

Chapter 4 Transportation

Transportation System Plan

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

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

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

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

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

Pedestrian

Stayton's pedestrian system consists of sidewalks, enhanced sidewalks, off-street trails, and pedestrian crossings, which are both marked and unmarked; signalized and unsignalized. These facilities provide residents with the ability to access local retail/commercial centers, recreational areas, schools, and other land uses by foot. Most city streets have sidewalks on both sides of the roadway and enhanced crossings at key intersections and mid-block locations; however, there are several streets with gaps in the sidewalks and locations where crossings could be implemented or improved. The pedestrian plan includes many projects to fill in the gaps in the sidewalks along the city's arterial and collector streets along with enhanced pedestrian crossings.

Bicycle

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

Motor Vehicle Streets and Highways

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

~~In addition, the TSP sets out the principles for the establishment of a street network throughout the unincorporated portions of the UGB. The plan intends for the future street network to continue to develop as a grid system, as the city has developed to date for the most part. The grid system assures that access, mobility, and traffic circulation will be achieved at a high level throughout the city.~~

Stayton's motor vehicle system includes private streets, city streets, county roads, and a state highway. These facilities provide residents with the ability to access retail, commercial, recreational, and other land uses within Stayton and neighboring cities by vehicle. This system is largely built-out and there are few opportunities to construct new roadways except in the city's undeveloped growth areas. There are no capacity failures under existing or projected future traffic conditions. Therefore, the Motor Vehicle Plan includes projects to increase the efficiency of the transportation system through improvements to street system connectivity, improvements to key intersections, and access management.

~~Other Transportation Facilities~~

~~A. Mass Transit~~

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

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

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

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

~~The most practical form of mass transit is sharing of an automobile, particularly in a community like Stayton with a large number of commuters traveling to a nearby large city. The Stayton park and ride lot is located on ODOT land on the southeast corner of the intersection of Cascade Highway and Highway 22. The Salem Keizer Transit District now operates the car pool program for the Salem region. Individuals in the Stayton area may receive a list of persons interested in sharing a ride by contacting the car pool program.~~

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

Transit

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

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

Other Travel Modes

A. Freight Transportation

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

B. Railroad Transportation

~~At present, there is a rail spur to Stayton from the Southern Pacific mainline in Salem. The spur is operated by Willamette Valley Railway. The spur terminates at NORPAC Foods, Inc. Currently three sidings are available in the Stayton Industrial Park area, serving the Wilco Farmers plant, Blazer Industries, and Redbuilt facilities. The railway has an easement that would allow the siding to be extended through the Blazer Industries property to the vacant industrial property to the north. The location of railroad sidings is shown on Map 11. An unused rail spur runs from the west side of the city along W Locust Street to the NORPAC facility. The last rail activity on this line was over five years ago, and NORPAC has not used the line in over twenty years. In 2018, Marion County~~

conducted a feasibility analysis of reestablishing rail service and concluded that service was not feasible without either a subsidy to the operator or substantial additional demand.

C. Air Transportation

The City of Stayton does not have an airport. ~~There is not a sufficient need to support an airport at this time, nor is there a good airport site within the Stayton UGB. There is a full service general aviation airport 15 miles away in Salem that services Stayton for air freight and private passenger aviation needs. Recent efforts to establish commercial passenger service in Salem have not been successful. The nearest commercial passenger service is Portland International Airport. Several small private air strips in Marion and Linn counties are within 20 miles of Stayton. A heliport at Santiam Hospital provides for medical emergencies.~~The nearest commercial airport is the Portland International Airport, located 75 miles north of Stayton. There are several other small airstrips within 20 miles of Stayton. One such location is the Salem Municipal Airport, which does not operate commercial flights. There is also a helistop located at Santiam Hospital.

D. Water Transportation

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

E. Pipeline Facilities

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

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

Map 11. Railroad Sidings

Legend

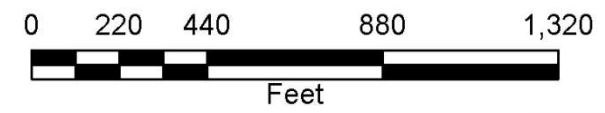
- Urban Growth Boundary
- City Limits

Redbuilt

Blazer Industries

Willamette Farmers

Norpac



Stayton Comprehensive Plan

F. ~~Non-motorized Transportation~~ Private Transportation Providers

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

~~A. Interchange Improvements~~

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

Transportation Goals and Policies

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

Stayton City Goals and Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy T-5. It is the Policy of the City to improve safety and operational components of existing transportation facilities~~that the street and highway system will develop with alternative parallel corridors to reduce reliance on any one corridor and improve local access through a local street plan that preserves future rights-of-ways, consistent with a grid pattern.~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy T-12. It is the Policy of the City to ensure consistency with state, regional and local transportation planning rules, regulations, and standards~~that~~

~~developments will be responsible for mitigating their direct traffic impacts.~~

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy T-15 It is the Policy of the City to ensure that proposed developments will be responsible for mitigating their direct traffic impacts~~promote alternative modes and rideshare/carpool programs through community awareness and education.~~

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

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

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

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

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

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

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

GOAL

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

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

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

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

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

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

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

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

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

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

GOAL

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

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

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

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

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

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

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

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

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

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

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

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

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