involving several modes – aviation, bicycles, buses, pedestrian, rails, vehicles – of transportation

**Neighborhood activity centers** Sites, which are expected to attract people, and are generally within ¼ to ½ mile of the home or work place

**OAR** Oregon Administrative Rules  
**O & D** Origin and Destination  
**ODOT** Oregon Department of Transportation

**PC** Planning Commission

**Pedestrian Facilities** Improvements which provide for public pedestrian foot traffic, including crosswalks, sidewalks, walkways and other improvements – benches and lighting, which make it safe or convenient to walk

**P & E** Population and Employment

**SDC** Systems Development Charge  
**SOV** Single-Occupant Vehicle  
**STIP** State Transportation Improvement Program  
**STP** Surface Transportation Program  
**Street** See Appendix G for proposed definitions of all streets

**TAC** Technical Advisory Committee  
**TDM** Transportation Demand Management  
**TEA-21** Transportation Equity Act for the 21<sup>st</sup> Century  
**TGM** Transportation & Growth Management (joint ODOT/DLCD grant program)  
**TIP** Transportation Improvement Program

**TPR** Transportation Planning Rule: an administrative rule (OAR 660-12) adopted in April 1991 by the Land Conservation and Development Commission in cooperation with ODOT to implement Statewide Planning Goal 12: Transportation.

**Transportation Disadvantaged** Those persons or groups who lack some degree of access to transportation, includes

Seniors – Any person 60 years of age or older.

Mobility Limited - A person 16 years of age or older who has a temporary or permanent physical, mental or emotional impairment that substantially limits them from going outside their place of residence alone.

Youth – Any person between 12 and 16 years of age.

Resource Limited - individuals in a household with low to moderate incomes who are unable to meet basic human needs due to lack of financial resources and who generally may have no personal auto access

**Transportation modes** Types of transportation - automobiles, trucks, buses, bicycles, aviation, rail, pedestrian - for moving people and goods

**TSP** Transportation Systems Plan (local): a plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between transportation modes, and within and between geographic and jurisdictional areas.

**UGB** Urban Growth Boundary

## **Appendix B**

### **Dayton, Oregon Transportation System Plan**

#### **Minutes of Transportation Advisory Committee**

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##### **CITY OF DAYTON, OREGON TRANSPORTATION ADVISORY COMMITTEE MINUTES OF MEETING OF 26 OCTOBER 00**

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###### Committee Members Present:

Sue Hollis  
Skip Wendolowski  
Pam McBride  
Jule Warncke

Debra Lien  
Kenn Battaile  
Bruce Bilodeau  
Sharon Maxwell

---

The meeting was started at 6:40 PM.

Coordinator Ken Battaile asked for input on changes to the base map that will be used. The consensus was that Amity-Dayton Hwy is State Hwy 155 and that Wallace Rd. is State Hwy 221. Foster Rd is not Foster Loop Rd. Ash Rd is in the County and Ash St is in the City. Julie said that #155 is the ODOT code number for Amity-Dayton Hwy.

###### **Background Information**

The Transportation System Plan (TSP) is a plan for development, operation and maintenance of highways within the City and the Urban Growth Boundary (UGB). It will try to coordinate street planning and land planning with other things going on within the jurisdiction. Hopefully then the City, County and State will be looking at the same document when making improvements in the street system; and it will be adopted as part of the Comprehensive Plan for the City of Dayton. That should happen before next July.

###### **Process**

There will be a public hearing for citizen input. At this meeting the map will be ready for citizen input. There will be an aerial photo at that meeting. People will be able to come and look at the map and make comments for improvements. Traffic and pedestrian concerns will be heard and addressed, as well as how development impacts traffic and transportation. There will be a discussion of how to adjust all development and to make it fit into the Comprehensive Plan.

Bruce Bilodeau will be doing inventory work. There are no airports. It was noted that there is a natural gas right-of-way along Highway 18. There is a narrow gauge railway right-of-way along Ash St. The Yamhill River will not be a transportation issue because it is not a navigable waterway. Sue Hollis pointed out that the Yamhill River Locks could impact river flow, if there is anything going on with a salmon recovery plan.

We will look at transportation goals and policies relative to the relationship between City and County for services and access; the same thing relative to the state. Kenn Battaile noted that Highway 18 is a thoroughfare with no access in the UGB.

### **Capital Improvement Program**

We will need to identify sources of funding not used in the past. Funds for a sidewalk network outside of the Ferry St. is a project we may want to consider if State funding can be obtained.

The Transportation System Plan will go to the public for input. The committee will identify the goals and objectives to be reached; select and prioritize potential improvement items; look at the public input and review the final draft and recommend changes which we'll note. Then the Plan will be sent to the Planning Commission and the City Council for public hearing and action.

### **STREET DESIGN STANDARDS**

Kenn noted that the street design standards look OK.

We probably don't want to cross the creek south of town, but include the land north of Hwy 18. There is a good grid pattern throughout the City. Joel Palmer Way is a good tie-in with the land to the west and to Webfoot Rd. The alleys in town need to be addressed. Ken thought they have potential as bike and pedestrian access. The problem here could be money to make improvements.

### **ODOT AND DLCD**

Julie Warncke is representing Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). She said her role will be to help coordinate the City's plans with the State's interests, requirements, issues and goals. They want to make sure the plan is good for the community and that it also works with the state goals for both those agencies. She will be the liaison with ODOT and DLCD. She is also the contract manager and will oversee the contract with COG and the City. ODOT's goals are to serve "through traffic". They also want to make sure local needs are served and that a local access network is developed. Funding is limited. Going through the process and identifying priorities and projects will put the City in a better position to go after the different funding sources. Once you get on a list, it could take 5-7 years to get funding. She will help to identify priorities and help with locating funding sources.

Julie mentioned that later in the spring she will be having a baby and Dan Fricke from ODOT may take over her duties when she goes on maternity leave.

Sue said she wants to make maintenance of streets a part of the process, specifically 3<sup>rd</sup> St (Hwy 221). The City doesn't have the money to do it and the State isn't doing it. It is the main road through town and it looks bad. Julie said it could be brought up in every venue possible, but we should realize that funds are limited. She asked if there has ever been talk about the State getting rid of that piece of the road.

Pam McBride asked if public transportation issues will be addressed. Kenn said yes.

The schedule was reviewed. The meetings will take place on Thursdays at 6 PM.

It was decided to have materials on display for the public before the December 7<sup>th</sup> hearing at the public library. It will be noted in the hearing notice that the materials will be available for public comment and inspection before the meeting. The open house portion of the meeting will be from 5-6:30 PM. Refreshments will be served.

Kenn has started writing code revisions. He hopes to have the preliminary TSP by February 22, 2001. He will mail it out by the prior week so committee members will have their comments ready at the meeting. After the second public involvement meeting, he will have those comments ready for review by the committee. The public hearings will be in May and June.

There will be a contract for producing a plan, not adopting a plan. They can't guarantee that step.

The final schedule will be available for the next meeting. It will show meeting times and dates.

#### **BACKGROUND MATERIALS**

We will have background materials. Kenn now has census information and will also need population figures for Yamhill County. The new federal census information is due out in February 2001.

Bruce asked if a new water distribution map would be included in this study. Kenn said it is not a transportation issue. Bruce said it would go hand in hand with sidewalks and bike paths.

It was noted that there are no gasoline lines in the area. Natural gas lines run along HWY. 99W.

Sue asked about getting a digitized map from ODOT. Julie said she may be able to get it from the internet. It may be the same thing we have now. Kenn said we shall get a digital map from Mid-Willamette Valley Council of Governments (COG).

The next meeting will be November 16 at 6 PM.

The meeting was closed at 7:30 PM.

Respectfully submitted,

Debra Lien, TAC Secretary

**CITY OF DAYTON, OREGON  
TRANSPORTATION ADVISORY COMMITTEE  
MINUTES OF MEETING OF 16 NOVEMBER 00**

---

Committee Members Present:

Kenn Battaile  
Pete Maas  
Debra Lien

Julie Warncke  
Sue Hollis

**MINUTES OF 10-26-00**

It was noted that Kenn Battaile and Julie Warncke's first names were spelled wrong in the minutes.

**OPEN HOUSE DISCUSSION**

The survey form was reviewed and changed. It was decided to have a drop box at City Hall for people to bring their completed forms.

There will be 3-4 updated maps and an aerial photo. Red pens will be available so citizens can make changes and suggestions on the maps.

Refreshments will be served.

There will be a short meeting for other business, if any, after the open house is over at 6:30 PM.

The meeting was adjourned at 6:22 PM.

Respectfully submitted,

Debra Lien, TAC Secretary

**CITY OF DAYTON, OREGON  
TRANSPORTATION ADVISORY COMMITTEE  
MINUTES OF MEETING OF 7 DECEMBER 00**

---

Committee members present:

Mitch Coleman  
Sue Hollis  
Julie Warncke  
Debra Lien

Pete Maas  
Bruce Bilodeau  
Kenn Battaile

---

Frank H. Dummer who lives at corner of 5<sup>th</sup> and Church attended. He completed a TSP survey form. He raised the following issues:

- Proposed a sidewalk fund to assist people in the installation and maintenance of sidewalks.
- Why are there gaps in sidewalks for new houses in the old part of town? Sue replied that there are no code requirements for sidewalks to be built when individual homes are built.
- Create an incentive fund for sidewalks.
- Create a maintenance fund for sidewalks.
- Are there grants from ODOT that can be used for bicycle or pedestrian facilities on state highways?
- Can state shared gas tax funds be used for sidewalks?
- What about a levy for street improvements? The last one was in 1983.

Mr. Dummer's survey contained the following comments:

Streets: Some are breaking up and will need attention soon; they were fine in 1985.

Sidewalks: Some missing locations, 5<sup>th</sup> and 7<sup>th</sup> extension. Set up an incentive fund to assist landowners to maintain sidewalks.

Bicycle: Keep lanes in mind when new developments come to and from schools.

Alleys: Need constant attention and are looking better.

Other: Hydrants should be brought to code throughout City.

Biggest traffic safety issues: 5th and Ferry Streets.

Transportation needs in the next 20 years: street maintenance and repair.

Mitch Coleman discussed the Greenway path along Palmer Creek that is under construction. Phase one will be constructed around the Grade School. Phase two will go to the boat ramp.

The next meeting will be on January 25 prior to the regular Planning Commission meeting.

The meeting was adjourned at 6:45 PM.

Respectfully submitted,

Debra Lien, TAC Secretary



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# Appendix C

## Transportation System Survey

City of Dayton, Oregon

Please plan to attend a public meeting to discuss your transportation concerns at the Dayton Fire Hall from 5 pm to 6:30 pm on December 7, 2000

For the following issues please list what the City of Dayton is doing correctly, what needs to be changed, and how you would make the change. In the box to the left rank the issues by importance with 1 being the most important.

- 1. Streets \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 2. Sidewalks (Pedestrian) Facilities \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 3. Bicycle Facilities \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 4. Bus (Transit) Facilities \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 5. Alleys \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 6. Other \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Where do you work? (Check one)

Dayton \_\_\_\_\_ McMinnville \_\_\_\_\_ Grand Ronde/Sheridan \_\_\_\_\_ Salem \_\_\_\_\_  
Portland Metro/Other \_\_\_\_\_

Please identify the nearest city by name

How do you travel to work? (Check one)

Drive alone \_\_\_\_\_ Car Pool \_\_\_\_\_ Walk \_\_\_\_\_ Bicycle \_\_\_\_\_ Other \_\_\_\_\_

Please identify

What are the biggest traffic safety issues within the City of Dayton and where are they located?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

What transportation needs do you foresee for the City of Dayton in the next 20 years?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form

Hall

by 5:00 pm

Street

December 19, 2000 to:

Dayton City

416 Ferry

P.O. Box 339

Dayton,

Oregon

97114-0039

Please  
return this form  
by 5:00 pm  
December 19, 2000 to:

Dayton City Hall  
416 Ferry Street  
P.O. Box 339  
Dayton, Oregon 97114-0039

**COMMENTS RECEIVED FROM THE SURVEY INCLUDED:**

A sidewalk fund is needed to assist people in the installation and maintenance of sidewalks

Why are there gaps in sidewalks for new houses in the old part of town?

Why not create an incentive fund for sidewalks?

Why not create a maintenance program for sidewalks?

Can grants from ODOT for bicycle or pedestrian facilities be used on state highways?

Can state shared gas tax funds be used for sidewalks?

Why not have another (last in 1983) levy for street improvements?

Streets: breaking up, will need attention soon, had good streets in 1985

Sidewalks: some missing locations; 5<sup>th</sup> and 7<sup>th</sup> extension; set up an incentive fund to assist land owners to maintain sidewalks

Bicycle: Keep lanes in mind when new developments come to and from schools

Alleys: need constant attention and are looking better

Other: hydrants should be brought to code throughout the city

Biggest traffic safety issues: 5<sup>th</sup> and Ferry St

Transportation needs next 20 years: street maintenance and repair

Greenway path along Palmer Creek is under construction.

# Appendix D

## Alternate Street Standards

### Arterials and Collectors

Arterial streets are not a particularly difficult problem for the city as the two arterial streets, Ferry and 3<sup>rd</sup> streets, are the responsibility of ODOT for improvement and maintenance, as these two streets are state highways.

The primary issue related to collector streets is the cost for improvement and subsequently the cost for maintenance. The intent of the revised standards is to keep costs down. At the same time the standards are stated as minimums, which gives the city the greatest amount of flexibility when dealing with future development.

Street Classification	Right of Way <i>Minimum</i>	Paving Width <i>Minimum</i>	No. Travel Lanes and Width <i>Minimum</i>	Bikeway (e) <i>Minimum</i>	No. Parking Lanes and width <i>Minimum</i>	Curbs <i>Minimum</i>	Sidewalk Width <i>Minimum</i>	Planting Strip / width <i>Minimum</i>
ARTERIAL	State Highway Standards Apply							
COLLECTOR	70 ft.	28 ft.	2 at 11 ft. each (e)	Required (e)	(f)	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
<p>All improvement requirements are <i>minimums</i>.</p> <p>(e) When a bikeway is provided, it may be a shared roadway with the motor vehicle travel lane and parking lane, if together these lanes are a minimum of 14 feet wide and not more than 16 feet wide; otherwise the bikeway shall be 6 feet wide each side.</p> <p>(f) Parking lane may be required on either or both sides, when provided it shall be 7 feet wide each side</p>					<p>(g) Sidewalk shall be a minimum width of 8 ft. for commercial uses in the Commercial Residential CR zone, all uses in the Commercial C zone, and abutting a public or private school site; sidewalks in historic districts and fronting historic structures are excepted from the 8 ft. requirement.</p> <p>(h) Planting strip may be required on either or both sides at a minimum of 5 feet in width and located either curbside or outside the sidewalk.</p>			

## **Alternate Local Street Standards**

The TAC considered several techniques to amend the local street standards and incorporate a "skinny street" concept. The techniques included:

- Retaining the existing code, which does not include "skinny streets".
- One street classification plus cul-de-sac
- Two classifications plus cul-de-sac without an ADT determination of street classification
- Three classifications plus cul-de-sac with an ADT determination of street classifications

The four alternatives each had drawbacks that were not acceptable to the TAC members. After careful consideration the TAC modified the alternatives. Their recommendation was a combination of two of the alternatives, such that there would be two classifications of streets plus cul-de-sacs, which would provide for at least one side of on-street parking for all streets. The alternate meets "skinny street" guidelines, because the maximum paving width of the streets is not greater than 28 feet.

## **Recommendation**

The TAC recommends the following local street standard:

Two street classifications plus cul-de-sac.

The street classification of local I or II is determined by the principal variables – the average daily traffic (ADT) or the square feet of area served by the street. It is expected that the applicant will normally assume the lesser street classification. If the city desires a different street classification, the Planning Commission must state the reasons – anticipation of development on adjacent property, transition to an existing street improvement, more intensive development is anticipated by the city than by the applicant, code citation, etc. – then change the street classification.

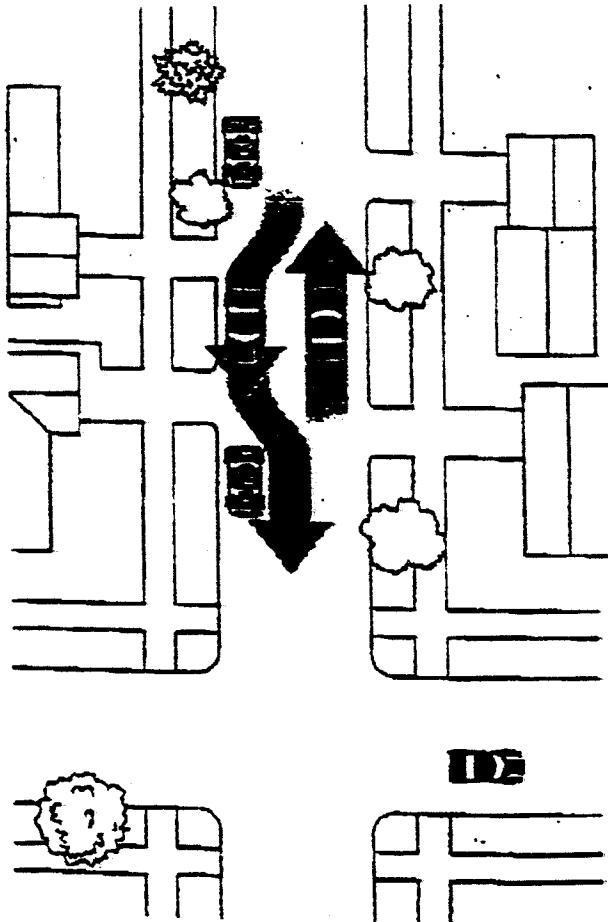
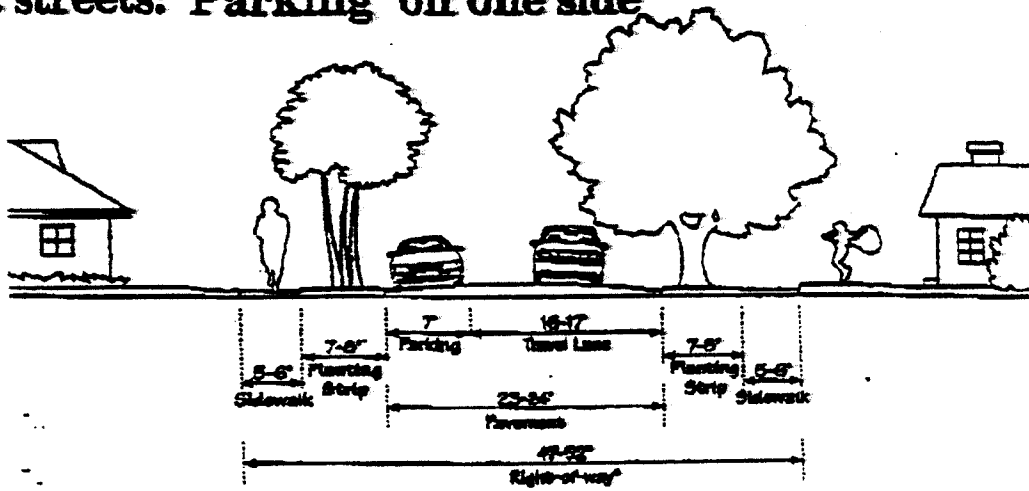
The street classification sets the improvement standards. The improvement standards are presented as minimums. If the applicant seeks a change from an improvement standard, then the applicant is required to seek a variance using the criteria and procedures cited in the development code. If the city desires a different improvement standard, the Planning Commission must state the reasons – anticipation of development on adjacent property, transition to an existing street improvement, more intensive development is anticipated by the city than by the applicant, code citation, etc. – then change the improvement standard. For any decision of the Planning Commission, the applicant may accept or appeal to the City Council.

The recommended local street classifications and standards are:

## Table 1: Local Street Standards

Street Classification	Right of Way <i>Minimum</i>	Paving Width <i>Minimum</i>	No. Travel Lanes and Width <i>Minimum (e)</i>	Bikeway (e) <i>Minimum</i>	No. Parking Lanes and width <i>Minimum</i>	Curbs <i>Minimum</i>	Sidewalk Width <i>Minimum</i>	Planting Strip / width <i>Minimum</i>
ADT or developable area determines street classification. All improvement standards are minimums; rationale to change minimum improvement standards must be stated.								
LOCAL I Up to 79 d/u (up to 799 ADT) or less than 320,000-sf. of developable land (a), (b), (c), (d) (Attachment B)	35 ft.	24 ft.	1 / 17 ft.	Not Required (f)	1 side only at 7 ft.	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
LOCAL II 80 or more d/u (800 or more ADT) or 320,000 or more sf. of developable land (a), (b), (c), (d) (Attachment A)	39 ft.	28 ft.	1 / 14 ft.	Not Required (f)	2 / 7 ft. each side	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
CUL-DE-SAC Less than 450 ADT or Less than 184,000 sf. of developable land (a), (b), (c), (d) (Attachment B)	Local I 49 ft. bulb radius	Local I 38 ft. bulb radius	1 / 17 ft.	Not Required (f)	1 side only at 7 ft.	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
<b>Footnotes</b>								
<p>* Assumed, as the code does not clearly state the requirement.</p> <p>** Improvement standard not addressed in the existing city development code.</p> <p>(a) Minimum lot size = 5,000 sq. ft.; Duplex = 7,000 sq. ft.</p> <p>(b) ADT = Average Daily Trips (ITE Trip Generation Manual)</p> <p>(c) Trip Generation Rater for Single Family Density = 10 ADT</p> <p>(d) Calculated per street entrance; use largest number</p> <p>(e) One lane requires traffic queuing. Traffic Queuing: Designing streets so that moving cars must occasionally yield between parked cars before moving forward; permits development of narrower streets; encourages vehicles to move slower; and allows for periodic areas where a 20 foot wide clear area is available for parking of fire apparatus.</p>					<p>(f) When a bikeway is provided, it may be a shared roadway with the motor vehicle travel lane and parking lane; but only, if together these lanes are a minimum of 14 feet wide and not more than 16 feet wide; otherwise the bikeway shall be 6 feet wide each side.</p> <p>(g) Sidewalk shall be a minimum width of 8 ft. for commercial uses in the Commercial Residential CR zone, all uses in the Commercial C zone, and abutting a public or private school site; sidewalks in historic districts and fronting historic structures are excepted from the 8 ft. requirement.</p> <p>(h) Planting strip may be required on either or both sides at a minimum of 5 feet in width and located either curbside or outside the sidewalk.</p> <p>Attachments A, and B are the street cross sections from <u>Neighborhood Street Design Guidelines</u> November 2, 2000.</p>			

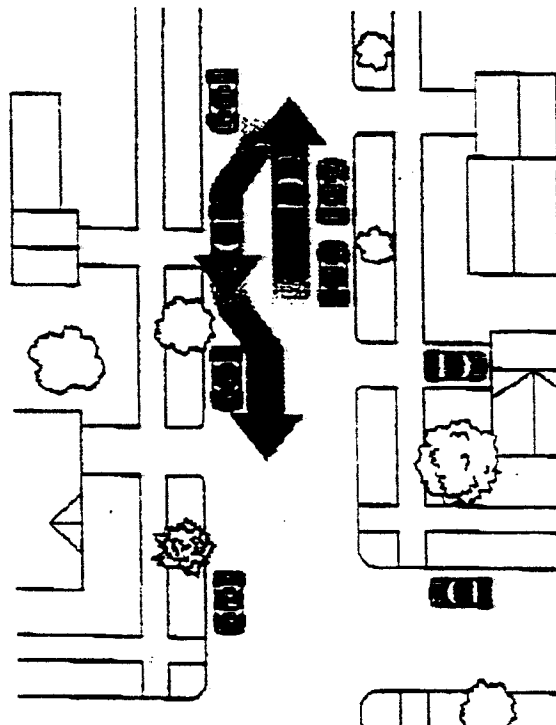
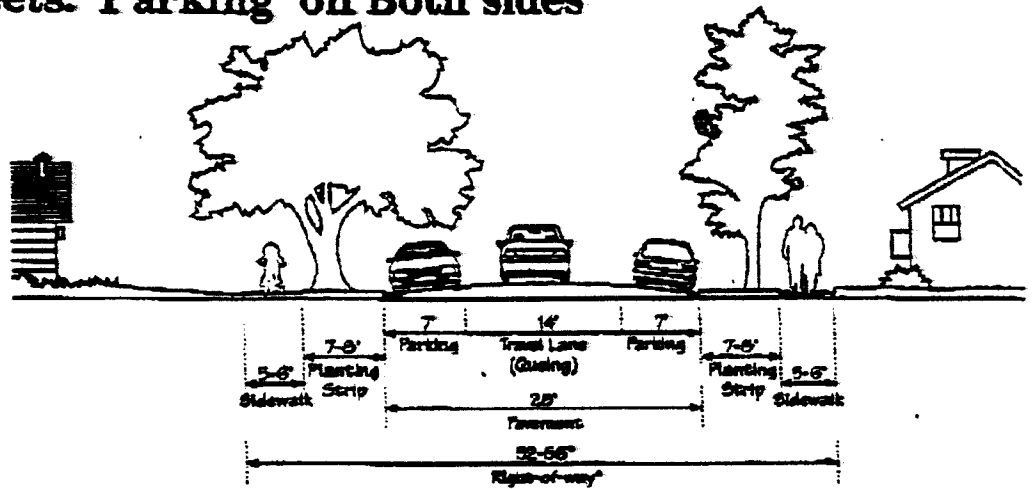
# 24 Ft. streets: Parking on one side



## VII. Model Cross-Sections

The following three scenarios are presented as "model standards." However, they do not represent the full range of possible solutions. Communities are encouraged to use these as a starting point; innovative solutions can be designed for local situations. Streets wider than 28 feet are not, by definition, a "narrow street." Also, two-way streets under 20 feet are NOT recommended. If a community chooses a street narrower than 20 feet, safety measures such as residential sprinklers, one-way street designations, and very short block lengths (less than 300 feet) should be developed.

### 28 Ft. streets: Parking on Both sides





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Dayton, Oregon

Appendix E  
STREET INVENTORY

Transportation Systems Plan

Column #	Column Title	Evaluation Criteria
2	Street Name	From Assessor's tax maps
3	Section	Location from intersections, creeks, city limits, urban growth boundary; when surveying street, data is taken as if walking from First St. intersection to Second St. intersection; direction generally from northeast to southeast and northwest to southwest.
4	Section Length (feet)	Approximate distance from point to point; measured from centerline of intersection to centerline of intersection; information from the Assessor's tax maps. Alleys measured from street right of way to street right of way
5	Jurisdiction	Agency having ownership and maintenance responsibility
6	ROW Width (feet)	Width of right of way from the Assessor's tax maps; measured in feet
7	Lane / Pavement Width (feet)	Width of traffic lanes, generally two; Pavement width is curb to curb distance; where no curbs exist, distance between edges of pavement; where dimensions are identical, it indicates that there are only travel lanes with no shoulders or parking lanes.
8	Pavement Surface	Weathering surface of street: C = concrete, A C= asphaltic concrete, G = gravel, N = none
9	Storm Drain	Type: O = open ditch P = piped drain
10	# of Vehicle Lanes / Parking Location	Number of vehicle traffic lanes. All parking is assumed to be parallel to the curb, unless cited. Number of paved parking lanes within the curb line and location. PL = parking left; PR = parking right; assumes 50' ROW = one parking lane; 50'+ = two parking lanes Number of bicycle lanes BL = bike lane left; BR = Bike lane right
11	Street Condition 1999	Paper: Indicates that the street right of way is dedicated and shown on the tax maps, but no improvements have been made within the right of way. Gravel: G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows small (one foot in diameter) potholes; beginning of rutting and wash boarding P = Poor; in need of rehabilitation; surface exhibits frequent or large (over one foot in diameter) potholes, considerable rutting and wash boarding Asphalt: G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows cracking and patching P = Poor; in need of rehabilitation; surface exhibits potholes Concrete: G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows cracking, joint spalling and patching P = Poor; in need of rehabilitation; surface exhibits cracking, joint spalling, and potholes
12	Curb % left            % right	Curb: CL = Location plus percent in place left side;            CR = Location plus percent in place right side
13	Sidewalks % left   % right Location. Condition	% of length of completed sidewalk on each side of the street. CL = Location plus percent in place left side;            CR = Location plus percent in place right side Condition: Use Street Conditions to evaluate

NA – Not Applicable



1 #	2 Street Name	3 Section	4 Section Length (feet)	5 Jurisdiction	6 ROW Width (feet)	7 Lane / Pavement Width (ft)	8 Payement Surface	9 Storm Drain	10 # of Lanes Vehicle / Parking /Bike	11 Street Condition	12 Curb Condition % Left % Right		13 Sidewalks % Left Right	
<b>COLLECTOR</b>														
4	Ash St	Fifth St. to Sixth St.	685	City	60		AC		2 /		0	0	100	0
		Sixth St. to Seventh St.	600	City	60		AC		2 /		0	0	100	5
		Seventh St. to Eighth St.	600	City	60		AC		2 /		75	50	100	50
		Eighth St. to Ninth St.	600	City	60		AC		2 /		0	0	0	0
		Ninth St. to Eleventh St.	950	City	60		AC		2 /		10	0	10	0
		Eleventh St. to Ash Road	750	City	60		AC		2 /		0	0	0	0
		<i>Total</i>	<i>4,185</i>											
5	Fletcher Rd	Ash St. to Hwy. 18 Overpass	570	City	60		AC		2 / 0		40	0	40	0
		Hwy. 18 Overpass to UGB	1800	County	60		AC		2 / 0		0	0	0	0
		<i>Total</i>	<i>2,370</i>											
6	Flower Lane	Ash Rd. to Ferry St.	1050	City	75		AC		2 / 0		0	0	0	25
		<i>Total</i>	<i>1,050</i>											
7	Fifth St.	Ash St. to Oak St.	320	City	70		AC		2 /					100
		Oak St. to Church St.	340	City	70		AC		2 /					90
		Church St. to Main St.	340	City	70		AC		2 /			40		100
		Main St. to Ferry St.	375	City	70		AC		2 /					75
		<i>Total</i>	<i>1,375</i>											
8	Eighth St	Ash St. to Church St.	700	City	60		AC		2 /				100	
		Church St. to Main St	355	City	60		AC		2 /			100		100
		Main St. to Ferry St.	325	City	60		AC		2 /					100
		<i>Total</i>	<i>1,380</i>											

1 #	2 Street Name	3 Section	4 Section Length (feet)	5 Jurisdiction	6 ROW Width (feet)	7 Lane / Pavement Width (ft)	8 Pavement Surface	9 Storm Drain	10 # of Lanes Vehicle / Parking /Bike	11 Street Condition	12 Curb Condition		13 Sidewalks	
											% Left	% Right	% Left	Right
<b>LOCAL</b>														
9	Ash Rd.	Flower Lane to UGB	680	County	40		AC		2 /		0	0	0	0
		<i>Total</i>	<i>680</i>											
10	Ash St.	Water St. to First St.	280	City	20		NA		NA	Paper	NA	NA	NA	NA
		First St. to Second St.	370	City	20		NA		NA	Paper	NA	NA	NA	NA
		Second St. to Third St.	370	City	20		NA		NA	Paper	NA	NA	NA	NA
		Third St. to Fourth St.	370	City	20		G		1 /		0	0	0	0
		Fourth St. to Fifth St.	370	City	20		NA		1 /		0	0	0	0
		<i>Total</i>	<i>1,760</i>											
11	Ashley Ct.	Palmer Lane to west	250	City	50		AC		2 / 1 /		100	100	100	100
		<i>Total</i>	<i>250</i>											
12	Alder St.	Yamhill River to Water St.	120	City	80									
		Water St. to First St.	365	City	80		AC		2 /					
		First St. to Second St.	370	City	80		AC		2 /		0	0	0	0
		Second St. to Third St.	370	City	80		AC		2 /		0	0	100	100
		Third St. to Fourth St.	370	City	80		AC		2 /		100	20	100	100
		Fourth St. to Fifth St.	370	City	80		G		2 /	Paper	NA	NA	NA	NA
		<i>Total</i>	<i>1,965</i>											
13	Bell St	Ash St. to northwest	280	City	48		AC		2 / 1 /		100	100	100	100
		<i>Total</i>	<i>280</i>											
14	Church St.	Yamhill River to Water St.	130	City	80		NA							
		Water St. to First St.	370	City	80				2 /					
		First St. to Second St.	370	City	80		AC		2 /		0	0	0	0
		Second St. to Third St.	370	City	80		AC		2 /		0	0	0	0
		Third St. to Fourth St.	370	City	80		AC		2 /		0	0	100	0
		Fourth St. to Fifth St.	370	City	80		AC		2 /		0	0	30	60
		Fifth St. to Sixth St.	685	City	50-55		AC		2 /		10	0	10	50
		Sixth St. to Seventh St.	600	City	60		AC		2 /		0	0	0	100
		Seventh St. to Eighth St.	600	City	60		AC		2 /		0	0	0	100
		NE of Ninth St. to Ninth St.	300	City	60		AC		NA	Paper	NA	NA	NA	NA
		Ninth St. to Laurie Lane	830	City	60		AC		2 /		20	20	0	0

1 #	2 Street Name	3 Section	4 Section Length (feet)	5 Jurisdiction	6 ROW Width (feet)	7 Lane / Pavement Width (ft)	8 Payement Surface	9 Storm Drain	10 # of Lanes Vehicle / Parking /Bike	11 Street Condition	12 Curb Condition		13 Sidewalks	
											% Left	% Right	% Left	Right
	Continued	Laurie Lane to Eleventh St.	280	City	60		AC		2 /		100	100	0	0
		Eleventh St. to Cindy Lane	250	City	60		AC		2 /		100	100	100	0
		Cindy Lane to Flower Lane	265	City	60		AC		2 /		100	100	10	0
		Total	5,700											
15	Cindy Lane	Church St. to northwest	275	City	50		AC		2 / 1 /		100	100	0	0
		Total	275											
16	Conifer St.	Palmer Lane to east	450	City	50		AC		2 / 1 /		100	100	0	0
		Total	450											
17	Commerce St.	Third St. to Fourth St.	300	City	20		AC		2 / 0 /		0	0	0	0
		Total	300											
18	Elizabeth Ct.	Joel Palmer Way to southeast	250	City	50		AC		2 / 1 /		100	100		100
		Total	250											
19	Ferry	Yamhill River to Water St.	50	County	80		AC		2 /					
		Water St. to First St.	370	County	80		AC		2 /					
		First St. to Second St.	370	City	80		AC		2 /		100	100	95	95
		Second St. to Third St.	370	City	80		AC		2 /		100	100	100	100
		Total	1,160											
20	Fir St.	Fourth St. to Fifth St.	300	City	20		G		2 / 0 /					
		Total	300											
21	Foster Rd.	Hwy. 18 to northwest (future collector designation)	4800	County	50		AC		2 / 0 /		0	0	0	0
		Total	4,800											
22	Howard Jordan Loop	Fletcher Rd. to Fletcher Rd.	900	City	50		AC		2 / 1 /		100	100	20	20
		Total	900											
23	Joel Palmer Way	Elizabeth Ct. to City limits (future collector designation)	830	City	60		AC	2 / 2LR	2 / 2LR /		100	100	60	100
		Total	830											
24	Kallapuya St.	Rodeo Dr. to Joel Palmer Way	590	City	50		AC	2 / 1	2 / 1 /		100	100	100	100
		Total	590											

1 #	2 Street Name	3 Section	4 Section Length (feet)	5 Jurisdiction	6 ROW Width (feet)	7 Lane / Pavement Width (ft)	8 Pavement Surface	9 Storm Drain	10 # of Lanes Vehicle / Parking /Bike	11 Street Condition	12 Curb Condition		13 Sidewalks	
											% Left	% Right	% Left	Right
25	Kreder Rd. (future collector designation)	Hwy. 18 to sewer lagoons	2250	City	60		G	2 / 0	2 /		0	0	0	0
		Yamhill River to NE to Hwy18	4150	City/ County	60		AC	2 / 0	2 /		0	0	0	0
		Total	6,400											
26	Laurie Lane	Church St. to northwest	300	City	50		AC		2 / 1 /		100	100	0	0
		Total	300											
27	Main St.	Water St. to First St.	370	City	80		AC		NA	Paper	NA	NA	NA	NA
		First St. to Second St.	370	City	80		AC		1 /		0	0	0	0
		Second St. to Third St.	370	City	80		AC		2 /		0	0	0	0
		Third St. to Fourth St.	370	City	80		AC		2 /		100	0	100	100
		Fourth St. to Fifth St.	370	City	80		AC		2 /		0	0	100	100
		East of Fifth St. to Sixth St.	330	City	70				2 /					
		Seventh St. to Eighth St.	600	City	50		AC		2 /		0	0	0	0
		Total	2,780											
28	Maple St.	Palmer Lane to east	490	City	50		AC		2 / 1 /		100	100	0	0
		Total	490											
29	Mill St.	Yamhill River to Water St.	130	City	80				2 /					
		Water St. to First St.	365	City	80				2 /					
		First St. to Second St.	370	City	80				2 /					
		Second St. to Third St.	370	City	60		AC		1 /		0	10	0	0
		Third St. to Fourth St.	370	City	60		AC		2 /		10	0	0	0
		Fourth St. to Fifth St.	370	City	60				2 /					
		Total	1,975											
30	Neck Rd.	Wallace Rd. to Water St.	1100	County	50		AC		2 /					
		Total	1,100											
31	Norris Ct.	Palmer Lane to west	270	City	50		AC		2 / 1 /		100	100	100	100
		Total	270											





1 #	2 Street Name	3 Section	4 Section Length (feet)	5 Jurisdiction	6 ROW Width (feet)	7 Lane / Pavement Width (ft)	8 Pavement Surface	9 Storm Drain	10 # of Lanes Vehicle / Parking /Bike	11 Street Condition	12 Curb Condition		13 Sidewalks	
											% Left	% Right	% Left	% Right
46	Ninth St.	Ash St. to Church St.	700	City	60		AC		2 /		100	0	100	40
		Church St. to Main St.	680	City	60		AC		2 /		100	0	100	0
		<i>Total</i>	<i>1,380</i>											
47	Eleventh St.	Ash St. to Church St.	575	City	60		AC		2 /		100	100	0	0
		Church St. to southeast	115	City	60		AC		2 /		100	100	0	100
		<i>Total</i>	<i>690</i>											
<b>ALLEYS</b>														
48	Mill-Alder	Water St. to First St.	300	City	30				1		NA	NA	NA	NA
		First St. to Second St.	300	City	20				1		NA	NA	NA	NA
		Second St. to Third St.	300	City	20				1		NA	NA	NA	NA
		Third St. to Fourth St.	300	City	20				1		NA	NA	NA	NA
		<i>Total</i>	<i>1,200</i>											
49	Alder-Ferry	Water St. to First St.	300	City	20				1		NA	NA	NA	NA
		First St. to Second St.	300	City	20				1		NA	NA	NA	NA
		Second St. to Third St.	300	City	20				1		NA	NA	NA	NA
		Fourth St. to Fifth St.	300	City	20				1		NA	NA	NA	NA
		<i>Total</i>	<i>1,200</i>											
50	Ferry-Main	Water St. to First St.	300	City	20				1		NA	NA	NA	NA
		First St. to Second St.	300	City	20				1		NA	NA	NA	NA
		Second St. to Third St.	300	City	20				1		NA	NA	NA	NA
		Fourth St. to Fifth St.	300	City	20				1		NA	NA	NA	NA
		<i>Total</i>	<i>1,200</i>											
51	Main-Church	Water St. to First St.	300	City	20				1		NA	NA	NA	NA
		First St. to Second St.	300	City	20				1		NA	NA	NA	NA
		Second St. to Third St.	300	City	20				1		NA	NA	NA	NA
		Third St. to Fourth St.	300	City	20				1		NA	NA	NA	NA
		Fourth St. to Fifth St.	300	City	20				1		NA	NA	NA	NA
		Seventh St. to Eighth St.	540	City	20				1		NA	NA	NA	NA
		<i>Total</i>	<i>2,040</i>											



**Appendix F  
Dayton, Oregon  
Transportation System Plan**

**Financial Assistance Programs  
State and Federal**

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**Capital Assistance Program (Section 5310)**

The Public Transit Division of ODOT operates the Capital Assistance Program, which is funded by the Federal Transit Administration (FTA). The program provides funds (by competitive grant) to eligible recipients for transit capital needs for providers of service to the elderly and persons with disabilities. Local public bodies and non-profits are eligible recipients. Grants are awarded every two years, in conjunction with the STIP update process, and funds are disbursed annually. Approximately \$1,000,000 per year is available. The Public Transit Division's competitive grant program (funded with Special Transportation Funds, region STP, and Section 5310 funds) is operated under the umbrella name "Community Transportation Program (CTP)."

**ODOT Contact:** Public Transit Division.

**Annual Amount:** Approximately \$1,000,000 annually.

**Match Requirements** 80/20; 80% federal funds matched with 20% local(non-federal) funds.

**Program Rules:** Code of Federal Regulations (CFR) Title 49

**Eligible Uses:** Capital expenditures for transportation services for the elderly and persons with disabilities.

**Eligible Recipients:** Local public and non-profit agencies.

**Project Selection Process:** Every two years in conjunction with the STIP update process.

**Web Site:** <http://www.odot.state.or.us/tdb/pubtrans/index.htm>

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**State Bicycle and Pedestrian Grants**

Cities and counties can apply for grants for bicycle and/or pedestrian projects. Grants are limited to \$100,000 and projects are to be administered by the applicant. Projects can be located on local streets or state highways, but they must be located in the right-of-way of a highway, street, or road. In other words, no bicycle or pedestrian paths in parks can be constructed through this program. State highway projects should not require additional right-of-way and should be low-impact. Improvements proposed in conjunction with preservation overlays are looked at very favorably. The addition of bike lanes and sidewalks as part of road construction and reconstruction are not eligible. Some conditions are common to both the local program and the state program, others apply to only one:

**ODOT Contact:** Bicycle & Pedestrian Program, Technical Services Branch.

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**Annual Amount:** \$1,800,000 annually

**Match Requirements:** 20% match on local projects. No match required on state highway projects, but contributions are welcome.

**Program Rules:** Projects must meet current ODOT design standards.

**Eligible Uses:** For bicycle projects: shoulder widening or bike lane striping. For pedestrian projects: sidewalk infill, ADA upgrades, pedestrian crossings or intersection improvements.

**Eligible Recipients:** Local projects: Cities & counties. State highway projects: Cities, counties and ODOT.

**Project Selection Process:** Local projects: Every two years by the Oregon Bicycle and Pedestrian Advisory Committee. State Highway Projects: Every two years by ODOT.

**Web Site:** <http://www.odot.state.or.us/techserv/bikewalk/index.htm>

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## **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**

These federal funds are designated for areas identified as non-attainment or maintenance areas under the Clean Air Act Amendments of 1990. There are seven areas that qualify for CMAQ funding – Portland/METRO, Klamath Falls (UGB), La Grande (UGB), Lakeview (UGB), Oakridge (UGB), Medford/Ashland (AQMA – Air Quality Maintenance Area) and Grants Pass (UGB). The purpose is to fund transportation projects and programs that contribute to improving air quality.

The Federal Highway Administration, in coordination with the Environmental Protection Agency, established general project guidelines for CMAQ projects. In Oregon, a CMAQ Committee with membership representing state, local and federal governments assisted in developing specific project selection criteria and distribution targets. The funding level over the next several years is anticipated to be approximately \$8 million per year.

All projects must demonstrate savings in emissions (carbon monoxide, ozone and/or particulate matter). Eligible projects and programs include:

- transportation activities in an approved State Implementation Plan
- transportation control measures identified in an approved air quality State Implementation Plan
- pedestrian/bicycle off road or on road facilities, including modification of existing public walkways to comply with the Americans with Disabilities Act
- TEA-21 management and monitoring systems
- traffic management/monitoring/congestion relief strategies
- transit (new system/service expansion or operations)
- alternative fuel projects (including clean fuel fleet programs and conversions)
- public/private partnerships and initiatives
- inspection and maintenance programs
- intermodal freight
- travel demand management
- project development activities for new services and programs with air quality benefits
- public education and outreach activities
- rideshare programs
- establishing/contracting with transportation management association (TMAs)

- fare/fee subsidy programs
- experimental pilot projects/innovative financing, and
- other transportation projects

**ODOT Contact:** Environmental Engineering Unit, Technical Services Branch; or the ODOT Region Federal-Aid Specialist.

**Annual Amount:** Anticipated to be approximately \$8 million per year.

**Match Requirements:** 89.73% maximum federal share. Minimum 10.27% non-federal funds.

**Program Rules:** Code of Federal Regulations (CFR) Title 23.

**Eligible Uses:** See list above.

**Eligible Recipients:** Sponsors of projects in designated non-attainment and maintenance areas as defined by the Clean Air Act.

**Project Selection Process:** Local decision; normal STIP process.

**Planning and Implementation Assistance:** ODOT Region Federal-Aid Specialist and ODOT Environmental Engineering Unit.

**Web Site:** <http://www.odot.state.or.us/eshtm/air.htm>

## Emergency Relief Program (ER)

The Emergency Relief program provides funding to state and local highway agencies with unusually heavy expenses for the repair of serious damage to Federal-aid highways resulting from natural disasters or catastrophic failures from an external cause. The federal Emergency Relief program is unique in that funds are made available only after a qualifying event occurs and numerous conditions are met.

In Oregon, application for ER funds requires a declaration of emergency by the Governor. Also, damage must generally exceed \$500,000 from a single event and \$5,000 per damage site. A combined ODOT/FHWA team conducts a formal damage survey to determine repairs eligible for funding. Qualifying emergency repairs made in the first 180 days after the event may be reimbursed at 100% federal share. Normal federal share applies to reimbursements for permanent repairs or for those completed after 180 days. ER funds can be used to repair a facility to its pre-emergency condition, but not for "betterment".

**ODOT Contact:** Funds & Grants Administration, Transportation Operations Branch.

**Annual Amount:** None, funding dependent upon occurrence of a natural disaster event and meeting the qualifying conditions.

**Match Requirements:** Regular matching share of 89.73/10.27 for qualifying repairs made after 180 days.

**Program Rules:** Code of Federal Regulations (CFR) Title 23.

**Eligible Uses:** Repair of damage resulting from natural disaster event.

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**Eligible Recipients:** Counties, cities and ODOT.

**Project Selection Process:** When a qualifying natural disaster occurs and the Governor declares a state of emergency, ER funds are available. A combined FHWA/Agency team surveys the damage site(s) to determine repairs eligible for federal reimbursement.

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## Highway Bridge Rehabilitation or Replacement (HBRR)

The purpose of HBRR funding is to replace or rehabilitate roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc., when those bridges have been determined deficient because of structural deficiencies, physical deterioration, or functional obsolescence.

These funds are used for replacement or rehabilitation of local bridges, both "on" and "off" the federal-aid highway system. ODOT develops a list of eligible bridges every one or two years from the Bridge Management System. The bridge owners submit a list of bridges they would like considered. The Local Bridge Review Selection Committee reviews and prioritizes the bridges based on a technical ranking system. HBRR funds can be used for:

The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor,

The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects,

Bridge painting, seismic retrofitting.

By agreement, ODOT provides half the required 20% non-federal match, leaving the local government responsible for only 10% of the project costs.

**ODOT Contact:** Interim Bridge Operations Managing Engineer, Bridge Section, Technical Services Branch

**Annual Amount:** \$19,000,000 for Local Agency bridges.

**Match Requirements:** In Oregon, 80% HBRR funds are matched with 10% local (non-federal funds) and 10% state funds.

**Program Rules:** 23 U.S.C. 144

**Eligible Uses:** Qualifying bridge repair and replacement.

**Eligible Recipients:** Not less than 15% is to be spent on bridges off of the Federal-aid highway system (i.e., bridges on local roads and rural minor collectors). Up to 85%, but not less than 65% is to be spent for bridges on the Federal-aid highway system.

**Project Selection Process:** Projects programmed for funding are listed in the Statewide Transportation Improvement Program (STIP).

**Web Site http:** <http://www.odot.state.or.us/tsbbridgepub/>

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## Immediate Opportunity Fund (IOF)

Immediate Opportunity Funds are available to support economic development in Oregon through the construction and improvement of public streets and roads in support of plant locations and other immediate opportunities. The maximum available to the Immediate Opportunity Fund is \$7 million a year. The fund is separated into two categories:

Type A projects support specific economic development activities that affirm job retention and create job opportunities. A qualifying project can receive up to \$500,000.

Type B projects focus on the revitalization of business or industrial centers to support economic development and quality development objectives. A qualifying project can receive up to \$250,000.

Both types of projects require a 50 percent match from public or private sources. Funding requests are made through the Oregon Economic and Community Development Department's (OECDD) Region Development Officer and coordinated with ODOT Region offices. Formal recommendations for approval are made by the OECDD and ODOT directors to the Oregon Transportation Commission based on economic merit, transportation need and quality development objectives. Annual funding is set at \$7 million; unused balances are returned annually to the Statewide Transportation Improvement Program.

**Program Contact:** OECDD Office of the Director can provide referrals to the region contact for your area.

**Annual Amount:** Up to \$7,000,000; project limits of either \$500,000 or \$250,000.

**Match Requirements:** 50/50; 50% IOF funds matched with 50% local funds

**Program Rules:** Policy guidelines are available on request.

**Eligible Uses:** Policy guidelines are available on request.

**Eligible Recipients:** Cities and counties.

**Project Selection Process:** Oregon Economic and Community Development Department receives initial applications, final decisions are by the Oregon Transportation Commission.

**Web site:** <http://www.econ.state.or.us>

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## National Scenic Byways Program

Funds may be used to undertake eligible projects along All-American Roads, National Scenic Byways, and State scenic byways. This can include the planning, designing, and development of State scenic byways programs. Eligible activities includes:

- Making safety improvements to a highway designated as a scenic byway
- Construction of facilities along such a highway for use of pedestrians and bicyclists, such as rest area turnouts, overlooks, and interpretive facilities
- Improvements to the highway to improve access to recreational purposes
- Protecting historical and cultural resources along the highway
- Tourist information and scenic byways marketing plans.

The route designation process begins with a pre-application submitted by local proponents of a route. Following acceptance of the pre-application by the multi-agency Oregon Scenic Byway Committee, a multi-agency rating team does an on-site evaluation of the qualities of the route. If the byway committee approves the route's scenic and other criteria, proponents are invited to submit a management plan. Upon acceptance of the management plan, the route is recommended to the state Tourism Commission and the Oregon Transportation Commission for final approval.

**ODOT Contact:** National Scenic Byways Program Manager, Preliminary Design Unit, Technical Services Branch.

**Annual Amount:** \$25,000,000 annually nationwide; Oregon projects compete with all others nationwide for funding.

**Match Requirements:** .80% federal funds matched with 20% local funds.

**Program Rules:** TEA-21; Transportation Equity Act for the 21st Century.

**Eligible Uses:** See list above.

**Eligible Recipients:** Public agency owners of state and national designated byways and tour routes.

**Project Selection Process:** See description above.

**Web Site:** [www.byways.org](http://www.byways.org)

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## Oregon Transportation Infrastructure Bank (OTIB)

The Oregon Transportation Infrastructure Bank provides loans and other forms of financial assistance to local jurisdictions for Federal-aid eligible highway and for Title 49 eligible transit capital projects. Projects must meet appropriate planning, programming, design and contracting requirements. Applications are evaluated and ranked on ten criteria by OTIB staff and a Regional Advisory Committee. The Chief Financial Officer makes formal recommendations for approval to the Oregon Transportation Commission. The bank was initially capitalized with \$10 million of federal and state highway funds. An additional \$5.51 million of federal funds has also been awarded to the OTIB.

**ODOT Contact:** Oregon Transportation Infrastructure Bank, Financial Services Branch.

**Annual Amount:** Determined by local agency need.

**Match Requirements:** OTIB loans can finance up to 100% of eligible project costs.

**Program Rules:** Code of Federal Regulations (CFR) Title 23 and state requirements govern highway Federal-aid projects. Code of Federal Regulations (CFR) Title 49 and state requirements apply to transit capital projects.

**Eligible Uses:** Federal-aid highway (Title 23) and transit capital (Title 49) projects.

**Eligible Recipients:** Cities, counties, special districts (including transit, transportation, and port districts) state agencies and tribal governments.



**Project Selection Process:** Projects are ranked on established criteria; final decisions are made by the Oregon Transportation Commission.

**Web site:** <http://www.odot.state.or.us/fsbpublic/otib.htm>

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## Public Transit Set-Aside of STP Funds

During the July 1, 1999 to June 30, 2001 biennium the state legislature has directed that \$10,000,000 of STP funds be made available to transit providers for vehicle replacements and to add capacity for transportation services for the elderly and for persons with disabilities.

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## Public Lands Highways Discretionary Program

**Introduction:** This page represents a brief summary of the Public Lands Highways Discretionary Program document, which is comprised of a 12 page program description, and a roughly 10 page application. Access to the full program description and application is available through the link titled "Public Lands Highway Program (Full Document)" located to the left.

**Overview:** The Public Lands Highways (PLH) program was established in 1930 to improve access to and within the federal lands of the nation. It has been renewed with each highway or transportation act since then. The Transportation Equity Act for the 21st Century (TEA-21) continues the program through federal fiscal year (FY) 2003. The Federal Highway Administration (FHWA) administers the program and solicits project applications once a year, through state transportation departments like the Oregon Department of Transportation (ODOT). Each state submits candidate projects to its FHWA division office. Final selections are made by the Office of the Federal Highway Administrator in Washington, DC.

**ODOT Contact:** Technical Services Branch; Salem, Oregon. Patricia Rogers

**Eligible Recipients:** The PLH program is open to any public agency with an eligible project. This includes state and federal agencies, Indian tribes, and local jurisdictions that have taxing authority.

**Amount Requested:** Should be at least \$500,000 and not more than \$5 million. The preferred funding request is \$1 million to \$3 million

**Match Requirements:** The federal share for PLH projects is 100 percent, which means there is no requirement for matching funds from applicants. However, the award amount for each project is fixed. Applicants are responsible for all project cost overruns. Also, PLH awards are often less than the amount requested. If so, the applicant must provide other funds for the shortfall or seek approval to modify the proposed project to fit the amount of PLH funding awarded.

**Program Rules:** PLH projects must conform to all "Title 23" rules for project development and contracting. The major requirements are summarized in Appendix A. Title 23 rules can have a significant effect on the cost of a project and the way it is carried out. If you are not familiar with these rules, consult an ODOT Federal Aid Specialist or the FHWA Division Office before preparing your application. Names and telephone numbers are in Appendix B.

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**Eligible Uses:** Must be an eligible type of project, such as engineering or construction of highways, roads and parkways, or transportation planning and research related to those facilities. The following activities are also eligible: engineering or construction of transit facilities within federal public lands; transportation planning for tourism and recreation travel; adjacent vehicular parking areas associated with a public lands highway; interpretive signage; acquisition of necessary scenic easements and scenic or historic sites; provision for pedestrians and bicyclists; construction and reconstruction of roadside rest areas, including sanitary and water facilities; and other appropriate public road facilities such as visitor centers.

**Project Selection Process:** PLH "candidate" projects for Oregon will be selected by an advisory committee comprising five to seven members from ODOT and other agencies. Committee members will rate the qualified applications using the five criteria presented below. They will then meet to select projects and prepare a prioritized list. No more than four projects will be selected at this stage. The type of project, type of applicant, and location of project will not be factors in the scoring process, nor will the amount of PLH funds previously received. However, the committee may consider such factors in prioritizing the top-scoring projects. The ODOT Director will review the selected projects, assess their likelihood of being selected at the national level, and make the final decision on which candidate projects to forward to FHWA.

**Web Site:** <http://www.odot.state.or.us/fsbpublic/plhd document.htm>

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## Small Cities & Rural Areas Program (Section 5311)

The Public Transit Division of ODOT operates the Small Cities and Rural Areas Program, which is funded by the Federal Transit Administration (FTA). The program provides funds (by formula) to eligible recipients for general public transit service. Local public bodies providing service to areas of less than 50,000 population are eligible recipients. Funds are awarded annually and disbursed quarterly. More than \$2,000,000 per year is available.

**ODOT Contact:** Public Transit Division

**Annual Amount:** More than \$2,000,000 annually.

**Match Requirements:** 80/20; 80% federal funds matched with 20% local (non-federal) funds for "capital" projects; 50% match required for "operations" expenditures.

**Program Rules:** Code of Federal Regulations (CFR) Title 49

**Eligible Uses:** Transportation services for the general public.

**Eligible Recipients:** Transit providers serving rural areas of less than 50,000 population.

**Project Selection Process:** Potential grantees apply for eligibility and funds are distributed to eligible grantees by formula.

**Web Site:** <http://www.odot.or.us/tdb/pubtrans/index.htm>

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## Special City Allotment (SCA) Program

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Funding for road improvements is available to incorporated cities with populations of 5,000 or less. This funding comes from state highway fund revenues and provides reimbursement funds up to \$25,000 to selected projects. ODOT annually asks cities to apply for funding for projects they select on their local street system. Cities can apply only if previous SCA projects are complete and paid for. ODOT Regions evaluate and rank project proposals from each city. Total funding of \$1,000,000 per year is available.

**ODOT Contact:** Region Federal-Aid Specialist.

**Annual Amount:** Up to \$1,000,000 annually; project limit of \$25,000.

**Match Requirements:** No match required.

**Program Rules:** ORS 366.805

**Eligible Uses:** Maintenance, repair and/or improvement of existing roads.

**Eligible Recipients:** Incorporated cities with population of 5,000 or less.

**Project Selection Process:** Region Federal-Aid Specialists rate projects in their region. Ranking is based on established criteria.

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### Special County Allotment Program

Special County Allotment funds are allocated to the county with the lowest federal and state resource per equivalent road mile in an amount to raise the resource per equivalent road mile to the level of the next lowest county. The funds are then allocated to the two lowest counties until they reach the equivalent road mile rate of the next lowest county. This process is repeated until all available funding is allocated. Total funding of \$750,000 per year is available.

**ODOT Contact:** Region Federal-Aid Specialists.

**Annual Amount:** Up to \$750,000 total per year statewide.

**Match Requirements:** No match required.

**Program Rules:** ORS 366.541

**Eligible Uses:** Maintenance, repair and/or improvement of existing roads.

**Eligible Recipient:** Select counties, as defined by statute.

**Project Selection Process:** See above description.

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### Special Transportation Fund (STF)

The Special Transportation Fund makes funds available to maintain, develop and improve transportation services for people with disabilities and people age 60 and over. Funds are distributed to mass transit districts, transportation districts and, where the districts do not exist, to counties.

Three fourths of the funds are distributed on a per capita formula, and one fourth of the funds are awarded by competitive grant. The grants are awarded every two years, in conjunction with the STIP update process, and grant funds are distributed annually.

Total distribution is approximately \$10,000,000 annually during the July 1, 1999 to June 30, 2001 biennium. Of the \$10,000,000 about half is from a two-cents per pack state tax on cigarettes and half is from state general funds.

**ODOT Contact:** Public Transit Division.

**Annual Amount:** Approximately \$10,000,000 annually during the July 1, 1999 to June 30, 2001 biennium.

**Match Requirements:** No match requirements on funds disbursed by formula; 80/20 match (80% STF funds matched with 20% local funds) required for planning and capital projects; 50% match for operations projects funded by competitive grant.

**Program Statutes:** ORS 391.800 to 391.830

**Eligible Uses:** Transportation services for the elderly and persons with disabilities.

**Eligible Recipients:** Governing Bodies as defined by the statute.

**Project Selection Process:** None for funds distributed by formula; every two years in conjunction with the STIP update for funds distributed by competitive grant.

**Web Site:** <http://www.odot.state.or.us/tdb/pubtrans/index.htm>

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## State and Local STP Fund Exchange Program

Currently ODOT will exchange the local STP funds with state funds, allowing local governments to use less restrictive state dollars instead of federal dollars on their projects. Because state funds are not governed by Title 23 requirements and are more flexible and desirable, the federal funds trade at \$1.00 federal for \$.94 state funds.

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## STP Set Aside for Safety; Hazard Elimination Program (HEP)

The mission of the Hazard Elimination Program (HEP) is to fund safety improvement projects that reduce the risk, number and/or severity of accidents. It is a federally funded program that is open to both Local Agencies and to ODOT

Projects should be funded primarily or exclusively using HEP funds and should not exceed \$500,000. Any public road or public transportation surface facility is eligible for funding, including improvements at public transportation facilities and public pedestrian and bicycle pathways and trails. The projects should be stand-alone projects and not portions of larger construction projects.

Types of eligible projects include:

- Signal Installation or Improvement
- Signal Priority Preemption

- Channelization
- Grade Separation
- Curve Realignment
- Illumination
- Pavement Markings
- Delineation
- Guardrail or Median Barrier
- Impact Attenuators
- Slope Flattening
- Fixed Object Removal
- Rockfall Correction
- Corridor Safety Improvements
- Bicycle Lanes
- Pedestrian Paths

**ODOT Application Contact:** Applications go to Region Federal-Aid Specialists or Region Traffic.

**ODOT Program Contact:** Hazard Elimination Program Coordinator, Traffic Management Section, Technical Services Branch.

**Annual Amount:** During TEA-21, \$2,000,000/yr. is available statewide.

**Match Requirements:** The match ratio is 89.73/10.27, with 10.27% being local (non-federal) funds.

**Program Rules:** 23 U.S.C. 152.

**Eligible Uses:** See list above.

**Eligible Recipients:** Counties, cities and ODOT.

**Project Selection Process:** See the program guidebook available from ODOT Contact.

## Surface Transportation Program (STP)

All Oregon counties and most cities receive federal STP funds from ODOT. Incorporated cities of more than 5,000 population located outside the boundary of the Portland metropolitan area are eligible. (The Portland metropolitan area, through Metro, receives its own separate STP-Urban funds.)

Federal funds, including STP funds, may generally be used for any roads, including National Highway System (NHS) roads, that are not functionally classified as local roads or as rural minor collectors. These roads are collectively referred to as Federal-aid highways. Through the federal fiscal year 2003 (the duration of TEA-21 - the Transportation Equity Act of the 21st Century), cities will receive an estimated \$6.1 million a year and counties will receive an estimated \$9.1 million a year. Surface Transportation Program funds are among the most flexible of all federal funds.

**ODOT Contact:** Funds & Grants Administration, Transportation Operations Branch.

**Annual Amount:** During TEA-21: Counties receive \$9.1 million annually, and Cities receive \$6.1 million annually.

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**Match Requirements:** TEA-21 requires a minimum match of 80/20: 80% STP funds matched with 20% local (non-federal) funds. Because Oregon has a relatively large amount of federal lands, it is a "sliding scale state". This means that the percentage of local match is reduced (from 20% to 10.27%) and the federal share increases (from 80% to 89.73%). Oregon's sliding scale ratio is 89.73/10.27.

**Program Rules:** Code of Federal Regulations (CFR) Title 23.

**Eligible Uses:** Federal-Aid highway and bridge construction, maintenance, safety, planning, research, and transit capital.

**Eligible Recipients:** Counties and most cities (cities more than 5,000 population, and outside the Metro boundary are eligible).

**Project Selection Process:** Projects programmed for funding are listed in the State Transportation Improvement Program (STIP).

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## Transportation Enhancement Program (TE)

States are required to apportion 10% of their Surface Transportation Program funds to the Enhancement Program. These funds are available for a variety of projects that enhance the cultural, aesthetic, and environmental value of the state's transportation system. Projects may include:

- pedestrian & bicycle facilities
- safety and educational activities for pedestrians and bicyclists
- acquisition of scenic easements and scenic or historic sites
- scenic or historic highway programs (including provision of tourist and welcome center facilities)
- landscaping and other scenic beautification
- historic preservation
- rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- preservation of abandoned railway corridors (including conversion and use for pedestrian or bicycle trails)
- control and removal of outdoor advertising
- archaeological planning and research
- mitigation to address water pollution due to highway runoff
- mitigation to reduce vehicle-caused wildlife mortality, while maintaining habitat connectivity, and
- establishment of transportation museums

TEA-21 will provide Oregon up to \$8 million annually. ODOT will allocate \$5 million per year to local governments and other public agencies for "local program" projects, and \$2 million to \$3 million annually to a "statewide" program for projects having regional, multi-regional or statewide significance. The Statewide Program is open to ODOT and other public agencies.

**ODOT Contact:** Transportation Enhancement Coordinator, Preliminary Design Unit, Technical Services Branch.

**Annual Amount:** \$5 million annually to the Local Program; and \$2 to \$3 million annually to the Statewide Program.

**Program Rules:** Federal requirements and State Transportation Planning Rule.

**Eligible Uses:** Transportation and coordinated transportation/land use planning.

**Eligible Recipients:** Cities, counties and metropolitan planning organizations are the principal recipients. Other eligible recipients include councils of government when acting on behalf of governments, and special districts for cooperative and urban service agreements.

**Project Selection Process:** Transportation planning grants are awarded on a biennial basis in odd numbered years. The Quick Response Program and the Smart Development Code Assistance Program are open continually to accepting new applications.

**Web Site:** <http://www.lcd.state.or.us/issues/tgmweb/index-f.htm>

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## Transportation Safety Programs

The Transportation Safety Division of ODOT awards grants for transportation safety programs. The selection of recipients is based on a statewide analysis of safety data followed by a detailed review of the local data. More than \$6 million per year is awarded for programs in impaired driving, occupant protection, youth, pedestrian, speed, enforcement, bicycle and motorcycle safety.

**ODOT Contact:** Grants/Contract Coordinator, Transportation Safety Division.

**Annual Amount:** \$6 million.

**Match Requirements:** Sliding scale.

**Program Rules:** Code of Federal Regulations (CFR) Title 23.

**Eligible Uses:** Enforcement, education, minor engineering.

**Eligible Recipients:** State, local and non-profit organizations.

**Project Selection Process:** Solicited annually by Transportation Safety Division staff, based upon statewide problem identification (No unsolicited grant requests will be funded.)

**Web Site:** <http://www.odot.state.or.us/lawsafe.htm>

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**Appendix G**  
**Dayton, Oregon**  
**Transportation System Plan**  
**Development Code Revisions**

The following revisions are proposed to bring the City of Dayton Development Code into compliance with the State of Oregon's Transportation Planning Rule. To assist the City in reviewing the proposed changes, this memorandum contains portions of the draft ordinance's current wording, as well as the recommendations for additional or reworded sections. New wording is underlined. Words to be deleted are shown as ~~strikeout~~. Only those sections of the ordinance requiring changes are cited herein.

**7.1.200 DEFINITIONS**

7.1.200.03 Definitions

**Access:** The way or means by which pedestrians, bicycles, and vehicles shall have safe, adequate and usable ingress and egress to property.

**Access Management:** Regulation of access to streets, roads, and highways from public roads and private driveways.

**Accessway:** A right-of-way or easement, not located within a street right-of-way, that provides space for either or both pedestrian and bicycle passage.

**Bicycle Facilities:** Any facilities provided for the benefit of bicycle travel, including bikeways and parking facilities as well as all other roadways not specifically designated for bicycle use.

**Bikeway:** A paved facility provided for use by bicyclists. There are four types of bikeways:

**Shared Roadway:** A type of bikeway where motorists and bicyclists occupy the same roadway area.

**Shoulder Bikeways:** A bikeway which accommodates bicyclists on paved roadway shoulder.

**Bike Lanes:** A section of the roadway designated for exclusive bicycle use.

**Bike Paths:** Bike lanes constructed entirely separate from the roadway.

**Carpool:** Two or more persons each with valid drivers licenses commuting in a single vehicle.

**Multi-use path:** An accessway physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way or easement, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

**Nearby:** Activities or uses within ¼ mile which can be reasonably expected to be used by pedestrians or within 1 mile which can reasonably expected to be used by bicyclist.



Neighborhood activity centers: Existing or planned schools, parks, shopping areas, transit stops or employment centers.

Park and ride lot: Parking spaces, dedicated or shared use, that are provided for motorists who transfer to and from single occupancy vehicles to either public transportation vehicles or to a carpool or vanpool operation.

Parking Space: On and off street spaces designated A-designated space in a parking lot or area for the parking of one motor vehicle; off street spaces shall be connected with a street or alley by a surfaced driveway which affords ingress and egress.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route intended and suitable for pedestrian use between two points.

Pedestrian plaza: A small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand, or rest.

Reasonably direct: a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Street: The entire width between the right of way boundary lines of every way of travel which provides for ingress and egress for motor vehicle, vehicular bicycle, and pedestrian traffic and the placement of utilities to one or more lots, parcels, areas, or tracts of land. Streets shall follow the street designation identified in the Dayton Comprehensive Plan. A private way that is created to provide ingress and egress to land in conjunction with the use of such land for forestry, mining, or agricultural purposes is excluded from this definition.

1. Alley: A minimum transportation facility for less than two lanes of traffic, designed to pass narrow street through a block and give for access to the back or side of properties, which front on a two lane transportation facility fronting on another street.
2. Arterial: A minimum two lane transportation facility designed to carry "through" traffic; generally, emphasizes mobility over access by fronting properties; some access to fronting properties is provided within the urban growth boundary, but where possible access for fronting properties should be diverted to side streets, alleys, or shared access between two or more fronting properties; generally, arterial street traffic has priority over traffic from all other streets; provides bikeways; provides sidewalks; may provide on street parking. street of considerable continuity which is used primarily for through traffic and interconnection between major areas of the City.
3. Collector: A minimum two-lane transportation facility designed to provide internal links between neighborhoods; such linkage is accomplished by connecting the local internal streets to the community arterial streets system; may provide through traffic movement; generally, collector street traffic has priority over local street traffic; while access is available to all properties fronting the collector street, some circumstances may require access being diverted to side streets, alleys, or shared with abutting properties; provides bikeways; provides sidewalks; may provide on street parking. street supplementary to the arterial street system, used partly by through traffic and partly for access to abutting properties.
4. Cul-de-sac (dead-end): A minimum two-lane transportation facility, with one end connected to a street open to traffic and the other end terminated by a vehicle turn around or a dead end; generally, emphasizes fronting property access over mobility; may provide bikeways; provides sidewalks; may provide on street parking.

5. Half Street: A portion of the width of a street, usually along the edge of a subdivision, where the remaining portion of the street could be provided in another subdivision or of development.
6. Local Street: A minimum two-lane transportation facility designed to provide access to all fronting properties; generally, emphasizes fronting property access over mobility; provides connectivity between neighborhoods and may provide some "through" traffic; may provide bikeways; provides sidewalks; may provide on street parking; all streets not designated arterial or collector streets are local streets. street intended primarily for access to abutting properties, but protected from through traffic.
7. Private Street: . . . .
8. Private Access Easement: . . . .

Vanpool: More than five persons commuting in a single vehicle.

7.2.105 COMMERCIAL RESIDENTIAL ZONE (CR)

7.2.105.04 Conditional Uses

The following uses require a Conditional Use Permit:

- E. Park and ride lot: Parking spaces cannot count as required parking or be used for vehicle storage.
- F5. Commercial activities which do not comply with the provisions in Section 7.2.105.02.C.

7.2.106 COMMERCIAL (C)

7.2.106.04 Conditional Uses

The following uses require a Conditional Use Permit:

13. Park and ride lot: Parking spaces cannot count as required parking or be used for vehicle storage.

7.2.107 INDUSTRIAL (I)

7.2.107.04 Conditional Uses

The following uses shall require a Conditional Use Permit:

9. Park and ride lot: Parking spaces cannot count as required parking or be used for vehicle storage.
109. All uses not specifically . . . .

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7.2.108 PUBLIC (P)

7.2.108.04 Conditional Uses

The following uses shall require a conditional use permit:

- C. Park and ride lot: Parking spaces cannot count as required parking or be used for vehicle storage.
- ~~D3.~~ Cemetery.

**7.2.301 GENERAL PROVISIONS**

7.2.301.03 Application of Public Facility Standards

Revise the following table: Shaded column denotes new information.

**PUBLIC FACILITIES IMPROVEMENT REQUIREMENTS TABLE\***

LAND USE	FIRE HYDRANT	STREET IMPROVEMENT	WATER HOOKUP	SEWER HOOKUP	STORM DRAIN	<u>BIKE PARKING and BIKEWAYS; PEDESTRIAN ACCESS WAYS</u>
SFD/Duplex	No	C-2	Yes	Yes	Yes	<u>Yes</u>
MFD	Yes	Yes	Yes	Yes	Yes	<u>Yes (4 plus units)</u>
New Public, Commercial or Industrial	Yes	Yes	Yes	Yes	Yes	<u>Yes</u>
Public, Commercial or Industrial Expansion	C-1	Yes	Yes	Yes	Yes	<u>Yes</u>
Partition, Subdivision, MHP	Yes	Yes	Yes	Yes	Yes	<u>Yes</u>

**Legend:** No = Not required      Yes = Required      C = Conditional, as noted:

C-1: Fire Hydrants for Commercial or Industrial Expansions: One or more fire hydrants are required when the total floor area of a new or expanded building exceeds 2,500 square feet, or the proposed use is classified as Hazardous (H) in the Uniform Building Code or Uniform Fire Code.

C-2: Street Improvements for Single Family Dwellings: New single family dwellings which require a street extension must provide street improvements to City street standards; otherwise, street improvements are not required. Street extensions are required for (1) the extension of an unimproved street; or, (2) the extension of a partially or fully improved street.

MFD = Multi-family dwelling (3 or more units);      MHP = Manufactured home park;      SFD = Single family dwelling

\* Specific improvements for streets, water, sewer, drainage shall be found in this Section

## 7.2.302

## STREET AND ACCESSWAY STANDARDS

### 7.2.302.01 Purpose

The purpose of the street standards ~~are area~~ to provide for safe, efficient, and convenient vehicular movement in the City; to provide reasonably direct adequate access to all proposed developments; to provide adequate area in all public rights-of-way for sidewalks pedestrians, bicycles, sanitary sewers, storm sewers, water lines, power lines and other utilities commonly and appropriately placed in such rights-of-way, and to provide improvement standards for dedicated but unimproved or partially improved right-of-ways.

### 7.2.302.02 Scope

The provisions of this Section shall be applicable for the following:

- A. Land Divisions. The creation, dedication or construction of all new public or private streets, and accessways in all subdivision, partitions or other developments in the City.
- C. Utility Improvements. The construction or modification of any utilities ~~or~~ sidewalks, or bikeways in public rights-of-way or street easements.

### 7.2.302.03 General Provisions

The following provisions shall apply to the dedication, construction, improvement or other development of all public streets in the City of Dayton:

- B. Continuation of Streets and accessways. Where feasible development proposals shall provide for the continuation of, and connection to, ~~existing principal all~~ streets, and access ways within and outside the development where necessary to promote appropriate traffic vehicle, bicycle, and pedestrian circulation in the vicinity of the development. Exceptions may be granted if one or more of the following conditions exist:
  - i. Physical or topographic conditions make a street or accessway connection impracticable.
  - ii. Building or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
  - iii. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required street or accessway connection.
- C. Alignment: All streets other than ~~minor~~ local streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuation of the existing centerlines. Staggering of street alignments resulting in "T" intersections shall, wherever practical, be avoided. If unavoidable, the "T" intersection shall meet with the approval of the City Engineer and minimally acceptable traffic safety standards.

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7.2.302.04 General Right-of Way and Improvement Widths

The following standards are general criteria for public streets in the City of Dayton. These standards shall be the minimum requirements for all streets, except where modifications are permitted under Subsection 2.202.05.

*Delete the following table and substitute the table on the next page.*

**STREET STANDARDS**

SERVICE AREA (a),(b),(c),(d)	WIDTH CURB/CURB	CURB (f),(g)	SIDEWALK (e)	TOTAL R-O-W WIDTH
LOCAL STREET I Up to 19 d/u or serving 190 ADT or 79,999 sf.	Parking 2 sides 30 feet	6"/side (1 ft. total)	5 ft. curb line Two sides	46 feet
LOCAL STREET II 20-79 d/u or 200-790 ADT or 79,999-319,999 sf	Parking 2 sides 32 feet	6"/side (1 ft. total)	5 ft. curb line Two sides	48 feet
LOCAL STREET III 80 or more d/u or 800 or more ADT or more than 320,000 sf	Parking 2 sides 34 feet	6"/side (1 ft. total)	5 ft. curb line Two sides	50 feet
CUL-DE-SAC or less than 450 ADT or less than 183,999 sf	As above; Min. Curb Radius 38 feet	6"/side (1 ft. total)	5 ft. curb line entire cul-de-sac	As above; Radius: 47 feet
COLLECTOR	(i)	(i)	(i)	(i)
ARTERIAL	(i)	(i)	(i)	(i)
(a) ADT = Average Daily Trips (ITE, Trip Generation Manual) (b) Trip Generation Rate for SFD = 10 ADT (c) Minimum Lot Size = 5,000 sq. ft.; Duplex = 7,000 sq. ft. (d) Calculated per street entrance; use largest number. (e) Required width around signs, mailboxes, utility poles, etc. (f) Full curb height between driveways.		(g) Max. 2 weep holes through curb face per lot. (h) Additional easements may be necessary. (i) Collector and arterial streets will be evaluated on an individual basis.		

**New Table**

**STREET STANDARDS**

Street Classification	Right of Way Minimum	Paving Width Minimum	No. Travel Lanes and Width Minimum	Bikeway (e) Minimum	No. Parking Lanes and width Minimum	Curbs Minimum	Sidewalk Width Minimum	Planting Strip / width Minimum
ARTERIAL	70 ft.	28 ft.	2 at 12 ft. each (e)	Required (e)	(f)	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
COLLECTOR	70 ft.	28 ft.	2 at 11 ft. each (e)	Required (e)	(f)	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
LOCAL I * Up to 19 d/u or serving 190 ADT or 79,999 sf. (a), (b), (c), (d)	35 ft.	24 ft.	1 at 17 ft. each	Not Required (e)	1 side only at 7 ft. wide	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
LOCAL II * 20 – 79 d/u or 800 or more ADT or 79,999 – 319,999 sf. (a), (b), (c), (d)	39 ft.	28 ft.	1 at 14 ft. each	Not Required (e)	1 each side at 7 ft. wide	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
LOCAL III * 80 or more d/u or 800 or more ADT or more than 319,999 sf. (a), (b), (c), (d)	39 ft.	28 ft.	1 at 14 ft. each	Not Required (e)	1 each side at 7 ft. wide	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
CUL-DE-SAC Or less than 450 ADT or Less than 184,000 sf. (a), (b), (c), (d)	Same as Local I Radius 44 ft.	Same as Local I	Curb Radius 38 ft.	Not Required	Not Required	6 in. each side (1 ft. total)	5 ft. each side (g)	(h)
ALLEY	16 ft.	10 ft.	1 at 8 ft.	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

All improvement requirements are *minimums*.

(a) Minimum lot size = as identified in the zoning district.

(b) ADT = Average Daily Trips (ITE Trip Generation Manual)

(c) Trip Generation Rater for Single Family Density = 10 ADT

(d) Calculated per street entrance; use largest number

(e) When a bikeway is provided, it may be a shared roadway with the motor vehicle travel lane and parking lane, if together these lanes are a minimum of 14 feet wide and not more than 16 feet wide; otherwise the bikeway shall be 6 feet wide each side.

(f) Parking lane may be required on either or both sides, when provided it shall be 7 feet wide each side

(g) Sidewalk shall be a minimum width of 8 ft., for commercial uses in the Commercial Residential CR zone, all uses in the Commercial C zone, and abutting a public or private school site; sidewalks in historic districts and fronting historic structures are excepted from the 8 ft. requirement.

(h) Planting strip shall be required on either or both sides at a minimum of 5 feet in width and located either curbside or outside the sidewalk.

\* See the attached street cross sections from Neighborhood Street Design Guidelines November 2, 2000.

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*Insert the following as a new subsection:*

7.2.302.09 Design Standards for Accessways.

Accessways shall meet the following design standards:

1. Connections with adjoining streets shall be provided if either of the following conditions exists:
  1. if any portion of the site has frontage on a collector or arterial street, or
  2. if the local street frontage is over 600 feet.
  3. Exceptions may be granted if one or more of the following conditions exist:
    1. Physical or topographic conditions make a street or accessway connection impracticable.
    2. Building or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
    3. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required street or accessway connection.
2. Minimum dedicated width: 15 feet
3. Minimum improved width: 10 feet
4. Maximum length: 250 feet, with a clear line of vision for the entire length of the accessway.
5. When an accessway is in excess of 100 feet in length, then pedestrian scale lighting fixtures shall be provided along the access ways and lighted to a level where the access ways can be used at night.
6. The accessway shall be designed to prohibit vehicle traffic.
7. The accessway shall be maintained by a home owners association or other mechanism acceptable to the City.

**7.2.303 OFF-STREET PARKING AND LOADING**

7.2.303.03 General Provisions Off-Street Parking and Loading

- E. Park and ride spaces, handicapped parking and parking for carpools and vanpools cannot count as required parking, loading, or be used for vehicle storage.

*Add to the following table, the shaded column:*

7.2.303.06 Off Street Vehicle Parking Requirements

**PARKING REQUIREMENTS**

#	LAND USE ACTIVITY	MOTOR VECHICLE SPACES	BICYCLE SPACES	HOW MEASURED
1	All dwelling types	2	(a)	Per dwelling unit
2	Senior apartments	1	(a)	Per dwelling unit
3	Hotel, motel, bed & breakfast	1	(b)	Per guest room
4	Club, lodge	(Combination of uses being conducted: hotel, restaurant, etc.)		
5	Hospital, nursing home, convalescent home, <u>assisted care centers</u>	1	(b)	Per 2 beds
6	Churches, auditorium, stadium, theater	1	(b)	Per 4 seats, or, every 8 feet of bench length
7	Elementary/junior high school	2	(c)	Per classroom
8	High school	1 + 1	(c)	Per classroom + per 10 students
9	Bowling alley, skating rink, community center	1	(b)	Per 200 square feet
10	Retail store	1	(b)	Per 300 square feet
11	Service repair center; retail store handling bulky merchandise (e.g. furniture)	1	(b)	Per 900 square feet
12	Bank, offices, medical clinic	1	(b)	Per 300 square feet
13	Eating and drinking establishment	1	(b)	Per 250 square feet
14	Wholesale establishment	1 + 1	(d)	Per 1,000 square feet + Per 700 square feet of retail
15	Government offices	1	(b)	Per 600 square feet
16	Industrial, manufacturing, processing (0 – 24,999 sf)	1	(b)	Per 700 square feet
17	Industrial, manufacturing, processing (25,000 – 49,999 sf)	1	(b)	Per 800 square feet
18	Industrial, manufacturing, processing (50,000 – 79,999 sf)	1	(b)	Per 1,000 square feet
19	Industrial, manufacturing, processing (80,000 – 199,999 sf)	1	(b)	Per 2,000 square feet
20	Industrial, manufacturing, processing (200,000 sf and over)	1	(b)	Per 3,000 square feet
21	Warehousing and storage terminals (0 – 49,999 sf)	1	(d)	Per 2,000 square feet
22	Warehousing and storage terminals (50,000 sf and over)	1	(d)	Per 5,000 square feet
23				

- (a) None required for less than three dwelling units; otherwise, one for every three dwelling units.
- (b) One bicycle space, plus one for every 20 vehicle parking spaces
- (c) Six (6) bicycle spaces per classroom
- (d) One bicycle space, plus one for every 40 vehicle parking spaces

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*Add the following as a new section.*

**7.2.303.10 Bicycle Parking Development Requirements**

**A. Minimum Development Requirements: At a minimum bicycle parking facilities shall be consistent with the following design guidelines.**

- 1. Location: All bicycle parking shall be**
  - a. Within 100 feet from a building entrance;**
  - b. Located within a well lighted area; and**
  - c. Clearly visible from the building entrance.**
- 2. Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility.**
- 3. Each bicycle parking space shall be at least 2 feet by 6 feet with a vertical clearance of 6 feet**
- 4. An access aisle of at least 5 feet in width shall be provided in each bicycle parking facility.**
- 5. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object, i.e., a "rack", upon which the bicycle can be locked. Structures that require a user supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary.)**
- 6. Where bicycle parking is provided for employees on a "work shift", it shall be sheltered, i.e., covered, from the weather or employees shall be provided access to a secure room within a building for bicycle parking.**

**7.2.307 DEVELOPMENT STANDARDS FOR LAND DIVISIONS**

*Add the following.*

**7.2.307.03**

**B. Access.** All lots and parcels created after the effective date of this Code shall provide a minimum frontage, on an existing or proposed public street, equal to the minimum lot width required by the underlying zone. The following exceptions shall apply:

**5. Access standards for streets are:**

<b><u>Street Classification</u></b>	<b><u>Access Spacing</u></b>
Arterial	150 feet (+/- 20%)
Collector	75 feet
Local	25 feet

7.2.307.04 Additional Design Standards for Subdivisions

A. Standards for Blocks. The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic including pedestrian and bicyclist; and recognition of limitations and opportunities of topography. Blocks should not exceed 600 feet in length between street lines, except blocks adjacent to arterial streets may be greater in length but not more than 1,300 feet without an accessway. ~~or unless the previous adjacent development pattern or topographical conditions justify a variation.~~ Block perimeters should not exceed 1,800 feet in length. Exceptions to block length and perimeter may be granted if one or more of the following conditions exist:

1. Physical or topographic conditions make a street or accessway connection impracticable;
2. Building or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment;
3. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required street or accessway connection;
4. Where one side of the block is an arterial street; or
5. Where an accessway exists in the block.

~~The recommended minimum distance between intersections on arterial streets is 1,800 feet.~~

B. Traffic Circulation. The proposed subdivision shall be laid out to provide safe, convenient, and direct vehicle, bicycle and pedestrian access to nearby residential areas, neighborhood activity centers such as school and parks, commercial areas, and industrial areas; and to provide traffic circulation with safe, convenient and reasonably direct access ~~direct traffic circulation.~~ ~~At a minimum, "nearby" is interpreted to mean uses within ¼ mile which can be reasonably expected to be used by pedestrians, and uses within 1 mile of the subdivision boundary which can reasonably expected to be used by bicyclist.~~

D. Design Standards for Pedestrian/Bicycle Accessways. Such Accessways shall meet the following design standards:

1. Connections with adjoining arterial and collector streets shall be provided if any portion of the site's arterial or collector street frontage is over 600 feet from either a subdivision access street or other accessway. Exceptions may be granted if one or more of the following conditions exist:
  - a. Physical or topographic conditions make a street or accessway connection impracticable.
  - b. Building or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
  - c. Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995 which preclude a required street or accessway connection.
21. Minimum dedicated width: 15 feet
32. Minimum improved width: 10 feet

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4. Maximum length: 250 feet, with a clear line of vision for the entire length of the accessway.
5. When an accessway is in excess of 100 feet in length, then pedestrian scale lighting fixtures shall be provided along the access ways and lighted to a level where the access ways can be used at night.
63. The accessway shall be designed to prohibit vehicle traffic.
74. The accessway shall be maintained by a home owners association or other mechanism acceptable to the City.

### **7.3.105 PARTITIONS**

#### 7.3.105.03 Submittal Requirements for Preliminary Review

- B. Submittal Requirements. Each application shall be accompanied by a preliminary partition plat drawn to scale on a minimum 11" x 17" sheet and containing at a minimum, the following:
  7. The approximate location of existing streets, and bicycle and pedestrian easements or right-of-ways adjacent to, or within, the subject property, and existing improvements on the property.

### **7.3.106 SITE DEVELOPMENT REVIEW**

#### 7.3.106.05 Submittal Requirements

The following information shall be submitted as part of a complete application for Site Development Review.

- B. All existing and proposed structures, roadway access, adjacent roads, bikeways, pedestrian facilities, public or private, easements or right-of-way to, or within 200 feet of the subject property, and utilities, including finished floor elevations and setbacks;
- C. Motor Vehicle, Vehicular, bicycle, and pedestrian circulation patterns, parking, loading and service areas;
- D. Proposed access to public roads, and bikeways, pedestrian facilities, railroads or other transportation systems;

### **7.3.109 SUBDIVISIONS AND PLANNED UNIT DEVELOPMENTS**

#### **7.3.109.02 Submittal Requirements**

Submittal Material. The following submittal requirements shall apply to all Preliminary Plan applications for subdivisions and planned unit developments.

- B. Applicant for subdivision shall submit the following:
  - 7. The approximate location of existing streets, bikeways, pedestrian facilities, public or private, easements or right-of-ways adjacent to, or within, the subject property, and, existing improvements on the property.

#### **7.3.202 Procedures**

##### **7.3.202.01 Procedure for Type I Review**

- C. Referrals may be sent to affected agencies such as City departments, police and fire departments, school district, utility companies, and applicable state agencies at the Administrator's option. When a land use development has either direct access or creates an additional 20% average daily traffic on a county road or state highway, then a referral shall be sent to the Yamhill County Public Works Department or ODOT, as appropriate.

##### **7.3.202.02 General Procedures for Type II and Type III Actions**

- C. Referrals will be sent to affected agencies such as City departments, police and fire departments, school district, utility companies, and applicable state agencies. When a land use development has either direct access or creates an additional 20% average daily traffic on a county road or state highway, then a referral shall be sent to the Yamhill County Public Works Department or ODOT, as appropriate.

#### **7.3.204 Public Notice Requirements**

7.3.204.01 Type I Actions . Consistent with State statutes, written notice of a Type I decision shall be mailed to the applicant and all property owners, including county and state agencies responsible for roads and highways, within 100 feet of the subject property. Written notice for a Type I Action shall include the following:

##### **7.3.204.02 Type II and Type III Actions**

Written notice of any public hearing shall be mailed at least 20 days prior to the hearing date to the applicant and owners of property, including county and state agencies responsible for roads and highways, within 200 feet of the boundaries of the subject property.

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## Appendix H

### Dayton, Oregon Transportation System Plan

#### Street Improvement Deferral Program

**Conclusion:** The street improvement deferral program is an incremental technique to improve substandard streets throughout the city. While there are substantial political and economic implications with such a program, its implementation may be most important as an agent to address the alternatives for street improvements before the need for street improvements becomes a crisis.

By no means is the street improvement deferral program the only answer to substandard street improvements. Rather, it is one technique in a variety of street improvement programs that may be appropriate to solve a substandard street program.

**Discussion:** Dayton's streets vary from gravel to asphalt, with and without curbs, with and without storm drains, and with and without sidewalks; sidewalks are either concrete or asphalt and may be curbside or set back from the street. In the new subdivisions the streets are in very good condition, but in the older parts of Dayton the streets, curbs, sidewalks are in various states of repair. Like most small Oregon cities, Dayton has difficulty in funding street maintenance, and it is almost impossible to fund street improvements. Generally, shared fuel taxes are barely adequate to maintain the city's daily responsibilities much less cover extensive capital improvements; bonds have limits on the amount the city may issue and are usually directed to the most pressing public improvement needs – water and sewer in Dayton's case. Beyond these issues Dayton's residents are similar to most Oregonians in that they are not willing to pay higher taxes for less important items, which for Dayton might include streets. In response, city officials are constantly looking for other techniques to improve streets.

In general, the intent of a street improvement program is to rebuild streets to an adequate and minimum standard, increase the mobility of the public on safe streets, equitably distribute the cost for street renewal, and assure that the abutting properties participate in the improvement cost. However, the street improvement program should not burden the abutting property owner with a quantity or quality of street that is inappropriate to the property use. For example, for a resident fronting on an arterial or collector street – which has a general benefit to the entire community, the city might pay for that portion of the street costs greater than a local street in the same location. But, even though the city has the authority to use shared fuel taxes for local street improvements, city finances are such that local streets are not likely to be funded from this source.

New subdivisions provide right-of-way dedication and public improvements as part of the subdivision approval process; the building permit includes sidewalk improvements. Thus, the new homeowner is paying for the streets, etc. with the cost of the lot or home. Meanwhile, the older areas of the city continue to experience inadequate streets despite the additional traffic associated with growth. The need for street improvements, including sidewalks, in the older parts of Dayton increases, but currently Dayton does not any funding techniques, which would require boundary street improvement with a partition, new building, or remodeling – regardless of the location or condition of the existing street. The results are substandard streets, which are subject to additional traffic from both the new development in new subdivision and new development in the older parts of town.

As Dayton contemplates street improvements in the older part of town, the following financial alternatives should be considered:

- i. A citywide bond program;

- ii. A grant; or
- iii. Local improvement districts.

A citywide bond requires a degree of community consensus and a vote in favor of the bonded indebtedness. Unfortunately, funded grant programs for local street improvements are almost non-existent. Usually, local improvement districts (LIDs) are only initiated if there is a consensus of the property owners and the ten dollar taxing cap has not been exceeded; LIDs also require a majority vote of the participating property owners to be enacted.

As an alternative, some cities are requiring street improvements (See Enclosures) concurrent with new construction on individual properties, regardless of location. These improvements apply to boundary streets when there is:

- a) A partition of a property that creates a new lot,
- b) A new structure is built on an existing lot, or
- c) An existing structure is remodeled.

Thereafter, the property owner either improves the boundary streets at the same time as the new building construction or defers these improvements to a later time. A deferral agreement requires the property owner to:

- 1) Participate in the physical and financial aspects of an improvement program at a future undetermined date, and
- 2) Waive the right to vote against including the property in a local improvement district.

If the option to defer the improvement is not available, then the streets will be rebuilt in a non-continuous piece-by-piece basis, which can be inefficient, uneconomical, and unsafe. However, if deferral is available, then several deferrals can be combined into one project, which should provide cost reductions from economies of scale.

A street improvement program tied to a building permit for new construction might work as follows:

- A. The property owner(s) shall make partial street improvements to boundary streets at the time of new construction on the property;
- B. Partial street improvements may include sidewalks, curbing, and pavement width equal to three-fourths of the city standards or seventeen feet, which ever is greater – (when appropriate piped storm drainage may also be included);
- C. Street improvements apply to boundary streets where the existing street improvement neither meets nor exceeds the requirements of the City of Dayton;
- D. Boundary streets are those streets for which the right-of-way line and the property lines are identical, and any street to which the property may have access;
- E. New Construction is defined as any:
  - 1. Remodeling of an existing structure such that more than 20% is added to the useable floor area or more than 500 square feet is added to the useable floor area or the permit value exceeds 35% of the current year assessed improvement value for the property;
  - 2. Construction of a new structure; or
  - 3. Placement of a manufactured home or building requiring a building or placement permit.
- F. The property owner(s) shall seek approval of the plans for a street improvement from the City Engineer;

*or*

The property owner shall sign and file a street improvement deferral agreement, that runs with the property, deferring all or part of the required improvement until a later date as determined by the owner or required by the City;

- G. The City may require all or a portion of the improvements be deferred, if it is in the interest of the city to do so because of programmed future construction or safety considerations.

## APPENDIX I

### Dayton, Oregon Transportation System Plan

#### ACCIDENTS: DAYTON, OREGON: 1995 - 1999

#	DATE	TIME OF DAY	MILE POST LOCATION	ROAD CONDITION	VEHICLE MOVEMENT
<b>HIGHWAY 150 THIRD STREET</b>					
1	04/05/1996	1100	0.23 Near Hwy 18 off ramp	Dry	Straight
2	10/21/1996	1500	0.48 Near Alder St.	Wet	Turn
<b>HIGHWAY 155 FERRY STREET</b>					
3	06/24/1995	1100	8.48 West of Webfoot Rd.	Dry	Turn
4	10/25/1996	1500	8.86 Near Seventh St.	Dry	Back
5	11/29/1996	1300	8.52 Near Webfoot Rd.	Dry	Back
6	02/09/1997	2300	9.01 East of Sixth St.	Dry	Rear
7	12/29/1997	1700	8.98 Near Sixth St.	Dry	Turn
8	05/30/1999	2100	8.99 Near Sixth St.	Dry	Turn

Over a five year period from 1995 through 1999 there were eight accidents in Dayton with six along Ferry Street and two on Third Street. There is no discernable pattern in the accidents in Dayton.

- Three of the eight accidents, six vehicles, involved injuries with 10 people were injured and one accident included five injuries.
- There were no fatal accidents during the five-year period.
- No trucks were involved in the accidents.
- Weather was not a factor in the accidents.
- The most common cause of the accidents, three of the eight, was failing to yield the right of way.



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## Appendix J

### Bridge Inspection Reports Dayton, Oregon Transportation System Plan

#### OREGON DEPT OF TRANSPORTATION BRIDGE INSPECTION REPORT

<b>District</b>	District: 3	<b>Owner</b>	State Highway Agency	<b>Bridge ID</b>	01470A
<b>Bridge Name</b>	PALMER CR	<b>County</b>	Yamhill	<b>Fac Carried</b>	OR 221 (HWY 150)
<b>Local Name</b>		<b>Record Type</b>	1	<b>Mile Post</b>	0.71
<b>Local ID</b>		<b>Insp Freq</b>	24 Months	<b>Inspector 1</b>	Swanstrom, Jeff (02010)
<b>Suff Rating</b>	96.90	<b>Insp Date</b>	04/13/00	<b>Inspector 2</b>	
<b>AC Depth</b>	0.0 in	<b>Bridge Length</b>	315.0 ft	<b>Bridge Width</b>	41.3 ft

**Signature:** \_\_\_\_\_

#### ELEMENT CONDITION STATES

Elem	Description	Env	Qty	Units	Element Condition States					Temp
					1	2	3	4	5	
26	Conc Deck Prot w/Coated Bars	Moderate	13000	sqft	100%	0%	0%	0%	0%	N
109	P/S Conc Open Girder	Moderate	1893	ft	100%	0%	0%	0%	0%	N
205	Conc Column/Pile Extn	Moderate	2	ea	100%	0%	0%	0%	0%	N
215	Conc Abutment	Moderate	2	ea	100%	0%	0%	0%	0%	N
234	Conc Cap	Moderate	2	ea	100%	0%	0%	0%	0%	N
309	Other Expansion Joint	Moderate	82	ft	90%	10%	0%	0%	0%	N
310	Elastomeric Bearing	Moderate	24	ea	100%	0%	0%	0%	0%	N
321	Conc Approach Slab	Moderate	2	ea	75%	25%	0%	0%	0%	N
331	Conc Bridge Railing	Moderate	722	ft	98%	2%	0%	0%	0%	N
334	Coated Metal Bridge Railing	Moderate	365	ft	100%	0%	0%	0%	0%	N
358	SF - Deck Cracking	Moderate	1	ea	95%	5%	0%	0%	0%	N
359	SF - Deck Soffit	Moderate	1	ea	100%	0%	0%	0%	0%	N

#### APPRAISAL

Appraisal	NBI #	Rating
Scour	113	3 S/C - Foundation unstable
Bridge Rail	36A	1 Meets acceptable standards
Transitions	36B	1 Meets acceptable standards
Approach Rail	36C	1 Meets acceptable standards
Rail Ends	36D	1 Meets acceptable standards
Structural	67	7 Better than present minimum criteria
Deck Geometry	68	4 Meets minimum tolerable limits to be left in place as is
Clearance	69	N Not Applicable

#### NBI CATEGORY

Category	NBI #	Rating
Approach Condition	6	Satisfactory
Deck Wearing Surface	7	Good
Deck	58	7 Good
Superstructure	59	8 Very good
Substructure	60	7 Good
Channel	61	8 Bank well vegetated
Culvert/Retaining Walls	62	N Not Applicable

Waterway 71 8 Equal to present desirable criteria  
 Approach 72 6 Equal to present  
 Alignment minimum criteria

REMARKS

Element #	Bent/Span	Member ID	Deficiency Description
215	BOTH	END BT	BOTH END BENTS AND FILL WALLS HAVE CRACKING WEFFLO.
215	BT.1	RTSIDE	HAIRLINE CRACKS IN SQUARE PILING THAT WERE EXPOSED BY 1996 FLOODING & SURFACE RUNOFF. CRACKS AND SPALLS ALSO IN SIDES OF FILL WALL.
321	E.END	A.C.	A.C. APPROACH SETTLEMENT CAUSING IMPACTING ON STRUCTURE.
321	E.END	IMPACT	IMPACT PANEL LONGITUDINAL CRACKING AND FILL WALLS @ W.END APPEAR OFFSET (APPROX. 1/2") FROM END OF BRIDGE.
334	METAL	RAIL	PEDESTRIAN RAIL ALONG SOUTH SIDEWALK ONLY.
358	ALL	DECK	MINOR AMOUNT OF CRACKING AND POPOUTS.
359	ALL	UNDERDECK	MINOR AMOUNT OF CRACKING WEFFLORESCENCE.

MAINTENANCE RECOMMENDATIONS

Work Crew #	Order	Priority	Elem #	Bent/ Span	Member Work	EstComp Cost	Date
BR CREW	Routine/Schedule	215	APPR	DRAIN	CORRECT SURFACE DRAINAGE PROB	010/10/96	
Salem Bridge Crew	BR CREW	Routine/Schedule	215	B 1	EMBANKBUILD UP EMBANKMENT LOST DURING 1996 FLOOD.	500010/10/96	
Contract	CONTRACT	Urgent	321	B 1	PANEL PRESSURE GROUT UNDER IMPACT PANEL	10002/05/97	
Contract	CONTRACT	Routine/Schedule	321	REPLACE	G.RAIL REPLACED TYPE C RAIL	002/05/97	

LOAD RATING

Rating Date: Posting Req (5) = or > legal  
 Design Load: HS25 OR Method No rating analysis performed  
 Operating Rating: 75.0 ton IR Method No rating analysis performed  
 Inventory Rating: 45.0 ton

Truck	Operating Rating	Inventory Rating	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
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No load rating postings found.

**LOAD RATING CONDITION COMPARISON CHART**

Category	NBI #	Rating Condition	Current Condition
Approach Condition			6 Satisfactory
Deck Wearing Surface			7 Good
Deck	58	8 Very good	7 Good
Superstructure	58	8 Very good	8 Very good
Substructure	60	7 Good	7 Good
Temporary Repairs	103	No	No
Wearing Surface Thickness			0.0 in

**INSPECTION SCHEDULE**

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	04/13/00	Every 2 yr	04/13/02
X-Channel Profile	07/17/97	Every 8 yr	07/17/05

98.9 SUFF Not Deficient or Obsolete  
RATING

**STRUCTURE AND INVENTORY  
APPRAISAL**

BRIDGE NO 01470A  
INSP DATE 0400

(122) HIGHWAY/CO RD. (2) HIGHWAY DISTRICT	000150 3	(43) STRUCT MAIN	5 Preressed Concrete G2 Stringer/Multi-beam or Girder 0 Other G2 Not Applicable	(82) CRITICAL FEAT INSP	DATE (93) DATE
(3) COUNTY	71	(44) STRUCT APPR		(A) FRACTURE CRIT	n 00 2000
(4) CITY	00000	(45) NUMBER MAIN SPANS	3	(B) UNDERWATER INSP	n 00 2000
(5) INVENTORY ROUTE	131002210	(46) NUMBER APPR SPANS	0	(94) COST OF IMPROVEMENT	0.0
(6) FEATURES INT	PALMER CR	(47) HORIZONTAL CLEARANCE	32.0	(95) ROADWAY IMPROVEMENT	0.0
(7) FACILITY CARRIED	OR 221 (HWY 150)	(48) MAXIMUM SPAN LENGTH	105.0	(96) PROJECT COST	0.0
(8) STRUCTURE NUMBER	01470A150 00071	(49) STRUCTURE LENGTH	315.0	(97) YR OF IMPROVEMENT	
(9) LOCATION	007 MI E HWY 39 JCT	(50) SIDEWALK WIDTH	LT 0.0 RT 0.0	(98) BORDER BR ST- CODE	%
(10) VERT CLEARANCE	100.0 ft	(51) BRIDGE ROADWAY WIDTH	32.0	(99) BORDER STRUCTURE NO	0
(11) MILEPOINT	0.71	(52) DECK WIDTH	41.3	(100) DEFENSE HIGHWAY	0
(16) LATITUDE	0.0000 N	(53) VERT CLEAR OVER DECK	100.0 ft	(101) PARALLEL STRUCTURE	N
(17) LONGITUDE	0.0000 W	(54) VERT CLEAR UNDER DECK CD	0.00 ft	(102) DIRECTION OF TRAFFIC	2
(19) BYPASS DETOUR	4.0	(55) MIN LAT UNDERCLEAR CD	N RT 0.0	(103) TEMPORARY STRUCTURE	0
(20) TOLL	3 On free road	(56) MIN LAT UNDERCLEAR	LT 0.0	(104) HIGHWAY SYSTEM	0
(21) CUSTODIAN	01 State Highway Agency	*** CONDITION ***			
(22) OWNER	01 State Highway Agency	(58) DECK	7	(106) YEAR RECONSTRUCTED	
(26) FUNC CLASS	06 Rural Minor Arterial	(59) SUPERSTRUCTURE	8	(107) DECK STRUCTURE	1
(27) YEAR BUILT	1984	(60) SUBSTRUCTURE	7	(108) WEARING SURFACE	101
(28) LANES ON	2 LANES UNDER 0	(61) CHANNEL	8	(109) TRUCK ADT	5.0%
(29) AVERAGE DAILY TRAFFIC	3800	(62) CULVERT	N	(110) DESIGNATED NATIONAL NETWORK	0
(30) YEAR OF ADT	1997	(64) OPERATING RATING	75.0	(111) PIER PROTECTION	
(31) DESIGN LOAD	8 HS25	(66) INVENTORY RATING	45.0	(112) NBIS BRIDGE LENGTH	Y
(32) APPROACH ROADWAY	32.0 ft	*** APPRAISAL ***			
(33) BRIDGE MEDIAN	0 None	(67) STRUCTURE CONDITION	7	(113) SCOUR CRITICAL BRIDGE	3
(34) SKEW	0	(68) DECK GEOMETRY	4	(114) FUTURE ADT	5100.0
(35) STRUCTURE FLARED	0	(69) UNDERCLEARANCE	N	(115) YEAR OF FUTURE ADT	2017
(36) TRAFFIC SAFETY FEATURE	1111	(70) POSTING	5	(116) VERT-LIFT CLEARANCE	0.0
(37) HISTORICAL SIGNIFICANCE	4	(71) WATERWAY ADEQUACY	8	*** STATE INFORMATION ***	
(38) NAVIGATION CONTROL	0	(72) APPR RDWY ALIGNMENT	6	(117) EST MAINT COST	250.0
(39) NAVIGATION VERT CLEAR	0.0	(75) TYPE OF WORK		(118) CULVERT LENGTH	ft
(40) NAVIGATION HORZ CLEAR	0.0	(76) IMPROVEMENT LENGTH	0.0	(119) CULVERT INSIDE HEIGHT	ft
(41) OPEN STATUS	A	(90) INSPECTION DATE	0400	(120) INSPECTOR NUMBER	Swanstrom, Jeff (02010)
(42) TYPE SERVICE	1 Highway 5 Waterway	(91) INSPECTION FREQUENCY	24 MO	(121) MAINTENANCE NOTES	
(12) BASE HIGHWAY NETWORK	1	(63) OPER RATING METHOD	5		
(13) LRS INVENTORY ROUTE	015000100S0	(65) INV RATING METHOD	5		
(105) FEDERAL LANDS					

**OREGON DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT**

<b>District</b>	District 3	<b>Owner</b>	State Highway Agency	<b>Bridge ID</b>	08003
<b>Bridge Name</b>	YAMHILL RIVER	<b>County</b>	Yamhill	<b>Fac Carried</b>	OR 18 (HWY 039)
<b>Local Name</b>		<b>Record Type</b>	1	<b>Mile Post</b>	51.57
<b>Local ID</b>		<b>Insp Freq</b>	12 Months	<b>Inspector 1</b>	Swanstrom, Jeff (02010)
<b>Suff Rating</b>	44.10	<b>Insp Date</b>	03/08/01	<b>Inspector 2</b>	Vann, Orren (02019)
<b>AC Depth</b>	0.0 in	<b>Bridge Length</b>	629.0 ft	<b>Bridge Width</b>	37.0 ft

**Signature:** \_\_\_\_\_

**ELEMENT CONDITION STATES**

Elem Description	Env	Qty	Units	Element Condition States					Temp
				1	2	3	4	5	
12 Conc Deck Bare	Moderate	20200	sqft	0%	0%	100%	0%	0%	N
107 Pnt Stl Open Girder	Moderate	1432	ft	80%	0%	20%	0%	0%	N
110 Conc Open Girder	Moderate	1084	ft	50%	20%	30%	0%	0%	N
161 Pnt Stl Pin&Hanger	Moderate	8	ea	100%	0%	0%	0%	0%	N
205 Conc Column/Pile Extn	Moderate	16	ea	100%	0%	0%	0%	0%	N
210 Conc Pier Wall	Moderate	3	ea	100%	0%	0%	0%	0%	N
234 Conc Cap	Moderate	4	ea	100%	0%	0%	0%	0%	N
302 Polyfoam Comp Joint Seal	Moderate	123	ft	70%	30%	0%	0%	0%	N
304 Open expansion Joint	Moderate	37	ft	90%	10%	0%	0%	0%	N
309 Other Expansion Joint	Moderate	82	ft	0%	50%	50%	0%	0%	N
310 Elastomeric Bearing	Moderate	4	ea	100%	0%	0%	0%	0%	N
313 Fixed Bearing	Moderate	12	ea	100%	0%	0%	0%	0%	N
334 Coated Metal Bridge Railing	Moderate	1272	ft	100%	0%	0%	0%	0%	N
358 SF - Deck Cracking	Moderate	1	ea	20%	30%	50%	0%	0%	N
359 SF - Deck Soffit	Moderate	1	ea	100%	0%	0%	0%	0%	N
361 SF - Scour	Moderate	1	ea	100%	0%	0%	0%	0%	N
390 Pnt Sys-Alkyds (inc Red Lead)	Moderate	629	ft	80%	0%	20%	0%	0%	N
990 Miscellaneous	Moderate	1	ea	100%	0%	0%	0%	0%	N

**APPRAISAL**

Appraisal	NBI #	Rating
Scour	113	3 S/C - Foundation unstable
Bridge Rail	36A	0 Does not meet standards
Transitions	36B	0 Does not meet standards
Approach Rail	36C	1 Meets acceptable standards
Rail Ends	36D	1 Meets acceptable standards
Structural	67	4 Meets minimum tolerable

**NBI CATEGORY**

Category	NBI #	Rating
Approach Condition	6	Satisfactory
Deck Wearing Surface	6	Satisfactory
Deck	58	6 Satisfactory
Superstructure	59	4 Poor
Substructure	60	7 Good
Channel	61	6 Bank beginning to slump

		limits to be left in place as is:	Culvert/Retaining Walls	62	N Not Applicable
Deck Geometry	68	4 Meets minimum tolerable limits to be left in place as is:			
Clearance Waterway	69 71	N Not Applicable 6 Equal to present minimum criteria			
Approach Alignment	72	8 Equal to present desirable criteria			

**REMARKS**

**Element # Bent/Span Member ID Deficiency Description**

12	ALL	APPROACH	SOME SETTLEMENT IMPACT LOADING ONTO STRUCTURE.
107	ALL	GIRDER	MINOR SPOT RUST ON STEEL GIRDERS.
107	EXTER	GIRDER	WEST END OF PIER 1-2 SPAN-NORTH OUTSIDE CANTILEVER GIR HAS CRACK BEGINNING-1 3/8" (3-98) IN SQUARE COPE WHERE CONNECTED TO SUSPENDED SPAN.DRILLED OUT BY BR.CREW 3-4-98
110	EXTERIOR	GIRDERS	SPAN 1 @ BENT 2, GIR. 1-2 SHEAR CRACKS MEAS. 0.025" & 0.030" (3-7-01); SPAN 1 @ BENT 2, GIR. 4-2 SHEAR CRACKS MEAS. 0.025" & 0.030" (3-7-01); SPAN 2 @ BENT 3, GIR. 1-2 SHEAR CRACKS MEAS. 0.040" & 0.050" (3-7-01); SPAN 2 @ BENT 3, GIR. 4-1 SHEAR CRACK MEAS. 0.030" (3-7-01); SPAN 3 @ BENT 3, GIR. 1-2 SHEAR CRACKS MEAS. 0.025" & 0.030" (3-7-01); SPAN 3, @ BENT 3-1 SHEAR CRACK MEAS. 0.025" (3-7-01), @ BENT 4 SHEAR CRACK IS 0.025" (3-7-01)
110	INTERIOR	GIRDERS	FOUND NUMEROUS SHEAR CRACKS ON INTERIOR GIRDERS NONE MEAS. 0.08"-016" (3-7-01)
302	ALL	JOINTS	COMPRESSION JOINT MATERIAL STARTING TO FAIL,LEAKING.
309	BT.4	JOINT	JOINT MATERIAL FAILED AND IS LEAKING ONTO BEARINGS.
309	ALL	JOINTS	JOINT MATERIAL HAS FAILED.
358	ALL	DECK	TRANSVERSE & MAP CRACKING OF MOD. SIZE & DENSITY TOP OF DECK.
358	ALL	DECK	TRANSVERSE CRACKS W/ LIGHT EFFLOR. UNDERSIDE OF DECK. CRACK IN DECK CAUSED BY EARTHQUAKE DAMAGE IS O.K IT IS LEAKING VERY LITTLE WATER.
361	PIER 1	SCOUR	SCOUR AT PIER #1. OK AT THIS TIME. DIVERS CHECKED 2/96

**MAINTENANCE RECOMMENDATIONS**

Work Crew #	Order Priority	ElemBent/ # Span	Member	Work	EstComp CostDate
	Routine/Schedule	12 ENDS	APPROACHES	REPAVE BOTH APPROACHES.	2500
	Routine/Schedule	12 ALL	DECK	DECK NEEDS TO HAVE A	10000

	Routine/Schedule302	ALL	JOINTS	STRUCTURAL OVERLAY. REMOVE AND REPLACE COMPRESSION JOINT MATERIAL.	2500
	Routine/Schedule304	FINGER JT.	JOINT	REPAIR CONCRETE ALONG FINGER JOINT.	2500
	Routine/Schedule309	ALL	JOINTS	NEED TO REPAIR HEADERS AND INSTALL NEW JOINT MATERIAL.	5000
Salem Bridge Crew	Routine/Schedule107	SPAN 2	ST.GIRDER	DRILLED 3/4" TO 5/16" HOLE TO ARREST 1 3/8 " CRACK IN SQUARE COPE.NORTH OUTSIDE CANTILEVER GIRDER.	50003/04/98
Salem Bridge Crew	Routine/Schedule234	BT.2	CAP	BRIDGE CREW INSTALLED GALVANIZED CROSSBEAM TO CAP.	250012/01/98
Salem Bridge Crew	Routine/Schedule304	JOINT	FINGER	REWELED EASTSIDE OF FINGER JOINT NORTH BOUND UNDERSIDE OF DECK.PIER 2	100003/04/98
Salem Bridge Crew	Routine/Schedule313	ALL	BEARINGS	CLEANED ALL BEARING SEATS AND CAPS.	50003/21/98
Salem Bridge Crew	Routine/Schedule334	DAMAGE	RAILING	REPAIRED COLLISION DAMAGE TO RAIL AND POSTS.	150003/27/97
Salem Bridge Crew	Routine/Schedule334	POSTS	RAILING	REPAIRED RAILING AND POSTS.	150007/07/99
Contract	Routine/Schedule990	RETROFIT	SEISMIC	RESTRAINT CABELS, SHEAR LUGS AND SLIDE KEYS INSTALLED AT ALL BEARINGS AND PIN AND HANGER AREAS.	011/27/00

#### LOAD RATING

Rating Date	07/25/91	Posting Req	(5) = or > legal
Design Load	HS20	OR Method	Load and Resistance Factor (LRFR)
Operating Rating	61.0 ton	IR Method	Load and Resistance Factor (LRFR)
Inventory Rating	36.0 ton		

Operating      Inventory      Posting    Controlling    Actual    Posting



Truck	Rating	Rating	% Below	Required	Member	Posting	Date
Type 3	36.0	(5) = or > legal	No	Int. Girder, span 2 of 3 V at 0.963L	ton		
Type 3S-2	53.800000000000001	(5) = or > legal	No	Int. Girder, span 2 of 3 V at 0.963L	ton		
Type 3-3	48.0	(5) = or > legal	No	Int. Girder, span 2 of 3 V at 0.963L	ton		

#### LOAD RATING CONDITION COMPARISON CHART

Category	NBI #	Rating Condition	Current Condition
Approach Condition			6 Satisfactory
Deck Wearing Surface			6 Satisfactory
Deck	58	7 Good	8 Satisfactory
Superstructure	59	7 Good	4 Poor
Substructure	60	8 Very good	7 Good
Temporary Repairs	103	No	No
Wearing Surface Thickness		0 in	0.0 in

#### INSPECTION SCHEDULE

Activity	Conducted On	Frequency	Next Inspection
Pin & Hanger	01/01/93	Every 10 yr	01/01/03
Routine	03/08/01	Every 1 yr	11/01/01
Inspection			
Snooper	03/08/01	Every 1 yr	03/08/02
Underwater	05/27/99	Every 2 yr	05/27/01
Inspection			
X-Channel	07/01/97	Every 8 yr	07/01/05
Profile			

44.1 SUFF RATING	Structurally Deficient	STRUCTURE AND INVENTORY APPRAISAL				BRIDGE NO 08003	INSP DATE 03/01
(122) HIGHWAY/CO RD.	000039	3	(43) STRUCT MAIN	4 Steel Continuous	(92) CRITICAL FEAT	DATE (93) DATE	
(2) HIGHWAY DISTRICT				02 Stringer/Multi-beam or Girder	INSP		
(3) COUNTY	71	(44) STRUCT APPR		1 Concrete 02 Stringer/Multi-beam or Girder	(A) FRACTURE CRIT	n 00	2000
(4) CITY	00000	(45) NUMBER MAIN SPANS		1	(B) UNDERWATER INSP	y 24	1999
(5) INVENTORY ROUTE	131000190	(46) NUMBER APPR SPANS		7			
(6) FEATURES INT	YAMHILL RIVER	(47) HORIZONTAL CLEARANCE		30.0	(94) COST OF IMPROVEMENT		221400.0
(7) FACILITY CARRIED	CR 18 (HWY 039)	(48) MAXIMUM SPAN LENGTH		138.0	(95) ROADWAY IMPROVEMENT		221400.0
(8) STRUCTURE NUMBER	08003 039 08157	(49) STRUCTURE LENGTH		629.0	(96) PROJECT COST		3841400.0
(9) LOCATION	008 MI SW HWY 01W JCT	(50) SIDEWALK WIDTH	LT 3.5	RT 0.0	(97) YR OF IMPROVEMENT	2000-01-01	00:00:00
(10) VERT CLEARANCE	100.0 ft	(51) BRIDGE ROADWAY WIDTH		30.0	(98) BORDER BR ST-CODE		%
(11) MILEPOINT	61.57	(52) DECK WIDTH		37.0	(99) BORDER STRUCTURE NO		
(16) LATITUDE	0.0000 N	(53) VERT CLEAR OVER DECK		100.0 ft	(100) DEFENSE HIGHWAY		0
(17) LONGITUDE	0.0000 W	(54) VERT CLEAR UNDER DECK CD		0.00 ft	(101) PARALLEL STRUCTURE		N
(19) BYPASS DETOUR	7.0	(55) MIN LAT UNDERCLEAR CD	N	RT 0.0	(102) DIRECTION OF TRAFFIC		2
(20) TOLL	3 On free road	(56) MIN LAT UNDERCLEAR		LT 0.0	(103) TEMPORARY STRUCTURE		0
(21) CUSTODIAN	01 State Highway Agency				(104) HIGHWAY SYSTEM		1
(22) OWNER	01 State Highway Agency	*** CONDITION ***				(105) YEAR RECONSTRUCTED	
(26) FUNC CLASS	02 Rural Principal Arterial - Other	(58) DECK		6	(107) DECK STRUCTURE		1
(27) YEAR BUILT	1957	(59) SUPERSTRUCTURE		4	(108) WEARING SURFACE		100
(28) LANES ON	2 LANES UNDER	(60) SUBSTRUCTURE		7	(109) TRUCK ADT		7.0%
(29) AVERAGE DAILY TRAFFIC	11100	(61) CHANNEL		6	(110) DESIGNATED NATIONAL NETWORK		0
(30) YEAR OF ADT	1997	(62) CULVERT		N	(111) PIER PROTECTION		
(31) DESIGN LOAD	5 HS20	(64) OPERATING RATING		81.0	(112) NBIS BRIDGE LENGTH		Y
(32) APPROACH ROADWAY	38.0 ft	(66) INVENTORY RATING		38.0	(113) SCOUR CRITICAL BRIDGE		3
(33) BRIDGE MEDIAN	0 None	*** APPRAISAL ***				(114) FUTURE ADT	14900.0
(34) SKEW	26	(67) STRUCTURE CONDITION		4	(115) YEAR OF FUTURE ADT		2017
(36) STRUCTURE FLARED	0	(68) DECK GEOMETRY		4	(116) VERT-LIFT CLEARANCE		0.0
(38) TRAFFIC SAFETY FEATURE	0011	(69) UNDERCLEARANCE		N			
(37) HISTORICAL SIGNIFICANCE	4	(70) POSTING		5			
(38) NAVIGATION CONTROL	0	(71) WATERWAY ADEQUACY		6	*** STATE INFORMATION ***		
(39) NAVIGATION VERT CLEAR	0.0	(72) APPR RDWY ALIGNMENT		8	(117) EST MAINT COST		
(40) NAVIGATION HORZ CLEAR	0.0	(75) TYPE OF WORK	1 Done by contract		(118) CULVERT LENGTH		ft
(41) OPEN STATUS	A	(78) IMPROVEMENT LENGTH		891.0	(119) CULVERT INSIDE HEIGHT		ft
(42) TYPE SERVICE	1 Highway 5 Waterway	(80) INSPECTION DATE		0301	(120) INSPECTOR NUMBER	Swanstrom, Jeff	(02010)
(12) BASE HIGHWAY NETWORK	1	(91) INSPECTION FREQUENCY		12 MO	(121) MAINTENANCE NOTES		
(13) LRS INVENTORY ROUTE	003900100S0	(83) OPER RATING METHOD		3			
(105) FEDERAL LANDS		(85) INV RATING METHOD		3			

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**Appendix K  
Dayton Oregon  
Transportation System Plan**

**Dayton Area Traffic Counts 1999 - 1989**

**SALEM-DAYTON HIGHWAY NO. 150  
(Third Street)**

**1999**

MP	LOCATION	ADT
Mile Post indicates distance from Salmon River Highway (ORE18), north of Dayton		
0.20	0.04 mile south of north city limits of Dayton, 0.20 mile southeast of Salmon River Hwy (ORE18)	3900
0.41	0.01 mile northwest of Main Street	3800
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	3700
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	4000
0.55	0.01 mile southeast of Alder Street	3700
0.87	South city limits of Dayton	2900

**1998**

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of Dayton, 0.20 mile of Salmon River Highway (ORE18)	3900
0.41	0.01 mile northwest of Main Street	3700
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	3600
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	3900
0.55	0.01 mile southeast of Alder Street	3600
0.87	South city limits of Dayton	2600

**1997**

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of Dayton, 0.20 mile southeast of Salmon River Hwy (ORE18)	3800
0.41	0.01 mile northwest of Main Street	3600
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	3500
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	3800
0.55	0.01 mile southeast of Alder Street	3500
0.87	South city limits of Dayton	2500

## 1996

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	3700
0.41	0.01 mile northwest of Main Street	3500
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	3400
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	3700
0.55	0.01 mile southeast of Alder Street	3400
0.87	South city limits of Dayton	2400

## 1995

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	3100
0.41	0.01 mile northwest of Main Street	2800
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2700
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2600
0.55	0.01 mile southeast of Alder Street	2600
0.87	South city limits of Dayton	2000

## 1994

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of Dayton, 0.20 mile southeast of Salmon River Hwy (ORE18)	3000
0.41	0.01 mile northwest of Main Street	2700
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2600
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2500
0.55	0.01 mile southeast of Alder Street	2500
0.87	South city limits of Dayton	1900

## 1993

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	3000
0.41	0.01 mile northwest of Main Street	2700
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2600
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2500
0.55	0.01 mile southeast of Alder Street	2500
0.87	South city limits of Dayton	1900

## 1992

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	3000
0.41	0.01 mile northwest of Main Street	2500
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2800
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2900
0.55	0.01 mile southeast of Alder Street	2300
0.87	South city limits of Dayton	1700

## 1991

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	2600
0.41	0.01 mile northwest of Main Street	2400
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2600
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2800
0.55	0.01 mile southeast of Alder Street	2650
0.87	South city limits of Dayton	2000

## 1990

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	2500
0.41	0.01 mile northwest of Main Street	2300
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2500
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2700
0.55	0.01 mile southeast of Alder Street	2550
0.87	South city limits of Dayton	1950

## 1989

MP	LOCATION	ADT
0.20	0.04 mile south of north city limits of southeast of Salmon River Highway (ORE18)	2600
0.41	0.01 mile northwest of Main Street	2450
0.47	0.01 mile northwest of Amity-Dayton Highway (ORE233)	2400
0.49	0.01 mile southeast of Amity-Dayton Highway (ORE233)	2800
0.55	0.01 mile southeast of Alder Street	2100
0.87	South city limits of Dayton	1750

---

**AMITY-DAYTON HIGHWAY NO. 155  
(Ferry Street)**

**1999**

MP	LOCATION	ADT
Mile Post indicates distance from Pacific Highway West (ORE99W), north of Amity		
8.49	0.01 mile east of Flower Lane	950
8.69	0.01 mile west of 8th Street	1800
9.04	Southwest city limits of Dayton	2600
9.11	0.01 mile west of 4th Street	2300
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2300

**1998**

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	1100
8.69	0.01 mile west of 8th Street	2100
9.04	Southwest city limits of Dayton	3000
9.11	0.01 mile west of 4th Street	2800
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2800

**1997**

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	1100
8.69	0.01 mile west of 8th Street	2100
9.04	Southwest city limits of Dayton	3000
9.11	0.01 mile west of 4th Street	2800
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2800

**1996**

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	1100
8.69	0.01 mile west of 8th Street	2000
9.04	Southwest city limits of Dayton	2900
9.11	0.01 mile west of 4th Street	2700
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2700

## 1995

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	930
8.69	0.01 mile west of 8th Street	1500
9.04	Southwest city limits of Dayton	2300
9.11	0.01 mile west of 4th Street	2200
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2600

## 1994

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	910
8.69	0.01 mile west of 8th Street	1500
9.04	Southwest city limits of Dayton	2300
9.11	0.01 mile west of 4th Street	2200
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2500

## 1993

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	900
8.69	0.01 mile west of 8th Street	1500
9.04	Southwest city limits of Dayton	2300
9.11	0.01 mile west of 4th Street	2200
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2500

## 1992

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	890
8.69	0.01 mile west of 8th Street	1600
9.04	Southwest city limits of Dayton	2600
9.11	0.01 mile west of 4th Street	2600
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2800

## 1991

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	740
8.69	0.01 mile west of 8th Street	1350
9.04	Southwest city limits of Dayton	2250
9.11	0.01 mile west of 4th Street	2150
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2300



## 1990

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	710
8.69	0.01 mile west of 8th Street	1300
9.04	Southwest city limits of Dayton	2150
9.11	0.01 mile west of 4th Street	2050
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2200

## 1989

MP	LOCATION	ADT
8.49	0.01 mile east of Flower Lane	730
8.69	0.01 mile west of 8th Street	1500
9.04	Southwest city limits of Dayton	1950
9.11	0.01 mile west of 4th Street	2200
9.18	0.01 mile west of Salem-Dayton Highway (ORE221)	2250

---

## Yamhill Roads Traffic Counts Near Dayton, Oregon Various Dates

### Lafayette Hwy.

Between Fletcher Rd. and Loop Rd.

March of 1999: 2,188  
November of 1996: 2,703

Between Hwy. 18 and Ash Rd.

March of 1999: 2,031  
November 1996: 1,343

### Webfoot Road

Between Amity-Dayton Hwy. And Stringtown Rd.

March of 1999: 363  
April of 1996: 395

### Ash Road

Between Hwy. 18 and Dayton City Limits

March of 1999 = 955 & November of 1996 = 842

## **Fletcher Road**

Between Lafayette Hwy. & Foster Rd

March of 1999 = 1,639

November of 1996 = 1,683

Between Foster Rd. & Hwy. 18

March of 1999 = 2,119

November of 1996 = 1525

## **Foster Road**

Between Hwy. 18 & Fletcher Rd

March of 1999 = 249

November of 1996 = 399

## **Kreeder Road**

North of Hwy 18

March of 1999 = 336

November of 1996 = 229

## **Neck Road**

Between Wallace Rd. & Neck Rd

March of 1999 = 338

November of 1996 = 250

Between Water Street & Dead End

March of 1999 = 237

November of 1996 = 224

At End of Road

March of 1999 = 61

November of 1996 = 115

## **Water Street**

West of Neck Rd.

November of 1996 = 25

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# Appendix L

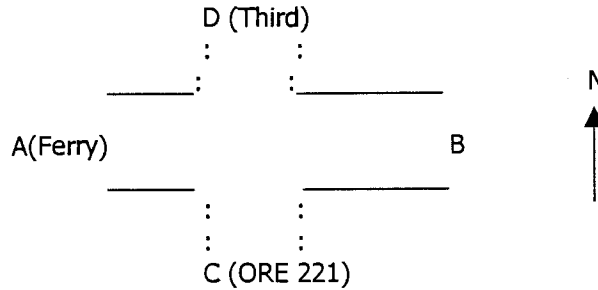
## Intersection Capacity Analysis Dayton, Oregon Transportation System Plan

Selected Locations

### UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM FOUR-WAY STOP-CONTROLLED INTERSECTION

CITY: **Dayton, Oregon**  
 INTERSECTION:  
 METRO SIZE:  
 LANE CONFIGURATION:  
 COUNT:  
 ALTERNATE:  
 LOCATION PLAN:

ANALYST: **Wayne L. Rickert Jr, PE**  
 Ferry Street & Third Street (ORE. 221)  
 LESS THAN 20,000  
 2-LANE BY 2-LANE  
 2000 416AM  
 Existing



```

*****
* APPR      *   A   *   B   *   C   *   D   *
* MOVE      * AL * AT * AR * BL * BT * BR * CL * CT * CR * DL * DT * DR *
* VOL       * 60 * 6  * 48 * 5  * 16 * 6  * 90 * 86 * 5  * 2  * 70 * 32 *
*****
    
```

**STEP 1 DEMAND**

APPR A AND APPR B = 141. VPH  
 APPR C AND APPR D = 285. VPH  
 TOTAL DEMAND = 426. VPH

**STEP 2 SPLIT**

APPR A AND APPR B = 35 %  
 APPR C AND APPR D = 65 %

**STEP 3 INTERSECTIONS SERVICE & SATURATION LEVELS**

DELAY & LOS= A  
 SATURATION LEVEL= 27. %

**STEP 4 LOS C VOLUMES**

FOR A LEG = 681. VPH  
 FOR B LEG = 108. VPH  
 FOR C LEG = 822. VPH  
 FOR D LEG = 692. VPH  
 FOR INTERSECTION = 1152. VPH  
 VER 03/93

Date: 14 November 2000: 0745 - 0815

**UNSIGNALIZED INTERSECTION CAPACITY CALCULATION FORM**  
**FOUR-WAY STOP-CONTROLLED INTERSECTION**

CITY: **Dayton, Oregon**

Analyst: **Wayne Rickert Jr., PE**

INTERSECTION: **Ferry Street & Third Street (ORE. 221)**

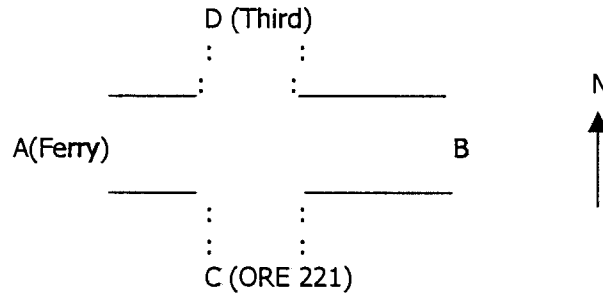
METRO SIZE: **LESS THAN 20,000**

LANE CONFIGURATION: **2-LANE BY 2-LANE**

COUNT: **2020 467AM**

ALTERNATE: **2020 Level of Service**

LOCATION PLAN:



```
*****
* APPR      *   A   *   B   *   C   *   D   *
* MOVE      * AL * AT * AR * BL * BT * BR * CL * CT * CR * DL * DT * DR *
* VOL       * 76 * 8  * 66 * 8  * 20 * 8  * 150 *144* 8  * 3  * 111* 51 *
*****
```

**STEP 1 DEMAND**

APPR A AND APPR B = 186. VPH

APPR C AND APPR D = 467. VPH

TOTAL DEMAND = 653. VPH

**STEP 2 SPLIT**

APPR A AND APPR B = 30 %

APPR C AND APPR D = 70 %

**STEP 3 INTERSECTIONS SERVICE & SATURATION LEVELS**

DELAY & LOS= A

SATURATION LEVEL= 44. %

**STEP 4 LOS C VOLUMES**

FOR A LEG = 614. VPH

FOR B LEG = 91. VPH

FOR C LEG = 805. VPH

FOR D LEG = 650. VPH

FOR INTERSECTION = 1080. VPH

Date: 14 November 2000: 0745 - 0815

**UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM**

CITY: **Dayton, Oregon**

ANALYST: **Wayne Rickert Jr., PE**

INTERSECTION: **Ferry Street & Elementary School East Entrance**

ALTERNATE: **No Build**

METRO SIZE: **LESS THAN 20,000**

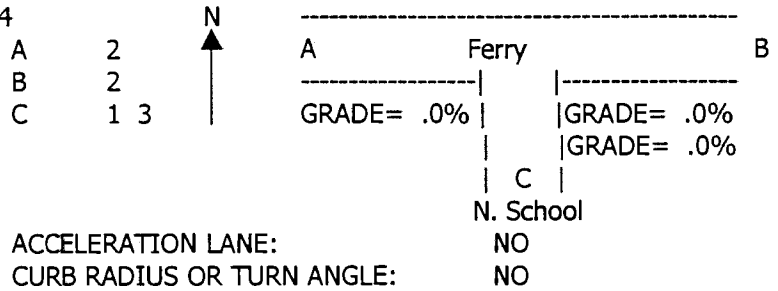
COUNT: **2000 196 AM Peak**

TYPE OF CONTROL: **STOP**

LOCATION PLAN:

Date: **22 January 2001**                      **0745 - 0815**

APPROACH CODES ARE LANE 1 2 3 4



SPEED: 20 MPH

RESTRICTED SIGHT CODE IS 1

MINOR STREET ADJUSTMENTS

ACCELERATION LANE:

CURB RADIUS OR TURN ANGLE:

NO

NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	80	0	0	116	58	42
PCH			0		64	46
LANES	1		1		2	

STEP 1 RIGHT TURN FROM C  
 CONFLICTING FLOWS = MH = CR  
 CRITICAL GAP = TG = 80. VPH  
 POTENTIAL CAPACITY = M1 = 5.5 SECS  
 SHARED LANE - SEE STEP 3 1010 PCH  
 NO SHARED LANE DEMAND = 46 PCH  
 AVAILABLE RESERVE = 964 PCH  
 DELAY & LOS = **A**

\*\*\*\*\*

STEP 2 LEFT TURN FROM B  
 CONFLICTING FLOWS = MH = BL  
 CRITICAL GAP = TG = 0. VPH  
 POTENTIAL CAPACITY = M2 = 5.0 SECS  
 DEMAND = BL = 0 PCH  
 CAPACITY USED = 0.00 %  
 IMPEDANCE FACTOR = P2 = 1.001  
 AVAILABLE RESERVE = 0. PCH  
 DELAY & LOS = **N/A**

\*\*\*\*\*

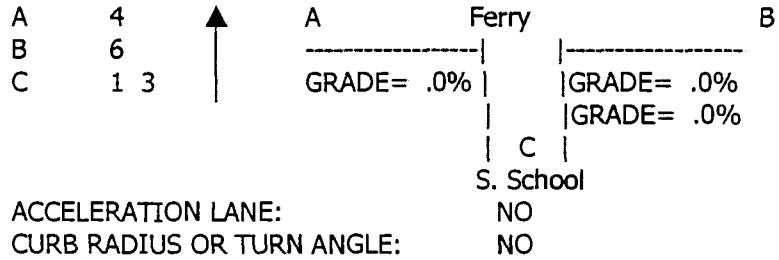
STEP 3 LEFT TURN FROM C  
 CONFLICTING FLOWS = MH = CL  
 CRITICAL GAP = TG = 196. VPH  
 POTENTIAL CAPACITY = M3 = 6.0 SECS  
 ADJUSTING FOR IMPEDANCE = M3 = 797. PCH  
 NO SHARED LANE DEMAND = 798. PCH  
 AVAILABLE RESERVE = 64 PCH  
 DELAY & LOS = 734 PCH  
 SHARED LANE DEMAND = **A**  
 POTENTIAL CAPACITY = M13 = 0 PCH  
 AVAILABLE RESERVE = 0. PCH  
 DELAY & LOS = **N/A**

\*\*\*\*\*

LOS C VOLUMES                      LEG C  
 VEHICLES PER HOUR                312

**UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM**

CITY: **Dayton, Oregon** ANALYST: **Wayne Rickert Jr., PE**  
 INTERSECTION: **Ferry Street & Elementary School West Entrance**  
 ALTERNATE: **No Build** METRO SIZE: **LESS THAN 20,000**  
 COUNT: **2000 196 AM Peak** TYPE OF CONTROL: **STOP**  
 LOCATION PLAN: Date: **22 January 2001** **0745 - 0815**  
 APPROACH CODES ARE LANE 1 2 3 4 N



SPEED: 20 MPH  
 RESTRICTED SIGHT CODE IS 1  
 MINOR STREET ADJUSTMENTS

ACCELERATION LANE: NO  
 CURB RADIUS OR TURN ANGLE: NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	80	88	46	116	18	5
PCH			51		20	6
LANES	1		1		2	

STEP 1 RIGHT TURN FROM C  
 CONFLICTING FLOWS = MH = CR  
 CRITICAL GAP = TG = 44. VPH  
 POTENTIAL CAPACITY = M1 = 5.5 SECS  
 SHARED LANE - SEE STEP 3 1052 PCH  
 NO SHARED LANE DEMAND = 6 PCH  
 AVAILABLE RESERVE = 046. PCH  
 DELAY & LOS = A

\*\*\*\*\*

STEP 2 LEFT TURN FROM B  
 CONFLICTING FLOWS = MH = L  
 CRITICAL GAP = TG = 168. VPH  
 POTENTIAL CAPACITY = M2 = 5.0 SECS  
 DEMAND = BL = 1014. PCH  
 CAPACITY USED = 51 PCH  
 IMPEDANCE FACTOR = P2 = 5.03 %  
 AVAILABLE RESERVE = 967  
 DELAY & LOS = 63. PCH  
 A

\*\*\*\*\*

STEP 3 EFT TURN FROM C  
 CONFLICTING FLOWS = MH = CL  
 CRITICAL GAP = TG = 286. VPH  
 POTENTIAL CAPACITY = M3 = 6.0 SECS  
 ADJUSTING FOR IMPEDANCE = M3 = 711. PCH  
 NO SHARED LANE DEMAND = 688. PCH  
 AVAILABLE RESERVE = 20 PCH  
 DELAY & LOS = 688 PCH  
 SHARED LANE DEMAND = 0 PCH  
 POTENTIAL CAPACITY = M13 = 0. PCH  
 AVAILABLE RESERVE = 0. PCH  
 DELAY & LOS = 0. PCH  
 N/A

\*\*\*\*\*

LOS C VOLUMES LEG C  
 VEHICLES PER HOUR 445

**Appendix M  
Dayton, Oregon  
TRANSPORTATION SYSTEM PLAN  
CHECKLIST**

<b>Transportation System Plan Element</b>	<b>Completed</b>
<b>PUBLIC AND INTERAGENCY INVOLVEMENT</b>	
Establish advisory committee	<b>X</b>
Develop informational material	<b>X</b>
Schedule meetings for public involvement	<b>X</b>
Coordinate plan with other agencies	<b>X</b>
<b>REVIEW EXISTING PLANS, POLICIES, STANDARDS, AND LAWS</b>	
Review and evaluate existing comprehensive plan, OTP, Bicycle Master Plan, and other	<b>X</b>
Land use analysis: existing land use , vacant lands	<b>X</b>
Review existing ordinances, zoning, subdivision, engineering standards	<b>X</b>
Review existing significant transportation studies	<b>X</b>
Review existing capital improvements programs/public facilities plans	<b>X</b>
Review Americans with Disabilities Act requirements	<b>X</b>
Determine Clean Air Act relevance and impact	<b>NA</b>
<b>INVENTORY EXISTING TRANSPORTATION SYSTEM</b>	
Inventory of arterial and collector streets: lane number, width, level of service, traffic signals, pavement conditions, structures, and functional classification required.	<b>X</b>
Inventory of truck & hazardous materials routes, number and locations of accesses, safety and accident areas, and substandard geometry recommended.	<b>X</b>
Inventory of bicycle ways: type, location, map, width, and capacity required.	<b>X</b>
Inventory of pedestrian ways: type, location, map, width, and capacity required.	<b>X</b>
Public transportation services: volumes, routes, stops, fleet	<b>X</b>
Intermodal and private connections	<b>X</b>
Air transportation	<b>NA</b>
Freight rail transportation	<b>NA</b>
Water transportation	<b>NA</b>
Pipeline transportation	<b>NA</b>
Environmental constraints: natural and cultural	<b>X</b>
Existing population and employment	<b>X</b>
<b>DETERMINE TRANSPORTATION NEEDS</b>	
Forecast population and employment	<b>X</b>
Determine transportation capacity needs: trending forecast, cumulative analysis, transportation gravity model	<b>X</b>
Other roadway needs: safety, bridges, reconstruction, maintenance/reconstruction	<b>X</b>
Freight transportation needs	<b>X</b>
Public transportation needs	<b>X</b>
Bikeway needs	<b>X</b>
Pedestrian needs	<b>X</b>



<b>DEVELOP AND EVALUATE ALTERNATIVES</b>	
Update community goals and objectives	X
Establish evaluation criteria	X
Develop and evaluate alternatives	X
•No-build system	
•Elements common to all build alternatives: safety, completion of certain facilities	X
•Transportation system management	X
•Transportation demand management	X
•Transit alternative	X
•Improvements/additions to roadway system	X
•Land use plan alternative	X
•Combination alternatives	X
Select recommended alternative	X
<b>PRODUCE A TRANSPORTATION SYSTEM PLAN</b>	
General goals, objectives, and policies	X
Streets plan element	X
•Functional street classification, street design standards, service capacities	
•Proposed facility improvements	X
•Access management plan	X
•Truck plan; hazardous material and truck routes	X
•Safety improvements	X
Public transportation element	X
•Transit route service	X
•Transit facilities	X
•Special transit services	X
•Inter-city bus and passenger rail	X
Bikeway system element	X
Pedestrian system element	X
Airport element	NA
•Land use compatibility	NA
•Future improvements	NA
•Accessibility/connections/conflicts with other modes	NA
Freight rail element	NA
•Terminals, safety	NA
Water transportation element	NA
•Terminals	NA
Pipeline element	NA
Parking Plan	X
Transportation system management	X
Transportation Demand Management Element	X
<b>PLAN REVIEW AND COORDINATION</b>	
Consistency with ODOT and other applicable plans	X

<b>ADOPTION</b>	
Date	
<b>IMPLEMENTATION</b>	
Ordinances	
•Facilities, services, and improvements not ordinarily subject to land use regulations	
•Facilities, services, and improvements permitted outright or subject to clear objective standards	
•Facilities, services, and improvements having a significant impact on land use or subject to standards that require interpretation or judgment:	
••Review and approval process consistent with 660-12-050	
••Consolidated review of land use decisions required to permit a transportation project	