CITY OF SHERIDAN, OREGON
TRANSPORTATION SYSTEM PLAN

OCTOBER, 1999

Document prepared by:

Mid-Willamette Valley Council of Governments
(MWVCOG)
105 High Street SE
Salem, Oregon 97301-6177

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DEFINITIONS

ADT	Average Daily Traffic
Bicycle Facilities	Improvements which provide for the needs of cyclists, including bikeway and bike parking facilities
Bikeways	A paved facility provide for use by cyclists. There are four types of bikeways:
Shared Roadway	A type of bikeway where motorists and cyclists occupy the same roadway area.
Shoulder Bikeways	A bikeway which accommodates cyclists on paved roadway shoulder.
Bike Lanes	A section of the roadway designated for exclusive bicycle use.
Bike Paths	Bike lanes constructed entirely separate from the roadway.
DLCD	Oregon Department of Land Conservation and Development
LCDC	Oregon Land Conservation and Development Commission
Multi-modal	Involving several modes - vehicles, bicycles, aviation, rails, pedestrian - of transportation.
ODOT	Oregon Department of Transportation
Pedestrian facilities	Improvements which provide for public pedestrian foot traffic including sidewalks, walkways, crosswalks, and other improvements, such as lighting and benches, which make it safe or convenient to walk.
STIP	Statewide Transportation Improvement Program - a staged, multi-year, statewide, intermodal program of transportation projects that allocates State and Federal transportation funding.
TEA 21	The federal Transportation Efficiency Act for the 21st Century, which funds the National highway system and gives state and local governments more flexibility in determining transportation solutions.

Transportation modes	Types of transportation - automobiles, trucks, buses, bicycles, aviation, rail, pedestrian - for moving people and goods
TPR	Transportation Planning Rule: an administrative rule (OAR 660-12) adopted in April 1991 by the Land Conservation and Development Commission in cooperation with ODOT to implement Statewide Planning Goal 12: Transportation.
TSP	Transportation System Plan: a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between transportation modes, and within and between geographic and jurisdictional areas.
UGB	Urban Growth Boundary

SUMMARY

In general, the transportation system for Sheridan is represented by the street system. The street right of way provides the location for streets, bikeways and sidewalks. If population growth follows expectations, the street system should be sufficient through 2020. Nevertheless, maintaining the street system's compliance with the State Transportation Planning Rule and other State and Federal regulations will require periodic improvements to the system.

Some of the key transportation system improvements for the Sheridan TSP are:

- Bridge improvements across the Yamhill River on Bridge Street;
- Industrial Drive construction in the northwest sector of town;
- Access to the northeast quadrant of Bridge Street-Highway 18 intersection, including revision to the west bound off ramp;
- Access improvements to the intersection of Sheridan Road-Highway 18;
- Revamping the Highway 18-Highway 18B to a full intersection;
- Completion of Blair Street; and
- Bikeway and sidewalk improvements along Highway 18B.

These improvements and others are cited under Financial Opportunities for a total value of $3,595,500 though the year 2020.

As Sheridan increases in population and population diversity, the city will need to address transportation needs in association with other governments for the youth, senior and low income populations through public transportation opportunities.

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INTRODUCTION

> *Travel in Sheridan 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, Sheridan sees a need to assure that special requirements of rail transportation, public transit, the transportation disabled and bicycle and pedestrian transportation are met.*
>
> *(1979 Sheridan Comprehensive Plan page 52)*

Purpose

The objective of this document is a Transportation System Plan (TSP) that meets the needs of the community and brings the city into closer compliance with the State Transportation Planning Rule and other State and Federal Regulations.

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

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

State Legislation

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

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

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

1. A determination of transportation needs.
2. A road plan for arterials and collectors and standards for the layout of local streets and other important non-collector street connections.
3. A public transportation plan.
4. A bicycle and pedestrian plan.
5. An air, rail, water and pipeline transportation plan.
6. Policies and land use regulations for implementing the TSP as provided in OAR 660-12-045.

Federal Legislation

The adoption of the TPR in Oregon preceded the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of December 1991. The federal act is intended to:

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

Subsequently, the ISTEA has been succeeded by the Transportation Equity Act for the 21st Century (TEA 21). Among the TEA 21 requirements is the mandate that states use a statewide planning process to develop transportation plans and programs. In Oregon the April 1991 TPR provided a head start in complying with the new federal requirements. By September 1992 the Oregon Transportation plan was adopted to further comply with federal legislation. The Oregon Transportation Plan defines a statewide transportation policy and a comprehensive, long-range plan for a multi-modal transportation system which:

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

PLANNING PROCESS

In August of 1998, Sheridan began the process of acquiring information, reviewing existing plans, policies and ordinances, and examining the current network of streets, bikeways and pedestrian facilities. The City and Mid-Willamette Valley Council of Governments (MWVCOG) staffs worked with the Planning Commission and interested citizens to insure that the transportation plans and policies developed are consistent with the community's vision for the future. An public open house was held to review the plan, and surveys were distributed in an effort to gain additional insight on transportation issues. ODOT and Yamhill County were consulted throughout the study in order to insure state and regional coordination.

The Transportation Growth Management (TGM) work program targeted specific tasks intended to bring the city into closer compliance with the TPR. This plan, presented by the Sheridan Planning Commission, represents the combined efforts of the Planning Commission, community representatives, city staff, and affected governmental bodies to provide the city with a framework for a "safe, convenient and economic transportation system." It is the responsibility of the city to carry through with the appropriate adoption process.

Review of Existing Plans, Policies and Standards

Several resources were used to develop the policy framework for the Sheridan TSP.

The Sheridan Comprehensive Plan was adopted by the City Council in June of 1979 and acknowledged by LCDC in July 1980. The Comprehensive Plan provides the base for the TSP. While the comprehensive plan contains a transportation element that is in many respects consistent with Statewide Planning Goal 12, much has happened in transportation planning in the past 20 years. The TSP revision is appropriate to update the comprehensive plan for conformity to new transportation planning standards for the federal and state governments - particularly the Oregon transportation planning rule.

In combination with the Comprehensive Plan, the city subdivision and zoning ordinances, public works development standards, and the city budget were reviewed to better understand the parameters for future development. Subsequently, amendments to the subdivision and zoning codes were recommended to provide better compatibility between land use and transportation issues, while bringing the city more closely into compliance with state and federal regulations.

The Sheridan TSP analysis also included a review of related regional and state plans including the following:

- Oregon Transportation Plan
- Oregon Highway Plan

- Oregon Bicycle and Pedestrian Plan
- Yamhill County Bicycle Plan
- Yamhill County Transportation System Plan

In the early stages of the TSP an open house was held for input into the plan by the public. Maps and an aerial photo of the city were available and participants were encouraged to present written comments regarding transportation issues. To close the meeting a round table discussion was held between staff and the attendees. While attendance at the open house was sparse the discussion was lively and animated. The comments of the attendees are cited in Appendix A.

Determination of Need

There are three factors that are important in the determination of need for the TSP. These factors are population projections, employment projections, and land utilization.

Population Projection

The City of Sheridan contains a Federal Correctional Institute. This institution creates interesting challenges for the City in estimating future population as the State of Oregon includes prison inmates in it's population estimates. The inmate population has fluctuated between 1400 to 1800 since the opening of the prison in 1990 and is anticipated to increase to 2,000 (or more) in the future.

The inmate population bears no relationship to the permanent residential population of the City and is subject to a number of factors wholly outside of the City's control. The prison population was estimated to be 1,500 for the year 1990, 1,600 for the year 1995 and 1,700 for the year 1998. These inmate estimates were subtracted from the total population estimates supplied by Portland State University to determine the number of residents within the City. By using this method, a truer picture of the City's population growth could be calculated. Ultimately, these two population groups must be combined to establish Sheridan's projected population for the year 2020.

Population Trends: Sheridan has seen a steady rise in population since 1960. Overall, the City has witnessed a 1.95% annual growth rate between 1960 and 1998. The 1970s saw moderate growth as the population increased by 19.5% during this decade. This growth declined in the early to mid-1980s as the timber-dependent economy slowed considerably. However, by the end of the decade the population showed a net increase of 10.2% as a result of economic activity associated with the Federal prison. The population growth began to accelerate in the early 1990s as the Portland regional economy improved and a casino was constructed in Grande Ronde. Population grew 21.6% in the first five years of the decade. This growth continued through the latest population estimates, with the City population increasing by 48.0% between 1990 and 1998.

TABLE 1
Sheridan Population Trends 1960 - 1998 (Selected Years)

Year	Population	Population Change	Year	Population	Population Change
1960	1,763	-	1990	2,479	230
1970	1,881	118	1995	3,015	536
1980	2,249	368	1998	3,670	655

The rate of population growth has obviously varied in recent years. The following table displays the average annual rates of growth (AARG) between certain time periods. For example, between 1980 and 1990 the AARG was 0.98%; that is, the population grew 0.98% a year between 1980 and 1990.

TABLE 2
Rates of Growth During Various Time Periods

From/To	1970	1980	1990	1995	1998
1960	0.65%	1.22%	1.14%	1.54%	1.95%
1970		1.80%	1.39%	1.91%	2.42%
1980			0.98%	1.97%	2.76%
1990				3.99%	5.03%
1995					6.77%

The above table illustrates the slower growth during the 1980s and an increased rate of growth in the 1990s. The chart also indicates the rate of growth in the 1990s is continuing to accelerate - the 1990 to 1995 growth rate of 3.99% increased to 6.77% during the 1995 to 1998 time period. By comparison, the state grew 1.81% between 1990 and 1995. It is estimated the State's growth will slow to 1.68% between 1995 and the year 2000.

Growth Projections: In determining the City's population projection to the year 2020, the City relies on a number of factors. Recent growth may well be the result of the availability of developable land in Sheridan, adequate public facility capacity, a limit on residential land in other communities and the continued expansion of the local casino. The City growth rate exceeded the State's rate of growth during the 1990s. If anything, recent trends indicate the City's rate of growth is actually increasing while the State's growth rate is decreasing.

Over the long run, however, the State envisions continuing population growth but at a decreasing rate. The high growth 1990s will begin to slow in the early part of the 21st century, eventually falling below 1% by 2020. Most of the State's growth will continue to occur within the Willamette Valley where a combination of factors

provide the greatest opportunities for jobs and housing. But there is little to support continued, accelerated growth at a rate witnessed during the 1990s. It appears therefore, the City growth rate will begin to decline over time as well.

Between 1960 and 1998, the City has grown at approximately 2% per year. This figure includes the "bust" decade of the 1980s and the "boom" years of the 1990s. Over time, the City's growth rate is expected to decline as more residential land is absorbed and the economy begins to cool. It appears the long-range population growth will likely trend toward the historic rate of approximately 2% per year. This rate appears to be reasonable, and justifiable, in estimating a 20-year population projection. Given this rate, the expected population for Sheridan residents are as follows:

TABLE 3
Estimated Residential Population Projection

Year	2000	2005	2010	2015	2020
Population	3,820	4,215	4,655	5,140	5,675

As previously noted, the State includes the local prison population in establishing population estimates. Conservatively estimating 2,000 prison inmates, Sheridan's total population will be 7,675 by the year 2020.

County Coordination: The City must coordinate with Yamhill County regarding population projections. Based on data generated in the County Transportation System Plan, Sheridan's estimated population for the year 2020 is 8,300. The above figure of 7,675 is reasonably close (within 7.5%) to the County estimate. As noted in the "Preface," Federal policies and other factors may increase the prison population. If this were to occur, the City and County population estimates would converge.

Employment Projection

Employment is a key factor in projecting future development. Sheridan's employment is typical of Oregon communities its size with about one fourth of the employees in the commercial/service sectors which include such activities as restaurants, banks, and retail sales. The city retains a healthy number of employees in the manufacturing areas with timber and manufactured housing retaining a significant increment.

Sheridan's employment projections from 1995 to 2019 are as follows:

TABLE 4
Employment Projections

	1995	2000	2010	2019
Manufacturing	410	420	440	460
Commercial	295	315	360	405
All Employment	1,135	1,200	1,340	1,475

Land Utilization: To evaluate future need for transportation facilities, and to determine whether existing and proposed facilities would be capable of supporting existing and planned land use, a general review of existing land uses, zoning (Map 1), vacant lands and planned uses was done for the existing developed area and the urban growth area. These calculations are the basis for estimating the need for future transportation improvements

Census data from 1990, an 1996 aerial photo, and local land use regulations were used to estimate existing residential densities, vacant buildable land and maximum buildable densities. In all cases a minimum of 10 percent of the available land is undeveloped. The information is summarized as follows:

Table 5
Development Potential

Residential No. Dwelling Units	No. Acres Developed	Dwelling Units/ Per Acre
Existing		
1,370	262	5.23
Projected Build Through 2019		
2,350	*390*	*6.03*
Maximum Build out		
3,100	*495*	*6.26*
Commercial Acres Available	No. Acres Built	Buildable Acres (Leaseable Square Feet)
Existing		
50	10	35 100,000
Projected Built Through 2019		
50	*25*	*20* *250,000*
Maximum Build out		
50	*45*	*0* *450,000*
Industrial Acres Available	No. Acres Built	Buildable Acres
Existing		
240	80	130
Projected Built Through 2019		
240	*130*	*110*
Maximum Build out		
240	*175*	*65*

The streets element of this document discusses the relationship of the population employment data as if applied to future traffic projections.

Inventory Existing Transportation Systems

Inventories were conducted for all arterial and collector streets (Appendix B). The street inventory provides information on controlling jurisdiction, right-of-way width, pavement width, surface material, condition, number of lanes, curbs, and bicycle and pedestrian facilities. The inventory shown is important information for street network planning, street design and improvement, and bicycle/pedestrian facility plans. It is adequate for decision making on elements of the TSP.

Traffic volume data for key locations is shown in Appendix C. Although limited, this data, in association with historical information on traffic volumes, is an adequate point of reference for considering current and future travel demand, and assessing needs.

Highway 18: The March 1997 Interim Corridor Strategy for Highway 18 states that the trend analysis requires four lanes for the highway throughout its entire length. The right of way between Willamina and Sheridan is adequate for a four lane facility. The right of way toward McMinnville is restricted to the existing two lanes. The Corridor Study includes the following objectives applicable to the Sheridan area:

> *J9 Evaluate Highway 18 between McMinnville and the Van Duzer State Park to determine needs for passing lanes, capacity improvements, intersection improvements, grade-separated interchange at Highway 22 (Valley Junction), and access management applications.*
>
> *K8 Upgrade merge lengths at intersections and ramps where difficulties are revealed (for example . . .Sheridan on-ramp going north).*

Nothing in the Corridor study is inconsistent with this TSP. Some elements of the TSP will address other issues which may be appropriate for consideration before the capacity of Highway 18 is expanded to four lanes in the Sheridan area.

Yamhill County Roads: Within the Sheridan UGB Yamhill County is responsible for the following roads:

North of the Yamhill River:
- Cherry Hill Road (Co. Rd. 420)
- Cemetery Road (419)
- Orchard Avenue (480)
- Richard Street (416)
- Rock Creek Road (8).

South of the Yamhill River:
- Ballston Road (24)

Sheridan Zoning Map

Map 1

Urban Growth Boundary
City Limits
W & P Railroad
Water Features

Zoning
UT
R1
R2
R3
C
PF
LI

N
W
E
S

600 0 600 1200 Feet

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

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Mid-Willamette Valley
Council of Governments
105 High Street SE
Salem, OR 97302
phone: 503.588.6177
fax: 503.588.6094
email: mwvcog@open.org

South Yamhill River

Mill Creek Road

Salmon River Highway (Hwy 18)

Bellevue Road

Rock Creek Road

Loganberry Lane/Sheridan Road (423)
Mill Creek Road (13).

Community Attractions: Within the city there are a variety of community attractions as outlined below and cited on Map 2. All transportation connections between activities lying on opposite sides of the Yamhill River must pass through the intersection of Bridge and Main Streets and over the only bridge in the city limits that crosses the Yamhill River.

North Side of Yamhill River: On the north side of the River the activity centers are connected by surface streets for vehicle movements. Bicycle and pedestrian movements are on either the sidewalks or in the street adjacent to the curb, except for access to the industrial area to the west, which has inadequate to non-existent bicycle and pedestrian access.

Northeast: Sheridan Park bounded by Yamhill, Oak, Sherman, and Balm Streets and lying one block north of Main Street. An existing commercial area on Main Street from Bridge Street one block east to Faulconer Street and Bridge Street from Main Street one block north to Yamhill Street.

Northwest: An industrial employment area exists from Richards Street west to the city limits and primarily north of Main Street. Commercial area on Main Street from Bridge Street west one block to Washington Street and on Bridge Street from Main Street one block north to Yamhill Street. An airport is located north of railroad from Rock Creek Road to Orchard Avenue. Faulconer Elementary School is at the northwest corner of Lincoln and Sherman Streets. A park is adjacent to and across Sherman Street from Faulconer School. A future park is on the west side of Orchard Avenue north of the airport.

The north side activity centers are:

- Industrial area: lies on the north side of Main Street from Richard Street west to the city limits and north to the urban growth boundary; includes the airport.
- Faulconer Elementary School/Park: lies in the half block west of Lincoln Street, south of Ostram Street and one half block south of Sherman Street.
- Sheridan Park: Bounded by Sherman Street on the north, Yamhill Street on the south, approximately Oak Street on the west, and approximately one half block west of Balm Street on the east.
- Proposed Ball Fields: lies west of Orchard Avenue for about 600 feet, north of the airport to the urban growth boundary.
- Main Street Commercial: lies south of Yamhill Street to the river between Washington Street on the west to Hill Street on the east.

South Side of Yamhill River: On the south side of the river the activity centers are also connected by surface streets for vehicle movements, although some connections in the east may be long and out of direction because the railroad tracks are a barrier to movement. Generally, bicycle and pedestrian movements are on either the sidewalks or in the street adjacent to the curb, with some need to provide better access to the east end of Sheridan Road.

Given the railroad tracks are a physical barrier and the Oregon Public Utility Commission's apprehension, an at grade crossing of the tracks is not likely. A grade separation is less likely because of cost, relatively low demand, and higher needs for improved pedestrian access to other areas - a second crossing of the river and sidewalks and bikeways along west Main Street.

Southwest: An existing commercial area is on Bridge Street from the river, south to the southwest corner of Railroad Street. An industrial area is northeast of the intersection of the railroad and Mill Street. Chapman Middle School with associated play fields is located south of Cornwallton Street between 2nd and 4th Streets.

Southeast: An existing commercial area is on Bridge Street from the river, south to the southeast corner of the railroad crossing. An existing commercial area is on Sheridan Street from Bridge Street one block east to Sampson Street. Existing commercial area at the northeast corner of Sheridan and Highway 18. Sheridan High School fronts Bridge Street between Railroad and Madison Streets; supporting school recreation areas lie south of the railroad and north of Jefferson Street. Industrial area on the south side of Sheridan from Schatz west about 1,100 feet. An undeveloped commercial site of about 9.5 acres exists in the northeast quadrant of Highway 18 and Bridge Street.

Specifically, the south side activity centers are:

- Downtown Commercial: Fronts both sides of Bridge Street about one block in depth from the river sough of the railroad with an additional square block on both sides of Sheridan Road between Sampson and Schley Street.
- Undeveloped Commercial: at the northeast quadrant of Highway 18 and Bridge Street.
- Undeveloped Commercial: at the northeast and northwestern quadrants of Highway 18 and Sheridan Road.
- Sheridan High School: lies in a triangle bounded by Jefferson Street on the south, the railroad tracks on the north and Bridge Street on the east.
- Chapman Middle School: lies in a triangle bounded by the urban growth boundary on the south and west, Cornwalton Street on the north, and an extended Second Street on the east.
- Industrial area: west end of Mill Street.
- Industrial area: southwest quadrant of Highway 18 and Sheridan Road.

City of Sheridan Community Features

Map 2

Urban Growth Boundary
City Limits

Community Features
- Airport
- Commercial
- Industrial
- Park
- School
- W & P Railroad
- Water Features

Zoning
- UT
- R1
- R2
- R3
- C
- PF
- LI

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S

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Mid-Willamette Valley
Council of Governments
105 High Street SE
Salem, OR 97302
phone: 503.588.6177
fax: 503.588.6094
email: mwvcog@open.org

South Yamhill River
Mill Creek Road
Salmon River Highway (Hwy 18)
Dallas Road

GOALS AND POLICIES

The goals and policies cited in Appendix D are from the 1987 Comprehensive Plan but have been modified to reflect new state and federal legislation as well as the growth related changes that have occurred in the city over the past few years. These goals and policies represent the community's vision for a system of transportation facilities and services that provide for the needs of the community and maintain the city's commitment to managing growth and preserving the quality of life. The development of these transportation goals and objectives provided the overall guidance necessary to produce all other elements of the TSP. These goals and policies serve as the criteria by which various alternative plan proposals, from street alignments to land development regulations, were considered. Recommended revisions to the transportation goals and policies in the Comprehensive Plan are included in Appendix D.

Implementation

The transportation goals and policies of the Sheridan Comprehensive Plan are implemented by the Sheridan Development Code and the Sheridan Public Works Standards. Among the revisions to the Development Code in Appendix E is a requirement to refer land use issues to ODOT and Yamhill County for comment.

The TPR requires the TSP to be reviewed every five (5) years to evaluate whether the various aspects are still visible, and to make changes as needed.

STREETS

Transportation Planning Rule Requirements

OAR 660-12-020 Elements of Transportation System Plans

(2) (b) 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. Functional classification of roads in regional and local TSPs shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-12-145(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:

(A) Extensions of existing streets;
(B) Connections to existing or planned streets, including arterials and collectors; and
(C) Connections to neighborhood destinations.

Sheridan is similar to every other rural community in Oregon in that the automobile is the prime mode of transportation. Consequently, streets dominate the transportation facilities within the Sheridan urban growth boundary (UGB) and represent a significant amount of public expenditures for maintenance and expansion. The streets element of the TSP addresses the following:

- a functional classification of existing and proposed streets;
- street design standards;
- capacity;
- connectivity;
- access management;
- a street network;
- traffic volumes;
- street improvements;
- future streets;
- local streets; and
- no build alternative.

Functional Classification

Street rights of way serve a variety of functions for the city; some of these uses are obvious and appropriate - transportation: streets and sidewalks; communication lines (telephone and cable); others are hidden and appropriate - location for sewers, storm drains, water, electrical lines, gas lines; and some are simply not appropriate - play grounds.

The transportation function is served by streets and sidewalks to provide both direct access to the abutting property and movements through the neighborhood by pedestrians, bicyclists, and vehicles. To appropriately serve these functions, streets are classified in a hierarchical network that attempts to balance the competing transportation functions.

Three general street classifications - arterial, collector, and local - adequately describe the existing and proposed street network. These classification descriptions are:

Arterial: A street of considerable continuity which is used primarily for through traffic and interconnection between major areas of the city. Ideally, arterial streets provide continuity with the surrounding rural area, mobility between areas, and to a lesser extent access to abutting land.

In Sheridan the arterial streets are Bridge Street from Highway 18 on the south to Main Street on the north and Main Street (Hwy. 18B) on the north side of the river from east to west city limits. These two streets provide for the traffic movement north/south for Bridge and east/west for Main.

Collector: A street supplementary to the arterial street system, used partly by through traffic and partly for access to abutting properties. Ideally, collector streets gather traffic from local streets and distribute it to arterial streets. The collector street provides more emphasis on access to abutting land and lesser emphasis on moving traffic. Most collector streets have evolved from a local street function because of their location and connection to other streets.

In Sheridan the collector streets are Sheridan Road, Blair, Mill, and north Bridge Streets.

Local: A street intended primarily for access to abutting properties, but protected from "through" traffic. All streets not otherwise designated as arterial or collector streets are local streets. Property access is the central function of local streets and connectivity is encouraged. Usually, through traffic movements are discouraged by frequent use of stop signs at intersections and other traffic calming techniques.

The functional street classifications presented on Map 3 are based upon each street's actual use, abutting land uses, and the connections to those streets identified in the Yamhill County TSP.

Highway 18 and 18B: Highways 18 and 18B are classified as District Highways and provide for the majority of vehicle trips that pass through the city without stopping. In addition, the highways provide the major connection to locations well outside the urban growth boundary, particularly to the east, north, and south.

Street Design

Street design standards provide the street dimensions, configuration and amenities for the three classifications of streets - arterials, collectors, and local. Design standards provide the city with an easy administrative method to insure consistency, safety, and aesthetics in roadway construction. Standards assist in maintenance of the street facilities, control maintenance costs, and develop compatibility between neighborhoods.

While design standards are important, flexibility in their application is also important. Standards ease the path to construction, but major street projects need an individual evaluation to assure that the standards are compatible with other objectives in the city's adopted plans. Changing attitudes and conditions relative to social, economic, and environmental circumstances may make the strict application of standards impractical. The city will revise the standards or vary from the standards in unusual circumstances where the benefits are clearly greater than the application of the standards.

This plan includes some revision of current street design standards for each street classifications (Appendix F). The intent of the revisions are to give the city a broad ability to respond to pedestrian, bicycles and vehicle demands without compromising the needs of safety, maintenance, convenience, connectivity, and abutting land use activities. Beyond these design standards are traffic calming techniques for which it may be appropriate for the city to consider at some time in the future. These traffic calming techniques are not presented in the TSP.

Alternatives for local streets are also presented in Appendix F, as "Skinny Streets". These street cross sections are appropriate for new streets. In Sheridan's case they may be particularly appropriate when applied to the future upgrade of substandard streets.

Capacity

It is assumed that intersection capacity is the limiting factor for the existing street system's ability to move traffic. The intersection of Bridge and Main Streets is the most critical of all the city's intersections. This intersection presently operated at a level of service (LOS) B, and it can be presumed that the other intersections operate at a LOS B or better. Calculations and supporting information is contained in Appendix G.

City of Sheridan Street Functional Classification

Map 3

Street Functional Classification
- Regional State Highway
- Arterial
- Existing Collector
- Proposed Collector
- W & P Railroad
- Urban Growth Boundary
- City Limits
- Water Features

Zoning
- UT
- R1
- R2
- R3
- C
- PF
- LI

N W E S

600 0 600 1200 Feet

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Mid-Willamette Valley Council of Governments
105 High Street SE
Salem, OR 97302
phone: 503.588.6177
fax: 503.588.6094
email: mwvcog@open.org

Connectivity

Local streets provide connections and connectivity between individual properties and collector streets. Generally, Sheridan's street pattern on both sides of the river is a grid system that provides local street connections at multiple points. Maintaining multiple connections for local streets to collectors will continue to be a city concern with all new development. A strong interconnected street network reduces traffic volumes on any single route, and provides an environment that is friendly to pedestrians, bicycles and abutting land uses. Such street connections also will ensure that emergency services are available to all properties through multiple points of ingress; thus, access in major emergencies is feasible to most properties, even in flooding situations when the streets are the first flood casualty.

Access into the hills to the north is of some concern. Consequently, it is important to recognize local physical and topographic conditions when development occurs and ensure that there are multiple connections for all streets that access the hills. Generally, the Sheridan Development Code provides the city with the tools to achieve a connecting network of local streets. A well connected local street network is important for convenient bicycle and pedestrian access. A grid street pattern with alleys provides the greatest amount of connectivity, but such a pattern can also encourage through traffic and speeds in excess of 25 mph. While streets are not appropriate as neighborhood play areas, they are used in that way, and the city should explore design techniques - necking intersections, speed bumps, on street parking, curves, "T" intersections, etc. - that discourage "through" traffic and speeds in excess of 25 mph.

Nonetheless, the principle exceptions to good connectivity is associated with the river, because within the city limits there is only one bridge across the river. On the north side of the river Main Street (Hwy. 18B) generally lies close to the river such that development is only "one house" deep and backs onto the river, except on the west end of town where considerable attention should be paid to development so that a local street network between Main and the river will provide multiple connections to Main Street. On the south side of the river west of Bridge Street, Monroe Street is set back from the river some distance. However, the setback from the high bank of the river is only about "one house" deep and future development opportunities are limited because of the river's proximity. On the east side of Bridge Street, Sheridan Road moves away from the river as it goes east, but ownership patterns lend themselves to complete developments with single access to Sheridan Road. In the extreme east a local street parallel to Sheridan Road and about halfway to the river with multiple ties to Sheridan Road may be appropriate to provide better access to the deep lots.

Highway 18 and 18B: Generally, Highway 18 is an asset to the city. Portions of this highway lie within the Sheridan UGB south of the river. Normally, a limited access highway would act as a barrier for connections to the south. However, because the bulk of the city south of Highway 18 is either the Federal prison, a sewage lagoon, or a cemetery, the barrier aspect is not relevant and the existing highway crossings at Bridge Street and Sheridan (Loganberry on the south side of Highway 18)/Schatz Road provide reasonable access south of the highway for

the future. The Sheridan/Schatz intersections with the highway are very close together and are further complicated by the proximity to the west of the railroad crossing of the highway. A study with Sheridan, Yamhill County and ODOT for the redesign of the intersection of Highway 18 with Loganberry (County Rd 423) and Schatz should be done with the objective to reduce the number of access points onto Highway 18.

The partial interchange with Hwy. 18 provides an exit from the north onto Hwy. 18B (Main Street) and an entry to the north from 18B. The result is that truck traffic from Sheridan's western industrial area can only go south and east on Hwy. 22 via Willamina or through downtown Sheridan via Bridge Street to Hwy. 18. Such truck traffic is not compatible with the business activities on Bridge Street in downtown Sheridan, nor is it compatible with activity in downtown Willamina. In addition, with only one bridge across the Yamhill River the potential for problems, if that bridge is unavailable, is significant. Over a long period of time the city should work with ODOT and Yamhill County to consider a redesign of the intersection of Hwys. 18 and 18B. The implementation of a full intersection would be very significant to the growth and development of Sheridan and would accommodate better truck access into the north side of Sheridan. The redesigned intersection would also provide an alternative access into north Sheridan in case of a problem with the Bridge Street bridge over the Yamhill River. Such an improvement would necessitate a re-examination of street plans.

Highway 18B, which lies on the north side of the Yamhill River, is Main Street within Sheridan and acts as the primary arterial on the north side of the river. This highway begins at Highway 18 east of the city and on the north side of the river and leaves the city at about Rock Creek Road on the extreme west.

The number of accidents (Appendix H) is relatively low until a total of 42 over a three year period (1996-1998). The largest number (25) occurred along Main Street (Highway 18B). Of these, the highest number (8) at a single location (±100') was at Bridge Street with five of those being approximately 105' to the east. They were all rear-end or turning related. No bicycles were involved, but in 1996 one pedestrian was injured. There were no fatalities. The peak number of accidents occurred in 1997 and decreased sharply in 1998.

Access Management

TPR Requirements:

> *OAR 660-12-045 Implementation of the Transportation System Plan*
>
> *(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:*

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

(b) Standards to protect future operation of roads, transit ways and major transit corridors;

(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites.

(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

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

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

Access management is a method to control access to and from the street for properties that have frontage on the street and to a lesser extent for street intersections. The result of controlled access should be traffic movements that increase or maintain the function of the street and safely move a significant amount of traffic while protecting bicyclist and pedestrians. Access management is usually applied to arterial and collector streets which have a significant amount of traffic relative to local streets, but it may also be appropriate to local streets.

The following examples of access management techniques can be used to maintain and accomplish safety and street function:

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

- Offset opposing driveways.

Currently, the city provides access management through the development regulations in the definition of streets, standards for blocks: sizes (Development Code 2.210.04) and street standards: general provisions (2.204.03). A modification of 2.210.04 standards for blocks is recommended in Appendix E because of the existing grid pattern for Sheridan streets.

Driveway access to public streets should be managed to balance the need for ingress and egress to property with the need for the streets to function for vehicles, bicycles, and pedestrians. Changes to development code standards for access to streets are contained in Appendix E. While existing spacing may already vary from recommended guidelines, the city should require the proposed standards for all new development and encourage the consolidation of accesses wherever possible. Access management is particularly important to Bridge and Main Streets for all abutting land uses. Along collector streets, particularly Sheridan Road and Blair Street, access management should be addressed to insure that vehicle mobility and pedestrian and bicycle safety are preserved.

Notification: In Sheridan access management is of primary importance for Bridge and Main Streets, especially in the commercial and industrial areas. Main Street is a State highway under ODOT control. However, the city has control over land uses adjacent to both streets. Access management is, therefore, a cooperative activity involving the city (land use entitlements) and ODOT (approach road permits for state highways). With the overlapping jurisdictional responsibility, land use decisions should be submitted to the appropriate agency responsible for the road to gain the maximum amount of protection and benefit for the city residents. Certainly, the following access management objectives should be the desire of each agency:

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

Notification of the agency responsible for the street is an important element for effective access management. The Code revisions in Appendix E ensure the city procedures for land use decisions include a notice to ODOT when a land use issue abuts a state highway. It is ODOT's policy to work toward achieving standards as redevelopment occurs, but will not actively retrofit the street to meet standards. The ODOT standard for access onto Main Street is 150 feet for private driveways. This is the same as the city requirements. The latest (1999) Oregon Highway Plan increases this spacing to as much as 400 feet in some instances.

Bridge and Main Streets: These two streets present important challenges for the city to balance the historic commercial activities abutting Bridge Street, and its intersection with Main Street with the functional need to channel traffic through the one bridge across the Yamhill River. The opportunities to renew Sheridan's

historical commercial center along Bridge Street are unique but will compete with the demand to maintain north/south traffic flow through the city. The city should work with ODOT to prepare a refinement study for access management, pedestrian safety, aesthetics, and traffic functionality along Bridge Street and Main Street. This refinement study may be a part of the proposed Downtown Study. Details for the cross section of Bridge and Main Streets will be handled in the refinement study. State and Federal funding programs offer several opportunities to channel traffic, maintain appropriate turning radii, provide for curbside parking, and close intersection curb distances for shortened pedestrian crossings. These programs, which work with the fronting property owners, can create a safer street "climate" which also increases the aesthetic qualities of the street.

The study product should provide flexibility to meet the program objectives either incrementally as redevelopment occurs or in one event with the assistance of outside funding. The city should remain flexible in its response to future development proposals and consider creative access solutions but maintain a firm commitment to negotiating development agreements that uphold the objectives of safety and circulation. The city's development code provides the authority to manage access. This authority, in association with ODOT and Yamhill County access permit requirements, will assist the city to maintain a high level of service on Bridge and Main streets.

Traffic Volume Projections and Needs

The population and employment data was used to adjust future traffic volumes determined using historic trends. Historic data was projected to 2019 based on the assumption that, over time, traffic volume increases would follow in the same pattern as population and employment. After adjusting population to be consistent with Yamhill County projections, the revised information was compared to historic trends and the percentage above historic values was determined and used to adjust future traffic volumes. For example, if an adjusted population was 1% higher than a historic projection, the same 1% was used to adjust traffic volumes.

As noted earlier, intersections were used as the limiting capacity factor. Existing peak hour traffic movements were projected forward, as discussed above, with the hourly volume remaining at the same percentage of ADT.

Street Network

The preparation of the street network plan considers how the existing transportation facilities might serve existing and planned development and how alternative transportation facilities might impact the existing network. The evaluation process consisted of reviewing how the proposed network of streets achieved stated goals and objectives in light of the projected build-out of the urban area. The evaluation process also recognized other issues, including financial feasibility and responsibilities of jurisdictions other than the city.

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

The street system improvements proposed for the Sheridan UGB include new streets and improvements to existing streets. Some of these improvements are presented below and on Map 4.

Street Improvements

Bridge Street: Bridge Street is simply the most important street in Sheridan. It is:

a. the principle entry into Sheridan from Highway 18;
b. the principle commercial street;
c. the only, in town, crossing of the Yamhill River;
d. the principle north/south street;
e. the primary connection between the city, county, and state street systems;
f. accommodates most of the local trips;
g. provides through truck access to nearby industrial uses;
h. provides access to the high school; and
i. provides on street parking for the abutting commercial businesses.

Traffic volume at the bridge is approximately 6,700 ADT. The bridge over the Yamhill River is functionally obsolete because of inadequate width with a replacement dependent on funding. At the time of bridge widening or replacement, access across the river must be maintained or an alternate provided.

The two busiest intersections in the city are the three way intersection at Sheridan Road and Bridge Street and the four way signalized intersection at Bridge and Main Streets. An assessment of the traffic volume/capacity shows that currently the lowest level of service is C for the left turn from Sheridan Road onto Bridge Street. While the capacity will be more strained over the next 20 years, the level of service remains a C. For the Bridge Street/Main Street intersection, the lowest level of service is B for the left turn movement in any direction. Traffic projections to 2019 show the level of service is maintained at B (Appendix G). Since these intersections will remain the busiest and no land use changes are anticipated during the planning period, it is reasonable to expect the entire arterial, collector and significant local street system is more than adequate to meet future capacity.

Accident information shows that there have been no fatalities in Sheridan for a considerable time. Main Street has the greatest frequency of accidents, but the occurrences do not warrant extensive revision to the street system (Appendix H).

City of Sheridan
Street Improvements

Map 4

Railroad Crossing

Intersection Improvements

Intersection Improvements

Widen or Reconstruct Bridge

8 Accidents 1996-1998

Street Improvements

Widen Shoulder

Curbs, Sidewalks and/or Storm Drains

Sidewalks

Construct Street

Reconstruct Street

W & P Railroad

Urban Growth Boundary

City Limits

Water Features

N

W E

S

600 0 600 1200 Feet

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

October, 1999

Mid-Willamette Valley
Council of Governments
105 High Street SE
Salem, OR 97302
phone: 503.588.6177
fax: 503.588.6094
email: mwvcog@open.org

Additionally, 1998 accidents were sharply decreased from the peak in 1997. At this point no safety improvements for motor vehicles appear necessary in the future. Visual inspection of accident areas does not reveal any access management techniques as being practical to reduce accidents.

As the population of Sheridan grows, the traffic volumes on Bridge Street will increase, and the many street functions - local traffic, parking, cross town access, entry into the city, etc. - will increasingly conflict with each other. If traffic capacity were the only issue deserving attention, it could easily be handled by the reconstruction of the river bridge or elimination of on street parking. However, the latter action would decimate the commercial center of Sheridan.

Before any action is taken to either replace the river bridge or to otherwise change traffic on Bridge Street, a thorough design study of Bridge Street from Highway 18 to Main Street should be undertaken as a cooperative effort with the City of Sheridan, Yamhill County, and ODOT. Such a study should examine a) traffic flow and capacity; b) on street parking; c) pedestrian and bicycle movement; d) truck routing; e) aesthetics; and f) the intersection functions at 1) Highway 18 off ramps, 2) the high school entry/exit, 3) Sheridan Road, and 4) Main Street. Solutions which might come from the study may include parking reductions near high traffic intersections; sidewalk installation for both sides of the street along its entire length; curb extensions into intersections - which also defines parking locations; more definition of on street parking; identification of off street parking opportunities; street trees and landscaping; access management for abutting properties; a landscaped median with center turn lanes; bike lanes; the replacement of existing buried utilities, burial of overhead utilities; and alternate truck routing. Funding for the study can be available through Federal or State programs with an appropriate local match. Other funding alternatives are cited in Appendix I.

Main Street (Hwy. 18B): In the city Main Street is adequately improved for most of its length. Some widening would be appropriate at the east and west extremities to handle bicycle and pedestrian traffic. Striping and limited widening for turn lanes may also be appropriate at several locations. The more important issue to deal with along Main Street is exercising more access controls from abutting properties.

Future Streets

The TSP suggests future street alignments and connections provide safe and convenient connections for most uses within the UGB. Exact locations for future streets will require more detailed refinement studies. The future streets combined with a long term street rehabilitation program should assure better traffic movement within and through the city and better access to the outlying area. No streets are proposed for reclassification. (Map 3)

Arterial Streets:

Bridge Street: Main Street south to Highway 18; this street is the principle commercial street in Sheridan.

Main Street: City limits on the east (about Cherry Hill Street) to city limits on the west (about Rock Creek Road); this street is the highway 18 business route and connects Sheridan with Willamina. Shoulder widening is necessary to accommodate bike and pedestrian traffic west of Western Street to Rock Creek Road and east of the city limits to the intersection with Highway 18.

Collector Streets:

Northeast: north of the river and east of Bridge Street extended to the UGB.

Blair Street Extension: Blair Street construction has begun as part of recent subdivision activity and portions of the right of way have been acquired for completion. Blair begins at Cherry Hill Road on the east and continues to Bridge Street.

Bridge Street Main to Blair: This section of Bridge Street connects Blair Street with Main and downtown; its importance will grow with the completion of Blair and additional development in north Sheridan; as traffic increases it may transition into an arterial street, however, this is anticipated beyond the planning period.

Northwest: north of the river and west of Bridge Street extended to the UGB.

Blair Street Extension: Blair Street construction is in progress as part of recent subdivision and mobile home park activity; some additional portions of the right of way have been acquired and others need to be acquired or included within continued subdivision. Blair continues westerly from Bridge Street and should be extended to NW Western Street.

Bridge Street Main to Blair: See comment under northeast.

"Industrial Drive" NW: This street is proposed as an east/west collector along the north edge of the UGB to service the northern portion of the industrial area lying between Western and Rock Creek Road.

Richard Avenue: This street connects Blair Street and "Industrial Drive" with Main. Its importance will grow with the completion of Blair and additional development in north Sheridan and as the eastern industrial connecting road to Main Street. As traffic increases it may transition into an arterial street, however, this is anticipated beyond the planning period.

Southeast: south of the river and east of Bridge Street/Ballston Road.

Revamp the intersection of Highway 18 and Sheridan/Schatz: provide an intersection which will combine the intersections of Sheridan Road and Schatz

Road with Highway 18 into one intersection with the highway; such an intersection should be a four way intersection that provides access to the south side of the highway. [Note: A plan from 1996-1997 exists that contains information relative to intersection improvements at this location.]

NE Quadrant of Highway 18 and Bridge Street: The northeast quadrant of this intersection is proposed for commercial development in the comprehensive plan. This is an important commercial site that provides a quality site for highway oriented commercial activities - motel, restaurant, gas station, etc. However, access to the site from Bridge Street is awkward due to the current configuration of the Highway 18 on and off ramps. The ramp intersection with Bridge Street needs to be located to the north opposite the entry road into the commercial area. The commercial area does not have frontage onto Bridge Street and the entry right of way, which is owned by the city, is undeveloped. If commercial development occurs and the off ramps are not relocated, an unsafe situation is created. Improvement of this intersection is necessary to facilitate the development of the commercial area and such improvements may require financial participation of the public - state, county, or city - and the commercial property owner. This quadrant would also be an appropriate location for a park and ride facility.

A study with the city, Yamhill County, ODOT and the commercial property owner for the redesign of west bound off ramp with Highway 18 at Ballston is appropriate with the objective to reconfigure the intersection to permit access to the vacant commercial zoned land in the northeast quadrant of the intersection.

Southwest: south of the river and west of Bridge Street.

Revamp the intersection of Highway 18 and Bridge Street: Provide an intersection which will align with an access street into the northeast commercial quadrant of the Highway 18/Bridge Street interchange (see comment under southeast).

Local Streets:

As occurs in every city, there are many local streets in each quadrant that are dead end streets or cul-de-sacs. As a result, they restrain connectivity within the street network. The city must remain vigilant in the planning and development process to ensure that these streets are connected primarily for vehicle access. Secondarily, if opportunities for vehicle access are otherwise limited, then pedestrian/bicycle connection should be obtained.

No Build Alternative

As previously noted, levels of service on the existing street system are forecasted to remain within satisfactory levels for the planning period. Additionally, the number and rate of accidents are relatively low, and reached a three year low in 1998. These factors suggest no build as a reasonable alternative.

However, there are several factors that are unpredictable within total certainty. Despite the efforts to predict population, employment and increases in traffic, the answers are not always what happens. And, there is no way to determine what type industry or business may locate in an area, or how fast a residential area may be developed. Because of this, it is prudent to identify improvements that will eventually be necessary, even if it might be slightly beyond the arbitrary 20 year planning period. Construction of new major streets is one of the prudent items. Since construction is normally a product of new development it is necessary to outline the general alignment of new collectors so that decisions can be made as individual developers present their site plans for review. This insures connectivity remains good. The connectivity is important for alternate modes of travel as well as motor vehicles. Long lead times for major improvements also make it imperative to identify improvements, even if they are actually completed beyond the planning period.

This TSP also contains items to do further studies of certain improvements. This offers the opportunity to refine the factors influencing these possible improvements.

Lastly, identifying future possible improvements within the TSP provides continuity of vision among ever changing elected and appointed officials, staff, and members of the public.

No Build also implies that shoulder and sidewalk work for bicycle and pedestrian use are adequate, and improvement is needed for these areas.

Because of these concerns, a no build alternate was rejected as the ultimate alternate.

PUBLIC TRANSPORTATION

TPR Requirements

OAR 660-12-020 Elements of Transportation System Plans

(2) (c) A public transportation plan which:

(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies.

(B) Describes inter-city bus and passenger rail service and identifies the location of terminals.

Background: The 1979 Comprehensive Plan stated that Sheridan needs to assure that the special requirements of public transit and the transportation disabled are met. Findings in support of this statement were:

At the present time the only localized public transportation available to Sheridan is through the Yamhill Council on Aging. The bus provides transportation for the elderly, handicapped, and others desiring rides.

Greyhound Bus Lines provides transportation service to Sheridan.

The policies of the Comprehensive Plan directed to public transportation and the handicapped disabled are:

1. *The City shall promote transportation improvements and actions which address the special needs of low income, the handicapped and senior citizens.*

7. *The City shall support and encourage mass transit and public transportation programs.*

These policies should be sufficient. They give direction without limiting the capability of the city to respond to new opportunities and programs that may be available.

Existing Conditions: Yamhill Community Action Program (YCAP) operates a dial a ride service in the Sheridan area for 50 cents per ride. The service is fully American Disability Act compliant with wheel chair service. While seniors are about 66% of the customer base, the service is available to the general public and a typical months service has about 8% disabled, 25% general public and the remainder youth. The service is a dial a ride door to door service with a preferred 24 hour advance call notification from the riders; however, as possible the service provides same day response. All transportation services by YCAP are funded through Yamhill County, City of McMinnville, State of Oregon, Federal budgets,

and fare box receipts. Retirement and care facilities in Sheridan having their own transport have not been identified during this study; other for profit transportation services are available to handicapped and senior persons but tend to be much higher cost, than YCAP. As the population of the city increases the need for public transportation services within the Sheridan/Willamina area will increase, and a study of the need should be prepared.

Greyhound Bus Lines provides morning and afternoon daily service both west and east from Oregon Wine Country Inc. at 985 SE Sheridan Road. The west bound service terminates in Lincoln City on the coast with the nearest intermediate stop being Willamina. The east bound service terminates in Portland with the nearest intermediate stop at McMinnville. Even though the Greyhound service is not commuter oriented, it does provide connections through Portland to all points within the North American continent.

Beyond YCAP and Greyhound services, Sheridan has no inter-city public transportation connection that provides daily or commuter service to cities not located on the Highway 18 corridor. Access to other proximate employment centers on a scheduled or commuter basis must be by private vehicle, carpool or vanpool. There is a need for a formal park and ride facility convenient to residents. The most appropriate location for a park and ride facility would be at the intersection of Bridge Street and Highway 18, preferably on the north side which would be both convenient and visible. An appropriate capacity for such a facility would be in the range of 30 to 40 vehicles with space to expand. The facility could be a joint use parking lot, such as a church with primary use of the parking lot on the weekends or a large commercial use with under utilized parking.

In addition to the street inventory, a cursory inventory of public transportation facilities was completed for use with contacts to providers and users to evaluate the supply and demand for public transportation services.

Future Opportunities: For Sheridan the population base, densities of residential development, existing street network, traffic loads, and economics are not likely to warrant additional public transportation services, unless their is a significant change in the public role for public transportation. The public responsibility in the Sheridan area for "public transportation" may most appropriately be directed toward the siting of park and ride facilities for those workers who commute to the metropolitan Portland area or to Grand Ronde.

As conditions change - i.e. an increase in senior population or a sharp increase in fuel prices - a review of public transportation should be made.

BICYCLE/PEDESTRIAN SYSTEM

TPR Requirements

OAR 660-12-020 Elements of Transportation System Plans

> *(2) (d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514.*
>
> *OAR 660-12-045 Implementation of the Transportation System Plan*
>
> *(6) In developing a bicycle and pedestrian circulation plan as required by 660-12-020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e. schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.*

The bicycle/pedestrian element of the TSP responds to the TPR and ORS 366.514, which provides for the use of highway funds for footpaths, bicycle trails, and ADA requirements. Inter-jurisdictional consistency was also addressed with reference to the Yamhill County Bicycle Plan, the Oregon Transportation Plan, and the Oregon Bicycle and Pedestrian Plan. However, the primary impetus to address these bicycles/pedestrian activities together is the need for fiscal responsibility through the development of multi-use facilities that provide concurrent needs and services economically.

Nationally, the greatest barrier to increased use of bicycles and walking is the relative cheapness of automobile fuel and the resultant habit of using a vehicles to go anyplace at any time. Beyond the cost barrier, the largest local barriers to the increased use of bicycles and walking is weather and awareness of opportunities for bicycling and walking. In this regard, the situation in Sheridan is no different than in other cities in the Willamette Valley.

Walking and bicycling are the lowest cost transportation alternative compared to any motorized vehicle, and they are available to all segments of the population except the handicapped. Consequently, the development of a bicycle/pedestrian program reflects a commitment to encourage an alternative to the automobile for

those persons not driving due to age, physical condition, finances, or choice. For instance, bicycle/pedestrian facilities provide parents of school-age children with an economical alternative to the increasing demands on their time and limited school funding which is directly reflected in the costs of bus service. The local transportation needs of these "transportation disadvantaged" persons can be met in part with an intensive effort by the city to provide walking and bicycling routes.

Background: In the 1979 Comprehensive Plan the city acknowledged that:

> *There are no designated bikeways within Sheridan. Bicyclists generally use side streets with low volumes of automobile traffic.*
>
> *The relatively short distances between Sheridan's commercial core and residential areas, make both walking and bicycling attractive transportation choices.*

The plan established several policies which recognize the responsibility of the city to meet the needs of the transportation disadvantaged with improvements to the bicycle/pedestrian system. These policies state:

1. *The City shall promote transportation improvements and actions which address the special needs of low income, the handicapped and senior citizens.*

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

6. *The City shall examine hazardous traffic conditions in detail, including the lack of adequate walkways and make recommendations for improvements through a systematic capital improvement plan.*

11. *The City shall investigate all funding services which would promote bicycle transportation within the urban growth boundary.*

12. *The City shall coordinate, if possible, with Yamhill County in the development of a countywide bikeway plan.*

Sheridan's small size provides a unique opportunity to encourage bicyclists and pedestrians. While the plan recognizes this opportunity the capability to capitalize on the physical condition has been limited by reality and demands on fiscal resources. The city has taken steps to address the more subtle issues by the ramp installation program at corners - an action which makes bike riding for children a much safer activity when they can ride on the sidewalks and eases walking for seniors and handicapped. Where streets have curbs and sidewalks, the residential areas have better access to the commercial core, schools, and parks. Considerable additional effort for both sidewalks and bike paths is

warranted to better tie all residential areas to these activity centers. The result would be a community resource that meets transportation needs and enhances the connections between the city residents.

Existing Conditions - Sidewalks: There are many city streets that do not have sidewalks, have discontinuous sidewalks, have sidewalks only on one side of the street, or sidewalks in disrepair. However, all new streets have sidewalks required concurrently with a building permit. In the 1990 US Census about 40% of the reporting residents said that their travel time to work was not more than 15 minutes; this segment of trips is more than likely only those residents who live and work in Sheridan. At the same time only 6% of the trips to work were by bicycle or walking. The potential for growth of pedestrian and bicycles trips to work is quite large; the lack of a larger segment of population using walking or bicycles reflects weather, culture, and physical facilities for such trips.

With only two exceptions, the arterial section of Bridge Street has a sidewalk on both sides and one of the exceptions along the high school is under construction in 1999. On Main Street their are no sidewalks west of Western Street and inadequate sidewalks along the river from just west of Bridge Street to about Viola Street. It is important that these arterial streets have full improvements because they provide primary pedestrian connectors through the city linking schools and parks. Along collector streets sidewalks are somewhat intermittent in their existence with stretches of no sidewalks or sections where the sidewalks are in some degree of disrepair. In locations, where sidewalks exist the handicapped ramps at corners will enhance sidewalk usability.

Future Opportunities - Sidewalks: The existing streets provide ample opportunity for a network of bikeways. No activity site - school, park, retail outlet, or industry - within the city is without street access; therefore every site has the potential to be connected but every street does not have a sidewalk. Thus, the continuous network of pathways available to bicycles is not available to pedestrians. Consequently, the opportunity to walk is constrained by the necessity of walking in the street to some locations. Such a mix of traffic between vehicles and pedestrians may be acceptable for some adults, but it is not adequate for children, elderly, and handicapped persons.

In the proposed revisions to the development code for both new development or redeveloped, sidewalks should be a construction requirement as either a new facility or as a rehabilitation of the existing sidewalk. In certain cases, sidewalks along arterial and collector streets should be required with the construction of the street and not deferred to the issuance of a building permit, especially when the abutting property does not have vehicle access to the street. For pedestrians, the identification of strategies that will guide the construction and improvement of sidewalks throughout the city such that convenient and safe access to all locations is available is a key to effective pedestrian access.

Existing Conditions - Bikeways: While many city streets do not have sidewalks, they are already connected to a spare, i.e. defacto, bikeway network - the street. There are no designated bikeways in the city but the streets are

visible public places where a modest application of common sense provides a great deal of safety for both the recreational and commuter bicyclist.

The identification of bikeway routes and strategies to accomplish those routes is the key for a future bikeway system.

Most bikeways identified in this plan are "shared roadway", in which bicycles and vehicles share the same travel lane. Most streets are acceptable for joint use of bikes and vehicles, because of the low traffic volumes on a majority of Sheridan's streets, the relative small population of the city, and the broad distribution of the population, Sheridan does not need separate lanes for bikeways except on some higher traffic streets such as Bridge, Main, and Sheridan Road. Portions of some routes along Main and Sheridan provide bicycle travel only on the shoulder of the roadway and in some cases these shoulders are not adequate to safely accommodate bicycle use. Minor improvements to these streets will provide a safe riding location without the purchase of additional street right of way. In these locations the bicyclists will have to share the streets with the automobiles for an interim period of time while the city seeks funding and programs improvements.

A bike path along Highway 18 provides valuable access to the east and west. The Yamhill County Bike Plan identifies this highway as needing some shoulder improvements to make it acceptable for cyclists.

Related Activities: Bikeways provide an inexpensive tie between residences, work sites, recreation, and commercial centers. Indirect activities can do a great deal for the promotion and support of the bicycle. For instance, the development code provides for the sidewalks with new development and revisions to the city's Development Code propose requirements for bicycle parking for all new development, except single family residential. While these requirements bring the city code into consistency with the State's TPR, their principle goal is the indirect encouragement of bicycling activities. Other activities for which the city may have some responsibility are providing marked bicycle routes through signs, pavement marking, and the application of street design standards that are bicycle friendly.

The proposed revisions to the street standards include sidewalks in all residential areas and bicycle lanes where appropriate as a part of a defined bicycle network. In short, street design standards match bicycle (and pedestrian) needs with the street function. The city's program of handicapped curb cuts at corners already encourages youth use of sidewalks for bicycles.

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

Future Opportunities - Bikeways: Bikeway designations should provide access throughout the city without every street being a designated bikeway. Ideally

access north/south and east/west should be provide on both sides of the river. On the north side of the river, Main Street is the logical bikeway route through town. Currently, this route is appropriate for adult bicyclists. The parallel Yamhill Street is more appropriate for youth bicycle use as the east/west route through town because it has less vehicle travel and connects with Faulconer School and Sheridan park.

Additional connections across the river are appropriate. The Bridge Street bridge is not an adequate bicycle route because the width is inadequate. When the bridge is replaced or widened, bikeways should be integral to its construction. In general, the streets cited as bikeways require bikeway sign designation in all cases and in limited cases may require stripping for bikeway designation, particularly on Main Street and Sheridan Road. Funding to complete the designations and provide other improvements is available from the bikeway funds through ODOT. The city should work with ODOT and Yamhill County to implement the following streets as the designated bikeways (Map 5):

Northeast

1. Blair Street from Cherry Hill to North Bridge Streets
2. Cherry Hill Street from Main to Blair Streets
3. North Bridge Street from Main to Blair Streets
4. Main Street from Highway 18 to North Bridge Street
5. Yamhill Street from Box Street to Bridge Street (Secondary bikeway)

Northwest

1. Blair Street from North Bridge to Richard Avenue
2. A new collector (Industrial Drive) from Richard Avenue to Rock Creek Road provides access to the new park/baseball fields site adjacent to Orchard Street
3. Lincoln/Ostram/Evans Streets from Main to Blair Streets (a school access)
4. Richard Avenue from Main to Blair Streets
5. Main Street from North Bridge Street to Rock Creek Road.
6. Rock Creek Road from the new collector (Industrial Drive) to Main Street
7. Yamhill Street from Bridge Street to Lincoln (Secondary bikeway)

Southwest

1. Jefferson Street from South Bridge Street to 2nd Street
2. 2nd Street from Cornwalton to Railroad Streets (a school access)
3. Railroad Street from 2nd to Mill Street
4. Mill Street from South Bridge Street to the city limits
5. South Bridge Street from the Yamhill River bridge to the south city limits - approximately the south line of the cemetery; (a portion of which is a school access)

Southeast

1. Sheridan Street from South Bridge Street to Highway 18

City of Sheridan Bike Routes

Map 5

Bikeways
- Bikeway
- Secondary Bikeway
- Proposed Bikeway
- W & P Railroad
- Urban Growth Boundary
- City Limits
- Water Features

Zoning
- UT
- R1
- R2
- R3
- C
- PF
- LI

N W E S

600 0 600 1200 Feet

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

June 17, 1999

Mid-Willamette Valley Council of Governments
105 High Street SE
Salem, OR 97302
phone: 503.588.6177
fax: 503.588.6094
email: mwvcog@open.org

South Yamhill River

Salmon River Highway (Hwy 18)

Fisher Road

AIR, RAIL, WATER AND PIPELINE

TPR Requirements

OAR 660-12-020 Elements of Transportation Systems Plans

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

Airport

An airport is designated within the urban growth boundary on the west side of town between Orchard and Rock Creek Road. Consequently, the local governments - Yamhill County and Sheridan - have a responsibility under State law to provide land use plans and regulations to accommodate airport zones and uses (ORS 836.610).

Existing Conditions: The current comprehensive plan finding for airports reads:

> *The Sheridan Airport, located west of the city, provides only fair weather flying opportunities. The nearest available air service is the McMinnville Municipal Airport.*

The Sheridan airport has been recognized by the Oregon Department of Transportation through a license/registration dated 13 February 1946. Consequently the Oregon Revised Statue 836.610 require that local governments - City and County - amend their comprehensive plans and land use regulations to designate land areas as airport zones. The gravel and dirt airport is authorized for a length of 1,990 feet on a heading of 07/25 and assigned to Oregon Sky Masters Corp. for tax lots 900 and 1300 of T5S R6W Sec.27. Sheridan has an Airport Overlay District (Development Code 2.109) for the Sheridan airport, but the overlay district is designed for a 2,880 feet long runway, which does not match the currently authorized runway length (apparently the western 890 feet of the airport has been deleted from the license).

Activity at the Sheridan airport is sporadic at best and is further complicated by the ownership of the site on which the airport is located. Two different property owners own, thus control, a portion of the effective airport runway - 1,890 feet at the eastern end under ownership of the licensed airport operator, while 890 feet at the western end is under another ownership. Consequently, over a long period of time the split ownership creates a point of conflict for the continued operation of the airport at the present location.

From a land use aspect, the present location of the airport (Map 2) creates more conflicts than benefits. For instance, the airport site lies on flat land and separates the existing industrial from additional industrial designated flat land to the north. This land is the most natural area for industrial expansion, because of proximity and the ability of the city to provide appropriate industrial services in a consolidated location. The path for natural expansion of the existing industrial development is to the north through the airport. In addition, to the east of the airport lies an extensive residential area of the city - both existing residential and areas designated for residential expansion are outside the clear zone. The most recent residential subdivision has occurred directly east of the airport runway and well beyond the clear zone regulated area. Adjacent to this residential area and off the center line of the runway, is an existing elementary school less than one mile from the east end of the airport

The airport has minimal gravel runway improvement and no parallel taxiway; the adjacent grass fields require regular mowing in the spring to allow airport operations. There is also a hanger for aircraft storage but this hanger is located west of the airport on a piece of property that was formerly associated with the longer airport.

Future Opportunities: The city and county have a responsibility under state law to accommodate airport uses through appropriate zoning. Both jurisdictions have the appropriate airport zoning although under its current application the zoning is not consistent with the licensed airport. The city will work with Yamhill County to revise the zoning to meet the licensed airport configuration.

Due to the airport's sporadic use, the location as a constraint to expansion of the industrial area, and zoning which is inconsistent with the licensing, it is questionable whether the airport should continue in this location. However, such a decision is beyond the scope of this TSP. Nevertheless, before the city or county accept changes or expansion of the Sheridan Airport, a specific detailed study of the activity, purpose, function, location and need for the Sheridan airport relative to the southwest Yamhill County/northwest Polk County service area should be done. it would be appropriate to have a detailed specific study of the Sheridan Airport relative to the southwest Yamhill County/northwest Polk County service area regarding the activity, purpose, function, location and need for the airport at this location.

Currently, there are no policies for the airport in the comprehensive plan. Policies applicable to the current airport location, airport overlay zoning, and airport expansion are included in Appendix D. These policies should be considered and adopted by the city.

Railroad Service

Rail service is provided by Willamette and Pacific Railroad which provides service west to Fort Hill and east to Portland with the nearest connection to the Union Pacific at Brooklyn Yard in southeast Portland.

Existing Conditions: There is currently no passenger rail service for this rail line. Fewer than one million gross tons of freight, principally timber and agriculture products, are carried annually on this line. The line is maintained to Federal Railway Administration (FRA) Class 1 standards (maximum speed of freight trains is 10 mph) and has weight limits west of Ballston. The freight service is to the mills in the western valley and provides a single train each direction on a daily basis on week days and a demand basis on week ends and holidays. From the east the rail line crosses Highway 18 into Sheridan on the south side of the Yamhill River about 900 feet west of the intersection of Highway 18 and Sheridan Road. The line continues west/northwest approximately parallel to Sheridan Road and turning westerly to cross Bridge Street between Mill Street and Railroad Street; the line continues west crossing Mill Street and passing on the south side of the Pacific Fir Mill; the Yamhill River is crossed westerly of the west end of Monroe Street between Richard and Western Streets, and Main Street (Highway 18B) is crossed to the west of Richard Street; the line continues westerly crossing Orchard and Rock Creek Roads then out of town to Willamina and Fort Hill. Spur service lines are provided to Willamette Cooperative and Pacific Fir on the south side of the river and Taylor Lumber and Taylor Treating on the north side of the river.

Future Opportunities: The low level of railroad traffic and the lack of accident history at railroad crossings indicates that the railroad crossings are functioning appropriately in Sheridan. An increase in either train frequency or crossing accidents may require a reassessment of the railroad crossings. The limited number of rail street crossings is beneficial from the aspect of safety. However, the concept of connectivity north and south of the railroad in the southeast part of town is severely compromised because of unrealistic safety constraints relative to adding at grade rail crossings on a rail line and the economics of grade separated crossings

There are three at grade track crossings - Highway 18, Bridge Street, and Mill Street on the south side of the river; each of these crossing is controlled by flashing lights, bells and drop arms. The condition of the crossing controls and pavement is good. Of the three at grade track crossings on the north side of the river none have drop arms and only Main Street (Hwy. 18B) has lights and bells; Orchard Street and Rock Creek Road do not have enough traffic to warrant more than crossbucks signage. It is unlikely because of cost, physical constraints, and railroad traffic that the at grade crossings within the city limits will ever be converted to grade separation facilities. So long as there is are flashing lights, bells, and drop arm controls at the crossings and the traffic level remains somewhat low there is not likely to be a conflict between the rail and vehicle traffic. To the east of Bridge Street there are no public street/rail crossing until Highway 18, which is the only physical location that could accommodate a grade separated crossing, but the existing vehicle/rail traffic does not warrant a grade separated crossing. There are no capital rail improvements necessary or included in this plan. Additionally, there is no passenger service considered because of anticipated insignificant usage.

Water and Port Service

No port facilities exist on the Yamhill River within the Sheridan Urban Growth Area.

Pipeline Service

No pipeline facilities exist within or adjacent to the Sheridan Urban Growth Area.

FINANCING OPPORTUNITIES

Introduction

The principal financial issue for any city in Oregon is finding and maintaining the funding capability for maintenance of the existing transportation system. Sheridan's financial management has enabled it to meet normal maintenance requirements. Appendix B cites instances where the street conditions are rated as poor. In the past four years the city has budgeted between $50,000 and $100,000 for other street improvements and up to $25,000 for sidewalk improvements. Personal and material services for the city's street fund have ranged between 17% and 50% of the budget (about 25-35% being average) during the past four years. These expenses stretch the ability of the city to gains on the normal deterioration of the street system. Continuing growth will strain the ability of the city to maintain the expanding transportation system. Until the State of Oregon authorizes new funding capabilities for local governments, transportation maintenance funding will continue to be an issue.

The city's capital outlay for streets varies from year to year as a response to the scope of projects necessary to respond to the greatest demand and balance prudent financial management with political requirements. Funding alternatives continue to be limited for a city the size of Sheridan. Local demands for street improvements are large and far beyond the ability of the city to meet the needs. Concurrently, the competition for state and federal funds for highway improvements, exclusive of non-highway transportation needs, are greater than fund availability. The Sheridan TSP identifies some projects - street, bicycle, and sidewalk improvements - that will meet transportation needs - capacity and safety - for local residents. Each of these projects must compete against other state, county, and city projects for the limited funds. Some of the most likely funding sources are cited in the following paragraphs.

Federal Funding Sources

Transportation Efficiency Act for the 21st Century (TEA-21): TEA-21 funds are targeted to improvements which demonstrate beneficial impacts toward implementing a region's transportation system plan, enhance the multi-modal nature of the transportation system, and meet local land use, economic, and environmental goals. TEA-21 funding categories are intended to provide a region with more discretion in allocating federal transportation funds to projects from a full range of highway improvements to transit improvements, management systems, and non-vehicular modes - such as bicycle and pedestrian improvements. The TEA-21 funding programs include: National Highway System, Interstate Program, Surface Transportation Program, and National Scenic Byways Program

Hazard Elimination Program (HEP)
Safety improvements for public roads are the target for this Federal Highway Administration program.

National Highway System (NHS)
Highway 18 is classified as a principal arterial. As such it is the only road eligible for funding under this program.

Surface Transportation Program (STP)
Transportation enhancement activities, including facilities for pedestrians and bicycles, are funded under the STP of the TEA 21. Funded projects must be included in the STIP, regardless of whom is the sponsoring agency. Local streets may not be included in this funding program.

Transportation Enhancement Program
Federal regulations require the state of Oregon to set aside a portion of its STP funds for projects that enhance the cultural and environmental values of the state's transportation system. A few of the eligible enhancements projects which may be applicable to Sheridan are landscaping or scenic beautification, acquisition of scenic easements and scenic or historic sites, historic preservation, bicycle/pedestrian projects, preservation of abandoned railway corridors, and mitigation of water pollution due to highway runoff. All projects must demonstrate a tie to the inter-modal transportation system.

Highway Bridge Replacement and Rehabilitation Program (HBRR)
This program provides funding for the replacement and rehabilitation of bridge structures. Part of the program is assigned to the improvement of structures under the jurisdiction of cities and counties. Proposed projects are ranked statewide based on sufficiency rating, cost factor, and the load capacity. Local jurisdiction bridges are included in the program after a selection process agreed upon by ODOT, the League of Oregon Cities, and the Association of Oregon Counties.

Land and Water Conservation Fund
This National Park Service grant program has been used to fund bicycle/pedestrian paths, when they have been shown as needed with outdoor recreation activities. The grants are not more than 50% of the total project cost, including land acquisition and outdoor recreation facilities with the local governments responsible for the remaining 50% cost.

Community Development Block Grants (CDBG)
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 Funding Sources

Oregon Department of Transportation

Statewide Transportation Improvement Program (STIP)

The STIP is a staged, multi-year, statewide, intermodal program of transportation projects that allocates state and federal transportation funding. All modes of transportation - aviation bicycle/pedestrian, highway, public transit, and rail projects are included in the STIP, which is only a project prioritization and scheduling document not a funding source. The STIP is adopted by the Oregon Transportation Commission (OTC) and administered by ODOT's regional offices. All projects funded by federal or state monies must be included in the STIP. Only projects with identified sources of funding may be included in the STIP.

State Highway Fund (Gas tax)

The State of Oregon, collects weight mile taxes on freight carriers. gas tax revenues, and vehicle registration fees. ODOT receives these revenues and disperses a portion of them to cities and counties based on their percent of statewide population. The Oregon constitution limits the use of these funds to capital projects within rights-of-way. Cities may use funds for street, sidewalk and bike lane improvements; maintenance; and new construction. At least one percent of these funds must be spent on bicycle and pedestrian facilities.

Bicycle and Pedestrian Projects

ODOT also administers Gas Tax money in an annual grant program for bicycle and pedestrian projects within road right of way. With a 20 percent local match this program may fund projects that cost up to $100,000. 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.

Access Management Program

Funds are set aside each year to address access management issues, including the evaluation of existing approach roads to state highways. These funds are used to identify problem locations, determine appropriate mitigation, prioritize improvements, and correct the problems.

Local Government Fund Exchange

This program provides flexibility in spending by the reduction of the administrative cost of local governments when they are allowed to develop projects with state funds, which are easier to administer, while the state uses local governments share of federal funds for state projects.

Community Transportation Program (CTP)

The CTP is financed by a combination of state, federal, and local matching funds. The program provides money for public and special needs transportation in small cities and communities. These discretionary funds are from the Federal Transit

Act, Elderly Persons with Disabilities Program, the Non-Urbanized Area Formula Program, and the Special Transportation Fund.

Special Transportation Fund (STF)

The *Special Transportation Fund for the Elderly and Disabled* revenues are a formula distribution that considers the elderly population in poverty. The STF, which is collected as a function of cigarette tax, is the only dedicated Oregon revenue for specialized transportation for the elderly and disabled.

Oregon Economic Development Department (OEDD)

Special Public Works Funds (SPWF)

This program is a lottery funded program with limited application to transportation. The program is to construct, improve, and repair public infrastructure that supports local economic development and job creation.

Immediate Opportunity Grant Fund

These funds are set aside to provide a quick response for transportation improvements that demonstrate a significant benefit to economic development and job creation. Funding is reserved for cases where both an actual transportation problem exists and where a location decision hinges on immediate commitment to a road construction project.

City Funding Sources

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

Debt Financing

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

Revenue Bonds: Revenue bonds are not generally used by local governments in Oregon to pay for transportation improvements because dedicated revenue sources are difficult to create.

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.

Special Assessments

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

Agreement for Improvements: Sometimes the size of a development does not make the immediate completion of transportation improvements economical. In such instances a deferred improvement agreement is executed with the

development to pay for improvements. At a future date the City may combine these projects into an economical packing and "call up" these agreements and charge the benefiting properties with the improvement costs.

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

System Development Charges: Transportation system development charges (SDCs) can be collected in conjunction with the issuing of permits by the city for new development or redevelopment. The SDC's are calculated on the basis of the impact a development has on the transportation system as a function of the land use, size of the development, and number of vehicle trips generated by the development. . The funds raised must be used on the transportation system improvements.

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.

Private Developers

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

Capital Improvements

The list on the following page cites the most significant capital improvements that will be needed during the next twenty years. The city's transportation capital outlay is primarily for streets or sidewalks. The funds vary from year to year in response to both the scope of projects necessary to respond to the greatest demand and balance prudent financial management with political requirements. Funding alternatives continue to be limited for a city the size of Sheridan.

Table 6
Capital Improvements and Other Financial Impacts

Item	Year	Cost	Total
Widen Main Street for Bikeways	2001	$200,000	
Refinement study for Bridge Street	2002	$17,500	
Bridge study over the Yamhill River	2003	$30,000	
Study the need, function, and location of the airport	2004	$40,000	
Sidewalks along Bridge and Main (2400')	2004	$36,000	
Sub-Total	**2001-2004**		**$323,500**
Review TSP every 5 years	2005	$12,000	
Develop a park and ride location	2006	$75,000	
Study of Hwy 18 & Bridge Interchange	2007	$30,000	
Study a full intersection at Hwy. 18 & 18B	2008	$30,000	
Handicap Curb Access (5)	2007	$30,000	
Sub-Total	**2005-2009**		**$147,000**
Replace bridge over the Yamhill River	2010	$1,450,000	
Sub-Total	**2010-2014**		**$1,450,000**
Study the need for public transportation	2015	$30,000	
Rebuild Highway 18, Sheridan Road/Schatz Road intersection	2015	$350,000	
Industrial Drive NW (1 mile)	2017	$1,000,000	
Blair Street Completion (1800')	2017	$295,000	
Sub-Total	**2015-2019**		**$1,675,000**
GRAND TOTAL	**2001-2019**		**$3,595,500**

APPENDIX A

SHERIDAN TRANSPORTATION SYSTEM PLAN

Citizen Comments

#	Issue	Comment	Questions	#
1	**Crosswalks**	Need better crosswalks identification	How? Change the paint pattern of crosswalks Maintenance program with more frequent painting Different surface pattern in streets for crosswalks Pedestrian controlled signals at selected locations Which locations first? Other locations? Faulconer School site	1
		Need crosswalks and enforcement at high school on Bridge at: Railroad, Harrison, and Madison	Is the problem identification of crosswalks jaywalking vehicle speed vehicles or pedestrians?	
		Need to deal with pedestrian access to Select Market	Traffic or pedestrian enforcement Are the existing crosswalk locations appropriate? Would there be public support (funding) for a sidewalk maintenance program in the city budget in lieu of other public projects	
2	**Street Maintenance**	Improve street maintenance	Where is street maintenance most needed?? Should the street maintenance be prioritized?	2

#	Issue	Comment	Questions	
			Would there be public support (funding) for a street maintenance program in the city budget in lieu of other public projects?	
3	**Sidewalks / Bikeway**	Need a separate bikeway on Bridge Street at river crossing	Can this need be adequately handled by the designation of a bikeways on the existing roadway? Are there other areas where sidewalks or bikeways are needed? Would there be public support (funding) for a sidewalk / bikeway improvement and maintenance program in the city budget in lieu of other public projects?	3
4	**Truck routes**	Need designated routes for trucks	Where is truck traffic a problem? What are the truck destinations? What routes are trucks currently taking? What routes are acceptable? Is enforcement of truck routes feasible?	4
5	**Intersection of Main and Bridge**	Problem with turning movements from W. Main onto S. Bridge Problem with through movement for west bound traffic while vehicles are turning south	Is the problem related to truck routes, inadequate space for turns at the southwest corner of Bridge and Main or otherwise? Should the re-design and property acquisition necessary to improve the intersection be acceptable? Will the connection of N. Bridge to Blair change the way traffic flows through this intersection?	5
6	**River crossing**	Alternate river crossing needed	Is the need for an alternate river crossing due to problems: on the existing bridge itself, at the intersection / signal at Bridge and Main	6

#	Issue	Comment	Questions	
			on Bridge Street north and south of the bridge? How will changes in traffic movements affect this need? Truck routes Bridge / Blair connection At the present bridge is there an alternative which would alleviate traffic congestion? Would rebuilding (widening) the existing bridge be an acceptable solution, assuming it can be financed? Where should alternative river crossings be located?	
7	**Drainage**	Streets do not drain storm water	Would there be public support (funding) for a storm water drainage and maintenance program in the city budget in lieu of other public projects?	7
8	**Hwy 18 - Sheridan Intersection**	Improvement needed	What impacts can be anticipated to Sheridan Street from the proposed improvement of the intersection of Hwy 18 with Schatz and Sheridan / Loganberry?	8
9	**Other**			9

Appendix B
Sheridan Transportation Systems Plan
STREET INVENTORY
EVALUATION CRITERIA

Column #	Column Title	Evaluation Criteria	
2	Street Name		2
3	Section	Location from identifiable points - intersections, creeks, city limits; when surveying street ,data is taken as if walking from first intersection to second intersection	3
4	Future Functional Class	If different than heading insert Arterial, Collector or Local	4
5	Jurisdiction	Agency having ownership and maintenance responsibility	5
6	Length (feet)	Approximate distance from point to point; measured from centerline of intersection to centerline of intersection	6
7	ROW Width	Width of right of-way from the Assessor's tax maps: feet	7
8	Pavement Width (feet)	Curb to curb distance; where no curbs exist, distance between edges of pavement	8
9	Pavement Surface Type	Weathering surface of street: C = concrete, A = asphalt, G = gravel, N = none	9
10	Number of Lanes	Number of traffic lanes	10
11	Storm Drainage	P = piped; D = ditch	11
12	Street Condition 1999	Gravel G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows small (one foot in diameter) potholes; beginning of rutting and wash boarding P = Poor; in need of rehabilitation; surface exhibits frequent or large (over one foot in diameter) potholes, considerable rutting and wash boarding Asphalt G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows cracking and patching P = Poor; in need of rehabilitation; surface exhibits potholes Concrete G = Good; few, if any, visible signs of surface deterioration F = Fair; approaching the need for rehabilitation; surface shows cracking, joint spalling and patching P = Poor; in need of rehabilitation; surface exhibits cracking, joint spalling, and potholes	12
13	Sidewalks	% of sidewalk existing on street when walking in direction noted in Section 3	13

Sheridan Transportation Systems Plan

STREET INVENTORY

1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	13. Sidewalks %Right	14. Item
					ARTERIAL									
A	Highway 18	Yamhill River / UGB - Sheridan	Regional State Hwy.	State	900	200		A	2	D	F	No	No	A
		Sheridan - Schatz	Regional State Hwy.	State	1036	200		A	2	D	F	No	No	
		Schatz- Railroad crossing	Regional State Hwy.	State	875	200		A	2	D	F	No	No	
		Railroad crossing - Interchange	Regional State Hwy.	State	500	200		A	2	D	F	No	No	
					COLLECTOR									
B	S. Bridge	Interchange - Jefferson	Arterial	County	1450	60	28	A	2	P	F	60	60	B
		Jefferson-Madison	Arterial	County	200	60	28	A	2	P	F	100	100	
		Madison-Harrison	Arterial	County	200	60	28	A	2	P	F	100	100	
		Harrison-Railroad	Arterial	County	200	60	28	A	2	P	F	100	100	
		Railroad-Mill	Arterial	County	200	60	28	A	2	P	F	100	100	
		Mill-Sheridan	Arterial	County	100	60	28	A	2	P	F	100	100	
		Sheridan-Monroe	Arterial	County	150	60	28	A	2	P	F	100	100	
		Monroe-Harney	Arterial	County	10	60	28	A	2	P	F	100	100	
		Harney-Main	Arterial	County	420	60	28	A	2	P	F	100	100	
C	N Bridge	Main - Yamhill	Collector	City	266	60	28	A	2	P	F	100	100	
		Yamhill - Sherman	Collector	City	259	60	28	A	2	P	F	100	100	C
		Sherman - Blair	Collector	City	264	60	28	A	2	P	F	100	100	
										A				
D	E. Main (Hwy 18B)	Urban Growth Boundary (UGB) City Limit-Cherry Hill	Arterial	State	100	60	32	A	2	P	F	25	No	D
		Cherry Hill-Balm	Arterial	State	264	60	32	A	2	P	F	25	75	

STREET INVENTORY														
1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	%Right	14. Item
		Balm-Box	Arterial	State	264	60	32	A	2	P	F	100	100	
		Box-Elm	Arterial	State	264	60	32	A	2	P	F	100	100	
		Elm-Oak	Arterial	State	264	60	32	A	2	P	F	100	100	
		Oak-Ash	Arterial	State	264	60	32	A	2	P	F	100	100	
		Ash-Hill	Arterial	State	198	60	32	A	2	P	F	100	100	
		Hill-Faulconer	Arterial	State	269.5	60	32	A	2	P	F	100	100	
		Faulconer-Bridge	Arterial	State	264	60	32	A	2	P	F	100	100	
E	W Main (Hwy 18B)	Bridge-Washington	Arterial	State	264	60	32	A	2	P	F	100	100	E
		Washington-Lincoln	Arterial	State	264	60	32	A	2	P	F	100	100	
		Lincoln-Gardner	Arterial	State	531.58	60	32	A	2	P	F	100	100	
		Gardner-Olive	Arterial	State	207	60	32	A	2	P	F	100	100	
		Olive-Florence	Arterial	State	408	60	32	A	2	P	F	No	100	
		Florence-Viola	Arterial	State	350	60	32	A	2	P	F	No	100	
		Viola-Western	Arterial	State	626.5	60	32	A	2	P	F	No	100	
		Western-Richard	Arterial	State	635.64	60	32	A	2	P	F	No	No	
		Richard-Orchard	Arterial	State	1029.88	60	32	A	2	P	F	No	No	
		Orchard-Rock Creek	Arterial	State	3600	60	32	A	2	P	F	No	No	
		Rock Creek-City Limits / UGB	Arterial	State	1400	60	32	A	2	P	F	No	No	
F	SW Mill	Bridge-Morgan	Collector	City	254	60	28	A	2	P	F	100	100	F
		Morgan-Water	Collector	City	264	60	28	A	2	P	F	100	100	
		Water-Railroad	Collector	City	533	60	28	A	2	P	F	75	50	
		Railroad-Harrison	Collector	City	380	60	28	A	2	P	F	No	No	
		Harrison-City limits / UGB	Collector	City	1000	60	28	A	2	P	F	No	No	
G	SE Sheridan	City limits-Clark	Collector	County	2400	50	28	A	2	P	P	50	50	G
		Clark-Dewey	Collector	County	499.79	50	28	A	2	P	P	100	100	
		Dewey-Schley	Collector	County	455.6	50	28	A	2	P	P	100	100	
		Schley-Sampson	Collector	County	213	50	28	A	2	P	P	100	100	
		Sampson-Bridge	Collector	County	260	50	28	A	2	P	P	100	100	

STREET INVENTORY

1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	13. Sidewalks %Right	14. Item
H	Rock Creek Rd	Main-Railroad crossing	Collector	County	1400	50	20	A	2	D	P	No	No	H
		Railroad crossing - Blair	Collector	County	1200	50	20	A	2	D	P	No	No	
		Blair - City limits / UGB	Collector	County	600	50	20	A	2	D	P	No	No	
							PROPOSED COLLECTOR							
J	NE Blair	Cherry Hill-Bockes Loop	Collector	City	180.81	60	32	A	2	P	G	100	100	J
		Bockes Loop - Elm	Collector	City	518	60	32	A	2	P	G	100	100	
		Elm - Hill	Collector	City	717	60	32	A	2	P	G	No	No	
		Hill-Center	Collector	City	578	60	32	A	2	P	G	100	100	
		Center-Bridge	Collector	City	739	60	32	A	2	P	G	50	50	
K	NW Blair	Bridge-Evans	Collector	City	1071	60	32	A	2	P	G	100	100	K
		Evans-Viola	Collector	City	1300	60	32	A	2	P	G	100	100	
		Viola-Western	Collector	City	1200	60	32	A	2	P	G	No	No	
		Western-Richard	Collector	City	700	60	32	A	2	P	G	No	No	
		Richard-Orchard	Collector	City	1400	60	32	A	2	P	G	No	No	
		Orchard-Rock Creek / City limits / UGB	Collector	City	3300	60	32	A	2	P	G	No	No	
							LOCAL STREETS							
L	NE Center	Yamhill-Sherman	Local	City	264	60	20	A	2	D	P	100	50	L
		Sherman-Van Ostram	Local	City	274	60	20	A	2	D	P	100	No	
		Van Ostram-Blair	Local	City	435	60	20	A	2	D	P	90	No	
		Blair - City limits	Local	City	984	60	20	A	2	D	P	No	No	
		City limits - UGB	Local	City	0	60	20	A	2	D	P	No	No	
M	NE Cherry Hill	Main-Yamhill	Local	City	264	60	20	A	2	D	P	No	No	M
		Yamhill-Sherman	Local	City	264	60	20	A	2	D	P	No	No	

STREET INVENTORY														
1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	%Right	14. Item
		Sherman-Balm	Local	City	264	60	20	A	2	D	P	No	No	
N	NE Hill	Main-Yamhill	Local	City	275	60	20	A	2	P	P	No	No	N
		Yamhill-Sherman	Local	City	275	60	20	A	2	P	P	No	50	
		Sherman-Van Ostram	Local	City	300	60	20	A	2	P	P	No	No	
		Van Ostram-Blair	Local	City	450	60	20	A	2	P	P	No	No	
		Blair - City limits / UGB	Local	City	650	60	20	A	2	P	P	No	No	
P	SE Jefferson	Bridge - Meadows Loop (E)	Local	City	875	60	28	A	2	P	G	100	100	P
		Meadows Loop (E) - Meadows Loop (W)	Local	City	180	60	28	A	2	P	G	100	100	
		Meadows Loop (W) - Alicia	Local	City	82	60	28	A	2	P	G	100	100	
		Alicia - Lacey	Local	City	160	60	28	A	2	P	G	100	100	
		Lacey - Justice	Local	City	200	60	28	A	2	P	G	100	100	
		Justice - Bridge	Local	City	230	60	28	A	2	P	G	100	100	
Q	SW Jefferson	Bridge-1st	Local	City	400	60	28	A	2	P	G	100	100	Q
		1st-2nd	Local	City	400	60	28	A	2	P	G	100	100	
		2nd-3rd	Local	City	400	60	28	A	2	P	G	No	No	
		3rd-4th	Local	City	400	60	28	A	2	P	G	50	No	
R	NW Lincoln / Van Ostram / Evans / Gilbrod	Main-Yamhill	Local	City								100	100	R
		Yamhill-Sherman	Local	City								100	100	
		Sherman-Van Ostram	Local	City								No	No	
		Van Ostram	Local	City								No	No	
		Van Ostram-Blair	Local	County								No	No	
		Blair-Gilbrod	Local	County								No	No	
		Gilbrod - City limits / UGB	Local	County								No	No	

STREET INVENTORY

1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	13. Sidewalks %Right	14. Item
S	NE Sherman	Cherry Hill - Balm	Collector	City	252	60	20	A	2	D	P	No	No	S
		Balm - Box	Collector	City	264	60	20	A	2	P	P	100	100	
		Box - Elm	Collector	City	264	60	20	A	2	P	P	100	100	
		Elm - Oak	Collector	City	264	60	20	A	2	P	P	100	100	
		Hill - Center	Collector	City	196	60	20	A	2	P	P	20	90	
		Center - Faulconer	Collector	City	264	60	20	A	2	P	P	100	100	
		Faulconer - Bridge	Collector	City	264	60	20	A	2	P	P	100	100	
T	NW Sherman	Bridge-Washington	Collector	City	264	60	20	A	2	P	P	100	100	T
		Washington-Lincoln	Collector	City	476	60	20	A	2	P	P	100	100	
		Lincoln-Gardner	Collector	City	207	60	20	A	2	P	P	75	100	
		Gardner-Olive	Collector	City	400	60	20	A	2	P	P	25	100	
		Olive-Florence	Collector	City						P	P	25	No	
U	NE Yamhill	Cherry Hill-Balm	Collector	City	264	60	20	A	2	P	P	No	25	U
		Balm-Box	Collector	City	264	60	20	A	2	P	P	No	No	
		Box-Elm	Collector	City	264	60	20	A	2	P	P	75	No	
		Elm-Oak	Collector	City	264	60	20	A	2	P	P	No	No	
		Oak-Ash	Collector	City	264	60	20	A	2	P	P	No	100	
		Ash-Hill	Collector	City	198	60	20	A	2	P	P	100	100	
		Hill-Center	Collector	City	349	60	20	A	2	P	P	100	100	
		Center-Faulconer	Collector	City	264	60	20	A	2	P	P	100	100	
		Faulconer-Bridge	Collector	City	264	60	20	A	2	P	P	100	100	
V	NW Yamhill	Bridge-Washington	Collector	City	264	60	20	A	2	P	P	100	100	V
		Washington-Lincoln	Collector	City	264	60	20	A	2	P	P	100	100	
		Lincoln-Gardner	Collector	City	495	60	20	A	2	P	P	75	100	

STREET INVENTORY														
1. Item	2. Street Name	3. Section	4. Future Functional Class	5. Jurisdiction (City unless noted)	6. Length of Section (feet)	7. ROW Width (feet)	8. Pavement Width (feet)	9. Pavement Surface	10. Number of Vehicle Lanes	11. Storm Drainage	12. Street Condition	13. Sidewalks %Left	%Right	14. Item
		Gardner-Olive	Collector	City	207	60	20	A	2	P	P	No	100	
		Olive-Florence	Collector	City	400	60	20	A	2	P	P	No	No	
		Florence-Viola	Collector	City	345	60	20	A	2	P	P	No	No	
		Viola-Western	Collector	City	650	60	20	A	2	P	P	No	No	
W	2nd	Cornwallton-Chapman	Local	City	200	60	20	A	2	P	P	100	100	W
		Chapman-Jefferson	Local	City	200	60	20	A	2	P	P	No	100	
X	3rd	Cornwallton-Chapman	Local	City	200	60	20	A	2	P	P	100	100	X
		Chapman-Jefferson	Local	City	200	60	20	A	2	P	P	50	50	

Appendix C

Traffic Counts

Highway	Mile Post	Location	ADT 1992	ADT 1997	Change in ADT	% Change '92 to '97
39 (18)	32.30	0.30 mile west of Sheridan Interchange (Ballston Road)	5,300	8,500	3,200	60
39 (18)	32.90	0.30 mile east of Sheridan Interchange (Ballston Road)	5,200	8,500	3,300	63
39 (18)	34.01	mile west of Willamina-Sheridan Highway (ORE 18 Bus.)	6,800	8,400	1,700	25
39 (18)	34.21	mile east of Willamina-Sheridan Highway (ORE 18 Bus.)	9,800	14,500	4,700	48
157 Main Street 18B	5.59	West city limits of Sheridan 0.08 mile east of Rock Creek Road	4,200	5,300	1,100	26
157 Main Street 18B	6.52	0.02 mile west of Western Street	4,600	6,700	2,100	45
157 Main Street 18B	7.10	0.01 mile west of Bridge Street	5,800	7,200	1,400	24
157 Main Street 18B	7.12	0.10 mile east of Bridge Street	4,500	5,700	1,200	26
157 Main Street 18B	7.25	0.10 mile east of Hill Street	4,900	5,900	1,000	20
157 Main Street 18B	7.63	East city limits of Sheridan	3,900	5,400	1,500	38
157 Main Street 18B	8.10	mile west of Salmon River Highway (ORE 18)	3,900	5,000	1,100	28

The historic trend analysis to 2019 indicates the highest average daily traffic on Main Street approximately 50 feet west of Bridge Street will be approximately 8050 vehicles per day. This is the worst case for traffic within the city. This assumes the traffic increases are consistent with historic growth in population and employment. However, the State requires population and employment (?) to be consistent with the State's apportionment of poulation to counties, and thus with cities. The consistency with Yamhill County data leaves a population figure within such a minimal difference from historic trends that change to the historic trend data is insignificant.

APPENDIX D
Proposed Revisions to the Sheridan Comprehensive Plan

I. Transportation

The "Transportation" element of the Sheridan Comprehensive Plan will be replaced in its entirety 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 Sheridan 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, Sheridan must assure that the special requirements of rail transportation, public transit, the needs of the disabled and bicycle and pedestrian transportation are met.

Findings

- The automobile constitutes the primary mode of travel in Sheridan
- Based on traffic counts, volumes on Sheridan's streets increased between 20 and 63 percent over the five year period from 1992 to 1997.
- The Yamhill River bridge (Bridge Street) is functionally obsolete. In addition to improving or replacing this bridge, the City recognizes a need to provide an alternative means of crossing the Yamhill River and accessing the north side of the City for purposes of public safety.
- Blair Street is designed as a future collector. It will provide an alternative east-west link on the north side of the City, connecting the West Main industrial area and Rock Creek Road with Cherry Hill Road.
- Willamette & Pacific Railroad tracks run in a general east-west direction through the City. The railroad is used for freight service only and it is likely this situation will not change.
- The Sheridan Airport, located on the west side of the City, provides only fair weather flying opportunities. The nearest available air service is the McMinnville Municipal Airport, the nearest scheduled airline service is available at the Portland International Airport.
- At the present time the only localized public transportation available to Sheridan is through the Yamhill Community Action Program. The bus provides transportation for the elderly, handicapped and other desiring rides.
- Greyhound Bus Lines provides transportation service to Sheridan.
- There are no designated bikeways within Sheridan. Bicyclists generally use side streets with low volumes of automobile traffic.

- The relatively short distances between Sheridan's commercial core and residential areas, make both walking and bicycling attractive transportation choices.

- The railroad spurs to the Taylor Lumber site in the western industrial area north of the river are important to the economic vitality of the city. Those industrial spurs on the south side of the river are of lesser importance to the economic vitality of the city but should not be abandoned until the current users relocate.

Goals

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

Policies

1. The City shall promote transportation improvements and actions which address the special needs of low income, the handicapped and senior citizens.

2. Transportation facility siting and design shall be done in a manner that will minimize adverse effects on the existing land uses and natural features.

3. The City shall continue to investigate all sources of funding for street improvement and to upgrade city streets as funds become available.

4. Sheridan Transportation Systems Plan shall designate arterial, collector and local streets and proposed streets to assist in prioritizing street development and maintenance.

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

6. The City shall examine hazardous traffic conditions in detail, including the lack of adequate walkways and make the recommendations to improvement through a systematic capital improvement plan.

7. The City shall support and encourage mass transit and public transportation programs.

8. The City shall coordinate with the Willamette and Pacific Railroad on any future need to expand rail service.

9. The City shall coordinate with the Willamette and Pacific Railroad to ensure maximum safety at all street and railway intersections.

10. The City shall encourage bicycling and walking by providing for, through appropriate measures, the maintenance of existing bikeways and walkways and the development of bikeways and walkways in future developments.

11. The City shall investigate all funding services which would promote pedestrian and bicycle transportation within the urban growth boundary.

12. The City shall coordinate-with Yamhill County in the development of a bikeway plan for Sheridan.

13. The City shall ensured that transportation improvements are used to guide urban development and are designated to serve anticipated future needs.

14. The City shall coordinate with Yamhill County and the Oregon Department of Transportation with regard to City actions and needs which may affect traffic on state and county roads within the urban growth boundary.

15. Access control along highways can often provide the most cost-effective means of maintaining highway capacity, and shall be implemented whenever possible.

16. New direct access to arterials shall be granted only after consideration is given to land use and traffic patterns in the area of development, not just at the specific site. Frontage roads and access collection points shall be implemented wherever feasible.

17. Access control techniques shall be used to coordinate traffic and land use patterns, and to help minimize the negative impacts of growth.

18. In order to minimize traffic flow and to promote safety, the number of access points to arterials shall be kept to a minimum.

19. The cluster development of commercial and industrial activities shall be encouraged and minimum setbacks established from the public right-of-way.

20. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.

21. Airport operations and facilities should be permitted only on the land for which the airport runway is licensed, which in 1999 was tax lots 900 and 1300 of T5S R6W Sec.27.

22. The city's and county's airport overlay districts should only be applied to the licensed runway.

23. Expansion of the airport outside tax lots 900 and 1300 of T5S R6W Sec.27 should not be permitted without the approval of both the city and county.

24. The City shall cooperate and coordinate with the Oregon Department of Transportation to improve:

    a. the Highway 18/Bridge Street interchange to facilitate development of nearby commercial land; and,
    b. the Highway 18/Highway 18B interchange to provide a full intersection as a secondary access across the Yamhill River.
    c. the Highway 18/Sheridan Road/Schatz Road intersection to improve traffic safety and access.

25. The City shall seek opportunities to develop a downtown plan, which shall also include a gateway on Bridge Street north of Highway 18; these plans shall be developed in a cooperative effort with Yamhill County and the Oregon Department of Transportation.

26. The City shall coordinate transportation planning and implementation with Yamhill County, the Oregon Department of Transportation and other agencies that provide transportation services or facilities.

27. The City shall continue to provide and maintain transportation links between community activity centers.

28. The existing railroad spurs in the western industrial area (Taylor Lumber location) should be retained; the railroad spurs on the south side of the river should be retained, until there is a land use change that does not utilize the railroad spur.

II. Recreation

The "Recreation" element of the Sheridan Comprehensive Plan shall be amended with the addition of the following policy:.

Policies

5. The City shall encourage the development of bikeways and walkways which both connect the parks and schools and provide potential recreational resources.

APPENDIX E
Proposed Revisions to Sheridan Development Code

I. Section 1.200 DEFINITIONS

Section 1.200 shall be amended with the addition of the following definitions:

Access Management: Measures regulating access to streets, roads, and highways from abutting public or private property.

Accessway: An easement or right-of-way, not located within a street or road right-of-way, designated for pedestrian and / or bicycle passage. May also be called a multi-use path.

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

Bikeway: A designated area located within and parallel to a street or road right-of-way for the primary use of bicycles; generally located abutting the roadway curb or shoulder.

Multi-use Path: See accessway.

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

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

Street:

H. Dead-end Street: A street which terminates without a turn-around area and is intended to continue at some time in the future.

II. Section 2.201.03 APPLICATION OF PUBLIC FACILITY STANDARDS

Section 2.201.03 shall be replaced with the following new language:

2.201.03 Application of Public Facility Standards

Standards for the provision and utilization of public facilities or services available within the City of Sheridan shall apply to all land developments in accordance with the following table of reference. No development permit shall be approved unless the following improvements are provided prior to occupancy or operation, or unless future provision is assured in accordance with Subsection 3.201.01.

Public Facilities Improvement Requirements Table

Land Use Activity	Fire Hydrant	Street Improvement	Water Hookup	Sewer Hookup	Storm Drain	Street Lights	Bike and Pedestrian
Single Family Home & Duplex	No	C-2	Yes	Yes	Yes	No	No
Multi-Family Dwelling	Yes	Yes	Yes	Yes	Yes	Yes	Yes (4+ units)
New Commercial Building	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Commercial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
New Industrial Building	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Industrial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
Major, Minor Partition Subdivisions, PUD and Mobile home Park	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Legend: No = Not required Yes = Required

C = Conditional, as noted:

C-1. Fire Hydrants for Commercial or Industrial Expansions

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

C-2. Street Improvements for Single Family Dwellings

New single family dwellings which require a street extension must provide street improvements to City street standards.

C-3. Street Improvements for Commercial or Industrial Expansions

Lots fronting on County roads must obtain access permits from the Yamhill County Public Works Department.

The City will require improvement to full City standards when the use meets any of the following criteria:

a. The use generates an average of 100+ trips per day per 1000 gross square feet of building as documented in the Trip Generation Manual of the Institute of Transportation Engineers or other qualified source; or

b. The use includes daily shipping and delivery trips by vehicles over 20,000 pounds gross vehicle weight.

III. 2.204 STREET STANDARDS

Section 2.204.01 shall be replaced with the following new language:

2.204.01 Purpose

A. To provide for safe, efficient, convenient multi-modal movement in the City of Sheridan.

B. To provide adequate access to all proposed developments in the City of Sheridan.

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.

D. For purposes of this section:

1. "Adequate access" means direct routes of travel between destinations; such destinations may include residential neighborhoods, parks, schools, shopping areas, and employment centers.

2. "Adequate area" means space sufficient to provide all required public services to Standards defined in this code or the City's most current public works standards.

The following subsections in Section 2.204.02 shall be replaced with the following new language:

2.204.02 Scope

A. The creation, dedication or construction of all new public or private streets, bikeways, or accessways in all subdivision, partitions or other developments in the City of Sheridan.

C. The construction or modification of any utilities, sidewalks, or bikeways in public rights-of-way or street easements.

The following subsections in Section 2.204.03 shall be replaced with the following new language:

2.204.03 General Provisions

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

B. Development proposals shall provide for the continuation of all streets, bikeways and accessways within the development and to existing streets, bikeways, and accessways outside the development.

C. Alignment: All streets other than 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. However, when not practical, 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.

D. Future extension of streets: Where necessary to give access to or permit a satisfactory future development of adjoining land, streets, bikeways and 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

Section 2.204.04 shall be replaced with the following new language:

2.204.04 General Right-of Way- and Improvement Widths

The following standards are general criteria for public streets, bikeways and sidewalks in the City of Sheridan. These standards shall be the minimum requirements for all streets, except where modifications are permitted under Subsection 2.204.05.

Street Classification	Minimum Width	Minimum R.O.W.	Bikeways Widths (1)
Arterials	(2)	(2)	Five feet each side
Commercial and Industrial	40 feet	60 feet	
Collectors	36 feet	60 feet	Five feet each side
Local Streets - More than 10 dwelling units (3)	34 feet	50 feet	
Local Streets - 10 or fewer dwelling units (3)	30 feet	50 feet	
Local Streets - Other (4)	30 feet	50 feet	
Cul-de-sacs - More than 10 dwelling units (3)	34 feet	50 feet	
Cul-de-sacs 10 or fewer dwelling units (3)	30 feet	50 feet	
Turnaround Radii - All Cul-de-sacs	48 feet	60 feet	
Alleys	12 feet	15 feet	

(1) 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.

(2) Width to be determined based upon anticipated traffic volumes.

(3) The number of dwelling units shall based on the potential number of dwellings which could directly access the street.

(4) At the discretion of the Public Works director, existing local street right-of-ways may be improved to this standard regardless of number of existing or potential dwelling units. It is the intent of this section to apply this standard to existing local streets whose existing paving, curbing and/or sidewalks fails to conform with current Public Works street standards.

Section 2.204.07 shall be replaced with the following new language:

2.204.07 Private Streets

A. Private streets shall only be allowed where the applicable criteria of Section 2.210.03 (C) are satisfied. Private streets shall comply with the following minimum standards:

Number of Dwellings	Easement or Tract Width	Surface Width
1-2	20 feet	12 feet
3-4	25 feet	20 feet
4 or more	30 feet	24 feet

B. The surface width noted in "A." above shall be improved with either asphalt or concrete for the entire length of the private street easement or tract. Private streets serving more than two dwellings shall be constructed to the same cross-sectional specifications required for public streets.

C. Provision for the maintenance of the private street shall be provided in the form of a maintenance agreement, home owners association, or other instrument acceptable to the City Attorney.

D. A turn-around shall be required for any private residential street, in excess of 150 feet long, which has only one outlet and which serves more than three residences. Non-residential private streets serving more than one ownership shall provide a turn-around if in excess of 200 feet long and having only one outlet. Turn-arounds for private streets shall be either a circular turn-around with a minimum radius of 35 feet, or a "tee" turn-around with a minimum paved dimension across the "tee" of 70 feet.

E. The Planning Commission may require an increased surface width if deemed necessary to address issues of terrain, provide additional parking or ensure adequate access. The Planning Commission may also require provision for the dedication and future extension of a private street.

Section 2.204 shall be amended with the addition of the following new subsection:

2.204.08 Access Management

Driveway, street, and alley access to streets shall be separated by the following distances:

Street Classification	Access Spacing
Arterial	150 feet (+/- 20%)
Collector	75 feet
Local	15 feet

IV. 2.205 OFF STREET PARKING AND LOADING

Section 2.205.06 shall be replaced with the following new language:

2.205.06 Off Street Automobile and Bicycle Parking Requirements

A. Off street parking shall be provided as required by Section 2.205.09 and approved by the Planning Commission in the amount not less than listed below.

VEHICLE AND BICYCLE PARKING SPACE REQUIREMENTS

	Land Use Activity	Vehicle Spaces	Bicycle Spaces	Measurement	Minimum
A.	1, 2, and 3 family dwellings	2 spaces per dwelling unit	0	None	0
B.	Multi-family dwellings	1-1/2 spaces per dwelling unit	1	Per dwelling unit	100%
C.	Hotel, motel, boarding house	1 space per guest room plus 1 space for the owner or manager	1	Per 20 guest rooms	100%
D.	Club, lodge	Spaces sufficient to meet the combined minimum requirements of the heaviest uses being conducted, such as hotel, restaurant, auditorium, etc.	2	Per 20 vehicle spaces	75%
E.	Hospital, nursing home	1 space per two beds and 1 space per 2 employees	1	Per five beds	75%
F.	Churches, auditorium, stadium, theater	1 space per 4 seats or every 8 feet of bench length	2	Per 20 vehicle spaces	25%
G.	Elementary, junior high school	2 spaces per classroom, plus off-street loading facility	8	Per classroom	100%
H.	High school	1 space per classroom and one space per employee, plus off-street loading	2	Per classroom	100%
I.	Bowling alley, skating rink, community center	1 space per 100 sq. ft. plus 1 space per two employees	1	Per 20 vehicle spaces	100%
J.	Retail store, except as provided in "K"	1 space per 400 sq. ft. plus 1 space per 2 employees	1	Per 10 vehicle spaces	50%

K.	Service or repair shop, retail store handling exclusively bulky merchandise such as automobiles or furniture	1 space per 600 sq. feet of gross floor area, plus 1 space per 2 employees	1	Per 30 vehicle spaces	10%
L.	Bank; office buildings; medical and dental clinic	1 space per 200 sq. ft. of gross floor area, plus 1 space per 2 employees	2	Per 20 vehicle spaces	10%
M.	Eating and drinking establishment	1 space per 4 seats or every 8' of bench length	5	Per 20 vehicle spaces	25%
N.	Wholesale establishment	1 space per 1,000 sq. ft. of gross floor area, plus 1 space per 700 sq. ft. of retail area	1	Per 30 vehicle spaces	100%
O.	Municipal and governmental	1 space per 600 square feet, plus 1 space per 2 employees	3	Per 10 vehicle spaces	100%
P.	Manufacturing and processing:				
	1. 0-24,900 sq. ft.	1 space per 600 sq. ft.	3	Per 30 vehicle spaces	100%
	2. 25,000-49,999 sq. ft.	1 space per 700 sq. ft.	3	Per 30 vehicle spaces	100%
	3. 50,000-79,999 sq. ft.	1 space per 800 sq. ft.	4	Per 30 vehicle spaces	100%
	4. 80,000-199,999 sq. ft.	1 space per 1,000 sq. ft.	7	Per 30 vehicle spaces	100%
	5. 200,000 sq. ft. and over	1 space per 2,000 sq. ft.	14	Per 30 vehicle spaces	100%
Q.	Warehousing and storage distribution, terminals				
	1. 0-49,999 sq. ft.	1 space per 3,000 sq. ft.	6	Per 30 vehicle spaces	100%
	2. 50,000 sq. ft and over	1 space per 5,000 sq. ft.	5	Per 30 vehicle spaces	100%

B. Bicycle parking development requirements

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum five foot aisle.

2. Location. All bicycle parking shall be within 100 feet from a building entrance and located within a well-lit and secure area. Required long-term bicycle parking spaces shall be sheltered from precipitation.

V. 2.210 LAND DIVISIONS

Section 2.210.4 shall be replaced with the following:

2.210.04 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.

B. Sizes: Blocks shall not exceed 1,000 feet in between street lines - the preferred length is 500 feet, excepts blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. The recommended minimum distance between collector street intersections with arterial streets is 1,800 feet.

C. Traffic Circulation. The subdivision shall be laid out to provide safe, convenient, and direct vehicle, bicycle and pedestrian access to nearby residential areas; neighborhood activity centers (e.g., schools and parks); shopping areas; and employment centers; and provide safe, convenient and direct traffic circulation. At a minimum, "nearby" means the distance from the subdivision boundary - ¼ mile for pedestrians, and one mile for bicyclists.

D. Connectivity. To achieve the objective in C. Traffic Circulation, above, the Planning Commission may require the following:

1. Dead-end Streets: Where the potential exists for additional residential development on adjacent property.

2. 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 (e.g., schools and parks); shopping areas; and employment centers.

E. Collector and Arterial Connections. Accessway, bikeway, or sidewalk connections with adjoining arterial and collector streets shall be provided if any portion of the site's arterial or collector street frontage is over 600 feet from either a subdivision access street or other accessway. 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 with: 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 shall be required.

4. Pedestrian scale lighting fixtures shall be provided along walkways and adequately lighted where the system can be used at night.

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

VI. 3.105 SITE DEVELOPMENT REVIEW

Section 3.105.05.A.1. shall be amended with the addition of the following new subsection:

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

The following subsections in Section 3.105.05.A.2., shall be replaced with the following new language:

2. Site Plan

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

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

Section 3.105.06 shall be amended with the addition of the following new subsection:

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

VII. 3.106 MINOR PARTITIONS

Section 3.106.03.B.7., shall be replaced with the following new language:

7. All 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.

VIII. 3.201 GENERAL PROCEDURES

Section 3.201.01.E., shall be replaced with the following new language:

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.

Section 3.201.02.D., shall be replaced with the following new language:

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.

IX. 3.202 PUBLIC NOTICE REQUIREMENTS

Section 3.202.01.A., shall be replaced with the following new language:

A. Notice of any Type I action shall be mailed to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries.

Section 3.202.02.B., shall be replaced with the following new language:

B. Written notice of the initial public hearing shall be mailed at least twenty (20) days prior to the hearing date to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries of the subject property.

APPENDIX F
Street Standards

ARTERIAL: A street of considerable continuity which is used primarily for through traffic and interconnection between major areas of the city. An arterial also serves to connect urban areas and state highways.

1. Minimum right-of-way: 60 feet - right of way may be greater when all of the following are provided.

2. Sidewalks: Required, both sides, five (5) feet minimum width. Eight (8) feet wide sidewalks are appropriate in locations where there are abutting commercial properties. Commercial uses, especially abutting uses, encourage high concentrations of pedestrian traffic for movement between stores and for informal meetings, thus, requiring a higher quantity and quality of pedestrian facilities.

3. Street trees: Required both sides of the street; trees are an important element of the urban community which provide shade and aesthetic quality; tree location and species are important and if not already a part of city codes should be included to protect city utilities and street and sidewalk improvements. Where space is available medians with trees may be appropriate.

4. On-street parking: Variable requirement depending upon the location.

   On-street parking should generally be prohibited on arterial streets. The elimination of on-street parking is a cost-effective means of increasing the capacity of a street for vehicles and bicycles. To be effective the city regulations must require abutting development to provide parking. Where existing development does not have on site parking it may not be practical to eliminate on street parking.

   Street function - capacity and safety - would be increased by the elimination of on-street parking. However, in commercial areas on-street parking is needed to serve the abutting properties, and parking also contributes to the unique character of commercial areas. Nevertheless, parking in commercial areas could be redesigned for the convenience and safety of all users - pedestrians, bicyclists, abutting businesses and vehicles. For the primary commercial streets - Bridge and Main - ODOT and Yamhill County should be participants in on-street parking studies.

5. Bikeways: Variable requirement depending upon the location.

   Bicyclists will use the same streets as vehicles unless there is an alternative. Where there is not an alternative to an arterial street, the bicycles should be accommodated within the travel way, not on the

sidewalks. When on-street parking is removed, 6 foot bike lanes should be provided.

6. Travel lanes: two (2); maximum width of 12 feet

7. Minimum curb-to-curb width: 40 feet

8. Access spacing: Minimum spacing between access points (streets or driveways) is 150 feet centerline to centerline (+/- 20% discretion). The city will encourage property owners to minimize arterial street access, encouraging combined access or access to alleys, intersecting streets, or local streets wherever practical.

9. Intersections: Where new development occurs at intersections with arterial or collector streets, additional right-of-way and road improvements may be required to provide for turn lanes. Where existing development patterns preclude turn lanes, other traffic control techniques - signalization or alternative routing - may be used.

The above arterial street design standard reflect an ideal development situation; these standards should be used flexibly and modified when applied to existing sections of arterial streets. New arterial streets may consider more typical street dimensions, including a 3-lane configuration with a turning lane in a 60 to 80 foot right-of-way with 48 foot curb-to-curb width - three 12 foot travel lanes and two 6 foot bike lanes.

COLLECTOR: A street supplementary to the arterial street system, used partly by through traffic and partly for access to abutting properties. Collectors provide links between an area or neighborhood and the arterial system.

1. Minimum right-of-way: 51 feet

2. Sidewalks: Required, both side, five foot minimum width

3. Travel lanes: two (2); maximum width 11 feet

4. Minimum curb to curb width: 40 feet.

5. Access spacing: Access to collectors will be permitted from streets and private drives. The city will encourage property owners to minimize collector street access, encouraging combined access or access to local streets wherever practical.

6. Options: Collector streets with less than 2,000 Average Daily Trips (ADT) function more like local than collector streets and can effectively accommodate on-street parking and bicyclists on the roadway. This strategy provides the city with the flexibility to easily increase the capacity of a collector street at minimal cost.

A) Intersections: As collector streets are re-striped to meet increased traffic volumes, additional right-of-way and roadway improvements may be needed at major intersections to install turn lanes;
B) On-street parking: One side or both sides, seven (7) foot minimum width;
C) Bikeways: both sides, six (6) foot minimum width; . If traffic volumes begin to exceed 2,000 ADT, the city should begin to study the need to eliminate on-street parking and provide designated bike lanes.
D) Street trees: Required both sides of the street; trees are an important element of the urban community which provide shade and aesthetic quality; tree location and species are important and if not already a part of city codes should be included to protect city utilities and street and sidewalk improvements. Where space is available medians with trees may be appropriate.

LOCAL STREET: A street intended primarily for access to abutting properties, but protected from "through" traffic. Local streets serve traffic within neighborhoods and facilitate access between the collector system and land uses adjoining local streets.

1. Minimum Right-of-way: 45 feet

2. Sidewalks: Required, both side, 5 foot minimum width

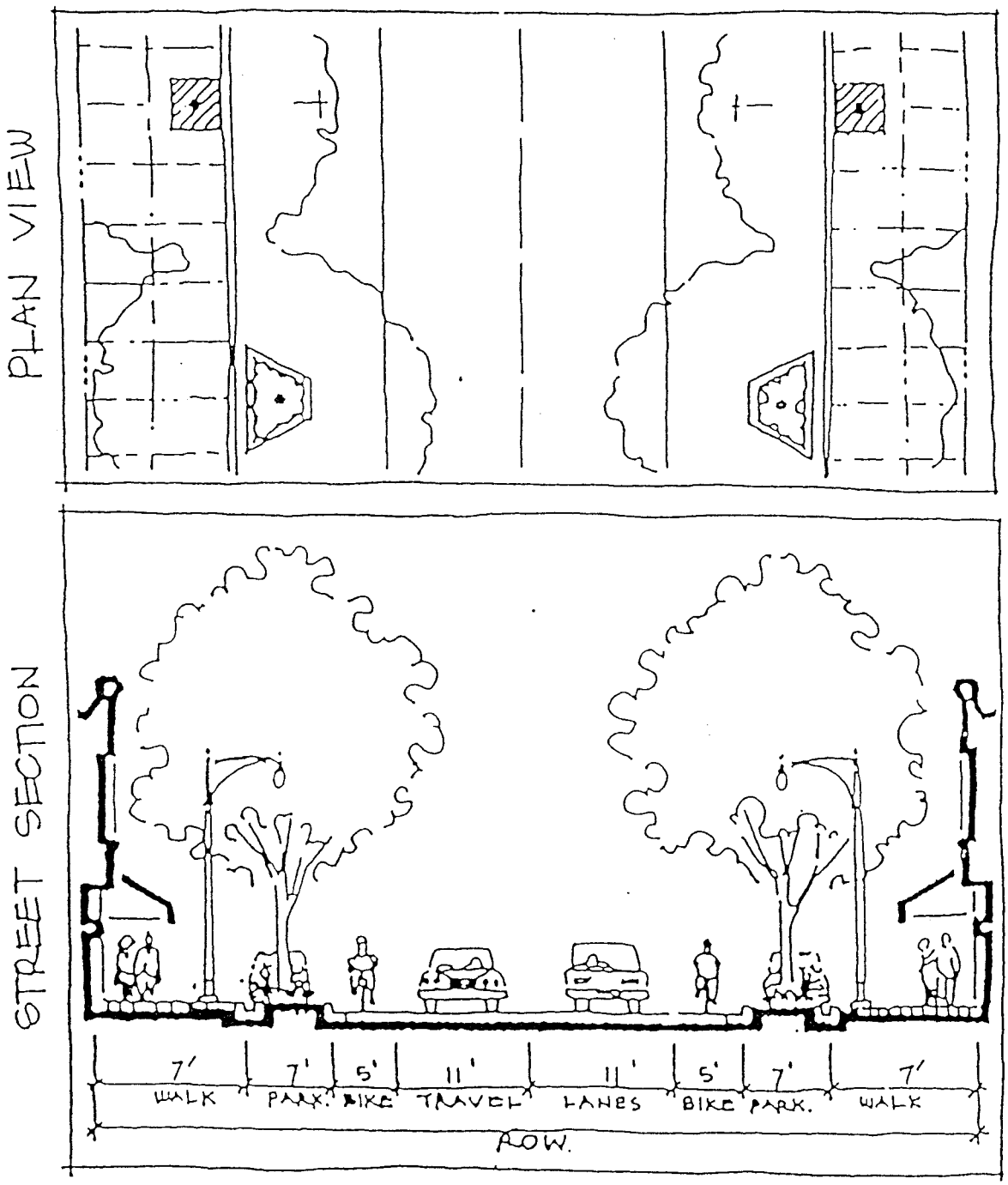
3. Travel lanes: two (2); maximum width 10 feet each

4. Minimum curb to curb width: 32 feet

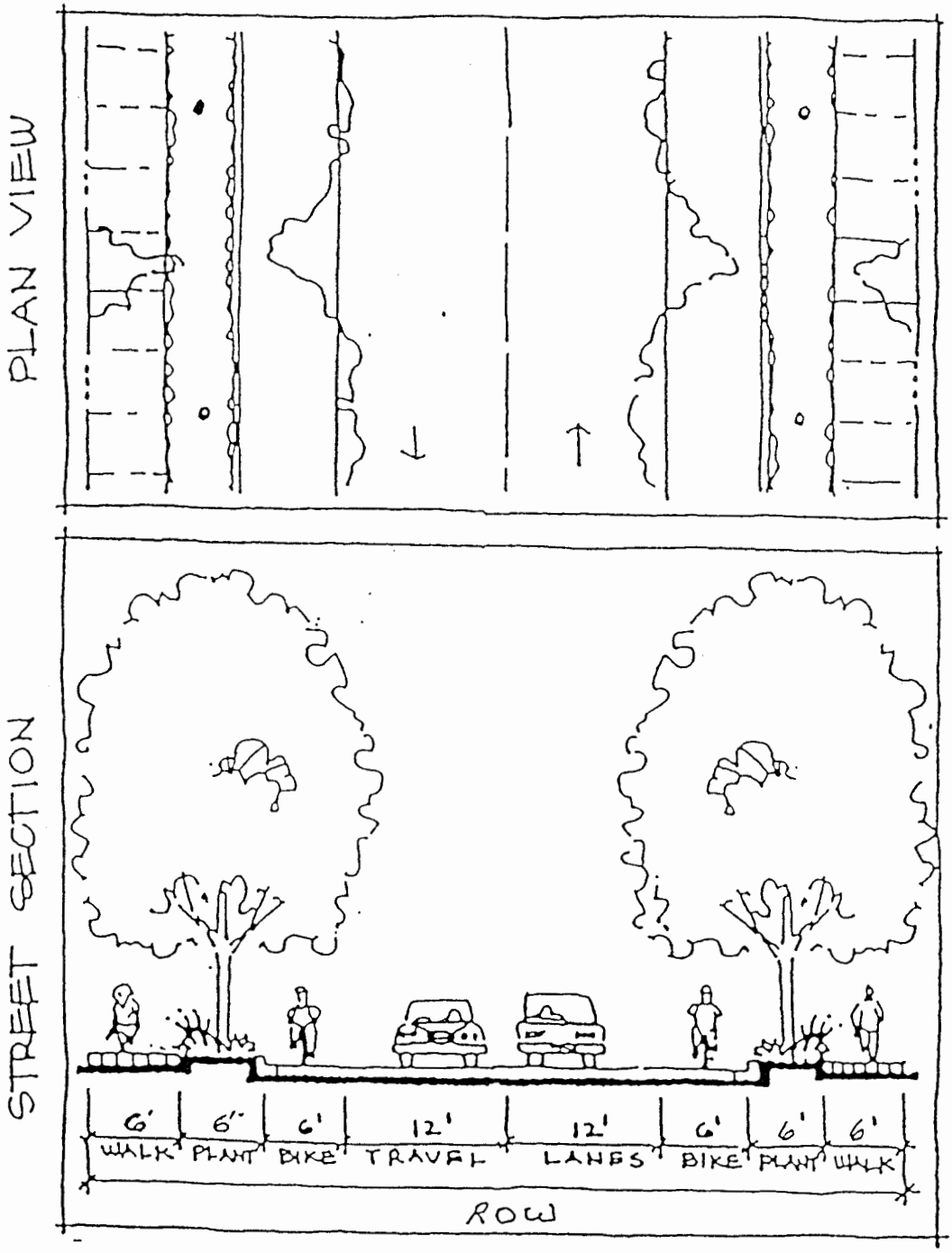
5. Options:

   A) On-street parking: One side or both sides, four (4) feet minimum width,
   B) Bikeways: Both sides, six (6) foot minimum width.
   C) Street trees: Required both sides

Cul-de-sacs: should be discouraged in favor of connection with existing or planned streets

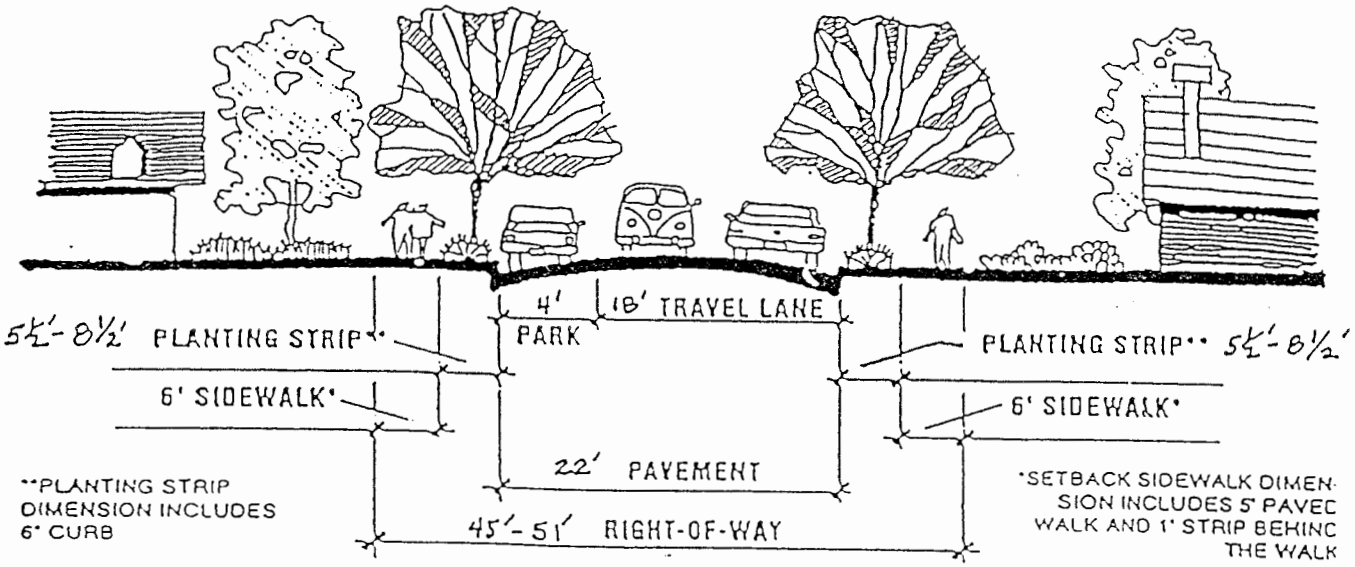


Arterial Street Right of Way 60 feet

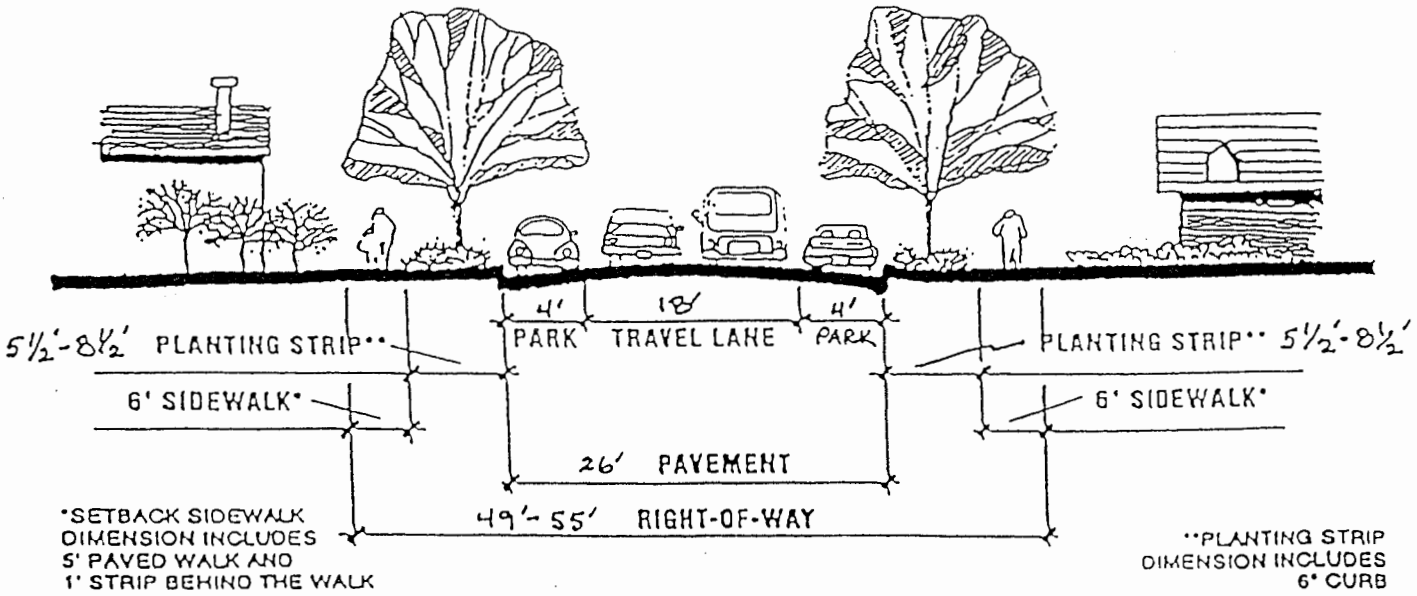


Collector Street Right of Way 60 feet

Local Residential Street
Parking One Side
Section: No Scale

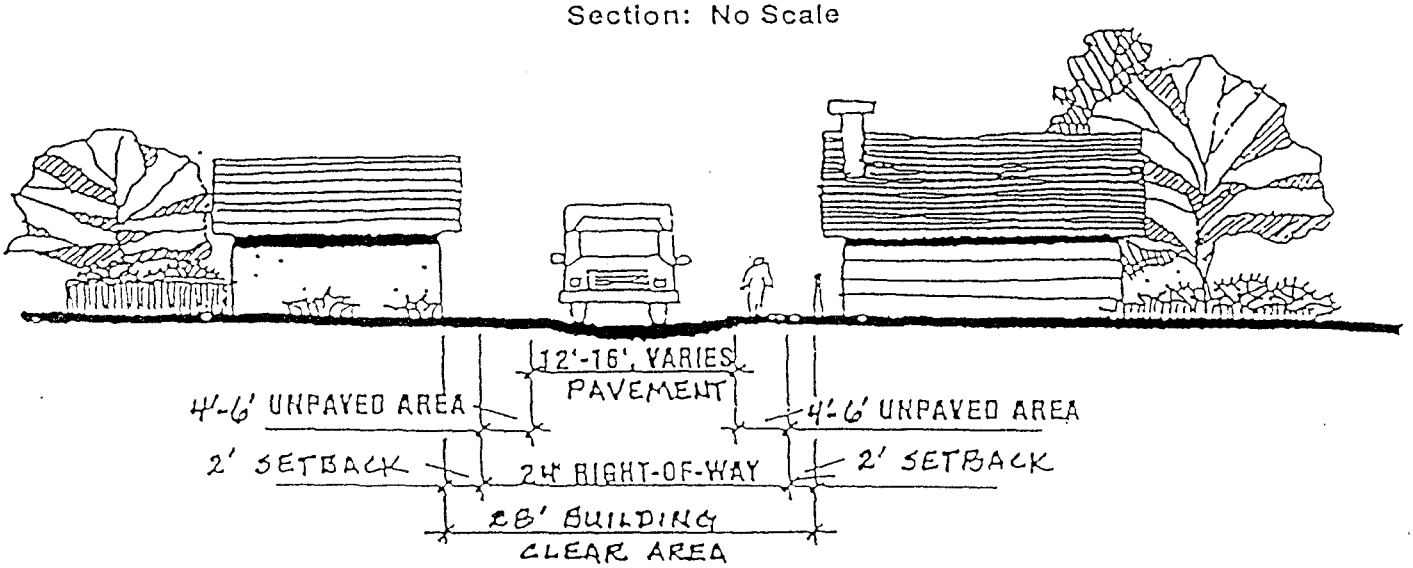


Local Residential Street
Parking Two Sides
Section: No Scale



Alley

Section: No Scale



Alley. Alleys provide secondary access to residential properties (1) where street frontages are narrow; (2) where the street is designed with a narrow width to provide limited on-street parking; (3) where alley access is desired because vehicle access from the street frontage is not permitted; or (4) where development off the alley is desired to increase residential densities.

Street Function:	Provides rear-yard access to individual properties and alternative utility placement area.
Street Access:	An alley is required for all lots which do not permit vehicle access from street frontage
Average Daily Traffic:	Less than 250 daily vehicle trips on average.
Right of Way Width:	24 feet; a strip between the paving width and the right of way line shall be equal on each side of the paving; this strip shall be (1) paved or gravel, (2) shall not be planted or contain any fence or other structure, and (3) shall be available as the backing area from a garage
Paving Width / Travel Lanes:	12 feet for one-way traffic 16 feet for two-way traffic
Turnaround:	Not permitted
Parking:	No parking within the right of way
Setbacks:	Fences, buildings and structures shall be set back a minimum of 2 feet from the right of way / property line.
Sidewalks:	None
Curb and Gutter:	Rolled concrete curb is required for asphalt alleys. No curb is required for concrete alleys.

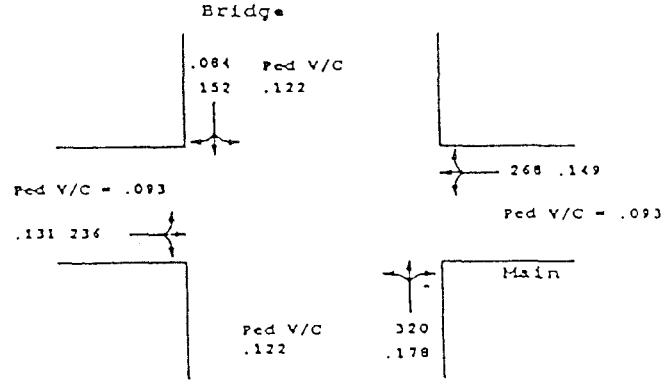
INTERSECTION = 1 SCENARIO = 1 DATE/TIME: 06/08/1999 11:09:39 AM

PROJECT: Sheridan TSP
File: C:\SIGCAP\SHERIDAN.SIG
CITY: Sheridan
DESCRIPTION: 1999 Level of Service

ANALYST: wrickert
PEAK HOUR: 4-5 pm
POPULATION: Fewer Than 20,000

INTERSECTION LOS = B
SATURATION = 51%

C= 60 G=52 Y= 6



SIGCAP 2

YAMHILL RIVER

N-S V/C = .187
E-W V/C = .186
TOTAL AMBER = .133
MINIMUM V/C = .100

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVEMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	168	72	80	320	51%	51%	49%	B	B	B
NORTH	16	92	44	152	51%	51%	30%	B	B	A
WEST	4	96	136	236	51%	51%	40%	B	B	A
EAST	96	156	16	268	51%	51%	43%	B	B	A

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	30ft	12.ft	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	44ft	12.ft	
WEST	5.0%	60ft	12.ft	E-W -LEFT TURNS NOT PROTECTED
EAST	5.0%	60ft	12.ft	

LEG	LEG VOL AT LOS C
SOUTH	1012
NORTH	384
WEST	949
EAST	723

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(ft) L	T	R
SOUTH	26.0	26.0	26.0	30.0	30.0	30.0	151	151	151
NORTH	26.0	26.0	26.0	30.0	30.0	30.0	72	72	72
WEST	26.0	26.0	26.0	30.0	30.0	30.0	112	112	112
EAST	26.0	26.0	26.0	30.0	30.0	30.0	127	127	127

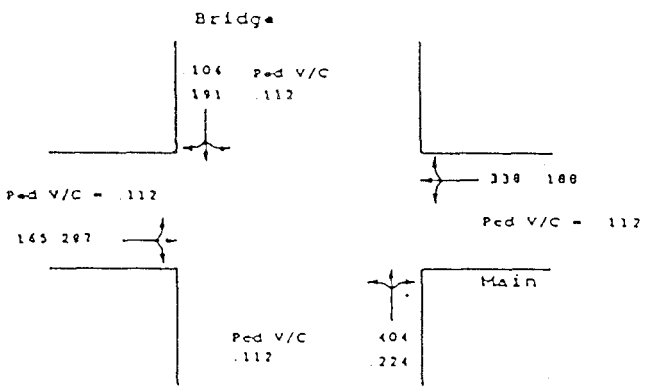
INTERSECTION = 1 SCENARIO = 2 DATE/TIME: 06/09/1999 8:49:26 AM

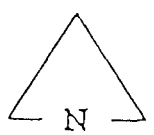
PROJECT: Sheridan TSP
File: C:\SIGCAP\SHER2019.SIG
CITY: Sheridan
DESCRIPTION: 2019 Level of Service

ANALYST: wrickert
PEAK HOUR: 4-5 pm
POPULATION: Fewer Than 20,000

INTERSECTION LOS = B
SATURATION = 58%

C= 60 G=52 Y= 8





SIGCAP 2

N-S V/C = .256
E-W V/C = .191
TOTAL AMBER = .133
MINIMUM V/C = .100

XXX = Adjusted Volume .XXX = V/C

APPR	MOVEMENT VOLUMES L	T	R	TOT	MOVE SATURATION L	T	R	MOVEMENT LOS L	T	R
SOUTH	212	91	101	404	58%	58%	52%	B	B	B
NORTH	55	116	20	191	58%	58%	32%	B	B	A
WEST	5	121	171	297	58%	58%	52%	B	B	B
EAST	20	197	121	338	58%	58%	57%	B	B	B

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	30ft	12.ft	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	44ft	12.ft	
WEST	5.0%	60ft	12.ft	E-W -LEFT TURNS NOT PROTECTED
EAST	5.0%	60ft	12.ft	

LEG	LEG VOL AT LOS C
SOUTH	934
NORTH	536
WEST	953
EAST	808

APPR	TIME AVAIL(sec) L	T	R	RED TIME(sec) L	T	R	MOVE STORAGE(ft) L	T	R
SOUTH	29.8	29.8	29.8	26.2	26.2	26.2	169	169	169
NORTH	29.8	29.8	29.8	26.2	26.2	26.2	80	80	80
WEST	22.2	22.2	22.2	33.8	33.8	33.8	156	156	156
EAST	22.2	22.2	22.2	33.8	33.8	33.8	177	177	177

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

6/ 9/1999 8:40:3

FILE NAME: Bridge

CITY: Sheridan
INTERSECTION: Sheridan&Bridge
ALTERNATE: No Build
COUNT: 2019 7/2 PM
LOCATION PLAN:

ANALYST: wrickert

METRO SIZE: LESS THAN 20,000
TYPE OF CONTROL: STOP

APPROACH CODES ARE

LANE	1	2	3	4
A	4			
B	6			
C	7			

A: GRADE= .0%

B: GRADE= .0%

C: GRADE= .0%

SPEED: 25 MPH
RESTRICTED SIGHT CODE IS 2
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	354	70	20	328	80	101
PCH			22		88	111
LANES		1		1		1

STEP 1 RIGHT TURN FROM C — CR

CONFLICTING FLOWS = MH =	389. VPH
CRITICAL GAP = TG =	6.0 SECS
POTENTIAL CAPACITY = M1 =	623. PCH
SHARED LANE - SEE STEP 3	
NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A

STEP 2 LEFT TURN FROM B — BL

CONFLICTING FLOWS = MH =	424. VPH
CRITICAL GAP = TG =	5.5 SECS
POTENTIAL CAPACITY = M2 =	676. PCH
DEMAND = BL =	22 PCH
CAPACITY USED =	3.25 %
IMPEDANCE FACTOR = P2 =	.979
AVAILABLE RESERVE =	654. PCH
DELAY & LOS =	A

STEP 3 LEFT TURN FROM C — CL

CONFLICTING FLOWS = MH =	737. VPH
CRITICAL GAP = TG =	6.5 SECS
POTENTIAL CAPACITY = M3 =	340. PCH
ADJUSTING FOR IMPEDANCE = M3 =	333. PCH

STEP 3 CONTINUED	CL
NO SHARED LANE DEMAND =	0 PCH
AVAILABLE RESERVE =	0. PCH
DELAY & LOS =	N/A
SHARED LANE DEMAND =	199 PCH
POTENTIAL CAPACITY = M13 =	449. PCH
AVAILABLE RESERVE =	250. PCH
DELAY & LOS =	C

LOS C VOLUMES:	LEG C
VEHICLES PER HOUR	275.

VER 03/93

UNSIGNALIZED - T - INTERSECTION CAPACITY CALCULATION FORM

6/ 8/1999 10:16:2

FILE NAME: Bridg

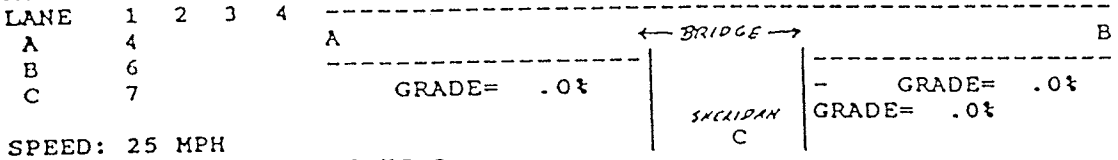
CITY: Sheridan
INTERSECTION: Sheridan&Bridge
ALTERNATE: No Build
COUNT: 1999 612PM
LOCATION PLAN:

ANALYST: wrickert

METRO SIZE: LESS THAN 20,000
TYPE OF CONTROL: STOP

APPROACH CODES ARE

LANE	1	2	3	4
A	4			
B	6			
C	7			



SPEED: 25 MPH
RESTRICTED SIGHT CODE IS 2
MINOR STREET ADJUSTMENTS -
ACCELERATION LANE? NO
CURB RADIUS OR TURN ANGLE? NO

APPROACH	A		B		C	
MOVE	AT	AR	BL	BT	CL	CR
VOLUME	280	56	16	260	64	80
PCH			18		70	88
LANES		1		1	1	

STEP 1 RIGHT TURN FROM C — CR
CONFLICTING FLOWS = MH = 308. VPH
CRITICAL GAP = TG = 6.0 SECS
POTENTIAL CAPACITY = M1 = 692. PCH

SHARED LANE - SEE STEP 3

NO SHARED LANE DEMAND = 0 PCH
AVAILABLE RESERVE = 0. PCH
DELAY & LOS = N/A

STEP 2 LEFT TURN FROM B — BL
CONFLICTING FLOWS = MH = 336. VPH
CRITICAL GAP = TG = 5.5 SECS
POTENTIAL CAPACITY = M2 = 751. PCH
DEMAND = BL = 18 PCH
CAPACITY USED = 2.40 %
IMPEDANCE FACTOR = P2 = .985
AVAILABLE RESERVE = 733. PCH
DELAY & LOS = A

STEP 3 LEFT TURN FROM C — CL
CONFLICTING FLOWS = MH = 584. VPH
CRITICAL GAP = TG = 6.5 SECS
POTENTIAL CAPACITY = M3 = 427. PCH
ADJUSTING FOR IMPEDANCE = M3 = 420. PCH

STEP 3 CONTINUED	CL	
NO SHARED LANE DEMAND =	0	PCH
AVAILABLE RESERVE =	0.	PCH
DELAY & LOS =	N/A	
SHARED LANE DEMAND =	158	PCH
POTENTIAL CAPACITY = M13 =	538.	PCH
AVAILABLE RESERVE =	380.	PCH
DELAY & LOS =	B	

.LOS C VOLUMES:	LEG C
VEHICLES PER HOUR	276.

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Appendix H

Number of Accidents by Year and Location

	Street Name	Year 1996	1997	1998	No. of Accidents
1	Bridge Street	1996			2
2	Bridge Street		1997		4
3	Bridge Street			1998	1
4	Brockes Loop	1996			1
5	Grant Street		1997		1
6	Jefferson Street		1997		1
10	Lincoln Street	1996			1
7	Main Street	1996			11
8	Main Street		1997		12
9	Main Street			1998	2
11	Mill Street		1997		1
12	Mill Street			1998	1
13	Rock Creek Road		1997		1
14	Sheridan Street	1996			1
15	Sherman Street		1997		1
16	Yamhill Street			1998	1
17	Total	1996			16
18	Total		1997		21
19	Total			1998	5
20	**Grand Total**				**42**

Notes: Over the 3-year period, eight of the accidents on Main Street occurred within approximately 100 feet of the intersection with Bridge Street. The next highest number of accidents at a single point was 2. This occurred at several locations along Main. Only one pedestrian and no bicycles were involved in the above accidents.

ATTACHMENT "B"
AMENDMENTS TO THE SHERIDAN COMPREHENSIVE PLAN

I. Transportation

The "Transportation" element of the Sheridan Comprehensive Plan will be replaced in its entirety 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 Sheridan 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, Sheridan must assure that the special requirements of rail transportation, public transit, the needs of the disabled and bicycle and pedestrian transportation are met.

Findings

- The automobile constitutes the primary mode of travel in Sheridan
- Based on traffic counts, volumes on Sheridan's streets increased between 20 and 63 percent over the five year period from 1992 to 1997.
- The Yamhill River bridge (Bridge Street) is functionally obsolete. In addition to improving or replacing this bridge, the City recognizes a need to provide an alternative means of crossing the Yamhill River and accessing the north side of the City for purposes of public safety.
- Blair Street is designed as a future collector. It will provide an alternative east-west link on the north side of the City, connecting the West Main industrial area and Rock Creek Road with Cherry Hill Road.
- Willamette & Pacific Railroad tracks run in a general east-west direction through the City. The railroad is used for freight service only and it is likely this situation will not change.
- The Sheridan Airport, located on the west side of the City, provides only fair weather flying opportunities. The nearest available air service is the McMinnville Municipal Airport, the nearest scheduled airline service is available at the Portland International Airport.
- At the present time the only localized public transportation available to Sheridan is through the Yamhill Community Action Program. The bus provides transportation for the elderly, handicapped and other desiring rides.

- Greyhound Bus Lines provides transportation service to Sheridan.

- There are no designated bikeways within Sheridan. Bicyclists generally use side streets with low volumes of automobile traffic.

- The relatively short distances between Sheridan's commercial core and residential areas, make both walking and bicycling attractive transportation choices.

- The railroad spurs to the Taylor Lumber site in the western industrial area north of the river are important to the economic vitality of the city. Those industrial spurs on the south side of the river are of lesser importance to the economic vitality of the city but should not be abandoned until the current users relocate.

Goals

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

Policies

1. The City shall promote transportation improvements and actions which address the special needs of low income, the handicapped and senior citizens.

2. Transportation facility siting and design shall be done in a manner that will minimize adverse effects on the existing land uses and natural features.

3. The City shall continue to investigate all sources of funding for street improvement and to upgrade city streets as funds become available.

4. Sheridan Transportation Systems Plan shall designate arterial, collector and local streets and proposed streets to assist in prioritizing street development and maintenance.

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

6. The City shall examine hazardous traffic conditions in detail, including the lack of adequate walkways and make the recommendations to improvement through a systematic capital improvement plan.

7. The City shall support and encourage mass transit and public transportation programs.

8. The City shall coordinate with the Willamette and Pacific Railroad on any future need to expand rail service.

9. The City shall coordinate with the Willamette and Pacific Railroad to ensure maximum safety at all street and railway intersections.

10. The City shall encourage bicycling and walking by providing for, through appropriate measures, the maintenance of existing bikeways and walkways and the development of bikeways and walkways in future developments.

11. The City shall investigate all funding services which would promote pedestrian and bicycle transportation within the urban growth boundary.

12. The City shall coordinate with Yamhill County in the development of a bikeway plan for Sheridan.

13. The City shall ensured that transportation improvements are used to guide urban development and are designated to serve anticipated future needs.

14. The City shall coordinate with Yamhill County and the Oregon Department of Transportation with regard to City actions and needs which may affect traffic on state and county roads within the urban growth boundary.

15. Access control along highways can often provide the most cost-effective means of maintaining highway capacity, and shall be implemented whenever possible.

16. New direct access to arterials shall be granted only after consideration is given to land use and traffic patterns in the area of development, not just at the specific site. Frontage roads and access collection points shall be implemented wherever feasible.

17. Access control techniques shall be used to coordinate traffic and land use patterns, and to help minimize the negative impacts of growth.

18. In order to minimize traffic flow and to promote safety, the number of access points to arterials shall be kept to a minimum.

19. The cluster development of commercial and industrial activities shall be encouraged and minimum setbacks established from the public right-of-way.

20. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.

21. Airport operations and facilities should be permitted only on the land for which the airport runway is licensed, which in 1999 was tax lots 900 and 1300 of T5S R6W Sec.27.

22. The city's and county's airport overlay districts should only be applied to the licensed runway.

23. Expansion of the airport outside tax lots 900 and 1300 of T5S R6W Sec.27 should not be permitted without the approval of both the city and county.

24. The City shall cooperate and coordinate with the Oregon Department of Transportation to improve:

    a. the Highway 18/Bridge Street interchange to facilitate development of nearby commercial land; and,
    b. the Highway 18/Highway 18B interchange to provide a full intersection as a secondary access across the Yamhill River.
    c. the Highway 18/Sheridan Road/Schatz Road intersection to improve traffic safety and access.

25. The City shall seek opportunities to develop a downtown plan, which shall also include a gateway on Bridge Street north of Highway 18; these plans shall be developed in a cooperative effort with Yamhill County and the Oregon Department of Transportation.

26. The City shall coordinate transportation planning and implementation with Yamhill County, the Oregon Department of Transportation and other agencies that provide transportation services or facilities.

27. The City shall continue to provide and maintain transportation links between community activity centers.

28. The existing railroad spurs in the western industrial area (Taylor Lumber location) should be retained; the railroad spurs on the south side of the river should be retained, until there is a land use change that does not utilize the railroad spur.

II. Recreation

The "Recreation" element of the Sheridan Comprehensive Plan shall be amended with the addition of the following policy:.

Policies

5. The City shall encourage the development of bikeways and walkways which both connect the parks and schools and provide potential recreational resources.

ATTACHMENT "C"
AMENDMENTS TO SHERIDAN DEVELOPMENT CODE

I. Section 1.200 DEFINITIONS

Section 1.200 shall be amended with the addition of the following definitions:

Access Management: Measures regulating access to streets, roads, and highways from abutting public or private property.

Accessway: An easement or right-of-way, not located within a street or road right-of-way, designated for pedestrian and /or bicycle passage. May also be called a multi-use path.

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

Bikeway: A designated area located within and parallel to a street or road right-of-way for the primary use of bicycles; generally located abutting the roadway curb or shoulder.

Multi-use Path: See "Accessway."

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

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

Street:

H. Dead-end Street: A street which terminates without a turn-around area and is intended to continue at some time in the future.

II. Section 2.201.03 APPLICATION OF PUBLIC FACILITY STANDARDS

Section 2.201.03 shall be replaced with the following new language:

2.201.03 Application of Public Facility Standards

Standards for the provision and utilization of public facilities or services available within the City of Sheridan shall apply to all land developments in accordance with the following table of reference. No development permit shall be approved unless the following improvements are provided prior to occupancy or operation, or unless future provision is assured in accordance with Subsection 3.201.01.

Public Facilities Improvement Requirements Table

Land Use Activity	Fire Hydrant	Street Improvement	Water Hookup	Sewer Hookup	Storm Drain	Street Lights	Bike and Pedestrian
Single Family Home & Duplex	No	C-2	Yes	Yes	Yes	No	No
Multi-Family Dwelling	Yes	Yes	Yes	Yes	Yes	Yes	Yes (4+ units)
New Commercial Building	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Commercial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
New Industrial Building	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Industrial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	No
Major, Minor Partition Subdivisions, PUD and Mobile home Park	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Legend: No = Not required Yes = Required

C = Conditional, as noted:

C-1. Fire Hydrants for Commercial or Industrial Expansions

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

C-2. Street Improvements for Single Family Dwellings

New single family dwellings which require a street extension must provide street improvements to City street standards.

C-3. Street Improvements for Commercial or Industrial Expansions

Lots fronting on County roads must obtain access permits from the Yamhill County Public Works Department.

The City will require improvement to full City standards when the use meets any of the following criteria:

a. The use generates an average of 100+ trips per day per 1000 gross square feet of building as documented in the Trip Generation Manual of the Institute of Transportation Engineers or other qualified source; or

b. The use includes daily shipping and delivery trips by vehicles over 20,000 pounds gross vehicle weight.

III. 2.204 STREET STANDARDS

Section 2.204.01 shall be replaced with the following new language:

2.204.01 Purpose

A. To provide for safe, efficient, convenient multi-modal movement in the City of Sheridan.

B. To provide adequate access to all proposed developments in the City of Sheridan.

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.

D. For purposes of this section:

1. "Adequate access" means direct routes of travel between destinations; such destinations may include residential neighborhoods, parks, schools, shopping areas. and employment centers.

2. "Adequate area" means space sufficient to provide all required public services to Standards defined in this code or the City's most current public works standards.

The following subsections in Section 2.204.02 shall be replaced with the following new language:

2.204.02 Scope

A. The creation, dedication or construction of all new public or private streets, bikeways, or accessways in all subdivision, partitions or other developments in the City of Sheridan.

C. The construction or modification of any utilities, sidewalks, or bikeways in public rights-of-way or street easements.

The following subsections in Section 2.204.03 shall be replaced with the following new language:

2.204.03 General Provisions

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

B. Development proposals shall provide for the continuation of all streets, bikeways and accessways within the development and to existing streets, bikeways, and accessways outside the development.

C. Alignment: All streets other than 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. However, when not practical, 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.

D. Future extension of streets: Where necessary to give access to or permit a satisfactory future development of adjoining land, streets, bikeways and 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

Section 2.204.04 shall be replaced with the following new language:

2.204.04 General Right-of Way- and Improvement Widths

The following standards are general criteria for public streets, bikeways and sidewalks in the City of Sheridan. These standards shall be the minimum requirements for all streets, except where modifications are permitted under Subsection 2.204.05.

Street Classification	Minimum Width	Minimum R.O.W.	Bikeways Widths (1)
Arterials	(2)	(2)	Five feet each side
Commercial and Industrial	40 feet	60 feet	
Collectors	36 feet	60 feet	Five feet each side
Local Streets - More than 10 dwelling units (3)	34 feet	50 feet	
Local Streets - 10 or fewer dwelling units (3)	30 feet	50 feet	
Local Streets - Other (4)	30 feet	50 feet	
Cul-de-sacs - More than 10 dwelling units (3)	34 feet	50 feet	
Cul-de-sacs 10 or fewer dwelling units (3)	30 feet	50 feet	
Turnaround Radii - All Cul-de-sacs	48 feet	60 feet	
Alleys	12 feet	15 feet	

(1) 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.

(2) Width to be determined based upon anticipated traffic volumes.

(3) The number of dwelling units shall based on the potential number of dwellings which could directly access the street.

(4) At the discretion of the Public Works director, existing local street right-of-ways may be improved to this standard regardless of number of existing or potential dwelling units. It is the intent of this section to apply this standard to local streets whose existing paving, curbing and/or sidewalks fail to conform with current Public Works street standards.

Section 2.204.07 shall be replaced with the following new language:

2.204.07 Private Streets

A. Private streets shall only be allowed where the applicable criteria of Section 2.210.03 (C) are satisfied. Private streets shall comply with the following minimum standards:

Number of Dwellings	Easement or Tract Width	Surface Width
1-2	20 feet	12 feet
3-4	25 feet	20 feet
4 or more	30 feet	24 feet

B. The surface width noted in "A." above shall be improved with either asphalt or concrete for the entire length of the private street easement or tract. Private streets serving more than two dwellings shall be constructed to the same cross-sectional specifications required for public streets.

C. Provision for the maintenance of the private street shall be provided in the form of a maintenance agreement, home owners association, or other instrument acceptable to the City Attorney.

D. A turn-around shall be required for any private residential street, in excess of 150 feet long, which has only one outlet and which serves more than three residences. Non-residential private streets serving more than one ownership shall provide a turn-around if in excess of 200 feet long and having only one outlet. Turn-arounds for private streets shall be either a circular turn-around with a minimum radius of 35 feet, or a "tee" turn-around with a minimum paved dimension across the "tee" of 70 feet.

E. The Planning Commission may require an increased surface width if deemed necessary to address issues of terrain, provide additional parking or ensure adequate access. The Planning Commission may also require provision for the dedication and future extension of a private street.

Section 2.204 shall be amended with the addition of the following new subsection:

2.204.08 Access Management

Driveway, street, and alley access to streets shall be separated by the following distances:

Street Classification	Access Spacing
Arterial	150 feet (+/- 20%)
Collector	75 feet
Local	15 feet

IV. 2.205 OFF STREET PARKING AND LOADING

Section 2.205.06 shall be replaced with the following new language:

2.205.06 Off Street Automobile and Bicycle Parking Requirements

A. Off street parking shall be provided as required by Section 2.205.09 and approved by the Planning Commission in the amount not less than listed below.

VEHICLE AND BICYCLE PARKING SPACE REQUIREMENTS

	Land Use Activity	Vehicle Spaces	Bicycle Spaces	Measurement	Minimum
A.	1, 2, and 3 family dwellings	2 spaces per dwelling unit	0	None	0
B.	Multi-family dwellings	1-1/2 spaces per dwelling unit	1	Per dwelling unit	100%
C.	Hotel, motel, boarding house	1 space per guest room plus 1 space for the owner or manager	1	Per 20 guest rooms	100%
D.	Club, lodge	Spaces sufficient to meet the combined minimum requirements of the heaviest uses being conducted, such as hotel, restaurant, auditorium, etc.	2	Per 20 vehicle spaces	75%
E.	Hospital, nursing home	1 space per two beds and 1 space per 2 employees	1	Per five beds	75%
F.	Churches, auditorium, stadium, theater	1 space per 4 seats or every 8 feet of bench length	2	Per 20 vehicle spaces	25%
G.	Elementary, junior high school	2 spaces per classroom, plus off-street loading facility	8	Per classroom	100%
H.	High school	1 space per classroom and one space per employee, plus off-street loading	2	Per classroom	100%
I.	Bowling alley, skating rink, community center	1 space per 100 sq. ft. plus 1 space per two employees	1	Per 20 vehicle spaces	100%
J.	Retail store, except as provided in "K"	1 space per 400 sq. ft. plus 1 space per 2 employees	1	Per 10 vehicle spaces	50%

K.	Service or repair shop, retail store handling exclusively bulky merchandise such as automobiles or furniture	1 space per 600 sq. feet of gross floor area, plus 1 space per 2 employees	1	Per 30 vehicle spaces	10%
L.	Bank; office buildings; medical and dental clinic	1 space per 200 sq. ft. of gross floor area, plus 1 space per 2 employees	2	Per 20 vehicle spaces	10%
M.	Eating and drinking establishment	1 space per 4 seats or every 8' of bench length	5	Per 20 vehicle spaces	25%
N.	Wholesale establishment	1 space per 1,000 sq. ft. of gross floor area, plus 1 space per 700 sq. ft. of retail area	1	Per 30 vehicle spaces	100%
O.	Municipal and governmental	1 space per 600 square feet, plus 1 space per 2 employees	3	Per 10 vehicle spaces	100%
P.	Manufacturing and processing:				
	1. 0-24,900 sq. ft.	1 space per 600 sq. ft.	3	Per 30 vehicle spaces	100%
	2. 25,000-49,999 sq. ft.	1 space per 700 sq. ft.	3	Per 30 vehicle spaces	100%
	3. 50,000-79,999 sq. ft.	1 space per 800 sq. ft.	4	Per 30 vehicle spaces	100%
	4. 80,000-199,999 sq. ft.	1 space per 1,000 sq. ft.	7	Per 30 vehicle spaces	100%
	5. 200,000 sq. ft. and over	1 space per 2,000 sq. ft.	14	Per 30 vehicle spaces	100%
Q.	Warehousing and storage distribution, terminals				
	1. 0-49,999 sq. ft.	1 space per 3,000 sq. ft.	6	Per 30 vehicle spaces	100%
	2. 50,000 sq. ft and over	1 space per 5,000 sq. ft.	5	Per 30 vehicle spaces	100%

B. Bicycle parking development requirements

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum five foot aisle.

2. Location. All bicycle parking shall be within 100 feet from a building entrance and located within a well-lit and secure area. Required long-term bicycle parking spaces shall be sheltered from precipitation.

V. 2.210 LAND DIVISIONS

Section 2.210.4 shall be replaced with the following:

2.210.04 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.

B. Sizes: Blocks shall not exceed 1,000 feet in between street lines - the preferred length is 500 feet, excepts blocks adjacent to arterial streets, or unless the previous adjacent development pattern or topographical conditions justify a variation. The recommended minimum distance between collector street intersections with arterial streets is 1,800 feet.

C. Traffic Circulation. The subdivision shall be laid out to provide safe, convenient, and direct vehicle, bicycle and pedestrian access to nearby residential areas; neighborhood activity centers (e.g., schools and parks); shopping areas; and employment centers; and provide safe, convenient and direct traffic circulation. At a minimum, "nearby" means the distance from the subdivision boundary - ¼ mile for pedestrians, and one mile for bicyclists.

D. Connectivity. To achieve the objective in C. Traffic Circulation, above, the Planning Commission may require the following:

1. Dead-end Streets: Where the potential exists for additional residential development on adjacent property.

2. 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 (e.g., schools and parks); shopping areas; and employment centers.

E. Collector and Arterial Connections. Accessway, bikeway, or sidewalk connections with adjoining arterial and collector streets shall be provided if any portion of the site's arterial or collector street frontage is over 600 feet from either a subdivision access street or other accessway. 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 with: 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 shall be required.

4. Pedestrian scale lighting fixtures shall be provided along walkways and adequately lighted where the system can be used at night.

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

VI. 3.105 SITE DEVELOPMENT REVIEW

Section 3.105.05.A.1. shall be amended with the addition of the following new subsection:

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

The following subsections in Section 3.105.05.A.2., shall be replaced with the following new language:

2. Site Plan

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

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

Section 3.105.06 shall be amended with the addition of the following new subsection:

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

VII. 3.106 MINOR PARTITIONS

Section 3.106.03.B.7., shall be replaced with the following new language:

7. All 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.

VIII. 3.201 GENERAL PROCEDURES

Section 3.201.01.E., shall be replaced with the following new language:

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.

Section 3.201.02.D., shall be replaced with the following new language:

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.

IX. 3.202 PUBLIC NOTICE REQUIREMENTS

Section 3.202.01.A., shall be replaced with the following new language:

A. Notice of any Type I action shall be mailed to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries.

Section 3.202.02.B., shall be replaced with the following new language:

B. Written notice of the initial public hearing shall be mailed at least twenty (20) days prior to the hearing date to the owners of property, including county and state agencies responsible for roads and highways, within 100 feet of the boundaries of the subject property.