

City of Lafayette

TRANSPORTATION SYSTEM PLAN

August 2003

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City of Lafayette Transportation System Plan

Table of Contents

Chapter		Page
1	Executive Summary and Introduction	3
2	Existing Conditions	
2A	Roadway	10
2B	Bicycle and Pedestrian Facilities	17
2C	Public Transportation Services	18
2D	Air, Rail, Water and Pipeline Facilities.....	22
3	Determination of Transportation Needs	
3A	Roadway Needs	24
3B	Pedestrian/Bicycle Needs	27
3C	Public Transportation Needs	29
3D	Air, Rail, Water and Pipeline Needs	30
4	Transportation System Plan	
4A	Street Network	31
4B	Downtown Streetscape Plan.....	37
4C	Pedestrian/Bicycle Plan	43
4D	Public Transportation Plan	46
4E	Air, Rail, Water and Pipeline Plan	47
5	Plan Implementation	
5A	Goals and Policies	49
5B	Land Use Development Code Modifications	55
5C	Projects to be included in the CIP	63
5D	Financing Alternatives	65
 Appendices		
Appendix A	Street Inventory	
Appendix B	Public Involvement and Agency Coordination	
Appendix C	Special Transportation Area	

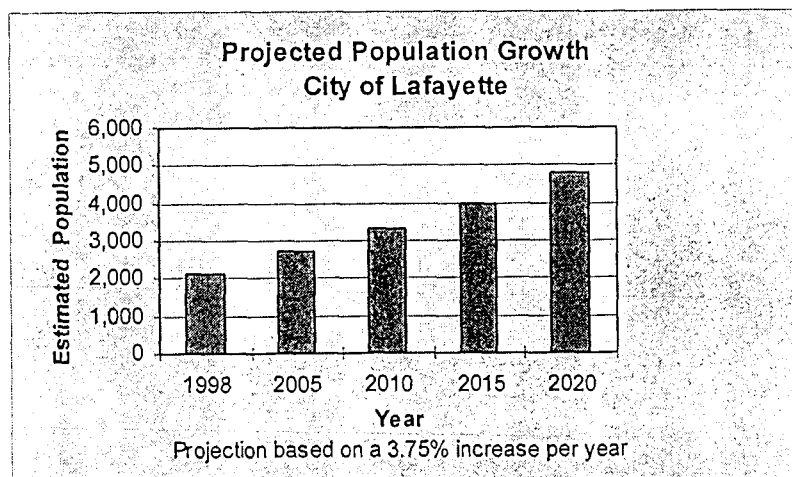
Chapter One

Executive Summary

The City's Transportation System Plan is a Plan to provide an economical, efficient, safe, accessible, and multi-modal transportation system for the City of Lafayette, Oregon. The Transportation System Plan (TSP) satisfies state and federal transportation planning requirements under the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Oregon Transportation Planning Rule (TPR). The TPR, adopted in 1991 and amended in 1995, implements State Planning Goal 12 - Transportation.

City staff developed this Plan with assistance from the Mid-Willamette Valley Council of Governments. The City's Technical Advisory Board (TAC) provided direction in development of the Plan. The TAC is comprised of a representative of the City Council, Planning Commission, Yamhill County Public Works, ODOT and the City Administrator, the City Planner and the City Public Works Superintendent. Public involvement and interagency coordination occurred during all phases of TSP development and adoption. The Lafayette TSP updates and replaces the existing section of the Comprehensive Plan associated with Transportation. The Plan was developed in six steps: (1) Review existing plans, policies, standards and laws; (2) Inventory existing transportation facilities and services; (3) Identify current and future transportation needs; (4) Develop and evaluate transportation alternatives; (5) Produce a transportation system plan; and (6) adopt the Plan.

It covers a 20-year planning horizon during which Lafayette is projected to roughly double in population and grow from a population of 2,140 in 1998 to 4,779 in 2020. This growth is based on a 3.75 percent increase per year, which is the same rate the City grew between 1990 and 1995 (Yamhill County projected the City to grow at 4% per year between 1995 and 2015). The City actually grew at 7.2% from 1995 to 2000 establishing a population of 2586. However, it is doubtful this rate of growth will or can continue.



Between 1990 and 1995, the City grew from 1,202 to 1,445 residents. The projected increase of 2,639 new residents translates into a need for approximately 910 new dwelling units (based on 2.9 persons per dwelling unit).

The City is presently updating its Comprehensive Plan. Preliminary analysis indicates that there are enough buildable lands within the Urban Growth Boundary to accommodate the expected growth. Almost all of the new construction has been residential development occurring in the north side of town. There are many commuters living in Lafayette. Most workers commute to their jobs in the Portland metropolitan area, McMinnville and Salem.

Existing Conditions

Almost all of the existing roadways in Lafayette have been built to rural standards with minimum pavement widths, no curb and gutter and sidewalk. Most of the traffic in Lafayette is concentrated on the principle route through town - 3rd Street (Highway 99W). In 1997, approximately 12,900 cars per day traveled on 3rd Street, which has one lane of traffic in each direction with no turning lanes or traffic lights. It is estimated that Highway 99W (3rd Street) is operating at Level of Service D.

McMinnville, which has a population of approximately 24,500, is located approximately 5 miles west of Lafayette on Highway 99W. Highway 99W through Lafayette is used by a lot of the truck and automobile traffic that travels between north McMinnville and the Portland Metropolitan area. Most of the traffic between the Portland metropolitan area and McMinnville uses Highway 99W (rather than Highway 18) because it is more of a direct route to the commercial and industrial areas of McMinnville.

Existing traffic volume levels on the other city streets are low. During the a.m. and p.m. peak hours, there is some congestion at the intersections of 3rd Street/Madison Street and 3rd Street/Bridge Street due to the lack of turning lanes and traffic signals. A review of accident data over the last three years indicates that most of the accidents occurred on 3rd Street. There were no fatalities during the three-year period.

There are no bike lanes in the City of Lafayette. The discontinuous sidewalks on 3rd Street are in poor condition and are narrow in many areas. Limited public transportation services are available for Lafayette residents. The Mid-Valley Rideshare, operated by the City of Salem, covers Marion, Polk and Yamhill counties.

Future Conditions

Residents are concerned about traffic through town. High traffic volumes are projected on Highway 99W and Highway 18 as the anticipated growth in Newberg and McMinnville area materializes. Growth in Lafayette is also influenced by spillover from the Portland metropolitan area. Traffic volumes projected for the next 20 years are based primarily on ODOT and Yamhill County projections.

It is estimated that traffic on the major streets in Lafayette will increase by approximately 40 percent over the next 20 years. In the year 2017, traffic on Highway 99W (3rd Street) is projected at around 18,000 cars per day, at Level of Service E, or F, if no capacity improvements occur. All of the other City streets are expected to operate at acceptable levels (Level of Service C or better) during the next twenty years. No intersections within the City are expected to operate at unacceptable levels during the next 20 years, however, left turn lanes will be needed at the intersection of 3rd Street/ Madison Street and possibly at the 3rd Street/Bridge Street intersection.

The need for more frequent intercity bus service will increase as the population grows and becomes proportionally older. Paratransit services are operating at capacity given existing financial constraints. There will be an increased need for sidewalks and bikeways as automobile traffic increases on the major streets.

The City of Lafayette recently completed a "draft" Refinement Plan creating a Downtown Streetscape Plan for 3rd Street. This Refinement Plan intends to turn 3rd Street into a community asset by making it more pedestrian and bicycle friendly, calming traffic speeds, and enhance the viability of downtown businesses by making it more attractive. The City intends to adopt the Refinement Plan as an amendment to the Transportation System Plan during the Winter of 2001-2002.

Recommended Improvements

Some of the major transportation improvements include:

- Improving the 3rd Street with wider and continuous sidewalks, bike lanes, curbs, gutters, on-street parking, crosswalks, landscaping, street furniture, and intersection improvements (i.e., "bulbed" curb extensions).
- Installing a traffic signal at 3rd Street and Madison Street (and one at 3rd Street and Bridge Street if warranted)
- Improving the Collector Streets with sidewalks and bike lanes
- Improving the railroad crossings at Madison Street and Locks Loop Road
- Coordinating with Yamhill County to improve Stoller Road as a means to provide a secondary access to the north part of the City.

Funding

The ability and commitment to fund the proposed transportation projects listed above is a key component in achieving the City's desired transportation system. The estimated cost for all of the transportation system improvements identified in this Plan are approximately \$ 2.8 million. Further refinement of the project cost estimates will be determined in development of the City's capital improvement

plan. Most of the funds needed are associated with improving Highway 99W in Lafayette and it is not known at this time what level of participation will occur with ODOT.

Like many small cities in Oregon, yearly street maintenance costs absorb most of the City's public works street budget. The budget for maintenance and capital improvements is approximately \$87,000 per year. Almost all of these funds are needed for yearly street maintenance. Given the projected funding shortfall to complete the capital improvement projects over the next 20 years, other funding sources need to be looked at. It is very unlikely that Lafayette will ever accomplish its Downtown Plan without substantial state and federal financial assistance. The TSP includes a review of funding mechanisms available from federal, state, and local sources.

Introduction

Community Background

The City of Lafayette lies between Dundee and Newburg to the northeast and McMinnville to the southwest. It is primarily a residential community with a small but improving commercial downtown. There are no significant industries in the City. Residential growth has been significant over the last 10-years with an annual average growth rate of 7.2% during this time.

Highway 99W is the major connecting road and is the common factor that connects all four noted communities. The Highway runs through the center of the City, effectively dividing the community into north and south halves. Streets within the community generally form a grid pattern with ready access to most parts of the community. The primary limiting factor for pedestrian, bicycle and vehicle movement is Highway 99W. However, Lafayette is fortunate in that Highway 18, located to south, is designed as a by-pass and provides relief from the traffic congestion along Highway 99W that is common to Dundee.

Other connecting roads include Lafayette Highway which provides a connection to Dayton. Abbey Road to the north connects with Hendricks Road which leads to Carlton. The only other significant transportation link is the Willamamette and Pacific Railroad which runs parallel to 2nd Street.

City of Lafayette Transportation System Plan

Traveling without long waits in traffic, being able to breathe clean air, having a choice in how we travel, having an efficient transportation system---these can be the results of good transportation planning. They are a few of the goals of the Transportation Planning Rule, the Oregon Transportation Plan and the Federal Intermodal Surface Transportation Efficiency Act.

The purpose of the City of Lafayette Transportation System Plan is to develop a balanced, multi-modal transportation system that will address the mobility needs of the City. The Plan is intended to provide a framework for providing mobility, accommodating planned growth, facilitating economic development, and maintaining a high standard of livability for Lafayette residents over the next 20 years.

In 1991, the Oregon Department of Land Conservation and Development (DLCD) adopted the Transportation Planning Rule (TPR) which requires the Oregon Department of Transportation (ODOT), all metropolitan planning organizations, all counties, and all cities over 2,500 in population to develop and adopt a transportation system plan. A transportation system plan is defined in the TPR as: "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."

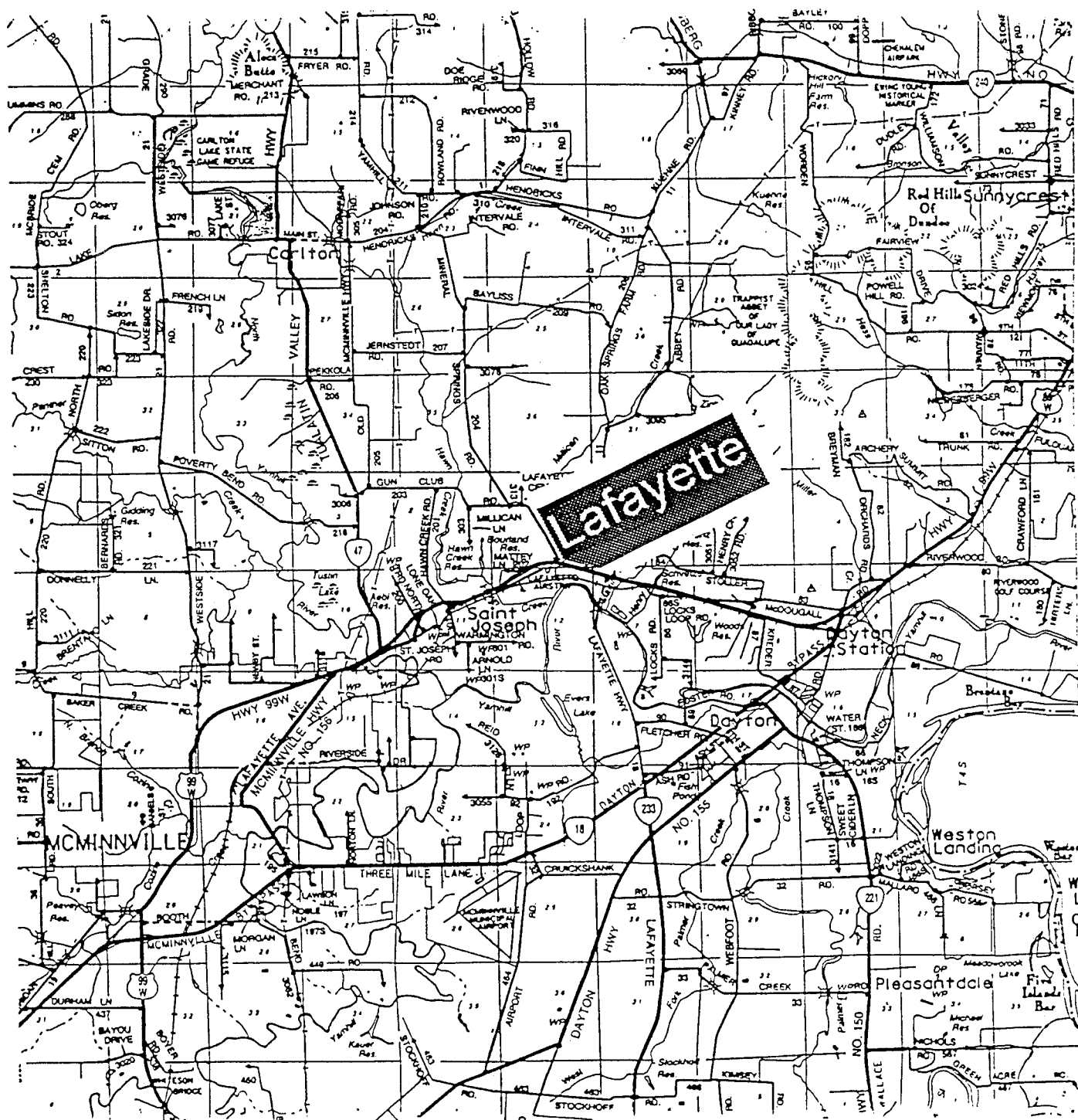
Under the Transportation Planning Rule, ODOT must identify a system of transportation facilities and services adequate to meet state transportation needs and prepare a TSP. Local and regional TSPs must be consistent with the state TSP. Therefore, Lafayette's TSP must be consistent with the Yamhill County Rural Transportation System Plan (RTSP) and the state TSP.

For the City of Lafayette, the TPR requires the transportation plan to include, but not be limited to, the following items:

- Determination of transportation needs
- Road plan for a network of arterial and collector streets
- Public transportation plan
- Bicycle and pedestrian plan
- Air, rail, water, and pipeline plan

The Lafayette TSP was coordinated with the Yamhill County TSP, the Oregon Transportation Plan and is incorporated into the City's Comprehensive Plan. Lafayette is located in the northwest part of the Willamette Valley west of the Willamette River. The City of McMinnville is approximately 5 miles to the west. The City is located on one of the two state highways in the county, Highway 99W. **See the vicinity map on the following page.** The City is a commuter town as many residents are employed outside of Lafayette and depend on their automobiles to get to work and to go shopping.

Public involvement has played an important part in the development of this Plan. Two open houses were held at city hall to allow for public comments on development of the draft plan. The Lafayette TSP was developed cooperatively with input from the City's Technical Advisory Board (TAC) and the public. The TAC is comprised of a representative of the City Council, Planning Commission, Yamhill County Public Works, ODOT and the City Administrator, the City Planner and the City Public Works Director.



Vicinity Map

Chapter Two

Existing Conditions

This section of the TSP describes the existing conditions of the roadways, pedestrian and bicycle facilities, public transportation, air, rail, water and pipeline facilities and the 3rd Street. Concerns raised by the public can be found in **Appendix B - Public Involvement and Agency Coordination**.

2A Existing Conditions - Roadway

The most dominant component of a transportation system is the street network. These public right-of-ways carry most of the trips within and among Lafayette serving the most predominant mode, the automobile.

Lafayette's street network is located on terrain that gently slopes upward to the north, towards the Chehalem Mountains. **See Map 1 at the end of this chapter** (entitled "Existing and Projected Traffic Levels"). Millican Creek forms the west UGB and City limits and Henry Creek distinguishes the east boundary and City limits. The Yamhill River serves as the southern boundary and City limits. The City's street system consists of a grid street pattern with very few cul-de-sacs. There are approximately nine north-south streets and nine east-west streets.

The Willamette and Pacific Railroad tracks are the predominant man-made constraint to the street network. The tracks run in an east-west alignment through the southern part of town. The tracks require the construction and maintenance of crossings and disrupts the grid street system which reduces connectivity. The two at-grade crossings in Lafayette are at Madison Street and Lock's Loop Road.

3rd Street

The principle road in Lafayette is 3rd Street (Hwy. 99W) running east-west through town. 3rd Street in Lafayette is a little less than one mile long (5,000 feet) that runs through the center of town on fairly level topography.

3rd Street serves two primary functions, it serves as the principal route through town and as Lafayette's "Main Street", providing direct access for many businesses and residences. In 1997, approximately 13,000 cars per day traveled on 3rd Street, which has one lane of traffic in each direction with no turning lanes or traffic lights. It is estimated that Highway 99W (3rd Street) is operating at Level of Service D.

The existing land uses on 3rd Street consists of commercial, industrial, public and residential land uses. Existing development is characterized as low density. Most of the buildings in Lafayette are one-story structures occupying less than 30 percent of the properties. There has been very little new development on 3rd Street over the last few decades. McMinnville is only about 5 miles away from Lafayette and contains a variety of retail and service opportunities such as big-

box retail stores and major shopping centers. The proximity of Lafayette to McMinnville has lessened the demand for retail and service business on Lafayette's 3rd Street. As a result, Lafayette is primarily a residential community.

3rd Street contains multiple access points, street intersections, and allows many turning movements onto and off of the street to access adjacent businesses and residences. Most of the properties on 3rd Street have one access point, some have two.

ODOT conducted a speed study in August 1998, and based on that they issued new speed limits on Highway 99W through Lafayette. The speed limit is 45 mph from the east city limits to 100 feet west of Pioneer Drive (Entrance to Pioneer Mobile Home Park), then 35 mph to Jackson Street, then 25 mph to Washington Street, then 35 mph to the west city limits. When children are present 150 feet either side of Market Street, a school zone speed of 20 mph is in effect.

Parking

There are insufficient on-street parking spaces on 3rd Street and there are no city parking lots. There are approximately 45 on-street parallel parking spaces on the north side of the street and 44 spaces on the south side. There are a few parking spaces that have two-hour limits. The parking spaces are not marked. The lack of parking space markings reduces the overall number of useable spaces because motorists don't always park to allow for the maximum number of parking spaces along that block. In addition some the parking areas are used by 18-wheeler trucks that can take up to five automobile parking spaces.

Street Inventory

Appendix A at the end of the Plan is an inventory of the major streets comprising the City of Lafayette's street network; 3rd Street (Hwy. 99W) Washington Street, Bridge Street, Madison Street, Monroe Street, 2nd Street, 7th Street and 7th St. Extension, 12th Street, 14th Street and Duniway Road.

The degree of street improvements in the City range from undeveloped rights-of-way to streets that are fully developed with pavement, curbs, gutters and sidewalks. Most of the City streets do not have curbs, gutters, sidewalks or parkways. Each street in the inventory is described in the appendix.

Appendix A includes information on:

Functional classification	Traffic levels
Street limits	Curb and gutter data
Segment length	Truck route
Pavement width	Jurisdiction
Right-of-way width	Pavement condition
Travel lane data	Traffic control devices
Paved shoulder width	Parking
Sidewalk data	Other notes

Intersection Traffic Control

Intersection traffic control in Lafayette consists of two-way stops, and uncontrolled intersections. There are no traffic signals, turning lanes, red flashers, or yellow flashers in Lafayette.

Traffic Volumes

Traffic volume data has been collected on the major streets in Lafayette. Most of this data is based on ODOT Traffic Volume Tables and Yamhill County road tube counts.

Existing (1997) traffic levels for various points in the City are shown on **Map 1** at the end of this chapter. Traffic volumes for streets are expressed in terms of average daily traffic (ADT). This number is the average daily (in a 24-hour period) traffic experienced throughout the year.

In 1997, the highest traffic counts in Lafayette occurred on the principal route (approximately 12,900 cars per day), followed by Madison Street south of 3rd Street (approximately 3,000 cars per day). 3rd Street functions as the Arterial Street in the City. Washington Street, Bridge Street, Madison Street, Monroe Street, 7th Street and 7th St. Extension are currently serving as collector streets in the City, forming the link between the local streets and 3rd Street. It is estimated that these streets are carrying less than 1,300 cars per day. This data is also included in the street inventory (**Appendix A**).

The ADT through the City of Lafayette increases during the summer months as is the case with most state highways. The closest ODOT automated traffic recorder (ATR) to Lafayette is located on Highway 99W just north of Newberg. At this recorder, the most traffic experienced in the summer was in August, which is approximately 10 percent above the average annual monthly traffic volume.

Some of the increased traffic in the summer is generated by motorists traveling to the coast and the Sokol Blosser Winery. The winery is located east of Lafayette and west of Dundee and hosts summer concerts that are attended by people from all over the state.

It is estimated that the weekday a.m. peak hour in Lafayette occurs between 7:00 and 8:00. According to a traffic signal warrant study by ODOT conducted in 1989, the weekday p.m. peak hour occurs between 4:00 and 5:00. Traffic volume levels on Highway 18, a parallel highway located approximately 2.5 miles south of Lafayette, are slightly lower than the traffic on Highway 99W in Lafayette. In 1997, Highway 18, south of Lafayette experienced approximately 10,800 cars per day.

The table below provides a rough estimate of the number and type of vehicles traveling through Lafayette on an average weekday. As mention above, there is no ODOT automated traffic recorder (ATR) in Lafayette. The closest recorder is

located on Highway 99W just north of Newberg. Vehicle classification breakdowns shown in the table below are based on percentages of trucks and cars that occurred at the ATR just north of Newberg (approximately 12 miles north of Lafayette on Highway 99W).

Together, the a.m. and p.m. peak hour traffic account for approximately 20 percent of the total average daily traffic, which is a typical proportion of the ADT in most cities. (This is the percentage used in the table below to compute a.m. and p.m. peak hour traffic breakdowns).

Existing (1997) Traffic Traveling Through Lafayette

	Total Volume	Cars and Light Pickups	Heavy Trucks (single unit trucks and larger)
A.M. Peak Hour	1,290	1,187	103
P.M. Peak Hour	1,290	1,187	103
Daily Average	12,900	11,868	1,032

Block Lengths

The grid street layout of the City's street system lies primarily south of 8th Street, where most of the level ground is. This area is also the older part of town. Besides being efficient for automobiles, this street pattern is one of the basic necessities of a pedestrian and bicycle friendly environment. The majority of city blocks are approximately 240 feet long (east-west direction) by 200 feet wide (north-south direction). None of the blocks have alleys.

Street Jurisdiction

There are no county roadways within the City of Lafayette. Duniway Road, a Yamhill County roadway, forms the Lafayette Urban Growth Boundary on the northeast side of the City's planning area. ODOT owns and maintains Highway 99W through Lafayette.

Maintenance and Preservation

The City of Lafayette performs most of the street maintenance functions. Roadway maintenance and preservation make up an important component of the City's TSP. Without proper maintenance, the city street system would not provide the level of safety and efficiency required by its users. Pavement condition for the streets in Lafayette can be found in **Appendix A**.

Maintenance and preservation conducted by the City include pavement management, signs and pavement markings, vegetation management and roadside maintenance.

The City uses several surface treatments which are intended to extend the useful

life of paved surfaces, add new texture to old surfaces, and seal the surface to prevent contamination or water from damaging the subgrade. The largest category is total resurfacing of a road using asphaltic concrete. This is generally followed up with shoulder upgrades and new striping. Hot patching, on the other hand, is resurfacing on a more localized scale, that may or may not involve extensive shoulder work or restriping. This is often done as a temporary measure to keep the surface useable until a more comprehensive resurfacing is appropriate.

Spot repairs are performed by the city on a continual basis and include cleaning and filling of pot holes using either hot or cold mix, and digging out pumping or failing sections of pavement and replacing them. The primary purpose is to provide as safe a road surface as possible and to prevent damage from accelerating.

Bridges

There is one bridge in Lafayette and two culverts. These facilities are a very important element of the City's street network providing access to the City from many directions. Bridges and major culverts are thoroughly inspected every two years, and given a sufficiency rating. The sufficiency rating is a number on a scale from zero to 100 that represents the current overall condition of the structure. The higher the rating, the better the condition of the bridge.

1. Yamhill River Bridge on Madison Street

This bridge is maintained by Yamhill County and the bridge is located south of Ash Street on Lafayette Highway. It is in relatively good shape (77.4 rating), but is considered to be functionally obsolete and needs to be widened.

Approximately 15 bridges in the county are in worse condition than the Yamhill River bridge in Lafayette, most of the 15 are structurally deficient.

2. Culvert at Henry Creek

This arch culvert is maintained by ODOT and is located at Milepost 31.80 on the east side of town on Highway 99W. The 8-foot high and 7-foot wide culvert is in fair condition. Settlement over the years has caused some cracking. It has a sufficiency rating of 75.9.

3. Culvert at Millican Creek

This galvanized steel culvert is maintained by ODOT and is located at Milepost 32.75 on the west side of town on Highway 99W. The culvert is not showing any signs of rust and is in good condition. It has a sufficiency rating of 89.5.

Parking Inventory

Most City streets are not paved wide enough for on-street parking. On many streets motorists park their cars on the unpaved shoulder of the road within the 60-foot right-of-way. The only on-street parking in Lafayette is along some

places of 3rd Street. Also see **Appendix A**, for the number of existing parking spaces on this street.

Level-of-Service (LOS)

Capacity is the ability of a transportation facility to carry a flow of vehicles or people. This is an important concept in that it allows engineers and planners to make decisions about improvements that may be needed such as adding travel or turning lanes, planning for new facilities, and accommodating growth in traffic. It is also important to know that capacity can be applied to a segment of roadway (i.e., between intersections) or to an intersection, but these two scenarios must be considered separately. The existing major streets in Lafayette can generally carry up to 11,500 cars per day while the principal route through town can handle up to 18,000 cars per day. Roadway capacity data is also included in the street inventory (**Appendix A**).

“Level-of-service” analysis measures the quality of flow on, or through, a roadway (or intersection). It attempts to grade the amount of delay that a motorist experiences while traveling through an intersection or on a segment of roadway. This delay includes such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles. Level of Service (LOS) is designated by a letter grade from A to F where LOS A represents free-flowing traffic with little or no delay, and LOS F represents severe congestion. Many jurisdictions consider LOS D or better to be acceptable for roadway segments. LOS D is considered the point at which capacity related issues begin to occur.

The volume-to-capacity ratio (V/C) is the ratio of the demand flow to the capacity of a given facility. Essentially, the V/C ratio represents the percentage of the available capacity of the facility that is being used by the traffic. For example, 3rd Street is carrying approximately 13,000 cars per day. The capacity of this roadway is estimated to be approximately 24,000 vehicles. The V/C ratio for 3rd Street at Madison Street is approximately .75, which is characterized as an LOS D. Presently, the Collector Streets in Lafayette have a V/C ratio between .13 and .24. Volume to capacity and LOS data is included in the street inventory (**Appendix A**).

LOS and V/C are used to measure how well components of the transportation system are functioning. All of the streets in Lafayette operate acceptably at LOS C or better, except 3rd Street. It should be noted that the levels-of-service on the streets are based on 24-hour volumes rather than peak hour volumes. Intersection performance is also rated by level-of-service. Levels-of-service for intersections are based on traffic conditions during the weekday a.m. and p.m. peaks. The peak traffic hours in Lafayette during the week are between 7:15 and 8:15 a.m. and between 4:00 and 5:00 p.m. The busiest intersections in Lafayette are 3rd Street and Madison Street and 3rd Street and Bridge Street. These are the busiest intersections because Madison Street continues south turning into the Lafayette Highway and Bridge Street continues north turning into Abbey Road. Currently, no intersection operates at a LOS worse than LOS C.

Accident Data

The frequency of accidents on the city streets is evaluated to help determine potential problem areas. The number of accidents that occurred in Lafayette was tallied for the period from January 1, 1995 through December 31, 1997. A map showing the locations of the accidents and whether or not injuries were involved is provided in **Map 2** at the end of this chapter.

There were 27 reported accidents in Lafayette during the three-year period. Thirteen of the 27 accidents resulted in injuries. In those 13 accidents, 18 people were injured. There were no fatal accidents. Most of the accidents occurred during the daytime on dry pavement. No trucks were involved in any of the accidents. The most common causes of the accidents were driving too fast for the conditions and not yielding right-of-way. The highest number of accidents occurred at the 3rd Street/Market Street intersection which had five accidents during the three-year time period. The 3rd Street/Bridge Street and 3rd Street/Madison intersections each had 3 accidents during this time period. Based on the accident data during this three-year period, it does not appear that there is any specific location of roadway or intersection in Lafayette that experienced an unusually high number of accidents.

The Yamhill County TSP identifies a high accident location at milepoint 1.10 on Lafayette Highway half-way between Lafayette and Highway 18. This location is one of the ten highest accident locations in the county road system.

2B Existing Conditions Pedestrian and Bicycle Facilities

Most of the development in Lafayette occurred before the 1970's. At that time residential (and commercial) development was not required to construct sidewalks or bike lanes. Many of the small towns in Oregon were developed in this same manner. Since the early 1990's, sidewalks have been required with all new development in Lafayette.

In general, sidewalks exist only on 3rd Street and on the new streets associated with the new subdivisions. Several blocks on Bridge Street have a narrow sidewalk on the west side of the street. The existing sidewalks in Lafayette are old and are not in very good shape. The sidewalks range between four to five feet in width. **Appendix A** includes data on the condition and length of the existing sidewalks.

Most of these sidewalks are not in compliance with ADA requirements because they do not have ADA wheelchair ramps at the street corners. The sidewalks are not continuous on any one street and sometimes exist on only one side of the street.

3rd Street has paved shoulders at the west and east ends of town which are used by pedestrians because there are no sidewalks. Crosswalks on 3rd Street are located at Madison Street, Market Street, Jefferson Street, Adams Street and Bridge Street. The Madison crosswalk is a designated a school crosswalk.

There are no bike lanes in the City. Very few streets in Lafayette have paved shoulders. Per city code, bicyclists are allowed to ride on all City sidewalks except those within the business district (3rd Street).

None of the county's bike routes or bike lanes go to or through the City of Lafayette. The Yamhill County Bikeway System - Suggested Improvements includes constructing 6-foot wide paved shoulders on Highway 99W east and west of Lafayette. This project is described as an Oregon State Highway System suggested improvement. Abbey Road (Bridge Street) is also designated for improvements consisting of 6-foot wide paved shoulders.

Accident data was discussed in **Roadway Section**. During the three year period in which accident data was reviewed, (1995 through 1997) none of the 27 accidents involved pedestrians or bicyclists.

2C Existing Conditions

Public Transportation Services

This section looks at work force travel patterns and existing public transportation services and facilities in the Lafayette area. There are very few public transportation services available to Lafayette residents. This is typical situation for almost all of the small towns in Oregon (and the United States) with a population under 5,000 residents.

Public transportation consists of local and intercity bus, van and rail transportation systems open to the public which operate frequently and on predetermined routes and schedules. It also includes carpools, senior van services and demand responsive services. Intercity bus service operates across local jurisdictional lines and connects cities in a region. Public transportation services are generally targeted to serve the needs of seniors, disabled, low-income and youth.

The Transportation Disadvantaged

The transportation disadvantaged are recognized to be all persons without the ability or capability to use a personal vehicle to travel. These include but are not limited to:

Seniors - Anyone 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 traveling outside their residence alone.

Youth - Anyone 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 a lack of financial resources and who generally do not have access to a personal automobile.

1990 Census Data

Some of the following information is based on an analysis of 1990 Census data, which is the most current demographic data available at this time. It is difficult to develop a Plan which is partly based on demographic data that is almost ten years old, because many of the demographic characteristics in Lafayette have changed since that time. The best approach in developing this TSP is to be aware of this shortcoming and not base plan recommendations solely on 1990 Census data characteristics.

The following information illustrates how Lafayette residents went to and from work in 1990. In 1990, there were 475 workers living in Lafayette over 16 years of age. About three-quarters of them (75%) drove alone to work. Approximately 17% of the workers (81 people) carpoolled. The 1997 Oregon Public Transportation Plan indicates that *most* rideshare activity is handled informally within households or between neighbors or co-workers. These occurrences are not counted in the census data.

The Census data indicates that three people rode a bike to work and 7 people walked to work. When compared to mode to work percentages for residents in the region, the Lafayette mode to work percentages are very similar. Based on conversations with city staff, most of the residents in Lafayette commute to jobs in the Portland metropolitan area, McMinnville and Salem.

Lack of frequent intercity public transportation, ample free parking space in urban areas, lack of significant vehicular congestion, personal preference, and greater mobility with cars are reasons contributing to the dominance of single occupant vehicles (SOV) trips to work for Lafayette residents.

YCAP TRANSPORTATION Services

The Yamhill County Community Action Program (YCAP) operates YCAP TRANSPORTATION which serves many of the transportation needs of county residents. They operate a public fixed-route bus service in McMinnville, LINKS (a shuttle service between the major cities in Yamhill County along Highway 99W) and a dial-a-ride service. For the fiscal year 1997-1998 YAMCOTRANSIT ridership was over 56,000. Funds to operate the services associated with YCAP TRANSPORTATION come from a county levy, the City of McMinnville, ODOT Special Transportation Funds, ODOT Senior and Disabled Transportation Funds and farebox revenues.

A LINKS bus stops in Lafayette five times a day during the week. The 19-passenger mini-bus stops at the Lafayette Post Office or City Hall (depending on which direction the bus is heading). There are two a.m. and three p.m. stops that are posted inside the post office and city hall. The p.m. runs are provided by Chehalem Valley Senior Citizens Council which is based in Newberg.

The first LINKS a.m. stop in Lafayette is 5:55 and the last p.m. stop is 7:05. This bus links Lafayette with McMinnville, Dayton, Dundee, Newberg and Sherwood.

The downtown Sherwood stops is also served by TRI-MET routes 12 and 95X. Rides on LINKS cost .85 cents per zone with a maximum cost of \$1.70. LINKS passes for multiple rides are also available. Children under the age of six can ride free when accompanied by an adult.

The YCAP TRANSPORTATION Dial-A-Ride service is for county residents unable to use the fixed route service. Service hours are from 7:30 a.m. to 4:30 p.m. Monday through Friday. The fare is the same listed above for LINKS rides. Discount passes are available. Reservations are encouraged. The Oregon Trail Chapter of the American Red Cross provides county residents with door-to-door service during weekdays for medical appointments in the Portland area.

YCAP TRANSPORTATION used to provide a shuttle service between Yamhill County cities and Portland International Airport called YCAP AIRPORTER. The service has been stopped due to regulatory concerns raised by a private airport shuttle service.

No park-and-ride facilities exist in Lafayette or the county.

Local Bus Service

There is no local bus service in Lafayette. Like most of the other small cities in the state, city revenues can not support the establishment or operation of a local fixed route transit service.

Intercity Bus Service

Intercity bus service operates across local jurisdictional lines and connects cities in a region. See LINKS above under YCAP TRANSPORTATION Services. According to the Spring 1998 Oregon Intercity Passenger Timetable published by ODOT, there is a flag stop for Greyhound Lines at the post office, to "on signal receive and discharge passengers". The stop occurs on the Portland to Brookings run. This is a daily route with evening stops to the coast and beyond around 10:45 p.m., and morning around 10:15 a.m. On the return trip to Portland the bus will be in Lafayette around 7:35 am, and 4:45 p.m. This schedule does not appear conducive to any commuter activity, but could serve some trips to Portland resulting in arrival at 9:15 am, and a return leaving Portland at 9:25 in the evening.

Demand Responsive Services

See YCAP TRANSPORTATION Dial-A-Ride service above.

Commuter or Vanpool Services

There are no commuter or vanpool services for Lafayette residents.

Airport Shuttle Service

VIP Airporter in Lincoln City provides daily service (every day) to Portland International Airport from the Vineyard Inn and Vineyard Suites in McMinnville. The VIP Airporter shuttle leaves at 9:00 a.m. and arrives at the airport at 10:15. On the return trip it leaves the airport at 1:45 p.m. and arrives in McMinnville at 3:00. A one-way ticket is \$25.

Taxi Service

Local taxi service is provided by Valley Taxi in Lafayette. Taxi companies in McMinnville and Newberg also provide service to Lafayette residents.

Carpooling

The Mid-Valley Rideshare, operated by the City of Salem, covers Marion, Polk and Yamhill counties. The 1997 Oregon Public Transportation Plan indicates other rideshare activity is handled informally within households or between neighbors or co-workers.

2D Existing Conditions **Air, Rail, Water and Pipeline Facilities**

Air Service

There are no public or private airports in Lafayette. A private grass strip approximately 2,600 feet long is located just west of the City, parallel and just south of Highway 99W. Activity is reported as limited to non-existent; however, it is listed in the 1998 Aircraft Owners and Pilots Association Airport Directory as a private use landing site.

Regional and international commercial air service for passengers is provided at Portland International Airport which is located approximately 50 miles northeast of Lafayette. The McMinnville Municipal Airport provides limited local commercial service and facilities for private aircraft use. The airport is owned by the City of McMinnville and it serves as the corporate headquarters for Evergreen Aviation, Inc.

VIP Airporter in Lincoln City provides daily service (every day) to Portland International Airport from the Vineyard Inn and Vineyard Suites in McMinnville. The VIP Airporter shuttle leaves at 9:00 a.m. and arrives at the airport at 10:15. On the return trip it leaves the airport at 1:45 p.m. and arrives in McMinnville at 3:00. A one-way ticket is \$25.

Rail Facilities

The Willamette and Pacific (UP) Main Line tracks pass through the center of Lafayette in a east-west direction. The Willamette and Pacific leases the trackage from Union Pacific Railroad. The tracks can be crossed by automobile on Madison Street, Locks Loop Road, Adams Street and Washington Street.

The Madison Street crossing is improved with signals and gates, but the pavement at the crossing is in poor condition.

The Adams Street and Washington Street crossings are private and are for residences on the south side of the tracks. The Jefferson and Market Street crossings are for pedestrian and bicycle crossing only.

The Newberg Branch, a ten mile section between St. Joseph and Newberg, is the name of the portion which runs through Lafayette. Less than one million gross tons are moved over the line annually and the track is maintained to Federal railroad Administration (FRA) Class 2 standards. There are two freight trains a day which routinely use this line. Class 2 allows a maximum speed of 25 mph for freight, and 30 mph for passenger rail.

There have been no rail related accidents in Lafayette. There is no freight rail service in the City at the present time but there is a siding just west of Commons Park.

Railroads play a vital role in the movement of goods. The Willamette and Pacific Railroad connects Newberg, Dundee, Lafayette, McMinnville and Whiteson where it branches to serve Amity, and places further south in the valley (Salem, Albany and through trackage rights to Eugene. The other branch serves Winch, Sheridan, Shipley and Willamina.

The railroad has an important impact on the economic base of Yamhill County as well as the state. Some industries seek property that can be served by rail. Railroad transportation tends to be more energy efficient than truck transport. The Willamette and Pacific Railroad is the fourth largest railroad in Oregon and has 182 route miles and 59 miles of trackage rights. The county generates many principal commodities including lumber/wood products, paper and steel/rolling mill products.

The Yamhill Commuter Rail Study notes that the trains are limited to 10 mph when using the bridge trestle crossing of Millican Creek at the western edge of Lafayette. The rail is 90 pound weight and the study recommend at least 100# for 60 mph passenger rail operation (40 mph freight). The Locks Loop Road crossing in the city limits will require upgrade work as condition of industrial development.

Water-Borne Transportation

There are no commercial river transportation services or port districts in Lafayette. The Yamhill River borders the City of Lafayette on the south side and flows east into the Willamette River. The Yamhill River is too narrow and shallow for any water-borne transportation activities.

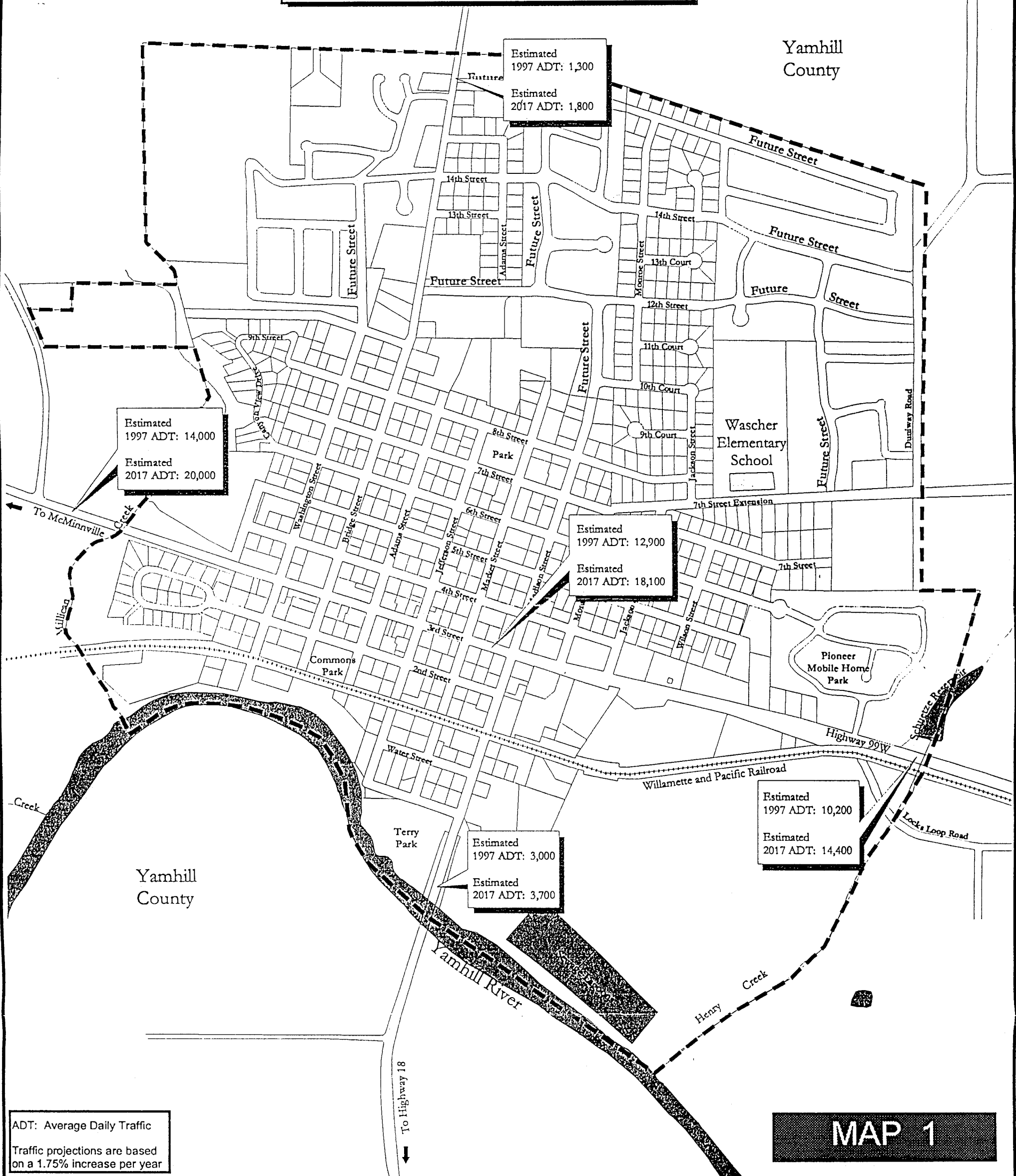
Pipeline Facilities

A Northwest Natural Gas high pressure six Inch feeder line runs from McMinnville and dead ends in Lafayette. Capacity of the feeder line is more than

enough to handle population levels up to build out and beyond. Distribution lines, of 1", 2", and 4" are fed by that line.

The six inch feeder line proceeds along the south side of Highway 99W to Washington Street then south to 2nd Street, then east to Madison Street, then south slightly to the city regulator where the high pressure line terminates, and the distribution lines begin. The line was installed in 1985.

EXISTING AND PROJECTED TRAFFIC LEVELS



ADT: Average Daily Traffic

Traffic projections are based on a 1.75% increase per year

Title:

City of Lafayette

Prepared by:

Mid-Willamette Valley Council of Governments

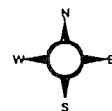
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AJW	May 25, 1999

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City of Lafayette Traffic Levels 11x17 Portrait-Rev. 1

City Limits &
Urban Growth Boundary



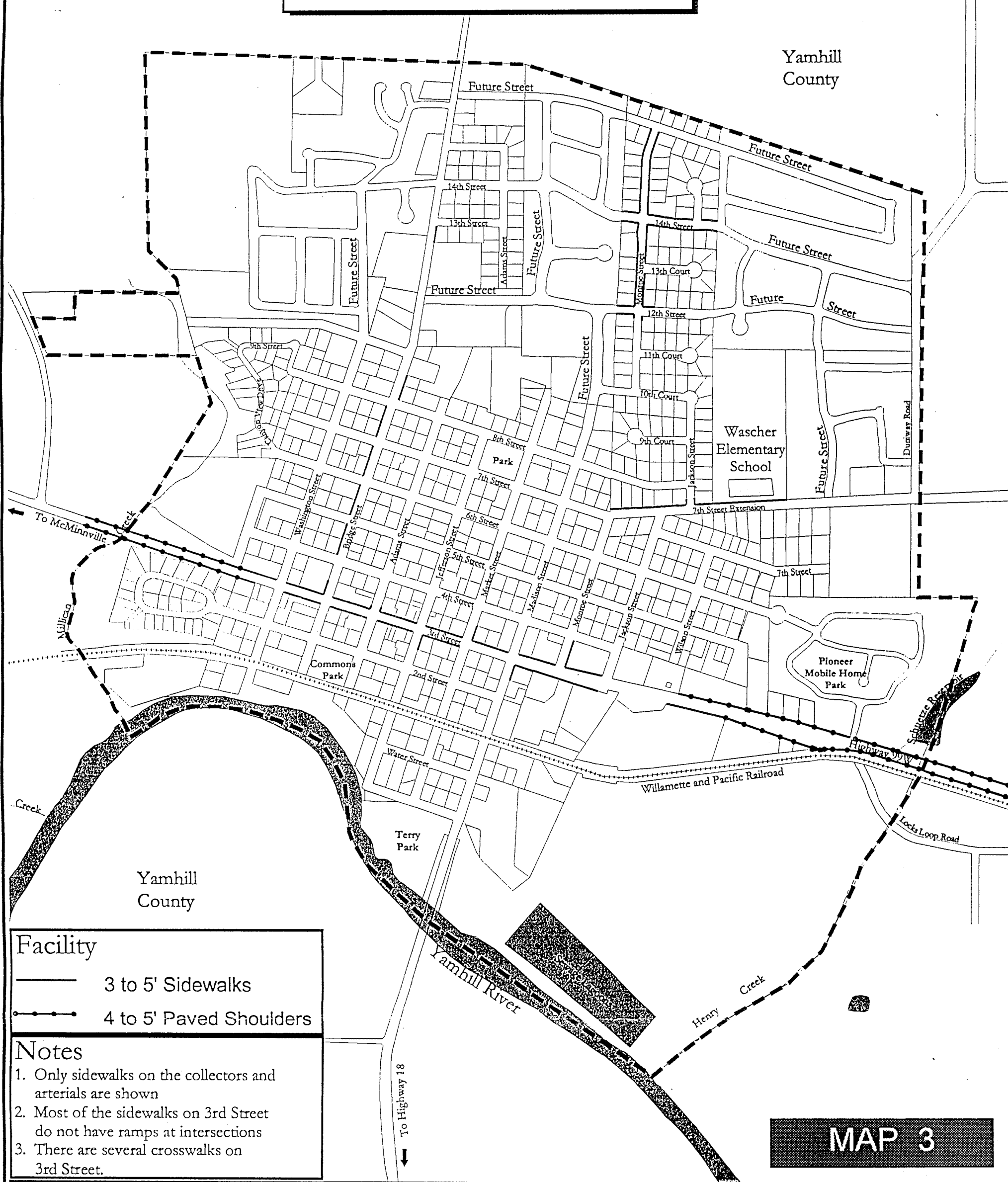
**Mid-Willamette Valley
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105 High Street S.E.
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Phone: (503) 588-6177
Fax: (503) 588-6094
e-mail: mwvcog@open.org



This map is for representational purposes only
and is not an official document.

MAP 1

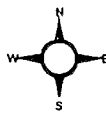
EXISTING PEDESTRIAN AND BICYCLE FACILITIES



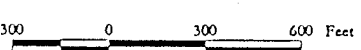
- Facility**
- 3 to 5' Sidewalks
 - 4 to 5' Paved Shoulders

- Notes**
1. Only sidewalks on the collectors and arterials are shown
 2. Most of the sidewalks on 3rd Street do not have ramps at intersections
 3. There are several crosswalks on 3rd Street.

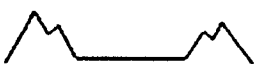
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Prepared by: Mid-Willamette Valley Council of Governments		
Created by: AJW	Date: May 25, 1999	Revision: 1
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City Limits &
Urban Growth Boundary

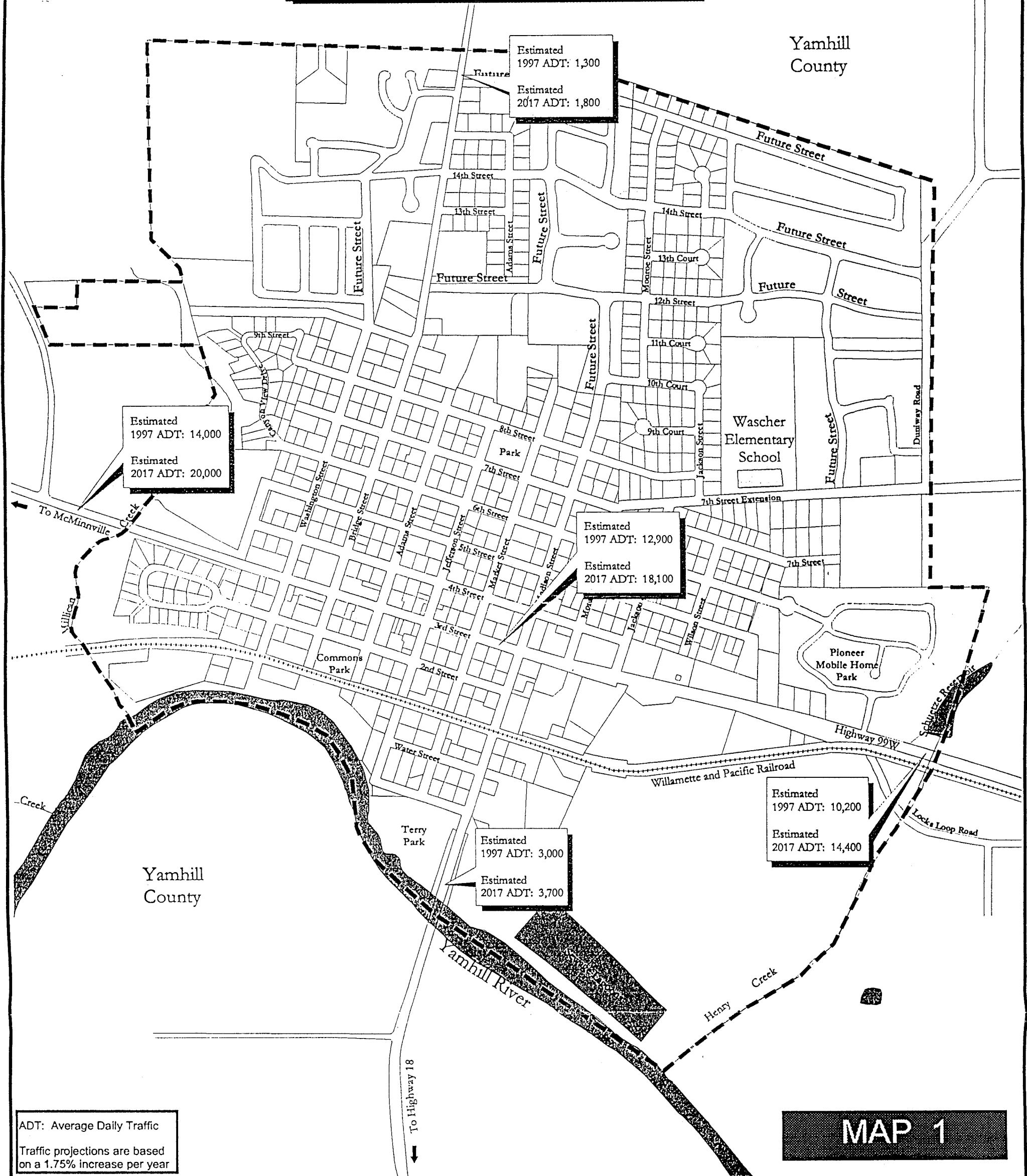


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EXISTING AND PROJECTED TRAFFIC LEVELS



ADT: Average Daily Traffic
Traffic projections are based
on a 1.75% increase per year

MAP 1

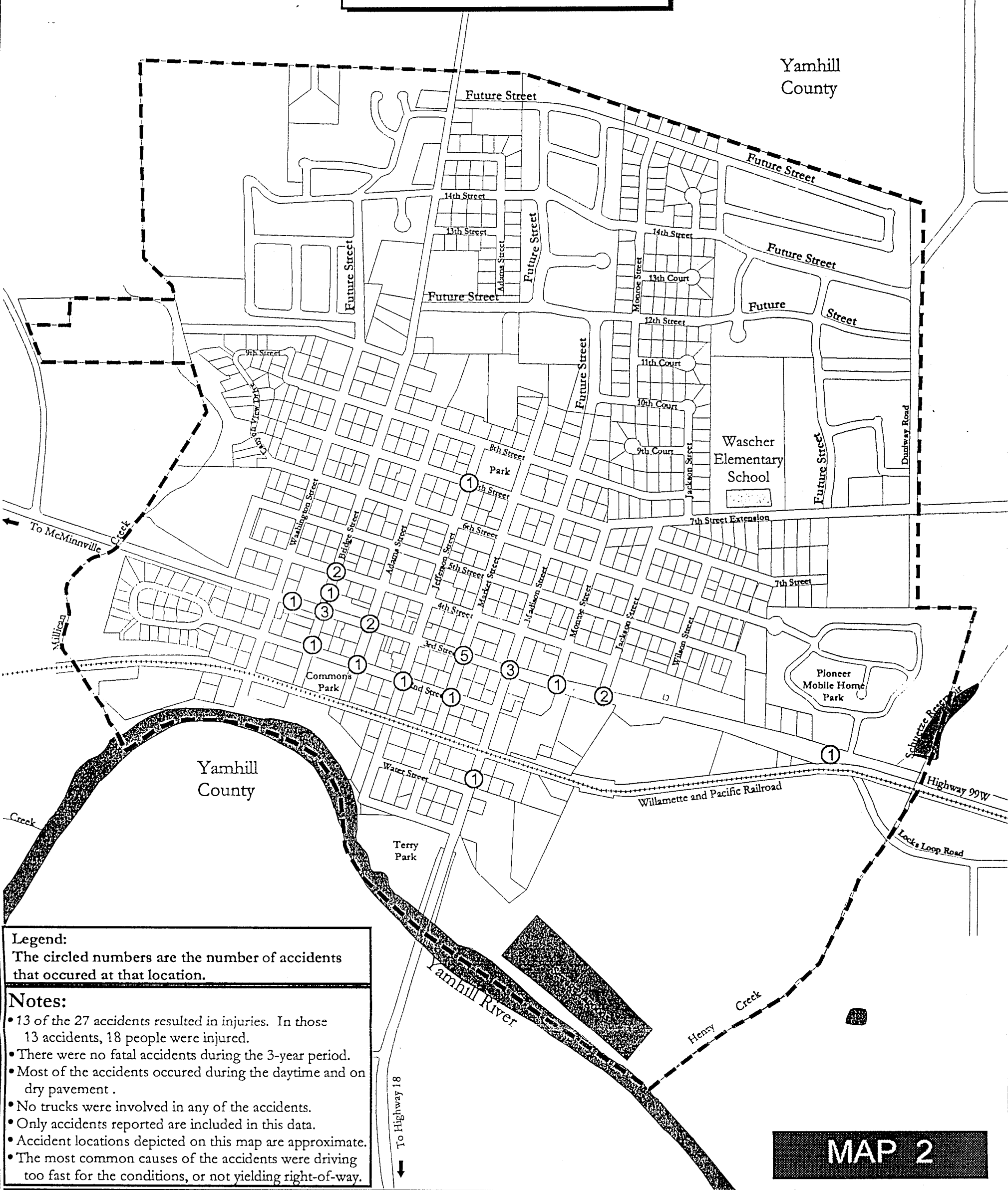
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Created by: AJW	Date: May 25, 1999	Revision: 1
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City of Lafayette Traffic Levels 11x17 Portrait-Rev: 1		

City Limits &
Urban Growth Boundary

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ACCIDENT DATA 1995 THROUGH 1997



MAP 2

Title:

City of Lafayette

Prepared by:

Mid-Willamette Valley Council of Governments

Created by:

AJW

Date:

May 25, 1999

Revision:

1

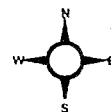
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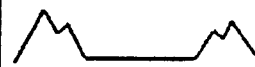
City of Lafayette Accidents 11x17 Portrait-Rev: 1

City Limits & Urban Growth Boundary

300 0 300 600 Feet

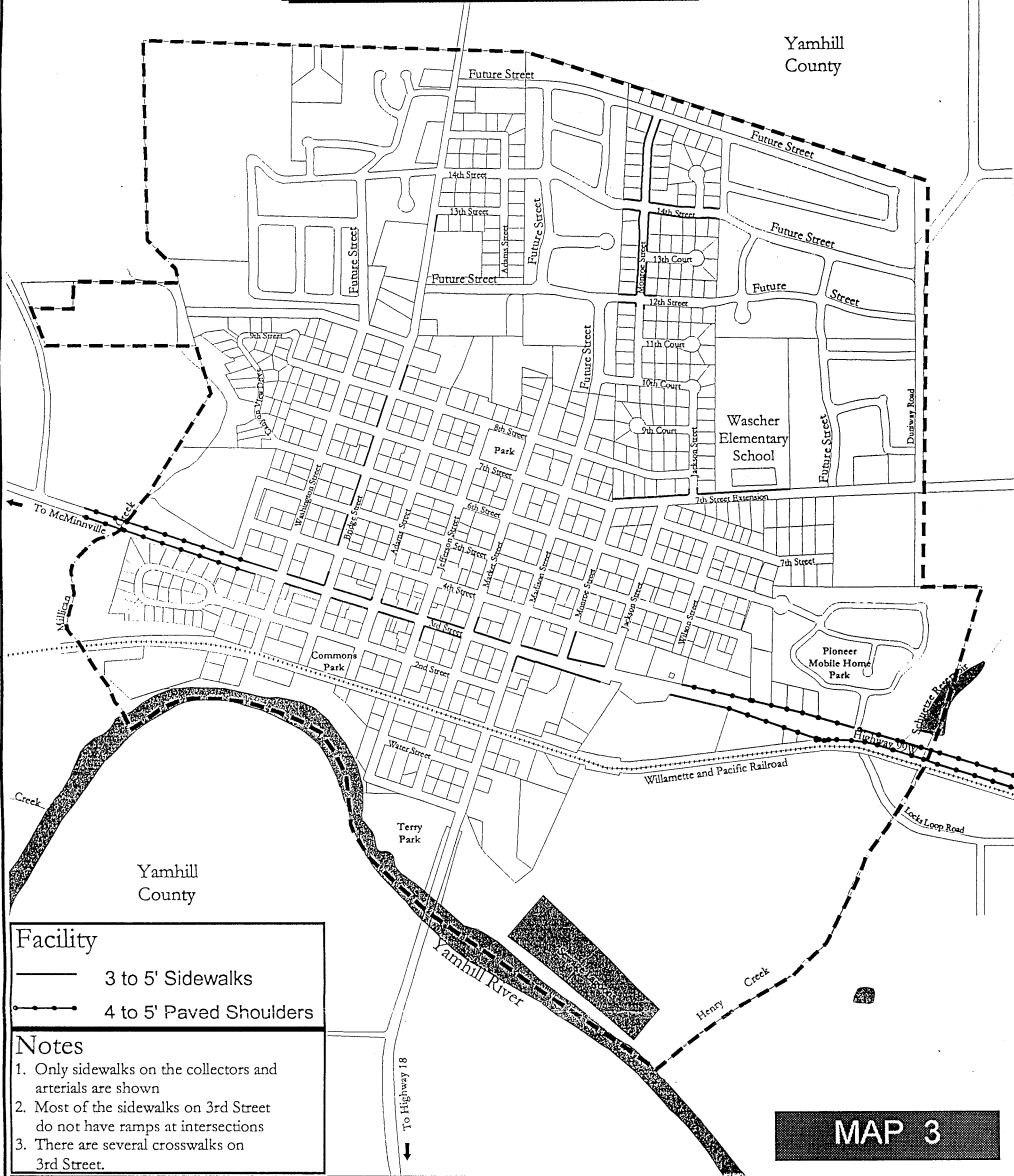


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This map is for representational purposes only and is not an official document.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES



Facility
— 3 to 5' Sidewalks
- - - 4 to 5' Paved Shoulders

Notes
1. Only sidewalks on the collectors and arterials are shown
2. Most of the sidewalks on 3rd Street do not have ramps at intersections
3. There are several crosswalks on 3rd Street.

Title: City of Lafayette		
Prepared by: Mid-Willamette Valley Council of Governments		
Created by: AJW	Date: May 25, 1999	Revision: 1
Filename: r:\cog4\projects\laffy\laffy-tsp.apr		
City of Lafayette Existing Bike and Ped 11x17 Portrait-Rev: 1		

City Limits & Urban Growth Boundary

300 0 300 600 Feet

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MAP 3

Chapter Three

Determination of Needs

This chapter represents the transportation improvements that the City feels must be completed in the next 20 years to improve the safety and maintain the efficiency of the transportation system to an acceptable level. These needs have been divided into several categories for discussion purposes: Roadway Needs, Pedestrian/Bicycle Needs, and Air, Rail, Water and Pipeline Needs. Concerns raised by the public can be found in **Appendix B - Public Involvement and Agency Coordination**.

3A Roadway Needs

Functional Classification and Design Standards Needs

Lafayette needs an update of its functional classification of the road network and updated design standards for each type of street in the system. The classification system and design standards should be consistent with TPR requirements and be coordinated with Yamhill County and ODOT.

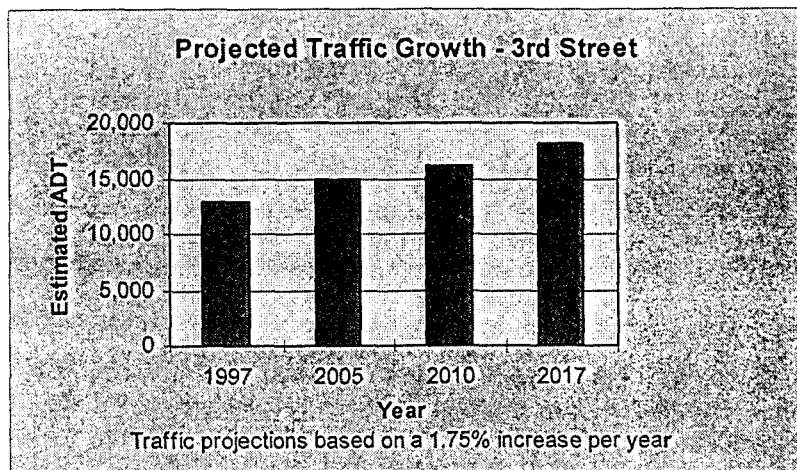
Capacity Improvements

The inventory of existing roadway conditions showed that roads in Lafayette are operating at acceptable levels of service. During the peak hours, there is some delay at the two busiest intersections in Lafayette; 3rd Street/Madison Street, and 3rd Street/Bridge Street. Presently these intersections are operating at LOS C or better which means that capacity improvements are not warranted.

Traffic on the road system will increase as development occurs in Lafayette and in the surrounding county lands and nearby cities.

See **Map 1**, at the end of **Chapter 2**, (it contains data on future traffic levels). During the next 20 years, it is estimated that traffic will increase on the major roads in Lafayette by approximately 40%. A significant amount of the growth in traffic on the principle route will be generated by through traffic because 3rd Street is also a state highway. Highway 99W through Lafayette is used by a lot of the truck and automobile traffic that travels between north McMinnville and the Portland Metropolitan area. Most of the traffic between the Portland metropolitan area and McMinnville uses Highway 99W (rather than Highway 18) because it is more of a direct route to the commercial and industrial areas of McMinnville. Highway 99W is designated as a Regional Highway in the 1999 Oregon Highway Plan.

The bar chart on the next page depicts the estimated average daily traffic increase that is expected to occur on 3rd Street in Lafayette during the next 20 years.



The traffic projection represents a 1.75 percent yearly increase in ADT. It is estimated that by 2017, the ADT will increase to 18,100 trips per day on 3rd Street.

The 3rd Street/Madison Intersection

In 2017, it is estimated that 3rd Street will be carrying approximately 18,100 cars and Madison Street will carrying approximately 3,700 cars per day. Left turn lanes will be needed on 3rd Street to turn south and north on to Madison Street. On Madison Street, south of 3rd Street, a left turn lane will be needed for traffic going west on 3rd Street. A traffic signal for this intersection has already been warranted by ODOT, but the timing of installation is not known at this time.

The 3rd Street/Bridge Street Intersection

In 2017, it is estimated that 3rd Street will be carrying approximately 18,100 cars and Bridge Street will carrying approximately 1,800 cars per day. The projection of 1,800 cars per day is estimated for the north end of Bridge Street. Due to the estimated population growth in the City (7.2% over the last decade) it is expected that the traffic volume on Bridge Street heading south to the 3rd Street intersection will be higher than the 1,800 ADT estimated at the north end of the City. Before the 20-year planning horizon, it is estimated that a traffic signal and a left turn lane will be needed on Bridge Street, so that traffic will be able to go east on 3rd Street without excessive delays.

There will not be enough traffic projected on the other Collector Streets in the City to warrant a traffic signal or left turn lane on to 3rd Street. The need for left turn lanes at the major intersections should be re-evaluated every five years.

Street Improvements

The major need identified by the City is to upgrade 3rd Street to make it look more like a "Main Street" of a small town, reducing traffic speeds to the posted speed limit and enhancing the viability of downtown businesses. Improvements are needed to make 3rd Street more multi-modal and safer for pedestrians and

bicyclists.

Lock's Loop Road

Currently, Lock's Loop Road is the only access to the City's sole remaining industrial zoned land (**see Map 1**). The intersection of Lock's Loop Road and 3rd Street needs significant improvements before the site can be adequately and safely accessed. The railroad crossing on Lock's Loop Road near 3rd Street also needs to be improved.

Access Management

There needs to be some level of access management of 3rd Street to protect its intended functions and to preserve capacity. 3rd Street serves two divergent functions: moving traffic through the City and providing public access to individual properties.

Parking Needs

As more commercial development or expansion occurs on or near 3rd Street, more on-street parking spaces will be needed. Although the City's Development Code requires off-street parking for new development, most of the existing commercial buildings in the downtown area occupy the entire property they are built on, leaving very little room for off-street parking. This situation is typical of many of the older downtown areas of cities. More on-street parking could be created if some of the driveways were reduced in width and/or some of the underutilized driveways were consolidated or eliminated. The delineation of individual parking spaces with paint could also help create more efficient use of the existing parking areas (see Existing Conditions). Some of the 18-wheel trucks park on 3rd Street reducing the amount of parking spaces for automobiles.

Maintenance Needs

It is estimated that the City spends most of its \$87,000 annual transportation budget on street maintenance. The expected increase in traffic on the City Streets will require an increase in the level of maintenance of the streets.

Bridge Needs

The Yamhill River Bridge on Madison Street is considered to be functionally obsolete and needs to be widened. The bridge is maintained by Yamhill County. There are many other bridges in the county that are structurally deficient and will be repaired or replaced prior to the bridges considered to be functionally obsolete. It is not known when the County will have funds to upgrade the Yamhill River Bridge.

3B Pedestrian and Bicycle Facilities Needs

As indicated in the Existing Conditions section, there are very few sidewalks and bike lanes in the City of Lafayette. Sidewalks are needed for safe travel to the elementary school, parks, the post office and other community activity centers. Most of the sidewalks in Lafayette are also used by bicyclists. Bicyclists are allowed to ride on all City sidewalks except those within the business district (3rd Street).

Sidewalk Needs

Continuous, wide sidewalks with ramps at intersections are needed on 3rd Street between Washington Street and Jackson Street. In addition, crosswalks and traffic signals on 3rd Street at Madison Street and Bridge Street are needed to allow for safe and easy pedestrian (and bicycle) connections between the north and south side of town.

Five -foot wide sidewalks are needed on 7th Street, 7th Street Extension, Monroe Street, and 2nd Street. Sidewalks will be built as part of all new developments.

Other Access Needs

As shown on **Map 3** at the end of Chapter Two, Washer Elementary School is located on 7th Street Extension. The school buildings are located within 50 feet of 7th Street Extension and the school play fields are located on the north side of the school property. The school property is surrounded by the backyards of single-family homes. School children living north and east of the school property do not have a direct access to the school and must walk or ride their bicycles out to the local streets and then travel down 7th Street Extension to the front of the school. Pedestrian access is needed through the north end of the school property to create a more direct and safer access for school children.

Pioneer Mobile Home Park is located at the east end of the City and contains approximately 109 homes. Currently, all access (pedestrian and vehicle) in and out of the development is from the main access street to 3rd Street. The development was originally built with a street in the northwest corner of the development that connected to 6th Street. Access to 6th Street was eliminated by the owners of Pioneer Mobile Home Park due to safety concerns. School children now have to walk or ride their bicycles out to 3rd Street (which experiences a lot of traffic) and then travel west on 3rd Street about ¼ of a mile and turn north on Jackson Street which connects to 7th Street Extension. Pedestrian access is needed through the northwest end of the development to create a more direct and safer access for school children.

Bike Lane Needs

Bike lanes shall be included in the construction of new collector and arterial streets. Due to the fact that the speed limit and traffic volumes on most of the City streets are low, bicyclists in Lafayette ride on the street. In the newer

subdivisions, children usually ride their bicycles on the sidewalk.

3C Public Transportation Needs

As part of the public involvement process, input was obtained at open houses to determine what public transportation services are needed in the City. It was revealed that two primary types of service need to be looked at for Lafayette residents: inter-city transit and para-transit service. The general response from the public indicated a strong desire to have the following public transportation services for Lafayette residents:

- More frequent bus service to McMinnville and Newberg
- A rideshare program and a park-and-ride lot
- Better transportation services for the transportation-disadvantaged

One of the most important trends that supports the need to provide these services is the growth in the number of the elderly. (The elderly population is generally characterized by individuals 60 and over.) The growth in the number of elderly is expected to accelerate due to improvements in medical care and the aging of the “baby boomer” generation. This generation of individuals will start turning 60 in about 10 years and will continue to grow for over 20 years.

Growth of the elderly population is significant because they are more likely to need public transportation than younger individuals for a number of reasons. One reason is to save on expenses. Another reason is the gradual decline of physical abilities. In addition, studies show that many rural elderly are immigrants to the community and less likely to have the informal social network of long term residents and therefore cannot rely on friends, relatives, and neighbors to provide transportation. These factors combined with more free time, make public transportation attractive to the elderly.

Since most of the working residents commute to their jobs outside of Lafayette, there may be a need for an informal park-and-ride lot in Lafayette. In some cities, arrangements are made with churches (or other organizations or businesses that don't use their parking lots much during the week) to utilize part of their parking lots for commuter parking. The county has identified a need in their TSP to establish a self-help rideshare program. Interested individuals will input their information into a dedicated computer located at a commonly used location, such as a community center or library. At the same time they can review or print a carpool availability listing. It is expected that such a rideshare program would benefit many residents in Lafayette.

3D Air, Rail, Water and Pipeline Facilities Needs

Air Service Needs

The needs associated with air service include maintaining the existing daily shuttle service to Portland International Airport (VIP Airporter).

Rail Service Needs

There may be a need for freight rail service for future industrial development in Lafayette adjacent to the Willamette and Pacific (UP) Main Line tracks. There is a significant amount of vacant industrial zoned property next to the tracks in the south part of town.

Waterborne Transportation Needs

No commercial river transportation services or port districts are needed in Lafayette.

Pipeline Needs

No expansions are planned for the existing Northwest Natural gas high pressure pipeline in Lafayette.

Chapter Four

Transportation System Plan

The City of Lafayette Transportation System Plan reflects involvement of the public and various governmental bodies. Public involvement is necessary to achieve consensus on goals and objectives, minimize conflicts, and to assure that the plan can be implemented. Based on an evaluation of the existing and future conditions in Lafayette, this Plan proposes the improvements necessary to carry out the Goals and Policies identified in **Chapter 5A**. Projects to be included in the Capital Improvement Plan are listed in **Chapter 5C**.

This transportation plan is consistent with the rest of the City's Comprehensive Plan and the needs are based on uses allowed by the Comprehensive Plan. The proposed transportation improvements are consistent with Comprehensive Plan measures that protect resources. The transportation plan is also consistent with policies and standards in the Yamhill County TSP and the Oregon Transportation Plan.

The Plan reduces reliance on the automobile by planning for transportation and land development that offers improved convenience for walking, and bicycling. By planning for safe and convenient walking and bicycling and supporting the provision of special transportation services for the transportation disadvantaged this Plan will increase transportation accessibility. A network of arterial and collector streets is included in the Plan that are interconnected, appropriately spaced to meet needs, and reasonably direct.

Transportation safety is a primary consideration in this Plan. Although the review of accident data does not indicate any high accident sites in the City, safety issues are one of the most common concerns with residents and are addressed in this TSP.

4A Street Network Plan

The TPR requires (OAR 660-12-020) the City of Lafayette to produce a Street Plan Element as a part of the TSP which includes:

"A road plan for a network of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-12-145(3)(b).

A good network of streets is the backbone of a good transportation plan that benefits all modes and minimizes travel distances for walking and bicycling as well as auto travel. A good network of streets is also important for efficient goods movement and access to industrial and commercial areas. It aids in the

efficient management of the transportation system and reduced congestion by distributing travel across more intersections. For these reasons, it also helps to conserve energy and reduce air pollution.

Another important aspect of the Functional Classification System is that it assists the City of Lafayette in determining funding allocations for maintenance or improvements, how traffic is controlled at its intersections, and the level of access and development activity that is allowed along its length. The most traveled routes and those of primary importance to the City should have priority for street improvements.

Map 4 at the end of this chapter, is the Lafayette Street System and shows:

- Functional classification of existing and future streets;
- Conceptual alignments for new arterial and collector streets built to access property, and
- Alignment changes.

The street network plan is intended to be used as a guide to assure the dedication, or in some cases, the acquisition of adequate rights-of-way for streets and related facility improvements in appropriate locations. While exact alignments may require more detailed refinement studies, this map identifies the general alignments and connections that need to be made in order for the City to provide a safe, convenient, and economic transportation system with adequate access to all planned land uses.

Three general classifications describe the existing and future network of streets. The three functional classifications are defined as follows:

- **Arterial Streets:** An arterial is intended to provide for the majority of regional travel passing through an area as well as the majority of local trips entering and leaving the urban area. It should also provide continuity for all rural arterials which intercept the UGB and should include connections to all rural collectors. Arterials generally emphasize mobility over land access. Access to arterials should be managed to protect the mobility function of the street as much as possible.
- **Collector Streets:** This facility connects intra-area traffic to the arterial system. Collectors provide links between an area or neighborhood and the arterial system. They supply abutting property with the same degree of land service as a local street but are usually given priority over local streets in any traffic control installations. Collectors penetrate into all areas of a city, gathering traffic, and channeling it to arterials or rural collectors.
- **Local Streets:** This type of street primarily provides access to abutting properties and is protected from "through" traffic. Local streets entail all those not otherwise defined as arterials or collectors. While connectivity is encouraged for all streets, through traffic movement is not the intended purpose of a local street.

The table below identifies the City's Arterial, Collectors and Local Streets.

Functional Classification	Street Name	Limits
Arterial Streets		
	3rd Street (Hwy. 99W)	West UGB to East UGB
	Bridge Street	2 nd St. to N. UGB
	Madison Street	Yamhill River to 12 th St.
Collector Streets	Washington Street	3 rd St. to 14 th St.
	Monroe Street	3 rd St. to 7 th St.
	2nd Street	Bridge St. to Madison St.
	7th Street and 7th St. Extension	Washington St. to Duniway Road
	12th Street	Bridge St. to Duniway Rd.
	14th Street	Washington St. to Duniway Rd.
	Duniway Road	14 th St. to 7 th St. Extension
	Industrial Area	Industrial zoned property connecting with Lockes Loop Road
Local Streets	All of the streets on Map 4 not shaded as Arterial or Collector Streets are classified as Local Streets	

While the Street System Map identifies streets of particular importance for traffic circulation, most local streets will be built as development occurs. The City will require local streets to connect with existing and planned streets wherever possible. Multiple access points, achieved through a well connected street network, are important to ensure that there are multiple routes for emergency services and that local access is not eliminated or greatly lengthened in the event that one access is closed. Further, a well connected street network, with numerous alternative routes, reduces the volume of traffic on any one route and provides a more bicycle/pedestrian friendly environment.

The revisions bring the City of Lafayette Development Code into compliance with the State of Oregon's Transportation Planning Rule. Shown below are the updated design standards for the City's street system.

City of Lafayette Street Standards

Street Classification	Right-of-Way Width	Curb-to-Curb Width
Arterial Streets	For 3 rd St., the existing R.O.W. is the planned R.O.W. which ranges from 60 to 90 feet. Other arterial streets: 66 feet	For 3 rd St. the curb-to-curb width will be based on the Downtown Streetscape Plan. Other arterial streets: 38 feet
Collector Streets	64 feet	36 feet
Local Streets (includes cul-de-sacs)	50 feet	34 feet An 8-foot utility easement is required.

Arterial Streets

This Plan proposes to maintain the current right-of-way width for 3rd Street. Most of 3rd Street has a 60-foot wide right-of-way. The right-of-way width varies from 60-feet on the west and into the center of town to a 90-foot right-of-way width on the east side of town. Maintaining the current right-of-way width for 3rd Street is consistent with the Downtown Streetscape Plan which is discussed below in **Section 4B**. The remaining arterial streets (Bridge and Madison) will be improved with a 38-foot street within a 66-foot right-of-way.

Collector Streets

In the existing City of Lafayette Development Code, Collector Streets are required to have two different right-of-way widths. Major Collector Streets have a 68-foot right-of-way and Minor Collector Streets have a 64-foot right-of-way. Industrial and Commercial Streets have a 60-foot right-of-way. This Plan combines the Major, Minor, Industrial and Commercial Street design standards into one single Collector Street classification with a 66-foot right-of-way width.

Local Streets

In the existing City of Lafayette Development Code, Residential Streets have a 48-foot right-of-way and Cul-de-sac Streets have 44-foot right-of-way. This Plan changes the classification of these two streets to one street classification; Local Street with a 50 foot right-of-way width.

Consistency with the Yamhill County TSP

The street classifications proposed in this Plan are consistent with the street
Lafayette Transportation System Plan

classifications listed in the Yamhill County TSP. In the Yamhill County TSP, 3rd Street is designated as a Principle Arterial and Lafayette Highway (Madison St. south of 3rd St.) is designated as a Minor Arterial. The only possible exception is Abbey Road (Bridge Street) is designated as a Major Collector. The future traffic volumes are similar to Madison Street; the City believes Bridge Street should be designated as an arterial.

Access Management

The goal of access management is to protect a street for its intended functions and to preserve capacity. The design guidelines of this section recognize that 3rd Street serves two divergent functions: moving traffic through the City and, providing public access to individual properties located on 3rd Street. Because of the conflicting requirements of these two functions, the traffic movement function of 3rd Street can be severely hampered by providing access to individual properties. It is the purpose of this section to try and maintain the balance between these two functions, recognizing both the rights of the property owners to reasonable access and the public purpose of efficient traffic flow.

The TPR contains requirements related to access management, (OAR 660-12-020) language relevant to Lafayette is summarized below:

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 access control measures such as driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads.

In Lafayette, access management is primarily a tool that can be used to insure that objectives of mobility and safety are preserved for 3rd Street. 3rd Street presents important challenges related to reconciling the needs of existing and future development along the roadway with their intended function of carrying through traffic. In light of these competing demands on 3rd Street, the City will work with adjacent property owners and ODOT to develop creative approaches to access management. Off-street parking requirements for new development are located in the City's Land Use Development Code.

The City, in cooperation with ODOT, can achieve the following objectives through a coordinated approach to access management:

- Maintain an acceptable level of service (good mobility).
- Minimize capital costs.
- Improve safety by minimizing potential conflict points.
- Improve bicycle/pedestrian mobility.

The following guidelines for access management on 3rd Street should be used to develop standards for inclusion into the City's Land Use Development Code.

1. Access management review should take place during the review process established for site plan review, land divisions and conditional uses.
2. Access management standards should apply to:
 - new construction and expansions of an existing buildings where the expansion exceeds 25 percent of the gross floor area of the original building as of the date of the adoption of this TSP.
 - Any change in use of a single building on a lot where a Change of Occupancy permit is required, unless the change specifically involves less than 50 percent of the gross floor area of the building and there is no change in the parking space requirements.
3. ODOT will manage access to 3rd Street (Highway 99W) consistent with the Oregon Highway Plan and requirements of OAR 734-051.
4. The City, in cooperation with ODOT, will encourage the use of joint driveways between abutting lots with cross-access easement.

The following access management techniques will be used to accomplish the above objectives:

- Common or joint-use driveways (sharing access with adjacent properties)
- Providing access to collector and local streets
- Encourage connections between adjacent properties

4B Downtown Streetscape Plan

Based on survey of local residents, it was recognized that Highway 99W is by far the City's most serious and difficult transportation concern in the City. During preparation of the TSP, the City identified the need to make the downtown area more pedestrian friendly, reduce traffic speeds to the posted speed limit, and to ensure the viability of the downtown businesses. The City received a grant from the Oregon Department of Transportation (ODOT) Bicycle and Pedestrian Program to develop a streetscape plan. The Transportation Growth Management (TGM) division of the Department of Land Conservation and Development (DLCD) through its Quick Response Program, selected the land use planning firm of Crandall & Arumbula PC to investigate design options to enhance Highway 99W through downtown Lafayette.

The consultants met with representatives of the city council, planning commission, traffic safety commission, transportation advisory committee, business owners, and local residents to identify the major transportation issues along Highway 99W. They focused their attention on Highway 99W between Jackson Street on the east end to Washington Street at the west. Two

intersections were of special concern – Madison Street and Bridge Street – because both streets are major regional roads.

Most of the City's residential population is located north of the highway which effectively acts as a barrier to many community services that are located south of the highway (i.e., Commons Park, U.S. post office, and a grocery store). Commons and Terry Parks are very heavily used by children who must cross the Highway 99W for park access.

The Lafayette Downtown Streetscape Plan is under separate cover and available for review at City Hall. This TSP contains a summary of that Plan. The design objectives of the Downtown Streetscape Plan include:

- Reducing conflicts between vehicles and pedestrians by providing where possible, traffic signals at crosswalks and shortening distances for pedestrians.
- Creating an inviting streetscape with coordinated improvements, landscaping, distinctive lighting, attractive paving and active storefronts.
- Explore the promotion of quality building design and signage which will help to create an attractive environment that encourages people to stop and get out of their car.

The following discussion of the Downtown Streetscape Plan refers to the graphics located at the end of this chapter.

Graphic 1 is a concept diagram of the Downtown Plan. The diagram identifies the Town Center area, the Attractors, key intersections and two Gateways. The West Gateway is the Bridge Street intersection and the East Gateway is between Jackson Street and Monroe Street. The planned improvements will link two historic buildings located on opposite sides of the highway and that are currently inaccessible to each other on foot.

Graphic 2 is the Lafayette Streetscape Plan which covers an area that is seven blocks long (approximately 1,800 feet in length). The Plan focuses on just those portions of the blocks that interface with Highway 99W. Proposed improvements for 3rd Street include 11-foot sidewalks with pedestrian ramps with appropriate street furniture at various intervals such as bike racks, benches, trash receptacles and plant containers. This Plan proposes to maintain the current right-of-way width which varies from 60-feet on the west to the center of town, to a 90-foot right-of-way width on the east side of town.

Graphic 3 illustrates some of major improvements for the key intersections. These improvements may include the construction of “bulbed” intersections (or curb extensions), where the sidewalks are pushed out into the intersection to facilitate pedestrian crossing of the street. Decorative paving and curb extensions make the intersection more attractive and alerts motorists that they need to slow down and expect to stop for pedestrian crossings.

Graphic 4 is a street cross-section illustrating the proposed configuration of Highway 99W in the Town Center Zone.

Graphic 5 is a street cross-section illustrating the proposed configuration of Highway 99W in the Residential Transition Zone (which is just east and west of the Madison Street intersection). Heading east out of town, it is anticipated Highway 99W will transition from a two-lane roadway with a center turn lane to a two-lane roadway with a center landscaped median.

Graphic 6 is a street cross-section illustrating the proposed configuration of Highway 99W at the East-End Gateway.

The Downtown Plan concept was adopted by the Lafayette City Council in January 1999. The downtown plan was a quick review conducted within a short time and completed without benefit of an engineering analysis. For this reason, the final engineering and design may alter the final product. It is estimated that the entire project will cost approximately \$1.25 to \$1.75 million. Initially, there was approximately \$170,000 available in city funds for the project. Part of the \$170,000 was a \$99,000 grant awarded to the City from the ODOT Bicycle and Pedestrian Program. It is hoped that the remaining funds needed to build the project will come through state and federal grants.

As a follow-up to the Design Plan, the City of Lafayette completed a "draft" Refinement Plan creating a Downtown Streetscape Plan for 3rd Street. This Refinement Plan provides the necessary engineering analysis to bring the general concepts of the Design Plan into reality. The City intends to adopt the Refinement Plan as an amendment to the Transportation System Plan during the Winter of 2001-2002 thereby incorporating the downtown vision into the TSP.

ODOT Highway Plan

ODOT has designated Highway 99W through Lafayette as a Regional Highway. Regional Highways typically provide connections to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve land uses in the vicinity of these highways. Inside STAs, local access is also a priority. Inside Urban Business Areas, mobility is balanced with local access.

Highway 99W is not part of the State Freight System (highways considered important for the movement of freight). Highway 99W is not a state or federally designated scenic byway.

STA Designation

Special Transportation Area: The primary objective of managing highway facilities in an existing or future Special Transportation Area is to provide access to community activities, businesses, and residences and to accommodate

pedestrian movement along and across the highway in an downtown, business district and/or community center. An STA is an ODOT designation that may be applied to a short highway segment when a downtown, business district or community center straddles the state highway. Direct street connections and shared on-street parking are encouraged. Direct property access is limited in an STA. Local auto, pedestrian, bicycle and transit movements to the business district or community center are generally more important than the through movement of traffic. Traffic speeds are slow, generally 25 miles per hour or less.

Based on a local transportation system plan or comprehensive plan, ODOT and a local government may agree in writing to manage a downtown, business district or community center inside an urban growth boundary or rural community as a Special Transportation Area (STA).

The City of Lafayette is currently seeking funds to conduct a traffic refinement plan. There would be several products associated with the refinement plan including:

- a determination as to whether or not the City should request an STA designation for Highway 99W through Lafayette.
- the completion of street plans showing existing conditions for seven blocks of Highway 99W (to implement the Downtown Streetscape Plan)
- the development of recommendations for revising the City's Development Code to implement the Downtown Streetscape Plan

For informational purposes, STAs are described in Appendix C.

Other Network Issues

Stoller Road

Stoller Road is a County road located to the northeast of the City and that connects with 7th Street Extension. This road provides a secondary access to the north part of community and could relieve some of the congestion along Highway 99W. The City will encourage the County to improve the road as a means of providing a secondary access to this part of the City.

4C Pedestrian/Bicycle Plan

As indicated in the Existing Conditions section, there are very few sidewalks and bike lanes in the City of Lafayette. Sidewalks are needed for safe travel to the elementary school, parks, the post office and other community activity centers. Most of the sidewalks in Lafayette are also used by bicyclists. Bicyclists are allowed to ride on all City sidewalks except those within the business district (3rd Street).

Due to the fact that the speed limit and traffic volumes on most of the City streets are low, bicyclists in Lafayette ride on the street. Children on bicycles usually ride on the sidewalk.

Sidewalks and Crosswalks

Most of the collector streets in Lafayette need to be retrofitted with sidewalks. Eleven-foot wide continuous sidewalks are proposed for 3rd Street as indicated in the conceptual Downtown Streetscape Plan. At intersections, ADA ramps need to be built as part of new sidewalk improvements to allow access for all residents. The major intersections should be striped for crosswalks to minimize conflicts between the movements of automobiles, pedestrians, and bicyclists, especially along 3rd Street at Madison Street, Market Street and Bridge Street. The Downtown Streetscape Plan discussed in **Section 4B** contains many pedestrian-related improvements.

Many of the older existing Collector Streets in Lafayette were not built with sidewalks (or bike lanes). The cost to retrofit all of these streets with the typical 5-foot wide conventional concrete sidewalks (including curbs and gutters) on each side of the street would be a tremendous cost to the City. In addition, there are no funds available to undertake such a costly project. As shown on **Map 5**, at the end of this chapter, the City plans to construct sidewalks on some major streets and walkways on other major streets. The paved walkways are referred to as 5-foot wide Interim Walkways and will be built on one side of the street. It is expected that the walkways will be utilized by both pedestrians and bicyclists. Presently, the City's Engineer is developing walkway design plans for Bridge Street and Madison Street.

Other Access Plans

As indicated in the Needs Section, a more direct Pedestrian access is needed through the north end of the Washer Elementary School property to create a more direct and safer access for school children. Pedestrian access is also needed through the northwest end of Pioneer Mobile Home Park to create a more direct and safer access for school children. This Plan proposes that the City work with the school district and the owners of Pioneer Mobile Home Park to evaluate the possibility of creating more direct access to the school. These accessways would carry out the policies set forth in this TSP and the requirements of the State Transportation Planning Rule.

Bikeways

Bike lanes shall be included in the construction of new collector and arterial streets. Shared Roadway bikeways will be provided for on Arterial and Collector streets with low traffic volumes and lower vehicle speed limits (see definitions below). On the busier streets serving as shared roadways, the City could put "Shared Roadway" signs up on the street to remind motorists that bicycles may be on the road.

The Pedestrian/Bicycle Plan provides a network of sidewalks, interim walkways and bikeways linking activity areas for safe and convenient walking and bicycling. Exclusive bicycle and walking paths should be provided to minimize travel distances where the street network is discontinuous. It is also important that pedestrian and bicycle movements not be compromised to facilitate automobile

movements without good cause and without mitigation. The Plan proposes pedestrian and bicycle facilities on the streets with the most automobile traffic to minimize conflicts between modes of transportation.

There are five basic types of bikeways that will be utilized in Lafayette:

- **Bikes lanes** are paved 5 to 6-foot wide designated lanes adjacent to (vehicle) travel lanes. This type of facility will be built in conjunction with new development that fronts Collector Streets. Bike lanes are appropriate on streets with a lot of traffic.
- **Shoulder Bikeways** are where bicyclists travel within the roadway's paved shoulder. Typically, shoulder bikeways are four to six feet in width. This is the type of bikeway is used on Yamhill County roadways. Shoulder bikeways are also present on 3rd Street at each end of town.
- **Shared Roadways** are roadways where bicyclists and motor vehicles share the travel lane. This type of facility is appropriate on streets with low traffic volumes and/or lower vehicle speed limits.
- **Multi-Use Paths** are separated from vehicular traffic. They are two-way pathways used by pedestrians, bicyclists and joggers. This type of facility is usually paved and about ten feet wide.
- **Sidewalks** are used in existing or currently approved subdivisions plans.

Map 5 at the end of this chapter, depicts the location of the planned sidewalks and bicycle facilities in the City. Based on an evaluation of the existing and future conditions in Lafayette, this Plan proposes the improvements necessary to carry out the Goals and Policies related to pedestrian and bicycle travel identified in **Chapter 5A**.

Amendments to the City's Land Use Development Code pertaining to the implementation of the Pedestrian/Bicycle Plan can be found in **Chapter 5B**. The revisions are proposed to bring the City of Lafayette Development Code into compliance with the State of Oregon's Transportation Planning Rule. The TPR requires local governments to adopt land use and subdivision ordinance amendments required by OAR 660-12-045 (3), (4)(a-f) and (5)d. These standards are intended to encourage multi-modal travel and provide alternatives to the single occupancy automobile. In general, the development code changes address the following:

- Bicycle parking facilities will be part of new multi-family development of four units or more, new retail, office and institutional developments.
- Facilities will be provided for safe and convenient pedestrian and bicycle access within and from new subdivisions, planned developments, shopping centers and industrial parks to nearby residential areas, and neighborhood activity centers, such as schools, and parks. This includes sidewalks along all public streets and bikeways along arterial and collector streets.

- Internal pedestrian circulation will be part of new office parks and commercial developments through clustering of buildings, construction of pedestrian ways, where appropriate and similar techniques.

4D Public Transportation Plan

Based on an evaluation of the existing and future conditions in Lafayette, this section contains recommendations necessary to carry out the Goals and Policies related to Public Transportation identified in **Chapter 5A**.

The City of Lafayette supports YCAP TRANSPORTATION which serves many of the transportation needs of Lafayette and county residents. The public fixed-route bus service along Highway 99W (called LINKS) provides Lafayette residents with daily round trip service to McMinnville and other cities in the county.

The City continues to cooperate in regional public transportation planning and implementation efforts. To improve on the existing public transportation services, the City supports:

- Improving coordination among service providers
- Prioritizing the planning and development of various programs, and;
- Increasing efficiency and effectiveness of existing resources

As mentioned in the Needs Section, the growth in the number of elderly is expected to accelerate due to improvements in medical care and the aging of the “baby boomer” generation.

This plan supports transportation accessibility, safe and convenient walking and bicycling, and reduced reliance on the automobile in order to meet the objective of serving the transportation disadvantaged.

Lafayette continues to support the railway facility in their community partially in recognition of the value to the community as a potential public transportation mode in the future.

As mentioned in the Needs Section, the county wants to develop a self-help rideshare program. The City of Lafayette sees a need for such a service and supports the county's desire to establish such a service.

4E Air, Rail, Water and Pipeline Plan

Based on an evaluation of the existing and future conditions in Lafayette, this section contains recommendations necessary to carry out the Goals and Policies related to Air, Rail, Water and Pipelines identified in **Chapter 5A**

Air Service Plan

The City supports maintaining the existing daily shuttle service (VIP Airporter) to Portland International Airport.

Rail Plan

The City will maintain the Industrial zoning on properties adjacent to the Willamette and Pacific (UP) Main Line tracks to maintain opportunities for rail freight service for existing or new industrial development. However, there is no upgrade work identified in the Oregon Rail Plan for trackage improvements through Lafayette.

The City of Lafayette will utilize the following objectives to minimize conflicts, improve safety, and protect the railroad transportation mode:

1. Improve safety by continuing to work with the Willamette and Pacific Railroad to identify safety improvements to existing crossings and improve the trackage through town.
2. Reduce environmental degradation and conflicts by requiring residential development adjacent to the railroad to use sound mitigation structures or measures, increased building setbacks or planting buffers.
3. Promote safe and efficient operation of the railroad and road system by allowing no new at-grade crossings by local roads and minimizing the number of arterial and collector street at-grade crossings.
4. Identify and evaluate the economic feasibility of various alternatives to provide for emergency access and response capabilities to the entire city.

It is not known if the existing railroad tracks would ever be used for passenger commuter service. The 1998 Commuter Rail Study identifies some costs associated with needed improvements in Lafayette. There is a railroad track siding just west of Commons Park. This area has room for vehicle parking, and construction of a platform for commuter use. The Commuter Rail Study estimates it would cost \$ 600,000 to construct the platform, and nearly \$40,000 to construct a small parking lot. Upgrading the 10.4 mile section of the Newberg Branch track through Lafayette, would cost approximately \$1,608,000. As noted under item 4.D., the City will continue to encourage the use of the rail existing rail facilities partially as a means to provide public transportation.

Waterborne Transportation Plan

No commercial river transportation services or port districts are feasible in Lafayette, therefore the City does not require a Waterborne Transportation Plan.

Pipeline Plan

The City will continue to work with the owners/operators of the existing Northwest Natural gas high-pressure pipeline to ensure safe and efficient natural gas service for Lafayette residents.

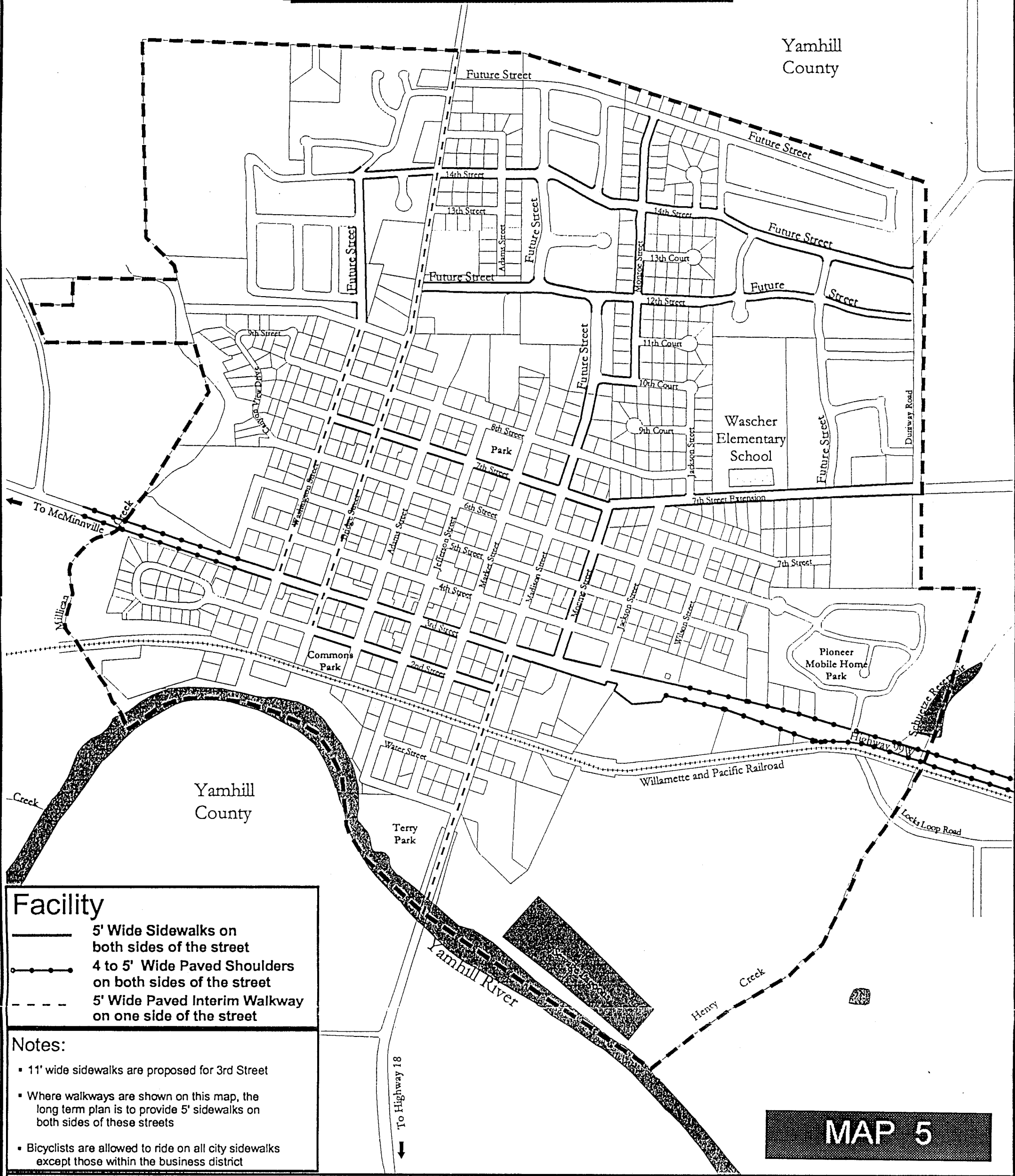
Yamhill
County



MAP 4

This map is for representational purposes only
and is not an official document.

PEDESTRIAN AND BICYCLE PLAN



Facility

- 5' Wide Sidewalks on both sides of the street
- 4 to 5' Wide Paved Shoulders on both sides of the street
- 5' Wide Paved Interim Walkway on one side of the street

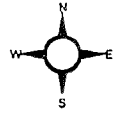
Notes:

- 11' wide sidewalks are proposed for 3rd Street
- Where walkways are shown on this map, the long term plan is to provide 5' sidewalks on both sides of these streets
- Bicyclists are allowed to ride on all city sidewalks except those within the business district

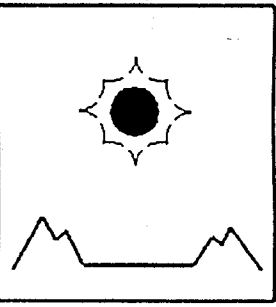
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Prepared by: Mid-Willamette Valley Council of Governments		
Created by: AJW	Date: May 25, 1999	Revision: 2
Filename: r:\cog4\projects\laffy\laffy-tsp.apr		
City of Lafayette Proposed Bike and Ped 11x17 Portrait-Rev: 2		

City Limits & Urban Growth Boundary

300 0 300 600 Feet

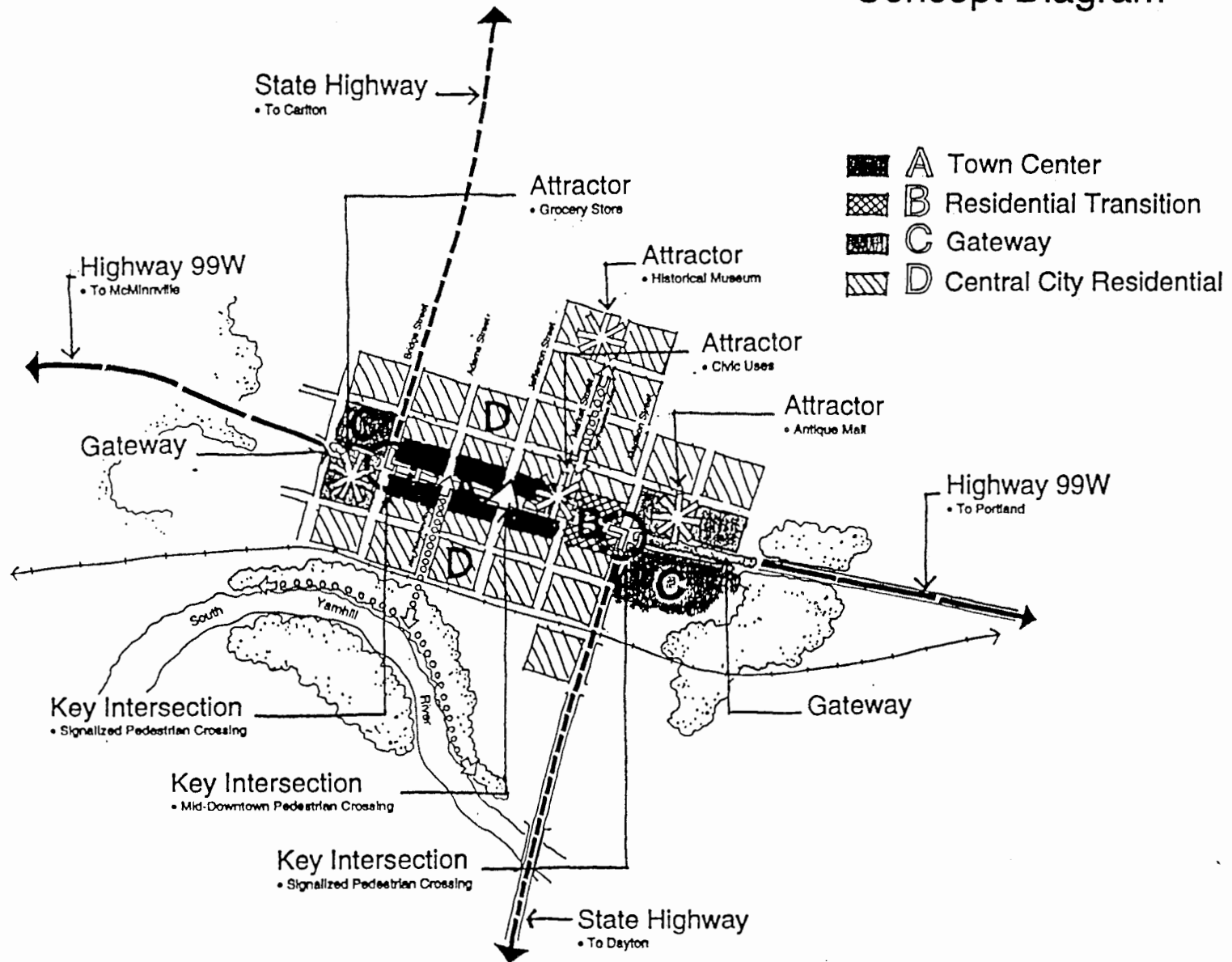


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This map is for representational purposes only and is not an official document.

Concept Diagram



Lafayette Streetscape Plan

West-End Gateway

- Lafayette Monument Sign
- Lengthened "Bulbed" Curb Extension
- Ornamental Landscaped Planting

Key Intersection #1

- Signalized Intersection
- Special Paving Pattern at Crosswalks

Key Intersection #2

- Special Paving Pattern at Crosswalks

Streetscape Treatment

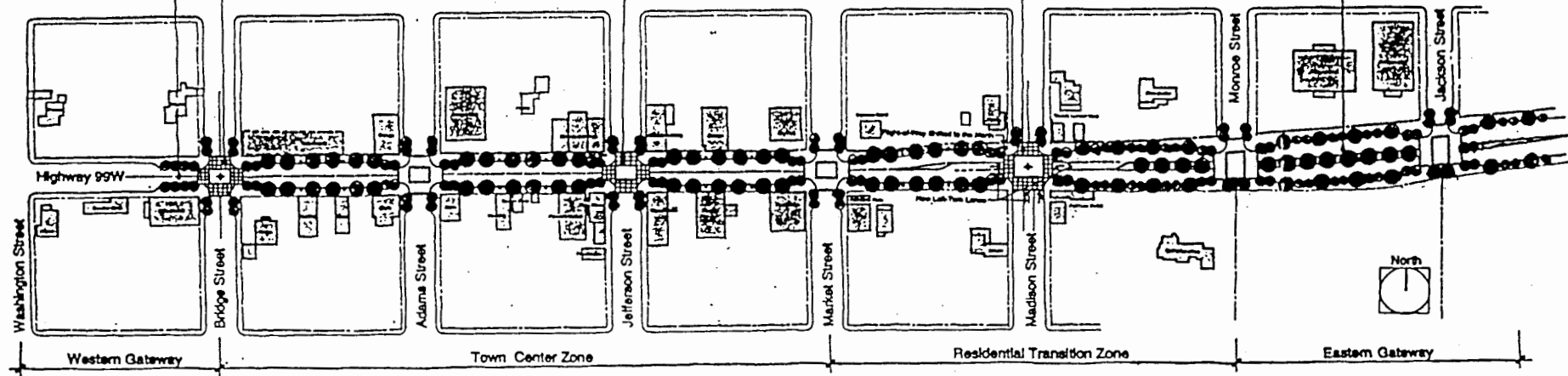
- "Bulbed" Curb Extensions
- "Village" Landscape Treatment
- Ornamental Trees at Corners
- Canopy Trees at 30' O.C.
- Ornamental Street Lighting
- On-Street Parking
- 12' Gridded Sidewalk Width

Key Intersection #3

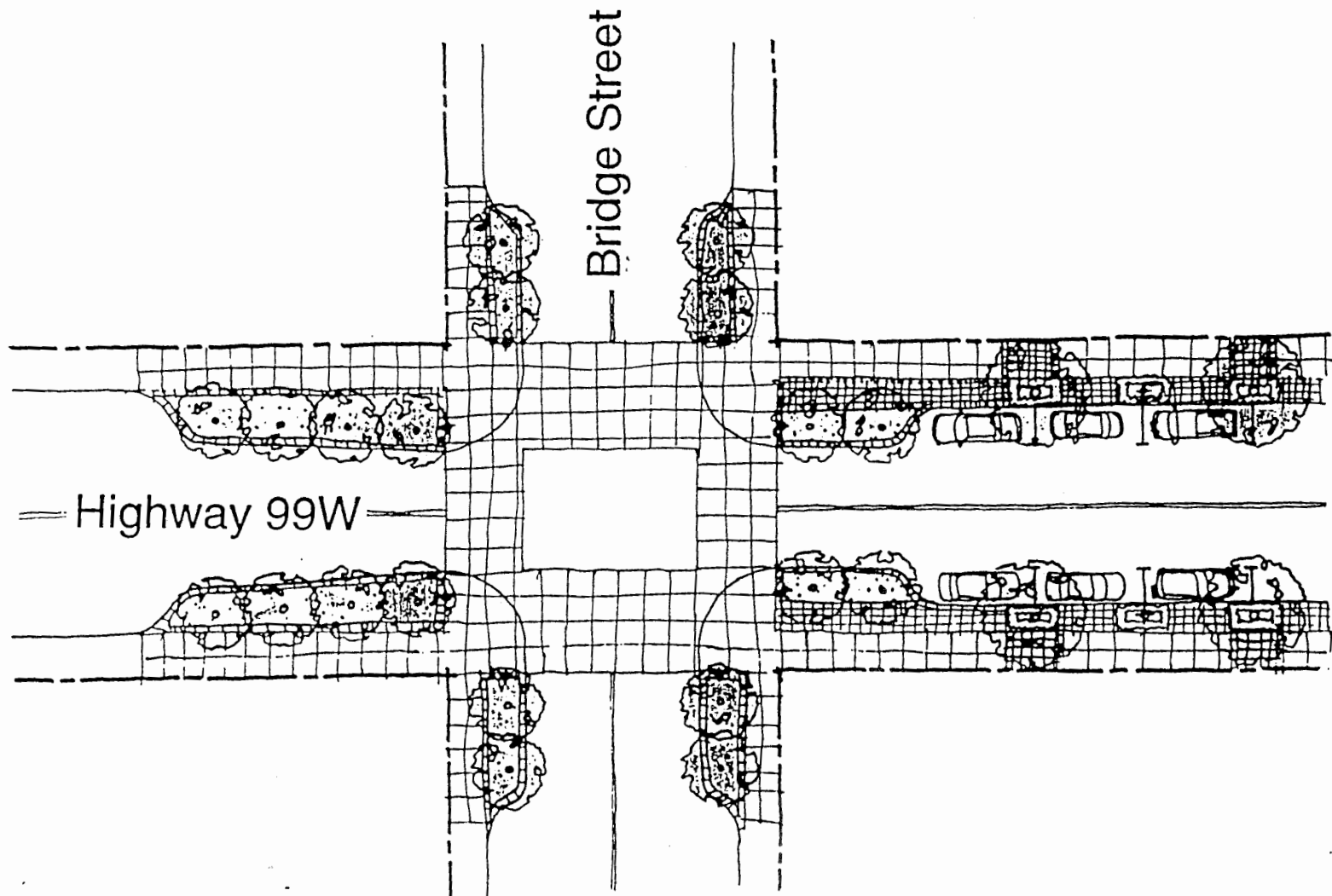
- Signalized Intersection
- Special Paving Pattern at Crosswalks

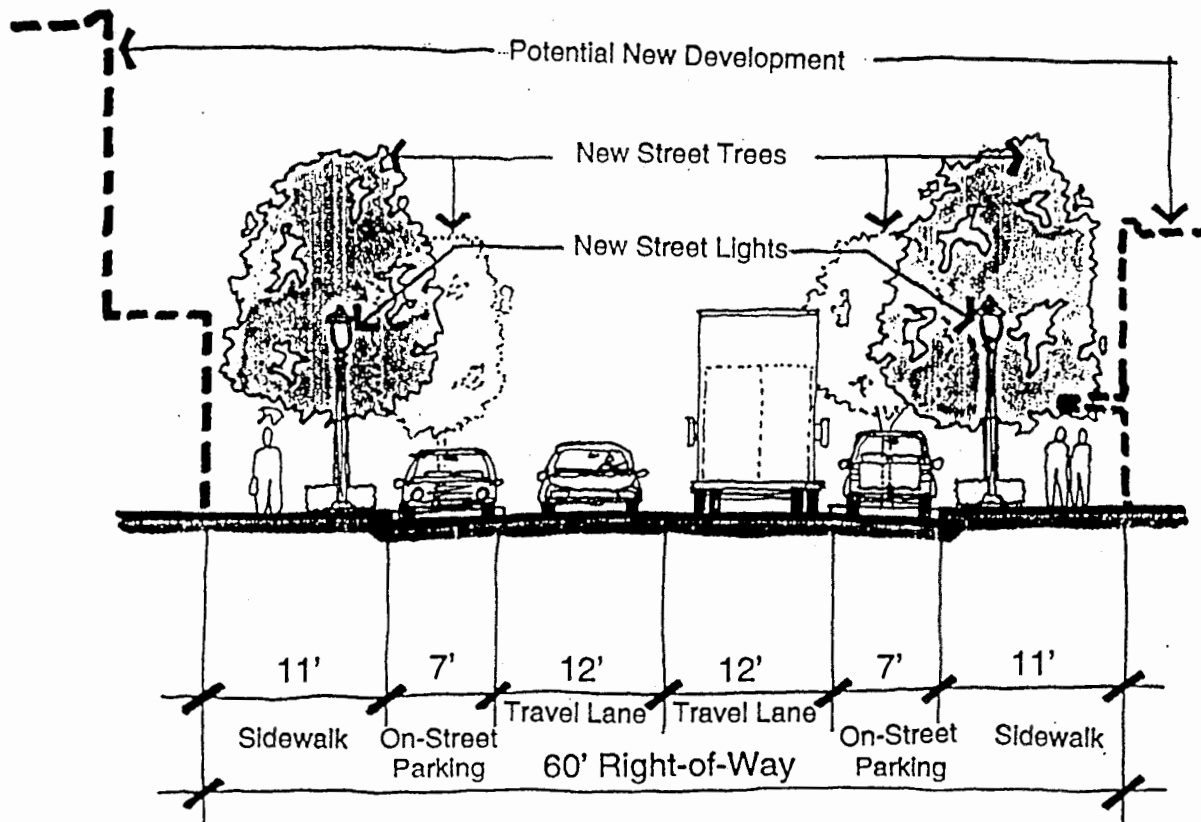
East-End Gateway

- Lafayette Monument Sign
- Landscaped Median
- "Rural" Character Landscaping

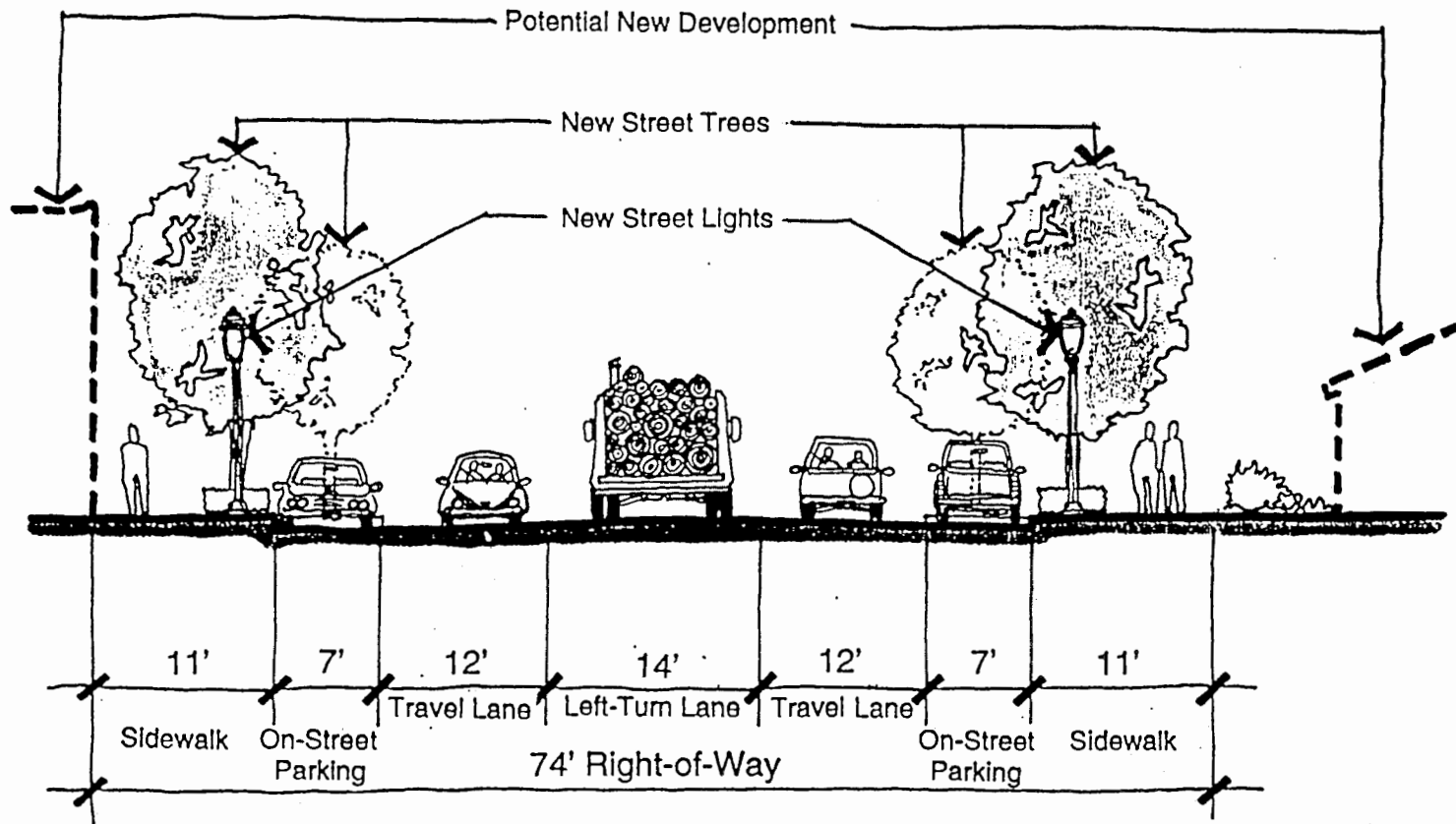


Proposed Intersection Detail

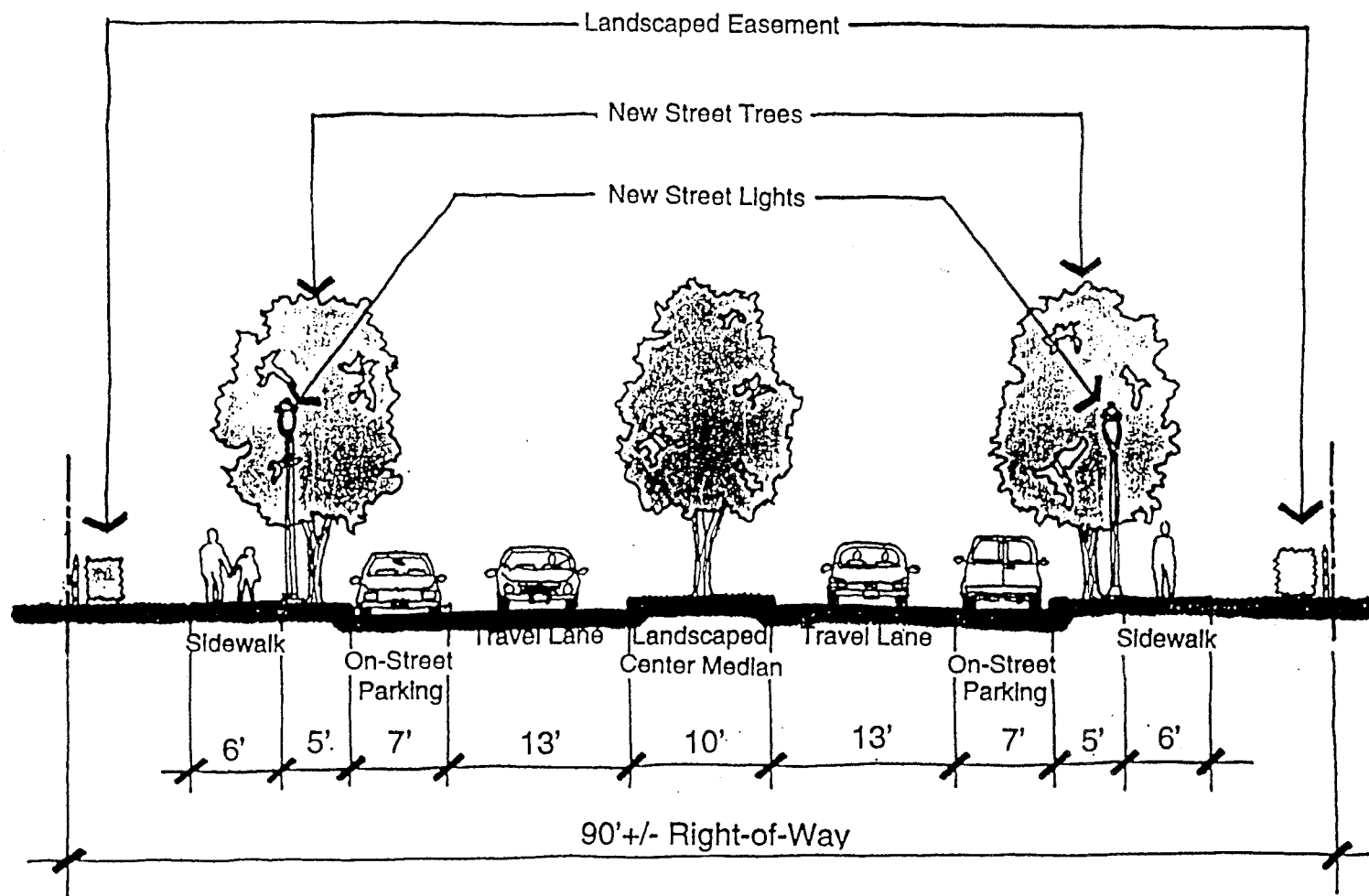




Proposed Town Center Zone



Proposed Residential Transition Zone



Proposed East-End Gateway

Chapter Five

Plan Implementation

5A Transportation Goals and Policies

In developing this transportation system plan, the City analyzed information and set priorities for the future function and operation of the transportation system. These priorities include maintenance and operation of the existing system, development of an attractive streetscape for the principle route through town, capital improvements for enhancing safety and level-of-service of the transportation system, relating land-use decisions with transportation considerations, and balancing transportation needs with community and environmental needs. These priorities are implemented through policies designed to help guide the decision-making process related to transportation facilities.

This section details those policies that the City of Lafayette will use in the planning and development of these facilities. Some policies establish priorities for the City in terms of allocating resources to various projects and activities while other policies are intended to ensure that a variety of travel modes are considered in the planning and development of a transportation system.

The policies in this section are based on input from: the public, city staff, the planning commission, city council and state and federal requirements. The policies in this section are intended to replace the existing transportation policies in the 1986 Comprehensive Plan. These new and revised policies are expected to ensure the City transportation system will satisfy the needs of residents and other users for the next 20 years.

For organizational purposes, the policies are divided into four categories:

- A. Street Network/Downtown Streetscape Plan
- B. Pedestrian and Bicycle Facilities;
- C. Public Transportation; and
- D. Rail and Pipeline Transportation.

A. Street Network/ Downtown Streetscape Plan

GOALS

1. The development of a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged in Lafayette.

2. The City shall encourage and promote the creation of an inviting, pedestrian and bicycle friendly streetscape for 3rd Street within the designated Central Business District, and where feasible and practical, improvements shall include enhanced sidewalks, bike lanes, landscaping distinctive lighting and underground utilities. The City shall cooperate on the design and installation of these improvements.

POLICIES

1. The designated arterial and collector streets of the street network will be used to assist in prioritizing street development and maintenance.
2. The City of Lafayette shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
3. All plan amendments, or zone changes or development proposals shall conform with the adopted Transportation System Plan and shall consider and evaluate their impact on existing or planned transportation facilities in all land use decisions.
4. The City of Lafayette shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
5. Access control along City streets can often provide the most cost effective means of maintaining street capacity and traffic safety, and shall be implemented whenever possible consistent with ODOT access management standards.
6. Where appropriate, off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.
7. The City shall develop a Capital Improvement Program to identify and prioritize transportation projects.
8. To maintain the character of the community and encourage pedestrian and bicycle activity, the City will encourage that new streets be approved with block lengths of no more 300 feet in length.
9. The City shall pursue a variety of funding sources to implement the Downtown Streetscape Plan.
10. All City streets (except Hwy. 99W) shall operate at a Level of Service standard "D" or better during the 20-year planning period. When the LOS drops to "E", the City will initiate actions to return the street to LOS D.
11. If capacity improvements are needed on Highway 99W through Lafayette, the City will work with ODOT to find an acceptable solution consistent with the City's adopted TSP and Downtown Streetscape Plan.

12. To insure consistency, the City will coordinate development and revisions of its transportation systems plan with the Oregon Department of Transportation and Yamhill County. The City will coordinate implementation of the approved Downtown Streetscape Plan with the 1998 Oregon Highway Plan. Improvements in Lafayette listed in ODOT's Statewide Transportation Improvement Program (STIP) should be consistent with the City's Transportation System Plan and Comprehensive Plan.
13. The City of Lafayette shall work with ODOT on a continual basis to have a traffic signal installed at the 3rd Street and Madison Street intersection, and other appropriate 3rd Street intersections, as soon as possible.
14. The City of Lafayette shall investigate opportunities to improve the intersection of Lock's Loop Road and 3rd Street so that the City's sole remaining industrial property can be adequately and safely accessed.

B. Pedestrian and Bicycle Facilities

GOAL

1. A safe, continuous and direct network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within Lafayette.

POLICIES

1. In areas of new development the City of Lafayette shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Existing accessways or trails should be incorporated into the transportation system.
2. The location and construction of sidewalks and bike lanes shall conform to the "Pedestrian and Bicycle Plan" (Map 5) of the adopted TSP.
3. Sidewalks shall be included on all new streets within the Urban Growth Boundary.
4. Bikeways and pedestrian accessways shall connect to local and regional travel routes.
5. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall incorporate the guidelines established by the Oregon Bicycle and Pedestrian Plan.

6. To achieve a safe, continuous and direct network of sidewalks and bikeways, the City shall construct these facilities on the streets depicted on the Pedestrian/Bicycle Plan Map as funding becomes available.
7. The City of Lafayette shall coordinate the development of bikeways with the Yamhill County Bikeway Plan.
8. The City, in coordination with the school district shall investigate the possibility of developing pedestrian accessways to Wascher Elementary School to provide a more direct and safe route for school children.
9. The City should work with the owners of Pioneer Mobile Home Park to evaluate the possibility of allowing pedestrian access to 6th Street.
10. The City of Lafayette shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
11. The City will investigate funding sources to promote pedestrian and bicycle improvements within the City and when funding is available, the City will upgrade existing substandard sidewalks bicycle paths.
12. The City prefers that an improved pedestrian crossing of the railroad tracks be located at the signalized rail crossing on Madison Street. The City will work to establish this crossing with regulators and the rail operator.

C. Public Transportation

GOALS

1. Convenient, economical and safe local and regional transportation services for all residents of Lafayette, with particular emphasis on the transportation disadvantaged.

POLICIES

1. The City seeks the creation of a customer-based [oriented] regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
2. The City will promote and encourage regional planning of public transportation services.
3. Where possible the City shall use innovative technology to maximize efficiency of operation, planning and administration of public transportation.
4. The City supports the development of a daily commuter and shopper shuttle service to the major activity centers in McMinnville.

5. The City of Lafayette endorses and will support the August 1998 Regional Transportation Enhancement Plan, as the plan to improve transportation for the disadvantaged in the region.
6. The City will support the efforts of the Special Transportation Advisory Committee or its successors in the implementation of the Regional Transportation Enhancement Plan and similar efforts to improve transportation for the disadvantaged in the region.

D. Rail and Pipeline Transportation

GOAL

1. An adequate, economical and safe level of rail and pipeline transportation services for the movement of commodities into, within and through Lafayette.

POLICIES

1. The City shall coordinate land use planning adjacent to the Willamette and Pacific Railroad facilities in order to promote industrial development with rail access.
2. The City will work with the local rail operator (currently Willamette and Pacific Railroad), ODOT and any other affected agencies or businesses to improve the at-grade railroad crossings at Madison Street and Locks Loop Road.
3. The City supports the concept of commuter rail service as described in the 1988 Yamhill County Rail Study. If passenger rail service does become a reality, the City would like to see the development of a passenger rail depot in Lafayette.
4. The City supports activities that maintain adequate pipeline operations such as natural gas service into, within and through Lafayette.

5B Proposed Revisions to the Development Code for Compliance with the Transportation Planning Rule

The following revisions are proposed to bring the City of Lafayette 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.

1.200 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 abutting property and public and private roads and driveways.

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

Adequate access: Direct routes of travel between destinations.

Adequate area: Space sufficient to provide all required public services to standards defined in this code.

Bicycle Facilities: Facilities which provide for the needs of bicyclists, including bikeways and bicycle parking.

Bikeway: A way designed and dedicated for the exclusive use of bicycles and located within a street right-of-way.

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

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

Neighborhood activity centers: Schools, parks, and other like sites.

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

Parking Space: An enclosed or open unenclosed surfaced area, exclusive of maneuvering and access area, permanently reserved for the temporary storage of an automobile and connected with a street or alley by a surfaced driveway which affords ingress and egress for automobiles. The following are not considered parking spaces for the purposes of OAR 660-12-045(5)(c): park and ride lots, handicapped parking, and parking for carpools and vanpools.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route intended and suitable for pedestrian use between two points. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges.

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.

Vanpool: More than five persons each with valid drivers licenses commuting in a single vehicle.

2.103.03 Conditional Uses (Mixed Residential District)

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

2.105.02 Permitted Uses (Commercial District)

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

2.106.02 Permitted Uses (Industrial District)

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

2.107.02 Permitted uses Public Facilities District

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

2.201.03 APPLICATION OF PUBLIC FACILITY STANDARDS

Revise the table under this section to add the right column:

Public Facilities Improvement Requirements Table

Type of Dwelling	<u>Bike Parking and Bikeways;</u> <u>Pedestrian Accessways</u>
Single Family Dwelling & Duplex	<u>No</u>
Multi-family Dwelling	<u>Yes(4+ units)</u>
New Commercial Building	<u>Yes</u>
Commercial Expansion	<u>No</u>
New Industrial Building	<u>Yes</u>
Industrial Expansion	<u>No</u>
Major & Minor Partition, Subdivision, PUD, and Mobile Home Park	<u>Yes</u>

2.202.01 TRANSPORTATION AND ACCESS STREET STANDARDS

2.202.01 Purpose

- A. To provide for safe, efficient, ~~and convenient vehicular~~ multi-modal movement in the City of Lafayette.
- C. To provide adequate area in all public rights-of-way for sidewalks, bikeways, sanitary sewers, storm sewers, water lines, natural gas lines, power lines and other utilities commonly and appropriately placed in such rights-of-way.

2.202.02 Scope

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

2.202.03 General Provisions

The following provision shall apply to the dedication, construction, improvement or other development of all public streets in the City of Lafayette. These provisions are intended to provide a general overview of typical minimum design standards. All street improvements shall be designed in conformance with the specific requirements of the City's most current Public Works standards:

- B. Where feasible development proposals shall provide for the continuation of existing ~~principal~~ all streets, bikeways and pedestrian facilities within the development and to existing streets, bikeways, and pedestrian facilities outside the development. ~~where necessary to promote appropriate traffic circulation in the vicinity of the development.~~
- 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 centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, be avoided. If unavoidable, the "T" intersection shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction. and otherwise shall not be less than 100 feet. A "T" intersection having less than 200 feet separation from the center line of another street shall be subject to the review and approval of the City Engineer.

1. In the absence of adequate public bicycle parking facilities, the following bicycle parking standards shall apply.

Bicycle Parking Spaces

	<u>Type of Use</u>	<u>Minimum Number of Spaces</u>	
<u>A</u>	<u>Single Family Residential</u>	<u>Zero</u>	
<u>B</u>	<u>All new development or expansions of more than 20 percent of the original floor area</u>	<u>Minimum of 2</u>	
<u>C</u>		<u>Each use shall have the greater of the number of spaces cited in line B or the following:</u>	
<u>D</u>	<u>Duplexes, Triplexes, and other, Multi-Family Residential</u>	<u>One (1) per every two dwelling units</u>	
<u>E</u>	<u>Retail, Office, Institutional, and Parks</u>	<u>One (1) per every 20 vehicle parking spaces</u>	
<u>F</u>	<u>Industrial</u>	<u>One (1) per every 40 vehicle parking spaces</u>	
<u>G</u>	<u>Schools</u>	<u>Six (6) for every classroom</u>	

- B. 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.

2.208.04 Standards for Blocks

- A. General: 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.
- C. 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, commercial areas, and industrial areas; and to provide safe convenient and direct traffic circulation.
- D. Connectivity. To achieve the objective in C. Traffic Circulation, above, the Planning Commission may require the following:
1. Stub Streets: Where the potential exists for additional development on adjacent property.
 2. Pedestrian / Bicycle Accessways: Public accessways to provide a safe, efficient and direct connection to cul-de-sac streets, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths creating access to nearby residential areas, neighborhood activity centers, commercial areas, and industrial areas.
- E. Collector and Arterial Connections. Pedestrian / bicycle accessway 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 pedestrian / bicycle accessway. If natural features e.g., adverse topography, streams, wetlands exist, the provisions of accessways may be limited.
- F. Design Standards. Pedestrian / bicycle accessways shall meet the following design standards:
1. Minimum dedicated width: 20 feet
 2. Minimum improved width: 10 feet
 3. Maximum length: 250 feet. with a clear line of vision for the entire length of the accessway.
 4. When an accessway is in excess of 100 feet in length, then pedestrian scale lighting fixtures shall be provided along the accessways and lighted to a level where the accessways can be used at night.

5. The accessway shall be designed to prohibit vehicle traffic.

6. If the accessway is not owned by the public, the developer or home owners association shall be responsible for maintenance, lighting, and improvements

3.105.05 Submittal Requirements

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

1. Site Analysis

F. Traffic safety, internal circulation and parking, connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities;

g. Existing and proposed streets, bikeways, and pedestrian facilities within 200 feet.

2. Site Plan

c. Vehicular, bicycle, and pedestrian circulation patterns, parking, loading and service areas;

d. Proposed access to public roads, and highways, bikeways, pedestrian facilities, railroads or other commercial or industrial transportation systems;

3.105.06 Evaluation of Site Development Plan

The review of a Site Development Plan shall be based upon consideration of the following:

H. Connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities.

3.106.03 Submittal Requirements for Preliminary Review

B. Each application shall be accompanied by a preliminary partition map drawn to scale of not less than one inch equals fifty (50) feet nor more than one inch equals 200 feet, and containing at a minimum, the following:

7. All adjacent roads, bikeways, pedestrian facilities, public or private, easements or right-of-way to, or within the subject property, including name and road width, where applicable.

3.201.01 Procedure for Type I Review

Applications subject to administrative review shall be reviewed and decided by the City Administrator or his designee.

- E. Referrals will be sent to interested agencies such as City departments, police ~~and~~ departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the Yamhill County Public Works Department and / or ODOT.

3.201.02 General Procedures for Type II and Type III Actions

- D. Referrals will be sent to interested agencies such as City departments, police ~~and~~ departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the Yamhill County Public Works Department and / or ODOT.

5C. Projects to be Included in the Capital Improvement Program

The City of Lafayette is in the process of developing a capital improvement program to identify, prioritize and fund needed capital improvements such as transportation projects. Listed below are 13 transportation projects that are needed in the City during the next twenty years. The projects include implementation of the Downtown Streetscape Plan, street capacity improvements and sidewalk/bicycle improvements.

Rough cost estimates have been prepared for each project. The cost estimates do not include right-of-way costs. The cost estimates are considered to be general “planning level estimates” of the cost to construct the project. A more refined and accurate cost calculation for each project needs to be determined as these projects are included into the City’s capital improvement plan. The total cost of constructing all projects is approximately \$2,825,406. Where cost estimates are shown as ranges in the table below, the mid-range was used to calculate the combined cost of all projects.

It is expected that some of the projects (such as the traffic signal on Highway 99W/Madison Street or the Yamhill River Bridge modification/replacement) will be funded by ODOT and Yamhill County.

1. Complete the improvements for the demonstration block of the Downtown Streetscape Plan (Market St. to Jefferson St.). This estimate includes all costs including engineering services, mobilization, demolition, earthwork, sidewalks, ramps, decorative pavers, curbs, storm drain, street restoration, street lights and landscaping.	\$342,750 This estimate is the City Engineer's estimate that was included in a grant application in 1999.
2. Complete the improvements for the Bridge St. West Gateway of the Downtown Streetscape Plan. This estimate includes all costs including engineering services, mobilization, demolition, earthwork, sidewalks, ramps, decorative pavers, curbs, storm drain, street restoration, street lights and landscaping.	\$147,287 This estimate is the City Engineer's estimate that was included in a grant application in 1999.
3. Complete the improvements for the East Gateway of the Downtown Streetscape Plan. This estimate includes all costs including engineering services, mobilization, demolition, earthwork, sidewalks, ramps, decorative pavers, curbs, storm drain, street restoration, street lights and landscaping.	\$199,829 This estimate is the City Engineer's estimate that was included in a grant application in 1999.
4. <u>If warranted</u> install a traffic signal with left turn lanes at 3 rd Street and Madison Street.	\$200,000 This signal would could be funded by ODOT as it is on Highway 99W.
5. <u>If warranted</u> install a traffic signal with left turn lanes at 3 rd Street and Bridge Street.	\$200,000 This signal would could be funded by ODOT as it is on Highway 99W.
6. Modify or replace the Yamhill River Bridge on Madison Street (It needs to be widened).	The County estimates \$1 to 2 million (a bridge modification would put the cost at the lower end of the range whereas a bridge replacement would put the cost at the upper end of the range).
7. Construct sidewalks (both sides of the street) on 7 th Street from Washington St. to Monroe St.	Both sides = 3,600' \$12 per foot at 5' wide = \$43,200
8. Construct sidewalks (both sides of the street) on 2 nd Street from Bridge St. to Madison St.	Both sides = 2,280' \$12 per foot at 5' wide = \$27,360

9. Construct sidewalks (both sides of the street) on Monroe Street from 3 rd St. to 7 th St.	Both sides = 2,040' \$12 per foot at 5' wide = \$24,480
10. Construct an interim paved walkway (one side of the street) on Madison Street from 3 rd St. to Terry Park and on Bridge St. from 3 rd St. to 12 th St. The Bridge St. project adds on to the existing sidewalk on the west side of the street (see Map 3).	The City received a grant of \$60,000 this year to design and build this project.
11. Construct an interim paved walkway (one side of the street) on Washington Street from 3 rd St. to two blocks north of 7 th Street.	One side = 1,620' \$25 per foot at 5' wide = \$40,500
12. Improve the roadway approach for the railroad crossing at Madison Street. (Install the new concrete panels next to the tracks to create a smooth and long-lasting crossing)	City Engineer estimates costs of roughly \$20,000
13. Improve the roadway approach for the railroad crossing at Locks Loop Road. (Install the new concrete panels next to the tracks to create a smooth and long-lasting crossing)	City Engineer estimates costs of roughly \$20,000

5D Financing Alternatives

The ability and commitment to fund the proposed transportation projects listed in this Plan is a key component in achieving the City's desired transportation system. The estimated cost for all of the transportation system improvements is approximately \$2.8 million.

Like many small cities in Oregon, yearly street maintenance costs absorb most of the City's public works street budget. The budget for maintenance and capital improvements is approximately \$87,000 per year. The revenue source is primarily the City's share of the state gas tax and the remaining funds are generated by interest earnings.

Almost all of the street budget is needed for yearly street maintenance. Given the projected funding shortfall to complete the capital improvement projects over the next 20 years, other funding sources need to be looked at. The TSP includes a review of funding mechanisms available from federal, state, and local sources.

The following portion of the TSP describes methods that the city may use, and in some cases does use, to fund proposed projects. These finance methods may be used individually or in combination to fund projects, or contribute the city's share, to transportation projects. Transportation improvement projects are funded from three sources: (1) federal, (2) state, and (3) local revenues. A brief overview of the funding mechanisms available from each source is given.

Federal

TRANSPORTATION EFFICIENCY ACT FOR THE 21ST CENTURY

On June 9, 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. Funding through TEA-21 is targeted to improvements which demonstrate beneficial improvements toward implementing a region's transportation system plan. TEA-21 funding programs include: National Highway System, Interstate Program, Surface Transportation Program, and National Scenic Byways Program. Transportation Enhancement grants continue to be funded as part of the Surface Transportation Program. These funds can be used to improve facilities and safety for bicycles and pedestrians.

COMMUNITY DEVELOPMENT BLOCK GRANTS

The Federal Department of Housing and Urban Development administers a program called the Community Development Block Grant Program (CDBG). Funds are allocated based on city size and demographics such as income levels and housing standards. In some areas, street reconstruction projects in older neighborhoods have been funded by this program.

State

STATE HIGHWAY FUND (also known as the gas tax)

The State of Oregon collects gas taxes, vehicle registration fees, overweight/over height fines and weight/mile taxes and distributes a portion of these revenues to counties and cities using an allocation formula. The State distributes a local share to cities based on a per capita rate. Revenues vary from year to year as the allocation formula can vary. Funds can be used for capital improvements or maintenance.

ODOT administers two annual grant programs for bicycle and pedestrian projects using Highway Fund money. This grant program funds projects that cost up to \$100,000 and may require a 20 percent local match. One program is for bicycle and pedestrian projects within road right-of-ways of local streets. The second program is for small-scale urban pedestrian and bicycle improvements on state highways.

ODOT combines federal funds with State Gasoline Tax Revenues to support capital projects in the Statewide Transportation Improvement Program (STIP). The STIP is the state document that lists projects in the coming years and the associated source of funds. The STIP is a project prioritization and scheduling document developed through the involvement of various local and regional governments. Projects in the STIP are listed by ODOT regions. These regional offices are responsible for administration and disbursement of the funds.

SPECIAL PUBLIC WORKS FUNDS (SPWF- LOTTERY PROGRAM)

The Special Public Works Fund provides grants and loans for public works that support private projects resulting in creation or retention of permanent jobs. Loans are emphasized in this program and are available for amounts up to \$11,000,000 for a maximum of 25 years unless the project life is shorter. The maximum grant amount is \$500,000 and may not exceed 85% of the project cost.

OREGON TRANSPORTATION INFRASTRUCTURE BANK

Loan funds available for highway and transit projects. Applications due in December.

Local

SYSTEM DEVELOPMENT CHARGES

This method collects an equitable share from new developments to help pay for the capital costs of improvements needed to support growth. Cities that use this System Development Charge (SDC) method are required (ORS 223.297) to complete a plan that lists the capital improvements that can be funded by SDCs and the estimated timing and cost for each improvement. SDCs are limited to those capital improvements that will be or were required to increase capacity because of increased demand due to current or expected development. This method is commonly acceptable to the public because new residents, rather than current residents, pay for the improvements. The method is less acceptable to developers because it is argued that it makes new development unaffordable. Revenues provided by this method are variable because they are linked to the amount of new development.

STREET BONDS

This method is typically used to fund road improvements that will benefit an entire community. General obligation bonds are supported by a property tax levy on assessed value of property. This method requires voter approval of bond issues and is the least expensive borrowing mechanism for municipalities.

LOCAL IMPROVEMENT DISTRICTS

This method assesses property owners in an area where capital improvements, such as road and utility projects, are required. Local Improvement Districts (LIDs) have typically been applied in developing new industrial areas but could be used to fund improvements in developed areas through increases in property taxes or other assessments. LIDs can be initiated by property owners or the city, and the collected funds are usually used to service debt on bonds incurred to undertake the improvements. Costs can be determined based on road frontage or square footage. LIDs are most suitable for individual local street improvement

projects such as sidewalk improvements or street widenings.

ROAD USER, OR STREET UTILITY, FEES

This method would charge city residents and nonresidential users a monthly or yearly fee for use of the city road system, similar to water and sewer utility fees. User fees go to maintenance activities. This system is widely used in Washington State and in La Grande, Medford and Ashland.

TRAFFIC IMPACT FEES

This method is used to finance required road improvements associated with new development. The fee, which can vary 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 and not maintenance activities.

FULL/PARTIAL PRIVATE CONTRIBUTIONS

Under this method the developer builds the road to city standards and then deeds the road to the city as a condition of development. It should be noted that the state has begun to require contributions from local jurisdictions for some projects when development has significant traffic impacts. 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.

OTHER

Grants are available from some economic development programs. The Immediate Opportunity Grant program, managed by ODOT, provides a maximum of \$500,000 for public road work associated with an economic development related project of regional significance, provided the project creates primary employment. Additionally, although lesser shares will be considered, the grantee should provide an equal local match.

Appendix A
Transportation Systems Inventory

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

3RD STREET (Hwy 99W)

LIMITS: FROM WEST UGB TO EAST UGB

FUNCTIONAL CLASSIFICATION: ARTERIAL

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
5,000'	46'	60'	1 in each direction.	NA	In most places, but narrow and in poor condition. On each side of the street there are sidewalks for approx. 1,920'	Yes	1997 Average Daily Traffic: 12,900 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.54 Estimate of 1997 Level of Service: D Estimated Average Daily Traffic in 2018: 18,100 2018 Estimated Volume To Capacity Ratio: 0.75 Estimate of 2018 Level of Service: E
			14' wide				
							OTHER NOTES
On-Street Parking:		Yes, approx. 45 spaces on each side of the street.					
Traffic Control Devices:		No traffic lights or stop signs					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Good					
Jurisdiction/Maintenance:		ODOT					
Truck Route:		Yes					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets In the Urban Growth Boundary

WASHINGTON STREET

LIMITS: FROM 2nd St. to 14th St.

FUNCTIONAL CLASSIFICATION: Collector Street

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
2,700'	22'	60'	1 in each direction.	None	None	none	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking: No							
Traffic Control Devices: No traffic lights or stop signs							
No left or right turn lanes. No center turn lanes.							
Pavement Condition: Good							
Jurisdiction/Maintenance: City of Lafayette							
Truck Route: No							
						As development occurs, Washington Street will be extended north of 8th Street and turn east to connect with 14th Street.	

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets In the Urban Growth Boundary

BRIDGE STREET

LIMITS: FROM 2ND ST. TO NORTH UGB

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
3,800	22.5'	60'	1 in each direction.	None	There are old and narrow sidewalks on the west side of the street between 3rd St. and 8th Street.	None	1997 Average Daily Traffic: 1,300 at N. city limits Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic In 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No					
Traffic Control Devices:		No traffic lights or stop signs					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Fair					
Jurisdiction/Maintenance:		City of Lafayette					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

MADISON STREET

LIMITS: FROM YAMHILL RIVER TO JUST NORTH OF 8TH STREET (WILL EXTEND TO 12TH ST. IN FUTURE)

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
The existing section is 3,100' long.	25'	60'	1 in each direction.	None	None	No	1997 Average Daily Traffic: 3,000 at south city limits Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic In 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No		Madison Street continues south out of Lafayette turning into the Lafayette Highway. The street includes an at-grade railroad crossing and a county bridge across the Yamhill River in the south part of town.			
Traffic Control Devices:		No traffic lights or stop signs					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Fair					
Jurisdiction/Maintenance:		City of Lafayette					
Truck Route:		yes					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

MONROE STREET

LIMITS: FROM 12TH STREET TO 16TH STREET

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
1,100'	32'	60'	1 in each direction.	None	None	No	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No					
Traffic Control Devices:		No traffic lights or stop signs					
No left or right turn lanes. No center turn lanes.							
Pavement Condition:		Good					
Jurisdiction/Maintenance:		CITY OF LAFAYETTE					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

DUNIWAY ROAD

LIMITS: FROM 14TH STREET TO 7TH STREET EXTENSION

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
1,400'	32'	60'	1 in each direction.	None	None	None	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No					
Traffic Control Devices:		No traffic lights or stop signs					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Good					
Jurisdiction/Maintenance:		Yamhill County					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

2ND STREET

LIMITS: FROM WASHINGTON STREET TO MADISON STREET

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
1,200'	21'	60'	1 in each direction.	None	None	No	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No			2nd Street is only east-west street south of 3rd Street. It provides access to the Commons Park.		
Traffic Control Devices:		No traffic lights or stop signs.					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Fair					
Jurisdiction/Maintenance:		City of Lafayette					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

7th STREET/ 7th EXTENSION

LIMITS: FROM WASHINGTON STREET TO DUNIWAY ROAD

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
3,600'	23'	60'	1 in each direction.	None	No sidewalks west of Monroe Street. The existing sidewalks are on the north side of the street from Monroe Street to the east end of the school property. (Approx. 1,000')	Only where there are sidewalks (see Sidewalk columnn)	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		No		7th Street and 7th Street Extension is the major east-west street north of 3rd Street. It provides access to the City's elementary school.			
Traffic Control Devices:		No traffic lights or stop signs					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Good					
Jurisdiction/Maintenance:		City of Lafayette					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets in the Urban Growth Boundary

12TH STREET

LIMITS: FROM MADISON STREET TO MONROE STREET

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
The existing section is approx. 1,600' long.	32'	50'	1 in each direction.	None	New sidewalks on both sides of the street.	Yes	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		Yes			12th Street is part of the new development that is occurring on the north side of town. As more development occurs, 12th Street will connect Bridge Street with Duniway Rd.		
Traffic Control Devices:		No traffic lights or stop signs.					
		No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Good					
Jurisdiction/Maintenance:		City of Lafayette					
Truck Route:		No					

CITY OF LAFAYETTE STREET INVENTORY Includes only Arterials, Collectors Streets In the Urban Growth Boundary

14TH STREET

LIMITS: FROM WASHINGTON STREET TO DUNWAY ROAD

FUNCTIONAL CLASSIFICATION: COLLECTOR STREET

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT- OF- WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
The existing section is approx. 1,200' long.	32'	60'	1 in each direction.	None	New sidewalks on both sides of the street.	Yes	1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking: No							
Traffic Control Devices: No traffic lights or stop signs							
No left or right turn lanes. No center turn lanes.							
Pavement Condition: Good							
Jurisdiction/Maintenance: City of Lafayette							
Truck Route: No							
						14th Street is part of the new development that is occurring on the north side of town. As more development occurs, 14th Street will connect Washington Street with Dunway Road.	

Appendix B

OPEN HOUSE REPORT

The first Lafayette Transportation System Plan Open House was held on October 21, 1998 from 4:00 p.m. to 6:30 p.m. at the City Hall's Council room. Advertisements were placed in the Dayton Tribune and McMinnville News-Register. Additionally, notices were placed at key locations in the City, and on the City's Reader Board.

It was a light turnout for the first open house. Six members of the public, two city council members plus 3 steering committee members came to the meeting. Despite the light turnout, many excellent comments were received. Many attendees also completed survey forms. The comments on these forms will be added to the ones written down by staff on the chart pack paper. In early November, 51 additional surveys were returned and incorporated into this report, superseding the October report.

The second Lafayette Transportation System Plan Open House was held on May 12, 1999 from 1:00 p.m. to 4:00 p.m. at the City Hall's Council room. Advertisements were placed in the Dayton Tribune and McMinnville News-Register. Additionally, notices were placed at key locations in the City, and on the City's Reader Board. It was an even lighter turnout for the second open house. No members of the public showed up for the open house.

The following report contains information received by all means, broken down into Issues, and Survey Summary. The comments are shown as near verbatim as possible. When parentheses and a number are shown after a comment, e.g. (+1), (+2), it means that one or more other people made the same comment. The number shows how many.

ISSUES

1. Traffic at the school following dismissal is experiencing problems. Can something be done? Is this a TSP item?
2. Traffic signals on 3rd, like in Dundee, is not desirable (Exception: for emergency & pedestrian-see Solutions below)
3. 3rd Street (Highway 99W) allows passing through the city. This does not seem to be a very good idea.
4. Would like to see speed limit enforced on Monroe. Do not solve the problem with stop signs!
5. There is the potential for 170 new single family homes in the residentially zoned area west of North Abbey Road.
6. Need a policy on diagonal parking.

7. Potential problem getting emergency vehicles through 2nd Place Circle. Need to look at a one way, possibly.

SUMMARY

LAFAYETTE TSP-SURVEY

1. Please list one concern for each of the following modes of transportation and rate the concerns (1-most important through 5-least important)

NOTE: Rating method was poorly explained on form, so is unreliable as a "vote" on which mode of transportation is most important. Counts were removed from the summary.

Bicycle Related

- Bridge St. should have better bike lanes.
- Highway Traffic.
- There are "no" bike paths.
- No sidewalks or shoulders to ride.
- No bicycle lanes.
- Motorist not watching.
- No helmets, cars not watching for them.
- Bike lanes?
- Bikes are great.
- Children riding in the streets is unsafe.
- No bike paths.
- Safety, Cars may not stop.
- No bike lanes.
- Narrow roads, no sidewalks.
- Kids not watching for vehicle traffic.
- Kids don't pay attention to cars
- The speed on 2nd street where my kids are riding near home.
- Kids are not following basic rules.
- Most people don't watch for kids.
- People not stopping at crosswalks.
- Hit by car.
- Traffic to fast for bikers to cross 99.
- More stop signs, slow traffic for bikes.
- If along 99 that they hit a rock and fall into traffic.
- Other vehicles

Public Transportation

- There is not any available to McMinnville.
- Lack of (+2).
- No public transportation.
- Not enough busses out of town for those who do not drive.
- Need public bus service.

- Maybe a bus.
- None
- What public transportation?
- Not aware of bus service.
- Live out of town.
- Not available.
- Kids get too loud or out of control.
- There isn't any.
- Busing only for distance not safety factors.
- Is it used enough for such a small town.
- Kids not sitting down on Bus.
- Need more bus service.
- Kids need to be seated at all times.
- I wish it were more prevalent.
- Need it.
- Cars passing vehicles while moving or not.
- Car accidents.
- Truck parking on 99W. Can't see around them to enter 99.
- More access for seniors.

Auto Related

- Cars speed through Hamilton Estates. 10th and Jackson Sts.
- Highway Traffic.
- Speeding.
- Not enough stop signs on side streets.
- I feel we need more 4-way stops, or at least 2-way stops.
- Many accidents at Highway and Jackson. I live on Jackson & 5th - several cars repeatedly run stop signs.
- Cars drive too fast.
- Pedestrians.
- We need street lights going on 99.
- 99W is impossible to get across during rush hours. We need a traffic light.
- Speeding through town.
- Go too fast, not watching for kids!!
- Blind intersection/Parked Trucks
- Congestion
- Speed, vision of kids at bus drop in front of school.
- Occasionally speeding.
- The front of Wascher is still pretty bad for congestion, etc. Some kids run behind the buses across the entrance of the parking lot and cannot be seen behind the buses.
- Many corners have no stop signs either direction.
- They still go too fast.
- The kids aren't paying attention to cars.
- Because of no stop signs on 2nd street, the speeds are sometimes excessive.
- Cars must yield to kids.

- People who use the side streets without stop signs and don't watch in the intersections.
- Speed control and congestion.
- Car accidents.
- Nobody obeys speed of 25 mph.
- Slow cars down, restrict trucks to Monroe and Bridge Only.
- Congestion.
- There are holes at the corner intersecting streets on 2nd & at least on the corner at 4th and Washington

Pedestrian Related

- Traffic doesn't stop for pedestrian traffic (+1).
- Traffic does not stop for people crossing Hwy. 99W.
- Highway traffic.
- Running across 99 in sidewalks because no one stops.
- Crossing 99W & walking on side streets.
- All crosswalk areas.
- Cars don't wait for pedestrians.
- Not watching, or crossing at walks.
- Enforce stopping for Pedestrians.
- Need more sidewalks.
- Minimal lighting at night.
- Cars may not stop.
- No sidewalks.
- No lights or crosswalk signals.
- Have no concerns.
- Crossing streets and not looking and not supervised.
- Streets are narrow and no sidewalks.
- The kids cross anywhere and don't look.
- The people who don't stop at Ped. Crossings
- Kids should use caution.
- Kidnapping, hit by car, strangers.
- Car's don't stop, and if the one does, the others go around him to the right even when pedestrian is in the middle of street, crossing.
- Enforce crosswalks with cameras and tickets.
- Traffic and crimes against children..
- Slow speeds.

Railroad Related

- Tracks in poor condition.
- RR Crossing on Lafayette Hwy is extremely rough.
- Tracks are unsafe(Broken, etc.)
- Keeping the tracks clear and not too accessible.
- Children playing on railroad.
- Need light rail to max line.
- Some older kids are playing chicken.
- People crossing tracks and getting hurt.

1. What is the most dangerous intersection in the city? 3rd (+5); 3rd & Market(+4); 3rd & Bridge (+14); 3rd & Adams, 3rd & Madison (+8), 3rd & Any(+1), 3rd & Jackson (+2); Bill's Market; St Joseph Rd & 99W; 3rd & Monroe What time of day? Rush Hour (+1), Most of day for Pedestrians, Evening (+2), Daylight(+2), 7am (+1) & 6pm, 3-5 p.m. (+1), All day (+10) Except Sunday, Noon-on, 4:30, 4-7p.m., 5 p.m.-on, 4-6 p.m.(+1), 9a.m.-5p.m., 3:30 p.m.(+1), Morning, 7 a.m. - 3 p.m.~7:30a.m.-8:45a.m. & 4:45 p.m. - 6:00 p.m., 5:00 p.m., 7-9 a.m. & 3-6 p.m.(+1), 4.p.m., Afternoon, 3:30-6:00, 8 a.m. (+1), 5 p.m. (+2)
2. Besides Highway 99W, are there other congested streets in the City? Yes²³ Where Bridge St.(Most yes mentioned Bridge), Madison St. (+2), near ?, 2nd, 7th (+1), 7th & Jackson, Park No 19
3. About how many times a day do you drive your auto somewhere?(Coming back is a second trip) 6 (+11), 2 (+10), 2-3, 3-6, all day, 4 (+10), 6-10, 6-8(+1), 10, 5-6, 7, 4-5, 4-6 (+2), 8-10(+1), 3, 8(+1)
4. What percentage of these trips are primarily to go out of the city?33%(+3), 90% (+3), 50% (+14), 20%, 75% (+2), 100% (+13), 60%, 66%(+4), 10%, 95%(+2), 80% Only in the city? 10% (+3), 50% (+14), 25%(+2), 66% (+4), 40%, 33% (+2), 90%, 5%(+2), 20
5. If improvements were needed to City streets, what is the best way to pay for them? State(+1)/federal funds, Levy(+1), City Income Tax (+2), City Funding- Generally(+1), County Funds, County Tax, Taxes -Generally(+4), Donations(+1), Fund Raisers(+2), Cigarette taxes, lotto money, Grants(+1), I, Tax raise in water/sewer or a fee charged with new city accounts opened, Doesn't the city already set aside money for street improvements, Increase ticket \$ to speeders and cars that won't give pedestrians the right-of-way in crosswalks, no parking on 99W, even big delivery trucks, Save up: Traffic tickets, development fees, fines for road damage and add them to grants. Then put in improvements, Ballot Measures, Traffic fines

Appendix C

Special Transportation Area

While traffic moves through an STA and automobiles may play an important role in accessing an STA, convenience of movement within an STA is focused upon pedestrian, bicycle and transit modes. STAs have a plan for an interconnected local street network to facilitate local automobile and pedestrian circulation except where topography severely constrains the potential for street connections.

Some of the other characteristics of an STA are:

- People who arrive by car or transit find it convenient to walk from place to place within the area.
- An STA has the majority, if not all, of the following attributes, either as existing or planned uses and infrastructure through an adopted management plan:
 - Mixed uses;
 - Buildings spaced close together and located adjacent to the street with little or no setbacks;
 - Sidewalks with ample width that are located adjacent to the highway and the buildings;
 - Interconnected local street networks to facilitate local automobile and pedestrian circulation except where topography severely constrains the potential for street connections;
 - On street parking and shared or general purpose parking lots that are located behind or to the side of buildings; and
 - Convenient automobile and pedestrian circulation within the center and off the state highway.

ODOT and the City must mutually develop and agree to the management plan, within an Intergovernmental Agreement or Memorandum of Understanding. The STA management plan may include less restrictive highway mobility standards and may use flexible streetscape designs in order to improve local access and community functions. Highway mobility standards are also listed in the 1999 ODOT Highway Plan. The maximum volume to capacity ratio for peak hour operating conditions within the Lafayette STA on Highway 99W would be 0.95, which equates to a Level of Service E. The agreement will be in effect when the STA is adopted as part of a local

transportation system plan and comprehensive plan and in the corresponding corridor plan where a corridor plan exists.

The management plan for each STA in the local transportation system plan shall include:

- Goals and objectives;
- Clearly defined STA boundaries;
- Design standards that are to be applied to the STA to improve local access and community functions. These may include highway mobility standards, street spacing standards, signal spacing standards, and street treatments and must be reviewed by the State Engineer or his/her designee;
- Strategies for addressing freight and through traffic including traffic speed, possible signalization, parallel or other routes, and actions in other parts of the corridor that address through traffic needs;
- Parking strategies, which address on and off street and shared parking;
- Provisions for a network of local traffic, transit, pedestrian, and bicycle circulation;
- An analysis of the regional and local operational, traffic and safety impacts of the STA to determine the effects of the STA designation. All parties must agree to the analysis methodology, and it must be consistent with regional plans and ODOT analysis methods;
- Identification of needed improvements within the STA or improvements that will support access to the STA and designation of the party responsible for implementation, likely funding source and anticipated time frame; and
- Identification of maintenance and operational strategies to be employed.

Whether an area qualifies for STA designation or not, local governments would be encouraged to cluster commercial development in community centers or Commercial Centers with limited access to the state highway to reduce the number of vehicle trips and to reduce conflicts with through traffic.

Minimum spacing for public STAs road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways, and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

When considering spacing of approaches and signalization the following must be considered:

- Generally, no signals will be allowed at private access points.
- If warrants are met, prior to deciding on a signal, other alternatives should be examined (e.g. median closings).
- Signals are to be spaced to minimize delay and disruptions to through traffic by establishing spacing to optimize progression.
- If it is anticipated that an intersection may be signalized in the future (i.e. over the next 20 years), appropriate spacing to ensure traffic progression at the designated operating speed must be provided.
- A plan that addresses signal spacing for an entire highway segment is needed for consideration of a new signal.

EXHIBIT “B”

AMENDMENTS TO THE LAFAYETTE COMPREHENSIVE PLAN

The existing “Transportation” Element of the Comprehensive Plan shall be replaced with the following new language. This material reflects the findings and conclusions drawn from the Transportation System Plan and establishes the policy framework for future transportation issues

TRANSPORTATION

Travel in Lafayette is primarily by automobile; consequently, the greatest demand in regards to transportation is for improvement of the City’s street network. However, provisions for other forms of transportation means are important to meet the overall transportation requirements of the City. Therefore, Lafayette must assure that the special requirements of rail transportation, public transit, the needs of the disabled and bicycle and pedestrian transportation are met.

I. Findings

- The automobile constitutes the primary mode of travel in Lafayette.
- The condition of Lafayette’s streets is generally adequate for existing traffic loads. However, expected increases in traffic loads will necessitate increased maintenance and improvements in the street network.
- The most serious traffic hazards exist along 3rd Street (Highway 99W), primarily due to traffic volumes and existing parking conditions. However, 3rd Street improvements, including improved streetscapes, have the potential to improve the economic vitality of the community.
- Beside Highway 99W, access to the City from neighboring communities or region requires the use of Bridge Street and Madison Street.
- Twelveth and Fourteenth Streets are designed as future collectors. They will provide an alternative east-west link on the north side of the City, connecting Bridge Street and Duniway Road.
- Willamette & Pacific Railroad tracks run in a general east-west direction through the City. Currently, the railroad is used for freight service only but there is some potential for passenger service.
- The nearest available air service is the McMinnville Municipal Airport, the nearest scheduled airline service is available at the Portland International Airport.
- There are no designated bikeways within Lafayette. Bicyclists generally use side streets with low volumes of automobile traffic.

- The relatively short distances between Lafayette's commercial core and residential areas, make both walking and bicycling attractive transportation choices.
- There is a significant amount of industrial zoned land at the east end of the City. Access to the site is off of Lock's Loop road, which is minimally improved and poorly designed to accommodate industrial traffic.

II. Goals and Policies

A. Street Network/Downtown Streetscape Plan

GOALS

1. The development of a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged in Lafayette.
2. The City shall encourage and promote the creation of an inviting, pedestrian and bicycle friendly streetscape for 3rd Street within the designated Central Business District, and where feasible and practical, improvements shall include enhanced sidewalks, bike lanes, landscaping distinctive lighting and underground utilities. The City shall cooperate on the design and installation of these improvements.

POLICIES

1. The designated arterial and collector streets of the street network will be used to assist in prioritizing street development and maintenance.
2. The City of Lafayette shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
3. All plan amendments, or zone changes or development proposals shall conform with the adopted Transportation System Plan and shall consider and evaluate their impact on existing or planned transportation facilities in all land use decisions.
4. The City of Lafayette shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
5. Access control along City streets can often provide the most cost effective means of maintaining street capacity and traffic safety, and shall be implemented whenever possible consistent with ODOT access management standards.
6. Where appropriate, off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.

7. The City shall develop a Capital Improvement Program to identify and prioritize transportation projects.
8. To maintain the character of the community and encourage pedestrian and bicycle activity, the City will encourage that new streets be approved with block lengths of no more 300 feet in length.
9. The City shall pursue a variety of funding sources to implement the Downtown Streetscape Plan.
10. All City streets (except Hwy. 99W) shall operate at a Level of Service standard "D" or better during the 20-year planning period. When the LOS drops to "E" the City will initiate actions to return the street to LOS D.
11. If capacity improvements are needed on Highway 99W through Lafayette, the City will work with ODOT to find an acceptable solution consistent with the City's adopted TSP and Downtown Streetscape Plan.
12. To insure consistency, the City will coordinate development and revisions of its transportation systems plan with the Oregon Department of Transportation and Yamhill County. The City will coordinate implementation of the approved Downtown Streetscape Plan with the 1998 Oregon Highway Plan. Improvements in Lafayette listed in ODOT's Statewide Transportation Improvement Program (STIP) should be consistent with the City's Transportation System Plan and Comprehensive Plan.
13. The City of Lafayette shall work with ODOT on a continual basis to have a traffic signal installed at the 3rd Street and Madison Street intersection, and other appropriate 3rd Street intersections, as soon as possible.
14. The City of Lafayette shall investigate opportunities to improve the intersection of Lock's Loop Road and 3rd Street so that the City's sole remaining industrial property can be adequately and safely accessed.

B. Pedestrian and Bicycle Facilities

GOALS

A safe, continuous and direct network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within Lafayette.

POLICIES

1. In areas of new development the City of Lafayette shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Existing accessways or trails should be incorporated into the transportation system.
2. The location and construction of sidewalks and bike lanes shall conform to the "Pedestrian and Bicycle Plan" (Map 5) of the adopted TSP.
3. Sidewalks shall be included on all new streets within the Urban Growth Boundary.
4. Bikeways and pedestrian accessways shall connect to local and regional travel routes.
5. Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall incorporate the guidelines established by the Oregon Bicycle and Pedestrian Plan.
6. To achieve a safe, continuous and direct network of sidewalks and bikeways, the City shall construct these facilities on the streets depicted on the Pedestrian/Bicycle Plan Map as funding becomes available.
7. The City of Lafayette shall coordinate the development of bikeways with the Yamhill County Bikeway Plan.
8. The City, in coordination with the school district shall investigate the possibility of developing pedestrian accessways to Wascher Elementary School to provide a more direct and safe route for school children.
9. The City should work with the owners of Pioneer Mobile Home Park to evaluate the possibility of allowing pedestrian access to 6th Street.
10. The City of Lafayette shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
11. The City will investigate funding sources to promote pedestrian and bicycle improvements within the City and when funding is available, the City will upgrade existing substandard sidewalks bicycle paths.
12. The City prefers that an improved pedestrian crossing of the railroad tracks be located at the signalized rail crossing on Madison Street. The City will work to establish this crossing with regulators and the rail operator.

C. Public Transportation

GOALS

Convenient, economical and safe local and regional transportation services for all residents of Lafayette, with particular emphasis on the transportation disadvantaged.

POLICIES

1. The City seeks the creation of a customer-based [oriented] regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.
2. The City will promote and encourage regional planning of public transportation services.
3. Where possible the City shall use innovative technology to maximize efficiency of operation, planning and administration of public transportation.
4. The City supports the development of a daily commuter and shopper shuttle service to the major activity centers in McMinnville.
5. The City of Lafayette endorses and will support the August 1998 Regional Transportation Enhancement Plan, as the plan to improve transportation for the disadvantaged in the region.
6. The City will support the efforts of the Special Transportation Advisory Committee or its successors in the implementation of the Regional Transportation Enhancement Plan and similar efforts to improve transportation for the disadvantaged in the region.

D. Rail and Pipeline Transportation

GOAL

An adequate, economical and safe level of rail and pipeline transportation services for the movement of commodities into, within and through Lafayette.

POLICIES

1. The City shall coordinate land use planning adjacent to the Willamette and Pacific Railroad facilities in order to promote industrial development with rail access.

2. The City will work with the local rail operator (currently Willamette and Pacific Railroad), ODOT and any other affected agencies or businesses to improve the at-grade railroad crossings at Madison Street and Locks Loop Road.
3. The City supports the concept of commuter rail service as described in the 1988 Yamhill County Rail Study. If passenger rail service does become a reality, the City would like to see the development of a passenger rail depot in Lafayette.
4. The City supports activities that maintain adequate pipeline operations such as natural gas service into, within and through Lafayette.

EXHIBIT "C"
AMENDMENTS TO
LAFAYETTE ZONING AND DEVELOPMENT ORDINANCE

Where so identified, new wording is underlined. Words to be deleted are shown as ~~strikeout~~. Only those sections of the ordinance requiring changes are cited herein.

I. Section 1.200 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 abutting property and public and private roads and driveways.

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

Adequate access: Direct routes of travel between destinations.

Adequate area: Space sufficient to provide all required public services to standards defined in this code.

Bicycle Facilities: Facilities which provide for the needs of bicyclists, including bikeways and bicycle parking.

Bikeway: A way designed and dedicated for the exclusive use of bicycles and located within a street right-of-way.

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

Nearby uses: Activities or uses within 3 mile which can be reasonably expected to be used by pedestrians, and within 1 mile which can reasonably expected to be used by bicyclist.

Neighborhood activity centers: Schools, parks, and other like sites.

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

Parking Space: An enclosed or open ~~unenclosed~~ surfaced area, exclusive of maneuvering and access area, permanently reserved for the temporary storage of an automobile and connected with a street or alley by a surfaced driveway which affords ingress and egress for automobiles. The following are not

considered parking spaces for the purposes of OAR 660-12-045(5)(c): park and ride lots, handicapped parking, and parking for carpools and vanpools.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route intended and suitable for pedestrian use between two points. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges.

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.

Vanpool: More than five persons each with valid drivers licenses commuting in a single vehicle.

II. Section 2.100

2.103.03 Conditional Uses (Mixed Residential District)

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

2.105.02 Permitted Uses (Commercial District)

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

2.106.02 Permitted Uses (Industrial District)

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

2.107.02 Permitted uses Public Facilities District

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

III. Section 2.201.03 APPLICATION OF PUBLIC FACILITY STANDARDS

Revise the table under this section to add the right column:

Public Facilities Improvement Requirements Table

Type of Dwelling	<u>Bike Parking and Bikeways;</u> <u>Pedestrian Accessways</u>
Single Family Dwelling & Duplex	<u>No</u>
Multi-family Dwelling	<u>Yes(4+ units)</u>
New Commercial Building	<u>Yes</u>
Commercial Expansion	<u>No</u>
New Industrial Building	<u>Yes</u>
Industrial Expansion	<u>No</u>
Major & Minor Partition, Subdivision, PUD, and Mobile Home Park	<u>Yes</u>

IV. Section 2.202 TRANSPORTATION AND ACCESS STREET STANDARDS

2.202.01 Purpose

- A. To provide for safe, efficient, ~~and convenient vehicular~~ multi-modal movement in the City of Lafayette.
- C. To provide adequate area in all public rights-of-way for sidewalks, bikeways, sanitary sewers, storm sewers, water lines, natural gas lines, power lines and other utilities commonly and appropriately placed in such rights-or-way.

2.202.02 Scope

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

2.202.03 General Provisions

The following provision shall apply to the dedication, construction, improvement or other development of all public streets in the City of Lafayette. These provisions are intended to provide a general overview of typical minimum design standards. All street improvements shall be designed in conformance with the specific requirements of the City=s most current Public Works standards:

- B. Where feasible development proposals shall provide for the continuation of ~~existing principal~~ all streets, bikeways and pedestrian facilities within the development and to existing streets, bikeways, and

pedestrian facilities outside the development, where necessary to promote appropriate traffic circulation in the vicinity of the development.

- 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 centerlines thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, be avoided. If unavoidable, the "T" intersection shall leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction. and otherwise shall not be less than 100 feet. A "T" intersection having less than 200 feet separation from the center line of another street shall be subject to the review and approval of the City Engineer.
- D. Future extension of streets: Where necessary to give access to or permit a satisfactory future development of adjoining land, streets, bikeways and pedestrian accessways shall be extended to the boundary of a tract being developed and the resulting dead-end streets may be approved without turn-a-rounds. Reserve strips and streets plugs may be required to preserve the objectives of street extensions.

2.202.04 General Right-of Way- and Improvement Widths

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

Add the following to the table:

Street Standards

Street Classification	<u>Bikeways Widths**</u>
Arterials	<u>Five (5) feet each side</u>
Collectors	<u>Five (5) feet each side</u>
Locals	
Cul-de-sacs	
Turn around Radii	
Alleys	

** The minimum width for a bike lane is four (4) feet on open shoulders, or five (5) feet from the face of a curb, guardrail or parked cars.

Note: Right-of-way and improvement widths may be altered to continue existing street improvements.

V. Section 2.203

2.203.06 Off Street Automobile Parking Requirements

Off-street parking shall be provided as required by Section 2.203.09 ~~and approved by the Planning Commission~~ in the amount not less than listed below. Off -street parking shall not exceed by 1.5 times the amount listed below.

Add to the listing:

Assisted Care Centers 1/2 spaces per guest room

Add the following as a new section. Renumber the existing section 2.203.10 to 2.203.11.

2.203.10 Bicycle Parking

A. Minimum Space Requirements

1. In the absence of adequate public bicycle parking facilities, the following bicycle parking standards shall apply.

Bicycle Parking Spaces

	<u>Type of Use</u>	<u>Minimum Number of Spaces</u>
<u>A.</u>	<u>Single Family Residential</u>	<u>Zero</u>
<u>B.</u>	<u>All new development or expansions of more than 20 percent of the original floor area</u>	<u>Minimum of 2</u>
<u>C.</u>		<u>Each use shall have the greater of the number of spaces cited in line B or the following:</u>
<u>D.</u>	<u>Duplexes, Triplexes, and other, Multi-Family Residential</u>	<u>One (1) per every two dwelling units</u>
<u>E.</u>	<u>Retail, Office, Institutional, and Parks</u>	<u>One (1) per every 20 vehicle parking spaces</u>

<u>F.</u>	<u>Industrial</u>	<u>One (1) per every 40 vehicle parking spaces</u>
<u>G.</u>	<u>Schools</u>	<u>Six (6) for every classroom</u>

B. 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.

VI. Section 2.208

2.208.04 Standards for Blocks

- A. General: 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.

- C. 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, commercial areas, and industrial areas; and to provide safe convenient and direct traffic circulation.
- D. Connectivity. To achieve the objective in C. Traffic Circulation, above, the Planning Commission may require the following:
1. Stub Streets: Where the potential exists for additional development on adjacent property.
 2. Pedestrian / Bicycle Accessways: Public accessways to provide a safe, efficient and direct connection to cul-de-sac streets, to pass through oddly shaped or unusually long blocks, to provide for networks of public paths creating access to nearby residential areas, neighborhood activity centers, commercial areas, and industrial areas.
- E. Collector and Arterial Connections. Pedestrian / bicycle accessway 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 pedestrian / bicycle accessway. If natural features e.g., adverse topography, streams, wetlands exist, the provisions of accessways may be limited.
- F. Design Standards. Pedestrian / bicycle accessways shall meet the following design standards:
1. Minimum dedicated width: 20 feet
 2. Minimum improved width: 10 feet
 3. Maximum length: 250 feet. with a clear line of vision for the entire length of the accessway.
 4. When an accessway is in excess of 100 feet in length, then pedestrian scale lighting fixtures shall be provided along the accessways and lighted to a level where the accessways can be used at night.
 5. The accessway shall be designed to prohibit vehicle traffic.
 6. If the accessway is not owned by the public, the developer or home owners association shall be responsible for maintenance, lighting, and improvements

VII. Section 3.105

3.105.05 Submittal Requirements

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

1. Site Analysis

f. Traffic safety, internal circulation and parking, connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities;

g. Existing and proposed streets, bikeways, and pedestrian facilities within 200 feet.

2. Site Plan

c. Vehicular, bicycle, and pedestrian circulation patterns, parking, loading and service areas;

d. Proposed access to public roads, ~~and~~ highways, bikeways, pedestrian facilities, railroads or other commercial or industrial transportation systems;

3.105.06 Evaluation of Site Development Plan

The review of a Site Development Plan shall be based upon consideration of the following:

H. Connectivity of internal circulation to existing and proposed streets, bikeways and pedestrian facilities.

VIII. Section 3.106

3.106.03 Submittal Requirements for Preliminary Review

B. Each application shall be accompanied by a preliminary partition map drawn to scale of not less than one inch equals fifty (50) feet nor more than one inch equals 200 feet, and containing at a minimum, the following:

7. All adjacent roads, bikeways, pedestrian facilities, public or private, easements or right-of-way to, or within the subject property, including name and road width, where applicable.

IX. Section 3.201

3.201.01 Procedure for Type I Review

Applications subject to administrative review shall be reviewed and decided by the City Administrator or his designee.

- E. Referrals will be sent to interested agencies such as City departments, police ~~and~~ departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the Yamhill County Public Works Department and / or ODOT.

3.201.02 General Procedures for Type II and Type III Actions

- D. Referrals will be sent to interested agencies such as City departments, police ~~and~~ departments, school district, utility companies, and applicable state agencies. If a county road or state highway is impacted, referrals should be sent to the Yamhill County Public Works Department and / or ODOT.

EXHIBIT "D"
BEFORE THE LAFAYETTE CITY COUNCIL
File No. 01-08-07
Transportation System Plan

In the Matter of the	)	
	)	1. Planning Atlas Amendment
Application of the	)	2. Comprehensive Plan Amendment
	)	3. Ordinance Amendment
City of Lafayette	)	

ORDER OF RECOMMENDATION

I. NATURE OF THE APPLICATION

This matter comes before the Lafayette City Council on the application of the City of Lafayette to amend the Lafayette Planning Atlas, Comprehensive Plan and Zoning and Development Ordinance establishing and implementing a Transportation System Plan in compliance with the State Transportation Planning Rule.

II. BACKGROUND INFORMATION

The purpose of the proposed amendments is to adopt a Transportation System Plan for the City of Lafayette. This action will amend the Planning Atlas, Comprehensive Plan, and Zoning and Development Ordinance.

Specific amending language is attached as Exhibit A - Planning Atlas; Exhibit B - Comprehensive Plan; and, Exhibit C - Zoning and Development Ordinance.

III. PUBLIC HEARING

A. Planning Commission Action

A public hearing was duly held on this application before the Lafayette Planning Commission on December 20, 2001. At that hearing, City Planning File 01-08-07 was made a part of the record. Notice of the hearing was published consistent with the requirements in Section 3.202 of the Lafayette Zoning and Development Ordinance. No objection was raised as to jurisdiction, conflicts of interest, or to evidence or testimony presented at the hearing. At the conclusion of the hearing, the Planning Commission voted to continue the matter until January 3, 2002 for further deliberation.

The public hearing was reopened on January 3, 2002. No additional testimony was received. At the conclusion of the hearing, the Planning Commission deliberated on the

issue and adopted an Order recommending the City Council adopts the proposed amendments to the Lafayette Planning Atlas, Comprehensive Plan and Development Ordinance. The Commission found the proposed changes consistent with the applicable decision criteria.

B. City Council Action

A public hearing was duly held on this application before the Lafayette City Council on July 24, 2003. At that hearing, City Planning File 01-08-07 was made a part of the record. Notice of the hearing was published consistent with the requirements in Section 3.202 of the Lafayette Zoning and Development Ordinance. No objection was raised as to jurisdiction, conflicts of interest, or to evidence or testimony presented at the hearing.

At the conclusion of the hearing, the City Council deliberated on the issue and voted to accept the recommendation of the Planning Commission, with minor modifications to clarify specific policies and Development Ordinance language. City staff was directed to return with the appropriate adoption Ordinance.

IV. FINDINGS OF FACT-GENERAL

The Lafayette City Council, after careful consideration of the testimony and evidence in the record, adopts the following General Findings of Fact:

- A. The applicant is the City of Lafayette.
- B. The proposed amendments will implement the Transportation Planning Rule by establishing a Transportation System Plan for the City of Lafayette.
- C. This action will amend the Planning Atlas, Comprehensive Plan, and Development Code. Specific Code Amendment language is attached as Exhibit A - Planning Atlas; Exhibit B - Comprehensive Plan; and, Exhibit C - Development Ordinance.
- D. Approval or denial of the request will be based on compliance with the Statewide Land Use Goals and Lafayette Comprehensive Plan.

V. APPLICATION SUMMARY

- A. Statewide Land Use Planning Goal 12 establishes the objectives regarding transportation planning. The policy objectives contained in Goal 12 are implemented through the Transportation Planning Rule (TPR) [OAR 660-12-000 through 070]. The TPR commits all levels of government to the development of a coordinated statewide transportation planning program. Each jurisdiction must prepare and adopt a Transportation System Plan (TSP) and implementing regulations.

- B. The purpose of the proposed amendments is to adopt a Transportation System Plan for the City of Lafayette. This required changes to the Planning Atlas, which establishes the fundamental background information; the Comprehensive Plan which incorporates the background information into appropriate goals and policies; and to the Development Ordinance, which implements Plan policies. A brief summary of the material is noted below.
1. Planning Atlas (Exhibit "A") - The "Transportation" section of the Planning Atlas was replaced with the "City of Lafayette, Oregon Transportation System Plan" to reflect updated information on the City's transportation system. Findings include updated information on traffic, street classifications and conditions, traffic hazards, rail systems, airports, public transit, pedestrian and bicycle issues, and, long-range transportation needs. This document will be incorporated as an appendix to into the Lafayette Planning Atlas.
 2. Comprehensive Plan (Exhibit "B") - The "Transportation" element of the Plan was revised to modify existing policies based on the conclusions drawn from the Transportation System Plan. Most changes were minor, reflecting new information generated by the TSP. New policies establish the need for a downtown design plan, support coordination among affected agencies with regard to transportation issue, encourage vehicle and pedestrian links to activity centers and encourage greater use of public transportation.
 3. Development Code (Exhibit "C") - Several sections of the Development Code are revised. A summary of these proposed changes follows:
 - a. Definitions - New transportation-related definitions are included.
 - b. Bike/Pedestrian Improvements - New development will be required to provide bike and pedestrian improvements. For example, commercial buildings must provide bicycle parking while walkway or bicycle connections are required for subdivisions in certain circumstances.
 - c. Street Standards - The street standards are modified to include provisions for pedestrian walkways and bicycle paths. Bikeways are also included in the collector street and arterial street design.
 - d. Off-Street Parking - In addition to off-street vehicle parking, bicycle parking will also be required. Specific design standards (similar to parking lot development requirements) are also established.
 - e. Land Divisions - Regulations will encourage improved connectivity between new subdivisions and adjacent land uses. Where

appropriate, provisions must be made to include pedestrian and bicycle access and connections with nearby development. Design standards relating to these requirements were also established.

- f. Site Development Review - Site plans must include bicycle access information and will be evaluated with regard to these standards.
 - g. Notice - Where appropriate, the City will be required to coordinate development with ODOT or Yamhill County Public Works.
- C. The entire TSP process was supervised by the Oregon Department of Transportation and the Department of Land Conservation and Development. Where appropriate, their comments were incorporated into the final TSP document. Neither agency opposed the final product.

VI. LAFAYETTE PLANNING ATLAS

- A. Section 3.101.04 of the Development Ordinance states that an amendment to laws or policies is subject to the procedural process for Type IV actions. This type of action must be initiated by City staff, Planning Commission, or City Council. This action is initiated by the City as part of implementing a Transportation System Plan in compliance with State requirements. Section 3.207 requires hearings to be held before both the Commission and Council, with the Commission having an advisory role and the final decision rendered by the Council.
- B. Amendments to the Planning Atlas reflect the available information and facts concerning transportation system issues for the City. The information is based on applicable data from numerous sources as well as field research and as a series of public workshops. Based on the accumulated information, the Council finds the material an accurate representation of the community's transportation system, including physical improvements and related long-range planning issues.

VII. LAFAYETTE COMPREHENSIVE PLAN

- A. Section 3.101.04 of the Development Ordinance states that an amendment to laws or policies is subject to the procedural process for Type IV actions. This type of action must be initiated by City staff, Planning Commission, or City Council. Section 3.207 requires hearings to be held before both the Commission and Council, with the Commission having an advisory role and the final decision rendered by the Council.
- B. The Statewide Land Use Goals establish the basis for all planning within the State. All local plans and implementing ordinances are required to be consistent with the policies and objectives of the Statewide Goals.

FINDING: Compliance with the Statewide Goals is noted as follows:

Goal 1, Citizen Involvement: Public input was sought throughout the process (see Appendix A - Exhibit "A"). Public hearings on the proposed amendments will be held before both the Planning Commission and City Council. This is consistent with City procedures and the intent of the Goal.

Goal 2, Land Use Planning: The proposal does not involve exceptions to the Statewide Goals. Adoption actions are consistent with the acknowledged Development Code.

Goal 3, Agricultural Lands: The proposal does not involve or affect farm land. An exception to this goal is not required.

Goal 4, Forest Lands: The proposal does not involve or affect identified forest lands. An exception to this goal is not required.

Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources: Identified historic, cultural, or natural resources are not affected by the proposed changes.

Goal 6, Air, Water and Land Resource Quality: Overall the proposed change does not establish uses or activities which will adversely affect the environment. Some improvement in air quality is anticipated as alternative (non-automobile) forms are transportation will be encouraged through Plan policies and Ordinance development standards.

Goal 7, Natural Hazards: Development requirements for activities within the flood plain or on steep slopes would remain unaltered.

Goal 8, Recreational Needs: The proposed changes do not involve land or create uses which would adversely impact recreational opportunities.

Goal 9, Economic Development: The proposed Plan policies neither promote nor restrict economic activity.

Goal 10, Housing: The proposed Plan revisions and amendments do not directly involve the supply or location of needed housing.

Goal 11, Public Facilities and Services: The proposed changes do not involve public facilities or create uses or activities that will impact existing public facilities.

Goal 12, Transportation: The proposed amendments address implementing measures in the Transportation Planning Rule and are therefore consistent with Goal 12.

Goal 13, Energy Conservation: The amendments are generally neutral with regard to energy conservation. However, the encouragement of multi-modal methods of transportation is expected to reduce the reliance on the automobile and, in turn, the use of fossil fuels.

Goal 14, Urbanization: The proposal relates to design requirements for permitted uses and does not limit development of urban uses within an urban area.

Goals 15 to 19, Willamette River Greenway, Estuarine Resources, Coastal Shores, beaches and Dunes, Ocean Resources: The proposals do not involve land within the Willamette Greenway or coastal areas.

In general, the proposed amendments to the Comprehensive Plan are entirely consistent with the intent of the Statewide Goals, or, the amendments do not directly affect issues addressed by the Goals.

VIII. LAFAYETTE ZONING AND DEVELOPMENT ORDINANCE

- A. Section 3.101.04 of the Development Ordinance states that an amendment to laws or policies is subject to the procedural process for Type IV actions. This type of action must be initiated by City staff, Planning Commission, or City Council. Section 3.207.02 requires hearings to be held before both the Commission and Council, with the Commission having an advisory role and the final decision rendered by the Council.
- B. The Statewide Land Use Goals establish the basis for all planning within the State. All local plans and implementing ordinances are required to be consistent with the policies and objectives of the Statewide Goals.

FINDING: Compliance with the Statewide Goals is noted as follows:

Goal 1, Citizen Involvement: Public input was sought throughout the process (see Appendix A - Exhibit A). Public hearings will be held before both the Planning Commission and City Council. This is consistent with City procedures and the intent of the Goal.

Goal 2, Land Use Planning: The proposal does not involve exceptions to the Statewide Goals. Adoption actions are consistent with the acknowledged Comprehensive Plan and Development Code.

Goal 3, Agricultural Lands: The proposal does not involve or affect farm land. An exception to this goal is not required.

Goal 4, Forest Lands: The proposal does not involve or affect identified forest lands. An exception to this goal is not required.

Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources: Identified historic, cultural, or natural resources within Lafayette are not affected by the proposed changes to the Development Code.

Goal 6, Air, Water and Land Resource Quality: Overall the proposed change does not establish uses or activities which will adversely affect the environment. Some improvement in air quality is anticipated as alternative (non-automobile) forms of transportation will be encouraged through provisions which provide for bicycle and improved pedestrian access.

Goal 7, Natural Hazards: Development requirements for natural hazard areas are unaltered.

Goal 8, Recreational Needs: The proposed changes do not involve land or create uses which would adversely impact recreational opportunities.

Goal 9, Economic Development: The proposed Plan policies neither promote nor restrict economic activity.

Goal 10, Housing: Improved connectivity between residential development and area attractors will be encouraged. Otherwise, proposed Plan revisions and amendments do not directly involve the supply or location of needed housing, or the ability to provide housing.

Goal 11, Public Facilities and Services: The proposed amendments do not create uses or activities that will impact existing public facilities.

Goal 12, Transportation: The amendments address implementing measures in the Transportation Planning Rule and are therefore consistent with Goal 12.

Goal 13, Energy Conservation: The amendments are generally neutral with regard to energy conservation. However, the encouragement of multi-modal methods of transportation is expected to reduce the reliance on the automobile and, in turn, the use of fossil fuels.

Goal 14, Urbanization: The proposal relates to design requirements for permitted uses and does not limit development of urban uses within an urban area.

Goals 15 to 19, Willamette River Greenway, Estuarine Resources, Coastal Shores, beaches and Dunes, Ocean Resources: The proposals do not involve land within the Willamette Greenway or coastal areas.

In general, the proposed amendments are entirely consistent with the intent of the Statewide Goals, or, the amendments do not directly affect issues addressed by the Goals.

- C. In addition to compliance with the Statewide Land Use Goals, proposed amendments must be consistent with the City's applicable Comprehensive Plan policies. The amendments to the Development Ordinance are being processed as part of the Transportation System Plan project. For this reason, the *proposed* Ordinance amendments must be consistent with the *proposed* Comprehensive Plan policies for the Transportation element.
- D. The proposed Plan policies are found in attached Exhibit "B." The vast majority of the policies relate to agency coordination, funding, promotion of a variety of transportation uses (including mass transit) or address specific transportation concerns. These policies are not directly applicable to the proposed amendments but provide guidelines related to the long-term interests of the City. The following reviews applicable policies related to the Ordinance amendments:
1. Street Network Goal #1 - The development of a well-connected street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged in Lafayette.

FINDINGS: This goal is implemented through revised subdivision and site development review provisions. Reasonable connectivity will be required for new development. Standards are provided with regard to need, location and improvements.
 2. Pedestrian and Bicycle Facilities Goal - A safe, continuous and direct network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within Lafayette.

FINDINGS: As noted, subdivision and site plan requirements stress the need to provide pedestrian and bicycle access.
- E. Based on these findings, the Council concludes the proposed amendments to the Development Ordinance successfully implement the TSP.

IX. CONCLUSION

The City Council the proposed amendments to the Planning Atlas, Comprehensive Plan and Development Ordinance are consistent with the applicable decision criteria.

**BEFORE THE CITY COUNCIL FOR THE CITY OF
LAFAYETTE**
SITING FOR THE TRANSACTION OF CITY BUSINESS

In the Matter of an Ordinance Amending	)	
the Lafayette Planning Atlas;	)	ORDINANCE 564
the Comprehensive Plan;	)	
and, Zoning and Development	)	
Ordinance	)	

THE CITY COUNCIL OF THE CITY OF LAFAYETTE, OREGON (the "Council" and the "City") sat for the transaction of business on Thursday, September 11, 2003 at 6:30 p.m. in the council chambers at City Hall.

WHEREAS, on December 20, 2001, the Planning Commission conducted a public hearing to consider the proposed amendments to the Lafayette Planning Atlas, Lafayette Comprehensive Plan and Lafayette Zoning and Development Ordinance for the purpose of adopting a Transportation system Plan, identified as Planning File Case No. 01-08-07; and

WHEREAS, notice of the said public hearings were duly given pursuant to the Zoning and Development Ordinance of the City of Lafayette and the public was given a full opportunity to be present and heard on the matter; and

WHEREAS, on December 20, 2001, the Planning Commission opened the hearing, received the staff report and public testimony and voted to continue the matter until January 3, 2002; and

WHEREAS, on January 3, 2002, the Planning Commission re-opened the hearing and met to consider the proposed action, received the recommendation of City staff and voted to recommend City Council approval of the proposed amendments to the Planning Atlas, Comprehensive Plan and Zoning Map to adopt and implement the Lafayette Transportation System Plan; and

WHEREAS, on July 24, 2003, the City Council of the City of Lafayette conducted a public hearing on the matter; and

WHEREAS, notice of the said public hearings were duly given pursuant to the Zoning and Development Ordinance of the City of Lafayette; and

WHEREAS, on July 24, 2003, the City Council opened the hearing, received the Transportation System Plan, the Planning Commission Order of Recommendation, testimony by the public and considered the information provided by City staff.

NOW, THEREFORE, THE CITY OF LAFAYETTE, OREGON ORDAINS AS FOLLOWS:

Section 1. The "Transportation" chapter of the Lafayette Planning Atlas shall be replaced with material contained in and attached hereto as EXHIBIT "A" and by this reference made a part hereof.

Section 2. The "Transportation Element" of the Lafayette Comprehensive Plan shall be replaced with the material contained in and attached hereto as EXHIBIT "B" and by this reference made a part hereof.

Section 3. The Lafayette Zoning and Development Ordinance shall be amended with the material contained in and attached hereto as EXHIBIT "C" and by this reference made a part hereof.

Section 4. The City Council of the City of Lafayette does hereby adopt those certain findings of fact in support of the decision attached hereto as EXHIBIT "D" and by this reference made a part hereof.

ADOPTED by the Council on the 11th of September, 2003.

VOTE: Ayes: 6 Nays: 0 Abstentions: 0 Absent: 0



Mayor Lotis Hanks

Attested:



Diane Rinks, City Administrator

EXHIBIT “A”
AMENDMENTS TO “TRANSPORTATION” CHAPTER
LAFAYETTE PLANNING ATLAS
Appendix “A”

The “Transportation” chapter of the Lafayette Planning Atlas shall be replaced with the following:

Consistent with requirements in the State Transportation Planning Rule, the City of Lafayette developed a Transportation System Plan (TSP) in conjunction with the Mid-Willamette Valley Council of Governments. Findings from the TSP provide updated information on traffic, street classifications and conditions, traffic hazards, rail systems, public transit, pedestrian and bicycle needs, and, long-range transportation needs.

This document, titled the “City of Lafayette, Oregon Transportation System Plan” and dated August, 2003, is hereby incorporated as Appendix “A” into the Lafayette Planning Atlas. This document establishes background information and related findings on transportation issues.