

**ORDINANCE NO. 1034**

**AN ORDINANCE ADOPTING AN UPDATED TRANSPORTATION SYSTEM PLAN, AMENDING THE STAYTON COMPREHENSIVE PLAN, AND AMENDING TITLE 17 OF THE STAYTON MUNICIPAL CODE (SMC)**

WHEREAS, Oregon statutes and administrative rules require every municipality to enact a Comprehensive Plan and land use regulations in conformance with Statewide Planning Goals and Guidelines, and coordinated with other affected units of government;

WHEREAS, Statewide Planning Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule (TPR). The TPR contains numerous requirements governing transportation planning and project development;

WHEREAS, the Oregon Transportation Plan (OTP) is the State’s long-range, multimodal transportation plan and is the overarching policy document for a series of modal and topic plans with which a local TSP must be consistent;

WHEREAS, the City of Stayton last adopted a Transportation System Plan in 2004 and that TSP is in need being updated;

WHEREAS, upon setting out to update the TSP, the City of Stayton formed a Technical Advisory Committee (TAC) composed of City staff and representatives of Marion County Public Works, the Oregon Department of Transportation, and the Oregon Department of Land Conservation and Development, and a Public Advisory Committee (PAC) made up of elected and appointed City officials, and members of the public representing business, industry, and residents. The TAC and the PAC each met on three occasions to review the technical memoranda, the policy alternatives, and the draft TSP;

WHEREAS, during the course of developing the draft TSP there were three public open houses held to discuss the findings of existing conditions, the policy alternatives, and the draft recommendations and opportunities for public involvement were made available throughout the TSP update process via the project website;

WHEREAS, the City’s consultants have recommended text amendments to Chapter 4 of the Comprehensive Plan and to Title 17 to implement the TSP and to bring the City’s Land Use and Development Code into compliance with the requirements of the State;

WHEREAS, the notice of the first public hearing on the draft TSP, Comprehensive Plan amendments, and Land Use Code amendments was sent to the Oregon Department of Land Conservation and Development on April 24, 2019;

WHEREAS, the Stayton Planning Commission held a public hearing on May 28, 2019 and following the public hearing recommended adoption of the TSP, the Comprehensive Plan amendments, and Land Use Code amendments;

WHEREAS, the Stayton City Council held a public hearing on June 17, 2019;

WHEREAS, based on the record before it, the Stayton City Council makes the following findings:



1. In accordance with ORS 197.225 local governments are required to adopt comprehensive plans and land use regulations in accordance with Statewide Planning Goals and Guidelines established by the Land Conservation and Development Commission. The following is an analysis of the compliance with each of the Statewide Planning Goals and Guidelines that are applicable.

*Statewide Planning Goal 1 is to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process. Goal 1 requires the development of a citizen involvement program that is widespread, allows two-way communication, provides for citizen involvement through all planning phases, and is understandable, responsive, and funded.*

Finding: A number of stakeholders and community members shaped the Draft 2019 Stayton TSP. The project was guided by a Technical Advisory Committee (TAC) and a Project Advisory Committee (PAC). The TAC consisted of representatives from Stayton, Marion County, Oregon Department of Transportation (ODOT), and the Department of Land Conservation and Development (DLCD). The PAC consisted of residents and property owners with an interest in transportation and included members of the Stayton Planning Commission and City Council. The PAC served as the voice of the community and helped ensure that the goals and objectives of the TSP update reflected Stayton's needs. Members of the advisory groups reviewed and commented on technical memoranda and participated in committee meetings, community meetings, and City Council/Planning Commission sessions. The project team met with the project advisory committees three times at key points during the TSP update process.

Opportunities for public involvement were made available throughout the TSP update process via the project website (<http://sites.kittelson.com/StaytonTSP>), which provided continuous web-based access to communications about upcoming committee meetings, community meetings, and work sessions. The City also hosted two community meetings at the Stayton Public Library – Open House #1 in October 2018 and Open House #2 in January 2019. Both community meetings were accompanied by an online community meeting that offered participants the same opportunities to provide input on project materials and share their concerns related to the transportation system. For the online Open House #1, the project website included an interactive map that allowed anyone with access to a computer to provide comments to the project team about transportation-related issues within the community. The project team also met with the Planning Commission and City Council twice to provide updates regarding the planning process.

Title 17 implements Goal 1 by providing for a community participation process for land use decisions. The Stayton Land Use and Development Code requires Comprehensive Plan and Code amendments to be reviewed first through a public hearing process by the Planning Commission, followed by a public hearing before the City Council. The City Council makes the final decision through this legislative amendment process. Both reviews require public notice and public hearings with the opportunity for written and oral testimony.

*Statewide Planning Goal 2: is to establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions. This goal requires that a land use planning process and policy framework be established as a basis for all decisions and*



*actions relating to the use of land. All local governments and state agencies involved in the land use action must coordinate with each other. City, county, state and federal agency and special districts plans and actions related to land use must be consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.*

Finding: The City has an established land use planning process and a policy framework that is the basis for the decision on this request. The policy framework is found in the City's acknowledged Comprehensive Plan, which includes policies and goals relevant to the decision on this request. Amendments to the City's Comprehensive Plan become part of the policy framework that serves as the basis for decisions and actions related to the use of land. The proposal is to replace the currently adopted 2004 TSP with the Draft 2019 TSP, to be adopted and incorporated by reference as an element of the City's Comprehensive Plan.

Existing state, regional, and local plans, policies, and regulations relevant to the 2019 TSP were reviewed and summarized in Technical Memorandum 1: Plans and Policy in order to guide the development of the TSP.

Coordination between state, regional, and local agencies was accomplished through both the project management team, which included key City staff members, and the TAC. Members of the TAC that provided guidance on the development of the TSP included representatives from multiple agencies, including, DLCD, ODOT and Marion County.

The proposal is to adopt the 2019 TSP, and to amend the Comprehensive Plan and the Stayton Land Use and Development Code, consistent with the City's regulations regarding legislative land use decisions. The Planning Commission and City Council hearings are open to the public. The Planning Commission hearing was held on May 28, 2019, and the City Council will hold a hearing prior to consideration of an ordinance to adopt the TSP, Comprehensive Plan amendments and Code amendments.

*Statewide Planning Goal 9 is to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens. This goal requires that local comprehensive plans and policies contribute to a stable and healthy economy in all regions of the state.*

Findings: Draft TSP Goal 9 is Community and Economic Vitality and states that it is the City's intent to "provide a transportation system that supports existing industry and encourages economic development in the City." The draft TSP was developed consistent with the objectives under this goal, which include planning for the efficient movement of goods; identifying lower cost options or provide funding mechanisms for transportation improvements necessary to support development; and encouraging recreational tourism. The draft TSP identifies and prioritizes multiple projects - including improvements to intersections, roadways, sidewalks, and bicycle facilities - that will support employment areas, enhance freight movement, and enhance recreational routes. Specific intersection and roadway improvements, such as those at Shaff/Wilco and the Golf Lane realignment, were specifically identified to support anticipated future commerce in currently undeveloped areas. This proactive planning will help Stayton support new business.



Street classifications and standards have been reviewed and updated through this planning process. These standards ensure that future multi-modal street design can support adjacent existing and future land uses, including retail and employment centers within City Limits.

*Statewide Planning Goal 11 is to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Goal 11 requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. The goal requires that urban and rural development be "guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served."*

**Findings:** The TSP provides guidance for managing, operating, and improving the transportation system. Transportation facilities – including roadways, bikeways, sidewalks, and multi-use paths – are a primary type of public facility and are managed by public agencies including the City, Marion County, and ODOT. The TSP documents existing conditions and future needs for the City’s transportation system based on planned land uses; proposed improvements and implementation measures are intended to meet the community’s needs and improve safety and increase efficiency of existing roadways.

The TSP includes access spacing standards that balance the need to provide safe, efficient travel for motorists with the ability to access individual properties and destinations. Access management standards are designed to reduce congestion and crash rates, lessen the need for roadway widening, and to conserve energy and reduced air pollution. Table 7 of the TSP identifies the minimum public street intersection and private access spacing standards for streets in Stayton. Proposed amendments to the access spacing standards in the Land Use and Development Code (Section 17.26.020 Access Management Requirements and Standards) ensure that development requirements are consistent with the updated roadway functional classifications and corresponding access management standards.

The TSP was guided by and developed to be consistent with relevant transportation goals and policies found in the Comprehensive Plan. In addition, transportation goals, policies, and action items in the Comprehensive Plan are proposed to be updated to reflect and be consistent with the project goals and objectives.

Land Use and Development Code amendments include amendments to help protect the function of existing and future transportation facilities. They are proposed to implement the TSP, as required by the Transportation Planning Rule (OAR 660-012-0060). The amendments strengthen coordination with other transportation agencies and clarify transportation improvement requirements.

*Statewide Goal 12 is to provide and encourage a safe, convenient and economic transportation system. Goal 12 requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a “safe, convenient and economic transportation system.” This is accomplished through development of Transportation System Plans based on inventories of local, regional and state transportation needs. Goal 12 is implemented through OAR 660, Division 12, also known as the Transportation Planning Rule (TPR). The TPR contains numerous requirements governing transportation planning and project development.*



Findings: The City of Stayton TSP is a long-range plan that sets the vision for the City's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. An inventory of the multimodal transportation system served as the basis for the existing and future conditions analyses. The analyses focused on identifying gaps and deficiencies in the multimodal transportation system based on current and forecast future performance. For each gap and deficiency, solutions were evaluated to address the system needs. This process led to the development of projects, which were then prioritized using the project evaluation criteria and organized by priority. The draft TSP contains the recommended projects to address the existing and future gaps and deficiencies in the City's transportation system.

In addition, transportation-related amendments to the Comprehensive Plan and the Land Use and Development Code will aid in the City's ability to implement the TSP. Amendments to the Comprehensive Plan include goals, policies, and action items reflect the project goals and objectives and will help guide the City's future land-use decisions. Proposed code amendments provide additional standards to promote pedestrian and bicycle circulation and support alternate modes through modified motor vehicle parking requirements and transit-related requirements.

2. The Oregon Transportation Plan (OTP) is the State's long-range, multimodal transportation plan. The OTP is the overarching policy document for a series of modal and topic plans that together form the state's TSP. A local TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The following is an analysis of how the 2019 Stayton TSP complies with State transportation policy:

*POLICY 1.2 – Equity, Efficiency and Travel Choices. It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.*

Findings: Objectives in the draft 2019 TSP are intended to guide the City's future transportation and land use decision-making. A number of the objectives in draft TSP Section 2 address equity and transportation choices, including those under Goal 3 Equity, which charges the City with providing an equitable, balanced, and connected multi-modal transportation system.

As noted in the findings to Goal 12, above, the TSP plans for a multi-modal system and includes prioritized projects that benefit bicycling and walking, as well automotive mobility and safety. Roadway standards are designed to accommodate all users of public right-of-ways, including motorists, pedestrians, and bicyclists. Street design standards are based on functional classification and surrounding land uses (see draft TSP Figure 8 and Exhibits 1-6). In addition to roadway improvements, the TSP identifies specific sidewalk and crosswalk enhancement projects (draft TSP Table 2 and Figure 3) and bicycle projects (draft TSP Table 3 and Figure 5) to promote travel choices.

*POLICY 2.1 - Capacity and Operational Efficiency. It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.*



*POLICY 2.2 – Management of Assets. It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.*

Findings: As noted in the findings to Goal 11, above, updated transportation standards planned for in the draft TSP and implemented through the Land Use and Development Code preserve the function and capacity of roadways within Stayton. TSP standards include access spacing standards; draft TSP Table 7 summarizes the City’s access spacing standards for City streets and driveways.

*POLICY 3.1 – An Integrated and Efficient Freight System. It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.*

*POLICY 3.2 – Moving People to Support Economic Vitality. It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.*

Findings: OR 22 is designated as a statewide National Highway System freight route in the 1999 Oregon Highway Plan (OHP). Roadways under the State’s jurisdiction must comply with mobility targets and access management standards in the OHP (see explanation in draft TSP Motor Vehicle Plan, Access Management Standards). OR 22 is part of the transportation framework that supports industrial and employment areas in Stayton.

Draft TSP Goal 9 Community and Economic Vitality states that the City will provide a transportation system that supports existing industry and encourages economic development in the City. The planning process ensured that the resulting transportation system accommodates the freight system. Criteria for evaluating alternatives included improving the function of regionally significant corridors and improving travel reliability and efficiency of major travel routes. The use of freight vehicles on roundabouts was specifically evaluated during the development of alternatives.

*POLICY 4.1 - Environmentally Responsible Transportation System. It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.*

Finding: Goal 4 (Environmental) of the TSP is to “limit and mitigate adverse environmental impacts associated with traffic and transportation system development.” The TSP identifies projects that support alternative modes of transportation to allow individuals to reduce single occupancy vehicle trips, specifically projects that support walking and bicycling (see draft TSP Tables 2 and 3 and Figures 3 and 5).

*POLICY 5.1 – Safety. It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.*

Findings: Technical Memorandum 3, Existing and Future Conditions describes traffic safety outcomes in Stayton between 2011 and 2015. Locations and crash trends noted in this memorandum were evaluated for safety improvements; alternatives intended to improve safety outcomes and reduce crashes occurring in Stayton are included in Technical Memorandum 4: System Alternatives.



The draft TSP Pedestrian Plan and Bicycle Plan include a number of projects that provide separation between the flow of vehicle traffic and pedestrians and cyclists. Crosswalk enhancements and bicycle improvement projects are included in the ODOT All Roads Transportation Safety (ARTS) approved countermeasures list; projects on this list could be eligible for State ARTS funding.

In addition, there are projects listed in the draft TSP Motor Vehicle Plan that improve safety outcomes for two high-crash intersections on OR 22 : OR 22/Fern Ridge Road and Cascade Highway/OR 22 WB Ramps (also see Technical Memorandum 3: Existing and Future Conditions). While local funding is not proposed, due to the fact that these intersections are outside the urban growth boundary and on ODOT facilities, these improvements will enhance safety for Stayton motorists. Project M6 at N First Avenue/Washington Street is also a safety project; changing the left-turns at this intersection from permissive to protected eliminates conflicts between left-turning vehicles and oncoming through vehicles.

*POLICY 7.1 – A Coordinated Transportation System. It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.*

Findings: ODOT and Marion County are the primary agencies the City needs to coordinate with regarding transportation system planning within the urban growth area. Staff from all three levels of government have participated in the Technical Advisory Committee for the development of the draft TSP.

*POLICY 7.3 – Public Involvement and Consultation. It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.*

*POLICY 7.4 - Environmental Justice. It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.*

Findings: The 2019 Stayton TSP was developed through a process that included several opportunities for public involvement and input as described in the findings for Statewide Planning Goal 1, above. Information regarding the planning process was made available through a dedicated Stayton TSP website, where announcements and materials were shared. Two community meetings were held at key points in the planning process to share information and receive public feedback and both had an “online” component through the project website that allowed participants unable to physically attend to participate in the project and provide feedback. The first of these, Open House #1, included an interactive map to view and record community issues and concerns regarding the transportation system. The City Council also hosted two work sessions to receive project updates that were open to the public.

3. OAR 660 Division 12 is the Oregon Transportation Planning Rule. The purpose of the TPR is to implement Statewide Planning Goal 12 (Transportation) to “provide and encourage a safe, convenient and economic transportation system.” The TPR directs transportation planning to be coordinated with land use planning to, among other things,



promote the development of transportation systems that meet the mobility needs of the transportation disadvantaged and encourage and support the availability of a variety of transportation choices for moving people in order to avoid principal reliance upon any one mode of transportation. A major purpose of the TPR is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

The TPR contain policies for preparing and implementing a transportation system plan.

*Sections 660-012-0005 through 660-012-0055 of the TPR contain policies for preparing and implementing a transportation system plan.*

Findings: The 2019 TSP recommendations are based on an inventory of the existing conditions for Stayton's multimodal transportation system and a future conditions analyses identifying gaps and deficiencies to accommodate projected community growth over the 20-year planning period. It includes recommended projects by mode and a Financially Constrained project list, to improve the transportation system within the constraints of the known funding likely to be available in the next 20 years, as required by Section -0020 of the TPR.

The TSP was developed collaboratively among various public agencies, the community, a Public Advisory Committee, and the project management team which consisted of City staff and consultants.

Section -0045 of the TPR requires that local jurisdictions amend their land use regulations to implement the TSP. An audit conducted as part of the TSP update process confirmed that the City's Land Use and Development Code is largely in compliance with the TPR. Some targeted amendments to the City's development requirements are proposed to ensure future development or redevelopment of property is consistent with the TSP. Proposed modifications ensure that development requirements, the standards in the TSP, and the Public Works Design Standards related to access management and roadway design are consistent. Proposed amendments to the code are also intended to further the City's multi-modal objectives with additions to subdivision requirements related to pedestrian and bicycle access and circulation, allowances for reduced off-street vehicular parking, and transit-related requirements for new retail, office, and institutional buildings.

WHEREAS, based on the above findings, the Stayton City Council concludes that

1. The draft Transportation System Plan, the proposed Comprehensive Plan amendments, and the proposed Land Use and Development Code amendments are consistent with and in compliance with Statewide Planning Goals 1, 2, 9, 11, and 12. The City Council further concludes that Statewide Planning Goals 3 through 8 and 13 through 19 are not directly applicable to these proposals.
2. The draft Transportation System Plan is consistent with the Oregon Transportation Plan and with the Transportation Planning Rule.
3. The proposed Comprehensive Plan amendments meet the requirements of SMC Section 17.12.170.6.a.
4. The proposed amendments to Title 17 meet the requirements of Section 17.12.175;

NOW, THEREFORE, the Stayton City Council does ordain as follows:



**Section 1. Transportation System Plan Adopted.** The City of Stayton Draft Transportation System Plan, consisting of Volume I, Transportation System Plan and Volume II, Technical Appendices, both dated June 2019, are hereby adopted.

**Section 2. Comprehensive Plan Amended.** Chapter 4 of the City of Stayton Comprehensive Plan, is hereby amended as shown on Exhibit A attached hereto and incorporated herein.

**Section 3. Land Use and Development Code Amended.** Stayton Municipal Code Title 17, Chapters 17.12, 17.20, 17.24, and 17.26 are hereby amended as shown on Exhibit B attached hereto and incorporated herein.

**Section 4. Effective Date.** This Ordinance shall not become effective until the 30<sup>th</sup> day after adoption by the Stayton City Council and execution by the Mayor, or a representative of the Mayor. In the event of a timely appeal to LUBA, this Ordinance shall not become effective until the LUBA appeal is finally resolved, including any appeals from the decision of LUBA.

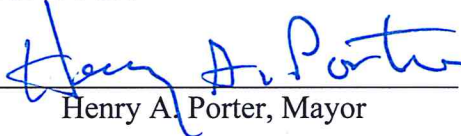
**Section 5. Notification to State.** A copy of this Ordinance shall be furnished to the State of Oregon, Department of Land Conservation and Development, as required by OAR 660-018-0040.

ADOPTED BY THE STAYTON CITY COUNCIL this 17th day of June, 2019.

CITY OF STAYTON

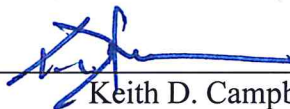
Signed: 6/17, 2019

BY:

  
Henry A. Porter, Mayor

Signed: 6/20, 2019

ATTEST:

  
Keith D. Campbell,  
City Administrator



## EXHIBIT A

### Amendments to Chapter 4. Transportation of the Stayton Comprehensive Plan

# Chapter 4 Transportation

## Transportation System Plan

This chapter addresses the City of Stayton's anticipated transportation needs through ~~2025~~2040. It presents a summary of the findings and recommendations contained in the ~~2004-2019~~ Transportation System Plan (TSP) ~~and the 2006 Sublimity Interchange Area Management Plan (IAMP). These documents have~~, which has been adopted as ~~appendices~~ the transportation element of the comprehensive plan and should be considered a part of this document. ~~However due to their length, they are not included in this volume.~~

~~The TSP and the IAMP were prepared in accordance with state and federal regulations that require urban areas to conduct long range planning. Specifically, the TSP was developed in compliance with requirements of the federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21), Statewide Planning Goal 12, the Transportation Planning Rule (TPR—Oregon Administrative Rule (OAR) Chapter 660, Division 12), and the Oregon Highway Plan (1999). This long range planning is intended to serve as a guide for the City in managing the existing and developing future transportation facilities.~~

The TSP is a long-range plan that sets the vision for the city's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. Local adoption of the TSP fulfills State Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in Oregon cities and presents the investments and priorities for the Pedestrian, Bicycle, Transit, Motor Vehicle, and other transportation systems.

~~This chapter and its appendices consider ways to provide a safe, convenient, efficient, and economic system of moving people and goods in, around, and through the Stayton area. In addition to the street system, the modes of transportation considered in this chapter are: A) mass transit; B) rail; C) air; D) water; E) pipelines; and F) non-motorized transportation. The transportation element also considers the "transportation disadvantaged," those individuals who may not have ready access to a means of transportation for travel to work, shopping, or medical appointments. The streets and highways section address the items required in OAR 660, Div. 11, the Public Facilities Rule.~~

This chapter describes each mode of transportation available in the City and provides a summary of what the City hopes to achieve through implementation of the TSP. Details about the existing network and future planning for each mode can be found in the TSP. The Goals and Policies included in this chapter reflect an integrated, multi-modal transportation system and implement the direction of the updated TSP. Plan language articulates the City policy regarding vehicular and active forms of transportation (walking, bicycling, riding transit), as well as community interests related to health, community and economic vitality, equity, and the environment.

### Pedestrian

Stayton's pedestrian system consists of sidewalks, enhanced sidewalks, off-street trails, and pedestrian crossings, which are both marked and unmarked; signalized and unsignalized. These facilities provide residents with the ability to access local retail/commercial centers, recreational areas, schools, and other land uses by foot. Most city streets have sidewalks on both sides of the roadway and enhanced crossings at key intersections and mid-block locations; however, there are



several streets with gaps in the sidewalks and locations where crossings could be implemented or improved. The pedestrian plan includes many projects to fill in the gaps in the sidewalks along the city's arterial and collector streets along with enhanced pedestrian crossings.

## **Bicycle**

Stayton's bicycle system consists of on-street bike lanes, enhanced sidewalks, shoulder bikeways, local streets, and trails. A connected network of bicycle facilities improves the health and well-being of Stayton's community while improving access for non-car-owning households and reducing total vehicle miles traveled. A few major roadways within the city have on-street bike lanes or other bicycle facilities, but many do not have dedicated bicycle infrastructure. Therefore, the bicycle plan includes many projects to fill in the gaps in the bicycling network along the city's arterial and collector streets.

## **Motor Vehicle Streets and Highways**

~~Automotive transport is and will continue to be the dominant form of moving people and goods to, through, and within the City of Stayton. The TSP contains a complete inventory of the street and highway system, an analysis of the needed improvements, and a recommended capital improvements plan. Based on the analysis of projected traffic in 2025, the TSP calls for various changes to the existing street and highway system.~~

~~In addition, the TSP sets out the principles for the establishment of a street network throughout the unincorporated portions of the UGB. The plan intends for the future street network to continue to develop as a grid system, as the city has developed to date for the most part. The grid system assures that access, mobility, and traffic circulation will be achieved at a high level throughout the city~~  
Stayton's motor vehicle system includes private streets, city streets, county roads, and a state highway. These facilities provide residents with the ability to access retail, commercial, recreational, and other land uses within Stayton and neighboring cities by vehicle. This system is largely built-out and there are few opportunities to construct new roadways except in the city's undeveloped growth areas. There are no capacity failures under existing or projected future traffic conditions. Therefore, the Motor Vehicle Plan includes projects to increase the efficiency of the transportation system through improvements to street system connectivity, improvements to key intersections, and access management.

## **Other Transportation Facilities**

### **A. Mass Transit**

~~Mass transit is passenger transportation which carries members of the public on a regular and continuing basis. Buses, taxis, shuttle trains, and car pools are forms of mass transit. As the cost of travel by private automobile increases, the alternative modes of mass transit, including rail and bus facilities, become more of an economic possibility.~~

~~The Salem-Keizer Transit District operates the Chemeketa Area Regional Transportation System (CARTS) that offers the "Canyon Connector." This service provides 6 trips per day connecting the North Santiam Canyon communities from Turner to Gates with downtown Salem. There are three daily buses each way. Three stops are provided in Stayton.~~

~~For travel beyond Salem, Greyhound Bus Lines provides bus service from a station in downtown Salem. HUT Airport shuttle provides service from Salem to PDX with 11 daily trips.~~

~~Taxi service was established in the city in 2010. There is also medical transport available, in which private individuals will provide transportation services to medical appointments for those who need. The service providers are reimbursed by the state Department of Human Services.~~

~~The most practical form of mass transit is sharing of an automobile, particularly in a community like Stayton with a large number of commuters traveling to a nearby large city. The Stayton park and ride~~



~~lot is located on ODOT land on the southeast corner of the intersection of Cascade Highway and Highway 22. The Salem Keizer Transit District now operates the car-pool program for the Salem region. Individuals in the Stayton area may receive a list of persons interested in sharing a ride by contacting the car-pool program.~~

~~The Salem Keizer Transit District coordinates the Santiam Regional Agreement, through which the local needs of communities in the Santiam Canyon area are presented to the District. The City is a party to the Agreement participated in its implementation by sending a representative to their meetings~~

## Transit

Transit can provide important connections to destinations for people that do not drive or bike and can provide an additional option for all transportation system users. In Stayton, transit provides residents limited access to Sublimity, Salem, and other nearby communities. It also provides school children access to school. Transit also complements walking, bicycling, or driving trips: users can walk to and from transit stops and their homes, shopping, or work places; people can drive to park-and-ride locations to access a bus; and people can bring their bikes on transit vehicles and bicycle from a transit stop to their destination.

Transit service in Stayton is provided by the North Santiam School District and Cherriots. The North Santiam School District 29J, which includes Stayton Elementary, Middle, and High Schools, is serviced by the Mid Columbia Bus Company (MIDCO), which has an office in Stayton and offers 19 different bus routes for the school district. Cherriots Route 30X is a fixed route bus service that runs from Salem to Gates. The bus makes three stops in Stayton and two stops in Sublimity. Cherriots Route 30X services each of these bus stops four times per day in both directions. The bus does not operate on weekends or holidays. Cherriots does not offer any special services, such as deviated route or dial-a-ride services for seniors or people with disabilities in the Stayton area. Cherriots does not plan to increase service to Stayton in the near-term; however, the City of Stayton desires more frequent service on Cherriots Route 30X to support commuter trips to Salem. The City is also supportive of a community-based organization providing transit for senior and low-income residents or the general population such as dial-a-ride, local circulator, or senior shopper shuttle options.

## Other Travel Modes

### A. Freight Transportation

OR 22 is designated as a statewide National Highway System freight route by the 1999 Oregon Highway Plan (OHP).

### a.B. Railroad Transportation

~~At present, there is a rail spur to Stayton from the Southern Pacific mainline in Salem. The spur is operated by Willamette Valley Railway. The spur terminates at NORPAC Foods, Inc. Currently three sidings are available in the Stayton Industrial Park area, serving the Wileo Farmers plant, Blazer Industries, and Redbuilt facilities. The railway has an easement that would allow the siding to be extended through the Blazer Industries property to the vacant industrial property to the north. The location of railroad sidings is shown on Map 11.~~An unused rail spur runs from the west side of the city along W Locust Street to the NORPAC facility. The last rail activity on this line was over five years ago, and NORPAC has not used the line in over twenty years. In 2018, Marion County conducted a feasibility analysis of reestablishing rail service and concluded that service was not feasible without either a subsidy to the operator or substantial additional demand.

### b.C. Air Transportation

~~The City of Stayton does not have an airport. There is not a sufficient need to support an airport at this time, nor is there a good airport site within the Stayton UGB. There is a full service general aviation airport 15 miles away in Salem that services Stayton for air freight and private passenger~~



~~aviation needs. Recent efforts to establish commercial passenger service in Salem have not been successful. The nearest commercial passenger service is Portland International Airport. Several small private air strips in Marion and Linn counties are within 20 miles of Stayton. A heliport at Santiam Hospital provides for medical emergencies.~~  
The nearest commercial airport is the Portland International Airport, located 75 miles north of Stayton. There are several other small airstrips within 20 miles of Stayton. One such location is the Salem Municipal Airport, which does not operate commercial flights. There is also a helistop located at Santiam Hospital.

#### ~~e.~~D. **Water Transportation**

~~Stayton is located adjacent to the North Santiam River and historically developed around the need and demands of water powered industries. The river has not been utilized as a mode of transportation because it is fairly shallow and other modes have been more economical. It is possible to travel by water from Stayton to Jefferson and the Willamette River; however, there are more economical and timely methods of travel. The river will continue to be used for aesthetic and recreational values and protected as a source of drinking water. It is doubtful if other than small recreational craft will ever travel on the river.~~  
Although the City of Stayton is situated along the North Santiam River, the river has not been used as a method of transportation, mainly due to the shallowness of the river. There are several boat ramps along the river; however, these are mostly used for small watercraft. The river is mainly used for recreation but is also a source of drinking water.

#### ~~d.~~E. **Pipeline Facilities**

~~The only existing pipeline facilities are the city water system and the natural gas system. The water system is discussed in detail in the Public Facilities section of this plan. In addition to Stayton, the City of Salem transmits potable water from their supply facilities on Geren Island via two large transmission mains. The City of Salem has had plans for a third water transmission pipe through Stayton. That project is on indefinite postponement. The natural gas system is discussed in the Energy section of this plan.~~

~~An additional pipeline facility may, at some future date, be located in the Stayton area. The U.S. Forest Service is issuing exploratory permits for geothermal energy drilling in the Breitenbush Hot Springs area near Detroit. If and when sufficient geothermal resources are found and developed, as the first larger city closest to the source Stayton could become a logical site for the use of this resource as an economical energy supply.~~  
The primary pipeline facilities in Stayton are associated with the city storm sewer, sanitary sewer, and water lines. Potable water is transported from the North Santiam River to Salem via two transmission mains that run through Stayton. There are no natural gas lines that are large enough to be classified as pipelines in the Stayton area.

.



# Map 11. Railroad Sidings

**Legend**

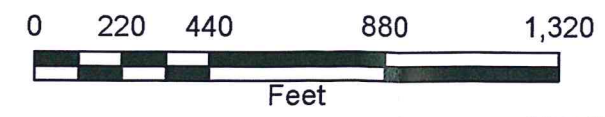
- Urban Growth Boundary
- City Limits

Redbuilt

Blazer Industries

Willamette Farmers

Norpac



Stayton Comprehensive Plan



**e.F. Non-motorized Transportation Private Transportation Providers**

**f.** The Park and Recreation Master Plan and the TSP contain detailed plans for the improvement of a more complete bicycle and pedestrian circulation system in the City. These improvements include sidewalks, bike lanes, and trails. Uber and Lyft both operate in the City of Stayton. They provide on-demand taxi services through a mobile phone application

**A. Interchange Improvements**

The Sublimity Interchange Area Management Plan (IAMP) was adopted in 2006 to address the safety and operational problems relating to Highway 22 access in addition to traffic circulation issues within the interchange influence area of Cascade Highway. The state guidelines for an IAMP require collaboration with all affected public jurisdictions and agencies to protect the state and local investment in the interchange facility. The IAMP was a joint effort involving the cities of Stayton and Sublimity, Marion County, ODOT, the Mid-Willamette Valley Council of Governments, and the Federal Highway Administration. The IAMP establishes operational and physical improvements and access management techniques that will maximize the operation of the interchange for a 20-year period. The ODOT undertook the recommended improvements to the interchange in 2008, completing the project in the early summer of 2010. The improvements included new bridges over Cascade Highway, new entrance and exit ramps and a new traffic signal. The City is responsible for the maintenance of the access management policies. The access management policies in the IAMP call for the realignment of Golf Lane to intersect Cascade Highway at the Whitney St signal and no other new access onto Cascade Highway will be permitted.



# Transportation Goals and Policies

**Statewide Planning Goal: To provide and encourage a safe, convenient and economic transportation system.** A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.

## Stayton City Goals and Policies

**GOAL**            **OPTIMIZE THE PERFORMANCE OF THE TRANSPORTATION SYSTEM FOR THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS**  
~~**THE MOBILITY OF STAYTON RESIDENTS AND BUSINESSES WILL BE MAXIMIZED BY ACCESS TO A MULTI-MODAL TRANSPORTATION SYSTEM**~~

Policy T-1.      It is the Policy of the City to establish a transportation system that can accommodate a wide variety of travel modes and minimizes the reliance on any one single mode of travel.

ACTION      The City will develop and maintain street functional classifications, along with operational guidance, cross-sectional standards, and right-of-way standards, to ensure streets are able to serve their intended purpose~~work with Willamette Valley Railway, the Oregon Department of Transportation and Marion County to assure continuation of rail service to Stayton.~~

ACTION      The City will implement needed mobility standards to help maintain a minimum level of motor vehicle travel efficiency. State and county mobility standards will be supported on facilities under the respective jurisdiction~~support the extension of the “Blazer Industries” rail siding north into the vacant industrially-zoned land.~~

ACTION      The City will manage access to roadways to ensure a level of mobility consistent with their functional classification~~publicize the availability of rideshare services and the Canyon Connector transit service on an annual basis in the utility bills.~~

Policy T-2.      It is the Policy of the City to plan for an integrated transportation system that includes additional local, collector and arterial roads that improves connectivity across multiple modes; preserves future rights-of-way; and maintains Stayton’s existing street grid system~~properly plan transportation infrastructure to meet the level of service set for each type of facility.~~



ACTION The City's land use standards will require developments to provide access consistent with the roadway classifications and access spacing standards in the TSP~~the maintenance of a minimum level of service standard of LOS D for signalized intersections and for all-way stop-controlled intersections and roundabouts and a minimum level of service standard of LOS E or F with a volume to capacity of 0.95 or better for two-way stop-controlled intersections. For Oregon Department of Transportation (ODOT) facilities, the City of Stayton shall defer to ODOT mobility standards described in the most recent version of the Oregon Highway Plan.~~

Policy T-3 It is the Policy of the City to ensure that the network of arterials, collectors and local streets are interconnected, appropriately spaced, and reasonably direct in accordance with City, County and State design standards in order to reduce reliance on any one corridor~~develop a local street plan to preserve future rights-of-way for future streets and to maintain adequate local circulation in a manner consistent with Stayton's existing street grid system.~~

ACTION The City's land use standards will require developments to provide for new and improved streets in accordance with the Roadway Functional Classification Map and Future Street Plan in the TSP~~construct their accesses consistent with Stayton's existing street grid system and include standards for the maximum length of blocks.~~

~~ACTION—The City will maintain existing alleys within the downtown area to provide rear access to properties and buildings.~~

**GOAL PROVIDE A TRANSPORTATION SYSTEM THAT ENHANCES THE SAFETY AND SECURITY OF ALL TRANSPORTATION MODES.**

Policy T-4 It is the Policy of the City to reduce traffic volumes and speeds near schools consistent with the Safe Routes to School Plan~~minimize turning movements on arterial and collector streets to maintain traffic flow.~~

ACTION The City's will work with the school district and private schools to identify and implement circulation and access patterns to and around schools that are safe for pedestrians and bicyclists, as well as people in cars and arriving by bus~~land-use standards will require new development to access local streets wherever possible.~~

~~ACTION—The City's land use standards will include appropriate driveway and intersection separation and design standards consistent with the purposes of the various zones and the permitted density of development.~~

**~~GOAL—THE CITY WILL CREATE AND MAINTAIN A MULTI-MODAL TRANSPORTATION SYSTEM WITH THE GREATEST EFFICIENCY OF MOVEMENT POSSIBLE FOR STAYTON RESIDENTS AND BUSINESSES IN TERMS OF TRAVEL TIME, TRAVEL DISTANCE, AND EFFICIENT MANAGEMENT OF THE TRANSPORTATION SYSTEM.~~**

Policy T-5. It is the Policy of the City to improve safety and operational components of existing transportation facilities~~that the street and highway system will develop with alternative parallel corridors to reduce reliance on any one~~



~~corridor and improve local access through a local street plan that preserves future rights-of-ways, consistent with a grid pattern.~~

~~ACTION The City will address existing safety issues at high crash locations and locations with a history of severe vehicle, bicycle- and/or pedestrian-related crashes~~  
City's land use standards will require developments to construct their accesses consistent with Stayton's existing street grid system and in accordance with the future street plan and include standards for the maximum length of blocks.

ACTION The City will improve safe crossings for vehicles, bicycles and pedestrians across arterial streets.

ACTION The City will manage access to transportation facilities consistent with their applicable classification to reduce and separate conflicts and provide reasonable access to land uses.

Policy T-6 It is the Policy of the City to maintain a traffic calming program for implementation in areas with vehicle speeding issues~~manage the City's resources to improve the transportation system through an up-to-date capital improvement program reflecting the transportation needs of the city.~~

~~ACTION The City will~~ monitor vehicular speeds to identify street segments with speed issues and implement appropriate traffic calming protocols to reduce vehicle speeds~~set aside funds annually in order to review and update the Transportation System Plan on an every 5 to 7 year basis.~~

~~ACTION~~ The City will annually establish a 5-year capital improvement program for inclusion in the annual budget.

Policy T-7 It is the Policy of the City to ensure adequate access for emergency services vehicles throughout the City's transportation system~~prevent development from "leap-frogging" beyond areas where services are presently available to minimize the need for expanding services and to more efficiently utilize existing resources.~~

~~ACTION The City's street design standards will ensure adequate travel way width and turnaround capacity for emergency vehicles~~  
City will maintain its urban services agreement with Marion County that provides that urban development within the UGB will occur only within the City Limits.

~~ACTION~~ The City will maintain its current code requirements that land will only be annexed into the City if it is contiguous to the City Limits.

**GOAL** **PROVIDE AN EQUITABLE, BALANCED, AND CONNECTED MULTI-MODAL TRANSPORTATION SYSTEM**~~**THE CITY WILL MAINTAIN AND IMPROVE TRANSPORTATION SAFETY.**~~

Policy T-8 It is the Policy of the City to ensure that the transportation system provides equitable access to underserved and vulnerable populations~~assure that transportation system within Stayton is structurally and operationally safe for all users of the street and highway system, motorists, bicyclists and pedestrians.~~



ACTION The City will ensure that multi-modal connections meet applicable City and Americans with Disabilities Act (ADA) standards~~examine the need for reduction in the posted speed limit in areas with a high concentration of bicyclists and pedestrians such as adjacent to local schools.~~

ACTION The City will work with Salem Keizer Transit District to provide shelters at transit stops and expand opportunities for transit service when cost effective~~continue to seek funds to carry out a cross-walk safety awareness programs.~~

ACTION The City will maintain City roadways as multi-modal or “complete streets,” with each street servicing the needs of various modes of travel~~assure that cross walks and bicycle lane striping is in good condition and visible to motorists.~~

~~ACTION—The City will periodically review crash records in an effort to systematically identify and remedy unsafe intersection and roadway locations.~~

~~ACTION.—The City will develop a traffic calming program for implementation in areas identified with vehicle speeding issues.~~

Policy T-9. It is the Policy of the City to provide for multi-modal circulation internally on site and externally to adjacent land uses and existing and planned multi-modal facilities~~ensure adequate access for emergency services vehicles throughout the City’s transportation system.~~

ACTION The City will require new non-residential development to provide pedestrian connections to the public sidewalk and to provide bicycle parking~~City’s street design standards will assure adequate travel way width and turnaround capacity for emergency vehicles.~~

~~ACTION—The City will enforce parking prohibitions.~~

## GOAL

### LIMIT AND MITIGATE ADVERSE ENVIRONMENTAL IMPACTS ASSOCIATED WITH TRAFFIC AND TRANSPORTATION SYSTEM DEVELOPMENT~~THE COSTS OF DEVELOPMENT OF THE CITY’S TRANSPORTATION INFRASTRUCTURE AND SERVICES WILL BE EQUITABLY DISTRIBUTED~~

Policy T-10. It is the Policy of the City to avoid or minimize impacts to natural resources when planning for and implementing the transportation system~~collect a transportation system development charge on development that reflects the demand of the new development for improvements to the transportation system.~~

ACTION The City will allow alternative transportation facility designs in constrained areas~~The transportation system development charge shall be updated periodically to reflect changes in the Capital Improvement Plan and projected costs for transportation improvements.~~

ACTION—The City will endeavor to identify environmental impacts related to transportation projects at the earliest opportunity to ensure compliance with all federal and state environmental standards.



ACTION The City will work to reduce the number of vehicle-miles traveled through policy and implementation of multi-modal and transit supportive projects.

ACTION The City will work to enhance opportunities to increase the number of walking, bicycling, and transit trips in the city.

ACTION The City will work with community partners and private property owners to identify potential electric vehicle plug-in stations and will permit these uses, consistent with adopted code provisions.

ACTION Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches such as reducing required pavement width, water reduction and infiltration methods to protect waterways, solar infrastructure, and impervious materials.

Policy T-11 It is the Policy of the City to support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects~~shall seek equitable funding mechanisms to maintain transportation infrastructure and services at the identified acceptable levels of service.~~

ACTION The City will continue to seek out and work with other transportation providers such as ODOT and Salem Keizer Transit District to apply where practicable advanced technologies and proven management techniques to relieve congestion, enhance safety, and provide services to travelers~~apply for state and federal funding for transportation infrastructure and services.~~

**GOAL DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM PLAN THAT IS CONSISTENT WITH THE GOALS AND OBJECTIVES OF THE CITY, MARION COUNTY, AND THE STATE.**

Policy T-12. It is the Policy of the City to ensure consistency with state, regional and local transportation planning rules, regulations, and standards~~that developments will be responsible for mitigating their direct traffic impacts.~~

ACTION The City will continue to participate in regional transit service efforts and seek improvements to public transit services to the City of Stayton~~land use and development code will continue to require that traffic impacts be determined through a traffic study submitted by the developer.~~

ACTION The City will coordinate land use, financial, and environmental planning, both within City departments and with state and regional partners, to prioritize strategic transportation investments~~land use and development code will continue to require that plans for new developments construct off-site improvements as required to maintain acceptable levels of service.~~



**GOAL**

**SEEK FUNDING FOR AND INVEST IN FINANCIALLY FEASIBLE INFRASTRUCTURE PROJECTS THAT WILL SERVE THE CITY FOR YEARS TO COME~~ENVIRONMENTAL IMPACTS ASSOCIATED WITH TRAFFIC AND TRANSPORTATION SYSTEM DEVELOPMENT WILL BE LIMITED AND MITIGATED.~~**

Policy T-13 It is the Policy of the City to preserve and protect the function of locally and regionally significant transportation corridors~~identify environmental impacts related to transportation projects at the earliest opportunity to ensure compliance with all federal and state environmental standards.~~

**ACTION** The City will implement reasonable alternative mobility targets for motor vehicles that align with economic and physical limitations on state highways and city streets where necessary~~consult with the environmental staff of ODOT, DEQ, and other environmental regulatory agencies as transportation projects are conceived in order to identify potential environmental impacts and include mitigation efforts in the development of plans.~~

**ACTION** The City will endeavor to preserve and maintain the existing transportation system assets to extend their useful life.

**ACTION** The City will continue to work to improve travel reliability and efficiency of existing major travel routes in the city before undertaking more expensive capacity projects.

**ACTION** The City will pursue grants and collaboration with other agencies to efficiently fund transportation improvements and supporting programs.

**~~GOAL~~ — ~~USE OF ALTERNATIVE MODES OF TRANSPORTATION WILL BE INCREASED~~**

Policy T-14 It is the Policy of the City to identify and maintain stable and diverse revenue sources to meet the need for transportation investments in the city~~develop a citywide pedestrian and bicycle network.~~

**ACTION** The City will continue to pursue new and creative funding sources to leverage high priority transportation projects~~include detailed plans for the location of future pedestrian and bicycle facilities in updates to the Transportation System Plan and Park and Recreation Master Plan.~~

**ACTION** ~~The City will require new developments to include construction of sidewalks along existing public streets and all new streets.~~

**ACTION** ~~The City will require new developments to include construction of off-street pedestrian and bicycle paths when adjacent to proposed paths as shown on Transportation System Plan or Park and Recreation Master Plan.~~

**ACTION** ~~The City will require striped bicycle lanes on all new and improved collector streets.~~

**ACTION** ~~The City will seek state and federal funding for projects evaluating and improving pedestrian and bicycling facilities.~~

Policy T-15 It is the Policy of the City to ensure that proposed developments will be responsible for mitigating their direct traffic impacts~~promote alternative~~



modes and rideshare/carpool programs through community awareness and education.

ACTION The City will implement transportation system development charge methodology and maintain a list of SDC-eligible projects~~include information on the availability of transit, rideshare/carpool and demand responsive services in the utility bills on an annual basis.~~

~~ACTION—The City will work with the Chemeketa Area Regional Transportation System to increase the visibility of transit service through signage and shelters.~~

**GOAL PROVIDE A TRANSPORTATION SYSTEM THAT ENHANCES THE HEALTH OF RESIDENTS AND USERS.**

Policy T-16 It is the Policy of the City to provide convenient and direct pedestrian and bicycle facilities to promote health and the physical and social well-being of Stayton residents, to reduce vehicular traffic congestion, to provide community and recreational alternatives, and to support economic development~~seek improvements of transit services in the city through coordination with regional transit service efforts.~~

ACTION The City will identify and seek funding for programs that encourage walking, bicycling, and rideshare/carpooling through community awareness and education~~continue to participate in the Santiam Regional Agreement.~~

ACTION The City will identify and seek funding for programs that provide education regarding good traffic behavior and consideration for all users ~~seek Transportation and Growth Management and other funding for projects evaluating and improving the environment for transit services.~~

ACTION The City will work to create a multi-modal transportation system that limits users' exposure to pollution and that enhances air quality.

**GOAL CREATE A BALANCED BUILT ENVIRONMENT WHERE DESIRED EXISTING AND PLANNED LAND USES ARE SUPPORTED BY AN EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM~~TRANSPORTATION IMPROVEMENTS WILL BE COORDINATED WITH ALL EFFECTED LEVELS OF GOVERNMENT~~**

Policy T-17 It is the Policy of the City to encourage more compact, walkable, mixed use, to shorten trip lengths and reduce the need for motor vehicle travel~~maintain coordination between the City of Stayton, Marion County, and the Oregon Department of Transportation (ODOT).~~

ACTION The City will implement the land use code provisions of the Downtown Transportation and Revitalization Plan by continuing to have mixed use zones in the downtown core~~cooperate with ODOT in the implementation of the State-wide Transportation Improvement Program.~~

~~ACTION—The City will encourage improvement of Highway 22 in the vicinity of Fern Ridge Road, and Mehama Road.~~

~~ACTION.—The City will work with Marion and Linn Counties, ODOT, and the City of Sublimity in establishing cooperative road improvement programs and schedules.~~



~~ACTION— The City will work to establish the right-of-way needed for new roads identified in the TSP.~~

Policy T-18 It is the Policy of the City to implement transportation improvements needed to accommodate developing or undeveloped areas and ensure adequate capacity for future travel demand, consistent with the adopted TSP~~the Sublimity Interchange Area Management Plan (IAMP) to addresses access management, construction and land use measures that augment the effectiveness of the interchange modernization.~~

ACTION The City will periodically review and revise where necessary local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system~~use its Land Use and Development Code to control or decrease, the number of conflict points on Cascade Highway in the vicinity of the Highway 22 Interchange.~~

ACTION The City will implement access management and land use measures consistent with the recommendations of the TSP to protect the function~~provide feasible and equitable driveway relocation alternatives for property owners with current direct access to Cascade Highway in the vicinity of the Sublimity Interchange.~~

~~ACTION—The City will cooperate with other levels of government monitor how the interchange capacity is managed.~~

**GOAL** **PROVIDE A TRANSPORTATION SYSTEM THAT SUPPORTS EXISTING INDUSTRY AND ENCOURAGES ECONOMIC DEVELOPMENT IN THE CITY**~~**THE TRANSPORTATION SYSTEM WILL BE PLANNED AND MAINTAINED, INCLUDING STREET DESIGN AND ACCESS STANDARDS, BASED ON FUNCTIONAL CLASSIFICATION**~~

Policy T-19 It is the Policy of the City to provide a transportation system that supports the movement of goods and delivery of services throughout the city while balancing the needs of all users and preserving livability in residential areas and established neighborhoods~~establish a functional classification system for the City's streets and highways.~~

ACTION The City will maintain and implement a plan for designated truck routes through the City that prioritizes efficient freight movement and minimizes truck traffic on other city roadways~~classify roadways throughout the city's transportation system in its transportation system plan as arterial, major collector, minor collector, and local streets representing a continuum in which through traffic increases and access provisions decrease in the higher classification category.~~

~~ACTION—The City will employ the functional classification system to differentiate street design and access standards.~~

~~ACTION—The City will amend its land use and development code and public works standards to encourage use of methods such as alleys and shared driveways to provide property access.~~



**GOAL — THE IMPACTS OF TRUCK TRAFFIC ON LOCAL STREETS WILL BE MINIMIZED**

Policy T-20 It is the Policy of the City to identify lower cost options or provide funding mechanisms for transportation improvements necessary for development to occur~~direct truck traffic to arterial and major collector roads, minimizing impacts to residential areas.~~

ACTION. The City's TSP will guide programming transportation improvements to facilitate the development of desired land uses and~~City will use signage to designate a through truck route along its arterials and major collectors as defined in the TSP and following the procedures of ORS 227.400.~~

~~ACTION — The City will amend the Vehicles and Traffic Code to minimize the use of local streets by truck traffic except for local deliveries and pickups.~~

~~ACTION — The City will assure that turning radii on designated truck routes are adequate for truck traffic.~~

**GOAL — THE CITY WILL HAVE ADEQUATE FINANCIAL REVENUES TO FUND ITS CAPITAL IMPROVEMENT PROGRAM AND MAINTENANCE NEEDS**

Policy T-21 It is the policy of the City to encourage tourism by developing connections to and between major recreational locations, key services, and other destinations in the city~~aggressively seek state and federal funding for relevant transportation projects.~~

ACTION The City will encourage tourism by promoting and upgrading bicycle and pedestrian recreational routes and services through the city~~proactively seek new local and regional funding sources for its Capital Improvement Program.~~



## EXHIBIT B

### Amendments to Land Use and Development Code SMC Title 17) to Implement the 2019 Transportation System Plan and Achieve Compliance with the Transportation Planning Rule

**Part 1.** Amend Section 17.12.175 by the addition of a new subsection 6 to require that any amendment to Title 17 be assessed for the potential impacts on the City's transportation facilities:

**6. IMPACT ON TRANSPORTATION FACILITIES:** Proposals to amend this Title shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

**Part 2.** Amend Section 17.12.220.5.b and 17.12.220.5.c, within the approval criteria for Site Plan Review applications, to require access for non-motorized transportation as well as motorized transportation and to require findings on the proportionality of the impacts of a development on potential conditions for off-site improvements:

- b. Provisions have been made for safe and efficient internal traffic circulation, including both pedestrian and motor vehicle traffic, and for safe access to the property for vehicles, as well as bicycle and pedestrians, from those public streets which serve the property in accordance with the City's Transportation System Plan and Standard Specifications.
- c. Provision has been made for all necessary improvements to local streets and roads, including the dedication of additional right-of-way to the City and/or the actual improvement of traffic facilities to accommodate the additional traffic load generated by the proposed development of the site in accordance with Chapter 17.26. Improvements required as a condition of approval shall be roughly proportional to the impact of the development on transportation facilities. Approval findings shall indicate how the required improvements are directly related to and are roughly proportional to the impact of development.

**Part 3.** Amend Section 17.20.060.7 by inserting a new subsection g, to allow a reduction in the number of required off-street parking spaces:

- g. Off-street parking reductions. The decision authority may reduce the off-street parking standards of Table 17.20.060.7.b for sites with one or more of the following features:
  - 1) The site has an existing or planned bus stop located adjacent to it, and the site's frontage is improved with a bus stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the required number of automobile parking spaces;



- 2) The site has one (1) or more dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the required number of automobile parking spaces;
- 3) The site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for these parking spaces;
- 4) The site has more than one and a half the minimum number of required bicycle parking spaces: Allow up to a 5 percent reduction to the required number of automobile parking spaces.

**Part 4.** Amend Section 17.24.050.1, within the design standards for land divisions, as follows:

1. STREETS.

- a. Streets shall be in alignment with existing streets in the vicinity of the proposed subdivision, either by prolongation of existing centerlines or by connection with suitable curves. Streets shall conform to the location, alignment, and ~~width~~ roadway design as indicated on the official map of streets known as the Future Street Plan and the Roadway Functional Classification Map in the adopted Stayton Transportation System Plan.
- b. Streets should intersect at or near right angles as practicable, and in no case shall the angle of intersection exceed 120 degrees.
- c. The criteria of a and b above may be modified where the applicant can demonstrate to the decision authority that the topography, or the small number of lots involved, or any other unusual conditions justify such modification.
- d. Bikeways and pedestrian ways shall be required in accordance with the City of Stayton ~~Non-Motorized Plan in the adopted Stayton~~ Transportation System Plan.
- e. Concrete curbs and concrete sidewalks shall be installed on all streets, consistent with the Geometric Design Requirements by Street Functional Classification in the Public Works Design Standards. ~~The location and width of sidewalks shall be determined by the decision authority. In making such determination, the decision authority shall take into consideration the topography of the land, the presence of improvements, trees or other plantings, the type of street, and the location of sidewalks, if any, in adjacent areas or subdivision.~~

In residential neighborhoods, sidewalks shall be placed along the property line whenever possible. In all cases, sidewalks shall be placed 1 foot from the property line on arterial and collector streets.

**Part 5.** Amend Section 17.26.020.3.h, within the access management standards, as follows:

h. Access Spacing Standards

The streets within Stayton are classified as major arterials, minor arterials, collectors, neighborhood collectors, and local streets. The access spacing standards are shown in Table 17.26.020.3.h. for both full intersection spacing and driveway spacing. The access spacing standards shown in Table 17.26.020.3.h shall be measured as defined below.

- 1) Access spacing between two driveways on Neighborhood Collector, Local Residential, and Local Commercial/Industrial Streets (~~50 feet~~) shall be measured from the perpendicular near edge of the driveway to the perpendicular near edge of the driveway.



- 2) Access spacing between a driveway and an arterial, collector, or local street located on a Neighborhood Collector, ~~Local Residential Local~~, or ~~Local-Commercial Local~~ or Industrial ~~Local Street (50 feet)~~ shall be measured from the perpendicular near edge of the driveway to the start of the tangent for the intersecting street.
- 3) All other access spacing between driveways, between streets, and between streets and driveways (~~>50 feet~~) shall be measured from center-to-center of the driveway or street.

**Table 17.26.020.3.h. Access Spacing Standard**

Functional Roadway Classification	Minimum Public Intersection Spacing Standard	Minimum Spacing between Driveways and/or Streets
<del>Limited Access Principal Major Arterial (Limited Access Facility)<sup>1</sup></del>	750 feet	375 feet
<del>Urbanized Area Principal Major Arterial<sup>1</sup></del>	260 feet	260 feet
Minor Arterial	600 feet	300 feet
Collector	260 feet	150 feet
Neighborhood Collector	260 feet	50 feet
<del>Local Residential Local Street</del>	260 feet	50 feet <sup>2</sup>
<del>Local-Commercial/Industrial Local Street</del>	260 feet	50 feet
<del>Industrial Local Street</del>	<u>260 feet</u>	<u>50 feet</u>

<sup>1</sup> This standard applies to ~~1st Avenue from Shaff/Fern Ridge Road to Ida Street on Cascade Highway north of Shaff Road and on S First Avenue south of Water Street.~~

<sup>2</sup> This standard only applies to a corner residential lot driveway spacing from the adjacent street and may be modified per 17.26.020.3.a).

**Part 6.** Amend Section 17.26.020.5.a, within the access management standards, as follows:

5. CONNECTIVITY AND CIRCULATION STANDARDS.

a. Connectivity.

- 1) The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as specified in Section 17.24.050.1.a.
- 2) Wherever a proposed development abuts unplatted, developable land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. This is consistent with and an extension of Section 17.24.050.1.a.
- 3) Neighborhood collectors and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic calming measures are the preferred means of discouraging through traffic. ~~These measures are defined in the Stayton Transportation System Plan.~~



- 4) Developers shall construct roadways within their development site to conform to the Future Street Plan and Roadway Functional Classification Map in the ~~€~~Transportation System ~~p~~Plan. Flexibility of the future roadway alignment shall be at the discretion of the Public Works Director and/or his designee but must maintain the intent of the Future Street Plan.
- 5) A system of joint use driveways and crossover easements shall be established wherever feasible and shall incorporate the following:
  - a) A continuous service drive or crossover easement corridor extending the entire length of each block served to provide for driveway separation consistent with the access standards set for each functional roadway classification.
  - b) A design speed of 10 mph and a maximum width defined in the ~~Standard Specifications for Public Works Construction, Section 300—~~Street Design Standards, 2.22, to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
  - c) Access stub-outs and other design features to make it visually obvious that the abutting properties will be tied in to provide crossover easement via a service drive;
  - d) A unified access and circulation system plan shall be submitted as part of the documentation for joint and cross access. A unified access and circulation system plan encompasses contiguous, adjacent parcels that share access(es). The unified access and circulation system plan shows how the joint and cross access(es) work together to meet the needs of all property owners and uses. It includes showing how parking areas of the various uses sharing access(es) coordinate and work with each other.
- 6) New partitions and subdivisions shall provide safe bicycle and pedestrian connections to adjacent existing and planned residential areas, transit stops, and activity centers. Non-motorized connectivity can be provided through sidewalks, trails, and striped and/or signed bicycle facilities on local roadways.

**Part 6.** Amend Chapter 17.26.to add a new Section establishing further transportation related requirements for land development activities, as follows:

### **17.26.070 TRANSIT-RELATED REQUIREMENTS**

#### **1. PURPOSE**

The purposed of this Section is to ensure that new retail, office and institutional buildings provide access to transit facilities and facilitate transit ridership.

#### **2. APPLICABLILITY AND REIREMENTS**

Retail, office, and institutional developments that are proposed on the same site as, or adjacent to, an existing or planned transit stop as designated in an adopted transportation or transit plan shall provide the following transit access and supportive improvements in coordination with the transit service provider:

- a. Reasonably direct pedestrian connections between the transit stop and primary entrances of the buildings on site. For the purpose of this Section, "reasonably direct" means 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 users.

- b. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.
- c. A transit passenger landing pad that is ADA accessible.
- d. An easement or dedication for a passenger shelter or bench if such an improvement is identified in an adopted plan.
- e. Lighting at the transit stop.
- f. Other improvements identified in an adopted plan.