

CITY OF ST. PAUL COMPREHENSIVE PLAN

**Introduction, Urbanization,
Public Facilities and Services,
Transportation, Implementation**

VOLUME 1

JULY, 1999

This document was prepared by the City of St. Paul and the Mid-Willamette Valley Council of Governments and produced, in part, under a Periodic Review Grant from the Department of Land Conservation and Development (DLCD).

GRANT PRODUCT

Grant file # PR-99-198

THE COMPREHENSIVE PLAN
FOR THE
CITY OF ST. PAUL, OREGON

VOLUME 1

Introduction, Urbanization, Public Facilities, And
Transportation

Prepared with assistance by

MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS

105 High Street SE
Salem, OR 97301

JUNE, 1999

The preparation of this report was financed in part through a periodic
review grant from the
Oregon Department of Land Conservation and Development

VOLUME 1

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE</u>
I.	INTRODUCTION AND SUMMARY	1
	Introduction	1
	Vision Statement	2
	Purpose	2
	History of St. Paul	3
	Economy	7
	Format	8
II.	URBANIZATION	9
	Planning Period	9
	Population Projections	9
	Updated Land Use Inventory	11
	Future Land Needs	13
	Buildable Lands Inventory	15
	Land Needs Analysis	17
	Land Supply Program	20
	Effect on School District and Fire Protection District	22
	Effect on Public Safety	26
	Effect on the Local Economy	27
	Goals and Policies	29
III.	PUBLIC FACILITIES AND SERVICES	33
	Background	33
	Water	33
	Wastewater	36
	Storm Drainage	37
	Transportation	38
	Schools	38
	Fire Protection	39
	Police Service	39
	Goals and Policies	41

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE</u>
IV.	TRANSPORTATION SYSTEM PLAN	44
	Street Network Plan	44
	Bicycle Plan	54
	Financing Improvements	56
	Goals, Policies, and Implementation	58

**See Volume 2 for Natural and Cultural Resources, Resource Quality,
and Natural Hazards and Limitations**

CHAPTER IV: TRANSPORTATION

OVERVIEW

This chapter of the Comprehensive Plan provides a guide for the management and improvement of the City's streets and circulation system over the next 20 years until 2018. Other modes of transportation are also incorporated into this Plan.

This Plan replaces the City's Transportation Plan which occurs in the City's 1985 Comprehensive Plan and is divided into the following sections:

- I. Street Network Plan
 - II. Bicycle Plan
 - III. Financing Transportation Improvements
 - IV. Transportation Goals and Policies
-

I. STREET NETWORK PLAN

The development of the street network plan is based on serving existing and future development within the city limits and Urban Growth Boundary (UGB). The development process consisted of reviewing how the proposed street network achieves stated goals and objectives in light of the projected build-out of the urban area. Other criteria included community character, potential environmental constraints, overlapping jurisdictions, impacts on farm lands and financial constraints. The City's street network plan is intended to:

- 1) provide the City with direction and guidance for the location of streets;
- 2) ensure a safe and efficient street circulation system;
- 3) guide and assure the dedication or acquisition of rights-of-way for streets to establish adequate pavement widths;
- 4) aid in the development of a capital improvement program including priorities for expenditures and design standards.

Functional Classification of Streets

Streets serve a variety of needs including transportation through an area and direct access to adjacent property. In order to serve this wide range of uses effectively, the street network is designed to serve a primary function within a structured hierarchy. The City's street network plan should also achieve a balance between the demands for mobility and access. The traffic circulation system is, therefore, based upon three distinctive and inter-related types of streets: Arterial Streets, Collector Streets and Local streets.

- Arterial:** A street of considerable continuity which is used primarily for through traffic and interconnection between major areas of the city. The intent of an arterial street is providing the majority of regional travel passing through an area and 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:** The collector street collects traffic within an area and distributes it to an arterial street. A collector provides more emphasis on land access than an arterial serving the traffic circulation needs of surrounding residential areas. Collectors penetrate into all areas of a city, gathering traffic, and channeling it to arterials or rural collectors.
- Local:** A street intended primarily for access to abutting properties, but 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.

Inventory and Evaluation of the Street Network

The City's street network plan is designed to accommodate existing and projected future traffic volumes. The City of St. Paul Street Network Plan, **Figure 4.1**, is depicted on the following page. Presently, traffic volume is light most of the year, except for the rodeo weekend. The City's streets are considered to be in good to fair condition and have been fairly well maintained.

All streets in the City have two travel lanes. The travel lanes vary from 10 feet to 12 feet. Parts of Main Street and Church Avenue are built with curbs and sidewalks. The City's other streets do not have sidewalks or curbs. There is a two-way flashing red light control at the corner of Main Street and Church Street.

Except for stop signs, there are no other traffic controls. There are no bridges or railroad crossings within the City.

Most of the City's Arterial and Collector Streets are under State or Marion County jurisdiction. State Highway 219 (Church Avenue and North Main Street) is a State facility and is maintained by the State. Main Street is designated by the County as an Arterial and Church Street is designated as a Major Collector. Mission Road and Blanchet Avenue west of Main Street are also County facilities and are designated as Local Roads by the County. Marion County maintains south Main Street, Mission Road and Blanchet Avenue west of Main Street. The City contracts out to private contractors for maintenance of the local streets.

Evaluating the performance of the arterial system is defined in terms of "level of service" (LOS) which is a qualitative measure describing the operational conditions of the traffic stream and their perception by motorists. Levels-of-service are given letter designations from A to F, with LOS A representing the optimum operating conditions and LOS F the worst. The following LOS definitions have been extracted from the 1995 Highway Capacity Manual, Special Report 209, Transportation Research Board:

Level of Service A - Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, passenger, or pedestrian is excellent.

Level of Service B - Is in the range of stable flow but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than LOS A because the presence of others in the traffic stream begins to affect individual behavior.

Level of Service C - Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

Level of Service D - Represents high-density but stable flow. Speed and freedom to maneuver are severely restricted and the driver or pedestrian experiences a poor level of comfort and convenience. Small increases in traffic flow will cause operational problems at this level.

Level of Service E - Represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult and is accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor and driver or pedestrian frustration is high. Operations at this level are usually unstable because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.

Level of Service F - Describes a breakdown of traffic flow. No uniform flow is possible, speeds are extremely low and congestion is likely at signalized intersections. The amount of traffic approaching a point exceeds the amount of traffic that can pass that point.

The criteria for estimating levels-of-service will vary according to roadway type, time delay, travel speed, volume to capacity (v/c) ratio, and topography. Applying the methodology used for unsignalized intersections from the 1995 Highway Capacity Manual (HCM) as a general guideline, the equivalent levels-of-service were estimated.

To estimate traffic volumes in the City, the first step is to look at City population projections. The Urbanization Element of the City's Comprehensive Plan estimates that population will grow by approximately 1.34 percent annually over the next 20 years, from 350 residents in 1998 to 463 residents in 2018.

A significant amount of traffic through the City is the result of through traffic on Highway 219 which provides access to cities in Yamhill and Clackamas County. In conversations with staff at Marion County Public Works, it was determined that a 3.0 percent annual increase should be utilized to estimate traffic projections over the next 20 years. The 3.0 percent figure is higher than the projected annual population rate increase of 1.34 percent, but may be more appropriate in projecting future traffic volumes along this increasingly popular inter-county corridor.

Arterials

Main Street

Main Street is the main north-south route through the city. Heading south through town, Main Street turns into North River Road, a County Arterial that takes you to the City of Keizer. Heading north through town, Main Street turns into Highway 219 which takes you to the City of Newberg. Some parts of this street have curbs and sidewalks. Main Street provides for on-street parallel parking. Most of Main Street has 4 foot paved shoulders within its 60 foot right-of-way.

Main Street has an estimated capacity of 24,000 vehicles per day. In 1995 the estimated daily traffic was 3,600 vehicles with a LOS of B. By 2015, average daily traffic is projected to reach an estimated 6,500 vehicles (an 80 percent increase in 1995 traffic). Even with the projected increase in traffic volumes, Main Street will still operate at an LOS of C, which is an acceptable level of service. As a result, no major capacity improvement projects on this street are anticipated by Marion County and ODOT during the 20 year planning period.

Church Avenue

Church Avenue is the street completing the east-west link of Highway 219 through the City. Heading east through town, Church Avenue takes you to the City of Woodburn. There are no curbs or on-street parking on this street. There is a short section of the street near Main Street that has sidewalks. Church Avenue has 2 to 4 foot paved shoulders within in its 60 foot right-of-way.

Church Avenue has an estimated capacity of 24,000 vehicles per day. In 1995 the estimated daily traffic was 1,600 vehicles with a LOS of A. By 2015, average daily traffic is projected to reach an estimated 3,000 vehicles (an 87 percent increase in 1995 traffic). Even with the projected increase in traffic volumes, Church Avenue will still operate at an LOS of B, which is an acceptable level of service. As a result, no major capacity improvement projects on this street are anticipated by Marion County during the 20 year planning period. However, by 2015, cars heading westbound on Church Avenue may experience a delay at the intersection for the left turn and through movements. These movements are anticipated to operate at LOS C or D while the rest of the movements at the intersection continue to operate at LOS A or B.

City Collectors

Mission Road and Blanchet Avenue

Both Mission Road and Blanchet Avenue west of Main Street are City Collector streets that intersect Main Street. Mission Road is also designated by Marion County as a "farm-market" road, thereby indication a primary function as transport of farm and agricultural products, stock, goods and equipment. Blanchet Avenue west of the city limits also serves a similar purpose, and is viewed as a local rural road. These two streets efficiently distribute traffic between the local street system and the higher volume arterial streets. There are no curbs and sidewalks or on-street parking on these streets. Mission Street has 40 feet of right-of-way and Blanchet has 60 feet of right-of-way. The paved shoulders for these streets varies between 2 to 4 feet.

Both City Collector streets have an estimated capacity of 18,000 vehicles per day. Average daily traffic on these two street is less than 1,000 per street, and they are operating at LOS A. Future traffic volumes on these streets are not expected to increase significantly over the next 20 years and the streets should continue to

operate at LOS A barring unexpected development. As a result, no major capacity improvement projects on these streets are anticipated by Marion County during the 20 year planning period. However, if any additional urban development occurs along either Mission Road or Blanchet Avenue, road improvements should be required as a condition of development.

Local Streets

Local streets comprise the remainder of the City's street system. These streets provide direct access to the adjoining land uses and efficient connectivity to the collector and arterial system. Average daily traffic on these streets is significantly less than the traffic on the collectors and the arterial.

Traffic Circulation

The City's streets are laid out in a grid system on relatively flat topography. This is especially true east of Main Street, where the City blocks are approximately 200 feet in length and width. The relatively short street blocks in the core area of the city give motorists, bicyclists, and pedestrians many opportunities to move within the city without much out-of-direction travel. The only impediment to traffic is the movement of mobile agricultural equipment which is addressed later in this section. There are no railroad tracks located within or near St. Paul, which in some cities creates traffic flow problems at various times of the day. To facilitate and support flexibility in street use, connectivity and circulation, the city should adopt a policy discouraging vacating of dedicated street right-of-ways and develop review criteria within its zoning code.

Street Standards

Oregon Administrative Rules (OAR), Chapter 660, Division 12, Section -045, Paragraph (3)(b)(D) require local governments to establish their own standards or criteria for providing streets, while Paragraph (7) states that local governments shall establish standards for local streets and accessways that minimize pavement widths and total right-of-way consistent with the operational needs of the facility. Paragraph 7 also states that this requirement need not be adopted as land use regulations.

Section 2.202.04 of the City's Zoning and Development Ordinance (Page 61, Table 2) sets forth the street right-of-way and pavement widths. However, these street standards are superseded by separate city ordinances as indicated on the first page of the zoning ordinance. The City's Subdivision Ordinance contains the following design standards:

Arterials will have a 60 foot right-of-way with 40 feet of pavement. Collectors and

Residential (Streets) will have a 60 foot right-of-way with 34 feet of pavement. This information is also shown on page 37 of the 1985 Comprehensive Plan Update.

The City has reviewed the existing street design standards indicated above and in this Plan revises the minimum pavement widths and right-of-ways for Arterial, Collector, and Local streets as shown in Table 1. These are the minimums the City desires based on the operational needs of these street classifications.

It is determined that Local Streets can be reduced from a 60 foot right-of-way with 34 feet of pavement to a 50 foot right-of-way and either 24 or 28 foot pavement width depending on whether curbs and gutters are included (see **Table 4.1**). City Collector Streets design standards do not have to be changed. Residential streets are included as Local Streets.

TABLE 4.1 CITY OF ST. PAUL STREET RIGHT-OF-WAY AND PAVEMENT WIDTHS

FUNCTIONAL CLASSIFICATION	MINIMUM RIGHT-OF-WAY	MINIMUM PAVING WIDTH
Arterial	60 feet	36 feet
City Collector	60 feet	34 feet
Local, Shoulders Only	50 feet	24 feet
Local, Curbs and Gutters	50 feet	28 feet

Note: The existing arterial and collectors are State or County owned/maintained roads, and as such ODOT and Marion County Street Design Standards apply for those roads.

Identification of Important Street Connections

While the street network plan identifies certain streets of particular importance for traffic circulation, most local streets are built as development occurs. Residential areas with only one primary access point places them at risk in the event of a major emergency. Multiple access points, achieved through a well connected street network, are important to ensure that emergency services are not cut off and that local access is not eliminated or greatly lengthened in the event that one access is closed. In addition, a well connected street network with alternative routes reduces the overall traffic volume on any one street which results in a more

efficient use of existing transportation system. It also creates a more bicycle and pedestrian friendly environment.

The core area of the city is developed with block lengths of approximately 200 feet. These are appropriate block lengths in the core area because of the historic nature of this part of the city. Future development outside the historic district should also have block lengths of approximately 200 feet. This pattern of development is consistent with community standards and values, and will help maintain the historical flavor and appearance of the city. It will also ensure that any future street development will continue the grid street pattern of the existing street pattern to maintain a well connected street network.

Truck and Mobile Agricultural Equipment Issues

For a town of only 355 residents, St. Paul experiences a significant amount of through truck traffic. Most of this truck traffic is on Highway 219 (North Main Street and Church Avenue). This truck traffic primarily consists of log trucks, double trailer trucks carrying gravel, and trucks hauling grain, produce and hops. As these trucks drive through the center of town many of them use their exhaust brakes to slow down. These brakes create a very unpleasant loud noise. Some cities prohibit the use of these type of brakes and have erected signs that warn truck drivers not to use those brakes in town. Such signs may be appropriate in St. Paul if the City opts to reduce brake noise. Truck speed is not a big problem because the speed limit on Highway 219 through town is 30 m.p.h. The speed limit on South Main Street is 25 m.p.h.

Some of the through trucks stop in town to patronize the City's commercial businesses. At times, the trucks park on the sides of the street which create blind spots for motorists entering or exiting the driveways of the businesses. (If this is a significant problem, or there are other problems associated with truck parking, the City should work with ODOT and/or Marion County, discuss the problems in this Plan, and recommend appropriate courses of action).

St. Paul is primarily a farming community. As such, many residents experience sharing the road with tractors, tractors and pea-pickers, combines and other mobile agricultural equipment. Sometimes there are even a series of tractors going down the road. These vehicles are generally seen on Main Street and the collectors. They are slow moving vehicles that are sometimes wider than the 12 foot travel lane they drive in. Most of the tractors are equipped with warning lights or reflectors that help advise motorists of there speed. Although sometimes the tractors can be a bit of an inconvenience, most residents s don't mind having to wait until it is safe to pass them.



The residents realize they live in a farming community and tractors on city streets are a common occurrence. Widening the City's arterial and collector streets for

both motorists and tractors to use at the same time is not practical. In addition, there are no alternative routes the tractors could use to go through town. Safety is not an issue, as there has not been any major accident in town involving tractors and other vehicles. As such, the community does not feel that this Transportation Element should include any recommendations at this time concerning mobile agricultural equipment.

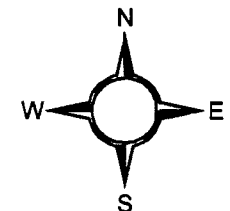
Other Transportation Services


There are no public transportation services located within St. Paul. Oregon Housing and Associated Services operates a dial-a-ride service under the name of "Wheels" within Marion County. Used mainly by senior citizens and individuals with disabilities, this service is also available to the general public. Due to St. Paul's rural location and small population, it is unlikely that any additional transportation services will occur within the planning period. There are airport facilities in Newberg which is approximately 10 miles from St. Paul.

St. Paul Street Network and Bicycle Plan

 City Limits
 Urban Growth Boundary

Bicycle facilities on Main Street consist of 4 foot shoulder bikeways.



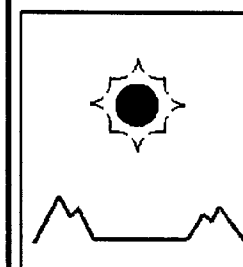
250 0 250 500 Feet


This map is illustrative and should only be used for general planning





Parcel Layer Property of the Marion County/City of Salem Data Center. May 1998 rev.

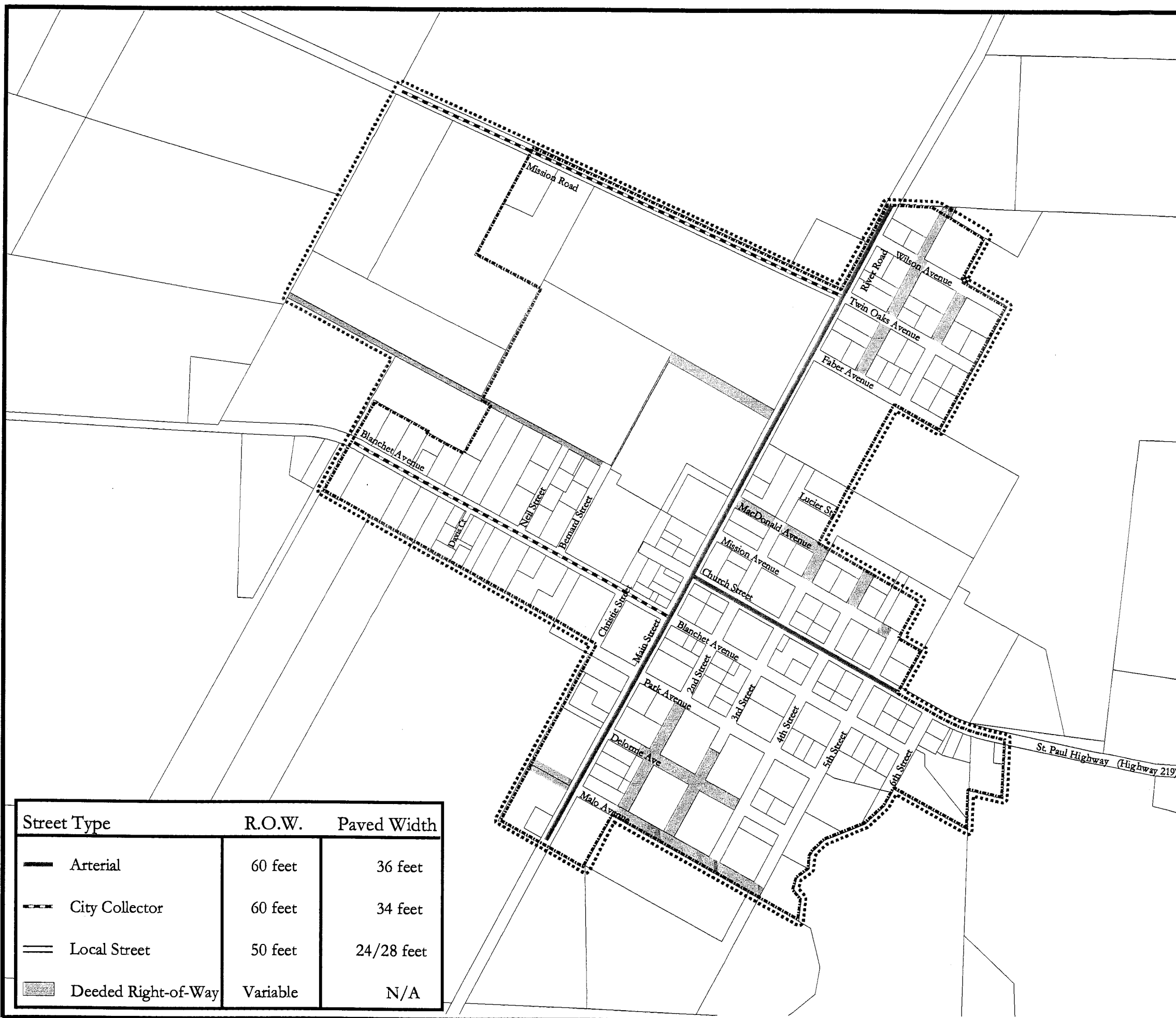
Prepared by:
**Mid-Willamette Valley
 Council of Governments**

Created by: AJW	Date: April 20, 1999	Revision: 1
--------------------	-------------------------	----------------



Mid-Willamette Valley
 Council of Governments
 105 High Street SE
 Salem, OR 97302
 tele. 503.588.6177
 fax. 503.588.6094
 mwwcog@open.org

Street Type	R.O.W.	Paved Width
 Arterial	60 feet	36 feet
 City Collector	60 feet	34 feet
 Local Street	50 feet	24/28 feet
 Deeded Right-of-Way	Variable	N/A



II. BICYCLE PLAN

INTRODUCTION

Most walking and bicycling occurs in cities, large and small. Higher population densities and closely linked destination points make walking an efficient way to cover short distances. Many older downtown areas in large cities and central business districts in smaller towns provide an environment that is conducive to walking, with sidewalks provided on most streets.

TYPES OF BIKEWAYS

Bicycles are legally classified as vehicles and are ridden on most public roads in Oregon, which are open to bicycle traffic with a few exceptions (mostly the freeways in the metropolitan area of Portland). Roadways must be designed to allow bicyclists to ride in a manner consistent with the vehicle code. The types of bikeways and their design standards in this Transportation Element are consistent with the 1995 Oregon Bicycle and Pedestrian Plan.

SHARED ROADWAY - On a shared roadway, bicyclists and motorists share the same travel lanes. Shared roadways are common on neighborhood streets and on rural roads and highways. There are two treatments that enhance shared roadways for cyclists:

- **WIDE OUTSIDE LANE** - Where shoulder bikeways or bike lanes are warranted but cannot be provided due to severe physical constraints, a wide outside lane may be provided to accommodate bicycle travel. A wide lane usually allows an average size motor vehicle to pass a bicyclist without crossing over into the adjacent lane.
- **BICYCLE BOULEVARDS** are not discussed here because this type of a bikeway usually appears only in larger cities where traffic calming devices (such as speed bumps) are used.

SHOULDER BIKEWAY - Paved roadway shoulders on rural roadways provide a suitable area for bicycling, with few conflicts with faster moving motor vehicle traffic. Most rural bicycle travel on the state highway system and rural county road system is accommodated on shoulder bikeways.

BIKE LANE - A portion of the roadway designated for preferential use by bicyclists. Bike lanes are appropriate on urban arterials and major collectors. They may be appropriate in rural areas where bicycle travel and demand is

substantial. Bike lanes must always be well marked to call attention to their preferential use by bicyclists.

DESIGN STANDARDS

Shared Roadways

There are no specific bicycle standards for most shared roadways; they are simply the roads as constructed. Shared roadways function well on local streets and minor collectors, and on low-volume rural roads and highways. Mile per mile, shared roadways are the most common bikeway type.

Shared roadways are suitable in urban areas on streets with low speeds, 40 km/h (25 mph) or less, or low traffic volumes (3,000 ADT or less, depending on speed and land use).

Wide Curb Lanes

A wide curb lane may be provided where there is inadequate width to provide the required bike lanes or shoulder bikeways. This may occur on retrofit projects where there are severe physical constraints, and all other options have been pursued, such as removing parking or narrowing travel lanes. Wide curb lanes are not particularly attractive to most cyclists, they simply allow a motor vehicle to pass cyclists within a travel lane.

To be effective, a wide lane must be at least 14 ft. wide, but less than 16 ft.. Usable width is normally measured from curb face to the center of the lane stripe, but adjustments need to be made for drainage grates, parking and the ridge between the pavement and gutter.

Currently, there are no bike lanes within the City and this is not a problem according to many of the residents. Due to the relatively light traffic volumes, slow automobile speeds (25 or 30 m.p.h.) level terrain and absence of obstacles, most bicyclists in St. Paul do not feel uncomfortable sharing the travel lanes with motorists. On Main Street there are 4-foot paved shoulders that also serve as shoulder bikeways. The Bicycle System in St. Paul consists of shared roadways and shoulder bikeways. In such a small town, these appear to be the most appropriate types of bikeways for the community.

There are some concerns, however, about the mix of bicycle traffic with heavy commercial truck traffic along Main Street and Church Avenue, since both are major highway arterials. Also on Mission Road and Blanchet Avenue, agricultural vehicles and equipment make bicycle use less desirable. Main Street and local streets are the preferred facilities for bicycle use in St. Paul.

Main Street is the street with the most bicycle use in the City. The high school is located on Main Street and sometimes bicycle clubs peddle through town on this street. As mention in the Street Network Plan, North Main Street is an ODOT facility and South Main Street is an County facility. The pavement area provides for two 12-foot travel lanes, 4-foot paved shoulders, and parallel parking spaces in some areas.

It is not likely that ODOT or the County will widen the pavement on Main Street within the planning period in order to allow for bicycle lanes. Physical constraints such as building locations that would also make pavement widening difficult. On Main Street vehicle speed is slow and traffic volumes are relatively light. Therefore, the most practical type of bikeway facilities on Main Street during the planning period consists of utilizing the 4-foot paved shoulders as shoulder bikeways.

III. FINANCING TRANSPORTATION IMPROVEMENTS

There are no major improvements or actions necessitated by this Element; however, the steps below are documented for the City's consideration.

Transportation system improvements are usually capital intensive project that can place a great fiscal burden on a community. Fortunately, there are several methods for funding such projects. Communities can seek grants from state or federal agencies, or they can ask those who generate the need for the project to either pay for or share in the costs. In many instances developers are asked to share the expenses of new construction, either through right-of-way dedication or roadway construction, or both. The following is a list and brief discussion of funding possibilities:

Local Improvement Districts (LID)

One option is formation of a local improvement district for the area in the study. This can be initiated by the property owners or by the city subject to remonstrance (protests). This method is applied when work is confined to and benefits a specified area. The LID distributes the cost of a project among property owners according to the benefit the property receives. Currently, there are no LIDs in the City.

Systems Development Charges (SDCs)

Another option is to exact fees from developers to pay for off-site or oversize improvements. Sometimes fee systems generate money that goes into a common fund to pay for system wide capital facilities. The City of St. Paul has an adopted SDC ordinance.

Urban Renewal Districts

Oregon Revised Statutes 457 allows Urban Renewal Districts to be formed in Oregon municipalities. Urban Renewal Districts can issue increment bonds to pay for improvements. Because these bonds use dedicated property tax increases resulting from increased valuations of property in the district to pay for the public improvements, they are influenced by the property tax cap. The City does not have an Urban Renewal District at this time.

Exactions (Conditions of Development)

System improvements may be required as a condition of development. The process requires the city to demonstrate how required improvements are necessary to accommodate the impact generated by the new development. The City does have in its existing ordinances the authority to place such conditions on development.

Other Potential Funding Sources

The share of gas tax and vehicle registration fees that the City receives from the State is minimal and is usually allocated by the City for street maintenance or to help fund the salaries of City staff.

Some economic development programs also offer a source of funds. The Immediate Opportunity Fund 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 plus the underlying project must create primary employment. Additionally, although lesser amounts will be considered, the grantee should provide an equal local match.

Another economic development related source of funds is the Special Public Works Fund. This fund provides grants and loans for the public work which supports private projects that result in permanent job creation or job retention. Loans are emphasized in this program and are available up to \$11 million for a maximum of 25 years, unless the project's life is shorter. The maximum grant is for \$500,000, but may not exceed 85% of the project cost.

There is also the Mid-Willamette Valley Regional Strategy Board's Rural Investment Fund (RIF). The RIF is a flexible source of funding for locally determined economic and community development activities. Use of funds ranges from engineering feasibility studies to preliminary cost estimates for infrastructure improvements to environmental assessments.

IV. TRANSPORTATION GOALS AND POLICIES

A review of the existing transportation policies in the 1978 St. Paul Comprehensive Plan has been conducted. Those policies have now been revised and incorporated into the following goals and policies. As a result, adoption of this Element replaces all transportation policies existing in previous comprehensive plan documents.

- GOALS:**
- 1) Provide a circulation system which is safe and efficient for vehicle users, pedestrians and bicyclists.**
 - 2) Establish a street system which is consistent with orderly growth, maximizes quality of life, and minimizes conflicts with adjacent agricultural land uses.**
 - 3) Encourage energy conservation through efficient transportation planning.**
 - 4) Consider methods to create a more equitable and cost effective system of financing street development, improvement and maintenance.**
 - 5) Encourage the provision of street crossing improvements to enhance the mobility of citizens who are elderly or experience physical disabilities.**
 - 6) Provide a street system which is consistent with all applicable roadway design standards.**

- POLICIES:**
- 1) All new land divisions and significant developments are to provide fully improved streets and other public improvements.**
 - 2) New building construction in areas already provided with street access shall provide street improvements, where necessary, and shall install curbs and sidewalks, where lacking, along its frontage.**
 - 3) New construction shall provide bicycle and pedestrian facilities that provide safe and convenient access within, to, and from new land divisions, planned developments, shopping and industrial areas to nearby residential areas, and**

neighborhood activity centers, such as schools, parks and shopping.

4) Assure that all structures fronting arterial and collector streets are set back the required minimum distance from the established right-of-way.

5) Traffic movement on streets shall be facilitated by controlling access points wherever possible. Access control shall include restrictions on the number and location of individual encroachments and street intersections.

6) The City shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with county and state Transportation System Plans (TSPs).

7) Level of Service C is the minimum acceptable level of service for city arterials and collectors. When the LOS reaches the C/D level, action will be initiated to return the street to LOS C.

8) The major street network should function so that livability of neighborhoods is preserved.

9) Promote new street development standards to encourage access to, and development of existing odd shaped and land-locked parcels.

10) Street design should consider the need for landscaping and noise reduction.

11) Give priority to street improvements that are necessary to achieve safety, lower maintenance costs and increased efficiency.

12) The City should seek cooperation with government agencies, private developers and property owners to provide an equitable and cost effective system of financing street development and improvement.

13) The City shall seek available revenue sources and funding mechanisms to finance identified transportation system needs.

14) Whenever possible, existing streets shall be extended to serve urban and urbanizable areas.

15) The City will require, when technically feasible, that streets within a proposed development connect to existing streets at more than one point.

16) The City shall designate future street locations and extensions of existing streets on the Street Network Plan and shall use this Map to help guide the design of future development.

17) In those areas where the City has designated a future street location, the City will ensure the preservation of right-of-way by requiring that all structures and other permanent improvements be located outside the proposed street right-of-way by maintaining the applicable setback standards.

IMPLEMENTATION:

1) Identify streets, curbs and sidewalks, bikeways and pedestrian ways that need repair/construction. Prioritize their improvement into a capital improvement program.

2) Consider a reduction of rights-of-way and paving width.

3) Designate arterial and collector streets within the planning area to assure that adequate rights-of-way and building setbacks are established.

4) Coordinate with the state and county the control of access, alignment of intersecting streets and off-set of streets along the major streets and highways.