IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

FOR THE COUNTY OF YAMHILL

SITTING FOR THE TRANSACTION OF COUNTY BUSINESS

In the Matter of an Ordinance adopting the Yamhill County Transportation System Plan as an Element of the Yamhill County Comprehensive Plan; Planning Docket G-3-95; and Declaring an Emergency.	)))))))	ORDINANCE 605

THE BOARD OF COMMISSIONERS OF YAMHILL COUNTY, OREGON ("the Board") sat for the transaction of county business on March 27, 1996, commissioners Thomas E. E. Bunn and Dennis L. Goecks being present, commissioner Robert Johnstone being excused.

THE BOARD MAKES THE FOLLOWING FINDINGS:

A. Statewide Planning Goal 12 sets forth the goal of the State of Oregon "to provide . . . a safe, convenient and economic transportation system."

B. In 1992, the Land Conservation and Development Commission adopted the Oregon Transportation Plan. Part of the state's transportation plan requires counties to adopt Transportation System Plans as part of county comprehensive land use plans. Goal 12; OAR 660-12-015(3). The administrative rules also establish the elements of a county transportation system plan. OAR 660-12-020(2).

C. On March 23, 1994, by Board Order 94-167, the Board entered into an agreement with JRH Transportation Engineering ("JRH") to assist the county's Department of Planning and Development and Department of Public Works in preparing a Transportation System Plan as required by Goal 12 and OAR Chapter 660, Division 12.

D. Thereafter, JRH and county departments conducted a series of public meetings throughout Yamhill County to gather information from other public agencies and citizens to develop a draft plan.

E. In September, 1995 JRH and county Departments of Planning and Development and Public Works promulgated the "Final Draft" of the Yamhill County Transportation System Plan. The Yamhill County Planning Commission held a public hearing in Room 32 of the Yamhill County Courthouse on October 5, 1995. No final recommendation was made by the Planning Commission.

F. On February 14, 1996 the Board held a public hearing on adoption of the Yamhill County Transportation System Plan. In the hearing, the Board considered the record as well as testimony

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from the public and public agencies, including comments received from the Department of Land Conservation and Development in a letter of January 22, 1996.

G. After the record was closed for the receipt of additional testimony on February 14, 1996, the hearing was continued to February 28, 1996 in order for staff to revise the September, 1995 final draft to incorporate the changes requested by the Department of Land Conservation and Development and to make other revisions requested by the Board.

H. On February 28, 1996 the Board considered the revisions ordered at the February 14, 1996 hearing. At the conclusion of the hearing the Board voted 3-0 to accept the revisions and directed staff to prepare the implementing ordinance. The matter was continued to March 13, 1996 for preparation of the ordinance. Thereafter, the matter was again continued to March 20 and March 27, 1996.

I. The findings contained within Exhibit "A" are sufficient to demonstrate that the Yamhill County Transportation System Plan complies with all applicable state and local land use regulations.

J. This ordinance is necessary to adopt the Yamhill County Transportation System Plan as an element of the Yamhill County Comprehensive Land Use Plan.

NOW, THEREFORE,

THE YAMHILL COUNTY BOARD OF COMMISSIONERS ORDAINS AS FOLLOWS:

Section 1. Adoption of Transportation System Plan as Element of Comprehensive Plan.

a. The Yamhill County Transportation System Plan, Final Report, March, 1996, is hereby adopted as the county's Transportation System Plan required by Statewide Planning Goal 12 and Oregon Administrative Rules Chapter 660, Division 12. A copy of the plan is attached to this ordinance as Exhibit "A" and is incorporated into this ordinance by reference.

b. The Yamhill County Transportation System Plan as set forth in Exhibit "A" is hereby adopted as an element of the Yamhill County Comprehensive Land Use Plan. To the extent a conflict may arise between provisions of the Yamhill County Comprehensive Land Use Plan and the Yamhill County Transportation System Plan, provisions of the Yamhill County Transportation System Plan shall control.

Section 2. Severability.

All sections, subsections and paragraphs of this ordinance are severable. If any section, subsection or paragraph is ruled invalid for any reason by the court of last resort, the other portions of this ordinance shall be unaffected.

Section 3. Emergency.

This ordinance, being necessary for the health, safety and welfare of the citizens of Yamhill County, is hereby declared to be an emergency. In accordance with ORS 203.045, this ordinance shall take effect upon passage.

DONE at McMinnville, Oregon on March 27, 1996.

ATTEST:

CHARLES STERN
County Clerk

By: Jaynie Mitchell
Deputy JAYNIE MITCHELL

FORM APPROVED BY:

JOHN M. GRAY, JR.
Yamhill County Counsel

YAMHILL COUNTY BOARD OF COMMISSIONERS

(Not available for signature)
ROBERT JOHNSTONE, Chairman

Thomas E. E. Bunn
THOMAS E. E. BUNN, Commissioner

Dennis L. Goecks
DENNIS L. GOECKS, Commissioner

Accepted by Yamhill County
Board of Commissioners on
3-27-96 by Board Order
96-211.

EXHIBIT "A" TO ORDINANCE 605

YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

Final Report

March 1996

JRH Transportation Engineering

YAMHILL COUNTY
TRANSPORTATION SYSTEM PLAN

EXECUTIVE SUMMARY

Yamhill County Transportation System Plan examines both short and long-term transportation needs within the County. The County Transportation System is intended to provide a multimodal interconnectivity between Yamhill County and neighboring counties and cities; maintain a positive livability for Yamhill County residents; and accommodate growth as it occurs.

The Plan provides an overview of the existing transportation system in the County. The County's maintenance jurisdiction covers 684.5 miles of roadways, 55% of which are paved. Over 67% of the paved County roads are in excellent condition, and about 1% of the roadways have a right-of-way width of less than 40 feet. All principal and minor arterials in the County are designated State Highways except for the portion of Lafayette Highway extending between Highway 18 and Highway 99W which is designated as a minor arterial. About 85% of County roads carry less than 1000 vehicles per day. There are 136 bridges on the County road system, 10 of which have restrictive load limits. Between 1991 and 1993, there were 10 fatal accidents on the County road system, 184 injury accidents, and 221 accidents that caused property damage only. The Plan identifies thirteen intersections on the County road system for future signage and/or geometric improvements, and thirty three bridges for replacement, repair or widening.

The Plan also examines the status of other modes of transportation in the County including bicycle, air, public transportation, and rail. Currently, there are three designated bike routes on the County Road System. They are located on Baker Creek Road, Dayton Avenue, and Hill Road South. Transit services in the County are provide by the Yamhill County Community Action Program and the Chehalem Valley Senior Citizens Council. Several Greyhound bus stops are also located in the County. There are no designated Park & Ride facilities on the County Road System and the nearest passenger rail stations are located in Portland and Salem. Freight rail transportation in the County is provided by Willamette & Pacific.

Population projections estimate the total population of the County in year 2014 at 116,975 with 95,815 persons living in the incorporated cities of Yamhill County. Population and employment projections were used to estimate future traffic on the County road system and highlight future network deficiencies. The analysis shows that the road network necessary to serve the County for the next 20 years is basically in place. Due to the rural nature of Yamhill County, anticipated development will be on a rural scale and no significant impacts are foreseen on the County-owned transportation system from upcoming development projects. High traffic volumes, however, are projected on State-owned Highways 99W and 18 as the anticipated growth in Newberg and the McMinnville area materializes.

As a continuation of the Yamhill County policy of involving the public in the planning process, this Plan addresses issues raised by the community at the three Public Open House meetings, and stakeholder interviews held by the study team. The comments received proved to be valuable as they revealed many of the community concerns and directed this Plan to address some of the issues raised. These issues include:

- The Newberg-Dundee By-pass
- McDougall Corner
- Willamette River Bridge
- North Newberg east-west minor arterial

The Plan fully supports the concept of a Newberg-Dundee bypass to relieve congestion on Highway 99W. The building of the by-pass will require compliance with the State Transportation Planning Goal and would be accompanied by land use measures to restrict development along the bypass and control access onto the Highway. The County will work with the Oregon Department of Transportation (ODOT), affected cities, and citizens to develop a refinement plan for the bypass. The Plan also highlights the planned improvements for the intersection of Highway 99W and 18, better known as McDougall Corner. A joint study between the ODOT, Yamhill County and neighboring counties is recommended to determine the optimum location of a bridge intended to relieve the congestion on the Wheatland Ferry.

In addition, this Plan provides recommendations to meet the requirements of the Transportation Planning Rule (TPR) (Goal 12). Yamhill County is required by TPR (Goal 12) to adopt standards and policies in its Transportation System Plan that encourage multi-modal travel and reduce reliance on the single-occupant automobile. The Rule also requires Yamhill County to set standards and policies to promote and enhance pedestrian, bicycle, and transit travel. A complete list of the proposed transportation goals and policies that address all modes of transportation is provided in the Plan.

Furthermore, transportation projects to be undertaken in the next 20 years are identified in the Plan. Recommended roadway improvements include:

- Shoulder construction and roadway widening to provide for bikeways on County Road System
  - Priority A: 7.68 miles at $1.41 million
  - Priority B: 27.57 miles at $4.90 million
- Intersection signage and geometric improvements
  - 13 intersections at $1.86 million
- Repair and replacement of deficient bridges
  - 33 bridges at $16.65 million
- Pavement improvements including:
  - 17.40 miles of gravel collector roads at $6.09 million
  - 15.5 miles of gravel local roads at $5.42 million

The Plan also calls for roadway widening and/or shoulder improvements along 148.39 miles of State Highways to provide for bicycles, and recommends investigating the feasibility of establishing a self-help ride share program and a county-wide public transportation district. Finally the plan provides a set of funding scenarios to finance the recommended projects.

YAMHILL COUNTY
TRANSPORTATION SYSTEM PLAN

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1. INTRODUCTION

Yamhill County is a rural county located in the northwest part of the Willamette Valley and is bounded by the Willamette River on the east and the coast range on the west. Yamhill County population has more than doubled over the past 54 year period. The population of the County is estimated at 72,800 (1994 estimate) with 70% of the population living in incorporated areas. Its 718 square miles include 10 incorporated cities, with McMinnville and Newberg both over 10,000 in population. The road system consists of a combination of quiet rural routes, city streets, and busy state highways. The existing State Highway System connects with the State Capitol in Salem, the Portland Metropolitan Area, and the Oregon Coast. Yamhill County is served by state highways 99W and 18 corridors to Portland and Lincoln City, Highway 47 to the north, Highway 219 to Salem and Hillsboro, and Highway 99W and 221 to the south. These highways also bring thousands of tourists each year through Yamhill County on their way to the Oregon Coast. Yamhill County attractions include two colleges; a destination resort; a proposed aeronautic museum; numerous state, city, and county parks; two monasteries; National Register Historic Landmarks; Wheatland Ferry crossing the Willamette River; numerous vineyards and wineries; and large natural recreation areas under the National Forest Service and Bureau of Land Management. Yamhill County is also the location of a Federal Correction Facility. Located in the Mid-Willamette Valley, Yamhill County abounds with produce and agricultural products.

Yamhill County Transportation System Plan (TSP) examines both short and long-term transportation needs. In the short term, the study identifies and provides solutions to immediate safety and congestion problems. For the future, the study looks at 20-year horizon, 50-year horizon and how to best move people and goods efficiently throughout the County. The transportation needs for the cities of McMinnville and Newberg have been established in their recently published Transportation System Plans. Planning for roadways in the Urban Reserve Areas for Newberg and McMinnville is covered by their Transportation System Plans.

The purpose of the TSP is to develop a transportation system that meets the needs of the residents of Yamhill County, and regional and state needs. This plan provides a balanced transportation system that includes automobile, bicycle, rail, transit, air, walking and pipelines. It addresses a coordinated network of transportation facilities by including the major components of a roadway plan, a public transportation plan, a bicycle/pedestrian plan, and an air/rail/water/ and pipeline plan. It reflects existing land use plans, policies and regulations that affect the transportation system and includes a plan on how to finance future projects.

The Yamhill County Transportation System Plan is intended to:

- ❒ Provide a multimodal interconnectivity between Yamhill County and neighboring counties and cities
- ❒ Maintain a positive livability for Yamhill County residents
- ❒ Accommodate growth as it occurs

This TSP is also intended to meet the goals and objectives of the State of Oregon and Statewide Planning Goal 12 (The Transportation Planning Rule) OAR 660-12. This rule requires ODOT, the cities and counties of Oregon to cooperate and to develop balanced transportation systems.

Two important aspects of this rule are:

- It ties land use to transportation
- It mandates that transportation planning reduce reliance on any one mode of transportation.

Furthermore, this TSP is intended to meet the objectives of the Oregon Transportation Plan. The need to integrate all modes of transportation is recognized in the 1992 Oregon Transportation Plan.

> The Oregon Transportation Plan envisions a transportation system that moves people and goods in a way that provides for livability and economic prosperity for all Oregonians. The system provides Oregonians and visitors with access to goods, services, jobs, and recreation, while providing Oregon industry access to national and international resources and markets. To most effectively meet the state's needs, the transportation system takes advantage of the inherent efficiencies of each transportation mode and encourages interconnection between modes.
>
> The Oregon Transportation Plan (OTP) must be implemented through integrated state, regional, and local planning and the private sector if it is to guide Oregon's transportation future effectively. The OTP leads this process by identifying in general terms the statewide transportation system and the minimum levels of service which should be achieved. Future planning activities will provide the details of the transportation system to be developed over time in accordance with the OTP and other laws, regulations and policies.
>
> The elements of integrated transportation planning and system management statewide will include:
>
> - Modal and multimodal plans developed by ODOT and other state agencies.
> - System management developed by ODOT and other state agencies.
> - Metropolitan area plans developed through Metropolitan Transportation Planning Organization (MPO) planning processes in conformity with state and federal laws, plans, policies, and rules.
> - Plans developed by local governments and special districts.
>
> County and city transportation planning shall be consistent with the OTP, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule, the State Implementation Plan under the Clean Air Act Amendments, and the regional transportation system plan.

In general, the Transportation System Plan should provide the following:

- Transportation facility goals and policies;
- Goals, policies, and procedures concerning improvement and development of transportation facilities;
- Goals, policies, and procedures concerning relationships between land use and transportation facilities;

- A list of transportation projects concerning improvements of roadways, intersections, and bridges in the County;
- A list of State projects that are part of the State Transportation Improvement Program (TIP) and projects that the County would like to see included in future TIPs;
- Feasibility studies that the County would like to see accomplished during the planning period;
- New programs the County wishes to institute during the planning period;
- Projects, ideas, improvements and innovations that the County supports.

Chapter 2 will provide background information and an inventory of the existing Transportation System as well as deficient transportation facilities in the County. Chapter 3 will provide a Transportation forecast for Yamhill County including population, employment, and traffic. Chapter 4 will address the transportation needs of the County based on the outcome of the forecasts and inventory analysis and the concerns of a wide spectrum of Yamhill County citizens. The transportation system plan is then outlined in Chapter 5 with recommended goals and policies, as well as a list of proposed transportation projects; and finally a transportation finance plan is addressed in Chapter 6.

2. INVENTORY AND BACKGROUND

2.1 EXISTING PLANS, POLICIES, STANDARDS AND LAWS

The evaluation of current plans and policies forms the basis of Yamhill County Transportation System Plan (TSP). In addition to reviewing the comprehensive plans of all ten incorporated cities in Yamhill County the following plans were reviewed prior to developing the County's TSP:

2.1.1 COUNTY COMPREHENSIVE PLAN

Yamhill County adopted a Comprehensive Plan in 1974 following a major planning effort to chart the future for the community and follow through with a strong commitment to implementation. The 1974 Plan directs the bulk of urban development to existing urban centers and calls for the preservation of highly productive farm and forest land. The 1974 Plan also provides for rural residential development in limited areas.

The 1974 Plan was visionary in anticipating the linkage of transportation and land use. Included in the Plan is a thoughtful discussion of issues which are as meaningful and relevant in 1995 as they were in 1974:

- Because a high priority is placed on mobility, large commitments in money and land have been made to provide transportation which is fast, efficient and safe.

- The present system is heavily dominated by roads, reflecting a dependence on automobiles and trucks. The willingness to make additional large commitments to this pattern of transportation is being tempered by a growing awareness of its increasing costs.

- Commuting to work in Portland and Salem has been made more convenient for residents in the northeast and southern parts of the County. This has resulted in pressure to convert farm and forest lands to urban and rural residential uses.

- It is now apparent that systems which encourage heavy reliance on the automobile also encourage energy waste, air pollution, and the consumption of large amounts of land. Possibilities of improved mass transit, including bus and rail service to move both goods and people, should be explored. Attractive and convenient pedestrian and bicycle paths should be integrated into the open space network and provide a useful transportation function as well.

- Whatever the optimum design of the transportation system may include, it cannot be achieved at the local level alone.

- The dominant feature of the road network on the Plan Map is the Highway 99W-18 major arterial crossing the County. It serves local and inter-city traffic, commuter traffic oriented to the Portland metropolitan area, and tourist and weekend vacation traffic between Portland and the Coast, as well as providing direct access to abutting properties throughout much of its length.

- Need for an additional bridge crossing of the Willamette River should be tempered by the values and goals of present residents regarding the County's prospective function as an enlarged bedroom community to the Portland and Salem metropolitan areas. Improved access to the County will inevitably accelerate urbanization.

- Cooperation between Yamhill County and the State Highway Division is needed to better serve programmed urban development as provided by the Plan, while preventing compromises elsewhere in the massive public investments already made and yet to be made in the arterial highway system.

- Bicycle and pedestrian ways as an element of the transportation system are generally most appropriately found in urban areas or between closely situated urban areas such as Sheridan and Willamina.

- The lack of safe and convenient bicycle and pedestrian facilities is a deterrent to increased use, and the County must look ahead to the increasing demand for alternatives modes of transportation to the automobile.

The Comprehensive Plan was updated in June 1979 to address the requirements of the statewide planning goals. The Land Conservation and Development Commission (LCDC) acknowledged that the Yamhill County Comprehensive Plan complied with the statewide goals in June of 1980.

Yamhill County has been involved in the "periodic review process" and update of the Comprehensive Plan for almost ten years. Local governments are required to address changes in local conditions and goals, rules and statutes adopted since acknowledgment during periodic review. However, Yamhill County has not been required to address the Transportation Planning Rule as a part of their current periodic review tasks.

Besides addressing the requirements of the Transportation Planning Rule, this Transportation System Plan is intended to:

- ☐ Provide a multimodal interconnectivity between Yamhill County and neighboring counties and cities

- ☐ Maintain a positive livability for Yamhill County residents

- ☐ Accommodate growth as it occurs

Yamhill County will work with the State and the cities in all matters that relate to the transportation system in the County.

2.1.2 COUNTY ROAD MANAGEMENT PLAN

Yamhill County Road Management Plan, developed in 1992, presents a management plan for the maintenance and capital improvement of the road system under the jurisdiction of Yamhill County. The plan provides:

- a policy and procedural framework for programming future maintenance and capital improvement activities;
- a monitoring system to better organize road and expenditure data including a new roadway functional classification ;
- potential financing mechanisms to increase the level of maintenance and capital improvements on the County Road System.

2.1.3 COUNTY BIKEWAY MASTER PLAN

Yamhill County Bikeway Master Plan was developed in 1993 by the Yamhill County Bikeway Task Force to address the specific needs of bicyclists and pedestrians. It promotes bicycling in Yamhill County and outlines the tasks and responsibilities of involved agencies. The Yamhill County Bikeway Task Force was formed in 1991 to respond to the goals and objectives outlined by the State of Oregon as mandated by Statewide Planning Goal 12 (Transportation) and OAR 660-12. A list of improvement projects for the County Bikeway System was identified in the Plan.

2.1.4 COUNTY COMPREHENSIVE LAND USE PLAN, REVISED GOALS AND POLICIES

This revision to Yamhill County Comprehensive Plan was completed in 1993. This document was intended to bring the Land Use Plan adopted by Yamhill County Comprehensive Plan in 1974 into compliance with Land Conservation and Development Commission (LCDC) goals. The plan incorporates Goal and Policy amendments through March 1993. The Plan provides goals and policies in regard to among other things:

- Urban Growth and Change and Economic Development,
- Transportation

2.1.5 CITY OF MCMINNVILLE TRANSPORTATION MASTER PLAN

This plan provides a comprehensive analysis of the transportation system within McMinnville. It examines the existing conditions for all transportation modes within the city. Future transportation needs were identified for the next 20 years based on the long-range impacts of local and regional growth on the transportation system in the McMinnville urban area. Roadway improvements recommended in the plan include:

1. A beltline-type facility extending across the South Yamhill River. The exact location of the beltline is still under investigation as part of the McMinnville Refinement Study.

2. The 1st Street/2nd Street Couplet is modified as follows at its east termini. First Street would continue eastbound one way and intersect with Highway 18 Spur. The westbound couplet would be made by connecting 3rd Street to 2nd Street between Johnson Street and Irvine Street.

3. A new interchange at Highway 18 north of Durham Lane was proposed to connect with Hill Road and projected residential growth in the western portion of the City. The interchange would provide an alternative to the widening and extension of Old Sheridan Road.

4. Widening Highway 99W from the Adams/Baker Couplet to Old Sheridan Road.

5. Constructing Three Mile Lane frontage road to provide access and circulation to the industrial area near the McMinnville Airport and immediately south of Highway 18. Closing Cruickshank has been proposed as one of the options to be considered in year 2003 as part of the construction of the frontage road system.

The plan also identifies the implementation program and construction costs, and it sets forth a funding strategy for the improvements.

2.1.6 MCMINNVILLE MUNICIPAL AIRPORT MASTER PLAN UPDATE

This Plan provides an updated inventory of the Airport facilities and off- and on-Airport land use. It provides operations forecasts and demand/capacity analysis of air side facilities at the Airport. The plan proposes improvements for the facilities and a financial plan for the implementation of these improvements. It addresses the use of property and areas surrounding the Airport and related environmental issues. The plan was published in 1989.

2.1.7 CITY OF NEWBERG TRANSPORTATION SYSTEM PLAN

This plan provides a comprehensive analysis of the transportation system within Newberg. It examines the existing conditions for all transportation modes within the city. Future transportation needs were identified in the plan based on the long-range impacts of local and regional growth on the transportation system in the Newberg urban area. The plan recommends a Newberg-Dundee by-pass and identifies several alternatives for a future east/west minor arterial in the north Newberg urban area. A list of roadway capacity improvement projects that involve County roads include:

1. Main Street between Illinois and Mountainview
2. Springbrook Road from Crestview Drive South to Highway 219
3. Chehalem Drive between Highway 240 and Bell Road
4. Fernwood Street between Springbrook and City limits
5. Columbia Street between Chehalem Drive and College Street
6. Wynooski Road from 12th Street to 4th Street.

The costs assessed to Yamhill County total at about $3.0 Million. These costs include the full cost of reconstructing Chehalem Drive, less the cost of adjacent land use, plus 40 percent of the costs of construction or reconstruction of various collector streets. The plan was completed in June 1994.

2.1.8 STATEWIDE PLANS

In addition, the following plans were reviewed:

- **Oregon Transportation Plan, 1992**
- **Oregon Rail Passenger Policy and Plan, 1992**
- **Oregon Rail Freight Plan, 1994**
- **Oregon Highway Plan, 1991**
- **Oregon Bicycle and Pedestrian Plan, 1991**

2.1.9 REGIONAL PLANS

Population growth estimates in the Willamette Valley for the next 20 years compelled ODOT to establish the Valley Policy Advisory Committee on Transportation (V-PACT). The goal of this committee is to develop a transportation strategy for the Willamette Valley as a whole that is consistent with the visions, goals, policies and system elements of the Oregon Transportation Plan, including the development of a high speed rail system within the Valley. V-PACT is considering three different scenarios for the future of transportation in the Valley. The base case scenario would extend the pace and character of current activities into the future. The moderate commitment scenario assumes cooperative efforts among local jurisdictions and state agencies to achieve the visions contained in the state transportation plan. It would include increased maintenance and improvements on the state's highway system along with an increase in public transportation. The high commitment scenario would include high speed rail, interurban passenger rail between Portland, Newberg, McMinnville and Salem, intercity bus services, implementation of the Intelligent Vehicle Highway System for portions of Interstate-5 and increased fees to pay for the improvements. A Draft Willamette Valley Transportation Strategy has been released but not adopted yet.

Highway 18/99W corridor study is also underway where recommendations regarding the Dundee-Newberg bypass as well as access management, level of service, and improvements along the corridor will take place.

2.2 OVERVIEW OF EXISTING TRANSPORTATION SYSTEM AND CURRENT NEEDS

2.2.1 ROADWAY SYSTEM CONDITION

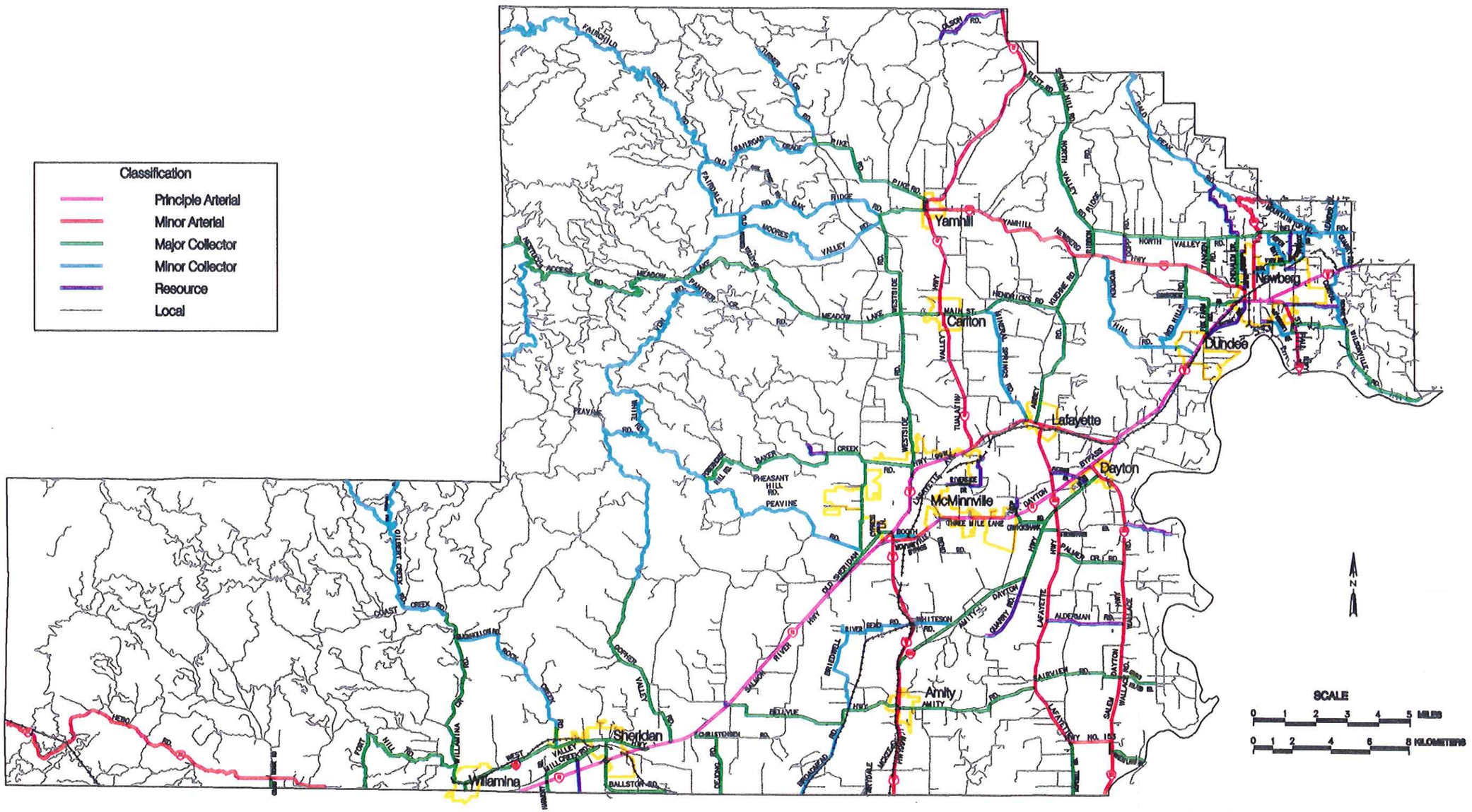
2.2.1.1 Road System Configuration

Yamhill County has 684.5 miles of roadways under its road maintenance jurisdiction. Most of these roads are located in the eastern portion of the County where most of the population is located. In the western portion of the County, numerous roads (totaling 473.85 miles) are under the jurisdiction of either the U.S. Bureau of Land Management, National Forest Service, the Oregon State Forestry Division or the Oregon State Parks Division. In the ten incorporated cities within the County (McMinnville, Newberg, Yamhill, Dayton, Lafayette, Dundee, Carlton, Amity, Sheridan, and Willamina) most public roads (174.45 miles) are under municipal jurisdiction. Another 148.93 miles are on the state highway system.

Yamhill County has adopted the proposed changes to the 1986 roadway functional classification suggested in the 1992 County Road Management Plan (see Figure 1). The functional classification describes how the public road system should operate -- grouping roads having similar characteristics of providing mobility and/or land access. Six classifications for roads in rural areas and four within urban areas have been established. The basic characteristics of each classification are presented in Table 1. The classifications range from arterials which primarily accommodate through traffic, to collectors which handle both through traffic and access to abutting property, to local roads which are primarily used to access property. In addition, resource roads classification has been applied to local roads with average daily traffic of 500 or more. There are only two designated urban areas within the County: McMinnville and Newberg. In these communities, the road system has been classified based on the urban definitions. In all other areas of the County, the rural classification is applicable. Local access roads are not maintained by the County.

Table 2 provides a breakdown in mileage of the County Road System by functional classification compared to the mileage of other jurisdictions in the County. Ninety nine percent (663.49 miles) of the County Road System is in the designated rural area. Of the rural system, 30% of the mileage (202.42 miles) is on designated collectors with the remainder (461.07 miles) designated as local roads. In the designated urban areas, 51% (4.88 miles) of the county roads are minor arterials, 22% (2.06 miles) are collectors, and 27% (2.61 miles) are local and resource roads. Table 3 identifies the major and minor collectors on the County Road System. Most of the designated arterials in the County -- including all principal arterials -- are on the state highway system. The designated principal arterials in the County are: 1) State Highway 99W (OR 99W) between the Washington County Line and OR 18 east of McMinnville, 2) the OR 18 bypass of McMinnville and its extension to the Polk County Line, 3) OR 99W in McMinnville between OR 47 on the east side of town and OR 18 on the west side of town, 4) OR 219 from Wilsonville Road to Henry Road in Newberg vicinity. OR 47, OR 221, OR 240, OR 233, the rest of OR 219 and the Lafayette Highway are designated as minor arterials.

Figure 1
Yamhill County Road System



Yamhill County Transportation System Plan

JRH TRANSPORTATION ENGINEERING

E151-F01.DWG

TABLE 1
ROAD FUNCTIONAL CLASSIFICATION CHARACTERISTICS

RURAL

Principal Arterial:

* Trip length and travel density characteristics representative of substantial statewide or interstate travel; and
* Penetrates urban boundaries, or comes within 10 miles of the center of an urban area of 25,000 population or greater, and are within 20 minutes travel time (off-peak periods) of the center of the area via a minor arterial roadway.

Minor Arterial:

* Links cities, larger towns, and other major traffic generators, providing interregional and intercounty service; and
* Spaced at distances so that all developed areas are within reasonable distance of an arterial highway, and
* Provides service to corridors with trip length and travel density greater than those predominately served by rural collector or local systems.

Major Collector:

* Provides service to any county seat not on an arterial route, and to the larger towns not served by higher classified roads. Other traffic generators of equivalent county importance, such as schools, county parks, and important agricultural areas, would also be served by this classification
* Connects these places with nearby larger towns or cities, or with routes of higher classification;
* Serves the more important intra-county travel corridors.

Minor Collector:

* Spaced at intervals to collect traffic from local roads and provide all developed areas a reasonable distance from a collector road; and
* Provides service to the remaining smaller communities; and
* Links locally important traffic generators with rural destinations.

Resource Roads:

* Traffic volumes of 500 vehicles/day or greater;
* Primarily provides access to adjacent land; and
* Accommodates travel over short distances as compared to collectors or arterials.

Local:

* Primarily provides access to adjacent land; and
* Accommodates travel over short distances as compared to collectors or arterials.

TABLE 1 (Cont.)

URBAN

Principal Arterial:

* Serves the major activity centers in a metropolitan area, and also serves the highest traffic corridors and satisfies the longest trip desires; and

* Carries the major portion of trips entering and leaving the urban area, as well as the majority of through traffic desiring to bypass the city.

Minor Arterial:

* Provides service to trips of moderate length at a somewhat lower level of travel mobility than major arterials; and

* Distributes travel to geographic areas smaller than those served by principal arterials, while not penetrating specific neighborhoods; and

* Spacing varies from 1/8 to 1/2 mile in downtown areas, to 2 to 3 miles in areas outside downtown.

Collector:

* Provides both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas; and

* Distributes trips from arterials through these areas to their final destination, and conversely, collects traffic from local streets and channels it onto arterials.

Local:

* Provides access to adjacent land and access to higher classified roads; and

* Provides lowest level of travel mobility including no bus routes.

* Carries less than 1,200 vehicles/day.

TABLE 2
YAMHILL COUNTY ROAD MILEAGE BY FUNCTIONAL CLASSIFICATION

JURISDICTION	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Urban Collector	Resource & Local
Rural:						
City	0	0	2.23	0.26	-	0
County	**0**	**0**	**99.07**	**103.35**	-	**472.57**
BLM	0	0	8.44	10.80	-	392.76
National Forest	0	0	0	0		54.00
Public Roads	0	0	0	0	-	49.52
State Forest	0	0	0	7.10	-	0
State Highway	25.41	80.75	36.60	0	-	0
State Park	0	0	0	0	-	0.75
Rural Total	25.41	80.75	146.34	121.51	-	958.101
Urban:						
City	0.57	10.15	-	-	13.22	157.41
County	**0**	**4.88**	-	-	**2.06**	**2.61**
State Highway	18.87	1.71	-	-	0	0
Urban Total	19.44	16.74	-	-	15.28	160.02
Total	**44.85**	**97.49**	**146.34**	**121.51**	**15.28**	**1118.12**
County Total	**0**	**4.88**	**99.07**	**103.35**	**2.06**	**475.18**

TABLE 3

DESIGNATED COLLECTORS ON COUNTY ROAD SYSTEM

ROAD TYPE/NAME	SEGMENT
Major Collector:	
Grand Ronde Rd.	Polk County Line to Hwy. 22
Ft. Hill Rd.	Polk County Line to Willamina Creek Rd.
Willamina Creek Rd.	Hwy. 18 Business to Coast Creek Rd.
Mill Creek Rd.	Hwy. 18 to Begin County Jurisdiction
Ballston Rd.	Hwy. 18 to Polk County Line
Gopher Valley Rd.	Hwy. 18 to Thomson Hill Rd.
Dejong Rd.	Polk County Line to Christensen Rd.
Christensen Rd.	Dejong Rd. to Hwy. 18
Bellevue Hwy./Amity Rd.	Hwy. 18 to Hwy. 233
Wheatland Rd.	All
Fairview Rd.	All
Grand Island Rd.	Hwy. 221 to Lower Island Rd.
Palmer Creek Rd.	All
Cruickshank Rd.	All
String Town Rd.	Hwy. 233 to Lafayette Hwy.
Old Sheridan Rd.	All
Hill Road South	Peavine Rd. to Redmond Hill Rd.
Hill Road South	Peavine Rd. to Fox Ridge Rd.
Baker Creek Rd.	Power House Hill Rd. to Hill Road South
Meadow Lake Rd.	All
West Side Rd.	All
Moores Valley Rd.	West Side Rd. to Hwy. 47
Pike Rd.	Tupper Rd. to Olive St.
Hendricks Rd.	All
Abbey Rd.	All
Kuehne Rd.	All
Ribbon Ridge Rd.	Hwy. 240 to North Valley Rd.
Flett Rd./North Valley Rd./Bell Rd.	Hwy. 47 to Zimri Dr.
Spring Hill Road	All
Tangen Rd.	All
Wilsonville Rd.	Hwy 219 to County Line
Red Hills Rd.	Sunnycrest Rd. to Hwy. 240
Sunnycrest Rd.	Red Hills Rd. to Hwy. 99W
Fox Farm Rd.	All
Chehalem Dr.	Cullen Rd. to North Valley Rd.
Hopewell Rd.	County Rd to Lafayette Hwy
Gopher Valley Rd.	Hwy 18 to Thompson Hill Rd.
West Valley Hwy (18 Business)	All

TABLE 3 (Cont.)

Minor Collector:

Coast Creek Rd.	Gilbert Creek Rd. to Willamina Creek Rd.
Gilbert Creek Rd.	All
Gopher Valley Rd.	Thompson Hill Rd to Peavine Rd.
Peavine Rd.	Gopher Valley Rd. to Old Sheridan Rd
Panther Creek Rd.	Von Rd. to Meadow Lake Rd.
Moores Valley Rd.	Meadow Lake Rd. to West Side Rd.
Fairdale Rd.	All
Old Moores Valley Rd.	Moores Valley Rd. to Fairdale Rd.
Old Railroad Grade Rd.	Fairdale Rd. to Fairchild Creek Rd.
Mineral Springs Rd. .	All
Broadmead Rd.	All
Briedwell Rd./River Bend Rd.	All
Whiteson Rd.	Hwy. 99W to Hwy. 233
Worden Hill Rd.	All
Red Hills Rd.	Worden Hill Rd. to Sunnycrest Rd.
Quarry Rd.	All
Leander Dr.	All
Bald Peak Rd.	Washin. County Line to Hwy 219.
N. Springbrook Rd.	Crestview Dr. to Bell Rd.
Aspen Way	Mountainview Dr. to Bell Rd.
Bell Rd.	Zimri Dr to Clackamas County Line
Mountain Top Rd.	Hwy 219 to Bell Rd.
Turner Creek Rd.	Tupper Rd. to end of County jurisdiction
Rock Creek Rd.	Hwy 18 Bus. to Buck Hollow Rd.
Buck Hollow Rd.	Rock Creek Rd. to Willamina Creek Rd.
Booth Bend Rd.	East of Davis Street
Mountain View Dr.	Villa Road to N. Springbrook Rd
Wynooski Rd	Highway 219 to CR 146
Corral Creek	Hwy 99 to Fernwood Rd.
Renne Rd	All
Fairchild Creek Rd.	Fairdale Rd to Tillamook Co. Line
Bald Mtn. Rd.	Gilbert Cr. Rd to Tillamook Co. Line
Von Rd/White Rd.	All
Oak Ridge Rd.	Fairdale Rd to Westside Rd.

TABLE 3 (Cont.)

Resource Road:	
Red Prairie Road	Mill Creek Road to County Line
Muddy Valley Road	Hwy 18 to Latham Road
Pheasant Hill Road	Baker Creek Road to Orchard View Road
Cypress Lane	Old Sheridan Road to end of jurisdiction
Olive Street	Moores Valley Road to Pike Road
Olson Road	Hwy 47 to Road 3006
Riverside Drive	Lafayette Avenue to end of jurisdiction
Starr Quarry Road	Walnut Hill Road to Amity-Dayton Hwy
Loop Road	Three Mile Lane to Reid Lane
Spring Hill Road	Flett Road to County Line
Fletcher Road	Lafayette Hwy to Ash Street
Alderman Road	Lafayette Hwy to Webfoot Road
Dopp Road	Hwy 240 to North Valley Road
Mallard Ln./Dorsey Rd.	Wallace Road to End of Dorsey Road
Chehalem Drive	Bald Peak Road to North Valley Road
Main Street/Crater Lane	Start County jurisdiction to end Crater Ln.
Dayton Avenue	Hwy 99W to end of jurisdiction
11th Street	Wynooski Road to end of jurisdiction
Fernwood Road	St. Paul Hwy to Corral Cr./Renne Rd.
Zimri Drive	Mountain View Dr. to Bell Road
Crest View Drive	Mountain View Dr. to Springbrook Road
Springbrook Road	Mountain View Dr. to Bell Road

2.2.1.2 Traffic Volumes

The County has obtained 24 hour traffic counts at certain locations on the County Road System for several years. These counts were analyzed to identify those road segments with higher traffic volumes. Table 4 identifies those county roads with the highest traffic volumes based on the most recent count data (1993-1994). The road with the highest traffic volume, Westside Road south of CR 217, has 6,542 vehicles a day. Traffic volumes are fairly low on the County Road System as it primarily serves rural areas. Figure 2 shows County roads with ADT volumes greater than 1500 vehicles/day. About 15% of the County road system has traffic volumes over 1,000 vehicles a day.

On the State Highways serving the County, Highway 18 ADT volumes range from 5,000 at the Polk-Yamhill County line to a peak of 12,000 just east of McMinnville Spur in the City of McMinnville. ADT volumes on Highway 99W range from 4900 at Yamhill-Polk County line to a peak of 33,000 on the downtown couplet through Newberg. A dramatic change in traffic volumes on Highway 99W occurs at its intersection with Highway 18. Highway 219 ADT volumes range from 1,700 at Washington-Yamhill County line to a peak of 7,400 just east of 99W.

Traffic volumes on minor arterials range broadly from below 1000 to 9000 ADT. Highway 47 varies from 5700 ADT at Gaston to 4400 at the junction with 99W, On Highway 99W south of McMinnville ADT volumes of 4900 at the Polk County boundary increases to 8600 at the southern city limits of McMinnville. Highway 221 and the McMinnville-Hopewell Road carry approximately 3000 ADT at the northern city limit of Dayton decreasing to 2500 at the Polk County boundary. Highway 240 leading east from Yamhill has ADT volumes of 1800 at the east city limits increasing to 8600 just south of Illinois Street in Newberg. The old Sheridan-Willamina highway, known as 18 Business, carries volumes of 3500 to 6600 vehicles per day, from city limits to city limits. Highway 233 highest volume was 3,500 occurring just north of Three Mile Lane. All ADT volumes on state highways are obtained from ODOT 1993 Traffic Volume Tables.

2.2.1.3 Fire Districts

Twelve fire districts provide fire protection within the County. Ten of the districts are associated with local communities (Amity, Carlton, Dayton, Lafayette, Dundee, McMinnville, Newberg, Sheridan, Willamina, and Yamhill). The U.S. Forest Service has two fire districts in the western portion of the County (Forest Grove and Western Oregon Districts) which overlap with the Willamina, Sheridan, McMinnville, Carlton, Yamhill, and Gaston Fire Districts. None of the fire stations are located on county roads.

2.2.1.4 Accident Experience

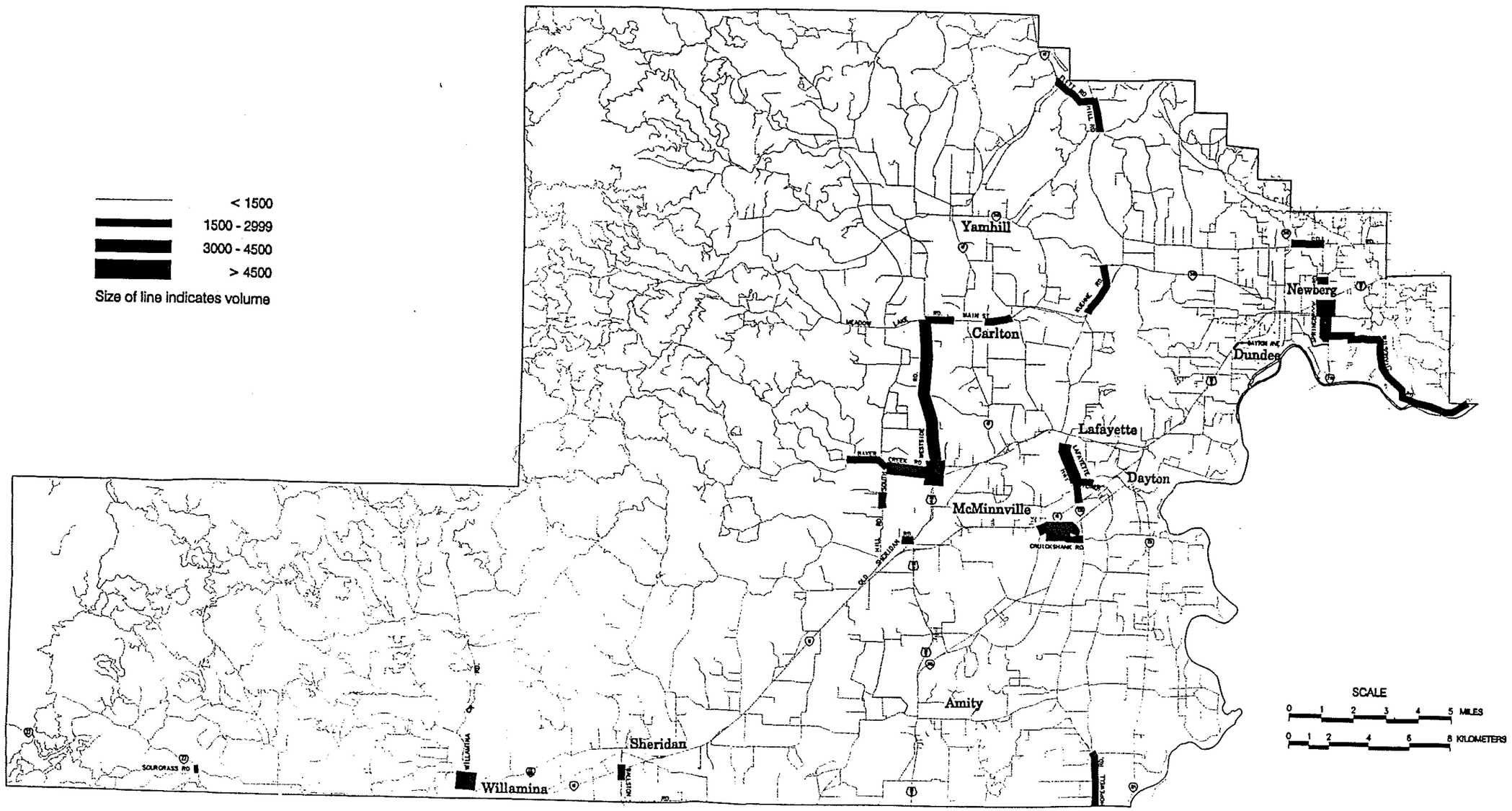
Accident records for the County Road System over a three year period from 1991 to 1993 were analyzed to identify high accident locations. The Safety Priority Index System (SPIS) is a method used by ODOT to identify high accident locations. An accident and County street database were obtained from the Accident Data Unit at ODOT. A total of 415 accidents on the

TABLE 4
HIGHER VOLUME COUNTY ROADS

Road	Road No.	Segment	ADT
Westside Rd	MR21	S OF 217	6542
Williamina Creek Rd	MR10	BTWN CR404 & CITY LIMITS	4915
Westside Rd	MR21	S OF 223	4806
Cruickshank Rd-Stringtown Rd.	MR32	BTWN HWY233 & CR464	4780
Willsonville - Springbrook Road	MR5	BTWN 99W AND CR 46	4685
Westside Rd	MR21	S OF 2	4148
Cruickshank Rd-Stringtown Rd.	MR32	NW OF AIRPORT RD	4018
Lafayette Hwy	MR18	S OF CITY LIMITS	3941
Westside Rd	MR21	N OF 217	3919
Westside Rd	MR21	S OF 218	3822
Westside Rd	MR21	N OF 218	3796
Willsonville - Springbrook Road	MR5	S OF CR 46 ON MR 5	3594
Westside Rd	MR21	N OF 223	3503
Lafayette Hwy	MR18	N OF 90	3407
Baker Creek Rd	MR9	BTWN MR 21 AND MR 35	3230
Willsonville - Springbrook Road	MR5	E OF ST HWY 219	3039
Cruickshank Rd-Stringtown Rd.	MR32	BTWN HWY154 & HWY233	2868
Baker Creek Rd	MR9	BTWN MR 35 AND CR 220	2682
Baker Creek Rd	MR9	BTWN CR 220 AND CR 226	2617
Lafayette Hwy	MR18	BTWN CR 90 AND CR 192	2424
Muddy Valley Rd-Masonville-Old Sheridan Rd	MR19	BTWN HWY 18 AND CR 435	2389
Webfoot-Hopewell	MR6	BTWN CR460 & CNTY LINE	2267
Meadow Lake Rd	MR2	BTWN CARLTON AND 21	2261
Willsonville - Springbrook Road	MR5	BTWN CR 148 AND CR 48	2247
Wynooski Road-Sandoz Rd	CR47	BTWN CITY LMT & CR147	2245
Mountain View Dr.	CR58	BTWN CR59 & CITY LMTS	2231
Webfoot-Hopewell	MR6	AT HOPEWELL STORE	2209
Wynooski Road	CR150	BETWN HWY 219 & 47	2161
Webfoot-Hopewell	MR6	BTWN CR 560 AND CR 460	2148
Webfoot-Hopewell	MR6	BTWN CR 572 AND CR 459	2134
Webfoot-Hopewell	MR6	BTWN CR 459 AND CR 560	2117
Crestview Dr.	CR59	W OF SPRINGBK AVE	2009
North Valley Rd-Bell Rd	CR62	BTWN CR 57 & CR 56	1936
Baker Creek Rd	MR9	BTWN CR 226 AND CR 227	1933
Willsonville - Springbrook Road	MR5	BTWN CR 48 AND CR 45	1925
Willsonville - Springbrook Road	MR5	BTWN CR 40 & CNTY LINE	1906
Hendricks Rd-Mineral Springs Rd	CR204	BTWN CITY LMTS & CR 205	1895

Abbey Rd - Kuehne Rd.	MR11	BTWN MR 1 AND CR 97	1893
North Valley Rd-Bell Rd	CR62	BTWN HWY219 & CR64	1880
Willsonville - Springbrook Road	MR5	JUST S OF CR 45	1872
North Valley Rd-Bell Rd	CR62	BTWN CR 57 & CR 64	1849
Hill Road South	MR35	N OF WEST 2ND	1847
Willsonville - Springbrook Road	MR5	W OF 40	1782
Lafayette Hwy	MR18	BTWN HWY 18 & CR 91	1779
Hendricks Rd	CR204	BTWN CR 205 & MR 1	1738
Abbey Rd - Kuehne Rd.	MR11	BTWN CR 97 AND HWY 240	1738
Willsonville - Springbrook Road	MR5	MIDWAY B/T 40 & 45	1731
N. Valley Road-Flett Rd.-Spring Hill Rd -Tangen Rd	MR4	BRDG @ MI. 9.6 W OF INT W/CR116	1647
N. Valley Road-Flett Rd.-Spring Hill Rd -Tangen Rd	MR4	S OF CR 116	1611
Sourgrass Road	CR401	EAST END	1590
N. Valley Road-Flett Rd.-Spring Hill Rd -Tangen Rd	MR4	E OF CR 273	1590
Fletcher Rd	CR90	BTWN MR 18 & CR 89	1587
N. Valley Road-Flett Rd.-Spring Hill Rd -Tangen Rd	MR4	W OF CR 273	1559
Ballston Rd	MR24	JUST S. OF INT W/HWY18	1545
Dayton Avenue	CR119	B/T 179 & OSH 99W	1526
Ballston Rd	MR24	BTWN HWY18 & CITY LIMITS	1510

Figure 2
1993-1994 Average Daily Traffic Volumes on County Roads



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system during this period were reported. This included 10 fatal, 184 injury, and 221 property damage only accidents. Table 5 identifies the ten highest accident locations based on the highest SPIS values. The Priority Index has three parameters; they are accident frequency, the accident rate, and accident severity. These together make up the total SPIS value. The SPIS method helps in identifying the locations where safety money can be spent most beneficially. Figure 3 shows the location of these accidents.

TABLE 5
HIGH ACCIDENT LOCATIONS ON COUNTY ROAD SYSTEM

County Road No.	Street	Mile Point	ADT	SPIS
4	North Valley Rd.	2.21	1059	61.62
14	Moores Valley Rd.	7.59	850	53.11
10	Willamina Creek	2.89	1553	51.22
14	Moores Valley Rd.	1.53	850	45.72
14	Moores Valley Rd.	1.17	850	45.33
32	Stringtown Rd.	2.68	2496	44.81
2	Meadow Lake Rd.	3.92	868	44.59
2	Meadow Lake Rd.	.34	868	44.00
18	Lafayette Hwy	1.10	3562	43.89
62	North Valley Rd.	.64	1618	42.75
24	Ballston Rd.	.03	1050	42.47
21	Westside Rd.	.45	3478	42.40
5	Wilsonville Rd	4.15	3373	42.18

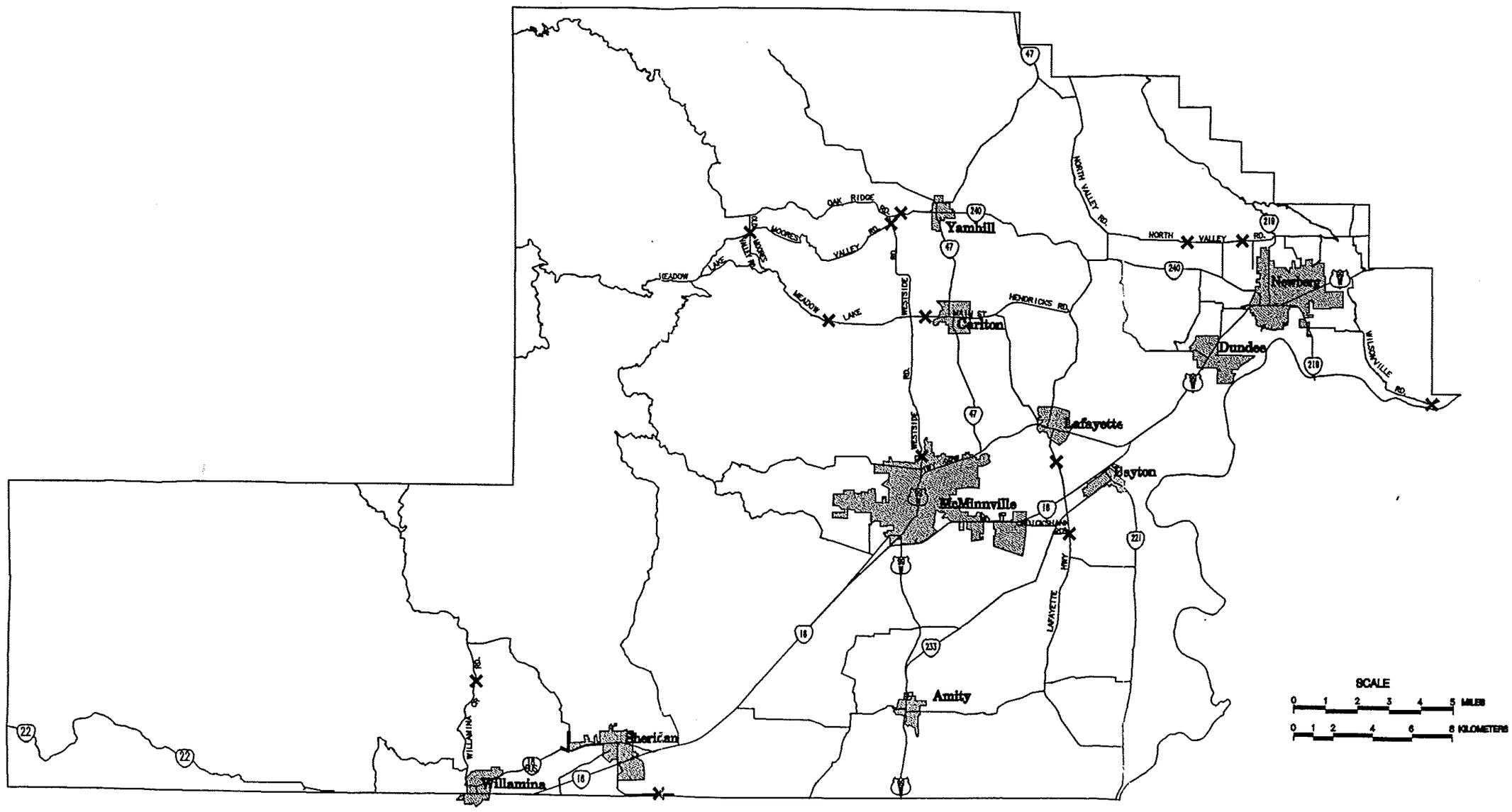
2.2.1.5 Pavement Type/Condition:

About 55% of the County Road System is paved (379.6 miles), while the remainder (304.9 miles) has a gravel or dirt surface. A higher percentage of the collector system is paved (84% or 165.4 miles) than the local road system (44% or 214.2 miles). Collector road segments which are not paved are shown in Table 6:

TABLE 6 UNPAVED COUNTY COLLECTOR ROADS

Roadway Section	Length (miles)	ADT range
Gopher Valley Rd. - north of Thompson Mill Rd.	5.90	12-282
Peavine Rd. - Gopher Valley Rd. to Power House Hill Rd.	4.65	50-218
Moores Valley Rd. - Old Moores Rd. to west of Puddy Gulch Rd.	2.90	45-170
Worden Hill Rd. - Hwy. 240 to Fairview Dr.	2.15	224-341
Red Hills Rd. - Fairview Dr. to Sunnycrest Rd.	1.76	160-266

Figure 3
High Accident Locations on County Road System



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Pavement Condition

The County's current Pavement Management Plan estimates the Pavement Condition Index (PCI) for Yamhill County Road Network for 1995-1999 period with and without treatment scenarios. A PCI of 100 indicates an excellent pavement conditions. The current pavement condition of the paved section of the County roads is shown in Table 7. These estimates are based on 10% sampling of the pavement condition on County roads and are subject to change as more inspections take place. Over 67% of the paved county roads (257 miles) have excellent condition. 23% have good condition (87.3 miles) , 6.3% (23.9 miles) have fair to poor condition, and only 3 % (11.4 miles) have poor condition. The current PCI for the road network is estimated at 69. A PCI of 83 was estimated for 1995 after the treatment is applied.

TABLE 7 PAVEMENT CONDITION

% of Network Area in Condition Category*	Total**
Excellent (PCI 70-100)	67.7
Good (PCI 50-70)	22.9
Fair to Poor (PCI 25-50)	6.3
Bad (PCI 0-25)	3.1

* State Highways are not included
** estimates are based on 10% sampling of the road network and are subject to change as more inspections take place.

2.2.1.6 Roadway Width/R-O-W Deficiencies

The current Yamhill County Road Standards are shown below. The Public Road Standards adopted by the County identify a minimum right-of-way width of 60 feet with travel lane widths ranging from 18 to 32 feet. The maximum sustained grade allowed is 10% while the maximum intermittent grade is 15% for 200 feet. The County's adopted private road standards are also shown below.

PUBLIC ROAD STANDARDS

R/W width: 60 ft. minimum standard
Travel width: 18 to 32 ft. - variable under certain conditions
Grades:
    Maximum sustained: 10%
    Maximum intermittent: 15% for 200 ft.
Minimum Vertical Clearance: 18 ft.
Rock Depth: 6" of 1 1/2"- 0 (or 2"- 0 rock)
Pavement: By permit from the Public Works Department
Dedication of Public Roads: must be accepted by the Yamhill County Board of Commissioners

PRIVATE ROAD STANDARDS
(No more than 3 parcels may be served by private easement)

Easement Width: 30 ft. minimum
Travel Width: 12 ft. minimum
Rock Depth: 6" of 1 1/2"- 0 (or 2"- 0 rock)
Grades:
Maximum sustained: 10%
Maximum intermittent: 15% for 200 ft.
Minimum Vertical Clearance: 14 ft.
Pavement: Not Required

TURNOUTS
If a road is over 400 ft. long, a turnout 10 ft. wide by 30 ft. long must be constructed every 800 ft. or less as directed by the County.

TURNAROUNDS
If a road is over 400 ft. long, and has only one entrance onto a public road, a circular 60 foot diameter turnaround must be provided, with variances as allowed by the County Engineer.

INSPECTIONS
Fire department officials, with the local Rural Fire Protection District or the nearest City, will do any necessary inspections under a county-wide agreement.

In the American Association of State Highway Officials' (AASHTO) A Policy on the Geometric Design of Highways (1990), the recommended minimum traveled way and shoulder widths for local, collector, and arterial roads are identified (see Table 9). For collectors and arterials, the width accounts for traffic volume (either average daily traffic or design hour volume) and roadway design speed. When compared to the AASHTO criteria, 16% (31.4 miles) of the Yamhill County arterial/collector system has deficient traveled way width, 16% (31.6 miles) has deficient shoulder width, and 32% (63 miles) has deficient combined width.

Oregon state law requires that all new county roadways have a minimum 60 foot wide right-of-way. Forty three percent (297.22 miles) of the Yamhill County Road System does not meet this requirement. Four percent (27.5 miles) has between 50-59 feet of right-of-way, 38% (263.08 miles) between 40 and 49 feet, and 1% (6.64 miles) less than 40 feet. Table 8 lists roadways (all of local functional classification) that have less than a 40 foot right-of-way:

TABLE 8 ROADWAYS WITH RIGHT-OF-WAY WIDTH LESS THAN 40 FEET

Sourgrass Rd	Hagey Rd
Spirit Mt. Rd.	Hirters Ln.
Blackburn Rd.	Modaffari Rd.
Three Trees Ln.	Lawson Ln.

TABLE 9
AASHTO PAVEMENT WIDTH STANDARDS

ARTERIAL

Design Speed (mph)	ADT Under 400	ADT 400 and Over	DHV 100-200	DHV 200-400	DHV Over 400
		Travel Way Width (ft.)			
50	22	24	24	24	24
60	24	24	24	24	24
70	24	24	24	24	24
		Usable Shoulder Width (ft.) (Each Side of Pavement) (1)			
All Speeds	4	6	6	8	10

COLLECTOR

Design Speed (mph)	ADT Under 400	ADT 400 and Over	DHV 100-200	DHV 200-400	DHV Over 400
		Travel Way Width (ft.)			
20	20	20	20	22	24
30	20	20	20	22	24
40	20	22	22	22	24
50	20	22	22	24	24
60	22	22	22	24	24
70	22	22	22	24	24
		Graded Shoulder Width (ft.) (Each Side of Pavement)			
All Speeds	2 (2)	4	6	8	8

LOCAL

Type	Travel Way Width (ft.) (3)	Shoulder Width (ft.)
Primary Access Roads (2 lanes)	22-24	2-4
Circulation Roads (2 lanes)	20-22	2-4
Area Roads (2 lanes)	18-20	0-2
Area Roads (1 lane) (4)	12	0-1

1Usable shoulders on arterials should be paved
2Minimum width of 4 ft. if roadside barrier is utilized
3Widening on the inside of sharp curves should be provided
4Road widths of greater than 14 ft. should not be used because of the tendency for drivers to use facility as a 2-lane road.

2.2.1.7 Bridge Condition

Every other year, ODOT conducts an appraisal of the structural condition and functional adequacy of all bridges on the County Road System. This condition survey is summarized in a bridge log prepared on a mainframe-based system, which also includes all relevant design data including type of structure, bridge length, number of spans, roadway and bridge width, and horizontal and vertical clearances. The condition survey rates each bridge with a score of 0 to 100. 0 representing the worst and 100 representing the best condition. This score is called the "Sufficiency Rating". The sufficiency rating is comprised of the total of 0 to 10 scores for ten evaluation categories including deck, superstructure, substructure, retaining wall condition, channel protection, deck and approach geometry, clearances, and safe load capacity. Rating of 4 or less on the condition of the bridge deck, or superstructure, or substructure, or culvert and retaining walls qualifies the bridge as 'structurally deficient'. Rating of 3 or less for deck geometry, or underclearances, or approach roadway alignment qualifies the bridge as 'functionally obsolete'. The latest survey indicated that there are 33 deficient bridges on the Yamhill County Road System out of the total 136 bridges. Thirty four percent of these 33 bridges are structurally deficient. Table 11 identifies those bridges while Figure 4 shows their location. Table 10 shows the bridges with restrictive load limits on the County roads.

TABLE 10 BRIDGES WITH RESTRICTIVE LOAD LIMITS

Bridge No.	Bridge Name	Roadway Name	Road No.	Load Limit (TONS)
11567	Poverty Bend	Poverty Bend	224	12
11703	Grenfell	Edward Grenfell Park	218	10
11629	Patty Bridge	Patty Lane	454	40
11794	Grand Island	Grand Island	474	15
11501	Deer Creek	Deer Creek Park	N/A	10
11547	Willamina Falls	Peavine	430	10
11605	Rex Brown	Rex Brown	331	16
11711	Sunny Crest	Sunny Crest	30	26
11774	Tindle Creek	Tindle Creek	406	13
11677	Bayley	Bayley	100	12

TABLE 11
DEFICIENT BRIDGES ON COUNTY ROAD SYSTEM
(Based on 1994 ODOT database)

No.	RIVERS/CREEK	LOCATION	ADT	SUFF. RATING	TYPE OF DEFICIENCY
1	North Yamhill River	W of Yamhill on 244	530	48.9	Structural
2	Willamina River	W of Sheridan on 430	570	34.3	Structural
3	Haskins Creek	W of Yamhill on 245	550	62.9	Structural
4	Panther Creek	W of Carlton on 331	570	28.5	Structural
5	Haskins Creek	W of Yamhill on 237	512	57.5	Structural
6	Ash Swale	SE Amity on 454	570	62.9	Structural
7	Chehalem Creek	0090 W of 99W	570	13.6	Structural
8	Willamina River	N Willamina on 410	550	54.7	Structural
9	Palmer Creek	SO Dayton on 6	550	50.7	Structural
10	Yamhill River	010 MI N Yamhill-Polk Ln	520	54.3	Structural
11	Mosquitto Creek	On Grand Island	512	51.0	Structural
12	Mosquitto Creek	On Grand Island	570	47.8	Structural
13	Cozine Creek	SW on 19	761	69.0	Functional
14	Yamhill River	In Sheridan	6700	52.2	Functional
15	Yamhill River	E of Lafayette	2933	56.0	Functional
16	Baker Creek	EDW Grenfell Co Park	140	69.6	Functional
17	Turner Creek	003 Mi SE Pike	1211	74.6	Functional
18	Baker Creek	021 Mi W McMinnville	2036	69.4	Functional
19	Baker Creek	W of McMinnville on 284	140	77.9	Functional
20	Haskins Creek	W of Yamhill on 235	114	77.9	Functional
21	N Yamhill River	001 Mi W Carlton	2177	73.7	Functional
22	N Yamhill River	NW McMinnville on 218	155	28.8	Functional
23	Baker Creek	007 Mi N McMinnville	3137	77.8	Functional
24	Panther Creek	021 Mi N McMinnville	3137	66.0	Functional
25	Cozine Creek	0264 Mi SO MR9 Jct	634	76.0	Functional
26	Coast Creek	062 Mi N Willamina	1150	78.0	Functional
27	Willamina River	N Willamina on 406	100	43.0	Functional
28	Small Creek	On Grand Island	161	77.9	Functional
29	Baker Creek	W of McMinnville on 285	140	77.9	Functional
30	Small Stream	SE Shdn on Loganberry	150	77.9	Functional
31	Deer Creek	N on Gopher on 421	155	77.7	Functional
32	Deer Creek	N on Gopher	200	77.6	Functional
33	Deer Creek	N on Gopher on 422	90	80.5	Functional

Figure - 4
Bridge Deficiencies

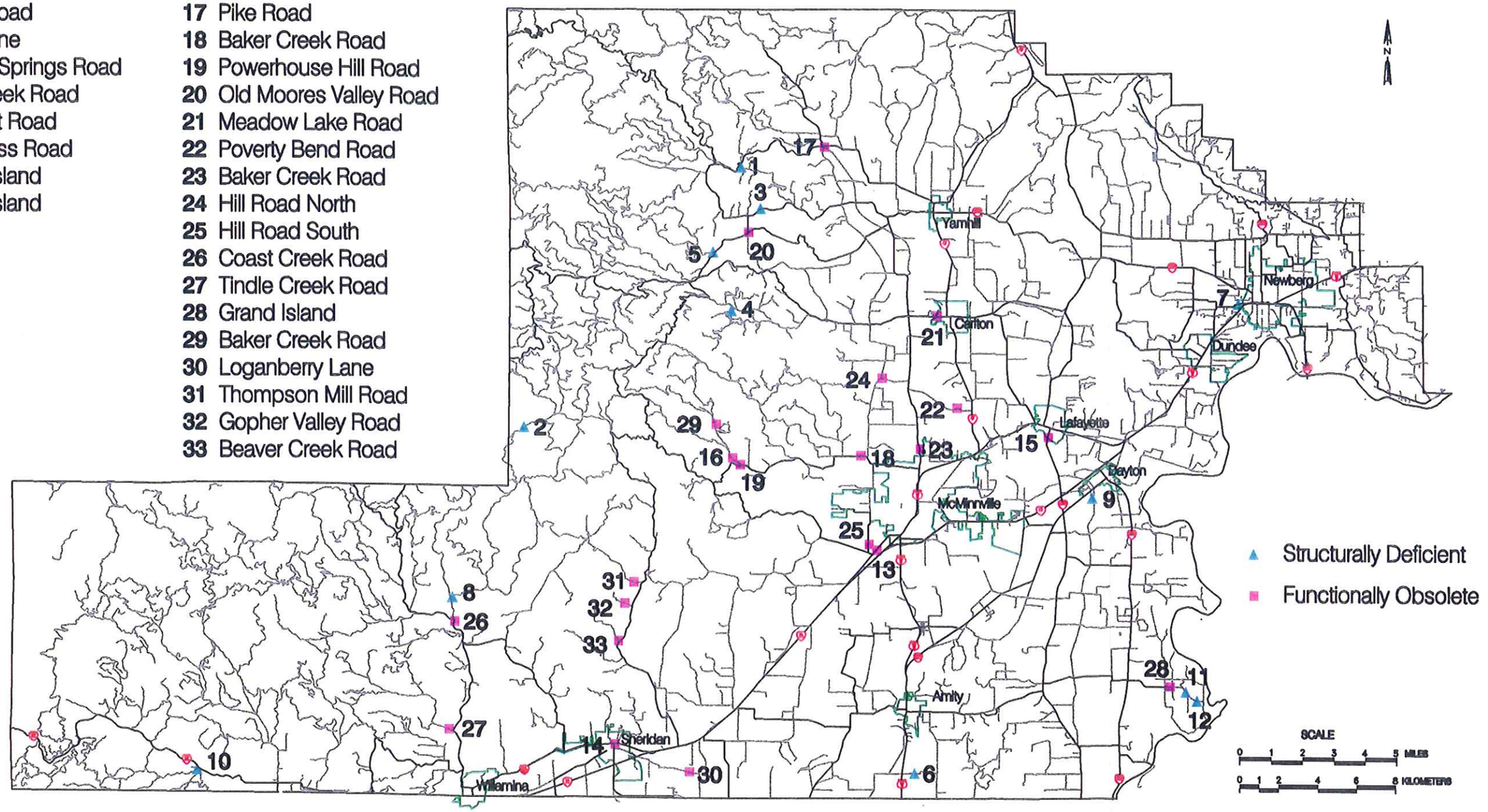
Structurally Deficient

1 Oak Ridge Road
2 Peavine Road
3 Fairdale Road
4 Rex Brown Road
5 Kutch Road
6 Patty Lane
7 Hidden Springs Road
8 East Creek Road
9 Webfoot Road
10 Sourgrass Road
11 Grand Island
12 Grand Island

Functionally Obsolete

13 Old Sheridan Road
14 Bridge Street
15 Lafayette Highway
16 Baker Creek Road
17 Pike Road
18 Baker Creek Road
19 Powerhouse Hill Road
20 Old Moores Valley Road
21 Meadow Lake Road
22 Poverty Bend Road
23 Baker Creek Road
24 Hill Road North
25 Hill Road South
26 Coast Creek Road
27 Tindle Creek Road
28 Grand Island
29 Baker Creek Road
30 Loganberry Lane
31 Thompson Mill Road
32 Gopher Valley Road
33 Beaver Creek Road

Structurally deficient bridges need to be replaced.
Functionally obsolete bridges need to be widened.



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2.2.2 BIKE ROUTES

There currently are only 3 designated bike routes or lanes on the County Road System. They are Baker Creek Road easterly of Hill Road South; Dayton Avenue connecting Newberg and Dundee; and Hill Road South. AASHTO's Guide for Development of New Bicycle Facilities (1991) and the Oregon Bicycle and Pedestrian Plan state that the minimum width for an on-street bike lane should be four feet with a shoulder section and five feet with a curbed section. Only two segments on the Yamhill County collector road system have adequate width currently to accommodate bike lanes: Briedwell Rd. and Baker Creek Rd. East of Orchard View Rd.

2.2.3 PUBLIC TRANSPORTATION

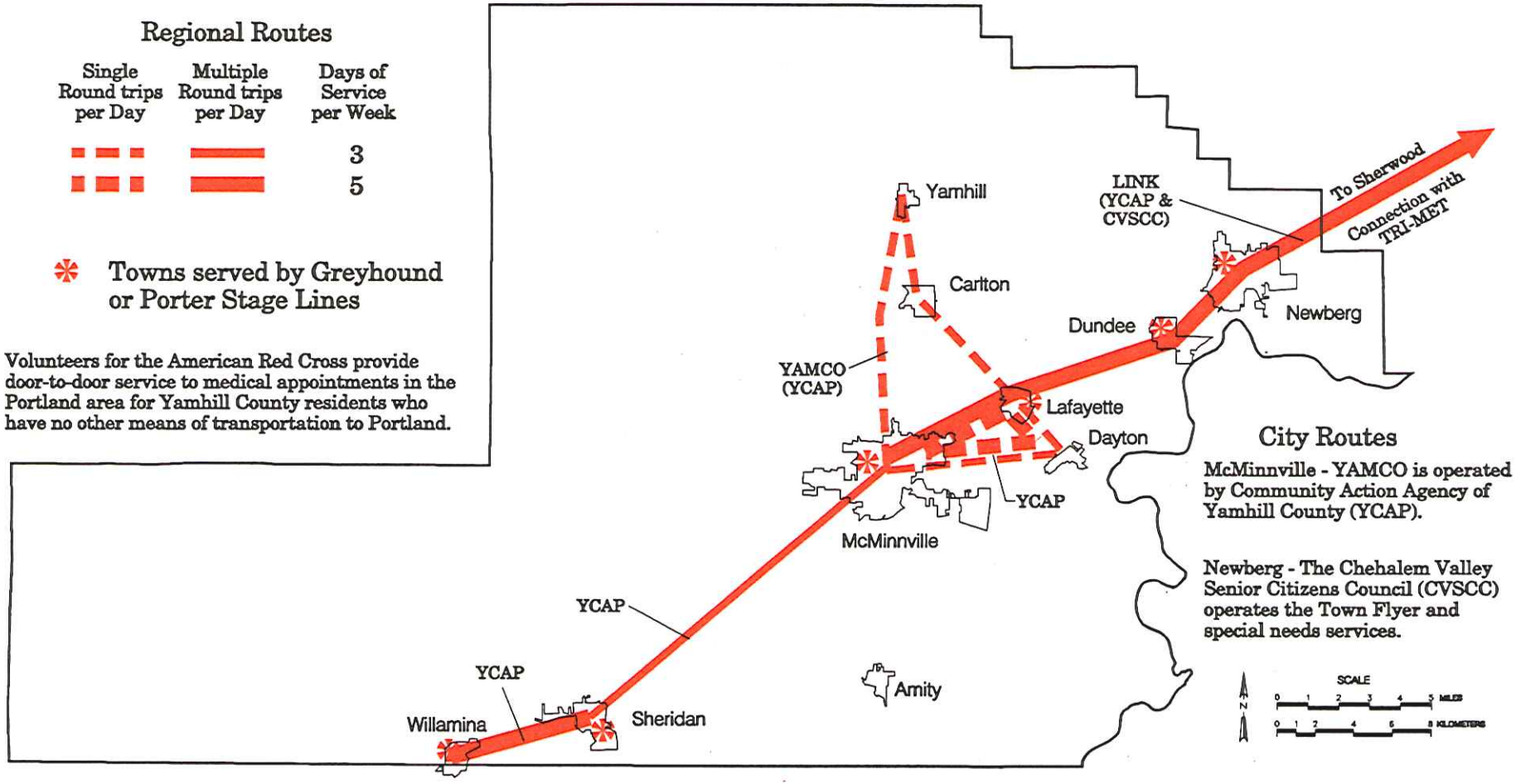
Due to the rural nature of Yamhill County, there is an overwhelming dependency on the automobile. The bulk of long-distance travel by County residents occurs in job commuting to the Portland or Salem areas. Existing public transportation system include the Greyhound Bus Lines, and Public Transportation Services provided by Yamhill County Community Action Program (YCAP) and the Chehalem Valley Senior Citizens Council (CVSCC). The nearest passenger rail services is Amtrak, operating out of Portland and Salem. Figure 5 shows current Transit Service routes.

Greyhound bus lines operate daily in the County. Two buses leave McMinnville daily to Portland, and includes an early morning and an evening schedule.

The Yamhill County Community Action Program (YCAP) operates YAMCO within the City of McMinnville at one hour headway, and connects McMinnville, Dayton, Lafayette, Carlton, Yamhill by a single round trip a day three days a week. In addition, YCAP operates a daily service from McMinnville to Dayton and Lafayette several times a day during weekdays. It also operates a daily service from Sheridan to Willamina several times a day during weekdays. Three days a week YCAP runs service from McMinnville to Sheridan several times a day. YAMCO ridership increased from 34,967 in 1986 to 41,354 riders in 1989.

The Chehalem Valley Senior Citizens Council (CVSCC) provides service in the Newberg/Dundee area. It operates the 'Town Flyer' on a fixed route within the city of Newberg at one hour headways between 9:30 AM and 3:30 PM, Monday through Saturday. CVSCC also operate the PM routes for LINK Public Bus, an intercity commuter service along the State Highway 99W corridor between the cities of McMinnville, Lafayette, Dundee, Newberg, and Sherwood. The AM routes are operated by YCAP. The service connects with TRI-MET service in Sherwood and allows Yamhill County commuters to access the greater metropolitan Portland area daily during the early hours and late evening. Three days a week the service is shortened in the middle of the day to accommodate passengers between Newberg and McMinnville only. Aside from the Town Flyer, CVSCC offers the special needs Dial-a-Ride service for the transportation impaired. This dial-a-ride demand response curb-to-curb service is offered by advance reservation throughout the Newberg and Dundee Area Monday through Friday between 8:00 AM and 5:00 PM. In addition, the Oregon Trail Chapter of the American Red Cross provides Yamhill County residents with door-to-door service during weekdays for medical and therapy appointments in the Portland Area.

Figure 5
Existing Transit Service Routes



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Funding for the YAMCO in 1994 consisted of:

County Levy	$61,000
City of McMinnville	$12,000
ODOT	$21,000
Special Transportation Funds	$47,700
Senior & Disabled Transportation Funds	$15,000
Fairbox Revenues	$27,000

Similar funding sources are available for transit services provided by CVSCC in the Newberg/Dundee area.

It is appropriate to note here that no park-and-ride facilities exist in Yamhill County.

2.2.4 FREIGHT RAIL TRANSPORTATION

Railroads play a vital role in the movement of goods in and out of the State. Rail transportation in Yamhill County is provided by Willamette & Pacific Railroad. The Railroad serves movements in and out of the County. It connects Newberg, Dundee, Lafayette, McMinnville, and Whiteson where it branches to serve Amity, and the Southern part of the State (Salem, Albany and through trackage rights to Eugene). The other branch serves Winch, Sheridan, Shipely and Willamina. Willamette & Pacific Railroad also extends to the northern part of the state through trackage rights where it stops at Brooklyn in Multnomah County (see Figure 6).

The railroad has an important impact on the economic base of Yamhill County as well as the State. All cities within the County have access to rail except for Yamhill and Carlton. Most industries seeking property look for sites that are served by rail. Railroad transportation tends to be more energy efficient than trucks. It can handle large volume, low-value, and bulky commodities more efficiently than truck transport. This is basically what is noticed from the Willamette & Pacific Railroad 1994 annual carload and commodity figures as shown in Figure 7. A total of 17,833 car loads were transported during that year. Willamette & Pacific 182 route miles plus 59 miles of trackage rights makes it the fourth largest rail road in Oregon. Figure 8 compares Yamhill County Rail Traffic Generation to other counties in Oregon. Yamhill County generates the following principal commodities: lumber/wood products, paper, and steel/rolling mill products.

Figure 6
Railroad Lines

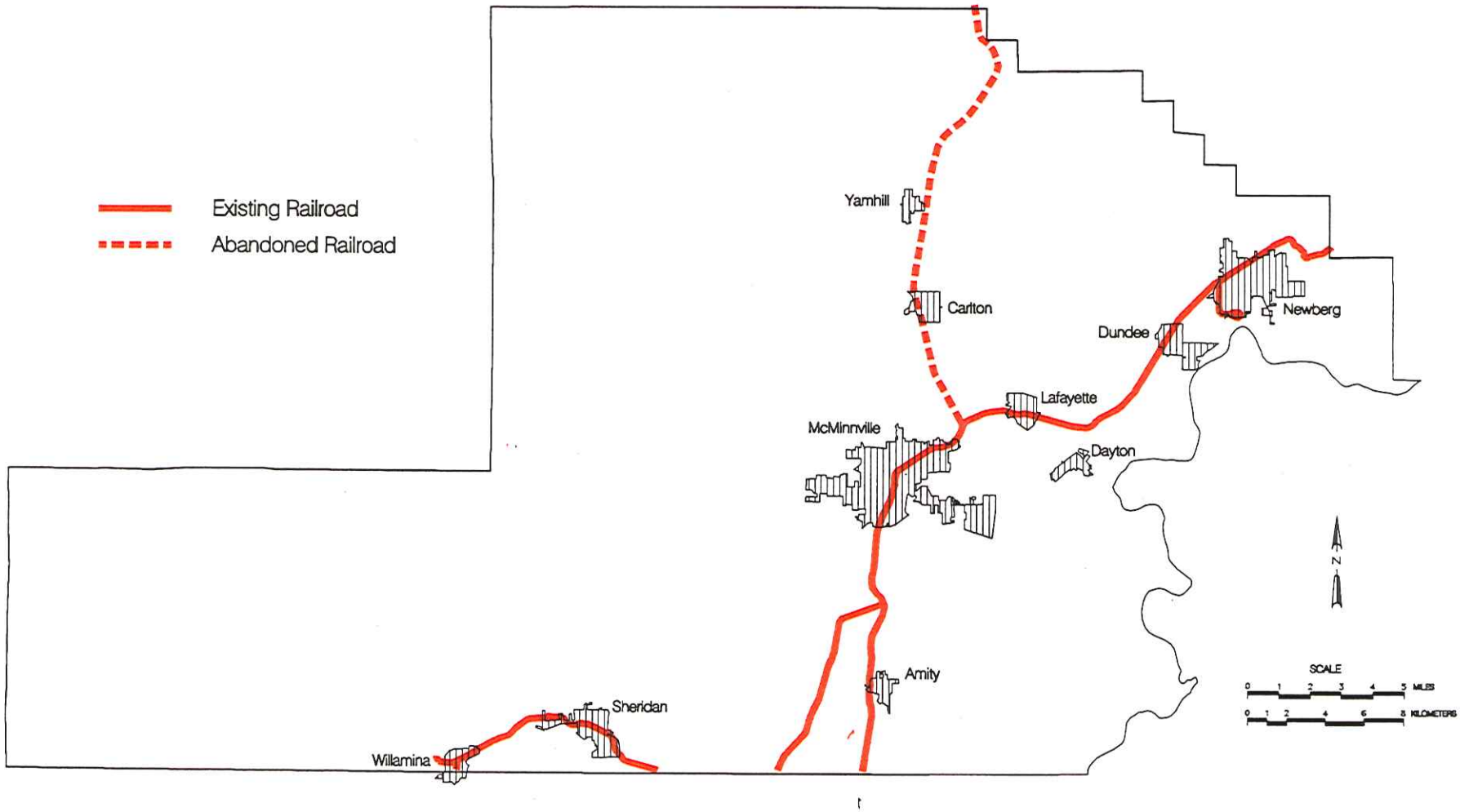

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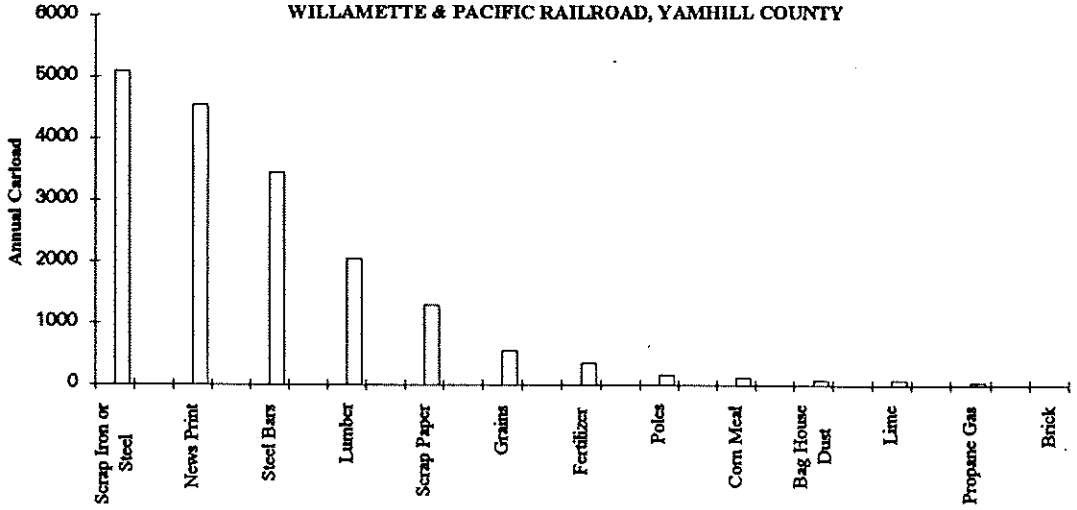
FIGURE 7.0
ANNUAL CARLOAD AND COMMODITY FIGURES
WILLAMETTE & PACIFIC RAILROAD, YAMHILL COUNTY



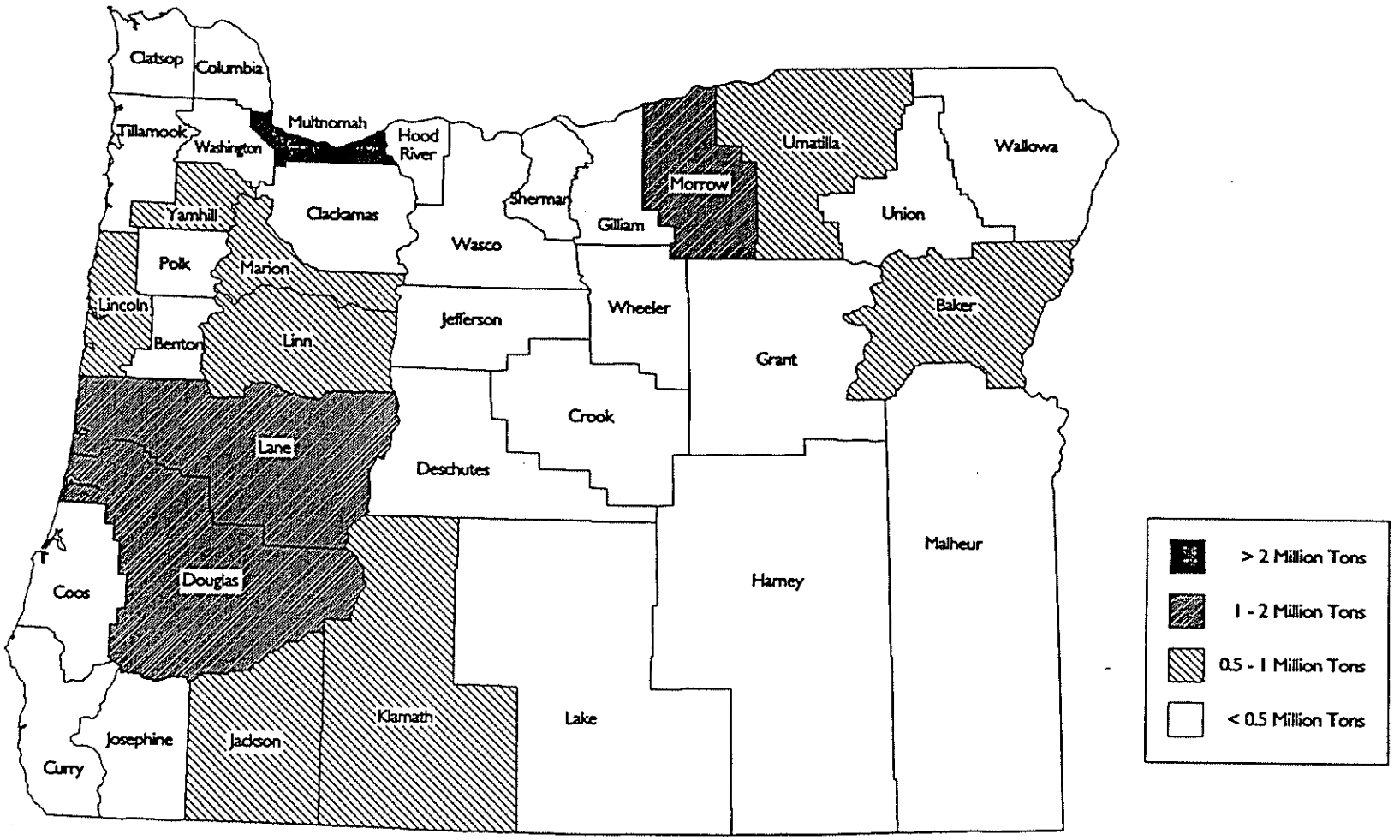
2.2.5 AIR TRANSPORTATION

Regional and international commercial air service for passengers and freight is provided at the Portland International Airport. In Yamhill County, the McMinnville Municipal Airport also provides limited local commercial service and private aircraft use. It serves as corporate headquarters for Evergreen Aviation, Inc. The Airport is located approximately at the center of Yamhill County in the northwestern Willamette Valley. The Airport is owned and operated by the City of McMinnville.

2.2.6 WATER-BORNE TRANSPORTATION

Historically, the Willamette River has been used for the shipment of timber and other bulk goods. Current use of the Willamette River is limited to barge shipment of sand and gravel. Recreational boating on the Willamette River is popular year-round.

Figure 8
Major County Rail Traffic Generators



Source: 1992 ICC Waybill Sample

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2.3 EXISTING LAND USE, POPULATION AND EMPLOYMENT

2.3.1 LAND USE

There are five major land use zoning categories for unincorporated property in Yamhill County. The categories include Exclusive Farm Use (EFU) (40 acre minimum size for new parcels), combined Farm/Forestry use (FF) (10 and 20 acre minimum size for new parcels), and very low density residential. The ten acre farm/forestry zone is also eligible for rural residential development. The breakdown of area for each type of zone is as follows:

- Exclusive forestry use (40 acre minimum) -- 154.7 square miles
- Exclusive farm use (40 acre minimum) -- 240.6 square miles
- Combined farm/forestry use (20 acre minimum) -- 175 square miles
- Combined farm/forestry use (10 acre minimum) -- 18.8 square miles
- Low-density residential -- 12.5 square miles

In addition, the Federal Bureau of Land Management (BLM) lands make about 107.8 square miles. Most property in the County (59%) is in designated farm use. Figure 9 shows the Potential Exception Area Growth in the County. Note that the figure shows the maximum growth that could occur given that all the dynamics needed to accommodate that growth will be available (such as water lines, sewer connections, access, availability of land for sale). This growth is highly improbable to occur within the next twenty years due to the involved costs; however, this worst case scenario is used to examine the adequacy of the transportation system in the County to accommodate growth in the future. Potential Exception Areas are lands outside cities boundaries but are allowed to be developed to rural densities. Exception growth area lands make about 19,216 acres where 16,500 acres are within Urban Growth Boundaries. The Figure shows the location of each Exception Area, the number of lots available in each, and the percentage of lots developed. About 57% of the total lots are developed. It has been the standard for Yamhill County to default the lands in the unincorporated areas within the cities' urban growth boundaries to the cities.

2.3.2 POPULATION

The Portland State University (PSU) Center for Population Research and Census estimates population for each city and county in Oregon. The population estimates for 1994 for Yamhill County and the incorporated cities are shown in Table 12. The historical growth rates were calculated based on the 1940 to 1990 census data. These long-term average rates reflect smoothing out of high and low growth decades.

Total county population has more than doubled over the past 54 (1940-1994) year time period. Figure 10 shows the population for each of the cities in Yamhill County since 1940 as obtained from PSU Center for Population Research. The percentage of total county population residing in incorporated areas has shifted significantly over the past 54 years. In 1940, 56 percent of the total county population resided in unincorporated areas. By 1994, that percentage has dropped to only 30%. This is attributed partly to the annexation of unincorporated areas by the surrounding cities.

Figure 9
Potential Exception Area Growth

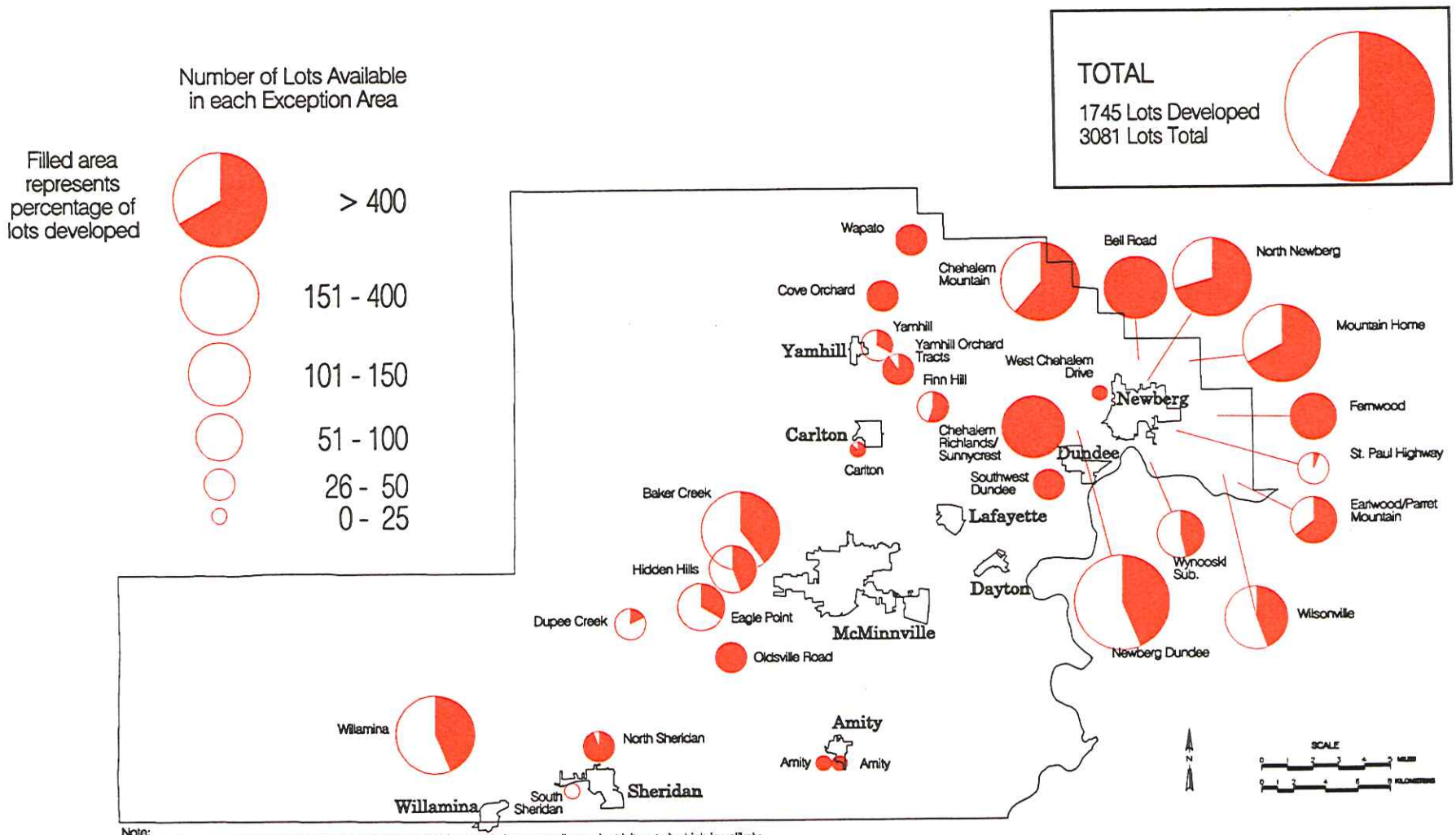

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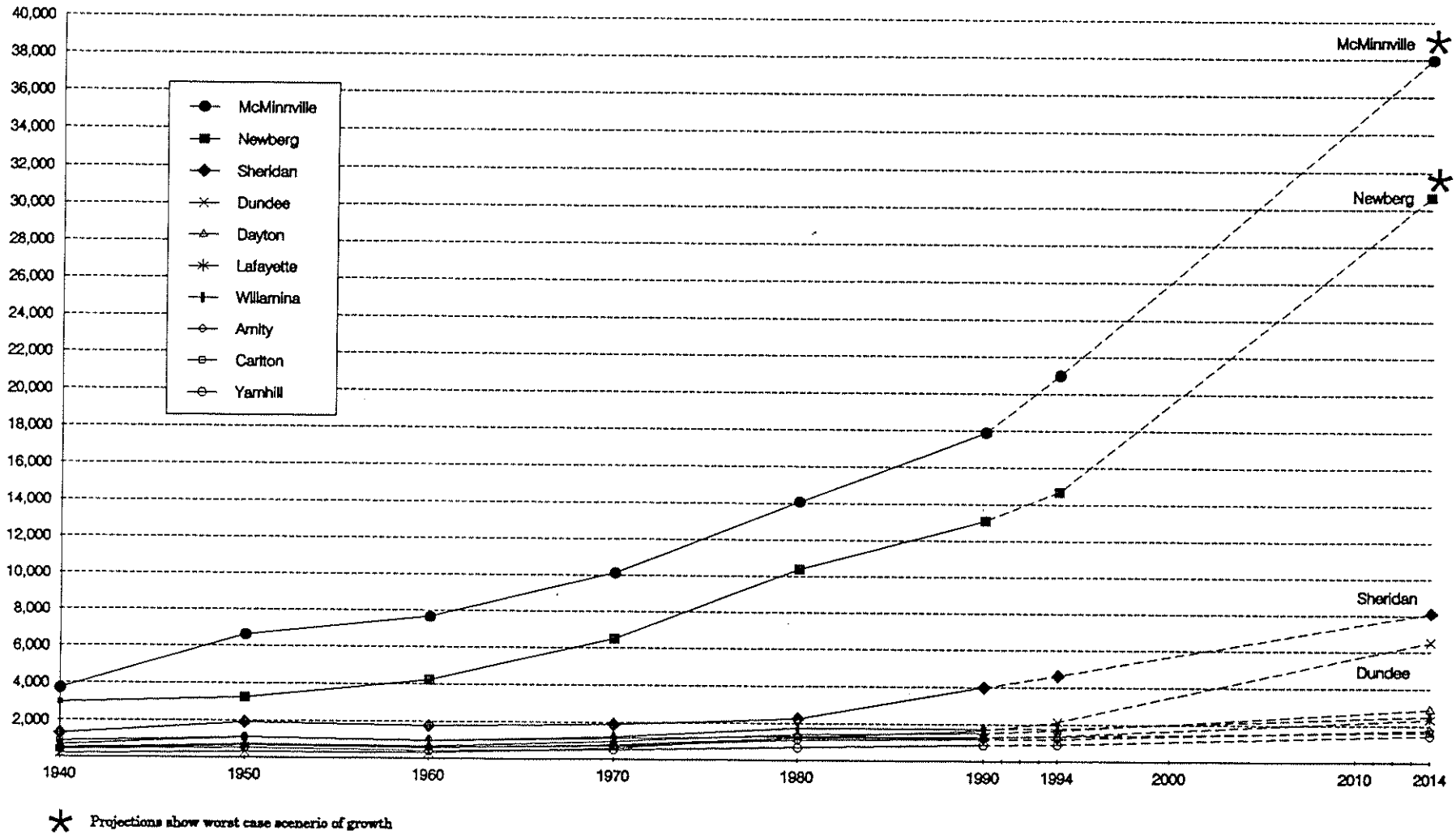
Figure 10
Population of Cities in Yamhill County



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Sources: Portland State University Center for Population Research and Census Data

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TABLE 12
POPULATION OF YAMHILL COUNTY

Jurisdiction/Year	1994 Population Estimates
Amity	1,195
Carlton	1,345
Dayton	1,675
Dundee	2,135
Lafayette	1,370
McMinnville	20,995
Newberg	14,700
Sheridan	4,615
Willamina	1,755
Yamhill City	905
Yamhill County (includes cities)	*72,800*

Figure 11 shows the population of incorporated and unincorporated areas within the County. The total percentage of the population that is less than 19 years and more than 65 years is estimated to be about 44% as shown in Table 13.

TABLE 13
AGING CHARACTERISTICS OF YAMHILL COUNTY POPULATION

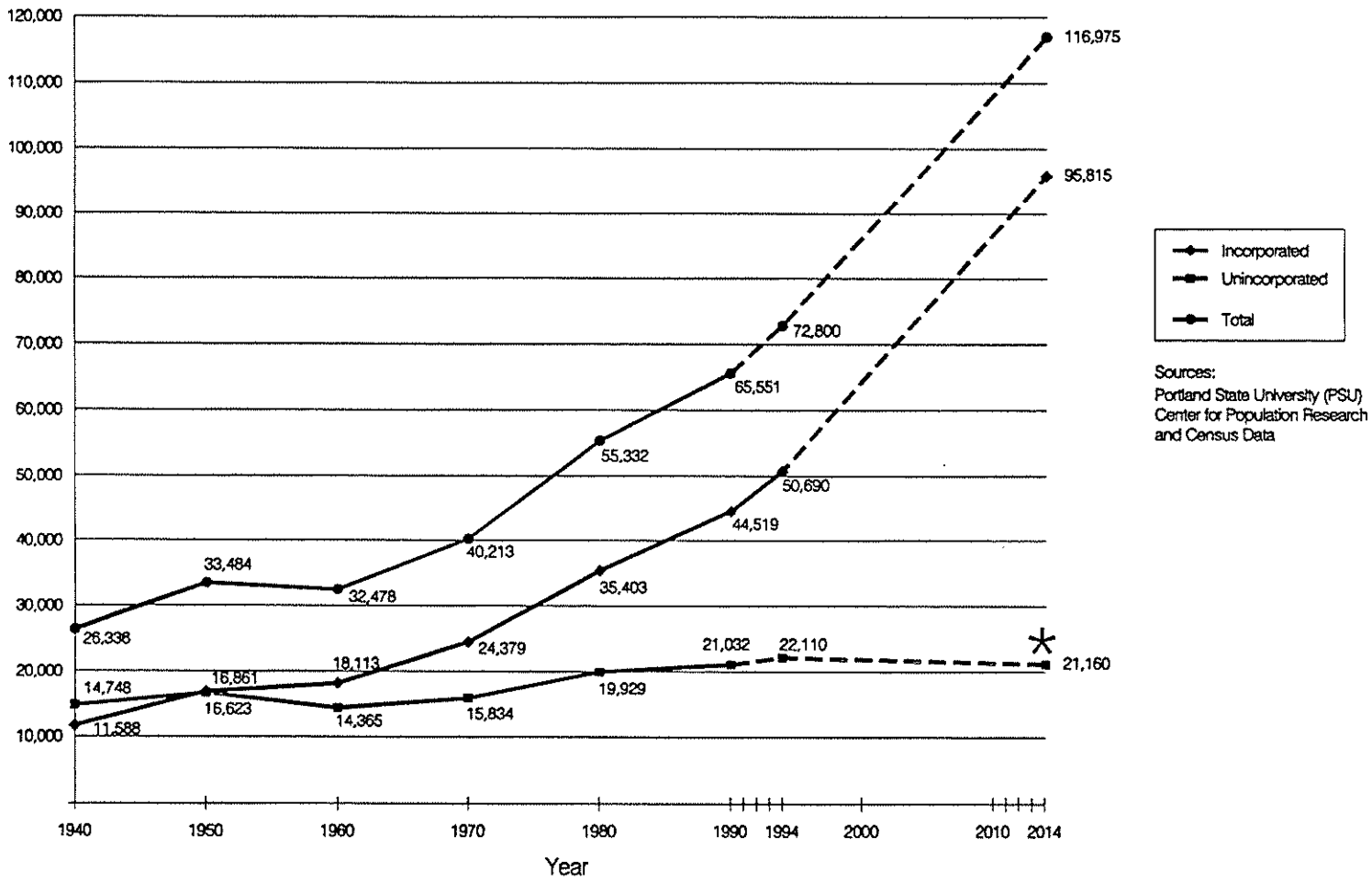
Year	% Population 19 or less	% Population 65 or more
1990	31.7	13.2
1995	31.8	12.5
2000	31.4	11.9
2005	30.4	11.5
2010	30.4	11.8

Source: Provisional Projections of the Population of Oregon and its Counties 1990-2010. Center for Population Research and Census. Portland State University, July 1993

2.3.3 EMPLOYMENT AND TRIP PATTERNS

Employment in Yamhill County for 1993-1994 was obtained from PSU Center for Population Research. Employment is broken down by Type and City as shown in Table 14. Total employment for the County is estimated to be 33,570 for April 1994 (Source: Yamhill County Planning Department). Employment in cities was estimated to be 67% of total employment in the County. The unemployment was estimated at 4.6 % (1,630). County retail employment is estimated for 1994 to be 4,800 and non retail of 28,770 (assuming 14.3% of the employment is retail as obtained from the County economic profile for 1986-1993)

Figure 11
Population of Yamhill County



Sources:
Portland State University (PSU)
Center for Population Research
and Census Data

* Unincorporated areas population decreases due to annexation by cities.

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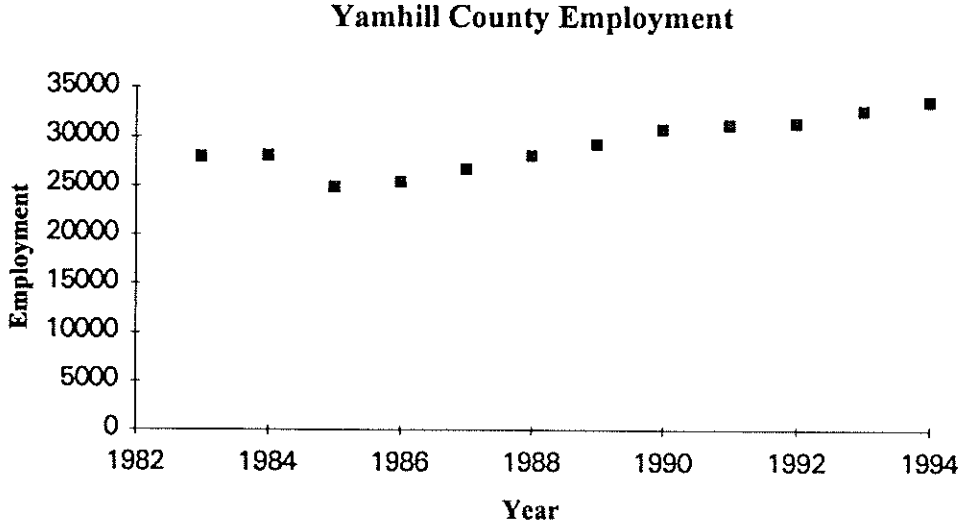
TABLE 14
YAMHILL COUNTY EMPLOYMENT

Employment	Amity	Carlton	Dayton	Dundee	Lafayette	McMinn	Newberg	Sheridan	Willamina	Yamhill
Fin.-Ins.-R.E	4	6	10	1	0	615	185	23	14	7
Construction	14	23	84	24	15	466	291	38	19	51
Government	13	7	8	12	5	822	103	22	15	6
Manufacturing	35	141	142	105	51	2165	2124	297	431	65
Mining	0	0	33	7	0	53	0	4	0	0
Miscellanous	5	0	0	0	0	7	6	0	1	2
Primary Agri.	122	60	1064	81	20	261	261	89	0	230
Retail Trade	20	67	25	65	21	2524	1342	112	139	103
Services	206	24	122	30	7	2876	2074	353	153	210
Transportation	2	58	15	0	0	451	133	27	27	6
Wholesale	31	53	24	44	5	245	156	14	13	2
Total	452	439	1527	369	135	10485	6675	979	812	682

(source: PSU Center)

Yamhill County employment figures for the past 12 years are depicted in Figure 12 (Source: Oregon Employment Department).

FIGURE 12



Work trip patterns were analyzed using the 1990 Census completed by the U.S. Bureau of the Census. From the analysis, Washington County tops the list of employment destinations for Yamhill residents. About 4000 daily work trips are destined to Washington County. Popular destinations in Washington County include Hillsboro, Tigard, Tualatin, Forest Grove, Beaverton and Sherwood. About the same percentage of people commute to Salem from McMinnville as to Portland. About 20% of Newberg work trips are destined to Portland.

Commuting patterns from Yamhill County to counties of employment are shown in Table 15. Table 16 shows commuting patterns from counties of residence to Yamhill County. Commuting patterns from the cities of McMinnville and Newberg to other cities are shown in Table 17 and 18, while Tables 19 and 20 show commuting patterns from cities of residence to McMinnville and Newberg respectively. These patterns are depicted graphically in Figures 13 through 18 respectively.

TABLE 15
Commuting Patterns from Yamhill County to Counties of Residence

RESIDENCE	WORKPLACE	TRIPS
Yamhill County	Yamhill County	17853
Yamhill County	Washington County	3934
Yamhill County	Multnomah County	1996
Yamhill County	Marion County	1149
Yamhill County	Clackamas County	742
Yamhill County	Polk County	476
Yamhill County	Lincoln County	120
Yamhill County	Tillamook County	93
Yamhill County	Clark County	86
Yamhill County	Benton County	71

TABLE 16
Commuting Patterns from Counties of Residence to Yamhill County

WORKPLACE	RESIDENCE	TRIPS
Yamhill County	Yamhill County	17853
Yamhill County	Polk County	1120
Yamhill County	Washington County	941
Yamhill County	Marion County	889
Yamhill County	Clackamas County	467
Yamhill County	Multnomah County	346
Yamhill County	Tillamook County	83
Yamhill County	Benton County	50
Yamhill County	Linn County	25
Yamhill County	Columbia County	24

TABLE 17
Commuting Patterns from the City of McMinnville to Cities of Employment

RESIDENCE	WORKPLACE	TRIPS
McMinnville	McMinnville	4922
McMinnville	Remainder of Oregon	1175
McMinnville	Newberg	313
McMinnville	Portland	193
McMinnville	Salem	186
McMinnville	Sheridan	104
McMinnville	Tigard	87
McMinnville	Hillsboro	83
McMinnville	Beaverton	78
McMinnville	Tualatin	56
McMinnville	Cornelius	26

TABLE 18
Commuting Patterns from Cities of Residence to McMinnville

WORKPLACE	RESIDENCE	TRIPS
McMinnville	McMinnville	4922
McMinnville	Remainder of Oregon	2963
McMinnville	Salem	210
McMinnville	Newberg	195
McMinnville	Sheridan	179
McMinnville	Portland	128
McMinnville	Tigard	50
McMinnville	Dallas	38
McMinnville	Wilsonville	31
McMinnville	Corvallis	29
McMinnville	Keizer	29

TABLE 19
Commuting Patterns from the City of Newberg to Cities of Employment

RESIDENCE	WORKPLACE	TRIPS
Newberg	Newberg	2519
Newberg	Remainder of Oregon	864
Newberg	Portland	676
Newberg	Tigard	349
Newberg	McMinnville	195
Newberg	Tualatin	182
Newberg	Beaverton	163
Newberg	Salem	160
Newberg	Lake Oswego	150
Newberg	Hillsboro	113
Newberg	Sherwood	67

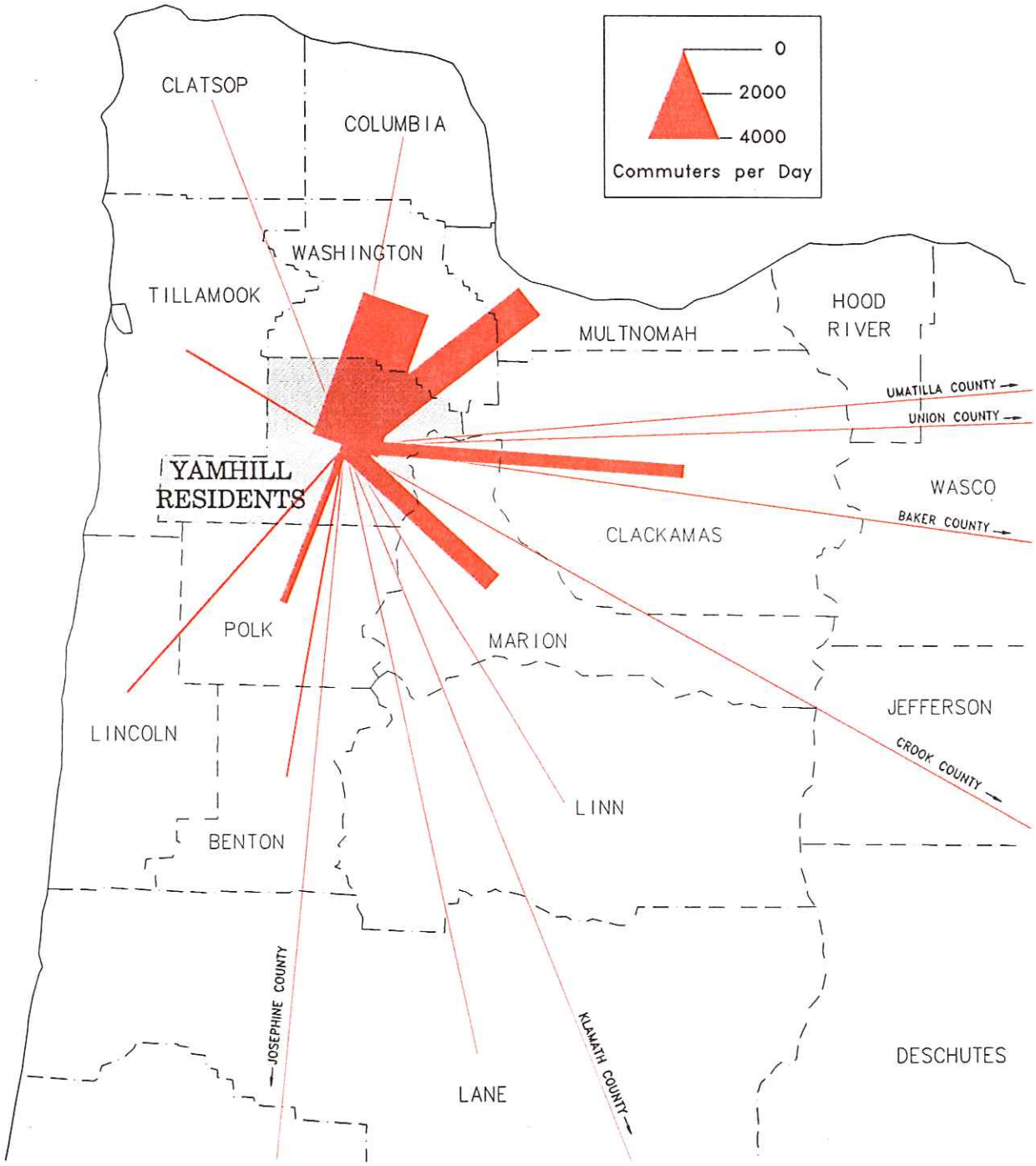
TABLE 20
Commuting Patterns from Cities of Residence to Newberg

WORKPLACE	RESIDENCE	TRIPS
Newberg	Newberg	2519
Newberg	Remainder of Oregon	2110
Newberg	McMinnville	313
Newberg	Tigard	116
Newberg	Portland	91
Newberg	Salem	84
Newberg	Lake Oswego City	47
Newberg	Tualatin	47
Newberg	Sherwood	42
Newberg	Wilsonville	41
Newberg	Aloha CDP	37

Figure 13

Commuting Patterns

from Yamhill County to Counties of Employment

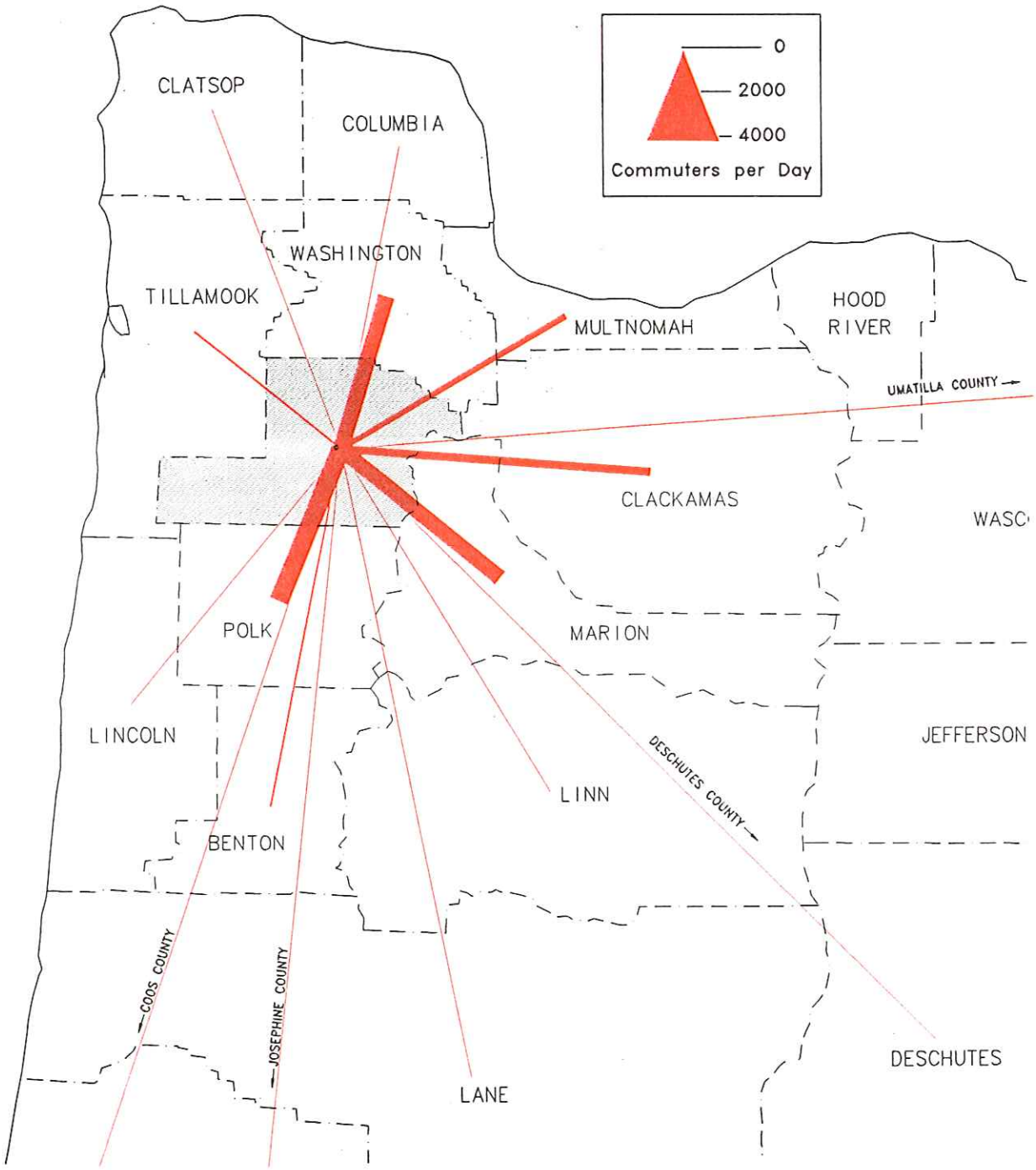


Source: U.S. Bureau of the Census, 1990 census

Figure 14

Commuting Patterns

from Counties of Residence to Yamhill County

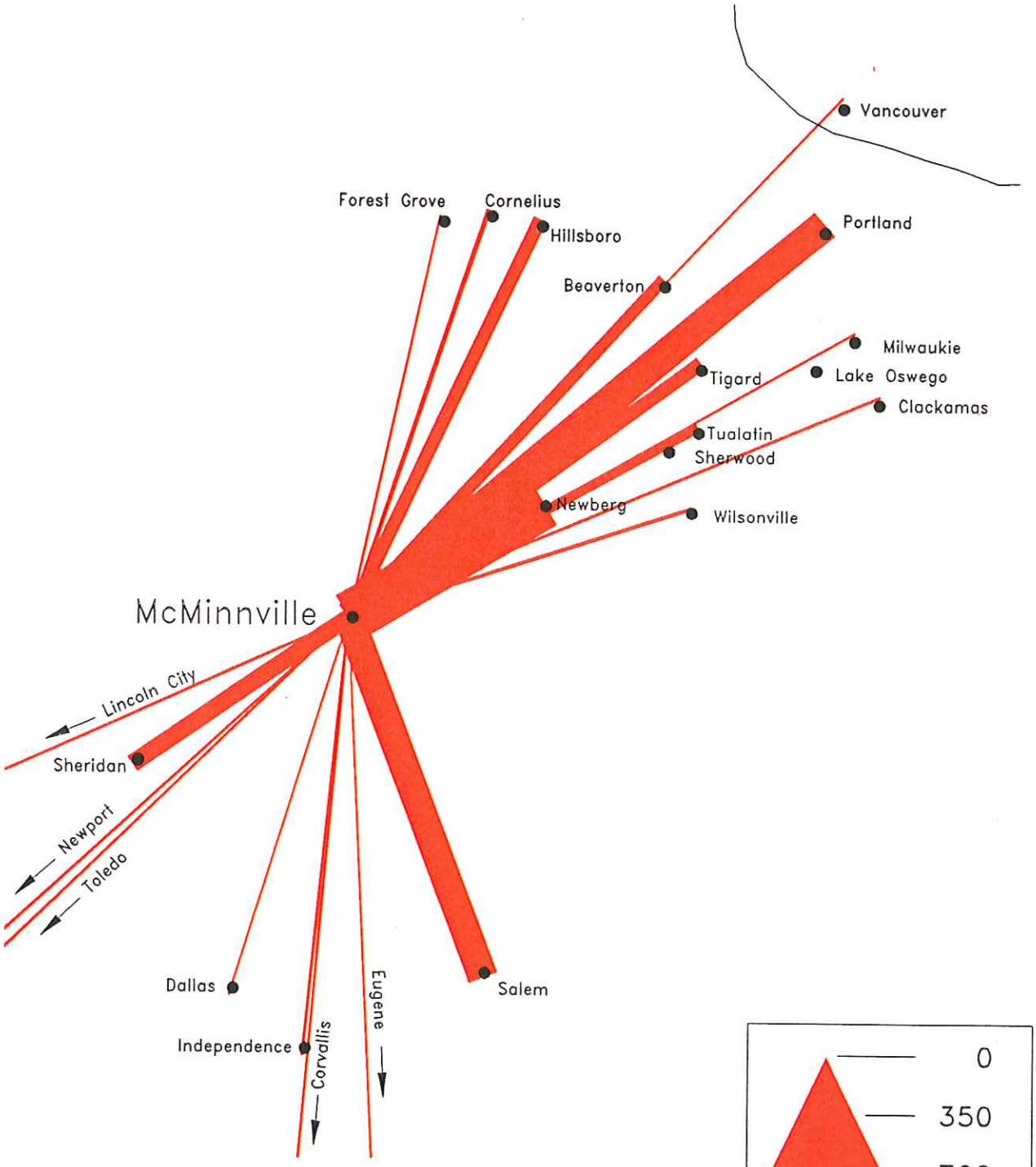


Source: U.S. Bureau of the Census, 1990 census

Figure 15

Commuting Patterns

from McMinnville to Places of Employment



Source: U.S. Bureau of the Census, 1990 census

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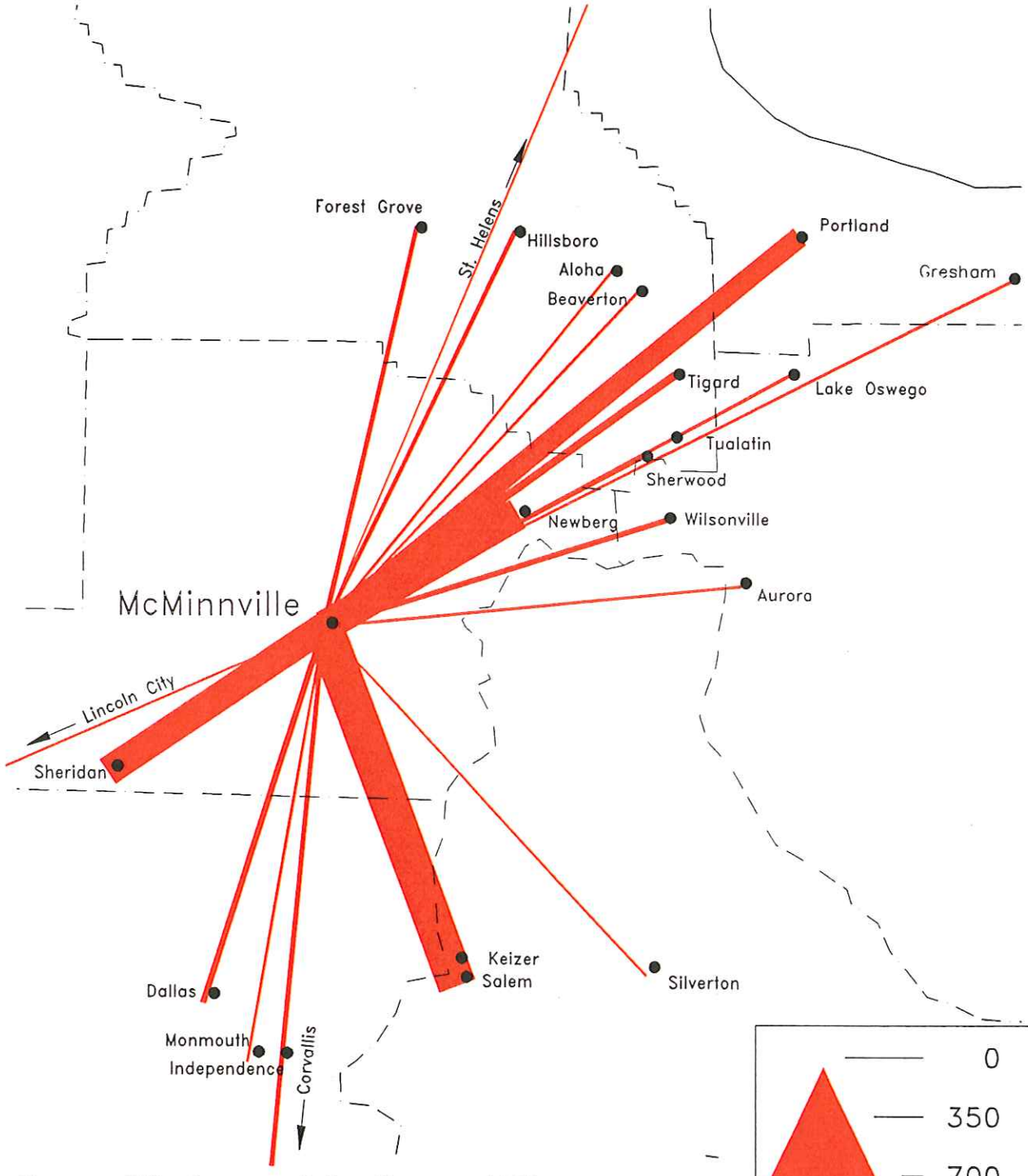
Figure 16

Commuting Patterns

from Places of Residence to McMinnville



Source: U.S. Bureau of the Census, 1990 census

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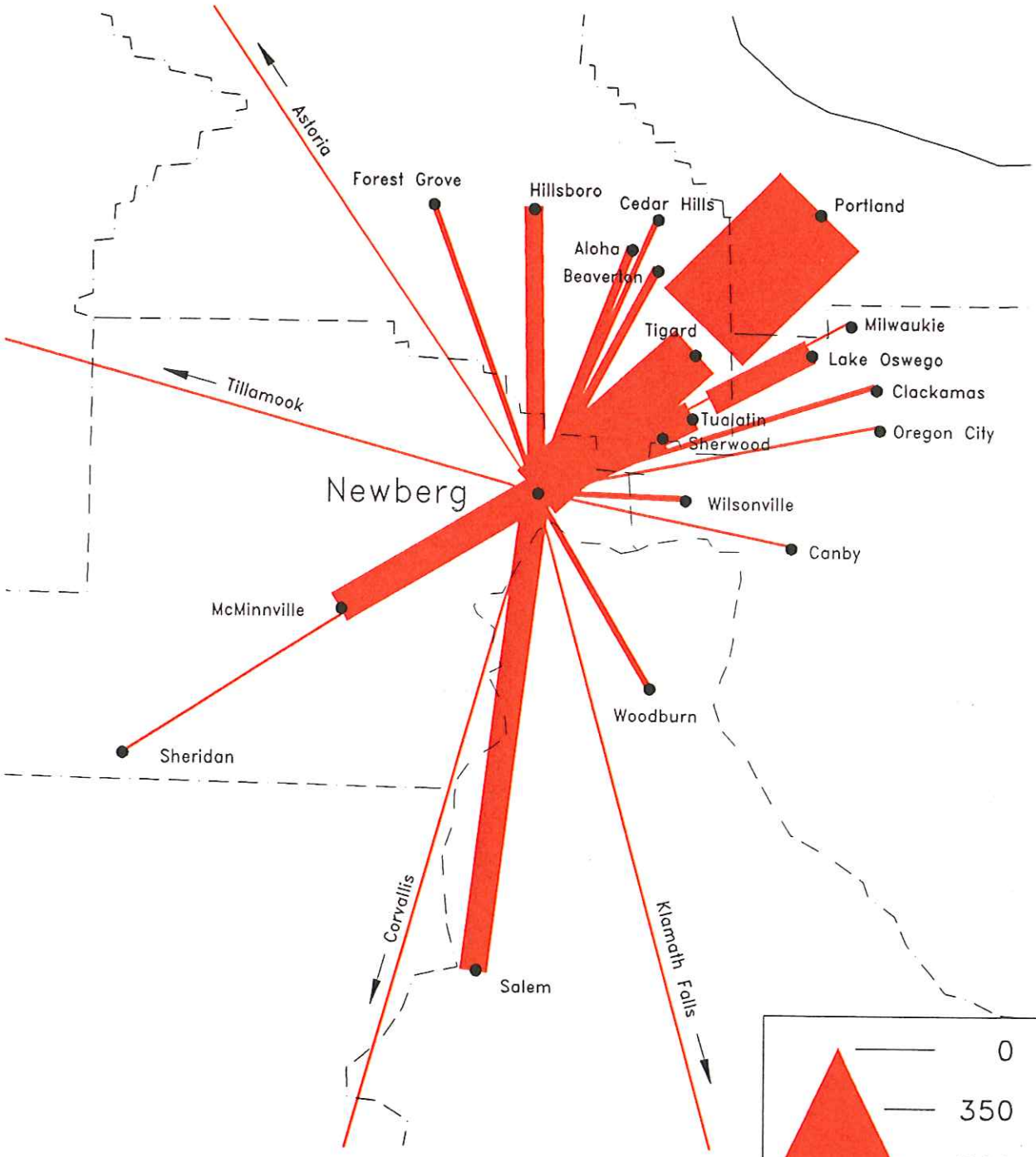
Figure 17

Commuting Patterns

from Newberg to Places of Employment



Source: U.S. Bureau of the Census, 1990 census

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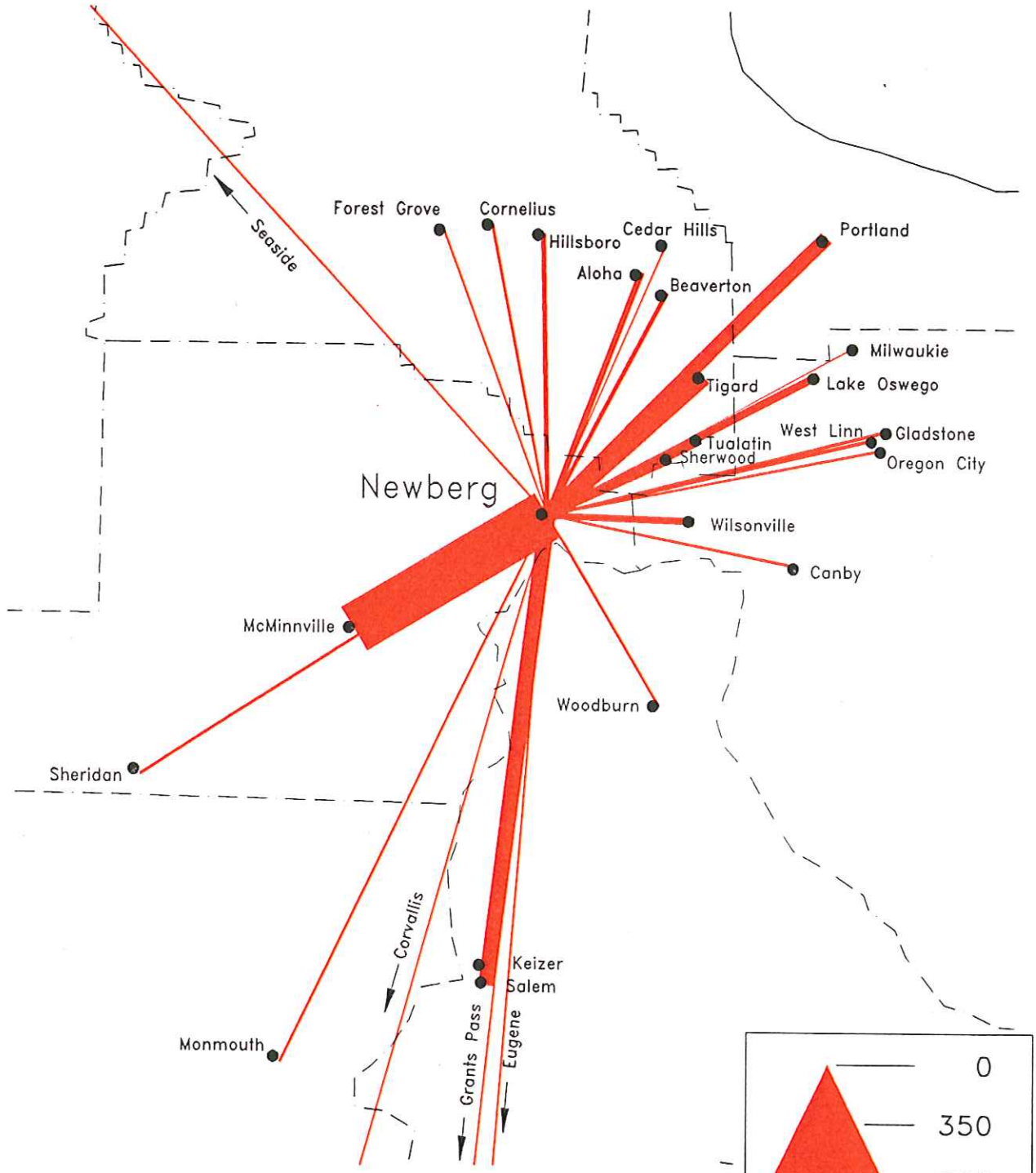
Figure 18

Commuting Patterns

from Places of Residence to Newberg



Source: U.S. Bureau of the Census, 1990 census

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3. TRANSPORTATION FORECAST

3.1 GENERAL BACKGROUND

Transportation modeling is used to estimate future automobile traffic and transit ridership for the purpose of efficient and comprehensive planning of tomorrow's infrastructure. Transportation modeling is a four-step process including trip generation, trip distribution, mode split, and traffic assignment. The accuracy of its predictions depends heavily on the quality of its input data. Input data includes socioeconomic data (i.e., census and employment data) for the present and growth estimates and land use information for the future. The transportation model is then developed to replicate the relationship between the socioeconomic data and travel patterns. It is calibrated using information gathered through traffic counts throughout the study area. In order to estimate future traffic, the calibrated model is then applied to the expected socioeconomic conditions. The model used maximum growth population and employment projections to investigate the adequacy of the transportation system.

Trip Generation

The trip generation analysis has as its goal the development of functional relationships between trip end volumes, and the land use and socioeconomic characteristics of units from which they originate or are destined. There are two different kinds of trip ends: trip productions and trip attractions. Trip productions usually are defined as the total number of trips with home end in a zone, while trip attractions usually are defined as the total number of trips with the non-home end (e.g. working place) in a zone. Various techniques are available for the trip generation analysis including, but not limited to land area trip rate analysis ("ITE Trip Generation Manual"), cross-classification analysis, and multiple regression analysis.

Trip Distribution

Trip distribution is the analysis of trip interchanges to determine the travel patterns of the travel generated in the study area. The trip distribution analysis distributes the trip productions to the possible attractions quantified during the trip generation analysis. Three different techniques have been developed to accomplish this task: growth factor technique, gravity model, and opportunity model. The most widely used trip distribution technique is the gravity model. This model relates the attractiveness of each zone to the productivity of another zone by the spatial impedance (i.e., travel time, travel distance or travel cost) between both zones.

Mode Split

During the mode split process, all trips are allocated to the available transportation modes. Usually, this analysis is only performed in urban areas with fixed-route transit operation and a significant proportion of transit patronage.

Traffic Assignment

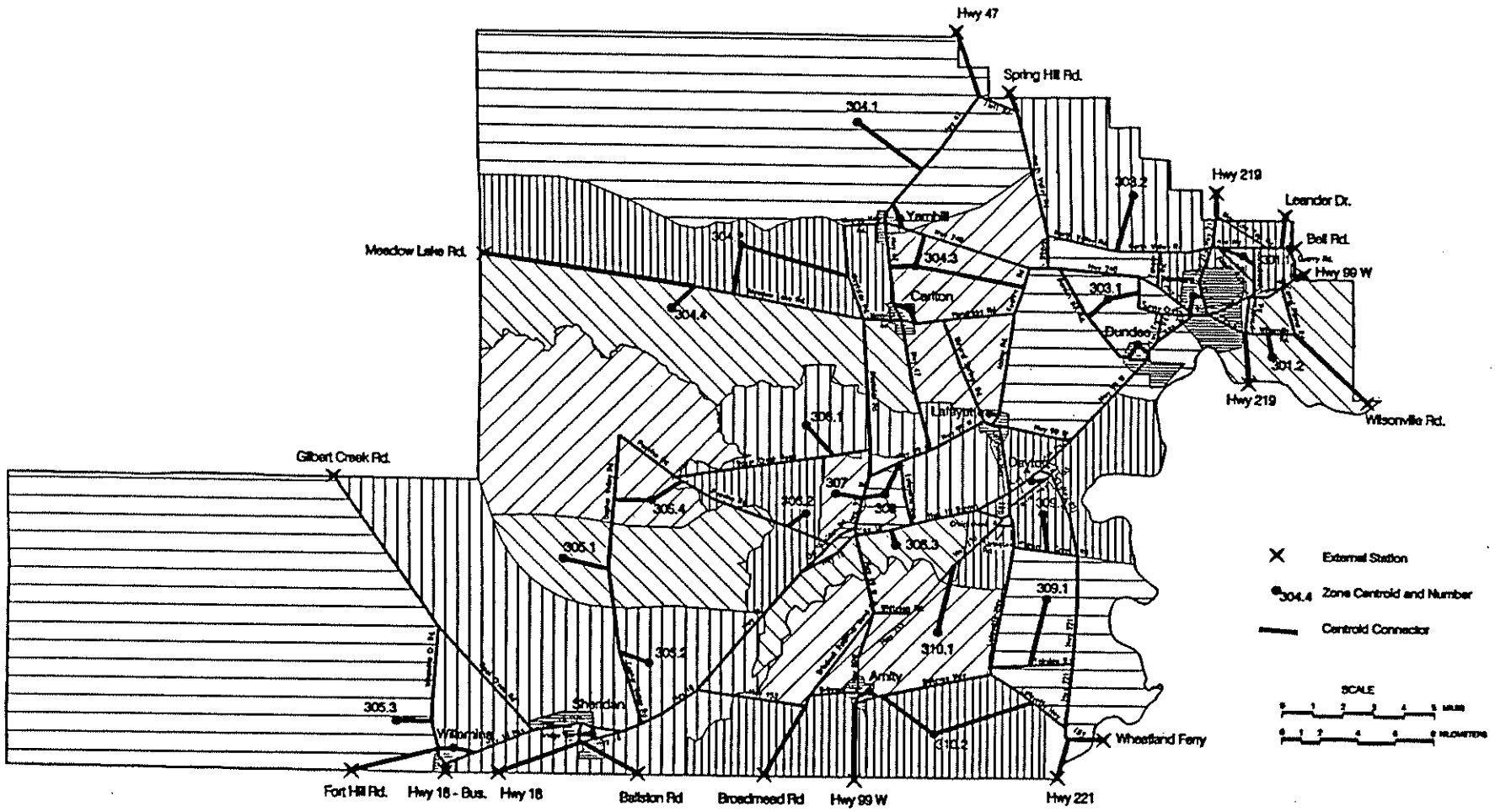
Traffic assignment is the analysis of the route taken by a trip maker. The trip assignment analysis assigns all trips made in the study area to a specific route of streets or transit route. Traffic assignment can be accomplished in a variety of ways; however, the underlying assumption for all of them is that every road user chooses the shortest path (shortest travel time) to reach his destination. The most widely used technique is the all-or-nothing assignment, where all traffic between two zones is assigned to the shortest route between both zones. With congestion causing delays and therefore influencing the shortest path decision, another technique (capacity-restraint assignment) becomes more appropriate. The capacity-restraint assignment is an iterative process of traffic assignment during which travel times are always recalculated with the actual volume/capacity ratio.

Transportation Modeling for Yamhill County

A Level-2 (or "cumulative") analysis technique for traffic forecast for Yamhill County was used. This technique, similar to the potential development impact analysis, is less detailed than a complete transportation model. It basically estimates future traffic volumes by adding traffic generated by future development to the existing base traffic. This technique is very efficient for analyzing traffic impacts from general overall growth; however it does not allow for a combined, comprehensive impact analysis of various developments throughout the study area. On the other hand, the development of a detailed transportation model (i.e., small zones, all streets included, several different trip purposes analyzed) is very time consuming and data intensive, and only worthwhile if it is maintained and updated over the time. In order to benefit from the potential of a computerized transportation model without at the same time exceeding financial and time budget constraints, a STEP-ONE model was developed. The difference between a STEP-ONE model and a regular, detailed transportation model is that it utilizes a larger scale zone system and only focuses on the major road network.

QRSII software was used for the development of the model for Yamhill County. The County was divided into 30 zones as illustrated in Figure 19. Highways and only major County roads are used for the street network. The zones numbered 301 through 310 were selected based on the Zone Census Tract Map for 1990. These zones were further subdivided to reflect the locations of future developments and exception growth areas around the cities. Exception growth areas are the primary areas outside the cities where rural development will be allowed to take place in the future. Figure 6 shows the location of these areas and the percentage developed. Once these zones were identified population, dwelling units, and employment (retail and non-retail) forecasts for each zone were estimated. The following sections will shed some light on the population and employment forecast methods used.

Figure 19
System Model Zones with Centroids and Connectors



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3.2 POPULATION AND EMPLOYMENT FORECAST

Growth in Yamhill County is most heavily influenced by spillover from the Portland metropolitan area. The northeast section of the County has been absorbing the largest part of this growth pressure and will continue to do so in the future. In addition, due to a strong policy to attract additional industry into the city, McMinnville is also experiencing rapid population growth.

3.2.1 POPULATION FORECAST

The Portland State University (PSU) Center for Population Research estimates population for each city and county in Oregon. The population estimates for 2014 for Yamhill County are shown in Table 21. The population in the County was distributed between incorporated and unincorporated areas, and was further distributed among the exceptional growth areas and other areas as shown in Table 22.

TABLE 21
PROJECTED POPULATION OF YAMHILL COUNTY

Jurisdiction	Historical Growth Factors (1940 to 1994)	2014 Projections
Amity	1.95%	1,757
Carlton	1.00%	1,642
Dayton	2.72%	2,862
Dundee	5.76%	6,522
Lafayette	2.70%	2,334
McMinnville	3.01%	37,970
Newberg	3.75%	30,656
Sheridan	2.87%	8,122
Willamina	1.79%	2,502
Yamhill City	2.38%	1,448
Yamhill County (excluding cities)	1.20 %*	21,160
Yamhill County (includes cities)	*2.40%*	*116,975*

* not used in the analysis

For Yamhill County, the most current County Economic Profile (1993) provides population, employment, and building permits figures from 1983 to 1993. The ratio of dwelling units to population was calculated for the County and was found to be about 0.35 for the past four years, or in other words 2.85 persons per dwelling unit. The 1990 Census data provides data (i.e. population, housing units) for each of the cities in the County and the census tract zones. By subtracting the population of the cities from the tract zones the population of the unincorporated areas was estimated. The population of the exception growth areas within the unincorporated areas was found by multiplying the number of dwelling units, (which is provided by the planning department in the County) by the population-dwelling unit ratio. The data shows an increase of about 38 dwelling units per year for the exception growth

areas in the County. The dwelling units were projected based on that rate and population figures were then estimated.

TABLE 22
POPULATION OF YAMHILL COUNTY BY AREA

Population/Year	1990 (1)	1994	2014
Cities within County	44488	50690	95815
Unincorporated Area (2)	21063	22110	21160
Exception Growth Areas	4994 (3)	5429 (3)	7600 (3)
Out of Exception Growth Areas	16069	16681	13560
County Total	65551	72800	116975

(1): 1990 data was obtained from Census Tract Data.
(2): Unincorporated = Total County Population - Cities within County Population
(3): These figures were estimated based on the number of dwelling units in the exception growth area multiplied by Population/Dwelling Unit ratio for the county which is found based on the past 5 years to be about 2.85.

The Dwelling Units estimates were obtained for the cities (when available) from the 1990 PDIA (Potential Development Impact Analysis). Based on the assumption that the Dwelling Unit/Population ratio remains constant the dwelling units projections were estimated for 1994 and 2014 as long as they do not exceed the maximum build out. For McMinnville this information was extrapolated from the McMinnville Transportation Master Plan. Table 23 shows 1994 and 2014 estimates of dwelling units for the cities in Yamhill County.

TABLE 23
YAMHILL COUNTY DWELLING UNITS

Dwelling Units/Year	1990(1)	1994	2014
Amity	412	466	685
Carlton	471	538	657
Dayton	498	637	1088
Dundee	533	704	1837
Lafayette	463	479	653
McMinnville	6778	8740	15166
Newberg	4673	5880	12306
Sheridan	1045	1846	2442
Willamina	634	878	1251
Yamhill City	264	380	608
Exception Growth Areas	1748 (2)	1900 (3)	2660 (3)
Non-Exception Growth Areas	5675	5707	4639
Yamhill County	*23194*	*28156*	*43992*

(1) Source: 1990 Census Data
(2) Source: Yamhill County Planning Department
(3) Source: this estimates were based on linear extrapolation from (1981-1990) exception growth dwelling unit data obtained from the County Planning Department (rate of 38 d.u. /year was used)

Population and dwelling unit estimates for the *different zones* in the county *(besides cities)* were obtained by adding the estimates for the exception growth areas and the non-exception growth areas. The non-exception growth areas estimates were obtained by assuming the distribution for the population and dwelling units in the 1990 census tracts zones remains constant over the years. The 1994 estimates for the population and dwelling units for the exception growth areas were distributed based on the 1990 number of dwelling units in each exception growth area in each zone. The 2014 estimates were distributed based on the percentage of vacant lots in each zone. It is anticipated as the cities grow larger the population of the unincorporated areas will decrease. This is why one could see decrease in the 2014 population and dwelling units for some of the zones. These zones usually do not contain any cities or exception growth areas. Table 24 shows the 1994 and 2014 population, dwelling units, and employment for each zone.

3.2.2 EMPLOYMENT FORECAST

The employment forecast for Yamhill County was based on the assumption that all cities in Yamhill County (except for Newberg and McMinnville) will continue to have the same employment/population ratio. This is to say that current trends will stay the same for the small cities in the County. Furthermore, current retail to non retail ratios were assumed to remain constant. For Newberg and McMinnville, employment projections provided in their recent Transportation System Plans were extrapolated for year 2014. For Newberg retail and non-retail employment was assumed to remain constant and current proportions were used. Employment forecasts for Yamhill county was projected for year 2014 based on the average growth rate in employment for the past 8 years (1986-1993). Retail employment was found by using the average percentage of Retail employment to the total employment for the past 8 years. The average growth rate for the total employment was found to be 3.7% and the average percentage of retail employment to the total employment was found to be 14.3%. Based on these ratios, the total employment for year 2014 is estimated to be 69,427. Retail employment of 9,928 and Non Retail of 59,499 are estimated. The distribution of employment over the different zones outside the cities followed the distribution of the population. Table 25 shows the projected employment for the cities in Yamhill County.

TABLE 25
EMPLOYMENT FORECAST FOR CITIES IN YAMHILL COUNTY
(employment was aggregated to retail and non retail due to data limitations)

2014 Employment Projections	1994 Employment/ Population	Total Employment	Retail	Non-Retail
Amity	.38	668	30	638
Carlton	.33	542	83	459
Dayton	.91	2604	43	2561
Dundee	.17	1108	195	913
Lafayette	.1	233	36	197
McMinnville	TSP extrap	17180	5914	12015
Newberg	TSP extrap	12068	2413	9665
Sheridan	.21	1706	195	1511
Willamina	.46	1151	197	954
Yamhill City	.75	1086	164	922

TABLE 24

YAMHILL COUNTY TRANSPORTATION SYSTEM PLAN-ZONES LIST

No.	Zone	% of County's Vacant Parcels	Population 1994	Dwelling Units 1994	Retail 1994	Non-Retail 1994	Population 2014	Dwelling Units 2014	Retail 2014	Non-Retail 2014	Comments
1	301.1	2.6	5762	2143	49	1350	8058	3122	84	3767	Includes 20% of Newberg
2	301.2	13.3	2865	983	48	1351	2740	943	84	3767	50/50 distribution
3	303.1	35.8	4963	1759	46	1289	6866	2498	80	3595	60/40 distribution
4	303.2	8.4	1974	667	31	859	1765	598	53	2397	
5	Lafayette	0	1,370	480	21	114	2334	653	36	197	
6	Dundee	0	2,135	704	65	304	6522	1837	195	913	
7	304.1	1.9	763	269	11	314	530	186	19	875	25-25-25-25% distribution
8	304.2	0	475	168	11	314	386	137	19	875	
9	304.3	1.5	719	254	12	314	501	176	20	875	
10	304.4	0	475	169	11	314	389	137	20	875	
11	Yamhill	0	905	380	103	579	1448	608	164	922	
12	Carlton	0	1,345	538	67	372	1642	657	83	459	
13	305.1	3	207	70	4	114	375	130	7	317	10-40-40-10% distribution
14	305.2	0	720	244	16	454	586	199	28	1270	
15	305.3	14.6	1219	419	16	454	1696	587	28	1270	
16	305.4	3.6	366	126	4	114	421	146	7	317	
17	Sheridan	0	4,615	1846	112	867	8122	2442	195	1511	
18	Willamina	0	1,755	878	139	673	2502	1251	197	954	
19	306.1	15.3	3495	1365	22	613	5718	2192	38	1711	Includes 10% of McMinnville
20	306.2	0	934	329	22	613	759	268	38	1711	33-33-34% distribution
21	306.3	0	1354	504	22	613	1517	570	38	1711	Includes 2% of McMinnville
22	307	0	9,448	3933	1262	3981	17087	6825	2957	6008	45% of McMinnville
23	308	0	9,028	3757	1262	3980	16327	6521	2957	6007	43% of McMinnville
24	309.1	0	576	194	13	361	468	158	22	1009	50-50% distribution
25	309.2	0	576	194	14	362	468	157	21	1008	
26	Dayton	0	1,675	637	25	1502	2862	1088	43	2561	
27	310.1	0	651	223	15	415	529	180	26	1157	50-50% distribution
28	310.2	0	651	223	15	415	529	181	26	1157	
29	Newberg	0	10,584	4234	1342	5333	22071	8860	2413	9665	
30	Amity	0	1,195	466	20	432	1757	685	30	638	
	TOTALS	**100**	**72800**	**28156**	**4800**	**28770**	**116975**	**43992**	**9928**	**59499**	

3.3 TRAFFIC FORECAST

3.3.1 MODEL FORECAST

In order to benefit from the potential of a computerized transportation model without at the same time exceeding financial and time budget constraints, a STEP-ONE model was developed. The difference between a STEP-ONE model and a regular, detailed transportation model is that it utilizes a larger scale zone system and only focuses on the major road network. It basically estimates future traffic volumes by adding traffic generated by future development to the existing base traffic. This technique is very efficient for analyzing traffic impacts from individual developments; however it does not allow for a combined, comprehensive impact analysis of various developments throughout the study area.

The external stations affecting the study area were identified as part of the model. Through trips were estimated from major external stations such as Hwy 99W and Hwy 18. Using the ADT counts and the estimated through (external-external) trips, the remaining external-internal and internal-external trips were calculated. It was assumed that for most external-external trips that the NHB (non-home based trips) are negligible. For all other trips the recommended parameters from the NCHRP Report 187 Quick-Response Urban Travel Estimation Techniques and Transferable Parameters were used to distribute them among the different types (Home-based Work, Home based Non-Work, and None Home based). In addition a 2% yearly increase in traffic for the eastern part of the County was used to project volumes at the external stations for year 2014. For the western part less growth is expected and a 1.5% was used. This assumption was based on the fact that the Northeastern part of the County will be more affected from the spillover from the Portland Metropolitan Area.

The model successfully replicated the traffic trends on the state highways within the County. Three screen lines (as shown in Figure 20) were used to test the calibration of the model. Modeled and observed ADT volumes at the screen lines are compared in Table 26. Traffic flow trends estimated by the model were consistent with the latest 1994 ODOT traffic flow map (see Figure 21 and 22). Since not all County roads were included in the model some of the county roads had a higher predicted ADTs, as expected when they serve other roads volumes. However, that is not expected to change the final conclusions from the model. Comparison of observed and modeled volumes at the selected screen lines for the County roads are shown in Figure 23. The model was considered calibrated when an average percent difference of 10% between the modeled and observed volumes at the screen lines for the state highways was achieved. The model was used to predict traffic volumes on the County Road System given the new socioeconomic data forecasted. The projected volumes on County-owned roads are expected to be well under capacity assuming a capacity of 9600 vehicles/day and will operate at level of service of D or better. The highest volumes are expected to occur on Wilsonville Road near Newberg and Westside Road near McMinnville.

Figure 20
QRS II Model Screen Lines

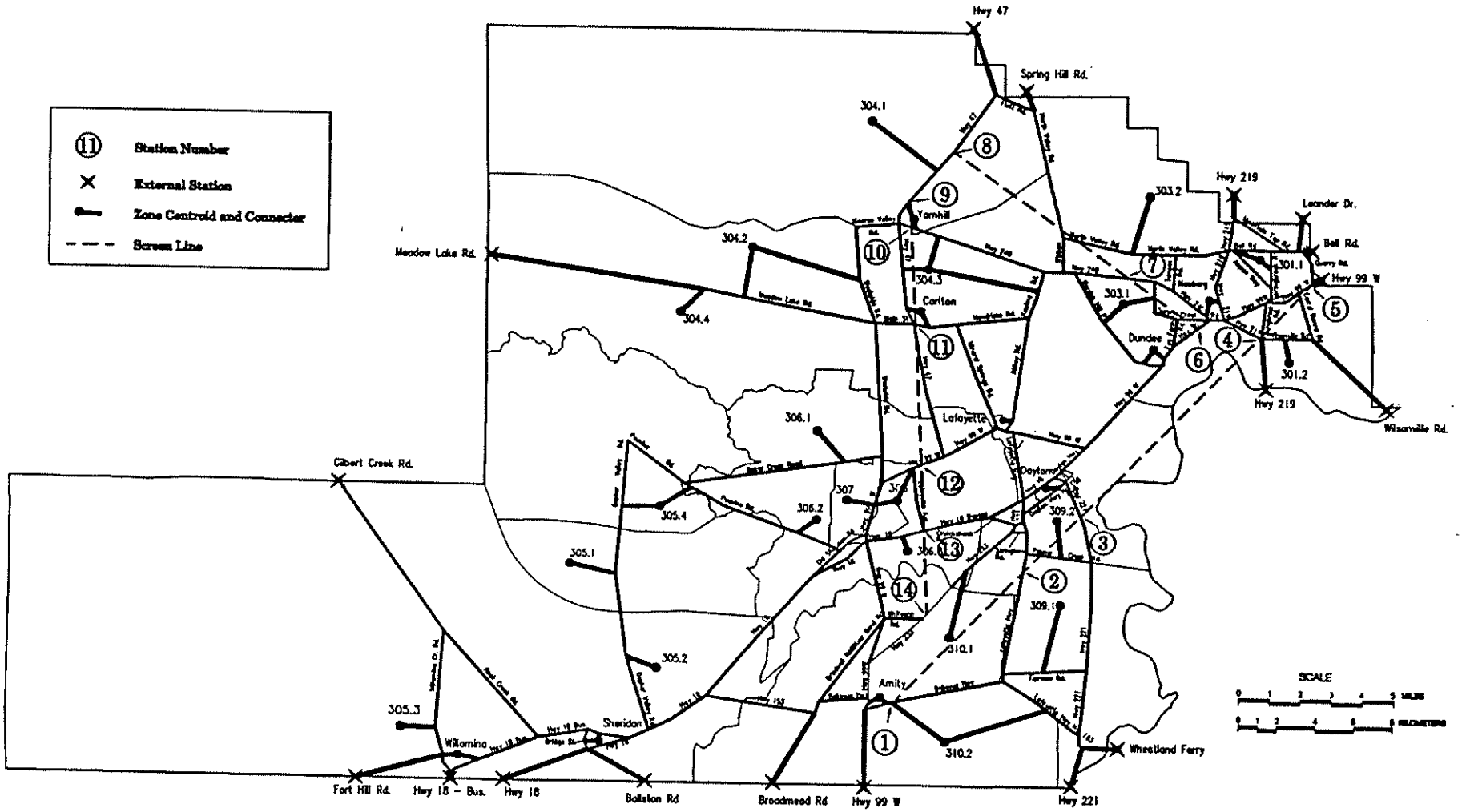

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Figure 21
Year 1994 QRS II Model
Average Daily Traffic Volumes on State Highways

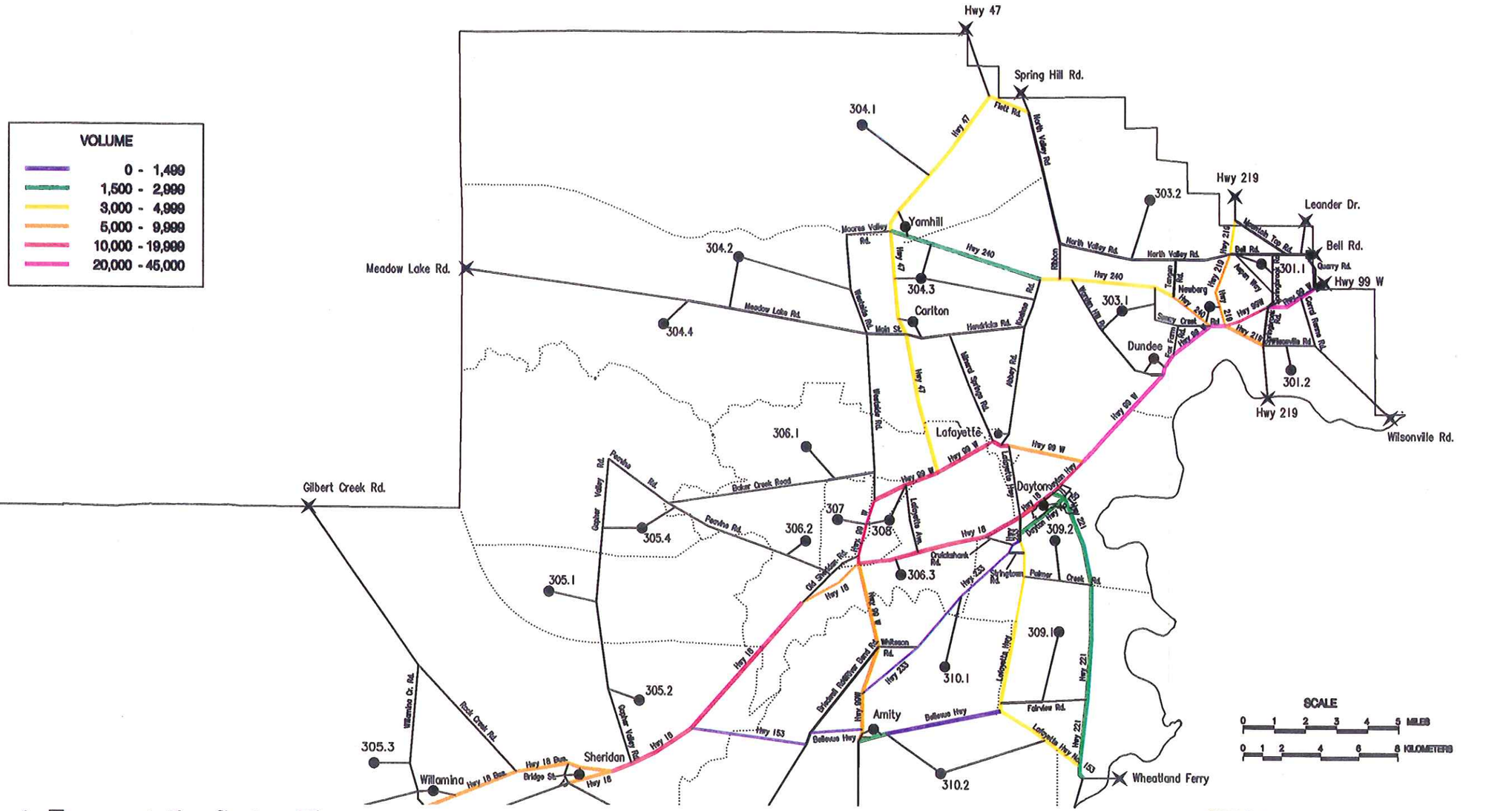

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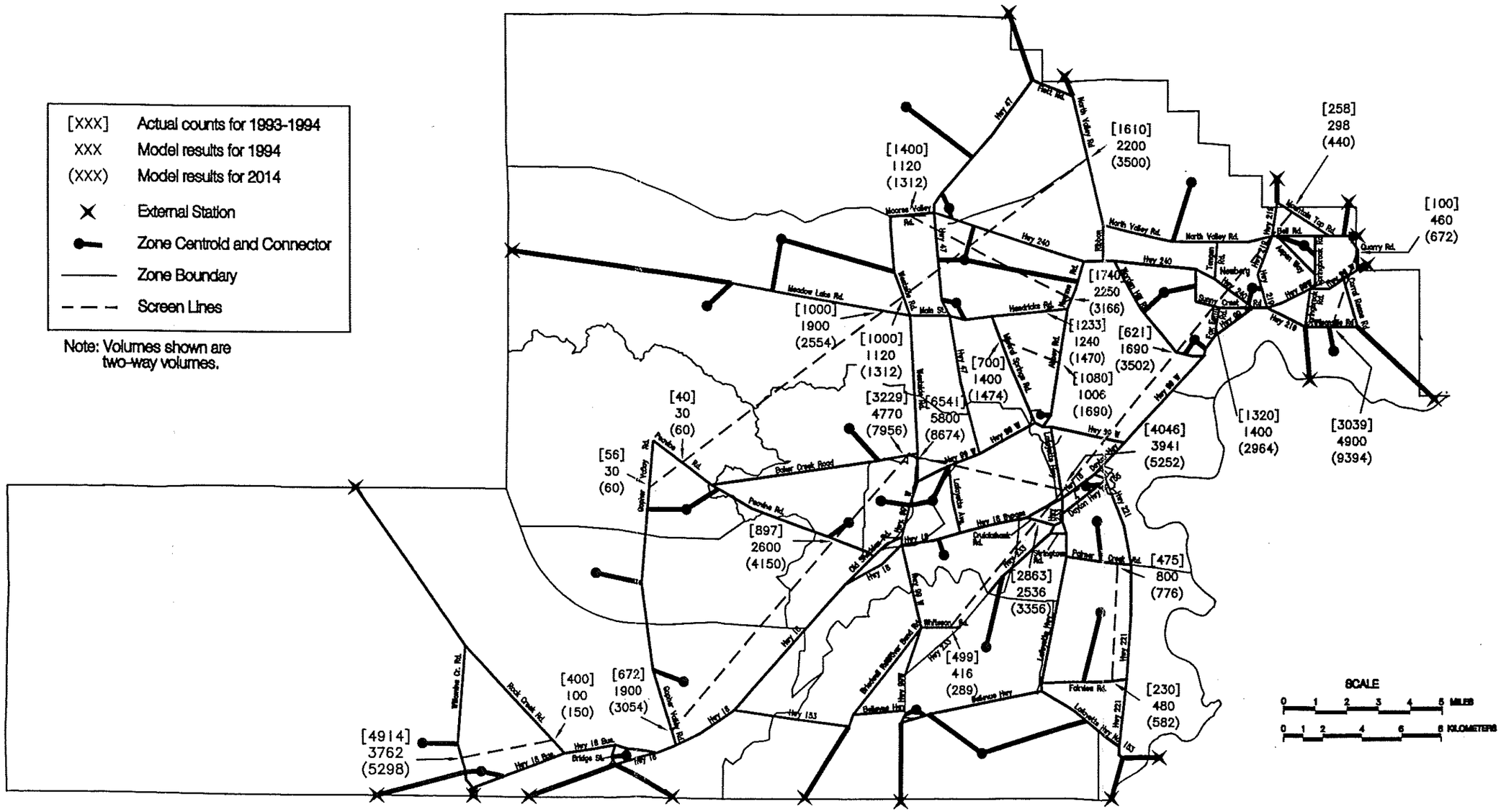
Figure 23
County Road Average Daily Volumes at QRS II Model Screen Lines

[XXX]	Actual counts for 1993-1994
XXX	Model results for 1994
(XXX)	Model results for 2014
X	External Station
●—	Zone Centroid and Connector
——	Zone Boundary
– – –	Screen Lines

Note: Volumes shown are two-way volumes.



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Level of Service is defined by a range of designations --A to F. Level of Service A is completely unimpeded traffic flow while F is heavily congested. Level of Service D on two lane rural highways shows near unstable traffic flow conditions, where passing becomes extremely difficult with high demand. Platoon sizes of 5 to 10 cars become common during peak hours and although speeds of 50 mph are still possible, roadway distractions and turning vehicles cause major interruptions to the traffic stream. More detailed description of level of services is provided on page 83 of this plan.

TABLE 26
MODEL CALIBRATION FOR YAMHILL COUNTY

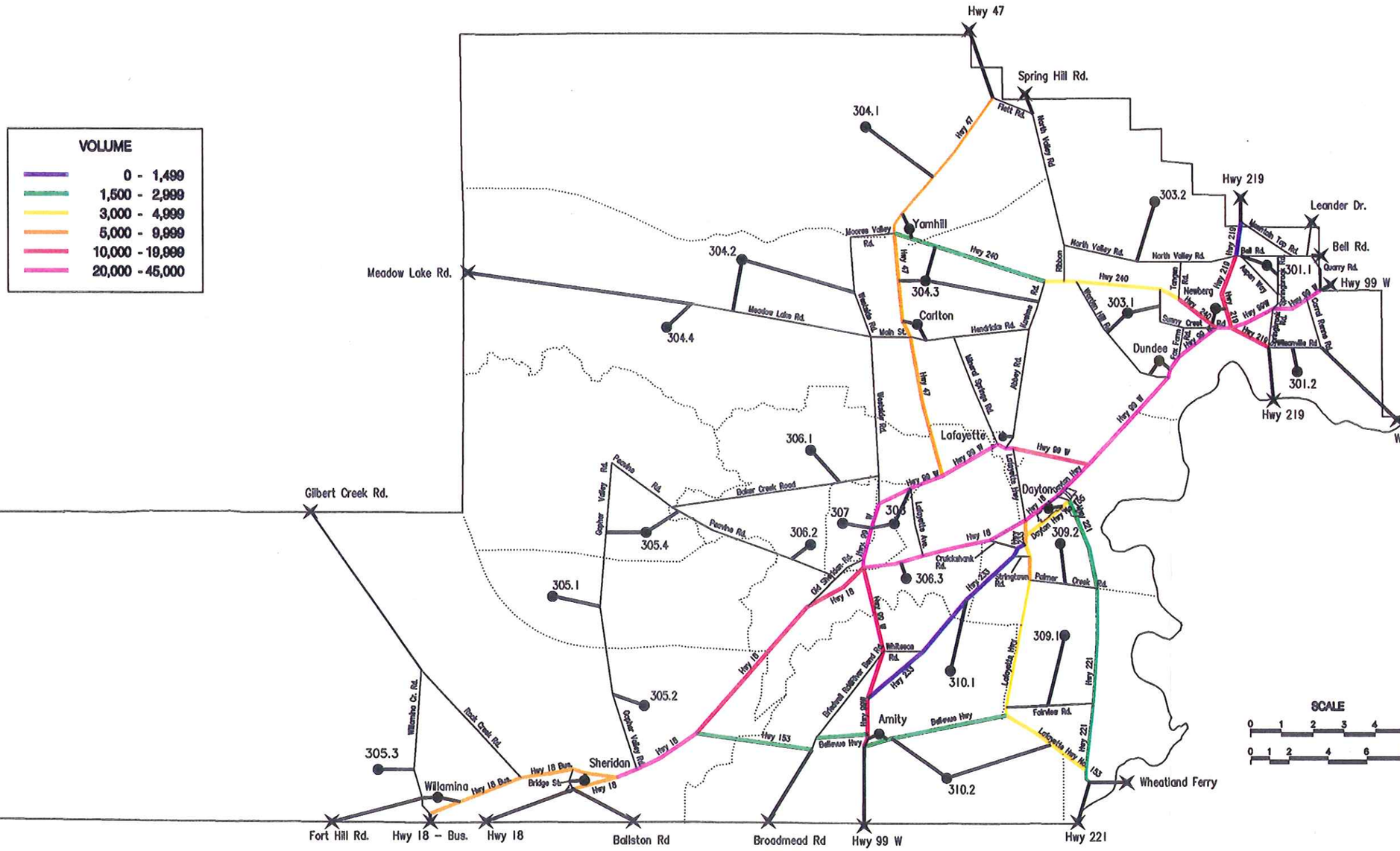
Station	Highway	Location Description	1994 ADT (Observed)	1994 ADT (Modeled)	Percentage Difference
1	Bellevue Hwy	East City Limits of Amity	1734	1628	6.1%
2	Lafayette Hwy	South of Palmer Creek Rd.	2958	3034	-2.6%
3	Hwy 221	Southeast of ORE 233	2550	2060	19%
4	Hwy 219	Yamhill-Marion County Line	6528	7094	-8.7%
5	Hwy 99W	Yamhill-Washington County Line	27540	27800	-0.9%
6	Hwy 99W	Newberg West City Limits	21420	24882	-16.2%
7	Hwy 240	Just West of Red Hills Rd	4284	3606	15.8%
8	Hwy 47	At Grove Orchard	3366	3498	-3.9%
9	Hwy 47	Just North of ORE 240	4488	3762	16.2%
10	Hwy 240	East of ORE 47	2040	2124	-4%
11	Hwy 47	Carlton South City Limits	3672	4424	-20.4%
12	Hwy 99W	East of Lafayette Ave	21420	17828	16.8%
13	Hwy 18	East of McMinnville Spur	12240	14798	-20.9%
14	Hwy 233	East of Whiteson Road	1122	604	46%
					Ave. 3%

Traffic flow projections on State highways as obtained from the model are displayed on Figure 24. The volumes are consistent with ODOT projections as discussed in the next section.

3.3.2 ODOT TRAFFIC FORECAST FOR STATE HIGHWAYS

Traffic and Capacity projection for the State Highways passing through Yamhill County for year 2012 were obtained from the Oregon Department of Transportation. Growth factors were derived from the 1992 Traffic Volume Tables and a linear model was used to project the 20 year volumes. The traffic and capacity projections are shown in Figure 25. The 2012 capacities were computed using the new 1992 Highway Capacity Manual. Freeway, multilane, and two-lane highway procedures were used. For the analysis, it was assumed that truck percentages, directional distributions, and geometrics remain the same in 2012. On multi-lane highways an average value of access points per mile was used based on the 1993-1994 videologs. It was assumed that the number of accesses remained constant. Free-flow speeds for multi-lane highways were assumed to have a starting value equal to the speed limit. This value was reduced by geometric constraints such as median, lane, shoulder width and number of accesses. The projections shows several locations on state highways such as Highway 99W between McMinnville and Newberg with LOS E or less.

Figure 24
Year 2014 QRS II Model
Average Daily Traffic Volumes on State Highways



Yamhill County Transportation System Plan

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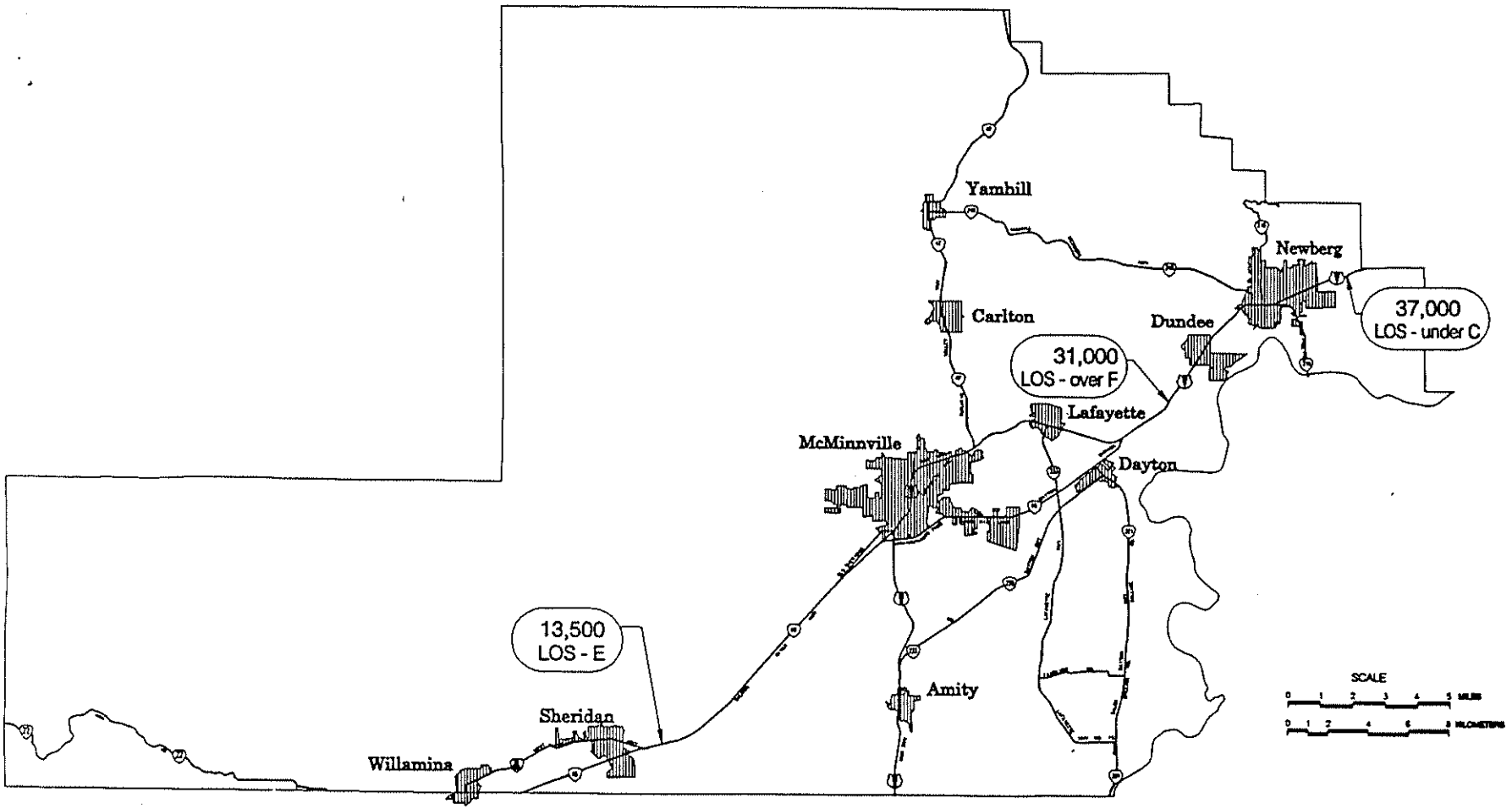
Figure 25
ODOT Traffic and Capacity Projections on State Highways (Year 2012)



Yamhill County Transportation System Plan

Source: ODOT

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4. TRANSPORTATION NEEDS

4.1 TRANSPORTATION FACILITY DEFICIENCIES

The overview of the existing transportation system covered in Section 2.1 identified current transportation needs of the County. Deficient bridges, accident locations, pavement condition, insufficient roadway widths, transit services and other elements of the transportation system were examined in that section.

On the other hand, the transportation and travel demand modeling undertaken as part of this plan (section 3.3) has shown that Yamhill County Transportation Road system for the next 20 year is basically in place. Due to the rural nature of Yamhill County, anticipated development will be on a rural scale and no capacity problems are anticipated on the County-owned transportation system. However, high traffic volumes are projected on State-owned Highways 99W and 18 as more growth hits Newberg and the McMinnville Area and several County roadways are expected to experience spillovers from congestion on Highway 99W.

4.2 COMMUNITY PARTICIPATION

As a continuation of Yamhill County policy of involving the public in planning process, the Yamhill County Transportation System Plan study team held two Open Houses on Tuesday, October 25, 1994 in the Yamhill County Public Works Conference Room and a final Open House on Tuesday August 21, 1995. Attendees from throughout the county came to the meetings. Approximately 85 concerned citizens, community leaders, and jurisdictional representatives attended the three meetings. Study team members from Yamhill County, ODOT, and the consulting team were present to individually discuss the transportation ideas, issues and concerns of the community. Transportation needs were identified during these meetings. Community concerns raised during these public hearings can be divided into traffic congestion issues, safety issues, and long range needs. Although many of these concerns fall outside the County jurisdiction they were added to provide a flavor of the transportation issues being raised. Only highlighted *(italics)* concerns fall under the County jurisdiction.

4.2.1 TRAFFIC CONGESTION ISSUES

The Community identified these locations as the most congested:

- ☐ Dundee-Lafayette congestion
- ☐ Highway 99W through Dundee and Newberg-bottleneck;
- ☐ Highway 18 between Sheridan and McMinnville;
- ☐ *Wheatland Ferry.*

4.2.2 SAFETY ISSUES

Many locations within the County on State Highways and city streets were identified as the most dangerous. Design, as well as access problems are the causes. The following list identifies these locations.

- ❒ McDougall Corner: Highway 99W to Hwy 18 cut-off, and Golf course turn-off;
- ❒ Highway through Carlton- truck and pedestrian concerns;
- ❒ First St. pedestrian crossing in McMinnville;
- ❒ Rex Hill Winery Access from 99W;
- ❒ *Old Sheridan Highway and Highway 18 intersection;*
- ❒ *Royal Ann Drive does not meet county standards (fire danger);*
- ❒ Highway 47 as it enter and exit Carlton;
- ❒ Intersection of Main Street and Highway 47 in Carlton;
- ❒ Highway 240 curve near Worden Hill Road;
- ❒ Highway 240 as it enters Newberg;
- ❒ Intersection of Hwy 219 North of Newberg and Terrace Drive, schools; and senior center;
- ❒ Intersection of Hwy 99, Hwy 18 and Old Sheridan Rd on Western McMinnville
- ❒ *Westside Road from Baker Creek to Donnely Lane north of McMinnville, speed control needed;*
- ❒ *Entrance of Corral Creek Road on 99W;*
- ❒ Entrance on Hwy 18 from Laube Orchards Winery;
- ❒ Lafayette Avenue and Highway 99W;
- ❒ Highway 18 at Junction with Rail Road by Boise Cascade in Willamina;
- ❒ Trucks pulling out from Boise Cascade Mill in Willamina;
- ❒ Old Sheridan Road to 99W in the City of McMinnville;
- ❒ Road from St. Paul to the Smurfit mill;
- ❒ Intersection of 99W/233 need better marking;
- ❒ Highway 240 is narrow and not safe for heavy traffic;
- ❒ *Hill Road has high bicycle volume and no shoulder, --Bikeways are being built currently--*
- ❒ Intersection of 18 and 99W in west McMinnville.

4.2.3 COMMUNITY LONG RANGE NEEDS

The community also identified the following long range needs.

- ❒ Extension of I-205 to 99W;
- ❒ By Pass of Newberg;
- ❒ Access to I-5;
- ❒ *Willamette River Bridge;*
- ❒ Bus line or Train for Portland Commuters;
- ❒ McMinnville-Newberg-Portland Bus Line;
- ❒ Public Transportation between small towns (e.g. Carlton, Yamhill) and McMinnville;
- ❒ More regular east/west bus connection;
- ❒ Bike Path between Sheridan and Willamina.
- ❒ Another Access to Portland.
- ❒ Rail access between McMinnville and Portland.
- ❒ Mass transit to Portland without the involvement of Metro.
- ❒ Carpooling to Portland and Salem.

In addition the following needs were identified:

- *Widen Roads to absorb trucking and flourish distribution industry;*
- *Improve and widen shoulders.*
- Provide Signal Preemption for police and fire trucks.
- *Pavement of more gravel roads.*
- *Use the abandoned railroad tracks between Yamhill and McMinnville for pedestrians, cyclists, and horses.*

Several comments were also received regarding anticipated tourist traffic generated by the proposed Grand Ronde Gaming Casino, and the Evergreen Air Venture Museum (Spruce Goose) in McMinnville. It is anticipated that traffic generated by these facilities will be added to the State highways as opposed to County roads.

In addition, Crestview Drive proposed reclassification as a minor arterial by the city of Newberg raised many public concerns.

The study team also consulted with a technical advisory committee and conducted stakeholders interviews that included 19 agencies and organizations. 300 copies of three newsletters were mailed throughout the course of the study.

The following section of the transportation system plan will address issues raised in the public open house meetings.

5. TRANSPORTATION SYSTEM PLAN

Yamhill County is required by the Oregon Transportation Planning Rule (TPR) (Goal 12) to adopt standards and policies in its Transportation System Plan that encourage multi-modal travel and reduced reliance on the single-occupant automobile. The Rule also requires Yamhill County to set standards and policies to promote and enhance pedestrian, bicycle, and transit travel. This plan provides recommendations to meet the requirements of the TPR and benefit Yamhill County residents.

Yamhill County acknowledged Comprehensive Plan includes a general goal and policy framework to address Transportation. However, the increased importance of linking land use and Transportation requires expansion of these goals and polices. This Plan contains brief background descriptions of facilities and issues followed by a complete list of proposed transportation goals and policies that cover the following areas:

- ❒ Coordination and Implementation of the Transportation System Plan
- ❒ Collector/Arterial Street Plan including policies that cover the Road Network, Access Management/Functional Classification/Roadway Standards, Pavement Management, Roadway Level of Service, Roadway Capacity, Bridges, and Facility/Safety Improvements
- ❒ Public Transportation Plan
- ❒ Bicycle Plan
- ❒ Air/Rail/Water/Pipeline Plan

The Plan finally makes recommendations regarding Transportation Projects that will be needed in the next 20 years. This list was determined based on:

- ❒ Applying capacity analysis on the County roadway network
- ❒ Analyzing accident data provided by the State on the County roadway network
- ❒ Results of the County and State bridge inspection program
- ❒ Expert knowledge of the County Public Works Department
- ❒ Efforts to enhance other modes of transportation.
- ❒ Public input and participation.

The purpose of this plan is to help guide, plan, and coordinate development of the transportation system over the next 20 years.

5.1 COORDINATION AND IMPLEMENTATION OF THE TRANSPORTATION PLAN

Yamhill County is seeking a vital, ongoing transportation planning process that will meet the needs of the County and its residents. The following goals and policies are intended to assist in the implementation of the transportation system plan.

GOALS

1.1 It is the goal of Yamhill County to encourage an efficient, safe, convenient and economic transportation and communication system, including road, rail, waterways, public transit, air, pipeline, and pedestrian and bicycle facilities. Yamhill County transportation system shall be designed to serve the existing and projected needs of urban and rural areas within the County and the system shall emphasize connections between different modes of transportation to reduce reliance on the single occupancy automobile.

1.2 It is the goal of Yamhill County to have a vital, ongoing transportation planning process and a transportation plan that meets the needs of the County and its residents. The transportation plans and facilities of Yamhill County shall be coordinated with the plans and facilities of incorporated cities within Yamhill County, the larger region, and the State of Oregon.

1.3 It is the goal of Yamhill County to:
- a. identify local, regional, and State transportation needs
- b. develop a transportation plan that will address these needs
- c. review and update the plan periodically
- d. have continuing coordination with relevant agencies and jurisdictions
- e. have continuing public input.

POLICIES

1.1 It is the policy of Yamhill County to:
- a. continue to coordinate transportation planning with local, regional, and State plans by reviewing any changes to Yamhill County cities transportation plans, regional transportation plans, the Oregon Transportation Plan and ODOT's Transportation Improvement Plan
- b. continue public and interagency involvement in the transportation process
- c. continue to coordinate transportation planning with the cities of Yamhill County.

1.2 It is the policy of Yamhill County to notify ODOT concerning:
- a. all proposals that would require access to a state highway
- b. any land use or development within 500 feet of a state highway or public use airport within the County.

1.3 It is the policy of Yamhill County to protect approved or proposed transportation project sites through:

a. access control measures
b. review of future large development and transportation projects that significantly affect the County's transportation system
c. the imposition of conditions on large development and transportation projects that significantly affect the County's transportation system.

1.4 It is the policy of Yamhill County to coordinate local plans and land use decisions with the Oregon Transportation Plan and the 1991 Highway Plan. These plans provide ODOT policies and performance standards for statewide highways within Yamhill County. The statewide plans also provide the framework for access management on state facilities to protect the capacity and function of the highways.

1.5 The lead agency for transportation project review shall be:
a. Yamhill County for facilities outside the UGBs
b. The affected city for facilities within the UGBs
c. The State of Oregon, Yamhill County, and affected cities on projects involving state-owned facilities.

1.6 Transportation Projects

1.6.a. Transportation projects that are permitted outright

A transportation project may be allowed without further review if it is permitted outright. If a transportation project is permitted outright, the Board of Commissioners may summarily adopt the project onto the Transportation Project List. There is no need for a comprehensive plan text amendment or a conditional use permit. However, access management review is required for any project where access is an issue including those projects which are approved outright. The following transportation projects are approved outright:

1) operation, maintenance, and repair of existing transportation facilities
2) dedication of right-of-way
3) surfacing, minor alignment or widening of an existing street
4) reconstruction or modification of roads and highways where no removal or displacement of building occurs and no new land parcels are created
5) construction of climbing and passing lanes within existing right-of-ways
6) improvement of existing road and highway related facilities such as maintenance yards, weigh stations, stockpile sites within existing right-of ways
7) temporary improvements in association with construction projects such as temporary roads and detours that will be abandoned and restored to the original condition when no longer needed
8) transportation system management measures, including medians which limit or prevent turning movements, but not including the creation of travel lanes or median turn lanes
9) roads and bridges on farm or forest lands for the purpose of managing their uses
10) replacement of bridges
11) construction of bikeways, footpaths, and recreation trails
12) construction of railroad spurs under 1/4 mile in length
13) construction of transit stops within existing right-of-ways
14) construction of pipelines.

1.6.b. Transportation projects that require a conditional use permit.

If a transportation project requires a conditional use permit and that permit is approved, the Board of Commissioners may then adopt the project as part of the Transportation Project List. There is no need for a comprehensive plan text amendment. A transportation project needs a conditional use permit if it involves one of the following:

1) construction of a new road and extensions of an existing road which does not constitute a major new construction or a major realignment and which either enhances local traffic flow, reduces local access to state highways or reduces local traffic on state highways, and has limited intersections and private accesses onto farm and forest lands so as to be consistent with rural uses and densities
2) construction of additional travel lanes and median turning lanes, but not resulting in the creation of new land parcels
3) construction of additional passing lanes and climbing lanes, requiring the acquisition of new right-of-way, but not resulting in the creation of new land parcels
4) construction or improvement of road and highway facilities, such as maintenance yards, where new right-of-way or additional property is required but not resulting in the creation of new land parcels
5) construction of railroad spurs over 1/4 mile in length
6) construction of transit stops requiring the acquisition of new right-of-way but not resulting in the creation of new land parcels.

1.6.c. Transportation projects that require a plan text amendment

The projects listed below require a plan text amendment and a conditional use permit when they occur in development zones. When a project is proposed in a resource zone then a plan text amendment and an exception are required.

1) a road or highway that requires major new construction, i.e. construction that requires a new right-of-way in excess of 120 feet in width and 1,320 feet in length and which is not replacing an existing road or highway
2) a road or highway that requires a major realignment, i.e. replacement of an existing road segment where the center line of the roadway shifts outside the existing right-of-way for a distance of 1/2 mile or more
3) construction of a new rail line, excluding spurs
4) construction of a new transit facility
5) construction of high speed rail line or conversion of an existing line to high speed rail
6) improvements that will change the functional classification of a roadway

Any other project not listed will be handled at the discretion of the director of Public Works department.

1.7 Transportation or development projects that require a plan text amendment or a conditional use permit may be required to fulfill conditions or implement mitigation measures before approval is granted. Mitigation and conditions may include, but are not restricted to:

1) improvement of surrounding roads
2) limits on level of development
3) revision of development placement
4) addition or redesign of access
5) addition of traffic management devices such as traffic signals, medians, or signage and/or

6) improvements that lessen transportation impacts.

Yamhill County recognizes that land use designations have a significant impact on the transportation system and alterations shall be completed with consideration to traffic impacts on the County road system.

1.8 Where a proposed transportation facility is identified in the County Transportation System Plan and will require the preparation of the Environmental Impact Statement (EIS), the findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan polices and land use regulations shall be coordinated with the preparation of the EIS.

5.2 COLLECTOR/ARTERIAL STREET PLAN

5.2.1 COUNTY ROAD NETWORK

The Road network that will serve the County for the next 20 years is basically in place. Due to the rural nature of Yamhill County, anticipated development will be on a rural scale. No significant impacts are foreseen on the County-owned transportation system from upcoming development projects. Road maintenance, repair and improvement, however, should be aggressively pursued in order not to place the network in jeopardy. Pedestrian/bicycle and transit modes of transportation requires wider, smoother, and better roadways. These improvements also benefit automobile and truck traffic by making the roads safer and more efficient to use. The County views that the main purpose of the County-owned network is to move people and goods as efficient as possible between incorporated areas in the County and not as a means of increasing urban scale development in unincorporated areas. The County recognizes the importance of having a natural and smooth transition of jurisdiction for County roadways within urban growth boundaries to their respective city jurisdictions as the cities grow.

GOALS AND POLICIES

1. It is the goal of Yamhill County to encourage the establishment of a transportation system supportive of a geographically distributed and diversified industrial economy for the county including coordination will all cities transportation plans.

2. It is the policy of Yamhill County to:
   a. consider the road network to be the most important and valuable component of the transportation system
   b. consider the maintenance and repair of the road network to be vital to the continued health of the County's transportation system

3. It is the policy of the County to not add mileage to the system unless:
   a. it can be shown that the County can financially absorb the additional maintenance requirements
   b. the condition of the road proposed for acceptance into the system compares favorable with county road standards
   c. an accrued benefit can be shown to the county's economic growth
   d. an overall increase in efficiency in the county road network can be demonstrated.

4. It is the policy of Yamhill County that all transportation decisions will be made in consideration of land use impacts including but not limited to adjacent land use patterns, both existing and planned, and their designated uses and densities.

5. It is the policy of Yamhill County to consider roadway function, classification, and capacity as a criterion for plan map amendments and zone changes. This will assure that proposed land uses do not exceed the planned capacity of the transportation system.

5.2.2 ACCESS MANAGEMENT/FUNCTIONAL CLASSIFICATION/ ROADWAY STANDARDS

Roads accommodate two types of travel -- local access traffic and through traffic. Arterials are intended for through movement of traffic while local roads are designed to give access to abutting property. Collectors provide equal service to both functions. Historically, the state and local governments corrected many congestion problems by constructing new bypasses or major street improvements. However, such solutions are expensive and are increasingly becoming not feasible with current funding levels.

Unmanaged arterials can become overused for short distance trips and local access to property. Land use changes along these arterials results in increased trip generation and traffic conflicts as businesses may desire to locate on heavily traveled arterials. Lack of adequate access management and insufficient coordination of land use development, property division and access review can contribute to the deterioration of both the arterial and collector road network. Traffic signals, new road approaches and driveways can decrease speed and capacity and increase both congestion and hazards.

Access management includes the control of vehicular access to major roadways. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements and cross traffic at intersections. These limits increase the capacity of an arterial to carry through traffic at desired speeds without requiring additional lanes. Coordination, planning and proper policies can help avoid these problems and costly solutions.

In addition, further coordination is needed between the County and cities in Yamhill County regarding functional classification of County roadways within cities limits and urban growth boundaries. Currently, the County maintains roadways within cities limits presenting an additional financial responsibility on the County. The lack of funds to upgrade these roadways to cities standards has been a major factor in deciding when the transition of the jurisdiction take place. Strengthening and revising Urban Growth Management agreements with cities may be an effective arena from which to pursue tight coordination on this important issue.

Several roadways in the McMinnville UGB have different functional classification than the County. These roadways are:

McMinnville

These roadways are classified as minor arterials by the City of McMinnville.

- Westside Road North of McMinnville (county major collector)
- Baker Creek Road West of McMinnville (county major collector)
- Hill Road bordering McMinnville west side (county major collector)
- Peavine Road and Old Sheridan Road Southwest of McMinnville (county minor collector)

Newberg

The Newberg Transportation System Plan is proposing the following changes in functional classification designations of County roadways within the urban growth boundaries of the city for the following roadways:

- Mountainview Drive between College Street and Aspen Way is proposed to be classified as a minor arterial (a county minor collector)
- Crestview Drive is proposed to be extended to 99W and classified as minor arterial when the Newberg by-pass is built. (a county local road)
- Benjamin Road is proposed to be classified as a minor collector (a county local road)

In addition the following roadways are recommended to be transferred to their respective city jurisdiction:

McMinnville

- Baker Creek Road *(portion within city limits)*
- Old Sheridan Hwy *(from Cypress Ln. to Highway 99W)*
- Daniels Street *All*
- West Side Road *(from city limits to Burnett Road)*
- Burnett Road *(from city limits north to West Side Road)*

Newberg

- Crestview Drive *(from Aspen Way to city limits East)*
- Newall/Hadley Road. *All*
- Aspen Way *(from Mountainview Dr. to Crestview Dr.)*
- Henry Road *(from Hwy 219 to end)*
- Crater Lane *(from Lynn Dr. to end)*
- 2nd Street *(from Springbrook Rd. to Everest St.)*
- Everst Street *(from Hwy 219 to cemetery)*
- Main Street *(from Lynn Dr. to north of illinois St.)*

The following policy statements outline the County's policy in regard to roadway access management and functional classification:

GOALS AND POLICIES

1. It is the goal of Yamhill County to have a system of access management adequate to protect the quality and function of the arterial and collector system

2. It is the policy of Yamhill County to designate access and land uses appropriate to the function of a given road

3. It is the policy of Yamhill County that any approved access be adequate for emergency service provision

4. It is the policy of Yamhill County to coordinate the County Transportation System Plan with the transportation plans of the ten incorporated cities within Yamhill County. The County will emphasize continuity in the classification of roads and appropriate design standards for roadways which link urban areas with rural areas outside Urban Growth Boundaries. At the time of UGB amendment Yamhill County and the City involved shall agree on classification and design standards of all County Roads within the proposed UGB area prior to finalization of the amendment.

5. County policy will encourage the expeditious transfer of jurisdiction of roadways to incorporated cities in conjunction with annexation. It is the policy of Yamhill County that developers of property who propose annexation and who have frontage on a road that does not meet city road standards shall have the primary responsibility for upgrading the road to city standards. Roads shall be upgraded at the time of annexation, or the developer shall sign an agreement with the city to upgrade the road, at the time of development. Transfer of jurisdiction shall require the approval of both the County and the City, in accordance with the provisions in Oregon Revised Statutes 373.270.

6. It is the policy of Yamhill County to require the transfer, or an agreement to transfer with specific time lines and milestones as part of the agreement, of jurisdiction of County roadways within urban growth boundaries to their respective cities at the time of annexation.

7. It is the policy of Yamhill County to require new development to:
    a. Provide a frontage setback requirement of 70 feet from the public right-of-way centerline of all designated arterials and collectors within the County.
    b. Minimize direct access points onto arterial and collector right-of-ways by encouraging the utilization of common driveways.

8. It is the policy of Yamhill County that access requests onto county-owned arterials for new minor or major partitions, subdivisions, and commercial and industrial development be processed with the following access management classification system in mind: public road access spaced at no less than every 1/2 mile; driveways spaced at no less than 500 feet; traffic signal spaced at no less than 1/2 mile, and no median control. If either safety or environmental factors or the unavailability of adequate distance between access points requires placing accesses at lesser intervals then the best alternative placement will be chosen. On road segments that are already severely impacted by numerous access points or on road segments which abut exception areas, adherence to the above standards may be either unreasonable or counterproductive to exception area infilling. In such cases, these standards may be relaxed to accommodate the aforementioned special conditions.

9. It is the policy of Yamhill County that all new roads are built to the following standards for Public and Private Roads under the County jurisdiction.

PUBLIC ROAD STANDARDS

R/W width: 60 ft. minimum standard
Traveled Way Width: 18 to 32 ft. - variable under certain conditions
Grades:
Maximum sustained: 10%
Maximum intermittent: 15% for 200 ft.
Minimum Vertical Clearance: 18 ft.
Rock Depth: 6" of 1 1/2"- 0 (or 2"- 0 rock)
Pavement: By permit from the Public Works Department
Dedication of Public Roads: must be accepted by the Yamhill County Board of Commissioners

PRIVATE ROAD STANDARDS

(No more than 3 parcels may be served by private easement)

Easement Width: 30 ft. minimum
Traveled Way Width: 12 ft. minimum
Rock Depth: 6" of 1 1/2"- 0 (or 2"- 0 rock)
Grades:
Maximum sustained: 10%
Maximum intermittent: 15% for 200 ft.
Minimum Vertical Clearance: 14 ft.
Pavement: Not Required

TURNOUTS

If a road is over 400 ft. long, a turnout 10 ft. wide by 30 ft. long must be constructed every 800 ft. or less as directed by the County.

TURNAROUNDS

If a road is over 400 ft. long, and has only one entrance onto a public road, a circular 60 foot diameter turnaround must be provided, with variances as allowed by the County Engineer.

INSPECTIONS

Fire department officials, with the local Rural Fire Protection District or the nearest City, will do any necessary inspections under a county-wide agreement.

5.2.3 PAVEMENT MANAGEMENT

There are four types of road ownership in Yamhill County. A State road is a public roadway owned, maintained and improved by the State of Oregon. A County road is a public roadway which has been accepted by the Board of Commissioners as a County road and for which the County will be responsible for improvements and maintenance. A local access road is a road which has been dedicated to the public. Ownership has been formally accepted by the County, but without responsibility, obligation, or agreement for improvement or maintenance. A local access road is either a driveway, privately owned access road, easement of road access, or a privately maintained road necessitated by land subdivision created for the specific purpose of providing road access from a parcel to a local access road or county road.

Yamhill County is currently using the Bay Area MTC software as a pavement management system to prioritize the maintenance and rehabilitation of the pavement in the County subject to budget constraints. This system will meet the requirement of the Intermodal Surface Transportation Efficiency Act (ISTEA) to implement a pavement management system for federal-aid highways.

Pavement management is the orderly scheduling of pavement repairs and improvements to meet serviceability goals and provide safe, comfortable and economical transportation while striving to achieve the best possible value from available funds. Routine maintenance activities are carried out on a daily basis. Road sections requiring more extensive work are prioritized and then selected for improvements based on an annual subjective visual evaluation of pavement condition.

Local road standards need to evolve over time as a given road services more traffic. A dirt road may be sufficient for access to an individual property; however, as other properties begin to use that road for access it may no longer be adequate. At a certain point the owners of properties utilizing the road for access need to participate in the improvement of the road.

Reconstruction and pavement of about 15.5 miles of gravel roads all of local classification will be triggered in response to growth in the following Exception Growth Areas:

- Chehalem Mountain,
- Wilsonville Earlwood/ Parreit Mt.,
- Baker Creek, and
- Willamina.

The reconstruction and pavement priority for the gravel roads in these areas shall be based on traffic counts, density of development, and road classification. Secondary criteria shall be zoning, whether the gravel road is on a school bus route, the cost per mile of reconstruction and pavement, and the availability of right-of-way. Higher priority will be given to roadways where neighborhood consensus is reached and the roadway right-of-way and/or expense is partly donated by the land owners abutting the road. A potential list of these roadways that will be triggered by exception area growth is provided in the Transportation Project List, Table 29 on page 126.

GOALS AND POLICIES

1. It is the goal of Yamhill County to maintain the County road network pavement in excellent to good condition

2. It is the policy of Yamhill County to continue to maintain and preserve the County road network through its program of paving, repairing, reconstruction, drainage clearance and vegetation control

3. It is the policy of Yamhill County that areas for the storage of materials and equipment for road maintenance and construction shall be allowed where this use is compatible with surrounding land uses

4. It is the policy of Yamhill County to give higher priority of maintenance to correct safety-related problems

5. It is the policy of Yamhill County to reconstruct, maintain, and pave gravel roads based on three main criteria and five secondary ones; Main criteria are density, traffic count and road classification. Secondary criteria are: preservation of jobs and enhancing the economic vitality of the area, zoning, whether the gravel road is on a school bus route, the cost per mile of reconstruction and pavement, and the availability of right-of-way. Higher priority will be given to roadways where neighborhood consensus is reached and the roadway right-of-way and/or expense is partly donated by the land owners abutting the road.

5.2.4 LEVEL OF SERVICE

Levels of service describe service quality on two lane highways as determined by average travel speed, percent of time that all vehicles are delayed while traveling in platoons due to the inability to pass, and roadway capacity utilization. Table 27 shows the maximum annual average daily traffic allowed for various levels of service on roadways on level terrain and percentage of the average daily traffic occurring in the peak-hour (K-Factor).

Level of Service is defined by a range of designations --A to F. Level of Service A is completely unimpeded traffic flow while F is heavily congested. Levels of service D or better are expected on most County roads for the next 20 years given that population growth does not exceed projections. Level of Service D on two lane rural highways shows near unstable traffic flow conditions, where passing becomes extremely difficult with high demand. Platoon sizes of 5 to 10 cars become common and although speeds of 50 mph are still possible, roadway distractions and turning vehicles cause major interruptions to the traffic stream. Yamhill County will monitor LOS deterioration during peak hours on County roadways with special consideration given to Wilsonville Road, West side Road, and Lafayette Highway between OR99W and OR18 in the next 20 years.

TABLE 27
MAXIMUM ANNUAL AVERAGE DAILY TRAFFIC ALLOWED FOR VARIOUS LEVELS OF SERVICE

K-Factor	LEVEL OF SERVICE				
	A	B	C	D	E
	Average Daily Traffic Volumes for Level Terrain				
0.10	2,400	4,800	7,900	13,500	22,900
0.11	2,200	4,400	7,200	12,200	20,800
0.12	2,000	4,000	6,600	11,200	19,000
0.13	1,900	3,700	6,100	10,400	17,600
0.14	1,700	3,400	5,700	9,600	16,300
0.15	1,600	3,200	5,300	9,000	15,200

GOALS AND POLICIES

1. It is the goal of Yamhill County to maintain level of service D or better during the peak hour throughout the County-owned arterial and collector system over the next twenty years

2. It is the policy of Yamhill County to establish a system to monitor traffic volumes on all County arterials and collectors. The County will periodically examine its traffic volumes to pinpoint deterioration in level of service

5.2.5 CAPACITY

Traffic volumes on the County road system were predicted using the calibrated QRSII model developed. The traffic volumes are expected to be well under capacity assuming a conservative capacity of 9,600 vehicle/day for a two-lane highway. The only roads in the County with very high projected traffic volumes are State Facilities particularly Highway 18 and 99W. These highways are under State responsibility for maintenance and improvements.

GOALS AND POLICIES

1. It is the goal of Yamhill County to maintain the current arterial and collector system in the County and prevent degradation of that system

2. It is the policy of Yamhill County to monitor all County arterials and collectors to help in the determination of when road improvement projects are necessary

3. The County will continue to work with the State, the City of Newberg, and the City of Dundee on alternatives for routing Highway 99W through or around Newberg and Dundee

5.2.6 BRIDGES

Yamhill County owns 136 bridges. Inspection of these bridges is provided under a contract administered by ODOT-Bridge Section. Routine repairs are made by the County maintenance force. Thirty three bridges were found either structurally deficient or functionally obsolete.

GOALS AND POLICIES

1. It is the goal of Yamhill County to maintain a safe and efficient network of bridges

2. It is the policy of Yamhill County to explore replacement of bridges when necessary. Otherwise, the County will follow standard maintenance and reconstruction procedures.

5.2.7 TRUCK/HAZARDOUS MATERIALS ROUTE

Yamhill County chooses not to designate any truck/hazardous materials routes. However, limitations on the maximum loads on bridges restrict certain routes from being used by heavy trucks. These bridges are listed in Table 9. Creation of hazardous materials routes requires a deeper understanding of the movement of these shipments than currently available.

GOALS AND POLICIES

1. It is the policy of Yamhill County to acquire information necessary to establish truck/ hazardous materials routes in the County.

5.2.8 FACILITY/SAFETY IMPROVEMENTS

Safety Improvements

A list of 10 highest accident SPIS locations was prepared based on the 1991-1993 accident database on the county road system. Each intersection was examined through a site visit and the geometric or signage problems were noted. In addition, several other intersections recommended by the County that could potentially cause accidents were checked during the site visit. Recommendations for these location are provided in the Project List subsection of this Plan on page 107.

Road Widening

Yamhill County Land Division Ordinance has outlined the policy of Yamhill County regarding road widening. Yamhill County encourages road widening of substandard width roads in all areas, zones and plan designations where deemed necessary to provide for an adequate means of access, transportation, walkways, maintenance and the placement of utilities. The widening shall be sufficient to bring a full road up to a minimum right-of-way width of 60 feet, or a half road up to a minimum right-of-way width of 30 feet. Mandatory widening of substandard roads and/or the dedication of right-of-way will be required in any

of the circumstances outlined in Yamhill County, Land Division Ordinance 6.015 and summarized below:

- If the road is located in or bounds an area designated for any use other than "agriculture large holding" or "forestry"; or
- If the road is designated in this plan or any other future plan adopted by the Board, dealing with the classification or projection of roads as a major, minor, arterial or collector status.
- If a subdivision or partition is being proposed, in each case the widening shall be required only along those sides of the existing road bounding the lots of parcels being created; or
- If the engineer, on inspection of the proposed subdivision, deems that the public safety requires widening or that additional right-of-way is necessary to provide for adequate drainage or the installation of utilities anticipated by development of the subdivision or partition.

All future reconstruction projects, new road construction, or shoulder widening shall be according to County roadway standards outlined in Chapter 2.

GOALS AND POLICIES

1. It is the goal of Yamhill County to maintain a safe and efficient network of roads
2. It is the policy of Yamhill County to develop and update an inventory of safety-deficient facilities on the County road network and correct these facilities as soon as funds allow.

5.3 PUBLIC TRANSPORTATION PLAN

5.3.1 SPECIAL TRANSIT SERVICES

The existing YAMCO transit system serves the elderly and handicapped as well as the general public. A marketing program is needed to increase the awareness and ridership on the transit system. It is also recommended that a market assessment is conducted in the future to determine the demand for transit commuter service between Newberg and McMinnville, and from Newberg and McMinnville to the Portland and Salem downtown Areas.

Yamhill County, the city of McMinnville and Newberg, and the Oregon Department of Transportation shall work to investigate the possibilities for a local transit district with funding base that include state and federal resources for capital and operating expenses. Provisions of commuter service operations inside Tri-Met service district shall be provided in a mutual policy agreement between the established local transit district (if feasible) and Tri-Met. Transit service operations can be provided either by the transit district or contracted through private service operators with all services in accordance with the 1990 Americans with Disabilities Act.

Until such district is established, if feasible, the Yamhill County Community Action Program (YCAP) and The Chehalem Valley Senior Citizens Council (CVSCC) will continue their services in Yamhill County with the available scarce revenues. Improvements envisioned by YCAP are outlined in the Transportation Project List subsection of this Plan on page 127.

5.3.2 INTERCITY BUS AND PASSENGER RAIL

The Oregon Rail Passenger Policy and Plan was adopted by the Oregon Transportation Commission on November 1992. It provides a comprehensive long-range plan for railroad passenger service in Oregon in coordination with the Oregon Transportation Plan. The plan identifies future long-range high speed rail passenger service between Eugene and the greater Portland Area along the Southern Pacific Rail Road valley line.

As an alternative, the plan investigated long-range interurban electric rail service between Portland and Eugene along current Willamette and Pacific line through Newberg and McMinnville to capitalize on short-trip riders. The initial phase of the State long-range interurban electric rail plan option called for single-track, electric service between McMinnville and Tualatin with transfer connection to "MAX" light rail service through either Tigard or Lake Oswego. The plan is dependent on the Portland/Vancouver Regional Transportation Plan for LRT ("MAX") connections into downtown Portland. Total capital cost of providing electric rail service was estimated at nearly $115 million, and annual operating costs were estimated at $9.6 million. Electric rail service between McMinnville and Tualatin was estimated to range between $18 and $32 per rider.

The Plan recommends that interurban rail service between McMinnville and Portland be considered in greater detail as part of the on-going Willamette Valley Transportation planning process sponsored by ODOT. The Plan recommends that interurban electric rail service be evaluated against intercity bus service, while considering impacts on land use and economic development.

The Yamhill County Transportation System Plan recommends that the County participates with the State of Oregon and all other affected jurisdictions in the investigation of future interurban rail passenger service between Eugene and Portland. In addition, it recommends establishing more frequent commuter bus service between all incorporated cities in the County.

The County shall also, in corporation with cities, investigate the development of a basic, self-help rideshare program. Interested individuals will input their information into a dedicated computer located at commonly used location, such as the community center or library. At the same location, they can review or print a carpool availability listing.

GOALS AND POLICIES

1. It is the goal of Yamhill County to enhance intermodal connectivity throughout the transportation system.

2. Yamhill County, in cooperation with the cities of the County, and in consultation with the Mid Willamette Valley Council of Governments, the Oregon Department of Transportation, and private companies providing transit services, will continue to investigate public transit possibilities, including bus and rail, and if economically feasible, will seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of the County.

3. It is the policy of Yamhill County to identify the needs of the transportation disadvantaged and attempt to fill those needs.

4. It is the policy of Yamhill County to encourage programs, such as van or car pooling, to increase vehicle occupancy and reduce unnecessary passenger car travel.

5. It is the policy of Yamhill County to evaluate the need for Park-and-Ride facilities when realigning County roadways before selling surplus right-of-way.

5.4 BIKEWAY PLAN

Future bicycle and sidewalk improvements identified in conjunction with roadway improvements are intended to provide bicyclists with a safe, convenient, and aesthetic bicycle system that is integrated with other forms of transportation. The objectives identified in the **Yamhill County Bikeway Master Plan** are:

- ❒ Development of a bicycle facility plan that meets the identified needs of cyclists and fosters the growth of bicycle travel throughout the regional transportation system.

- ❒ Development of a map for the public that describes opportunities for bicycling in Yamhill County.

- ❒ Providing uniform bicycle route signs, markings, and design standards that meet state and national requirements.

- ❒ Establishing priorities for facility designation, new construction, and maintenance of the existing system. Each priority is based on need, opportunity, and resource availability.

- ❒ Evaluating the plan annually to determine how well objectives are being met.

- ❒ Encourage and support education and safety programs for all ages, improve riding skills, encourage observance of traffic laws, increase awareness of cyclists and pedestrian rights, and monitor and analyze bicycle accident data to determine safety problems.

The plan identifies among other things policies, classification of bikeways, construction and maintenance guidelines, and suggested route improvement to achieve these objectives. In addition, the plan provides continuity with the bikeways planned by McMinnville and Newberg.

The plan adopted standards and design guidelines for bicycle facilities set by AASHTO manual Guide for the Development of Bicycle Facilities 1991 and the 1992 Oregon Bicycle Master Plan. All traffic devices used in conjunction with bicycle routes will be required to conform to the national Manual on Uniform Traffic Control Devices.

A list of suggested improvements on the Yamhill County Road System to accommodate bikeways is provided in the Transportation Project List of this Plan on page 94. Completion of these projects will considerably enhance the network of bikeways allowing cyclists to travel throughout the county.

GOALS AND POLICIES

1. It is the goal of Yamhill County to provide and maintain a safe, convenient, and aesthetic bicycle system that is integrated with other forms of transportation.

2. It is the goal of Yamhill County to encourage and support education and safety programs for all ages, improve riding skills, encourage observance of traffic laws, increase awareness of cyclists and pedestrian rights, and monitor and analyze bicycle accident data to determine safety problem areas.

3. Yamhill County will coordinate local plans for pedestrian and bicycle facilities with the 1994 Oregon Bicycle and Pedestrian Plan. The statewide plan provides a framework for a local bicycle route system and design standards

4. It is the policy of Yamhill County to provide bikeways on arterials and major collectors that are located within an urban growth boundary and such other locations that provide access within and between residential subdivisions, schools, shopping centers and industrial parks when financially feasible.

5.5 AIR/RAIL/WATER/PIPELINE PLAN

AIR TRANSPORTATION PLAN

For the Air Service, the McMinnville Municipal Airport Master Plan provides forecasts of aviation activity, capacity and plans for the future together with a development program. The County zoning ordinance provides for an Airport Overlay (AO) zone. AO zone was established to prevent air space obstructions near public use airports and to ensure compatibility between the Airport use and surrounding land uses.

In addition to the McMinnville Airport, an airport site selection study was conducted for the City of Newberg and finalized in 1990. The study recommended that the City of Newberg not to purchase Sportsman Airpark or pursue development of a new airport facility at the time of the report.

Policies

1. Yamhill County is committed through its zoning ordinance and transportation plan to protect the McMinnville Municipal Airport as a vital county-wide transportation facility and efforts will be made to regulate land use in the environs of the airport to prevent the erection of further airport hazards and obstructions, at the same time preventing any residential encoarchment upon critical noise contours without informed consent.

2. The status and proposed location or expansion of all airport facilities shall be specifically designated in a plan map, as amended, and, if under county jurisdiction, will be accorded a planned -unit designation in the zoning ordinance, in order to assure a compatible association of airport growth with surrounding urban development.

FREIGHT RAIL TRANSPORTATION PLAN

It is recommended that effort to be made to maintain the existing rail service and expand it in the County. Currently, plans to ship freight north through Newberg to the Southern Pacific's Brooklyn rail yard are being considered. Willamette and Pacific (W&P) plans to ship commodities daily from/to Newberg and McMinnville through Eugene instead of Portland.

In addition, ODOT's 1994 Oregon Freight Rail Plan states that shipments on the Willamina Branch are weight limited to 240,000 per four-axle rail car, and track conditions limit train operating speed. A benefit/cost (B/C) evaluation of this line for eligibility for federal rehabilitation and improvement assistance shows the Willamina Branch to have the third highest B/C ratio of the eight rehabilitation projects considered eligible in Oregon.

Policies

1. **Yamhill County does not support further rail abandonment or diminishment of service.**

2. **Yamhill County supports improvement of rail line conditions to retain railroads as effective freight carriers in Yamhill County.**

2. **Yamhill County will pursue, whenever possible, conversion of abandoned rail lines through the federal "Rails to Trails" program and seek to integrate these abandoned lines into the County's trail/bikeway system.**

WATER TRANSPORTATION PLAN

The Yamhill County Transportation System Plan recognizes water-borne transportation as an important mode for the movement of goods and recreation, and recommends that future use of the Willamette River be preserved as a transportation system resource, especially for the shipment of large and heavy, bulk commodities.

Policies

1. **Yamhill County supports the dredging of the Yamhill River throughout its entire length as it borders Yamhill County not only for the movement of goods but also for recreational activities.**

PIPELINE TRANSPORTATION PLAN

Current pipeline transportation in and through Yamhill County includes transmission lines for electricity, cable television, telephone service, water, sewer, and natural gas. The Yamhill County Transportation System Plan encourages continued use of these pipelines to move goods throughout the County.

5.6 YAMHILL COUNTY TRANSPORTATION PROJECT LIST

A list of expected transportation projects over the next twenty years is provided below. The list has been compiled based on:

1) Analyzing accident data provided by the State on the County roadway network
2) Results of the County and State bridge inspection program
3) Expert knowledge of the County Public Works Department
4) Applying capacity analysis on the County roadway network
5) Efforts to enhance other modes of transportation.

Roadway improvement projects listed below include:

- ☐ Bikeways (Figure 26)
- ☐ Intersections
- ☐ Bridges
- ☐ Pavement improvement projects including:

    - Pavement maintenance and rehabilitation projects
    - Pavement of collector gravel roads
    - Pavement of local gravel roads

The list also includes public transportation improvement projects and short term projects listed in the 1994 Transportation Improvement Plan published by the Oregon Department of Transportation.

Other projects that are of major concern to the County are listed finally including the Dundee-Newberg bypass, McDougall Corner, Wheatland Ferry, and east-west minor arterial in north Newberg.

At least once a year, Yamhill County will review identified transportation projects and, if necessary, add, delete, and/or reprioritize them to accommodate new conditions.

Figure - 26

Suggested Bikeway System Improvements

Yamhill County Road System
Suggested Improvements

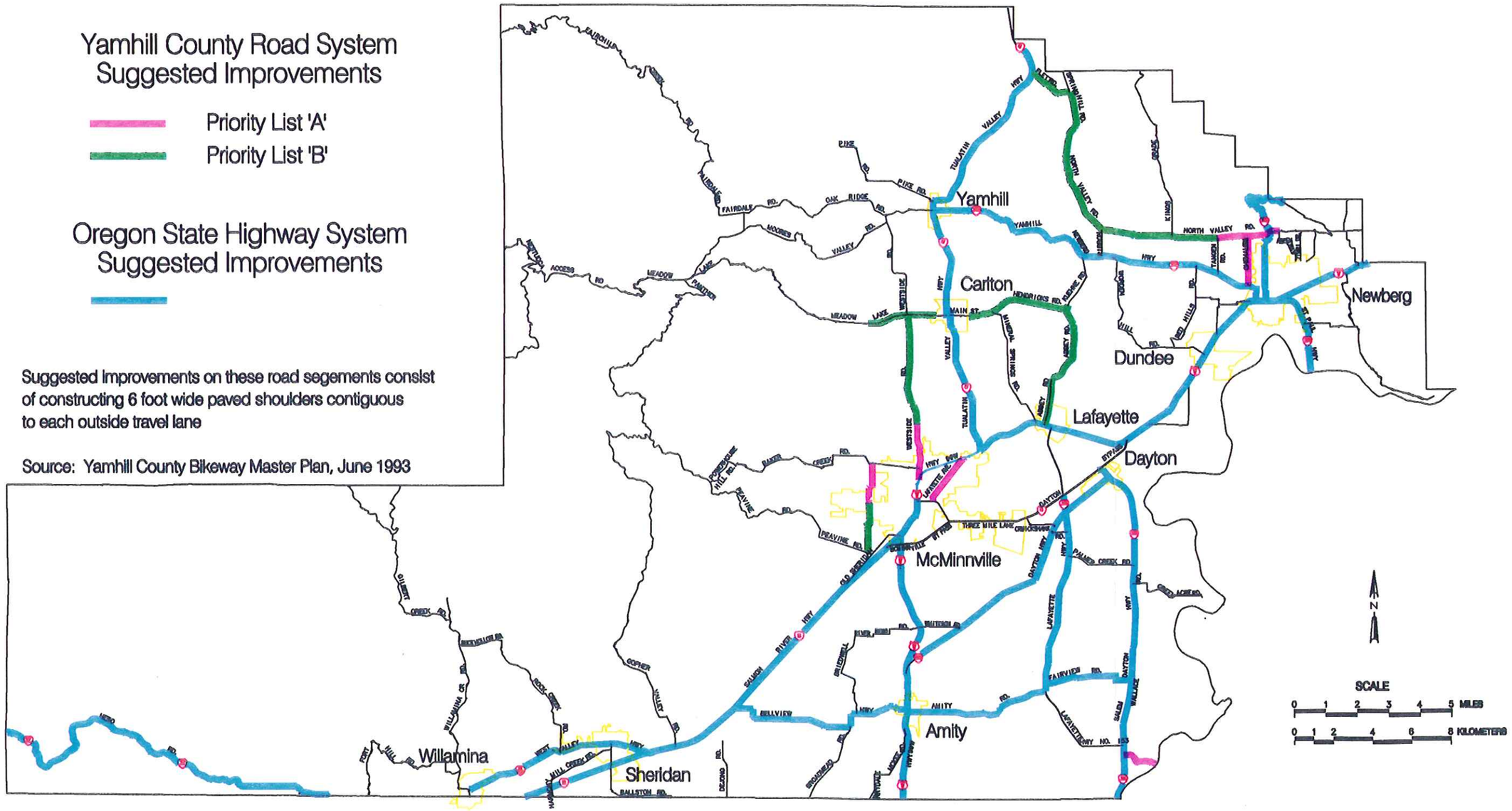
Priority List 'A'

Priority List 'B'

Oregon State Highway System
Suggested Improvements

Suggested Improvements on these road segements consist of constructing 6 foot wide paved shoulders contiguous to each outside travel lane

Source: Yamhill County Bikeway Master Plan, June 1993



A. YAMHILL COUNTY BIKEWAY SYSTEM SUGGESTED IMPROVEMENTS

PRIORITY LIST "A"

WESTSIDE ROAD PHASE I

Vicinity	McMinnville Area
Section	Baker Creek Road to Donnelly Lane
Length	1.4 miles
Alignment	
Horizontal	Generally straight with an assortment of flat and moderately sharp curves
Vertical	Mostly flat with an occasional valley
Traffic Volume	3,400 vehicles per day
Traffic Speeds	35 mph to 55 mph
Surface	Paved - Excellent Condition
Width	22 feet wide (11 feet per each travel lane)
Shoulders	Rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane
Estimated Cost	$236,966 (1995 Dollars)

NORTH VALLEY ROAD/BELL ROAD PHASE I

Vicinity	Newberg Area
Section	Aspen Way to Tangen Road
Length	2.05 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp or moderately sharp curve
Vertical	Generally flat with a limited number of severe grade changes
Traffic Volume	1,600 vehicles per day
Traffic Speeds	45 mph to 60 mph
Surface	Paved - Fair Condition on Bell Road and Good Condition on North Valley Road
Width	20 feet wide (10 feet per each travel lane)
Shoulders	No shoulders along some sections, rock and earth shoulders along the remaining sections
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$418,176 (1995 Dollars)

HILL ROAD - SOUTH PHASE I A

Vicinity	McMinnville Area
Section	Tamarack St. to Wallace Rd.
Length	1.03 miles
Alignment	
Horizontal	Straight sections with two sharp curves
Vertical	Predominately flat with one steep hill
Traffic Volume	1,300 vehicles per day
Traffic Speeds	20 mph to 60 mph
Surface	Paved - Good Condition
Width	20 feet (10 feet per each travel lane)
Shoulders	Rock and earth shoulders at various widths
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$200,376 (1995 Dollars)

HILL ROAD - SOUTH PHASE I B

Vicinity	McMinnville Area
Section	Wallace Rd. to Baker Creek Rd.
Length	0.6 miles
Alignment	
Horizontal	Straight sections with two sharp curves
Vertical	flat
Traffic Volume	1,600 vehicles per day
Traffic Speeds	40 mph to 60 mph
Surface	Paved - Good Condition
Width	20 feet (10 feet per each travel lane)
Shoulders	Earth shoulders at various widths
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$130,000 (1995 Dollars)

WHEATLAND ROAD

Vicinity	Southeast corner of Yamhill County
Section	State Highway No. 221 to Wheatland Ferry
Length	1.1 miles
Alignment	
Horizontal	Straight sections with three flat curves
Vertical	Flat on each end with a steep hill in the middle section
Traffic Volume	770 Vehicles per day
Traffic Speeds	45 mph to 65 mph
Surface	Paved - Fair condition
Width	19 feet wide (9.5 feet per each travel lane)
Shoulders	Earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$156,816 (1995 Dollars)

CHEHALEM DRIVE

Vicinity	Newberg Area
Section	State Highway 240 to North Valley Road
Length	1.5 miles
Alignment	
Horizontal	Straight
Vertical	Mostly flat with an occasional shallow valley
Traffic Volume	730 vehicles per day
Traffic Speed	25 mph to 55 mph
Surface	Paved - Good Condition
Width	17 feet to 20 feet wide
Shoulders	Earth shoulders
Recommended Action	Increase the width of the road surface to insure all sections of the road are twenty (20) feet wide. Construct a six (6) foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$267,447 (assuming a unit cost per mile of $178,300)

PRIORITY LIST "B"

ABBEY ROAD/KUEHNE ROAD

Vicinity	Lafayette Area
Section	State Highway 99W to State Highway No. 240
Length	5.85 miles
Alignment	
Horizontal	Mostly straight with an occasional sharp curve
Vertical	Many grade changes with some steep hills
Traffic Volume	1,500 vehicles per day
Traffic Speeds	45 mph to 65 mph
Surface	Paved - Good Condition (Abbey Road); Fair Condition (Kuehne Road)
Width	20 feet wide (10 feet per travel lane)
Shoulders	Narrow earth and rock shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$1,071,576 (1995 Dollars)

HENDRICKS ROAD

Vicinity	Carlton Area
Section	Carlton city limits to Abbey Road
Length	3.5 miles
Alignment	
Horizontal	Predominately straight
Vertical	Flat
Traffic Volume	1,700 vehicles per day
Traffic Speeds	50 mph to 70 mph
Surface	Paved - Average to Excellent Condition
Width	20 feet wide (10 feet per each travel lane)
Shoulders	Narrow rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$627,264 (1995 Dollars)

MEADOW LAKE ROAD

Vicinity	Carlton Area
Section	Carlton city limits to Shelton Road
Length	2.4 miles
Alignment	
Horizontal	Mostly straight with a few moderately sharp curves
Vertical	Flat except for one hill west of Westside Road
Traffic Volume	3,300 vehicles per day
Traffic Speeds	50 mph to 60 mph
Surface	Paved - Fair to Excellent Condition
Width	20 feet wide (10 feet per each travel lane)
Shoulders	Narrow rock and earth shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$367,804 (1995 Dollars)

NORTH VALLEY ROAD/SPRINGHILL ROAD/FLETT ROAD PHASE II

Vicinity	Newberg Area/Yamhill Area
Section	Tangen Road to State Hwy 47
Length	9.93 miles
Alignment	
Horizontal	Predominately straight with a few moderately sharp curves
Vertical	Mostly flat with rolling hills and valleys
Traffic Volume	1,896 vehicles per day
Traffic Speeds	55 mph to 65 mph
Surface	Paved - Excellent condition
Width	20 feet wide (10 feet per each travel lane)
Shoulders	Some sections do not have shoulders; the remaining sections have narrow rock or earth shoulders.
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$1,770,519 (assuming a unit cost per mile of $178,300)

HILL ROAD - SOUTH PHASE II

Vicinity	McMinnville Area
Section	West Second Street to Peavine Road
Length	1.6 miles
Alignment	
Horizontal	Straight with two sharp curves
Vertical	Flat
Traffic Volume	1,200 vehicles per day
Traffic Speeds	50 mph to 65 mph
Surface	Paved - Fair to Good Condition
Width	20 feet wide (10 feet per travel lane)
Shoulders	Earth and rock shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$296,208 (1995 Dollars)

WESTSIDE ROAD PHASE II

Vicinity	McMinnville/Carlton Area
Section	Donnelly Lane to Meadow Lake Road
Length	3.49 miles
Alignment	
Horizontal	Generally straight
Vertical	Mostly flat
Traffic Volume	5,601 vehicles per day
Traffic Speeds	55 mph to 65 mph
Surface	Paved - Excellent Condition
Width	20 feet wide (10 feet per travel lane)
Shoulders	Rock shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$622,260 (assuming a unit cost per mile of $178,300)

RIBBON RIDGE

Vicinity	Newberg Area
Section	State Hwy 240 to North Valley Road
Length	0.80 miles
Alignment	
Horizontal	Straight
Vertical	Mostly flat
Traffic Volume	1,605 vehicles per day
Traffic Speeds	55 mph to 65 mph
Surface	Paved - Good to Excellent Condition
Width	20 feet wide (10 feet per travel lane)
Shoulders	Rock shoulders
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each travel lane.
Estimated Cost	$142,638 (assuming a unit cost per mile of $178,300)

B. Suggested Bikeway Improvements On Yamhill County State Highways

State Highways comprise 150 miles of the interlocking routes forming the Yamhill County bikeway network. Improvements to these roads are the responsibility of the State. The Bikeway Task Force has designated these routes as essential to the overall plan, and encourages the State to add bicycle facilities to these roads during future construction, reconstruction, or relocation projects.

Yamhill County Public Works Staff recommends the following improvements to the State Highway system except where four foot or greater width shoulders already exist:

Hwy 99 W - PACIFIC HIGHWAY WEST NO. 1W

Section	Washington County Line to Polk County Line
Length	27.6 miles
Traffic Volume	Very heavy use
Traffic Speeds	50 mph to 70 mph
Shoulders	Paved
Shoulder Width:	
Less than 6 Feet	41%
6 Feet or Greater	59%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$992,250. (1995 Dollars - ODOT Funds)

Hwy 47. - TUALATIN VALLEY HIGHWAY NO. 29

Section	Washington County Line to State Highway No. 99W
Length	15.9 miles
Traffic Volume	Moderately heavy use
Traffic Speeds	45 mph to 65 mph
Shoulders	Paved
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$2,094,750. (1995 Dollars - ODOT Funds)

Hwy. 22 - THREE RIVERS HIGHWAY NO. 32

Section	Polk County Line to Tillamook County Line
Length	12.9 miles
Traffic Volume	Light use
Traffic Speeds	40 mph to 55 mph
Shoulders	Paved, very narrow
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$1,565,550. (1995 Dollars - ODOT Funds)

Hwy. 219 - HILLSBORO SILVERTON HIGHWAY NO. 140

Section	Washington County Line to Marion County Line
Length	8.4 miles
Traffic volume	Moderately heavy use
Traffic Speeds	30 mph to 65 mph
Shoulders	Paved
Shoulder Width:	
Less than 6 Feet	53%
6 Feet or Greater	47%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$815,850. (1995 Dollars - ODOT Funds)

Hwy. 221 - SALEM - DAYTON HIGHWAY NO. 150

Section	State Highway No. 18 to Polk County Line
Length	10.97 miles
Traffic Volume	Moderately heavy use
Traffic speeds	50 mph to 65 mph
Shoulders	Paved
Shoulder Width:	
Less than 6 Feet	95%
6 Feet or Greater	5%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous with each (outside) travel lane.
Estimated Cost	$1,378,125. (1995 Dollars - ODOT Funds)

Hwy. 18 - SALMON RIVER HIGHWAY NO. 39

Section	State Highway 99W to Polk County Line
Length	22.9 miles
Traffic Volume	Very heavy use
Traffic Speeds	50 mph to 70 mph
Shoulders	Paved
Shoulder Width:	
Less than 6 Feet	5%
6 Feet or Greater	95%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$154,350. (1995 Dollars - ODOT Funds)

Hwy. 240 - YAMHILL NEWBERG HIGHWAY NO. 151

Section	State Highway 99W to State Highway No. 47
Length	11.55 miles
Traffic Volume	Moderately heavy use
Traffic Speeds	45 mph to 65 mph
Shoulders	Paved and rock
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$1,653,750. (1995 Dollars - ODOT Funds)

Hwy. 233 - AMITY DAYTON HIGHWAY NO. 155

Section	State Highway No. 221 to State Highway 99W
Length	9.2 miles
Traffic volume	Light use
Traffic Speeds	45 mph to 55 mph
Shoulders	Paved and rock
Shoulder Width:	
Less than 6 Feet	98%
6 Feet or Greater	2%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$1,190,700. (1995 Dollars - ODOT Funds)

LAFAYETTE HIGHWAY NO. 154

Section	State Highway No. 18 to Bellview- Hopewell Hwy
Length	6.36 miles
Traffic Volume	Moderately heavy use
Traffic Speeds	45 mph to 65 mph
Shoulders	Rock
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$837,900. (1995 Dollars - ODOT Funds)

BELLVIEW-HOPEWELL HIGHWAY NO. 153

Section	State Highway No. 18 to State Highway No. 150
Length	14.4 miles
Traffic Volume	Light use
Traffic Speeds	45 mph to 55 mph
Shoulders	Rock
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$1,907,325. (1995 Dollars - ODOT Funds)

McMINNVILLE HIGHWAY NO. 156

Section	State Highway 99W to 3rd Street (McMinnville)
Length	1.71 miles
Traffic Volume	Moderately heavy use
Traffic Speeds	25 mph to 45 mph
Shoulders	Rock and earth
Shoulder Width:	
Less than 6 Feet	100%
6 Feet or Greater	0%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$427,500. (1995 Dollars - ODOT)

WILLAMINA-SHERIDAN HIGHWAY NO. 157

Section	State Highway No. 18 to Polk County Line
Length	6.5 miles
Traffic Volume	Moderately heavy use
Traffic Speeds	25 mph to 65 mph
Shoulders	Paved and rock
Shoulder Width:	
Less than 6 Feet	91%
6 Feet or Greater	9%
Recommended Action	Construct a 6 foot wide paved shoulder contiguous to each (outside) travel lane.
Estimated Cost	$771,750. (1995 Dollars - ODOT)

C. YAMHILL COUNTY INTERSECTION IMPROVEMENT PROJECTS

A list of 10 highest accident SPIS locations was prepared based on the 1991-1993 accident database on the county road system. Each intersection was examined through a site visit and the geometric or signage problems were noted. In addition, several other intersections recommended by the County were checked during the site visit. The following improvements are recommended at the following locations: (all signage improvements shall follow the Uniform Traffic Control Devices Manual (MUTCD). Cost estimates for these improvements are preliminary and subject to revision. These locations are shown in Figure 27

- **North Valley Road and Cullen Road**

  Problem: The current intersection has no signage making it difficult to notice the cross street especially at night

  Recommended Action:
  Provide a STOP sign on Cullen Rd as well as a Double Head Arrow Sign (W1-7 in MUTCD) on North Valley Road.

  Cost Estimate: $1,000

  Priority: within one year

- **Moores Valley Road and Oak Ridge Road**

  Problem: The combination of unfamiliarity with the road and the current intersection layout may cause Oak Ridge Road travelers to run the STOP sign.

  Recommended Action:
  Provide a warning sign (STOP AHEAD) on Oak Ridge

  Cost Estimate: $1,000

  Priority: within one year

- **Moores Valley Road and Old Moores Valley Road**

  Problem: This intersection experienced 4 accidents in a three year period. Intersection has no signage The low traffic volumes compels motorists to speed and assume full use of the road.

Recommended Action:

Provide STOP sign on the low volume road. The County shall consider redesigning the intersection into a four-leg intersection with proper signage in order to discourage people from speeding.

Cost Estimate: $200,000

Priority: within one to five years

- **Stringtown Road and Dayton Highway (Hwy 233)**

Problem: The current layout of the intersection with curved legs encourages unfamiliar drivers to speed thinking that there will be a merge area down the road; at the same time a STOP sign on a curve with insufficient sight distance makes it impossible for them to stop on-time at the stop sign causing rear-end accidents and angled accidents.

Recommended Action:

Temporarily, need to put STOP AHEAD sign with a flashing beacon in order to warn travelers well before reaching the intersection, and improve signage on Highway 233. Eventually, the intersection should be widened and modified to a T- intersection with a left turn storage on Dayton Highway, and separate right and left turns on Stringtown Rd.

Cost Estimate: $250,000

Priority: within one to five years (coordinate with the McMinnville Three Mile Lane Corridor study)

- **Cruickshank Road and Dayton Highway (Hwy 233)**

Problem: The current layout of the intersection with curved legs encourages unfamiliar drivers to speed at the same time a STOP sign on a curve with insufficient sight distance makes it impossible for them to stop on-time causing rear-end accidents and angled accidents. To make things worse, an old house is in the middle of the intersection blocking the view of the drivers.

Recommended Action:

Temporarily, need to put STOP AHEAD sign with a flashing beacon in order to warn travelers well before reaching the intersection, and better signage on Highway 233. Eventually, the intersection should be widened and modified to a T- intersection with a left turn storage

on Dayton Highway, and left and right lanes on Cruickshank Road. Measures need to be taken to buy the right-of-way.

Cost Estimate: $300,000

Priority: within one to five years (coordinate with the McMinnville Three Mile Lane Corridor study)

- **Meadow Lake Road**

Problem: Winding road with sharp curves could cause speeding vehicles to run off the road.

Recommended Action:
Provide at Mile Post 3.92 a curve warning sign (W1-2L in MUCTD)

Cost Estimate: $1,000

Priority: within one year

- **Meadow Lake Road**

Problem: Land slides on the road cause extreme hazard for the motorists.

Recommended Action:
Land slide stabilization is needed at M.P. 5.42

Cost Estimate: $800,000

Priority: within one year

- **Westside Road**

Problem: Winding road with sharp curves causing vehicles to run off the road.

Recommended Action:
High accident location at Mile Post 0.45, (Just north of McMinnville). A series of actions are needed which range from making the intersection sign clearer and speed enforcement. Remove parking area on shoulder to the east of the curve.

Cost Estimate: $1,000

Priority: within one year

In addition, these improvements are recommended for the following intersections:

- **Old Sheridan Highway at Masonville Road**

  Problem: Intersection is too close to the intersection of Highway 18 and Masonville Road making it a potential hazard for motorists pulling off highway 18 and Old Sheridan Highway into Masonville Road.

  Recommended Action:
  Need to relocate intersection by realigning old Sheridan highway

  Cost Estimate: $200,000

  Priority: within five years

- **Mineral Springs and Gun Club**

  Problem: Insufficient warning for motorists on Gun Club is a potential hazard that may cause them to run the stop sign especially at night.

  Recommended Action:
  Need to put STOP AHEAD warning sign on Gun Club.

  Cost Estimate: $1,000

  Priority: within one year

- **Grand Island and Upper Island Road**

  Problem: Lack of signage causes confusion among road users and right-of-way rule is not obeyed..

  Recommended Action:
  Need a YIELD sign on lower volume Road.

  Cost Estimate: $1,000

  Priority: within one year

- **Maccabe Chapel and Masonville Road**

  Problem: The intersection of Maccabe Chapel and Masonville Road is blocked by long trees and brush, combined with a curvy road and lack of a warning sign.

  Recommended Action
  Provide INTERSECTION AHEAD warning sign on Masonville Road.

  Cost Estimate: $1,000

  Priority: within one year

- **Corral Creek Road and OR99W**

  Problem: The intersection of OR99W and Corral Creek Road is narrow and at a steep grade making it hazardous to the unfamiliar motorist.

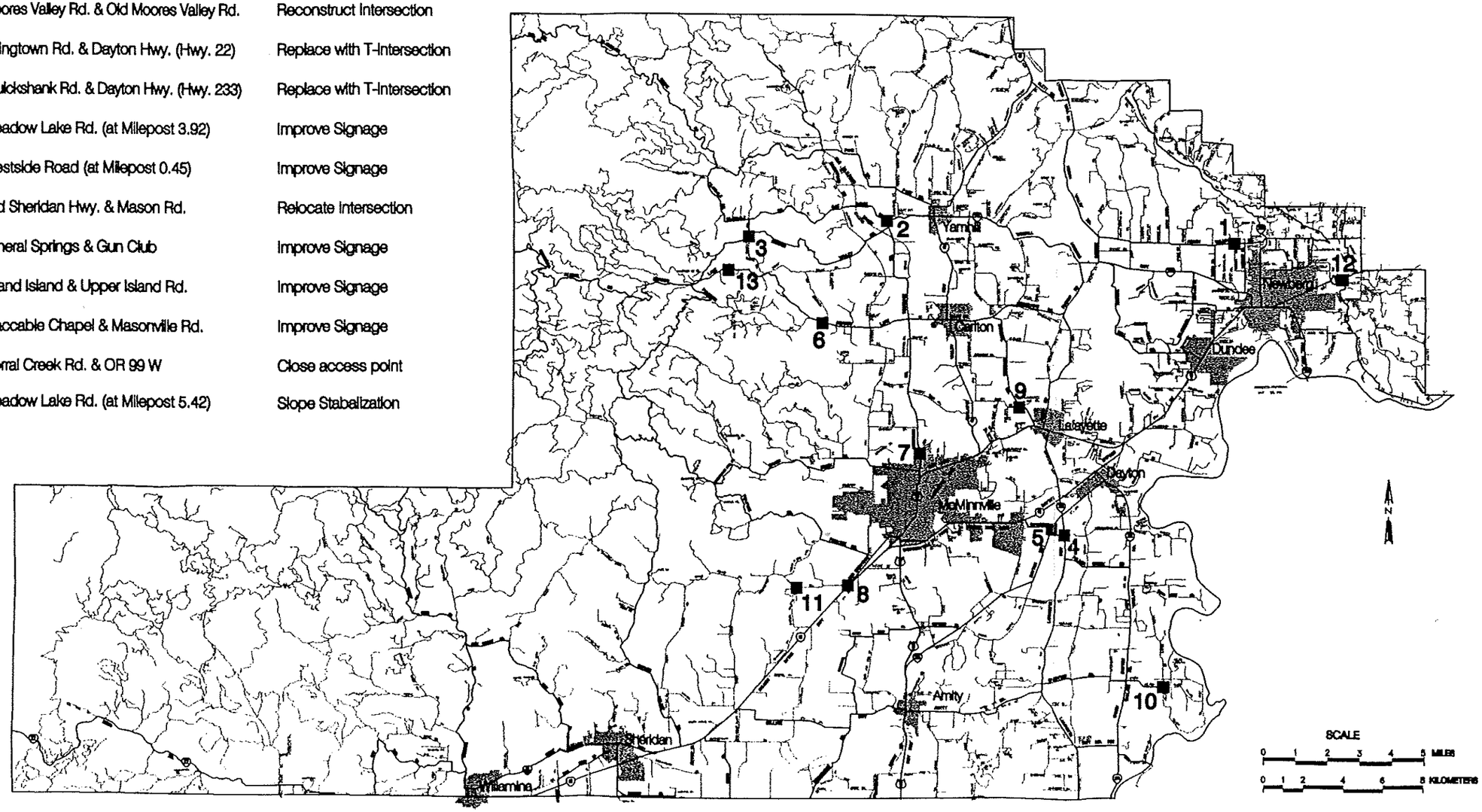
  Recommended Action
  Corral Creek Road has two closely spaced access points on highway 99W. It is recommended that the western access point be closed. The eastern access point shall be reconstructed to provide for a smooth grade transition.

  Cost Estimate: $100,000

  Priority: Coordinate with the building of the by-pass.

Figure 27
Intersection Improvement Projects

	Location	Improvement
1	North Valley Rd. & Cullen Rd.	Improve Signage
2	Moores Valley Rd. & Oak Ridge Rd.	Improve Signage
3	Moores Valley Rd. & Old Moores Valley Rd.	Reconstruct Intersection
4	Stringtown Rd. & Dayton Hwy. (Hwy. 22)	Replace with T-Intersection
5	Cruickshank Rd. & Dayton Hwy. (Hwy. 233)	Replace with T-Intersection
6	Meadow Lake Rd. (at Milepost 3.92)	Improve Signage
7	Westside Road (at Milepost 0.45)	Improve Signage
8	Old Sheridan Hwy. & Mason Rd.	Relocate Intersection
9	Mineral Springs & Gun Club	Improve Signage
10	Grand Island & Upper Island Rd.	Improve Signage
11	Maccable Chapel & Masonville Rd.	Improve Signage
12	Corral Creek Rd. & OR 99 W	Close access point
13	Meadow Lake Rd. (at Milepost 5.42)	Slope Stabalization



Yamhill County Transportation System Plan

JRH TRANSPORTATION ENGINEERING

E151-C.DWG

D. YAMHILL COUNTY BRIDGE IMPROVEMENTS

DEFICIENT BRIDGES ON COUNTY ROAD SYSTEM

(Based on 1994 ODOT database, Costs are in thousands)

Identified deficiencies shall be corrected as funds allow. Priority should be given to bridges with higher ADT and lower sufficiency rating. Functionally obsolete bridges need to be widened while structurally deficient bridges need to be replaced (refer to Figure 4).

No.	RIVERS/CREEK	LOCATION	ADT	SUFF. RATING	EST. COST	TYPE OF DEFICIENCY
1	North Yamhill River	W of Yamhill on 244	530	48.9	682	Structural
2	Willamina River	W of Sheridan on 430	570	34.3	504?	Structural
3	Haskins Creek	W of Yamhill on 245	550	62.9	214	Structural
4	Panther Creek	W of Carlton on 331	570	28.5	313	Structural
5	Haskins Creek	W of Yamhill on 237	512	57.5	419	Structural
6	Ash Swale	SE Amity on 454	570	62.9	717	Structural
7	Chehalem Creek	0090 W of 99W	570	13.6	722	Structural
8	Willamina River	N Willamina on 410	550	54.7	661	Structural
9	Palmer Creek	SO Dayton on 6	550	50.7	426	Structural
10	Yamhill River	010 MI N Yamhill-Polk Ln	520	54.3	3965	Structural
11	Mosquitto Creek	On Grand Island	512	51.0	512	Structural
12	Mosquitto Creek	On Grand Island	570	47.8	159	Structural
13	Cozine Creek	SW on 19	761	69.0	112	Functional
14	Yamhill River	In Sheridan	6700	52.2	1424	Functional
15	Yamhill River	E of Lafayette	2933	56.0	504?	Functional
16	Baker Creek	EDW Grenfell Co Park	140	69.6	82	Functional
17	Turner Creek	003 Mi SE Pike	1211	74.6	128	Functional
18	Baker Creek	021 Mi W McMinnville	2036	69.4	479	Functional
19	Baker Creek	W of McMinnville on 284	140	77.9	76	Functional
20	Haskins Creek	W of Yamhill on 235	114	77.9	85	Functional
21	N Yamhill River	001 Mi W Carlton	2177	73.7	1877	Functional
22	N Yamhill River	NW McMinnville on 218	155	28.8	362	Functional
23	Baker Creek	007 Mi N McMinnville	3137	77.8	397	Functional
24	Panther Creek	021 Mi N McMinnville	3137	66.0	474	Functional
25	Cozine Creek	0264 Mi SO MR9 Jct	634	76.0	69	Functional
26	Coast Creek	062 Mi N Willamina	1150	78.0	504?	Functional
27	Willamina River	N Willamina on 406	100	43.0	287	Functional
28	Small Creek	On Grand Island	161	77.9	85	Functional
29	Baker Creek	W of McMinnville on 285	140	77.9	74	Functional
30	Small Stream	SE Shdn on Loganberry	150	77.9	89	Functional
31	Deer Creek	N on Gopher on 421	155	77.7	89	Functional
32	Deer Creek	N on Gopher	200	77.6	82	Functional
33	Deer Creek	N on Gopher on 422	90	80.5	79	Functional

E. YAMHILL COUNTY PAVEMENT IMPROVEMENT PROJECTS

1. Pavement Maintenance and Rehabilitation

Pavement Improvement projects on the County road network, scheduled for the 1996-2000 period are shown in Table 28. These projects are listed in the Yamhill County's Pavement Management Plan with a yearly budget constraint of $758,600. This list is subject to change based on the condition of the roadway at the time of implementation.

TABLE 28

SECTIONS SELECTED
FOR MAINTENANCE & REHABILITATION (M & R) IN 1996

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Mountain View Drive	Villa Road	Springbrook Road	$ 6337	Single Chip Seal
Lewis Rogers Lane	MP 0.00 North Valley Road	MP 1.25 End of Pavement	$ 8470	Single Chip Seal
Stringtown Road	Hwy 154	Hwy 155	$ 3837	Single Chip Seal
Grand Island Road	Wallace Road Hwy 221	East End of Bridge	$ 3784	Single Chip Seal
Fox Ridge Road	Hill Road	MP 0.54 begin new sub road	$ 20185	Grind,Base & E-9
Kimsey Road	MP 1.60 end 91 Blade Patch	Alderman Road	$ 38499	Grind,Base & E-9
Caleb Payne Road	MP 0.00 Hwy 18	MP 0.62 Hwy 18	$ 3397	Single Chip Seal
Thompson Lane	Wallace Road	End of oil	$ 9630	Grind,Base & E-9
Morgan Lane	Booth Bend Road	Dead end	$ 8039	Grind,Base & E-9
Wilsonville Highway	MP 6.04 end new AC	Clackamas County line	$ 6509	Single Chip Seal
Willamina Creek Road	MP 0.00 Coast Creek Road	MP 0.69 East Creek Road	$ 25499	Grind,Base & E-9
Loganberry Lane	Polk County line	MP 0.39 end 0-9 (92)	$ 14685	Grind,Base & E-9
Yamhill Road	MP 1.50 end of new AC	Hyw 240	$ 37217	Grind,Base & E-9
Hembree Street	Burnett Road	End of road	$ 13775	Grind,Base & E-9
Durham Road	Hwy 18	Hwy 99W	$ 39548	Grind,Base & E-9
Canyon Road	MP 0.66 begin County Jurisdiction	End pavement	$ 5437	Grind,Base & E-9
Everest Street	2nd Street	Cemetary Gate	$ 6152	Grind,Base & E-9

Sections Selected for M & R

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Millican Lane	Gun Club Road	End of road	$ 14279	Grind,Base & E-9
2nd Street (Fernwood)	Hwy 219	Springbrook Rd (W SD)	$ 2042	Single Chip Seal
Stillers Mill Road	Hwy 47	Bony Road	$ 2646	Grind,Base & E-9
Niederberger/ Parks	Warren Road	Edwards Drive	$ 32514	Grind,Base & E-9
Fletcher Road	Lafayette Hwy CR #18	Ash Street	$ 36679	Grind,Base & E-9
Orchard Avenue	Hwy 18B	MP 0.19 Airport	$ 1494	Single Chip Seal
Daniels Street	West 2nd Street	End of road	$ 595	Single Chip Seal
Shelton Road	Hill Road North	Westside Road	$ 36846	Grind,Base & E-9
Lancefield Road	Hwy 153	MP 0.37 end of oil	$ 13706	Grind,Base & E-9
Russell Creek Road	Hwy 47	End of Pavement	$ 73827	Grind,Base & E-9
Bony Road	Adcock Road	Hwy 47	$ 27424	Grind,Base & E-9
Hyland Drive	Fox Farm Road	End widening	$ 1469	Single Chip Seal
Stoller Road	Duniway Road	End of Pavement	$ 2371	Single Chip Seal
Lawson Lane/ Noble Road	Hwy 18	End of road	$ 1942	Single Chip Seal
Worden Hill (9th Street)	Warren Road	SW Alder	$ 5389	Single Chip Seal
Loop Road/ Reid Lane	Hwy 99W	End of oil	$ 6804	Single Chip Seal
Mountain Home Road	Bell Road	MP 0.53 End of pavement	$ 15668	Grind,Base & E-9
Canter Lane	Leander Drive	Cul de sac	$ 17694	Grind,Base & E-9
Locks Loop Road	Locks Road	Hwy 99W	$ 9469	Grind,Base & E-9
Sitton Road	Hill Road North	Westside Road	$ 33633	Grind,Base & E-9

Sections Selected for M & R

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Modaffari Road	Hendricks	End of pavement	$ 7762	Grind,Base & E-9
Foxridge Road	MP 0.54 begin new sub road	Cul de sac	$ 3519	Single Chip Seal
Youngman Lane	Lone Oak & Youngman Lane	Dead End	$ 684	Single Chip Seal
Gilbert Creek Road	Coast Creek Road	Pumpkinseed Road	$ 7758	Single Chip Seal
High Heaven Road	Baker Creek Road	End of oil	$ 9993	Double Chip Seal
Webfoot Road	MP 5.06 end of new AC	Fairview Road	$ 14271	Double Chip Seal
Webfoot Road	Hwy 155	Stringtown Road	$ 15805	Double Chip Seal
Oak Ridge Road	Moores Valley Road	Fairdale Road	$ 24502	Single Chip Seal
Stockoff Road	Hwy 154	Star Quarry Road	$ 11673	Double Chip Seal
Christensen Road	Hwy 153	Begin chip seal (Dejong)	$ 33289	Double Chip Seal
Lower Island Road	Grand Island Loop	End of Pavement	$ 19778	Double Chip Seal
Tenbush Lane/ Allen	Fort Hill Road	Allen Road	$ 8486	Double Chip Seal

Totals

Rehabilitation	$ 755586
Preventive Maint	$ 0

SECTIONS SELECTED
FOR MAINTENANCE & REHABILITATION (M & R) IN 1997

ROAD	FROM:	TO:	Total Cost	Repair Scheduled
Ribbon Ridge Road	MP 0.00 Hwy 240	MP 0.81 North Valley Road	$ 6063	Single Chip Seal
Palmer Creek Road	Webfoot Road	Hwy 150 Wallace Road	$ 8911	Single Chip Seal
Riverside Loop Road	Riverside Drive west end	Riverside Drive east end	$ 27518	Grind,Base & E-9
Peavine Roadoad	Youngberg Hill Road	Powerhouse Hill Road	$ 34872	Single Chip Seal
Loganberry Lane	MP 0.39 begin old oil mat	Hwy 18	$ 93769	Grind,Base & E-9
Tenbush Lane/ Allen	Allen Road	Cul de sac	$ 22819	Grind,Base & E-9
Woodland Loop	Hwy 240	Laughlin Road	$ 146733	Grind,Base & E-9
Jerusalem Hill Road	Hopewell Road	Oak Road	$ 6894	Single Chip Seal
Haugen Road	Hwy 1W, US 99W	Washington County line	$ 93912	Level and Single Chip Seal
Parrett Mountain Road	MP 0.83 Corral Creek road	MP 3.64 Haugen Road	$ 114280	Level and Single Chip Seal
Dog Ridge Road	Wynooski Road	Dead end	$ 51694	Level and Single Chip Seal
Alderman Road	MP 0.23 end new AC	Wallace Road	$ 101418	Level and Single Chip Seal
Burns Road	Hwy 233	Whiteson Road	$ 23669	Level and Single Chip Seal
Hawn Creek Road	Gun Club Road	Hwy 99W	$ 15229	Double Chip Seal
Old McMinnville Highway	South end pavement	Mineral Springs Road	$ 7394	Double Chip Seal

Totals		
	Rehabilitation	$ 755175
	Preventive Maint.	$ 0

SECTIONS SELECTED
FOR MAINTENANCE & REHABILITATION (M & R) IN 1998

ROAD	FROM:	TO:	Total Cost	Repair Scheduled
Kuehne Road	Abby Road east intersection	MP 5.22 Hwy 240	$ 11809	Single Chip Seal
Fort Hill Road	Dent Road	Box 40015 (MP 1.56)	$ 10652	Single Chip Seal
Sunnycrest Road	Fox Farm Road	Red Hills Road	$ 6172	Single Chip Seal
Eola Hills Road	Address #7176	County Road 556	$ 42289	Double Chip Seal
Bishop Scott Road	Pipe Road	Lilac Hill Road	$ 12054	Single Chip Seal
Lone Oak North/South	99W/8430 Youngman Lane	End of pvmt (House #3801)	$ 25370	Grind,Base & E-9
Crater Lane	Columbia Drive	End of road	$ 24343	Grind,Base & E-9
Palmer Creek Road	Hwy 154	Webfoot Road	$ 6813	Single Chip Seal
Weston Landing Road	Mallard Lane	Dead end	$ 2663	Single Chip Seal
Kincaid Road	MP 0.00 Springbrook Road	MP 0.51 Springbrook Road	$ 3100	Single Chip Seal
Calkins Lane	MP 0.00 North Valley	MP 2.69 Dopp Road	$ 15600	Single Chip Seal
Duniway Road	Stoller Road	North end of road	$ 11772	Single Chip Seal
Camelia Street	Terrace Drive	Cul de sac	$ 817	Single Chip Seal
Neck Road/ Water Street	Wallace Road	End of road	$ 129607	Level and Single Chip Seal
Airport Road	Hwy 233	MP 1.90 begin new alignment	$ 85007	Level and Single Chip Seal
Zimri Drive	Mountain View Drive	Bell Road	$ 41900	Level and Single Chip Seal

Sections Selected for M & R

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Rock Creek Road	End 0-9 (92)	End of oil	$ 56351	Level and Single Chip Seal
Grauer Road	Gopher Valley Road	MP 1.28 Gopher Valley Road	$ 57312	Level and Single Chip Seal
Upper Island Road	Grand Island Road	Grand Island Loop	$ 37199	Double Chip Seal
Kreder Road	McDougal Road (North of 99)	MP 1.12 begin new AC (South of 99)	$ 50663	Level and Single Chip Seal
McCabe Chapel Road	Oldsville Road	Masonville Road	$ 68021	Level and Single Chip Seal
Kreder Road	Begin PCC pavement	Hwy 18	$ 22283	Level and Single Chip Seal
Locks Road	Hwy 99W	Locks Park	$ 12803	Double Chip Seal
Bola Hills Road	Hood View Lane	Hwy 153	$ 8521	Double Chip Seal
Old Parrett Mountain Road	Schaad Road	End of pavement	$ 13541	Thin AC Overlay (1.5 Inches)

Totals

Rehabilitation $ 756662
Preventive Maint. $ 0

SECTIONS SELECTED
FOR MAINTENANCE & REHABILITATION (M & R) IN 1999

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Newby/ Grandhaven Street	MP 0.18 End City Jurisdiction	End of road	$ 26917	Level and Single Chip Seal
Rock Creek Road	Obuck Hollow Road	End of new 0-9	$ 47465	Level and Single Chip Seal
Oldsville Road	Hwy 18	Hwy 18	$ 87718	Level and Single Chip Seal
Breyman Orchards Road	McDougal Road	Entrance to quarry	$ 73345	Level and Single Chip Seal
Grand Island Loop	Upper Island Road	Dukes Landing Road	$ 33144	Double Chip Seal
Stringtown Road	Hwy 221	Hwy 154	$ 27594	Double Chip Seal
Broadmead Road	Hwy 153	Polk County Line	$ 33390	Double Chip Seal
Webfoot Road	Palmer Creek Road	Alderman Road	$ 25901	Double Chip Seal
Eola Hills Road	#6300 Eola Hills Road	#7176 Eola Hills Road	$ 18904	Double Chip Seal
Muddy Valley Road	Eagle Point Road	Bridge at Gross Logging	$ 32913	Double Chip Seal
Cunningham Lane	MP 0.00 Springhill Road	End of pavement	$ 35775	Thick AC Overlay (2.5 inches)
Vine Maple Drive	Ilafern Lane	Dead end	$ 8235	Thick AC Overlay (2.5 inches)
Star Quarry Road	MP 1.27 begin new AC	Walnut Hill Road	$ 70582	Thin AC Overlay (1.5 inches)
Star Quarry Road	Hwy 233	MP 1.27 begin new construction	$ 103916	Thick AC Overlay (2.5 inches)

Sections Selected for M & R

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Foster Road	Fletcher Road	State jurisdiction Hwy 18	$ 53554	Thin AC Overlay (1.5 inches)
Kimsey Road	Webfoot Road	MP 1.60 end of 91 blade patch	$ 40772	Thin AC Overlay (1.5 inches)
Sandoz Road	Wynooski Road	Hwy 219	$ 17903	Thin AC Overlay (1.5 inches)
Arnold Lane	Warmington	Dead end	$ 18662	Thin AC Overlay (1.5 inches)
Wynooski Road	Sandoz Road	Hwy 219	$ 1663	Single Chip Seal

Totals

Rehabilitation $ 756690
Preventive Maint. $ 1663

SECTIONS SELECTED
FOR MAINTENANCE & REHABILITATION (M & R) IN 2000

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Dayton Avenue	Hwy 99W	MP 1.35 City of Newberg	$ 88182	Thin AC Overlay (1.5 inches)
Stockoff Road	Star Quarry Road	Hwy 233	$ 51673	Thin AC Overlay (1.5 inches)
Webfoot Road	Fairview Road	Hwy 153	$ 139282	Thin AC Overlay (1.5 inches)
2nd Street	#3712 Everest Street	Hwy 219	$ 35272	Thin AC Overlay (1.5 inches)
Walnut Hill Road	End new AC	Hwy 154	$ 24882	Thin AC Overlay (1.5 inches)
Chehalem Drive	North Valley Road	Begin new AC	$ 69102	Thin AC Overlay (1.5 inches)
Gilbert Creek Road	Pumpkin Seed Road	MP 1.90 End of County jurisdiction	$ 122612	Thin AC Overlay (1.5 inches)
Mallard	Wallace Road	MP 1.69 end of oil	$ 101412	Thick AC Overlay (2.5 inches)
Waterfront/ College	9th Street (Newberg)	Dead end	$ 45980	Thin AC Overlay (1.5 inches)
Warmington Road	St. Joseph	End of pavement	$ 42255	Thick AC Overlay (2.5 inches)
Durham Lane	Old Sheridan Road	Hwy 18	$ 10199	Thick AC Overlay (2.5 inches)

Sections Selected for M & R

ROAD	FROM:	TO:	Total Cost	Repairs Scheduled
Hirters Lane	Riverwood Road	End of pavement	$ 26400	Thin AC Overlay (1.5 inches)
Rogers Landing Road	River Street (Newberg)	Parking lot	$ 1058	Single Chip Seal

Totals

Rehabilitation	$ 757251
Preventive Maint.	$ 1058

2. Pavement of Gravel Collector Roads

The following collector roads are recommended for pavement. A total of 17.40 miles of roads are expected to cost about $6.09 Million to pave using a unit cost of $350,000 per mile.

- ❒ Gopher Valley Rd. - north of Thompson Mill Rd. (5.90 miles)
  ADT range 12-282
- ❒ Peavine Rd. - Gopher Valley Rd. to Power House Hill Rd. (4.65 miles)
  ADT range 50-218
- ❒ Moores Valley Rd. - Old Moores Rd. to west of Puddy Gulch Rd. (2.90 miles)
  ADT range 45-170
- ❒ Worden Hill Rd. - Hwy. 240 to Fairview Dr. (2.15 miles)
  ADT range 224-341
- ❒ Red Hills Rd. - Fairview Dr. to Sunnycrest Rd. (1.76 miles)
  ADT range 160-266

The reconstruction and pavement priority for these gravel roads in these areas shall be based on traffic counts, and density of development. Secondary criteria shall be preservation of jobs and enhancing the economic vitality of the area, zoning, whether the gravel road on a school bus route, the cost per mile of reconstruction and pavement, and the availability of right-of-way. The list can be updated (roads removed or added) depending on whether the growth materializes or not. The update to the list shall be done at the discretion of the public works director. Higher priority will be given to roadways where neighborhood consensus is reached and the roadway right-of-way and/or paving expense is partly donated by the land owners abutting the road.

3. Pavement of Gravel Local Roads

Reconstruction and pavement of 15.5 miles of gravel roads will be needed in response to growth in the following Exception Growth Areas: (exception growth area names are provided below)

- ❒ Chehalem Mountain,,
- ❒ Wilsonville Earlwood/ Parret Mt.,
- ❒ Baker Creek, and
- ❒ Willamina.

The reconstruction and pavement priority for these gravel roads in these areas shall be based on traffic counts, and density of development. Secondary criteria shall be preservation of jobs and enhancing the economic vitality of the area, zoning, whether the gravel road on a school bus route, the cost per mile of reconstruction and pavement, and the availability of right-of-way. The list can be updated (roads removed or added) depending on whether the growth materializes or not. The update to the list shall be done at the

discretion of the public works director. The cost to pave these roads is estimated to be about $5.42 Million using a unit cost of $350,000 per mile. Higher priority will be given to roadways where neighborhood consensus is reached and the roadway right-of-way and/or hard surfacing expense is partly donated by the land owners abutting the road.

These roadway sections are shown in the Table 29. Figure 28 shows local and collector county roads suggested for pavement overlays in the future as growth materializes.

TABLE 29
A LIST OF GRAVEL LOCAL ROADS TO BE PAVED TRIGGERED BY GROWTH

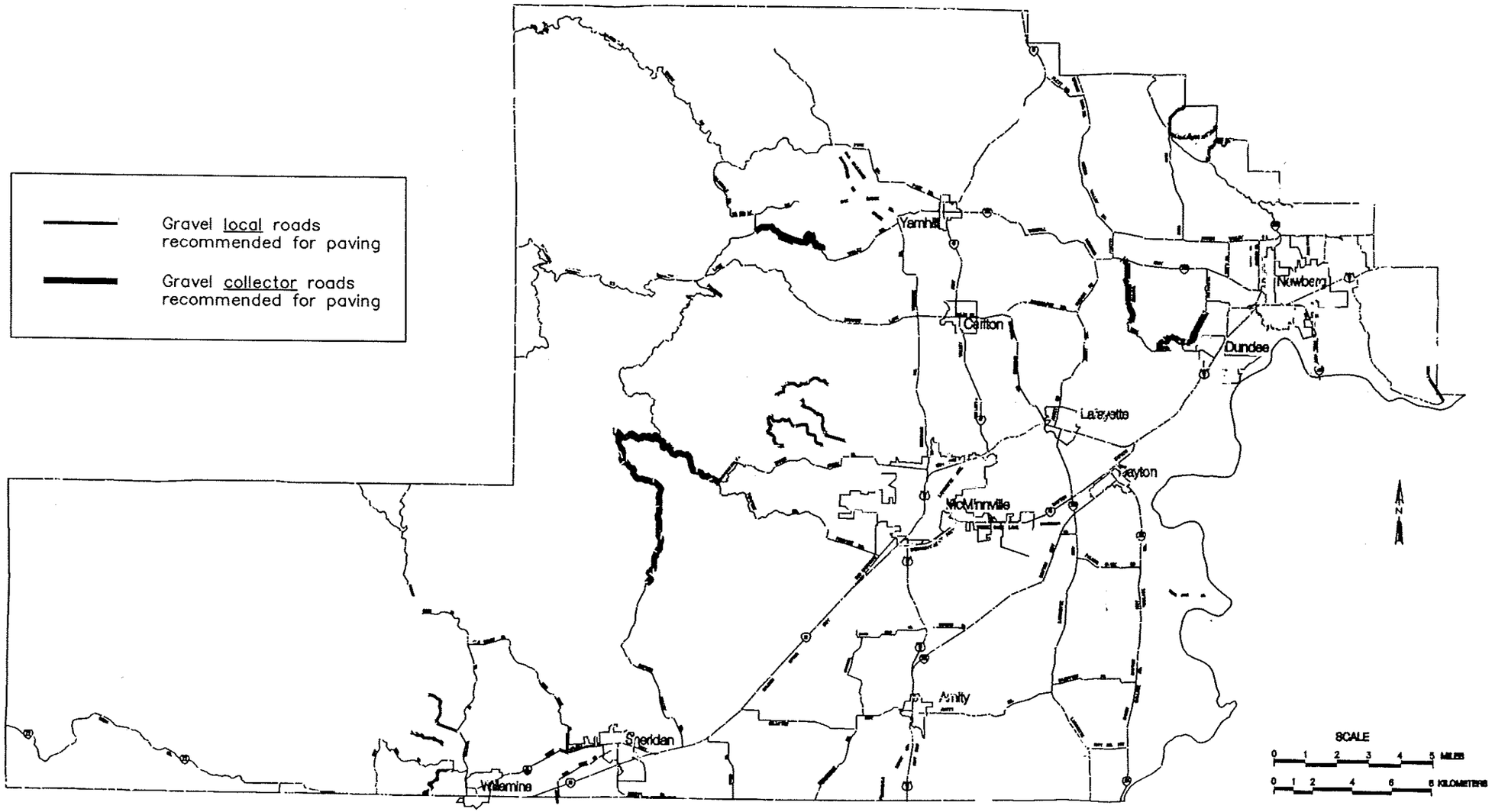
Exception Growth Area Name	Road Name	Road Number	Estimated length to be paved (miles)	1993-1994 ADT range	Current No. of Dwelling Units	Projected Total No. Dwelling Units*
Willamina	Dent Rd	CR 3200/411	1.25	N/A	140	321
	Allen Rd	CR 405	1.0	82-343		
	Tindle Creek Rd	CR 406	2.0	40-90		
Baker Creek	Berry Creek Rd	CR 228	2.0	295	101	255
	Heaven Rd	CR 229	1.25	38-230		
	Orchard View Rd	CR 327	1.0	447		
	Willis Rd	CR 226	2.0	40-490		
Chehalem Mountain	Holly Hill Rd	CR 108	1.0	33-340	164	268
	Bachelor Blvd	CR 105	1.0	22-221		
	Finnigan Hill Rd	CR 107	1.5	76		
Wilsonville Earlwood/ Parret Mt.	Earlwood Rd	CR 40	1.0	101-283	56	127

* the estimates are based on the assumption that all dynamics for this growth will be available (worst case scenario)

Figure - 28
Pavement Improvement Projects

Gravel local roads recommended for paving

Gravel collector roads recommended for paving



Yamhill County Transportation System Plan

JRH TRANSPORTATION ENGINEERING

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F. YAMHILL COUNTY PUBLIC TRANSPORTATION IMPROVEMENTS

Yamhill County, in cooperation with the cities of the County, and in consultation with the MidWillamette Valley Council of Governments, the Oregon Department of Transportation, the Public Utility Commissioner, and private companies providing transit services, will continue to investigate public transit possibilities, including bus and rail, and if economically feasible, will seek such services as are found to be safe, efficient, and convenient in serving the transportation needs of the residents of the County.

The County shall also, in corporation with cities, investigate the possibilities of developing a basic, self-help ride share program, where interested individuals will input their information into a dedicated computer located at commonly used location, such as the community center or library. At the same location, they can review or print a carpool availability listing.

Until such study is completed YCAP is envisioning service expansions/improvements for the next 20 years provided below for informational use only:

County-wide:

1. Expand Ride Share, and Van Pool Service by installing signs on Highway 99W, Highway 18, and the Lafayette Highway to Salem;
2. Install Automatic Vehicle Location System, and Central Computerized/Bilingual Dispatch;
3. Install bike racks on all YCAP vehicles;
4. Provide bus maintenance facilities, computerized scheduling software and equipment, and drivers training program.

By City:

Amity:

A. Maintain
    1. Dial-A-Ride services.
B. Expand
    1. Twice daily commuter route to McMinnville.

Carlton/Yamhill:

A. Maintain
    1. Dial-A-Ride services.
B. Expand
    1. Twice daily commuter route to McMinnville.
    2. Localized Dial-A-Ride services.

Dayton:

A. Maintain
    1. Dial-A-Ride services
B. Expand
    1. Monday through Friday, Mid-Afternoon and Mid-Morning, fixed route with deviations service to McMinnville/Newberg.

Lafayette:

A. Maintain
   1. Dial-A-Ride services.
   2. Commuter Service to McMinnville/Sherwood.

B. Expand
   1. Monday and Friday, Mid-Afternoon and Mid-Morning, fixed route with deviations service to McMinnville/Newberg.

McMinnville:

A. Maintain
   1. North/South fixed route service.
   2. Dial-A-Ride service.
   3. Commuter service to Sherwood and back via Lafayette, Dundee, Newberg

B. Expand
   1. East/West fixed route service.
   2. Dial-A-Ride service.
   3. Evening service.
   4. Saturday service.
   5. Sunday service.
   6. Twice daily commuter service to Salem.
   7. Park-and-Ride Lots
      a. West near Chemeketa.
      b. East near Airport.
      c. South near Bi-Mart.
      d. North near Wal Mart.
   8. Larger bus zone for transfers.
      a. All of the existing parking spaces on the West side of the 300 block between 3rd and 4th Streets on Davis Street.
   9. Provide earlier service.
   10. Expand bus service along highway 18 to four round trips per day, with stops a the Willamette Valley Medical Center, Evergreen, Olde Stone Village, and the Tanger Factory Outlet.

Sheridan/Willamina:

A. Maintain
   1. Dial-A-Ride services.

B. Expand
   1. Twice daily commuter route to McMinnville.

Newberg:

In addition to maintaining the current service, the Chehalem Valley Senior Citizen Council (CVSCC) in Newberg is planning to provide bus maintenance facilities; install radios and automatic vehicle location systems on all buses; provide bus shelter, signs, and providing computerized scheduling system.

G. STATE PLANNED IMPROVEMENTS (1995-1998)

The following short term improvements were quoted in the Statewide Transportation Improvement Program (1995-1998) (published in December 1994). These improvements will be funded by ODOT. Figure 29 shows the locations of these improvements

Construction (County roads are in italics font)

- **OR-240** (Yamhill-Newberg Highway)
  East Fork Chehalem Creek Bridge #2035, M.P. 10.8 - 11.0 ---Replace Bridge and Slight Realignment. Cost estimate: $1.98 M

- ***Poverty Bend Road***
  North Yamhill River Bridge #11567 ---Replace Bridge.
  Cost estimate: $446,000

- ***Sunnycrest Road***
  Chehalem Creek Bridge # 11717 ---Replace Bridge.
  Cost estimate: $541,000

- **Bellview-Hopewell Highway**
  South Yamhill River Green Bridge #1593 & Overflow Bridge , # 1732 --Replace Bridges. Cost estimate: $1.97 M

- **OR-99W**
  Edmunston St. - Salmon River Hwy (McMinnville) M.P. 38.1-39.0 ---Widen and realign highway and add a bike lane. Cost estimate: $6.08 M

- ***Peavine Road***
  Willamina Falls Bridge #11547 ---Replace Bridge. Cost estimate: $180,000

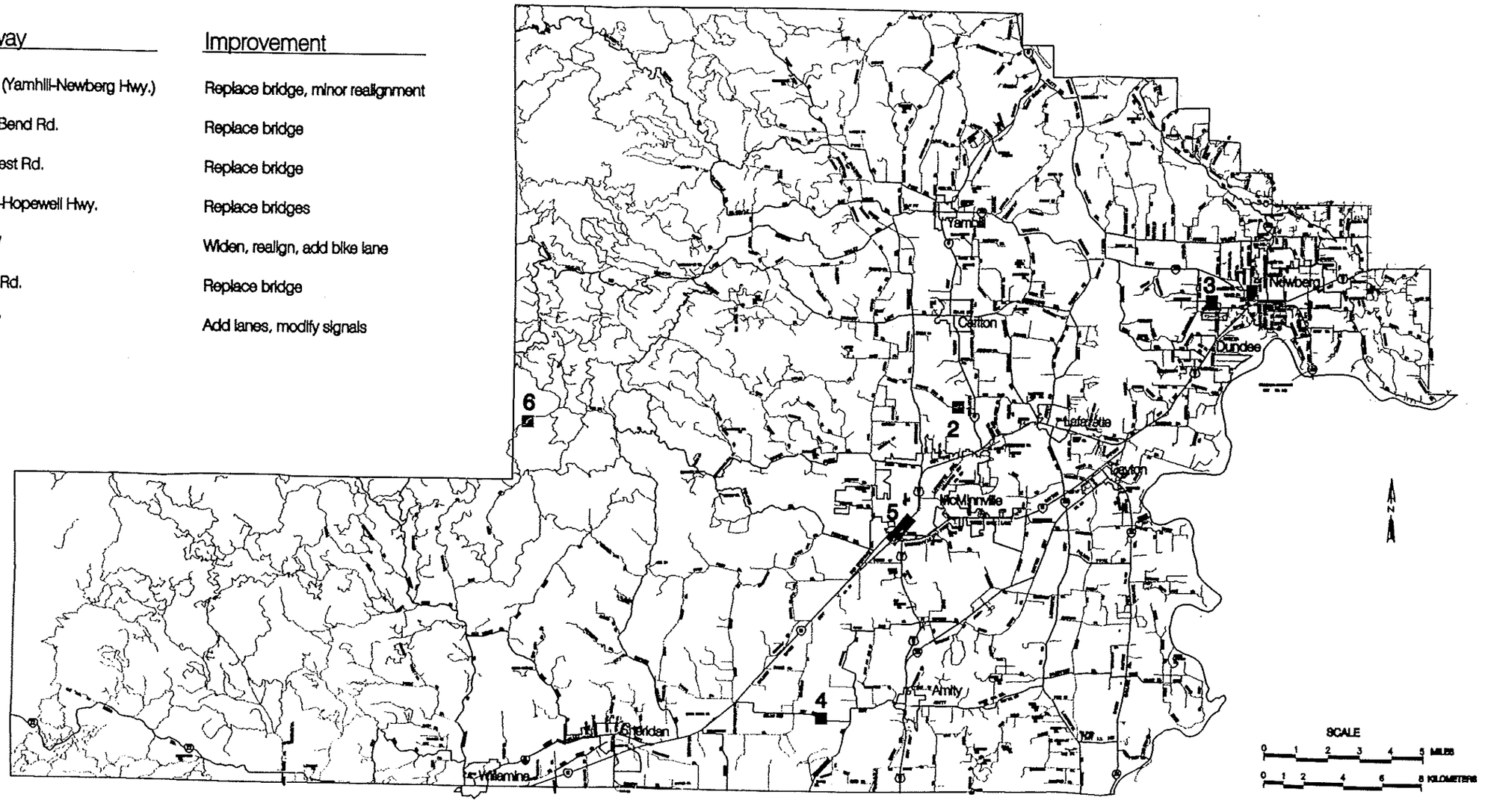
- **OR-99W**
  Everest St. - Main ST. (Newberg) M.P. 22.8-23.9 ---Construct a left turn lane and additional southbound lane, and reconstruct signals. Cost estimate: $6.48 M

Development

- **OR-99W**
  Newberg Area Transportation EIS ---Final EIS in Federal F.Y. 2000

Figure 29
State Planned Improvements

	Highway	Improvement
1	OR-240 (Yamhill-Newberg Hwy.)	Replace bridge, minor realignment
2	Poverty Bend Rd.	Replace bridge
3	Sunnycrest Rd.	Replace bridge
4	Bellview-Hopewell Hwy.	Replace bridges
5	OR-99W	Widen, realign, add bike lane
6	Peavine Rd.	Replace bridge
7	OR-99W	Add lanes, modify signals



Yamhill County Transportation System Plan

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H. OTHER TRANSPORTATION PROJECTS

1. NEWBERG-DUNDEE BYPASS

Traffic volumes on the County road system were predicted using the calibrated QRSII model developed. The traffic volumes on County-owned roads are expected to be well under capacity. However, high traffic volumes are expected on state highways 99W and 18. Motorists on Highway 99W will experience high levels of delays as they pass through Dundee and Newberg during peak hours if no capacity improvements on the highway are completed. The reconnaissance study completed by the Oregon Department of Transportation concluded that without improvements Highway 99W will experience unacceptable levels of service in the future (year 2000), and that because a high percentage of the trips on Highway 99W are through-trips in the Newberg/Dundee area (estimated at 29%) a bypass would be very effective.

The study investigated a South by-pass that had a favorable local support since it does not go through many neighborhoods, a north by-pass, and improvement of the existing 99W. The proposed by-pass would probably be a nine mile extension of Highway 18, with two lanes in each direction. The highway would begin where Highway 18 ends north of Dayton, bypass Dundee and Newberg and hook back into Highway 99W just east of Newberg. ODOT is currently investigating in more detail, through environmental review process, the impacts of transportation improvement alternatives for travel through the Newberg and Dundee area. The exact location of the bypass will be determined in the Environmental Impact Statement and the public will have their opportunity to provide input on the optimum location through that process.

The congestion experienced in Dundee and Newberg is of major concern to the County as more motorists attempt to use County roads for local circulation and by-passing congestion on Highway 99W. These roads include:

- Fulquartz Landing Road
- Park Road
- Edwards Drive
- Dayton Avenue
- Wynooski Road
- Fernwood Road
- Corral Creek Road

Discouraging through traffic from using these roadways is only possible by making these roads less attractive. "Traffic calming" techniques can be used to "calm" traffic speed and volumes in affected neighborhoods. Traffic control devices such as signs, signals/markings, and traffic management tools including curbs, circles, speed humps, medians and diverters are some of the methods employed to manage neighborhood traffic problems and influence the behavior of drivers. Close monitoring of volumes on the these roadways during peak hours will be needed, as delays reach unacceptable levels on Highway 99W.

The County fully supports the concept of the limited access Newberg-Dundee bypass as it relieves the cities' major arterial street and discourages the use of near-by County roads for local circulation. The by-pass will enhance the efficiency of the transportation system by minimizing the impacts of regional traffic on the local transportation system. It will minimize the use of local streets by regional traffic and provide alternative routes for it. Yamhill County has worked with the city of Newberg on land-use policies that will be implemented to control access and growth along the by-pass and prevent strip development. These policies were incorporated in the City of Newberg zoning ordinances.

The cost of the Dundee-Newberg bypass is estimated to exceed $60 million. ODOT acknowledges that financing makes this project years way. However, current efforts have succeeded in passing a legislation to allow private participation in the development of public highways. Indications have shown that the *toll road* option is favorable among locals in the Newberg-Dundee-McMinnville area. Yamhill County recognizes the urgency of this project to be completed in the near future and will work with ODOT, the cities of Newberg and Dundee and citizens of the County to develop and adopt a refinement plan to determine the optimum location of the bypass, including connections to the existing road system, and to address requirements of the Transportation Planning Rule, zoning ordinance and Comprehensive Plan policies. The County will complete the refinement plan prior to its next periodic review. The deferral of decisions related to the Newberg-Dundee bypass shall not preclude implementation of the remainder of the Transportation Plan or invalidate the assumptions upon which the Transportation Plan is based.

2. WILLAMETTE RIVER BRIDGE

The high operating costs of the Wheatland Ferry continues to be a major concern to the County. The Wheatland Ferry currently provides access across the Willamette River to about 800 vehicles a day. A new bridge will essentially have an impact on the traffic assignment on the area's transportation system as it provides a new access to Salem and I-5. The bridge will affect not only Yamhill County but all other neighboring counties and cities road networks including state highways. Modeling of the transportation system in the affected area will be needed to find traffic impacts of building the bridge. It is recommended that a joint study headed by the State and between Polk, Yamhill, and Marion Counties and involved cities take place to explore the need and optimum location for the Willamette River Bridge. Federal participation to fund this study may be sought.

The new location should satisfy the following criteria:

- ❒ Provide access to I-5 and Salem
- ❒ Minimize disruption to existing communities
- ❒ Consider existing land use patterns
- ❒ Minimize impact on agricultural and farmland
- ❒ Consider all issues that may induce growth

3. McDOUGALL CORNER

The intersection of Highway 99W and Highway 18 (better known as the McDougall Corner) has experienced a high number of fatal accidents. McDougall Corner stands out as the most dangerous intersection in the County. The County has worked in the past with ODOT to investigate possible ways of improving the intersection. ODOT and the County have agreed on improvements to the intersection and ODOT is currently soliciting bids to perform the required work. The changes to the roadway and signs, designed to improve the safety at the intersection of Highway 99W and Highway 18, include:

- Eliminating the left turn lane from Highway 18 to Highway 99W.
- Constructing new access for McDougall Road.
- Constructing raised medians on both state highways.
- Increasing illumination, restriping section and improving signage

and at Kreder Road

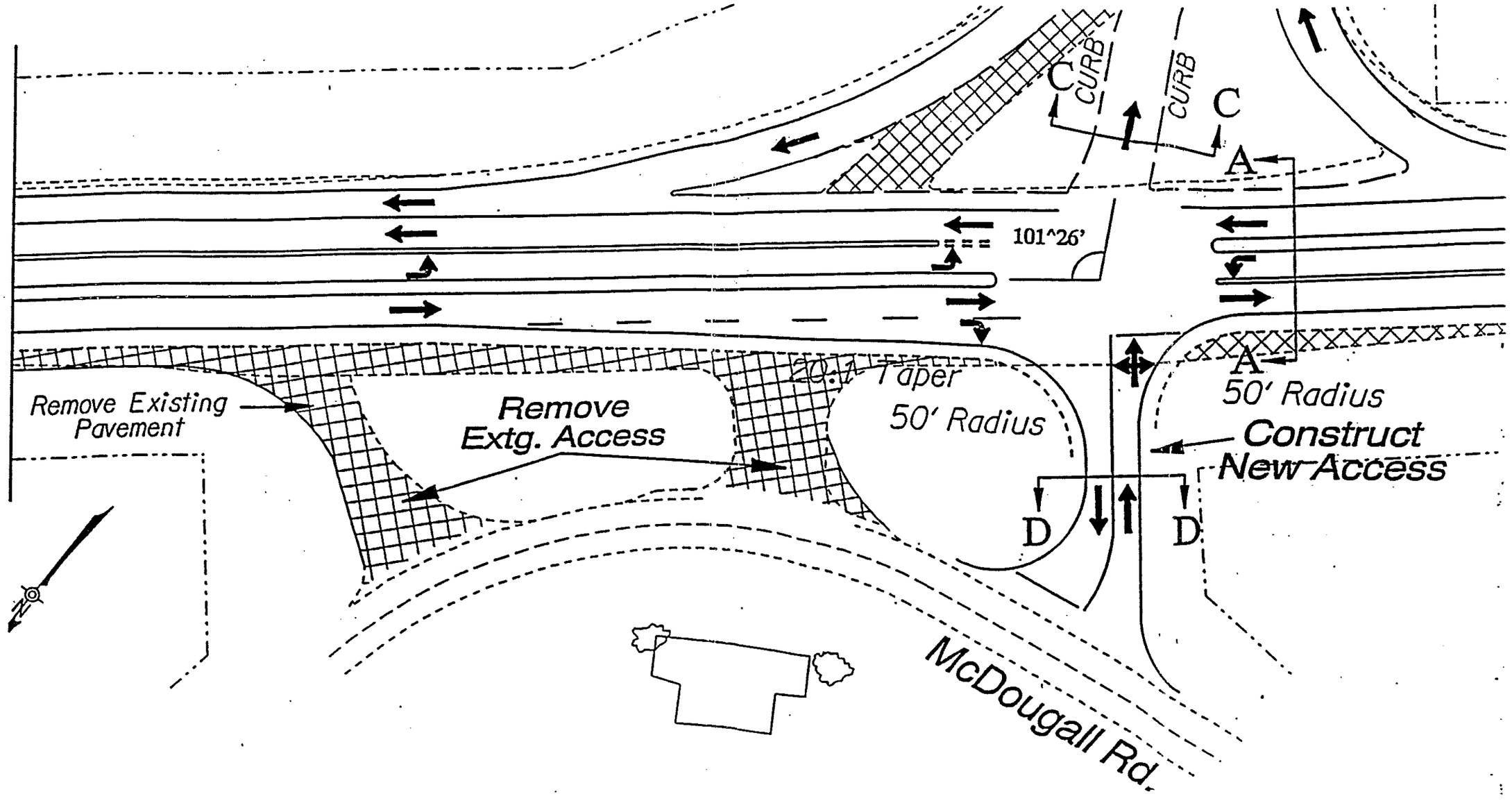
- Establishing a left turn refuge on Highway 18 to give local drivers access to Kreeder Road.
- Restriping section and improving signage.

The improvements are designed to eliminate the confusion and potential for accidents at the intersection especially with the high percentage of through traffic on Highway 18 and 99W. The speed limit in the intersection is currently 45 mph.

Figure 30 shows planned improvements at the intersection.

FIGURE 30

McDOUGALL CORNER PLANNED IMPROVEMENTS



4. NORTH NEWBERG EAST-WEST MINOR ARTERIAL

As part of the Newberg Transportation plan, an open public workshop was held to provide a forum for public participation, represented by Newberg's Citizen's Advisory Committee (CAC), in the assessment of the city-wide future transportation/land use system alternatives. It was agreed in the workshop that a major east/west minor arterial street in north Newberg was needed to provide local traffic access and circulation within a balanced transportation system. It was also agreed that the preferred alternative for Newberg's Transportation System Plan was the "Mountainview/Crestview Extension". However, a petition to stop the Crestview Drive Extension was presented by the Oxberg Neighborhood Residents in the Workshop. After reviewing the petition CAC decided to request from the City Staff and their consultant team to conduct additional study of more specific alternatives of an east/west minor arterial in the north Newberg area for improved local traffic circulation and access.

The study examined three alternatives:

1) Springbrook-only
2) Crestview/Mountainview Extension
3) Mountainview Extension.

These alternatives were compared based on:

- Travel time between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Average travel speed between Highway 99W (at proposed Bypass interchange) and Mountainview Drive at Springbrook Street
- Vehicle miles of travel (VMT)
- Vehicle hours of travel (VHT)
- Vehicle delay
- Anticipated costs of roadway construction, and right-of-way acquisition.

Of the three alternatives, the Crestview/Mountainview Extension alternative was found to provide the greatest relief of traffic congestion on Springbrook Street and other collector streets in the immediate area. In terms of VHT, it had the lowest overall travel time. Total vehicle delay on Springbrook was found to be lowest under the Crestview/Mountainview alternative. This alternative was found to cost about $3.07 million.

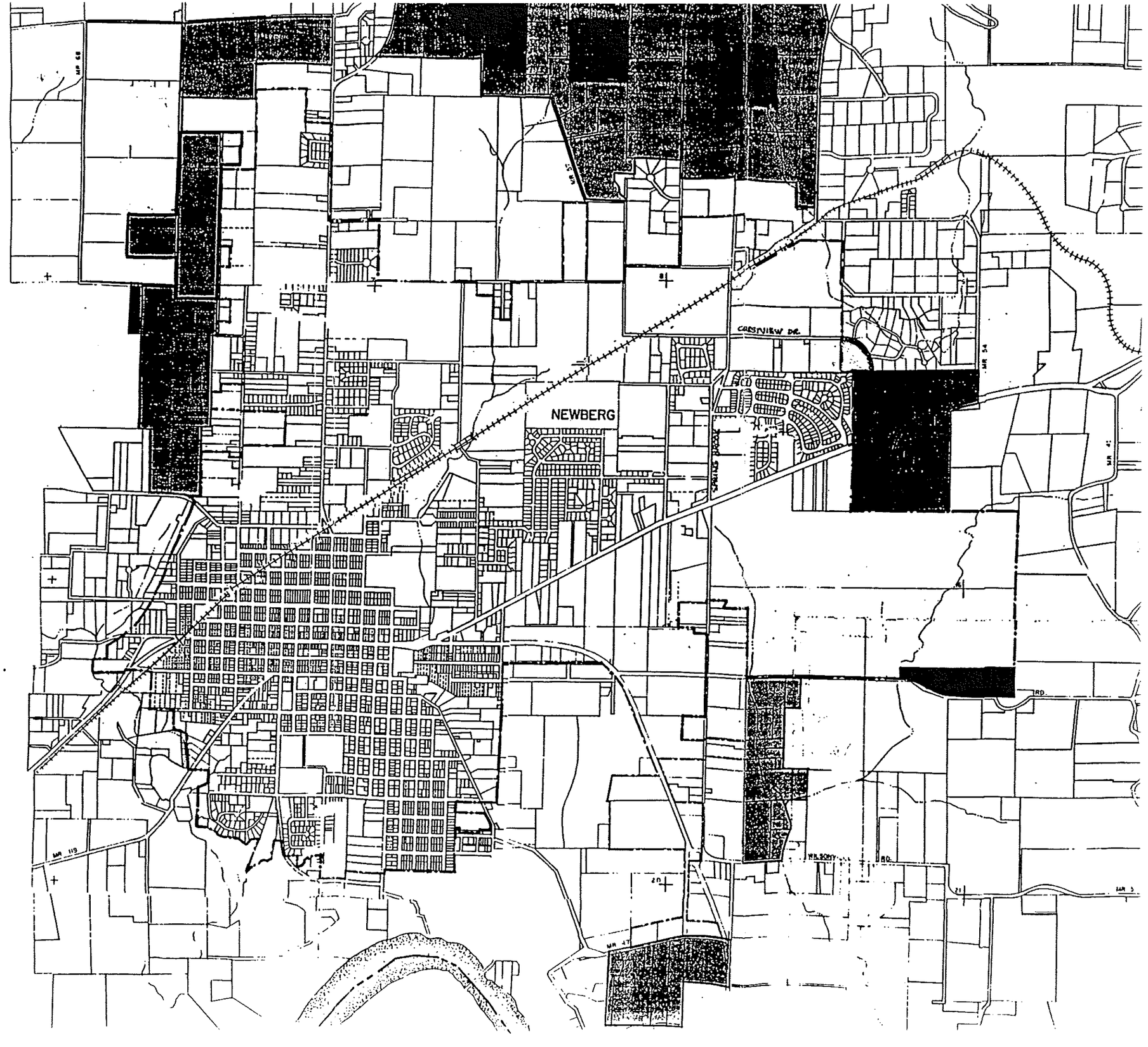
Discussions with the City of Newberg have indicated that Benjamin Road was also considered by the City as an alternate east/west connector. However, it was found that there will be too much misdirection of traffic to provide the relief needed from traffic going to the middle of the City and turning north.

It is recommended that the Oregon Department of Transportation, in cooperation with the City of Newberg and Yamhill County, and possibly as part of OR 99W corridor study, determine the optimum location of the east-west minor arterial connection with Highway 99W in consideration to the location of by-pass interchange. As part of this study, the City of Newberg and Yamhill County shall work together on setting the criteria for selecting the optimum alternative.

In addition, urban growth management agreements between the County and the cities in Yamhill County shall be strengthened to define the timelines, procedures, and responsibilities of involved parties in regard to management, planning, and annexation of roadways by the cities. Several roadways currently under County jurisdiction are located within the Urban Reserve Area (URA) for the city of Newberg as shown in Figure 31.

FIGURE 31

PROPOSED URBAN RESERVE AREA
FOR THE CITY OF NEWBERG



5.7 FIFTY-YEAR HORIZON TRANSPORTATION PLANNING

As part of Yamhill County ongoing transportation process, Yamhill County will continue to take a proactive role in planning for a transportation system that will accommodate growth as it occurs. The County is also determined to be involved in all transportation-related matters that will affect its transportation system. In many counties, high growth rates and insufficient planning have resulted in road capacity problems. One type of road capacity problem is created when structures are located in potential right-of-way, thereby restricting future road widening or lane addition opportunities. The need for removing or relocating structures to widen roads adds to the expense of road improvements. Another type of problem occurs when there are too many driveways located on a collector or arterial. Excessive access points onto higher speed roadways can create dangerous turning conditions, thereby necessitating the lowering of traveling speeds and resulting in lowered efficiencies. Consolidating access points that are established in poorly considered locations adds to the expense of future road improvements.

It is recommended that Yamhill County takes the following steps to permit the flexibility to meet changing needs. These steps include:

1. Providing 70-feet or wider setbacks from roadway centerlines of all arterial and collector streets. This will permit future roadway expansion without costly building removal.

2. Meeting the state-wide 60 foot or wider right-of-way width standard on all new roadways.

3. Providing extra width, where feasible, as part of major bridge reconstruction projects.

4. Requiring proposed accesses near major urban growth boundaries to demonstrate:

    - how the access will accommodate future neighboring urban-scale development
    - how the access will integrate and connect the future road network planned for the area
    - how the access coordinate with the community transportation plans.

Following these strategies will permit future residents of Yamhill County to have a greater range of options to meet transportation needs in the mid years of the twenty-first century.

In addition, as a continuation of Yamhill County policy to identify the needs for its local residents, Yamhill County is open to consider, on a shared-cost basis, hard surfacing of local roadways.

6. TRANSPORTATION FINANCE PLAN

6.1 IMPROVEMENTS COSTS AND CURRENT REVENUE SOURCES

Yamhill County is faced with the need to improve its transportation system in order to alleviate existing safety problems and enhance all modes of transportation in the County. This plan identifies a list of roadway improvement projects that included:

- Roadway widening and/or shoulder construction to provide for bikeways
  (35.25 miles at $6.31 million)
- Signage and/or geometric improvements on 13 intersections
  (13 intersections at $1.86 million)
- Repair or replacement of 33 bridges
  (33 bridges at $16.65 million)
- Pavement of collector and local gravel roads
  (32.9 miles at $11.51 million)

The estimated cost for all these improvements total to about $36.33 million *(1995 Dollars)* over the next twenty years. This cost does not include bikeway improvements on 148.39 miles of State routes (estimated to cost about $12,370,000, ODOT-funded), pavement maintenance and rehabilitation projects, the Wheatland Ferry operating and replacement costs, and feasibility studies to be conducted in the next 20 years. In addition, the $3.0 Million County share of the expenses for roadway improvements on County roads identified in the Newberg Transportation System Plan is not included.

Several federal, state, and county funding sources have been available to varying degrees over the years. A major increase in revenues occurred in 1986 with the approval of the $10 million County Road *Bond*. These funds were targeted for major capital improvements such as roadway reconstruction and pavement overlays (including administration and engineering costs). All other funding sources are allocated to the general road fund to cover regular administrative, engineering, and maintenance costs related to the road system. However, this bond will expire in 1996 and the only source of County funding will be comprised of roadway fees charged by the County for permits, maps, services, licenses, and sale or rental of equipment, materials and supplies.

For the past four years, the average State funding comprised about 67% of the County's Road Fund while federal funding averaged to about 10%. From 1992 to 1995, the County's Road Fund total revenues averaged at about $4.54 million. Table 30 shows the revenues and expenditures for Yamhill County Road Fund. Over the years, most of the federal funding has been from timber sales on federal lands in the county. The funding from the state comes from different sources including vehicle registration fees, state gas tax, state lottery funds, and money from the federal Highway Bridge Replacement and Repair Program.

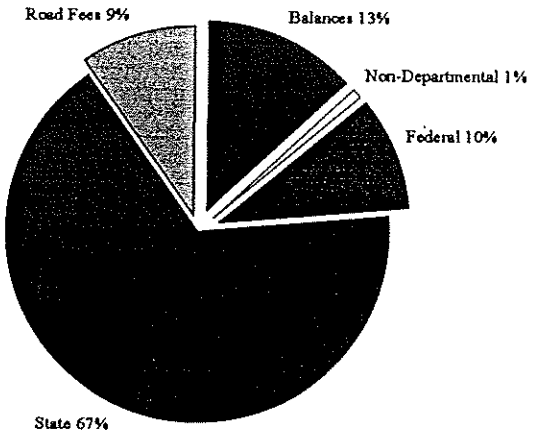
TABLE 30
YAMHILL COUNTY ROAD FUND

REVENUES AND EXPENDITURES

Revenues	1992	1993	1994	1995
Balances	557,636	953,142	611,613	272,072
Interest	39,444	28,927	2,694	12,912
Non-Departmental	21,570	50,764	50,780	27,329
Federal Shared	475,123	442,519	416,691	416,430
State Shared	2,765,500	2,938,070	3,153,525	3,296,940
Road Fees	292,067	644,079	350,543	445,102
Transfers	7,240	24,058	6,766	6,203
Totals	4,158,580	5,086,559	4,592,612	4,320,509
Audited Total	**4,156,191**	**5,081,556**	**4,603,069**	**4,320,509**

Expenditures	1992	1993	1994	1995
Personnel	1,221,821	1,447,528	1,705,352	1,826,040
Material & Services	1,896,834	2,664,171	2,132,374	1,901,303
Capital	128,944	328,182	524,101	125,461
Transfers	7,500	0	0	0
Totals	3,255,099	4,439,881	4,361,827	3,852,804
Audited Total	**3,203,048**	**4,469,943**	**4,330,997**	

REVENUE SOURCES FOR ROAD FUND (1992-1995)



Non-Departmental Revenues include revenues from the sale/rental of materials, supplies, and equipment.

6.2 REVENUE OPTIONS

The Transportation Planning Rule requires identifying credible financial options to implement the plan. To overcome potential shortfalls in existing revenue sources as a means to support roadway improvements the County may consider some of the available options for funding projects on the Transportation Project List.

State Gas Tax

The State of Oregon collects gas taxes, vehicle registration fees, overweight/ overheight fines and weight/ mile taxes and returns a portion of the revenue to cities and counties through an allocation formula. As of January 1, 1990, cities receive approximately 15.57 percent of the net revenues of the state highway fund; counties receive 24.38 percent and the state keeps 60.05 percent. The revenue share allocated to counties is then divided up among all incorporated cities based upon population. This revenue split varies from year to year as recent increases in the gas tax are allocated under a different formula than previous increases.

County Gas Tax

Significant revenues from such a tax could be generated which could be allocated to the County Road System. Neighboring Multnomah and Washington counties have such a tax. Multnomah County charges a $0.03 per gallon fuel tax and receives about $6 million in revenue each year. Washington County charges a $0.01 per gallon fuel tax and receives about $1.2 million in revenue each year. Both counties contract with the State Fuel Tax Branch to collect and administer the tax. Gasoline distributors who deliver in those counties submit separate distribution reports along with their state report identifying how many gallons were delivered into each county. The state processes the county forms, calculates the county tax revenue, deducts the counties' share of administrative expense, and sends the counties their revenue. Multnomah County retains 53% of its fuel tax revenue for road improvements in the incorporated areas of the County, distributing the rest of the money to cities on a per capita basis.

Based on approximation of fuel sales in Yamhill County, our preliminary analysis shows that a 1 cent county fuel tax could generate up to $111,132 per year as shown in Table 31.

Local Improvement Districts

Local Improvement Districts (LIDs) assess property owners in areas where capital improvements are required, including both road and utility improvements. LIDs typically have been applied to new industrial subdivision development but could be applied to existing developed areas through increases in property taxes or other assessments. Funds derived from these districts typically are used to service debt on bonds incurred to undertake the improvements. Costs are typically assessed based on road frontage or square footage of properties. LIDs are most appropriate for individual local street improvements.

TABLE 31

YAMHILL COUNTY ESTIMATED GAS TAX REVENUES

Yamhill County Population (1994)	72,800
Population of Yamhill County Cities (1994)	50,690
Population Outside Cities	22,110
Estimated Gallons of Fuel Sold Statewide in 1994	1,511,795,522
Estimated Gallons of Fuel Sold in Yamhill County in 1994*	36,591,532
Revenue Generated by 1 cent County Fuel Tax	$111,132
Revenue Generated by 2 cent County Fuel Tax	$222,264
Revenue Generated by 3 cent County Fuel Tax	$333,395

* based on estimating the percentage of vehicles registered in County (about 2.42 %)

Traffic Impact Fees

Traffic impact fees have become increasingly popular in financing required road improvements associated with new development. Fees are assessed at the time of development approval. The amount is based on the estimated number of vehicle trips generated by the development. Different fees are associated with different land uses. In Oregon, the funds must be used for capital improvements and are not eligible for road maintenance. The revenue generating ability of traffic impact fees in Yamhill County may be limited due to rural land use (with limited potential for new development) along most of the County Road System.

Road User Fees

A road user fee would involve assessing a monthly or yearly fee to residences and non-residential uses for use of the County Road System. This would be similar to the regular water and sewer utility fees residents and businesses pay. Road user fees have already been instituted in the cities of Ashland and LaGrande in Oregon. In Ashland, the fee is $1 per month per residence or business, while in LaGrande, a fee of $2.50 per month per water meter is assessed. These fees are strictly used for road maintenance. A road user fee is intended to fund capital projects could be open to challenge if some road users benefit more than others from particular capital projects. Since the costs and benefits of road maintenance are more uniformly distributed, maintenance fits more easily into the utility fee concept. A $1 fee imposed on dwelling units in the County (outside cities) would generate up to $7,600 per year.

Full/Partial Private Contributions

Projects are sometimes paid for by private contributions. It is not uncommon to require a developer to build a road, to County standards, and then to deed the road to the County as a condition of development. This practice is used widely throughout the region.

System Development Charges

A system development charge is a means of requiring that new developments pay an equitable portion of the capital costs of improvements needed to accommodate growth. These charges to newly developed property can be used to recover past and/or future growth-related improvements. They may not recover improvements to serve existing users/residents. Therefore, while system development charges are relatively easy to implement and calculate, they will not be adequate for complete program funding. A County-wide SDC should be limited to *arterial* and perhaps a few *major collector* projects and will not be appropriate for the type of improvements where benefits are restricted to the residents near these improved roadways.

A district SDC may be used for lesser road classifications, and the fees may vary from district to district. For example, system development charges can be applied only to new developments within exception growth areas in the County where growth is expected to occur. Different exception growth areas will have different system development charges that will reflect projected growth in that area.

Because SDCs are received by new development, the revenue from these charges will vary with the level of development activity. Experiences have shown that unstable revenues from this source is a major disadvantage of this method.

However, public acceptance of system development charges is high because new development, rather than current residents, pay for the improvements. Usually only the development community opposes this funding alternative on the grounds that it makes new development unaffordable or it inhibits economic development of the County.

General Obligation Bonds

General obligation bonds are supported by a separate property tax levy specifically approved for the purposes of retiring the debt. When the bond issue is paid off completely, the levy is finished. The property tax levy is distributed equally according to assessed value of the voting district. They are generally used to make public improvements benefiting the entire population.

General obligation bonds are usually voter-approved bond issues. They are the least expensive borrowing mechanism available to municipalities.

6.3 FUTURE FINANCING SCENARIOS

Six alternative financing scenarios for maintenance and improvement of the Yamhill County Road System have been identified based on the availability of past revenue sources and possible new financing mechanisms. Each scenario represents a basic financing concept with different specific financing mechanisms for maintenance versus capital improvements identified. These scenarios are described below:

1. Minimal Investment. This scenario represents a minimal investment to the County Road System in the future by funding both regular maintenance and capital improvements from those revenue sources traditionally used to finance the General Road Fund. This would include revenues from federal timber sales, state highway funds, and sales/rental of county property and services. No new county road bond or other new revenue sources would be applied. With this level of investment, all regular maintenance function could be fully funded.

2. Current Revenues with New Bond Issue. This scenario would package the traditional revenue sources with funds from a new county road bond. Similar to the existing situation, the traditional revenues would be used to finance the General Road Fund and the bond money used for capital projects. The extent of capital improvements would be dependent on the amount of the bond.

3. New Bond Money with Added New Financing Mechanisms. A new bond issue could be combined with one or more added new financing mechanisms to fund capital projects. This might include a new county gas tax, state lottery funds, or local improvement districts. Traditional revenue sources would be used to finance regular maintenance through the General Road fund.

4. New Financing Mechanisms without Bond Issue. New financing mechanisms without a bond issue could be used to finance capital projects through a county gas tax, lottery funds or improvement districts. All of these funds would go into the Capital Project Fund. Traditional revenue sources would be used to finance regular maintenance through the General Road Fund.

5. New Financing Mechanisms with Private Contributions. This scenario would use new financing mechanisms (without a bond issue) for capital projects, and finance maintenance through the general fund revenue sources supplemented by voluntary private contributions for certain maintenance functions.

6. New Financing Mechanisms for both Maintenance and Capital Projects. New financing mechanisms (without a bond issue) could be used for both capital projects and regular maintenance, with traditional general fund revenue sources also used for maintenance.

Possible added financing mechanisms which could be applied in any of the scenarios include: voluntary private contributions for capital projects, and a traffic impact fee assessed to new developments for roadway improvements.

YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

APPENDIX A

YAMHILL COUNTY ROAD NETWORK

YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

APPENDIX B

SPIS BACKGROUND

ACCIDENT REPORTS

SAFETY PRIORITY INDEX SYSTEM

The Safety Priority Index System (S.P.I.S.) is a method of identifying locations where safety money can be spent most beneficially. The Priority Index has three parameters. They are the accident frequency, accident rate, and accident severity. These together make up the total S.P.I.S. value (Figure 1). The length of the urban section is 0.05 mile and the rural section is 0.10 mile. S.P.I.S. values are calculated on all segments of the State Highway System where there are 3 or more accidents or one or more fatalities in a three year period. Singular fatalities are included because of the high cost to society of a fatal accident.

The accident frequency indicator value(IV_{Freq}) is found by first totaling three years of accidents. The program which computes the S.P.I.S. values for the state highway system doesn't do so unless at least three accidents have occurred. It then goes to Table A to find the accident frequency indicator value. These values are shown in graphic form in Figure 2. The maximum number of accidents in any three-year period is 150. The indicator value maximizes at 28.

The second parameter is the accident rate indicator(IV_{Rate}). This is computed by multiplying the number of accidents in a three-year period by 10,000,000 and dividing by 365 and the middle year average daily traffic. The rate both urban and rural is for mainline entering vehicles only. This is a rate which is 30 times greater than the normally computed rate, since the number of years is not included in the denominator and the numerator is one power greater than normal. This makes it easier to compare the rate raw number with the frequency and severity raw numbers. The rural IV_{Rate} value table is shown in Table B. The urban IV_{Rate} value table is shown in Table C. These tables are shown graphically in Figures 3 and 4. The rural rate has a maximum value of 100 with a corresponding IV_{Rate} of 39. The urban rate has a maximum value of 70 with the same maximum IV_{Rate} as the rural rate.

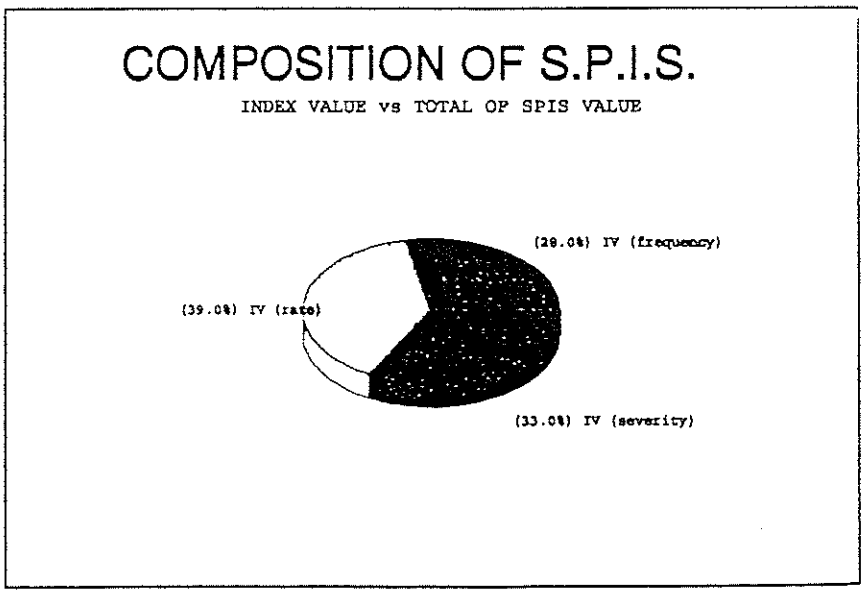


Figure 1

The third and final parameter is the average accident severity indicator ($IV_{severity}$). This indicator value is computed by multiplying the number of fatals by 100, the number of severe injuries (Class A) by 45.4, the number of moderate injuries (Class B) by 13.4, the number of minor injuries (Class C) by 3.4 and the number of property damage only vehicles (i.e. nobody injured or killed in the vehicle) by 1.4. These are totaled together and divided by the total number of accidents. The $IV_{severity}$ is found in Table D with 33 being the maximum for a severity of 100 or greater. The graph of this table is Figure 5.

When computing S.P.I.S. numbers, it is recommended the time period fall between three and five years. To solve for the individual indicator values, average the time period to three years and use straight line proportioning for fractional amounts. (See manual calculation sheets). S.P.I.S. sites are computed for segments that overlap each other. This acts as a magnifying glass that is moved along the roadway evaluating each segment as it is passed in .01 mile increments. Overlapping segments will "point" to the worst spot of the roadway with the highest value. S.P.I.S. values will decrease as you move further from the identified problem area. An illustration of this is in Figure 6. It is important to remember the section length must always be 0.05 mile for the urban environment and 0.10 mile for the rural environment.

The S.P.I.S. printouts should be sorted by Highway number and milepoint. Two printouts are sent to the State field offices for investigation. The first printout is the top 10% sites. This provides these offices with 900 sections to investigate. The second is the same as the first except the accident information is replaced with response fields. These fields are filled in and returned. Included information to be returned are:

1. Grouping of sites into projects
2. Date of Investigation
3. Type of project proposed (see Project Response Table)
4. Reference to investigative documents

The third is a printout of all S.P.I.S. sites in the State that have three accidents or more in three years or a fatality. Additional sections may be identified by manually computing a S.P.I.S. number.

The person developing projects using S.P.I.S. should think flexibly about the identified sites. Sites appear to be identified exactly but sometimes will not point exactly to where the problem or solution is located. For example many accidents occurring at a signal may be located prior to the signal, although the intersection is the problem causing the accidents. Likewise sometimes sites may be located after curves, because vehicles come to rest after having trouble negotiating the curve.

TABLE A

THREE-YEAR TOTAL ACCIDENTS

3-Year Tot.Acc.	Indicator Value	3-Year Tot.Acc.	Indicator Value	3-Year Tot.Acc.	Indicator Value	3-Year Tot.Acc.	Indicat Value
1	2.80	41	21.29	81	25.67	121	27.53
2	4.55	42	21.45	82	25.73	122	27.56
3	5.98	43	21.61	83	25.69	123	27.59
4	7.18	44	21.77	84	25.85	124	27.62
5	8.15	45	21.92	85	25.91	125	27.65
6	9.10	46	22.07	86	25.97	126	27.68
7	9.95	47	22.22	87	26.03	127	27.7
8	10.70	48	22.37	88	26.09	128	27.7
9	11.35	49	22.51	89	26.51	129	27.7
10	11.98	50	22.65	90	26.21	130	27.7
11	12.40	51	22.79	91	26.27	131	27.7
12	12.85	52	22.93	92	26.32	132	27.8
13	13.28	53	23.07	93	26.37	133	27.8
14	13.70	54	23.21	94	26.42	134	27.8
15	14.11	55	23.33	95	26.47	135	27.8
16	14.51	56	23.45	96	26.52	136	27.8
17	14.90	57	23.56	97	26.57	137	27.8
18	15.28	58	23.67	98	26.62	138	27.8
19	15.65	59	23.78	99	26.67	139	27.8
20	16.01	60	23.89	100	26.72	140	27.8
21	16.36	61	24.00	101	26.77	141	27.9
22	16.70	62	24.11	102	26.82	142	27.9
23	17.03	63	24.21	103	26.86	143	27.9
24	17.35	64	24.31	104	26.90	144	27.9
25	17.66	65	24.41	105	26.94	145	27.9
26	17.96	66	24.50	106	26.98	146	27.9
27	18.25	67	24.59	107	27.02	147	27.
28	18.53	68	24.68	108	27.06	148	27.
29	18.80	69	24.77	109	27.10	149	27.
30	19.06	70	24.86	110	27.14	150	28.
31	19.31	71	24.94	111	27.18		
32	19.55	72	25.02	112	27.22		
33	19.78	73	25.10	113	27.26		
34	20.00	74	25.18	114	27.30		
35	20.21	75	25.26	115	27.34		
36	20.41	76	25.34	116	27.38		
37	20.60	77	25.41	117	27.41		
38	20.78	78	25.48	118	27.44		
39	20.95	79	25.55	119	27.47		
40	21.12	80	25.61	120	27.50		

TABLE A

ACCIDENT FREQUENCY

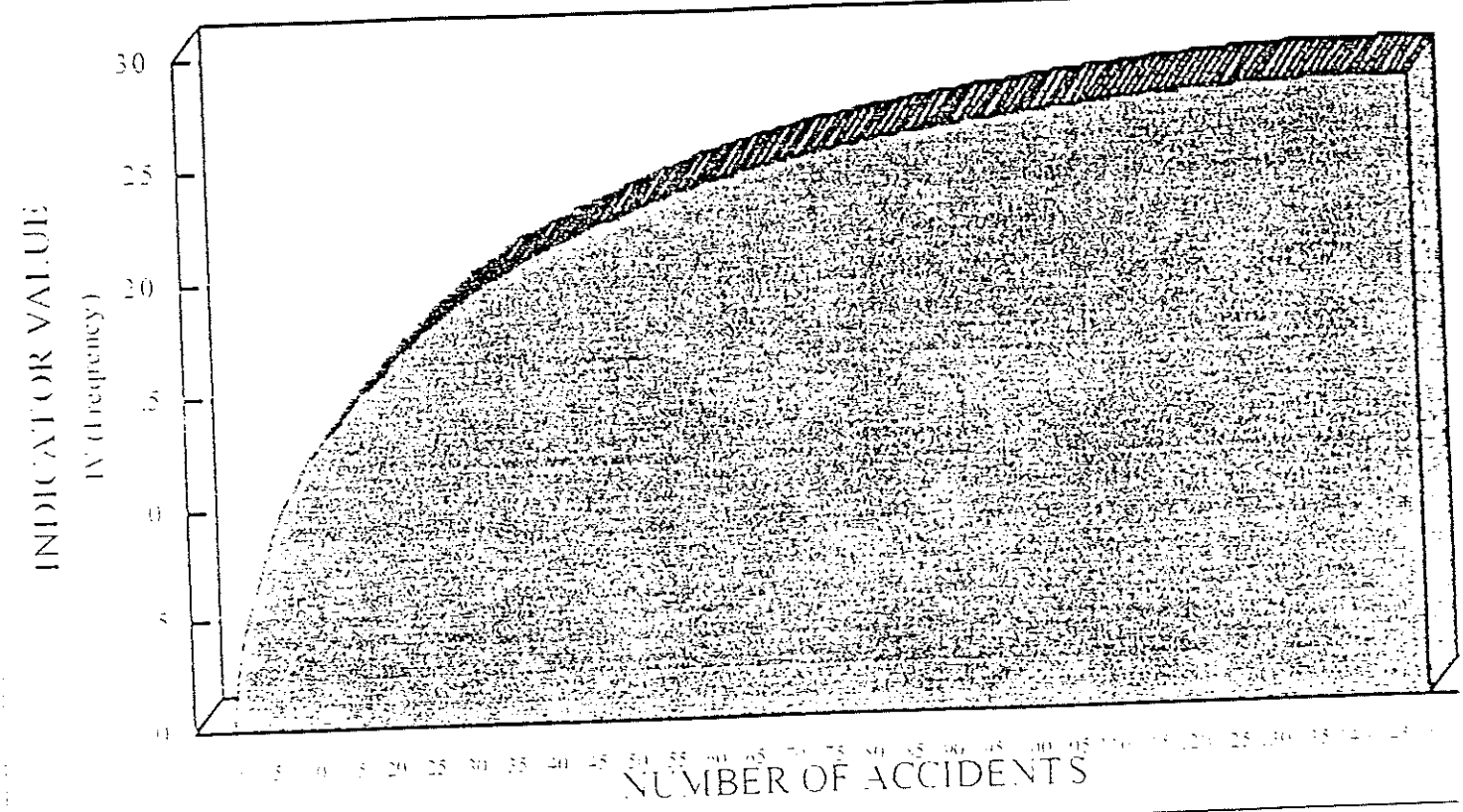


Figure 2

TABLE B

RURAL ACCIDENT RATE

Ave. Annual Rate	Indicator Value
1	0.57
2	1.13
3	1.68
4	2.23
5	2.78
6	3.33
7	3.87
8	4.41
9	4.95
10	5.49
11	6.03
12	6.56
13	7.08
14	7.59
15	8.09
16	8.59
17	9.09
18	9.58
19	10.06
20	10.54
21	11.01
22	11.48
23	11.95
24	12.42
25	12.89
26	13.36
27	13.83
28	14.30
29	14.77
30	15.24
31	15.70
32	16.16
33	16.62
34	17.08
35	17.53
36	17.98
37	18.43
38	18.87
39	19.31
40	19.74
41	20.17
42	20.59
43	21.01
44	21.43
45	21.85
46	22.26
47	22.67
48	23.08
49	23.49
50	23.89
51	24.29
52	24.69
53	25.08
54	25.47
55	25.84
56	26.21
57	26.57
58	26.93
59	27.29
60	27.64
61	27.99
62	28.34
63	28.69
64	29.04
65	29.37
66	29.70
67	30.03
68	30.34
69	30
70	31
71	31
72	31
73	31
74	32
75	32
76	32
77	32
78	32
79	32
80	32
81	32
82	32
83	32
84	32
85	32
86	32
87	32
88	32
89	32
90	32
91	32
92	32
93	32
94	32
95	32
96	32
97	32
98	32
99	32
100	32

TABLE B

RURAL ACCIDENT RATE

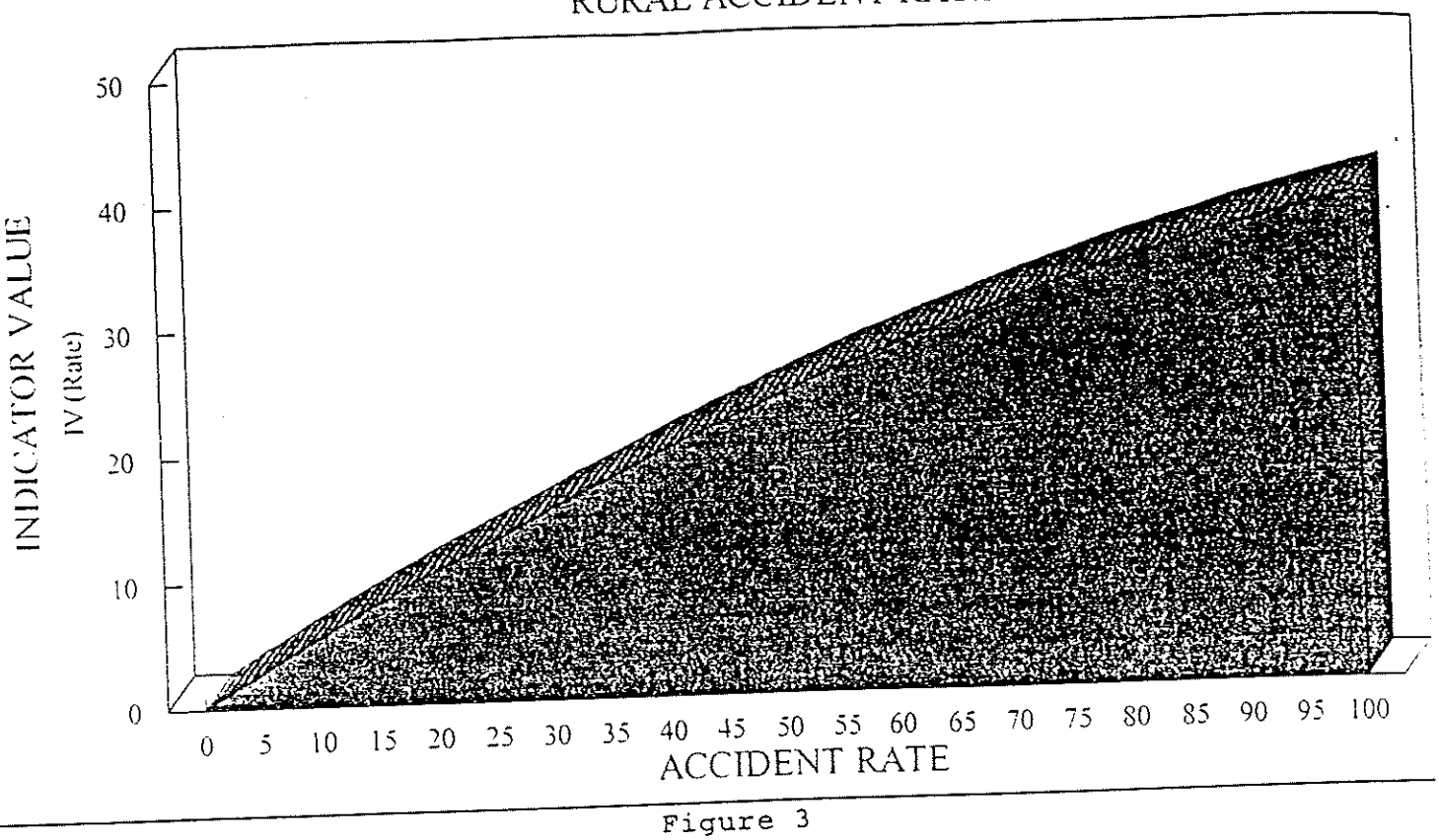


Figure 3

TABLE C

URBAN ACCIDENT RATE

Ave. Annual Rate	Indicator Value
1	1.17
2	2.26
3	3.26
4	4.23
5	5.17
6	6.06
7	6.98
8	7.69
9	8.47
10	9.24
11	10.03
12	10.75
13	11.49
14	12.21
15	12.91
16	13.60
17	14.29
18	14.96
19	15.61
20	16.24
21	16.87
22	17.49
23	18.11
24	18.72

Ave.Annual Rate	Indicator Value
25	19.32
26	19.91
27	20.49
28	21.07
29	21.65
30	22.20
31	22.75
32	23.30
33	23.84
34	24.38
35	24.92
36	25.44
37	25.96
38	26.47
39	26.98
40	27.49
41	27.98
42	28.47
43	28.94
44	29.41
45	29.88
46	30.34
47	30.80
48	31.24

Ave.Annual Value	Indica Valu
49	31.
50	32.
51	32
52	32
53	33
54	33
55	34
56	34
57	34
58	35
59	35
60	35
61	36
62	36
63	37
64	37
65	37
66	37
67	38
68	3
69	3
70	3

TABLE C

URBAN ACCIDENT RATE

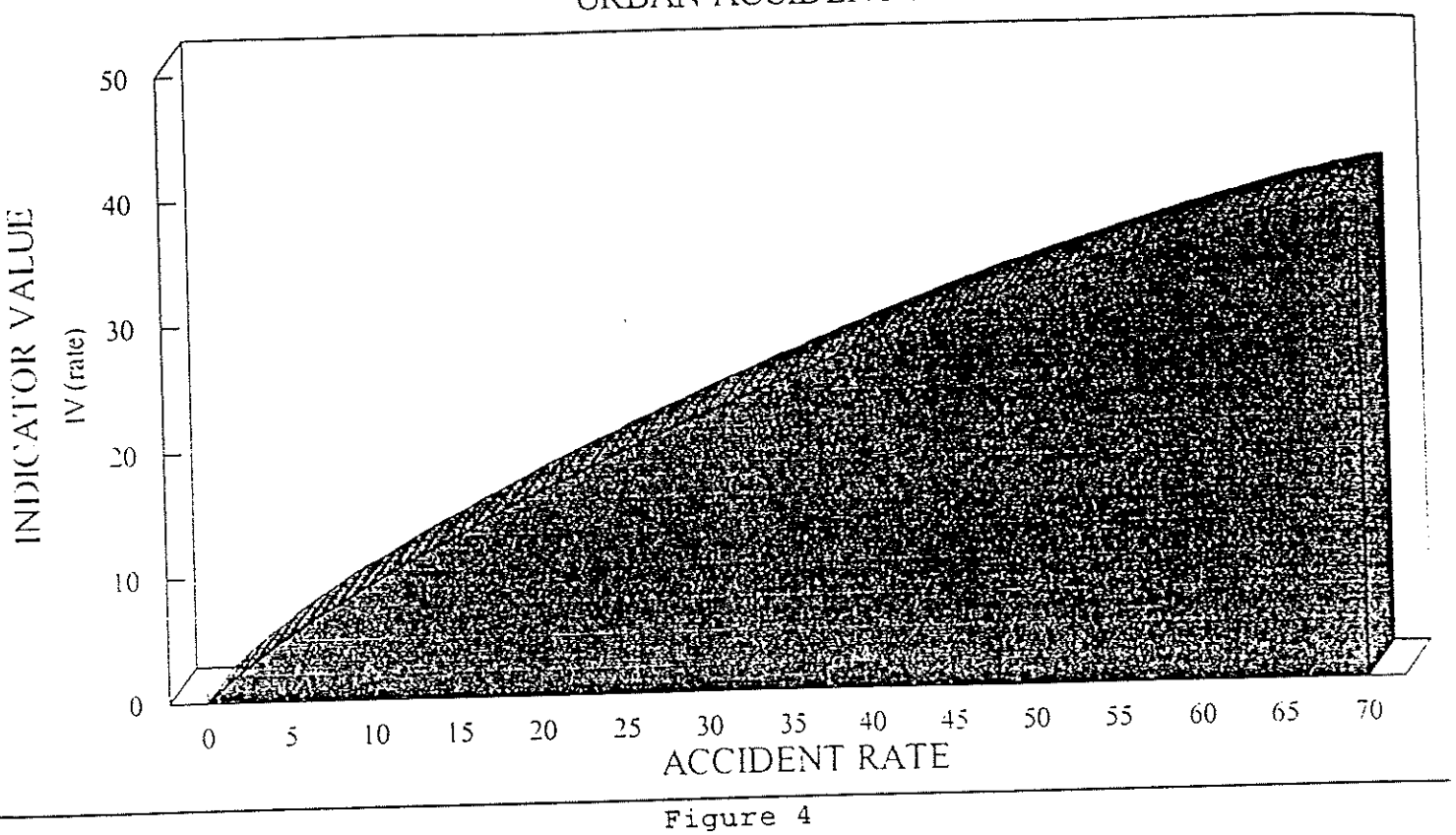


Figure 4

TABLE D

AVERAGE ACCIDENT SEVERITY

Ave. Annual Rate	Indicator Value
1	1.27
2	2.35
3	3.33
4	4.23
5	5.07
6	5.87
7	6.64
8	7.38
9	8.10
10	8.83
11	9.48
12	10.15
13	10.81
14	11.46
15	12.10
16	12.73
17	13.34
18	13.93
19	14.50
20	15.06
21	15.61
22	16.15
23	16.67
24	17.17
25	17.66
26	18.14
27	18.62
28	19.09
29	19.55
30	20.00
31	20.44
32	20.88
33	21.31
34	21.72
35	22.12
36	22.51
37	22.89
38	23.26
39	23.63
40	23.99
41	24.35
42	24.70
43	25.04
44	25.37
45	25.70
46	26.02
47	26.33
48	26.63
49	26.92
50	27.20
51	27.47
52	27.73
53	27.98
54	28.22
55	28.46
56	28.69
57	28.92
58	29.14
59	29.36
60	29.57
61	29.78
62	29.98
63	30.18
64	30.37
65	30.55
66	30.72
67	30.88
68	31.04
69	31.
70	31.
71	31
72	31
73	31
74	31
75	31
76	32
77	32
78	32
79	32
80	32
81	32
82	32
83	32
84	32
85	32
86	32
87	32
88	32
89	32
90	32
91	32
92	32
93	32
94	32
95	32
96	32
97	32
98	32
99	32
100	32

Ave.Annual Rate	Indicator Value

Ave.Annual Value	Indica Val

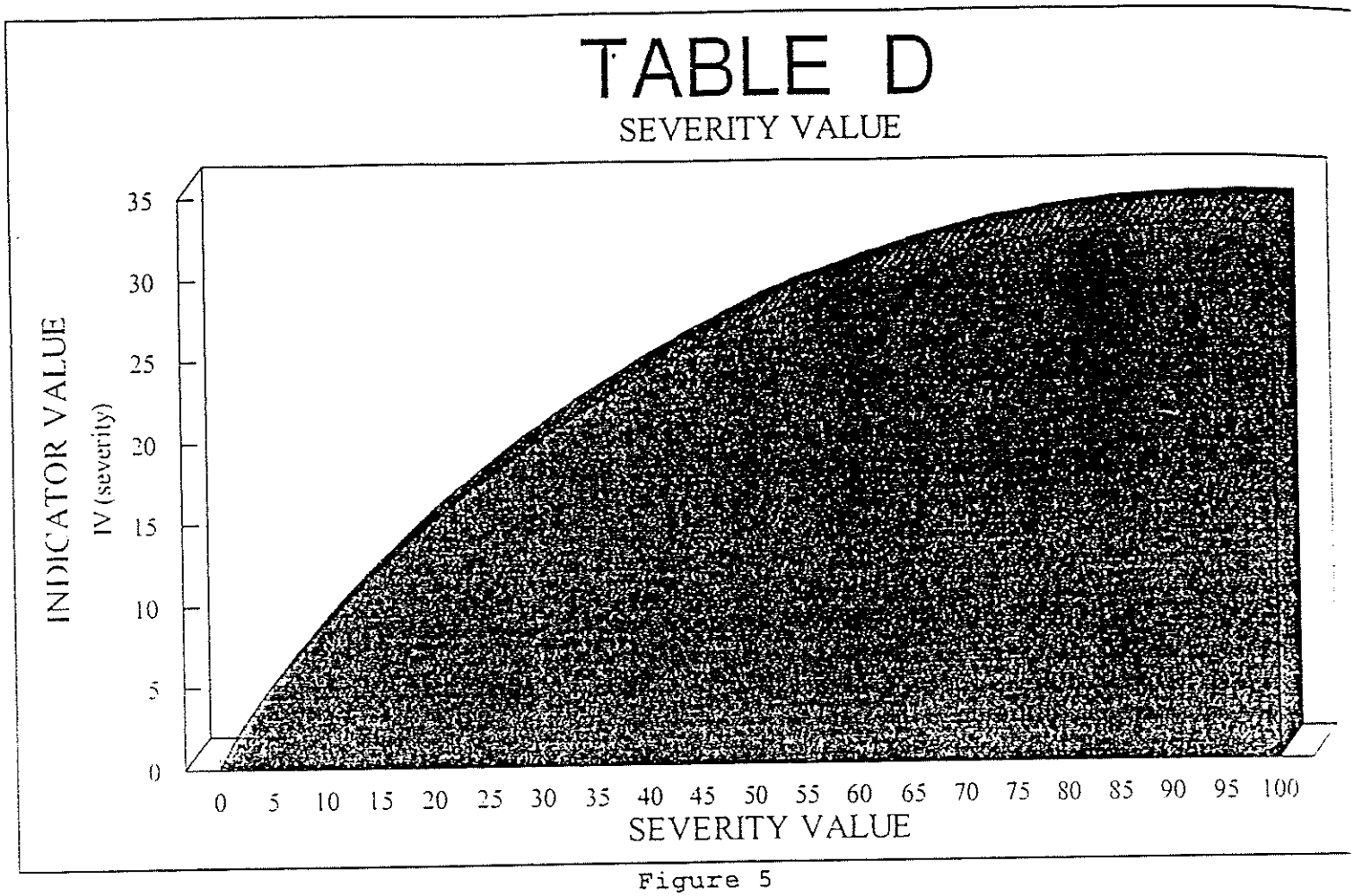


TABLE D
SEVERITY VALUE
INDICATOR VALUE
IV (severity)
35
30
25
20
15
10
5
0
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100
SEVERITY VALUE

Figure 5

MANUAL CALCULATIONS

This location is 0.10 mile in length and has had four accidents in the last four and one half years. These accidents contained one fatal, no severe injuries, three moderate injuries and one minor injury with seven vehicles involved. The average daily traffic (ADT) is 3200. The roadside culture is rural.

$$\underline{FREQUENCY}(IV_{freq}) = \frac{3}{YEARS\ OF\ LISTING} * (\sum ACCIDENTS\ IN\ LISTING)$$

$$(\frac{3\ YEARS}{4.5\ YEARS}) * (4\ ACCIDENTS) = 2.667$$

TABLE A

3-Year Tot.Acc.	Indicator Value
1	2.80
2	4.55***
3	5.98***
4	7.18
5	8.15
6	9.10

SELECTING FROM CHART

Select 2's indicator value
Then interpolate between 2 and 3.

$$(IV_2=4.55) + (.667 * ((IV_3=5.98) - (IV_2=4.55))) = 5.50$$

$$\underline{RATE}(IV_{rate}) = \frac{3}{YEARS\ OF\ LISTING} * \frac{\sum ACCIDENT\ IN\ LISTING * 10^7}{365 * ADT}$$

$$(\frac{3}{4.5}) * (\frac{4 * 10^7}{365 * 3200}) = 22.83$$

TABLE B

Ave.Annual Rate	Indicator Value
20	10.54
21	11.01
22	11.48***
23	11.95***
24	12.42
25	12.89
26	13.36

SELECTING FROM CHART

Select 22's indicator value.
Then interpolate between 22 and 23.

$$(IV_{22}=11.48) + (.83 * ((IV_{23}=11.95) - (IV_{22}=11.48))) = 11.87$$

$$SEVERITY(IV_{severity}) = \frac{(FATALS*100)+(INJ\text{-}A*45.4)+(INJ\text{-}B*13.4)+(INJ\text{-}C*3.4)+(PDOs*1.4)}{ACCIDENT\ IN\ LISTING}$$

$$\frac{(1*100)+(0*45.4)+(3*13.4)+(1*3.4)+(7*1.4)}{4} = 38$$

TABLE D

Ave. Annual Rate	Indicator Value
35	22.12
36	22.51
37	22.89
38	23.26***
39	23.63***
40	23.99

SELECTING FROM CHART

Select 38's indicator value
Then interpolate between 38 and 39.

$$(IV_{38}=23.26)+(.35*((IV_{39}=23.63)-(IV_{38}=23.26))) = 23.39$$

$$Priority\ Index(P.I.) = IV_{Frequency} + IV_{Rate} + IV_{Severity}$$

$$P.I. = 5.40 + 11.87 + 23.39 = \underline{40.76}$$

This is the S.P.I.S. number for this site.

OREGON DEPARTMENT OF TRANSPORTATION

TRAFFIC ENGINEERING SECTION

SAFETY PRIORITY INDEX SYSTEM

Highway Name and Number.....Manual Calculation Highway #000

Beginning Mile Point.....123.45

Ending Mile Point.....123.55

Location Description.....Anywhere in Oregon

Roadside Culture.....Rural

Number of Years.....4.5 (01/01/77-06/30/81)

Average Daily Traffic.....3200

Number of Accidents.....4

Number of Fatalities.....1

Number of Severe Injuries.....0

Number of Moderate Injuries.....3

Number of Lesser Injuries.....1

Number of Vehicles involved.....7

FREQUENCY INDICATOR VALUE IS.....5.45

ACCIDENT RATE INDICATOR VALUE IS.....11.87

SEVERITY INDICATOR VALUE IS.....23.39

SAFETY PRIORITY INDEX SYSTEM VALUE IS....40.71

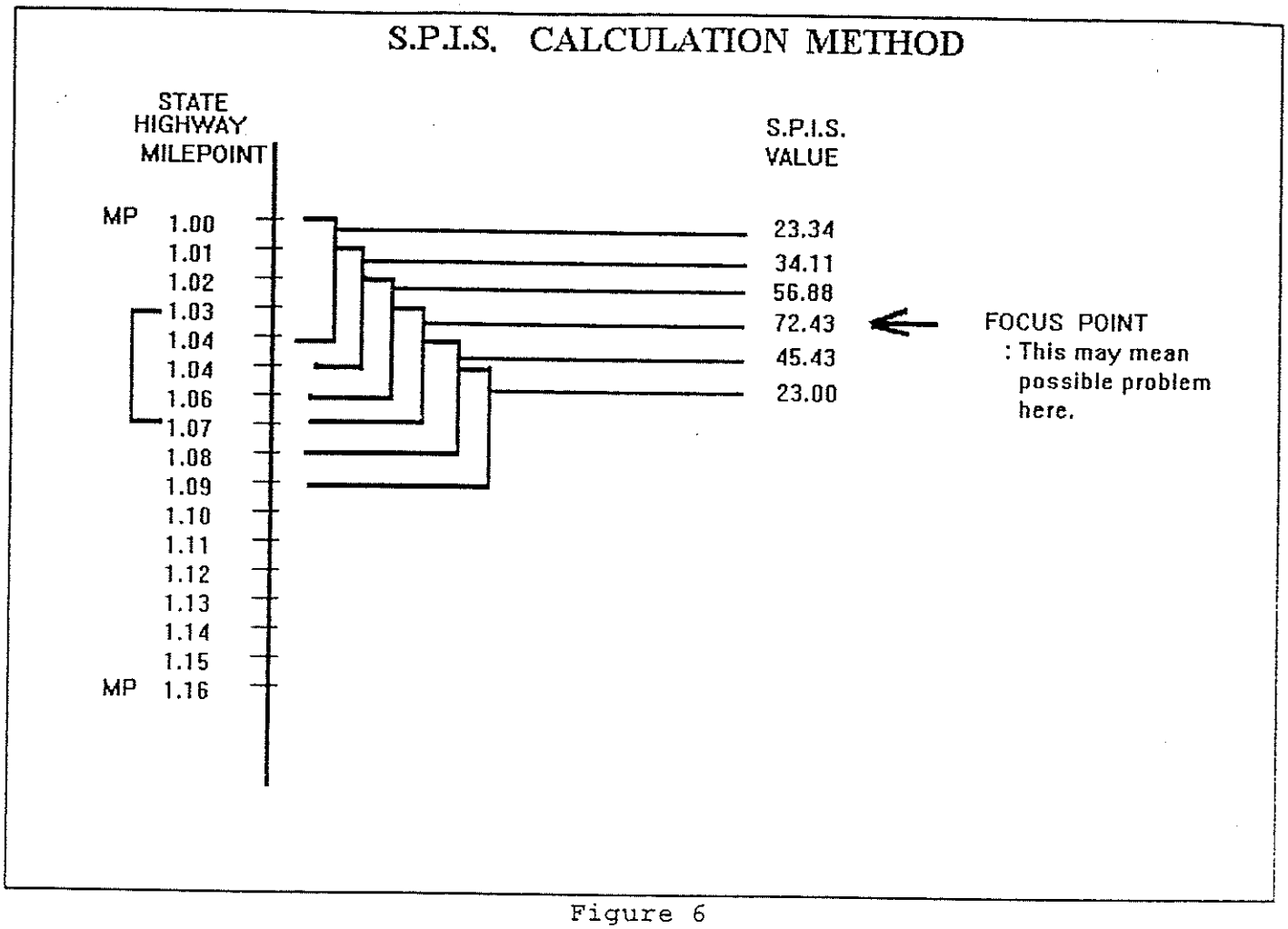

S.P.I.S. CALCULATION METHOD
STATE HIGHWAY MILEPOINT
S.P.I.S. VALUE
MP 1.00
1.01
1.02
1.03
1.04
1.04
1.06
1.07
1.08
1.09
1.10
1.11
1.12
1.13
1.14
1.15
MP 1.16
23.34
34.11
56.88
72.43
45.43
23.00
FOCUS POINT
: This may mean possible problem here.

Figure 6

SAFETY IMPROVEMENT PROJECT
CATEGORIES AND CODES RESPONSE TABLE

PROJECT CATEGORIES AND CODES

Below are a list of valid Safety Improvement Project Codes. These are not all the available codes. These codes are subject to change as Program Section adds or deletes codes to the Project Control System.

CATEGORY	CODE	DESCRIPTION
SIGNS	SN	WARNING SIGNS REGULATORY SIGNS GUIDANCE SIGNS OTHER SIGNS
SIGNALS	SIG	NEW SIGNAL INSTALLATION SIGNAL MODERNIZATION, MODIFICATION, UPGRADE
DELINEATION	DEL	GENERAL DELINEATION
	RT TURN	RIGHT TURN REFUGE
	LT TURN	LEFT TURN REFUGE
CONSTRUCTION/RECONSTRUCTION		
	G	GRADING or ALIGNMENT CURVE RECONSTRUCTION INTERSECTION/INTERCHANGE GENERAL AND MISCELLANEOUS
	PASS LN	LANE ADDITION/PASSING LANE ADDITION
	SHLD	SHOULDER WIDENING
	STR	BRIDGES
	DECK REST	DECK RESTORATION
PAVEMENT TREATMENT		
	P	PAVING
	O'LAY	OVERLAY
	PLANE	PAVEMENT PLANING
	PRES	SURFACE PRESERVATION/SKID RESISTANCE
SAFETY BARRIERS		
	GDRL	MEDIAN BARRIERS CRASH CUSHIONS GUARDRAILS
SAFETY LIGHTING		
	ILLUM	GENERAL INTERSECTIONS UNDERPASSES OTHER LIGHTING

SAFETY IMPROVEMENT PROJECT CATEGORIES AND CODES RESPONSE TABLE (cont')

CATEGORY	CODE	DESCRIPTION
SAFETY POLES AND POSTS		
	POL	BREAKAWAY SIGN POSTS UTILITY POLES
	RR	RAILROAD CROSSING AT-GRADE CROSSINGS OTHER
REMOVAL/RELOCATION OF ROADSIDE OBJECTS		
	OBJ	REMOVAL RELOCATION OTHER
OTHER		
	OTHER	FENCING MISCELLANEOUS
	NOWK	NO WORK[1]

ADDITIONAL CODES USED BY PROGRAM SECTION

CULV	CULVERT
IRRIG	IRRIGATION SYSTEM
JOINTS	REPAIR EXPANSION JOINTS
LSCP	LANDSCAPE
PCC	PORTLAND CEMENT CONCRETE
POE	PORT OF ENTRY
SW	SIDEWALK
PH	PHASE (3-PH SIGNAL)
5-PH	5 PHASE SIGNAL

[1] WHEN NO WORK IS TO BE DONE TO THE SECTION THE APPROPRIATE CODE WILL BE 'NOWK'. WHEN THIS CODE IS USED BE SURE TO INDICATE THE APPROPRIATE REASON OR SUPPORTING DOCUMENTATION.

ACCIDENT DATA SCREEN

SERIAL #1N30-0964-1 DATE OCCURRED: 11/30/91 TIME: 19

LOCATION

COUNTY YAMHILL CITY

STREET NORTH VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 2 MILEPOINT 2.21

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Fatal-vehicular

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, OFF

LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Wet ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 15 SEX: Male,Drv IF DRIVER, WHERE LICENSED OR,No lic,<25mi

VEHICLE TYPE Motorcycle DRIVER ERROR Disregarded stop sign

DRIVER ACTION Lost control of car MOVEMENT Straight ahead

CAUSE B.A.C. 0.0 EVENT Cut or ditch slope

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Killed SEATBELT USAGE Helmet,used

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1710-0644-1 DATE OCCURRED: 07/10/91 TIME: 21

LOCATION

COUNTY YAMHILL CITY

STREET WILLAMINA CR RD CROSS STREET

HWY NO. IMPACT LOCATION 2 MILEPOINT 2.89

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Non-Collision ACCIDENT CLASSIFICATION Fatal-vehicular

TRAFFIC CONTROL No control ROAD CHARACTERISTICS Curve,OFF

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 22 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR excessive speed only

DRIVER ACTION Lost control of car MOVEMENT Straight ahead

CAUSE B.A.C. .15 thru .19 EVENT Occupant fell or jumped

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 0 WO/BELTS 2 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Killed SEATBELT USAGE Not Used

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2D16-1210-1 DATE OCCURRED: 12/16/92 TIME: 15

LOCATION

COUNTY YAMHILL CITY

STREET WILLAMINA CR RD CROSS STREET

HWY NO. IMPACT LOCATION 1 MILEPOINT 2.89

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Straight,OFF

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Snow

ROAD SURFACE CONDITIONS Icy ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 61 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Skidded MOVEMENT Straight ahead

CAUSE Not improper driving EVENT Fence or building

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

ACCIDENT DATA SCREEN

SERIAL #1714-0607-1 DATE OCCURRED: 07/14/91 TIME: 17

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 7.59

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL N to S

IMPACT DETAILS

COLLISION TYPE Angle ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL No control ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 48 SEX: Male,Drv IF DRIVER, WHERE LICENSED OR,> 25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Did not have ROW

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE Did not yield ROW EVENT

VEHICLE OCCUPANTS 4 OTHER EVENT

W/BELTS 4 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1810-0697-1 DATE OCCURRED: 08/10/91 TIME: 11

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 2 MILEPOINT 7.59

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Angle ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL No control ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 24 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Did not have ROW

DRIVER ACTION Skidded MOVEMENT Straight ahead

CAUSE Did not yield ROW EVENT

VEHICLE OCCUPANTS 3 OTHER EVENT

W/BELTS 3 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3703-0665-1 DATE OCCURRED: 07/03/93 TIME: 16

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 2 MILEPOINT 7.59

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL W to N

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 26 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Did not have ROW

DRIVER ACTION Unknown or none warranted MOVEMENT Turning left

CAUSE Made improper turn EVENT

VEHICLE OCCUPANTS 3 OTHER EVENT

W/BELTS 3 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3815-0759-1 DATE OCCURRED: 08/15/93 TIME: 18

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 4 MILEPOINT 7.59

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Angle ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 24 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE None coded EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2704-0594-1 DATE OCCURRED: 07/04/92 TIME: 24

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 5 MILEPOINT 1.17

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL E to W

IMPACT DETAILS

COLLISION TYPE Pedestrian ACCIDENT CLASSIFICATION Non-fatal ped.

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Straight, ON

LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 22 SEX: Male,ND IF DRIVER, WHERE LICENSED Pedestrian

VEHICLE TYPE Pedestrian DRIVER ERROR Improperly parked, ex spee

DRIVER ACTION Pedestrian walking in street MOVEMENT Unknown or ped

CAUSE Drinking or on drugs EVENT

VEHICLE OCCUPANTS 0 OTHER EVENT

W/BELTS 0 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Injury,Major SEATBELT USAGE Unknown

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2725-0639-1 DATE OCCURRED: 07/25/92 TIME: 18

LOCATION

COUNTY YAMHILL CITY

STREET MOORES VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 1 MILEPOINT 1.53

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL NW to E

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 61 SEX: Male,Drv IF DRIVER, WHERE LICENSED OR,> 25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Disregarded stop sign

DRIVER ACTION Skidded MOVEMENT Turning left

CAUSE Passed stop sn/flasher EVENT

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 2 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Injury,Minor SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3223-0159-1 DATE OCCURRED: 02/23/93 TIME: 11

LOCATION

COUNTY YAMHILL CITY

STREET STRINGTOWN ROAD CROSS STREET

HWY NO. IMPACT LOCATION 6 MILEPOINT 2.75

DIRECTION FROM INTERSECTION: SE DIRECTION OF TRAVEL SE to NW

IMPACT DETAILS

COLLISION TYPE Rear-end ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 55 SEX: Male,Drv IF DRIVER, WHERE LICENSED OR,> 25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Failed to avoid parked veh

DRIVER ACTION Driver attention distracted MOVEMENT Straight ahead

CAUSE Improper driving EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3611-0544-1 DATE OCCURRED: 06/11/93 TIME: 17

LOCATION

COUNTY YAMHILL CITY

STREET STRINGTOWN ROAD CROSS STREET

HWY NO. IMPACT LOCATION 1 MILEPOINT 2.75

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL N to E

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 18 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Disregarded stop sign

DRIVER ACTION Unknown or none warranted MOVEMENT Turning left

CAUSE Passed stop sn/flasher EVENT

VEHICLE OCCUPANTS 0 OTHER EVENT

W/BELTS 0 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE Unknown

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1724-0627-1 DATE OCCURRED: 07/24/91 TIME: 16

LOCATION

COUNTY YAMHILL CITY

STREET STRINGTOWN ROAD CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 2.68

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL W to E

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Regulatory Sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Wet ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 49 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE None coded EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1806-0692-1 DATE OCCURRED: 08/06/91 TIME: 9

LOCATION

COUNTY YAMHILL CITY

STREET STRINGTOWN ROAD CROSS STREET

HWY NO. IMPACT LOCATION 0 MILEPOINT 2.75

DIRECTION FROM INTERSECTION: E DIRECTION OF TRAVEL E to W

IMPACT DETAILS

COLLISION TYPE Rear-end ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 18 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Failed to avoid parked veh

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE Improper driving EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2525-0399-1 DATE OCCURRED: 05/25/92 TIME: 16

LOCATION

COUNTY YAMHILL CITY

STREET STRINGTOWN ROAD CROSS STREET

HWY NO. IMPACT LOCATION 6 MILEPOINT 2.68

DIRECTION FROM INTERSECTION: N DIRECTION OF TRAVEL N to S

IMPACT DETAILS

COLLISION TYPE Rear-end ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Stop sign-int ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 43 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Failed to avoid parked veh

DRIVER ACTION Driver attention distracted MOVEMENT Straight ahead

CAUSE Followed too closely EVENT

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 2 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

ACCIDENT DATA SCREEN

SERIAL #1522-0429-1 DATE OCCURRED: 05/22/91 TIME: 13

LOCATION

COUNTY YAMHILL CITY

STREET MEADOW LAKE RD[1] CROSS STREET

HWY NO. IMPACT LOCATION 7 MILEPOINT 3.92

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL E to W

IMPACT DETAILS

COLLISION TYPE Fixed object ! ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Curve,OFF

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 47 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Avoiding maneuver MOVEMENT Straight ahead

CAUSE Not improper driving EVENT Fence or building

VEHICLE OCCUPANTS 1 OTHER EVENT Occupant fell or jumped

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Injury,Major SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3030-1088-1 DATE OCCURRED: 10/30/93 TIME: 16

LOCATION

COUNTY YAMHILL CITY

STREET MEADOW LAKE RD CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 0.34

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL W to E

IMPACT DETAILS

COLLISION TYPE Rear-end ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Bridge, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 28 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Fld decrease speed/slo veh

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE Speed too fast for cond EVENT

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 1 WO/BELTS 1 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Injury,Minor SEATBELT USAGE Not Used

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1906-0785-1 DATE OCCURRED: 09/06/91 TIME: 7

LOCATION

COUNTY YAMHILL CITY

STREET LAFAYETTE HWY CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 1.10

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL N to S

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Drivwy, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 35 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Skidded MOVEMENT Straight ahead

CAUSE None coded EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 0 WO/BELTS 1 UNKNOWN 0

INJURY DATA

INJURY SEVERITY Injury,Major SEATBELT USAGE Not Used

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2405-0269-1 DATE OCCURRED: 04/05/92 TIME: 19

LOCATION

COUNTY YAMHILL CITY

STREET NORTH VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 0.64

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL E to W

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL No control ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Cloudy

ROAD SURFACE CONDITIONS Wet ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 67 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Passing at intersection

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE Improper overtaking EVENT

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3906-0931-1 DATE OCCURRED: 09/06/93 TIME: 14

LOCATION

COUNTY YAMHILL CITY

STREET NORTH VALLEY RD CROSS STREET

HWY NO. IMPACT LOCATION 3 MILEPOINT 0.64

DIRECTION FROM INTERSECTION: CE DIRECTION OF TRAVEL W to E

IMPACT DETAILS

COLLISION TYPE Turning movemnt ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Inter, ON

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 17 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error

DRIVER ACTION Unknown or none warranted MOVEMENT Straight ahead

CAUSE None coded EVENT

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 2 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1N05-1006-1 DATE OCCURRED: 11/05/91 TIME: 16

LOCATION

COUNTY YAMHILL CITY

STREET BALLSTON ROAD CROSS STREET

HWY NO. IMPACT LOCATION 6 MILEPOINT 0.03

DIRECTION FROM INTERSECTION: S DIRECTION OF TRAVEL W to S

IMPACT DETAILS

COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Non-fatal vehic

TRAFFIC CONTROL No control ROAD CHARACTERISTICS Inter, OFF

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Rain

ROAD SURFACE CONDITIONS Wet ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 60 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Truck tractor,one trailer DRIVER ERROR Driving unsafe vehicle

DRIVER ACTION Lost control of car MOVEMENT Turning right

CAUSE Mechanical defect EVENT Cut or ditch slope

VEHICLE OCCUPANTS 2 OTHER EVENT Lost load

W/BELTS 0 WO/BELTS 2 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE Unknown

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1915-0802-1 DATE OCCURRED: 09/15/91 TIME: 13

LOCATION

COUNTY YAMHILL CITY

STREET WEST SIDE ROAD CROSS STREET

HWY NO. IMPACT LOCATION 1 MILEPOINT 0.43

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Property damage

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Curve,OFF

LIGHT CONDITIONS Daylight WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 17 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Driving too fast for condi

DRIVER ACTION Avoiding maneuver MOVEMENT Straight ahead

CAUSE Improper driving EVENT Cut or ditch slope

VEHICLE OCCUPANTS 1 OTHER EVENT

W/BELTS 1 WO/BELTS 0 UNKNOWN 0

INJURY DATA

INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2403-0149-1 DATE OCCURRED: 04/03/92 TIME: 21

LOCATION

COUNTY YAMHILL CITY

STREET WEST SIDE ROAD CROSS STREET

HWY NO. IMPACT LOCATION 7 MILEPOINT 0.45

DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL S to N

IMPACT DETAILS

COLLISION TYPE Non-Collision ACCIDENT CLASSIFICATION Fatal-vehicular

TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Curve,OFF

LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Clear

ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl

PARTICIPANTS DATA

AGE: 48 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles

VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Driving too fast for condi

DRIVER ACTION Lost control of car MOVEMENT Straight ahead

CAUSE B.A.C. .08 thru .14 EVENT

VEHICLE OCCUPANTS 2 OTHER EVENT

W/BELTS 1 WO/BELTS 1 UNKNOWN 0

ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë INJURY DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
INJURY SEVERITY Killed SEATBELT USAGE Not Used

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #3219-0207-1 DATE OCCURRED: 02/19/93 TIME: 12
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë LOCATION ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COUNTY YAMHILL CITY
STREET WEST SIDE ROAD CROSS STREET
HWY NO. IMPACT LOCATION 7 MILEPOINT 0.46
DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL N to S
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë IMPACT DETAILS ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Non-fatal vehic
TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Straight,OFF
LIGHT CONDITIONS Daylight WEATHER CONDITIONS Snow
ROAD SURFACE CONDITIONS Snowy ACCESS CONTROL No Cntrl
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë PARTICIPANTS DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
AGE: 37 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles
VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error
DRIVER ACTION Lost control of car MOVEMENT Straight ahead
CAUSE Not improper driving EVENT Cut or ditch slope
VEHICLE OCCUPANTS 2 OTHER EVENT
W/BELTS 2 WO/BELTS 0 UNKNOWN 0

ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë INJURY DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
INJURY SEVERITY No injury, PDO SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #1920-0812-1 DATE OCCURRED: 09/20/91 TIME: 3
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë LOCATION ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COUNTY YAMHILL CITY
STREET WILSONVILLE RD CROSS STREET
HWY NO. IMPACT LOCATION 1 MILEPOINT 4.15
DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL W to E
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë IMPACT DETAILS ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COLLISION TYPE Fixed object ACCIDENT CLASSIFICATION Non-fatal vehic
TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Straight,OFF
LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Clear
ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë PARTICIPANTS DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
AGE: 27 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles
VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR No error
DRIVER ACTION Avoiding maneuver MOVEMENT Straight ahead
CAUSE Not improper driving EVENT Cut or ditch slope
VEHICLE OCCUPANTS 0 OTHER EVENT Overturnd after 1st event
W/BELTS 0 WO/BELTS 0 UNKNOWN 0

ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë INJURY DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
INJURY SEVERITY Injury,Minor SEATBELT USAGE Unknown

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN

SERIAL #2827-0770-1 DATE OCCURRED: 08/27/92 TIME: 1
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë LOCATION ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COUNTY YAMHILL CITY
STREET WILSONVILLE RD CROSS STREET
HWY NO. IMPACT LOCATION 7 MILEPOINT 4.15
DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL W to E
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë IMPACT DETAILS ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COLLISION TYPE Fixed object, ACCIDENT CLASSIFICATION Non-fatal vehic
TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Curve,OFF
LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Clear
ROAD SURFACE CONDITIONS Dry ACCESS CONTROL No Cntrl
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë PARTICIPANTS DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
AGE: 28 SEX: Male,Drv IF DRIVER, WHERE LICENSED Local,25 miles
VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Driving too fast for condi
DRIVER ACTION Avoiding maneuver MOVEMENT Straight ahead

CAUSE Drinking or on drugs EVENT Pole, (power or telephone
VEHICLE OCCUPANTS 1 OTHER EVENT
W/BELTS 1 WO/BELTS 0 UNKNOWN 0

ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë INJURY DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
INJURY SEVERITY Injury,none vis SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

ACCIDENT DATA SCREEN
SERIAL #3131-0002-1 DATE OCCURRED: 01/31/93 TIME: 24
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë LOCATION ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COUNTY YAMHILL CITY
STREET WILSONVILLE RD ! CROSS STREET
HWY NO. IMPACT LOCATION 7 MILEPOINT 4.15
DIRECTION FROM INTERSECTION: ?? DIRECTION OF TRAVEL E to W
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë IMPACT DETAILS ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
COLLISION TYPE Fixed object : ACCIDENT CLASSIFICATION Fatal-vehicular
TRAFFIC CONTROL Unknown ROAD CHARACTERISTICS Curve,OFF
LIGHT CONDITIONS Dark-no lights WEATHER CONDITIONS Unknown
ROAD SURFACE CONDITIONS Unknown ACCESS CONTROL No Cntrl
ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë PARTICIPANTS DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
AGE: 33 SEX: Female,Drv IF DRIVER, WHERE LICENSED Local,25 miles
VEHICLE TYPE Passenger car,van,lt trk DRIVER ERROR Driving too fast for condi
DRIVER ACTION Driver asleep MOVEMENT Straight ahead
CAUSE B.A.C. 0.0 EVENT Tree or stump
VEHICLE OCCUPANTS 1 OTHER EVENT
W/BELTS 1 WO/BELTS 0 UNKNOWN 0

ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë INJURY DATA ëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëëë
INJURY SEVERITY Killed SEATBELT USAGE In use

N)ext P)revious T)op B)ottom Q)uit

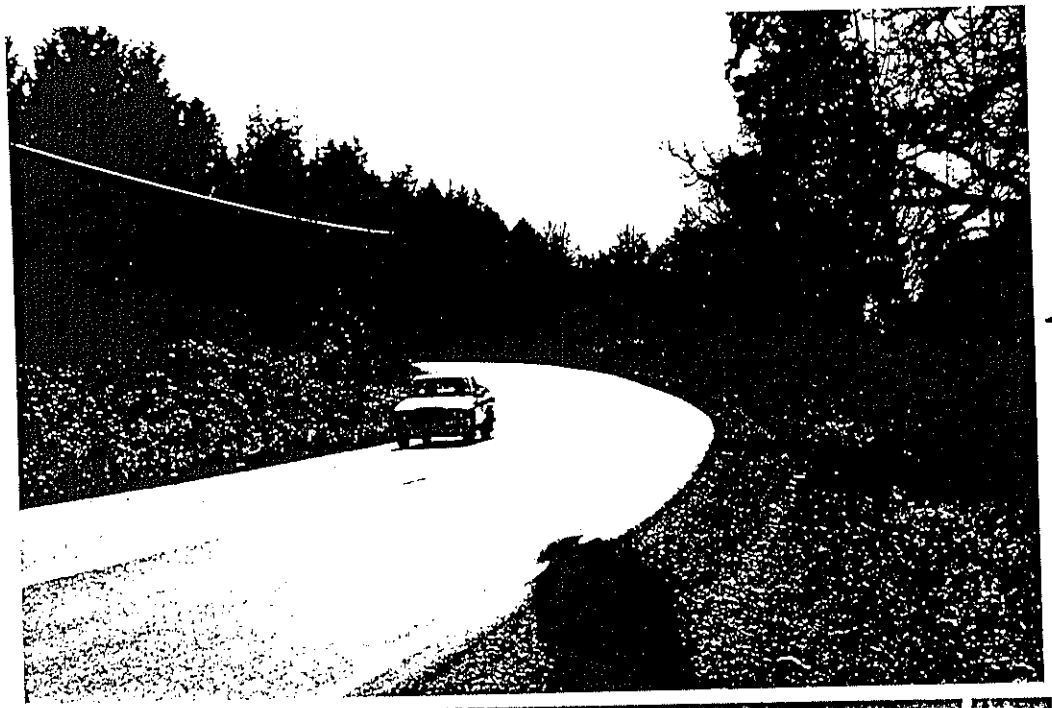
YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

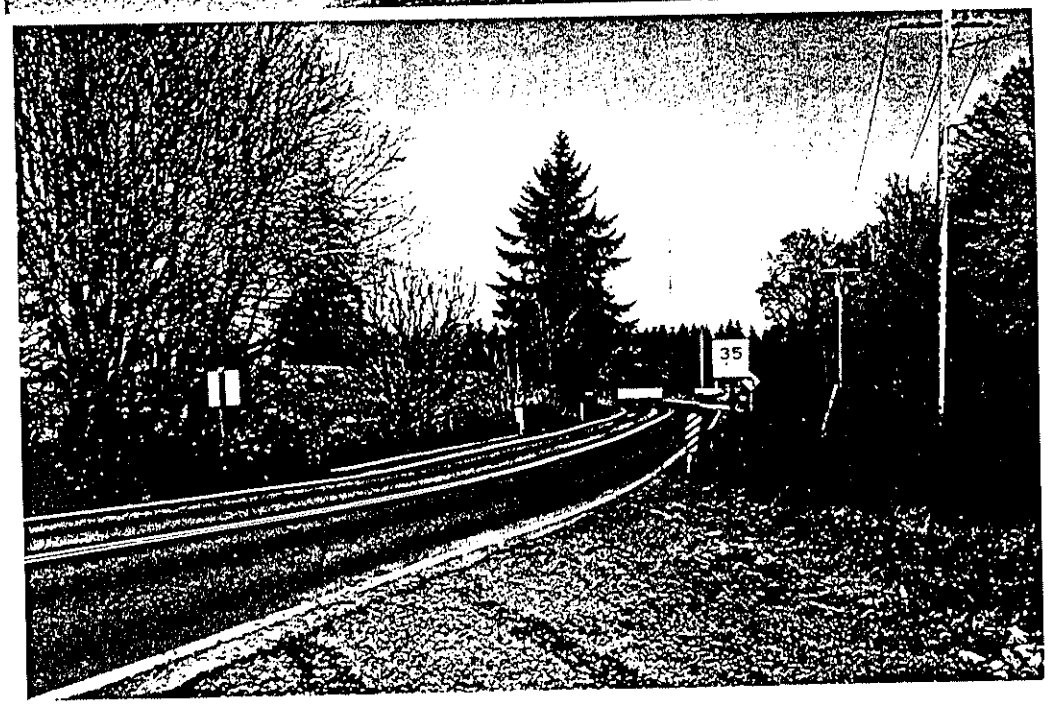
APPENDIX C

DEFICIENT LOCATIONS ON YAMHILL COUNTY ROADS

Westside Rd. North of McMinnville



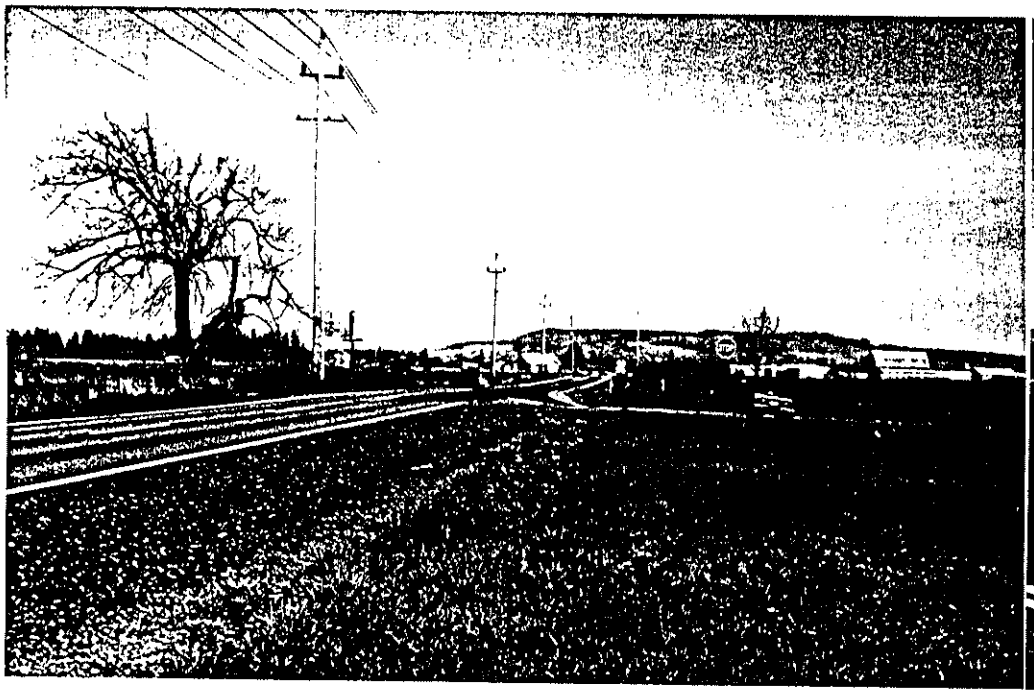
← Intersection Sign is invisible



← Remove shoulder Parking

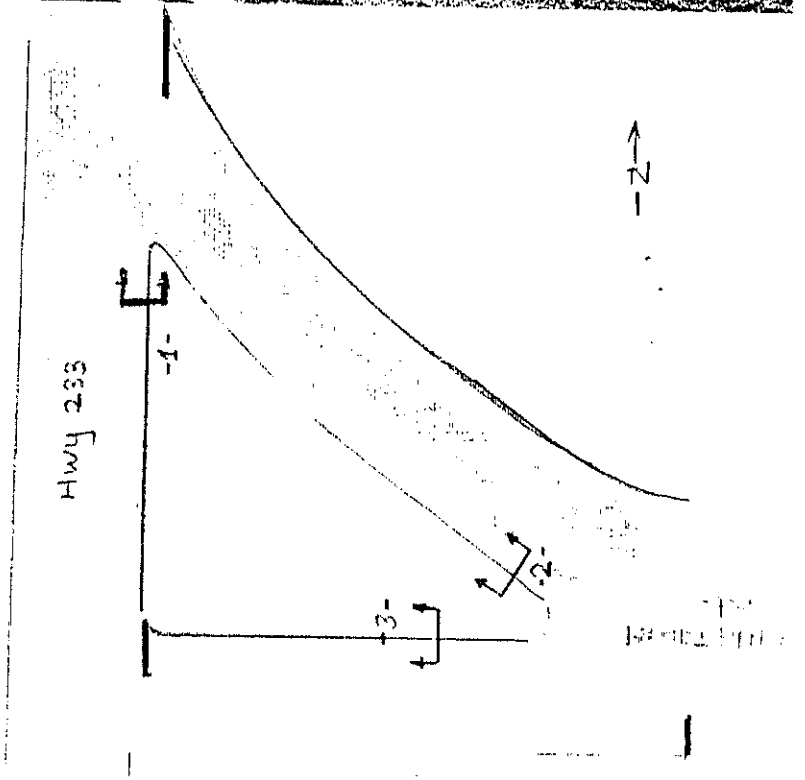
Stringtown Rd. - Hwy 233

-1-



-2-

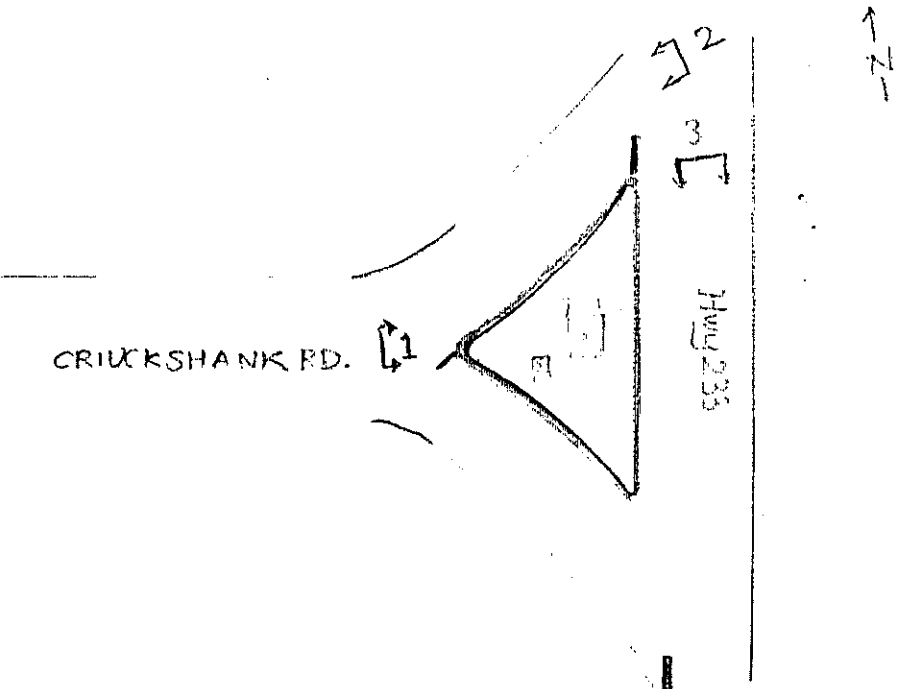
-3-



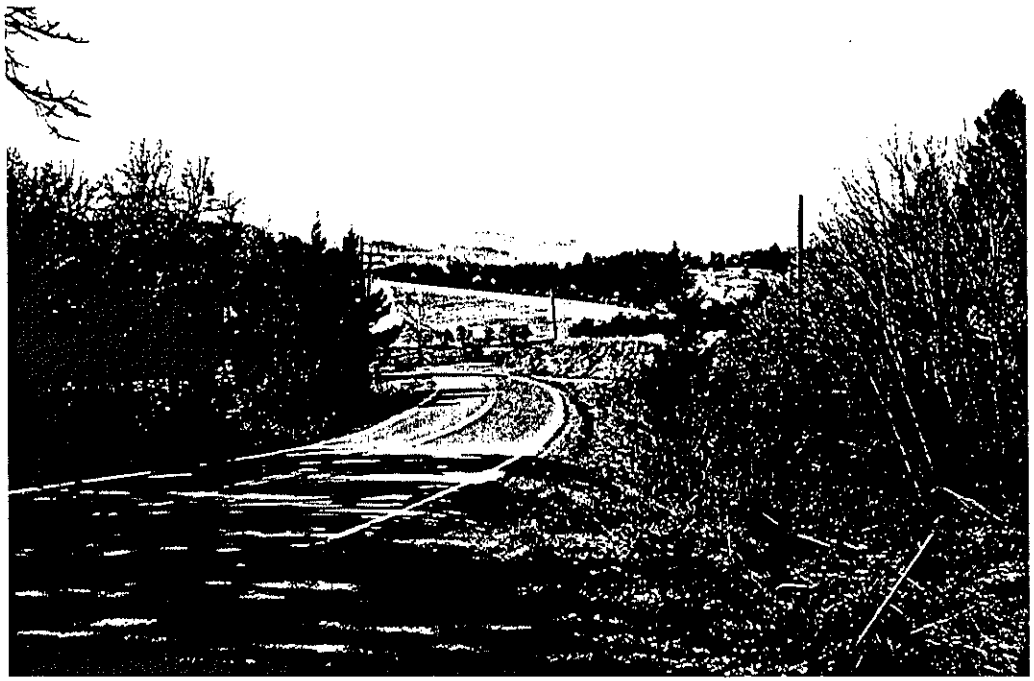
- 1 -

- 2 -

- 3 -



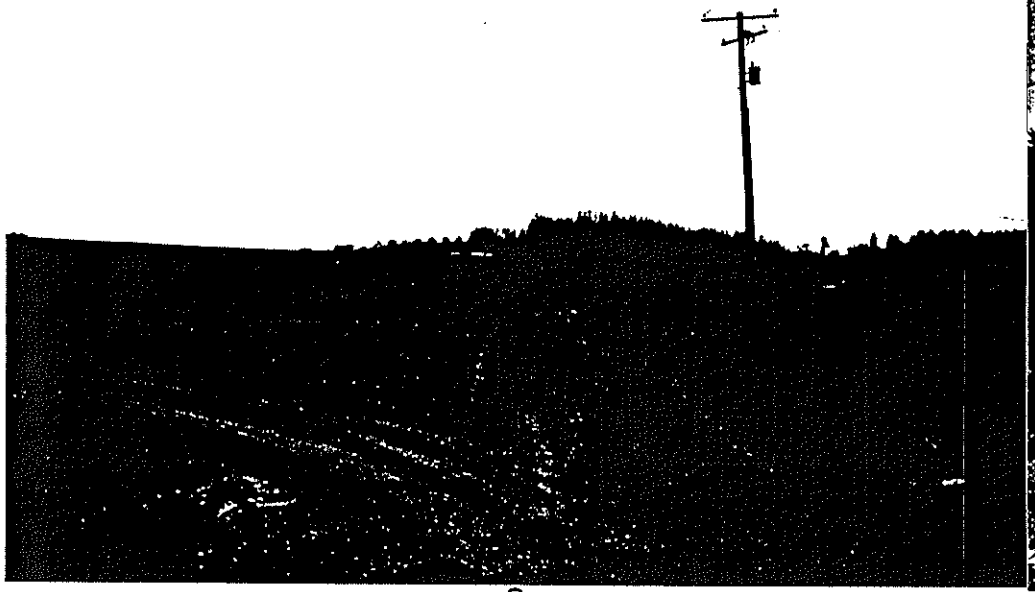
Meadow Lake Rd.
M.P. 3.92



← Need a curve Warning Sign

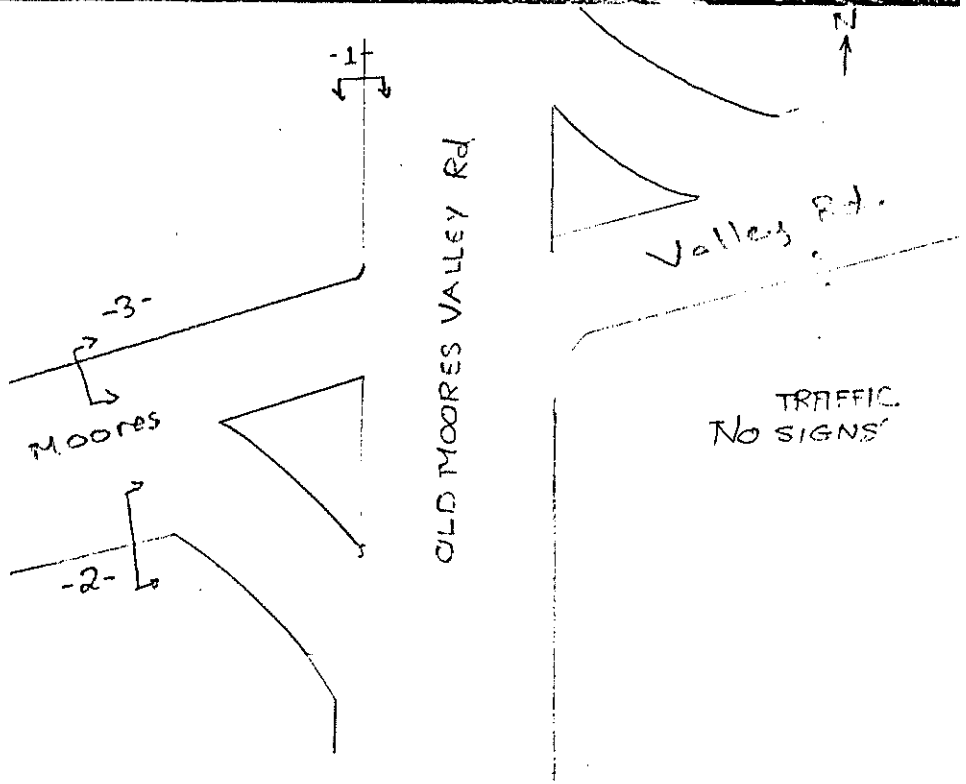
Moores Valley Rd. - Old Moores Valley Rd.

-1-



-2-

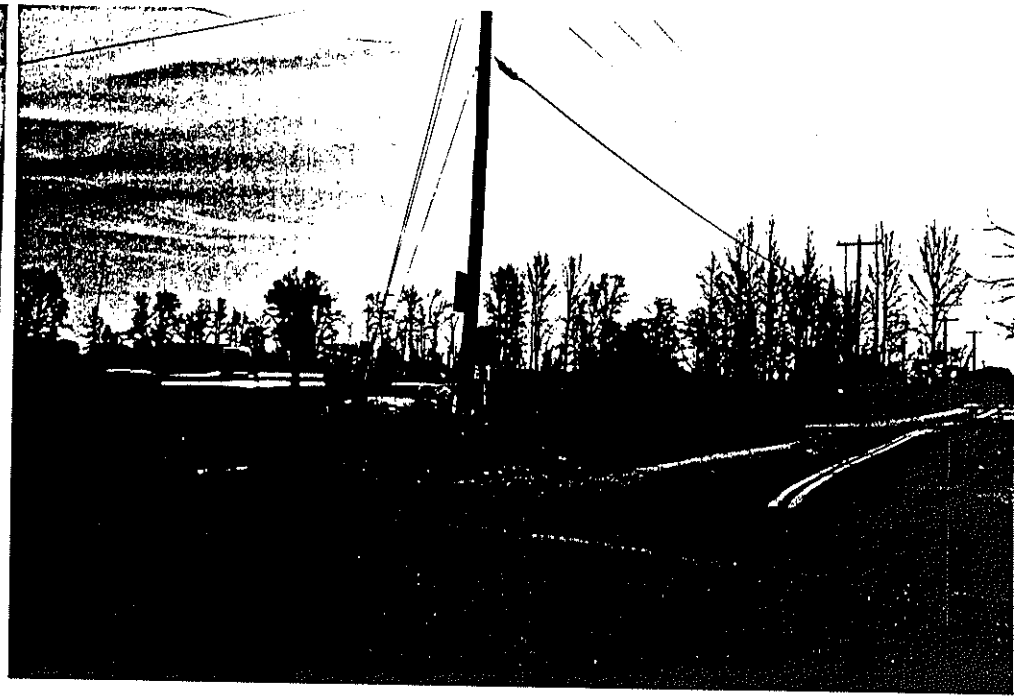
-3-

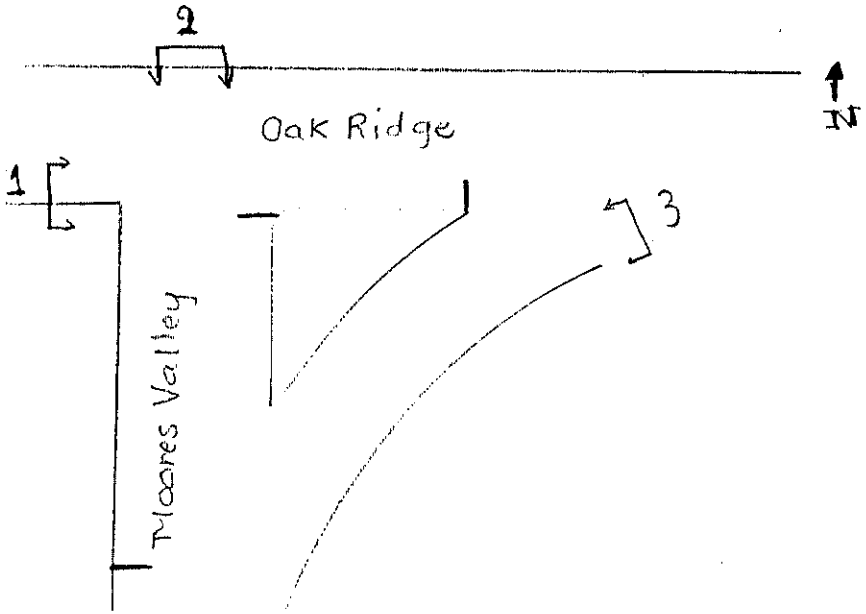


Oak Ridge - Moores Valley Rd.

-1-

-2-





YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

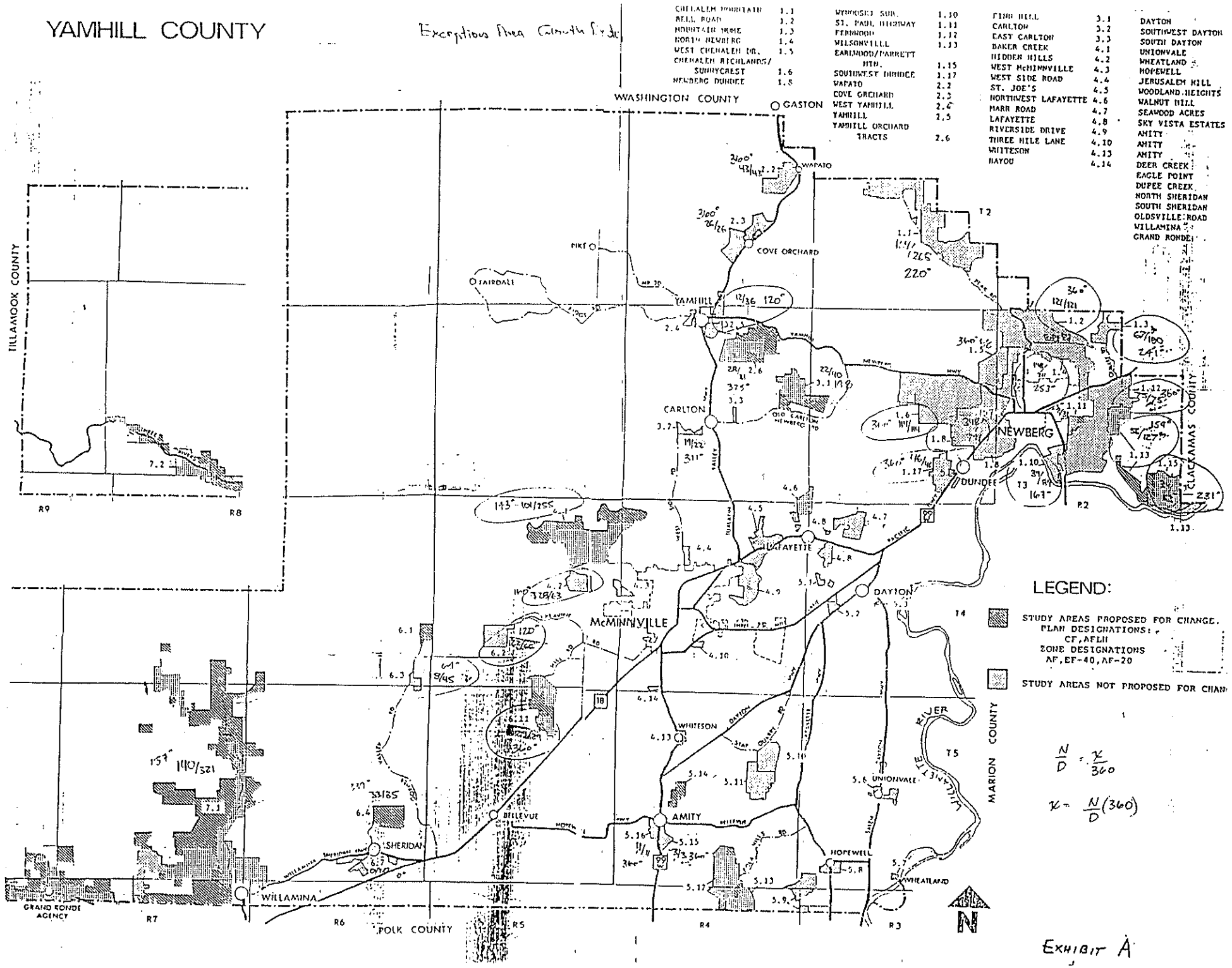
APPENDIX D

EXCEPTION GROWTH AREAS: MAP and DATA

CENSUS TRACT ZONES FOR YAMHILL COUNTY

YAMHILL COUNTY

Exception Area Growth Rate



$\frac{N}{D} = \frac{x}{360}$

$x = \frac{N}{D}(360)$

EXHIBIT A

EXCEPTIONS AREA GROWTH DATA

Area	Zone	Acres	Units	1981	1986	1990	Vacant
1.1	VLDR-5	1,344	268	104	144	164	104
1.2	AF-10	1,158	116	99	118	121	0
1.3	VLDR-2.5	250	100	56	64	67	33
1.4	AF-10 VLDR-2.5 VLDR-1	431 384 15	43 153 15	40 68 0	45 79 0	46 95 10	0 58 5
1.5	AF-10	60	6	4	5	6	0
1.6	AF-10	1004	100	102	103	114	0
1.8	AF-10 VLDR-5 VLDR-2.5 VLDR-1	493 30 870 396	49 6 348 396	39 1 212 70	41 2 214 72	41 2 231 74	8 4 117 322
1.10	VLDR-2.5	210	84	28	35	39	45
1.11	VLDR-1	31	31	2	2	2	29
1.12	AF-10	447	44	61	67	75	0
1.13	AF-10 VLDR-2.5	10 315	1 126	1 40	1 49	2 54	0 72
1.15	AF-10	513	53	29	32	34	19
1.17	AF-10 VLDR-1	342 11	34 11	27 11	33 11	35 11	0 0
2.2	AF-10	368	36	28	40	43	0
2.3	AF-10 VLDR-2.5	86 25	8 10	10 7	13 10	14 12	0 0
2.5	VLDR-2.5	90	36	11	11	12	24
2.6	AF-10	315	31	23	27	28	3
3.1	AF-10	404	40	20	21	22	18
3.2	VLDR-2.5	57	22	16	19	19	3
4.1	VLDR-2.5	639	255	75	86	101	154
4.2	VLDR-2.5	158	63	22	25	28	35

EXCEPTIONS AREA GROWTH DATA

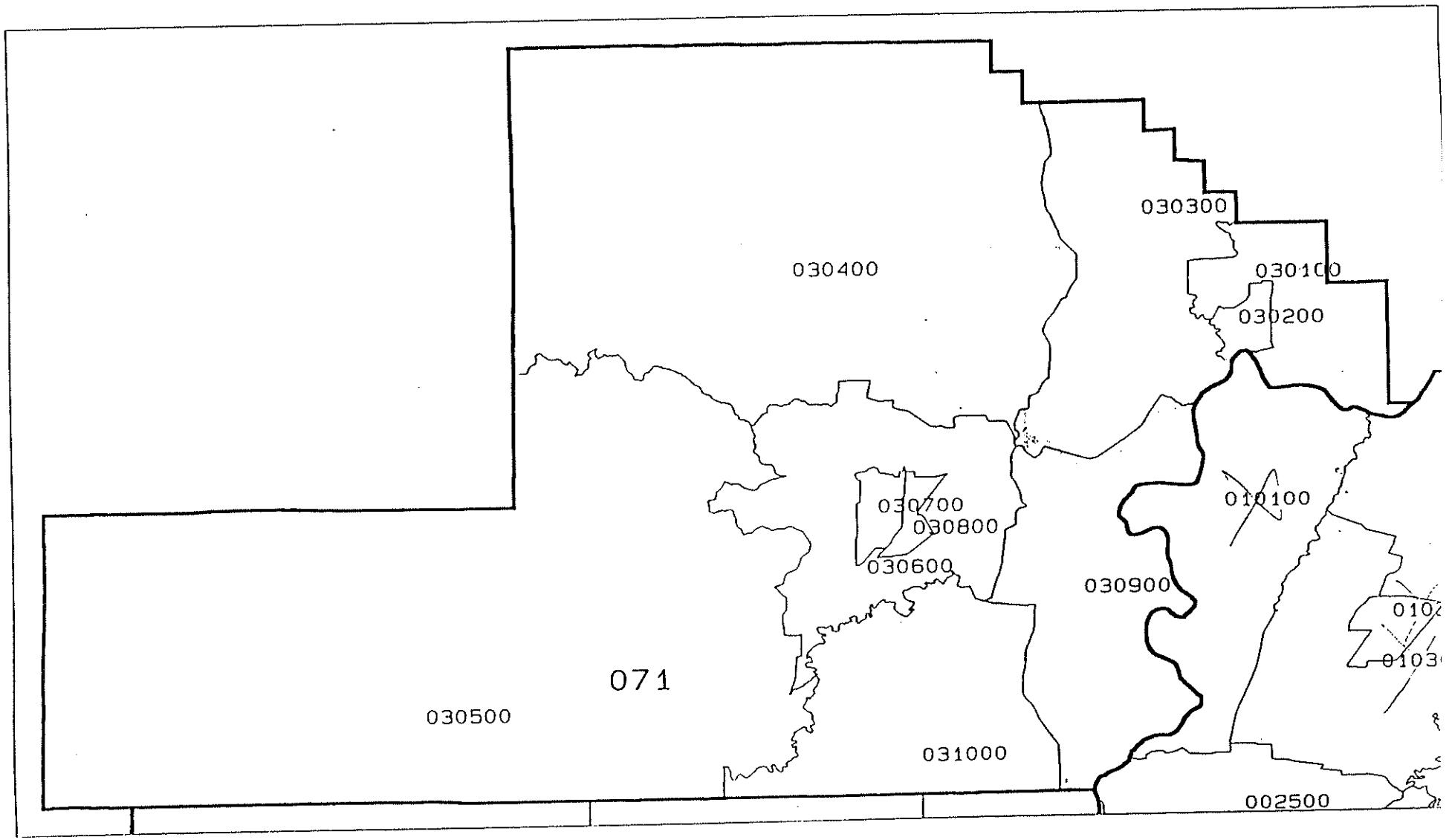
Area	Zone	Acres	Units	1981	1986	1990	Vacant
5.15	VLDR-2.5	3	1	3	3	3	0
5.16	AF-10 VLDR-2.5	40 3	4 1	3 3	4 6	5 6	0 0
6.2	VLDR-5	330	66	14	19	22	44
6.3	VLDR-5	225	45	5	8	8	37
6.4	AF-10	353	35	20	31	33	2
6.7	VLDR-2.5 VLDR-1	2.5 19	1 19	0 19	0 0	0 0	1 19
6.11	AF-10	158	15	18	26	29	0
7.1	AF-10	3214	321	115	130	140	181
7.2	AF-10 VLDR-2.5	1136 36	113 14	73 15	93 17	95 17	18 0
Totals		19,216	3893			2422	1647
1986 Totals		19,162	3823	1854	2235		1720

NOTES

1. "Acres" is the total area in that zone in that code area.
2. "Units" is the number of acres divided by the minimum lot size in the zone. This is a hypothetical number representing the total potential dwellings in the area at maximum development.
3. Each column headed by a year displays the number of dwellings in that code area at the beginning of that year, except 1990, which has an effective date of 9-1-1990.
4. "Vacant" is the hypothetical number of possible or actual parcels in the area not yet supporting a dwelling.

rhx:exepgrow.50

YAMHILL COUNTY 1990 CENSUS TRACTS



YAMHILL COUNTY

TRANSPORTATION SYSTEM PLAN

APPENDIX E

STATUTES FOR TRANSFERRING JURISDICTION OF ROADWAYS

CHAPTER 8: JURISDICTIONAL CLASSIFICATION OF ROADS

TABLE OF CONTENTS

CHAPTER 8: JURISDICTIONAL CLASSIFICATIONS OF ROADS

8.000 INTRODUCTION. Road classifications are useful to separate the various types of roads that may be under county jurisdiction. A "road" includes the entire right-of-way of any public or private road used by vehicles. The road includes structures such as tunnels, culverts and bridges that are part of the continuity of the travel way. Because county authority over roads is broad, road classifications help define county jurisdiction and distinguish degrees of county interest. A trail is a lesser public right-of-way, which may provide for public access for hiking, bicycling or other purposes but not for the kind of vehicle access that is commonly provided by a road. Programs for trail development fall under the same procedures as apply to local access roads. The classifications discussed in this chapter are related to matters of overall jurisdiction. Classifications used for design purposes are not included. Some of the statutes included in this chapter duplicate those in chapter 2 on county powers.

8.100 ROAD CLASSIFICATIONS. Under ORS 368.001 to 368.041, roads on which vehicular traffic moves may be public or private. Since private roads are located on land owned by a private individual or group, public access and use is generally restricted. Public roads, on the other hand, are roads that the public has a right to use as a matter of public record. As described in chapter 5, these roads are generally located on land owned outright by the governing body of the jurisdiction or on rights-of-way over which the public has obtained an easement.

All public roads within the county are under county jurisdiction except roads within the state highway system, federal roads, and most roads inside cities. Although ultimate jurisdiction over these excepted public roads rests in other bodies, the county may participate in their control and development by consent. Private roads outside a city may be subject to county regulation.

Public roads under county jurisdiction are either local access roads or county roads. County funds may be spent on a local access road only for work necessary to deal with an emergency or work recommended by the county road official, justified by public use, and authorized by the county governing body. However, as discussed in Chapter 3, revenue from a county road levy cannot be spent on local access roads. After a county service district is created for road purposes, voters within the district may authorize a tax levy for work on local access roads. County roads are required to be kept in appropriate repair consistent with the public's use of the road through the use of county funds. A local access road may be reclassified and become part of the county road system if it is expressly accepted as a county road by the county governing body. Under ORS 368.041, for a road to be made a county road the right-of-way must either be a minimum of 50 feet or any greater width that the county governing body establishes. A county road is reclassified as a local access road if it is withdrawn from the county road system.

In addition to the statutory classifications of county roads and local access roads, counties commonly develop functional road classifications for system design purposes, as discussed in chapter 13.

County roads inside a city that have not been transferred to city jurisdiction remain under county control. County jurisdiction over such roads may be transferred by mutual consent at the initiative of either the county or the city, using the procedure outlined in ORS 373.270. Conversely, under ORS 368.062, a city street may be transferred to the county road system by mutual consent. See chapter 11 for other matters of county-city cooperation.

8.110 STATUTES ON ROAD CLASSIFICATION

Chapter 368

County Roads

368.001 Definitions. As used in this chapter:

(1) "County road" means a public road under the jurisdiction of a county that has been designated as a county road under ORS 368.016.

(2) "County road official" means the roadmaster, engineer, road supervisor, public works director or other administrative officer designated by the county governing body as being responsible for administration of the road activities of the county.

(3) "Local access road" means a public road that is not a county road, state highway or federal road.

(4) "Owner" means a vendee under a recorded land sale contract or, if there is no recorded land sale contract, the holder of the record title of land if the vendee or holder has a present interest equal to or greater than a life estate.

(5) "Public road" means a road over which the public has a right of use that is a matter of public record.

(6) "Road" means the entire right of way of any public or private way that provides ingress to or egress from property by means of vehicles or other means or that provides travel between places by means of vehicles. "Road" includes, but is not limited to:

(a) Ways described as streets, highways, throughways or alleys;

(b) Road related structures that are in the right of way such as tunnels, culverts or similar structures; and

(c) Structures that provide for continuity of the right of way such as bridges. [1981 c.153 §2]

368.005 [Amended by 1971 c.135 §1; repealed by 1981 c.153 §79]

368.010 [Amended by 1963 c.501 §1; repealed by 1981 c.153 §79]

368.011 County authority to supersede statutes; limitations. (1) Except as otherwise provided in this section, a county may supersede any provision in this chapter by enacting an ordinance pursuant to the charter of the county or under powers granted the county in ORS 203.030 to 203.075.

(2) A county shall not enact an ordinance to supersede any of the following provisions: This section and ORS 368.001, 368.016, 368.021, 368.026, 368.031, 368.051, 368.705, 368.707, 368.710, 368.720 and 368.722. [1982 c.153 §3]

368.016 County authority over roads; limitations. (1) Except as provided in this section or as otherwise specifically provided by law, the exercise of governmental powers relating to a road within a county is a matter of county concern.

(2) A county governing body:

(a) Does not have jurisdiction over any public road that is a state highway.

(b) Shall only take action involving a local access road within a city if the city governing body consents to the action.

(c) May by resolution or order make any public road within its jurisdiction a county road.

(3) Any road that has a classification as a county road on November 1, 1981, shall retain that classification unless the classification is changed under ORS 368.026 or as otherwise provided by law.

(4) A county governing body may seek assistance from the State Highway Engineer as provided under ORS 366.155. [1981 c.153 §4]

368.021 County authority over trails. (1) A county governing body has the same jurisdiction over trails as it has over local access roads.

(2) This section applies to trails that:

(a) Are easements over land or by water course that are not part of a road right of way;

(b) Provide certain forms of ingress to or egress from land or water or permit travel between places;

(c) Do not provide vehicle access of the type provided by a road; and

(d) Are not under the jurisdiction of a state or federal agency. [1981 c.153 §5]

368.026 Withdrawal of county road status; report; notice; hearing. (1) A county governing body shall use the following procedure to withdraw county road status from a portion of a county road that is outside a city:

(a) The county governing body may initiate proceedings by having the county road official prepare a report stating reasons for the proposed withdrawal and the effects the proposed

withdrawal may have on land abutting the county road proposed to be withdrawn.

(b) The county governing body shall fix a date for a hearing on the withdrawal.

(c) The county governing body shall provide for notice of the hearing on the proposed withdrawal to be served on owners of land abutting the portion of county road proposed to be withdrawn. Notice shall be served in the manner provided under ORS 368.401 to 368.426.

(d) Any interested person shall have access to the report prepared by the county road official under this section from a day not less than 20 days prior to the date of hearing.

(e) At the hearing, the county governing body shall accept the report of the county road official prepared under this section and shall accept testimony from persons favoring or objecting to the proposed withdrawal.

(f) After completion of the procedures under this section, the county governing body may retain the portion of county road as a county road or may by order or resolution declare county road status withdrawn from all or part of the portion of the road under consideration.

(2) The withdrawal of county road status from any county road that is within a city is subject to ORS 373.270.

(3) If a county governing body withdraws county road status from a portion of a county road, the road shall continue to be a public road. [1981 c.153 §6]

368.031 County jurisdiction over local access roads. A local access road that is outside a city is subject to the exercise of jurisdiction by a county governing body in the same manner as a county road except as follows:

(1) A county and its officers, employees or agents are not liable for failure to improve the local access road or keep it in repair.

(2) A county governing body shall spend county moneys on the local access road only if it determines that the work is an emergency or if:

(a) The county road official recommends the expenditure;

(b) The public use of the road justifies the expenditure proposed; and

(c) The county governing body enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program. [1981 c.153 §7]

368.036 Standards for county roads and road work. (1) County roads and work performed on county roads shall comply with specifications and standards, including standards for width, adopted by the county governing body. If the county governing body does not have specifications for work performed on county roads, the work shall comply with standards and specifications adopted by the Department of Transportation.

(2) If a county governing body provides for work to be performed on a local access road, the standards for the road or specifications for work performed on the road may differ from standards and specifications for county roads, but the county governing body shall provide for the work to be performed in the same manner as it provides for work to be performed on county roads. [1981, c.153 §8]

368.041 Widths of county roads; maintenance of designated roads as county roads. (1) Unless otherwise provided under ORS 368.036, a public road that is designated as a county road after August 2, 1951, shall be 50 feet or any greater width the county governing body establishes. The proposed width shall be stated in all petitions or notices that initiate consideration of the designation of a road as a county road. The width established for a road shall be stated in orders or resolutions accepting the road as a county road under ORS 368.016.

(2) After a resolution or order designating a public road as a county road is final, the county shall maintain the public road as a county road. [Formerly 368.415]

368.062 Transferring road within city to county jurisdiction. (1) Jurisdiction over a road within a city may be transferred to a county under this section whenever:

(a) The governing body of the city deems it necessary, expedient or for the best interest of the city to surrender jurisdiction over any road or portion thereof within the corporate limits of the city; and

(b) The governing body of the county deems it necessary or expedient and for the best interests of the county to acquire jurisdiction over the road or part thereof to the same extent as it has over other county roads.

(2) To initiate a proceeding for the transfer of jurisdiction under this section, the governing body of the city upon its own motion or upon the request of the county by its governing body, shall give notice by:

(a) Posting in three public places in the county, one of which shall be within the unincorporated area of the county; or

(b) Publishing the notice once a week for four successive weeks in some newspaper of general circulation in the city.

(3) Notice under this section shall give the time and place of hearing and a succinct statement of the proposed action requested and describing the road or portion thereof proposed to be surrendered by the city to the county with convenient certainty.

(4) At the time and place mentioned in the notice under this section or at such adjournment as it may fix, the governing body of the city shall hear the matter, consider any objections or testimony offered by any person interested and determine whether it is necessary, expedient or for the best interests of the city to surrender jurisdiction over the road or portion thereof to the county.

(5) If the governing body of a city determines to surrender jurisdiction under this section and initiates action under this section:

(a) The governing body of the city shall make an order to that effect and offer to the county to surrender jurisdiction over the road or portion thereof, and may limit the time for the acceptance of the offer; and

(b) The county by order or resolution may within the time specified accept the city offer to surrender jurisdiction under this section.

(6) If a county governing body determines to initiate action under this section for the surrender of jurisdiction by a city over a road within a city:

(a) The county governing body may initiate the action by passage of a resolution or order that requests surrender and that may set any time or other limitations upon acceptance by the county of the surrender; and

(b) The governing body of the city may surrender jurisdiction of the road without further action by the county if the governing body of the city adopts an order surrendering the road that meets the limitations established by the county in its order or resolution.

(7) When a county adopts an order or resolution accepting a city's order and offer under subsection (5) of this section or when the governing body of a city adopts an order meeting the limitations established by the county under subsection (6) of this section:

(a) The jurisdiction of the city over the road or portion thereof as a road within the city, or for its improvement, construction or repair shall cease;

(b) The full and absolute jurisdiction over the road for all purposes of repair, construction, improvement and the levying and collection of assessments therefor shall vest in the county; and

(c) The county shall have the same jurisdiction over the road or portion thereof as by its charter or the laws of the state are given or granted it over any of the county roads of such county.

(8) This section is applicable to all roads within a city, whether acquired by the city or the public by condemnation, defective condemnation and user, user or prescription or in any manner provided by law or in which the easement for road purposes is in the public. [1989 c.220 §2]

Chapter 373

Roads and Highways Through Cities

373.270 Transferring jurisdiction over county roads within cities. (1) Jurisdiction over a county road within a city may be transferred under this section whenever:

(a) The county governing body deems it necessary, expedient or for the best interest of the county to surrender jurisdiction over any county road or portion thereof within the corporate limits of any city; and

(b) The governing body of the city deems it necessary or expedient and for the best interests of the city to acquire jurisdiction over the county road or part thereof to the same extent as it has over other public streets and alleys of the city.

(2) To initiate a proceeding for the transfer of jurisdiction under this section, the county governing body, upon its own motion or upon the request of the city by its governing body, shall give notice by:

(a) Posting in three public places in the county, one of which shall be within the limits of the city; or

(b) Publishing the notice once a week for four successive weeks in some newspaper of general circulation in the county.

(3) Notice under this section shall give the time and place of hearing and a succinct statement of the proposed action requested and describing the road or portion thereof proposed to be surrendered by the county to the city with convenient certainty.

(4) At the time and place mentioned in the notice under this section or at such adjournment as it may fix, the county governing body shall hear the matter, consider any objections or testimony offered by any person interested and determine whether it is necessary, expedient or for the best interests of the county to surrender jurisdiction over the county road or portion thereof to the city.

(5) If a county governing body determines to surrender jurisdiction under this section and initiates action under this section:

(a) The county governing body shall make an order to that effect and offer to the city to surrender jurisdiction over the county road or portion thereof, and may limit the time for the acceptance of the offer; and

(b) The city by appropriate municipal legislation may within the time specified accept the county order and offer to surrender jurisdiction under this section.

(6) If a city governing body determines to initiate action under this section for the surrender of jurisdiction by a county over a county road:

(a) The city governing body may initiate the action by passage of appropriate municipal legislation that requests surrender and that may set any time or other limitations upon acceptance by the city of the surrender; and

(b) The county governing body may surrender jurisdiction of the county road without further action by the city if the county governing body adopts an order surrendering the county road that meets the limitations established by the city in its legislation.

(7) When a city adopts appropriate municipal legislation accepting a county governing body's order under subsection (5) of this section or when a county governing body adopts an order meeting city legislation under subsection (6) of this section:

(a) The jurisdiction of the county over the county road or portion thereof as a county road, or for its improvement, construction or repair shall cease;

(b) The full and absolute jurisdiction over the road for all purposes of repair, construction, improvement and the levying and collection of assessments therefor shall vest in the city; and

(c) The city shall have the same jurisdiction over the road or portion thereof as by its charter and the laws of the state are given or granted it over any of the public streets and alleys of such city.

(8) This section is applicable to all county roads, whether acquired by the county or the public by condemnation, defective condemnation and user, user or prescription or in any manner provided by law or in which the easement for road purposes is in the public. [Amended by 1981 c.153 §73]

8.120 CITATIONS ON ROAD CLASSIFICATIONS

Cole v. City of Seaside, 93 Or. 65 (1919): A city may not assume control of a county road within its limits unless the county surrenders authority over the road following procedures prescribed by ORS 373.270.

44 Or. Att'y Gen. Op. 20 (1983): confirms Cole v. Seaside, above. Unless a county formally transfers jurisdiction over a county road to a city pursuant to 373.270, city authority over county roads within its city limits is very limited.

Willet v. City of West Linn, 42 Or. 662 (1933): Transfer of county road jurisdiction from the county to a city may be made only on acceptance of the county's offer by the city.

44 Or. Att'y Gen. Op. 85 (1984): When a county withdraws county road status from a portion of county road, the road remains a public road.

8.200 FOREST ROADS. ORS 376.305 to 376.390 provide that any logging operator, after applying to the county having jurisdiction over a forest road, may become a forest road contractor and assume responsibility for the improvement or maintenance of the forest road described in the application. A forest road is any county road or local access road outside a city that leads to timber. Before beginning to work on a contract under ORS 376.305 to 376.390, the forest road contractor is required to be bonded and insured.

The contract between the county and the logging operator must describe the work to be done. The county road official is to supervise all work done under a forest road contract. Once the work is completed, other logging operators may use the forest road under an approved cost-sharing arrangement. The general public retains the right to use all contract forest roads.

8.210 STATUTES ON FOREST ROADS

Chapter 376

Ways of Necessity; Special Ways; Pedestrian Malls

376.305 Policy and purpose of Act. (1) It is declared that a substantial part of the forest resources of this state are now left unharvested and are lost by reason of the excessive cost of transportation thereof to market; that substantial forest areas can be economically managed, harvested and the products thereof transported to market only by use of certain county and public roads which the counties of this state are unable to construct, improve and maintain so as to enable their safe and economical use for such purposes.

(2) It is declared to be the public policy of this state to conserve and develop its natural resources, to encourage and facilitate the transportation of products of the forest and the salvage and utilization of such products now being wasted, and to develop and improve certain county and other public roads for such purposes.

376.310 Definitions for ORS 376.305 to 376.390. As used in ORS 376.305 to 376.390:

(1) "Forest road" means any county or public road, or part thereof, outside the corporate limits of a city, which is within or extends into or toward a mountainous or timbered area, and which is under the control and supervision of a county court of this state.

(2) "Contract forest road" means a forest road improved or maintained pursuant to a contract made under ORS 376.305 to 376.390.

(3) "Logging operator" means any person having the right to cut and remove timber or forest products in this state, or who is engaged or desirous of engaging in this state in the transportation of forest products, by motor vehicle, to market or processing plant.

(4) "Forest road contractor" means a logging operator who has entered into a contract under ORS 376.305 to 376.390 to improve or maintain, or improve and maintain, a contract forest road.

(5) "Motor vehicle" includes any motor vehicle with or without a trailer or semitrailer.

(6) "Person" means any person, firm or corporation, or group or combination thereof.

376.315 Application to become forest road contractor. (1) Any logging operator desiring to become a forest road contractor may make application to the county court having jurisdiction and control over a forest road, to improve or maintain, or improve and maintain, such road.

(2) The application shall set forth:

(a) A description of the road and the termini thereof.

(b) If the applicant proposes to improve the road, a general statement of the improvements proposed to be made.

(c) If the applicant proposes to maintain the road, a general description of the maintenance work proposed to be done.

(3) The application shall be verified and signed by the applicant and filed in the office of the county clerk, together with an affidavit showing service thereof, either personally, by registered mail or by certified mail with return receipt, on the Public Utility Commission and on the Department of Transportation. [1991, c.249 §29]

376.320 Hearing on application; posting, publishing, serving and proof of notice. (1) The county court shall:

(a) Fix a date for hearing the application.

(b) Cause a notice of the hearing to be posted at the place where the county court sessions are held and at three public places in the vicinity of the forest road specified in the application, for at least 30 days immediately prior to the date set for hearing.

(c) Cause notice of the hearing to be published in a newspaper published in the county and having general circulation therein, but if there is no such newspaper published in the county, then in any newspaper having general circulation in the county, for not less than once a week for two weeks immediately prior to the date set for the hearing.

(2) A copy of the notice shall be served personally, by registered mail or by certified mail with return receipt on the Public Utility Commission and on the Department of Transportation at least 15 days prior to the date set for hearing.

(3) Proof that the notice has been posted and served shall be made by affidavit and filed in the proceeding. [1991 c.249 §30]

376.325 Signing and contents of notice. The notice of hearing shall be signed by the county clerk and shall state:

(1) The date the application was filed.

(2) The name of the applicant.

(3) The description of the forest road proposed to be improved or maintained, or both.

(4) The proposal for improvement or maintenance, or both, as set forth in the application.

(5) The time and place of hearing.

(6) That all persons interested may appear and be heard for or against the application.

376.330 Order approving application; service of order. After the hearing, the county court may, in its discretion, approve or disapprove the application. If the application is approved, a copy of the approving order together with a copy of the findings of the county court shall be served by the county clerk by registered mail or by certified mail with return receipt within 10 days after the order is made, upon the Public Utility Commission and the Department of Transportation. The county clerk shall file in the proceeding his certificate of such service. [1991 c.249 §31]

376.335 Contracting with applicant. Any county court that has approved any such application may contract with the applicant, in accordance with ORS 376.305 to 376.390, and without advertisement for bids, for the improvement or maintenance, or both, of the forest road described in the application. The terms of the contract as to specifications of the work shall not be limited by the proposal for improvement or maintenance as contained in the application.

376.340 Bond and insurance of forest road contractor. (1) Before execution of any contract under ORS 376.305 to 376.390, the forest road contractor shall execute and file with the county clerk a performance bond in an amount to be fixed by the county court.

(2) The forest road contractor shall furnish, and have in force during the entire term of the contract, public liability and property damage insurance covering the operation and the operation of agents and subcontractors of the forest road contractor in the improvement, maintenance and use of the contract forest road in any amount that may be fixed in the contract, but the public liability insurance shall be for an amount of not less than $50,000 for bodily injuries to or death of one person and, subject to that minimum amount for each person, not less than $100,000 for bodily injuries to or death of more than one person in any one accident, and the property damage insurance shall be for an amount of not less than $5,000 for injury to or destruction of property in any one accident. [Amended by 1953 c.370 §5; 1957 c.650 §14; 1983 c.740 §121]

376.345 Contents of forest road contract. Every contract entered into pursuant to ORS 376.305 to 376.390 shall:

(1) Describe the road and the termini thereof.

(2) Specify the width of the roadbed and contain reasonably complete specifications, prepared by the county roadmaster or other competent person, of the improvement and maintenance work to be done.

(3) Specify the time within which the improvement work other than maintenance shall be completed.

(4) Contain such provisions pertaining to maintenance as may be agreed upon by the parties.

(5) Obligate the forest road contractor to furnish all labor and materials required for the work he has contracted to do.

(6) Provide that the same rights and privileges on the contract forest road as are available to the forest road contractor are available to any other logging operator:

(a) Upon approval by the county court;

(b) Upon his furnishing insurance as provided in ORS 376.340;

(c) Upon his reimbursing the forest road contractor for an equitable portion of the construction costs, if any, borne by the forest road contractor; and

(d) Upon his equitable sharing with the forest road contractor in the costs of maintaining the road, provision being made for either the specific rates therefor per 1,000 feet board measure of timber or equivalent of forest products transported over the road or, in the alternative, a formula for determining such rates with a provision for arbitration, in accordance with ORS 33.210 to 33.340, in the event of disagreement between the forest road contractor and another logging operator respecting the application of the formula.

376.350 Filing copies of forest road contract. One copy of the contract shall be filed with the county clerk, one with the Public Utility Commission and one with the Department of Transportation.

376.355 Limitations on using motor vehicles to transport forest products over forest road; regulations and permits for crossing state highways. (1) During such term as may be specified in the contract, the forest road contractor and his agents and subcontractors have the right and privilege to:

(a) Use and operate over the contract forest road, motor vehicles limited as to wheel base, weights, dimensions, tire widths and tire surfaces only as specified in the contract.

(b) Transport forest products upon such motor vehicles over the road, with loads limited as to gross weights, axle load weights, tire load weights, and load dimensions and heights only as specified in the contract.

(2) Whenever any forest road contractor operates any motor vehicle having a size or weight prohibited by or in excess of the limitations contained in any law pertaining to state highways, on a contract forest road which crosses a state highway, the Department of Transportation may adopt rules and regulations and issue permits for said motor vehicle to cross said state highway in the use of such contract forest road. Such rules and regulations and such permits may include, but need not be limited to, provisions for reinforcing and strengthening the highway and for the installation of signs and signals, and such other requirements as the Department of Transportation may deem necessary for the preservation of the highway and for the safety and best interest of the public. All construction and installations under such permits shall be under the supervision of the Department of Transportation and at the expense of the forest road contractor. [Amended by 1953 c.370 §5]

376.360 Signs giving notice of certain vehicles on forest road. In the event the forest road contractor is authorized by the provisions of the contract to operate vehicles or combinations of vehicles, including any load thereon, of any size or description not otherwise authorized by law, the county court shall erect and maintain signs giving notice thereof in a conspicuous manner and placed at each end of the forest road or section of forest road covered by the contract, and at such other places as may be necessary to inform and warn the public.

376.365 Persons having rights under forest road law and contract. During the term of the forest road contract, all exemptions, privileges and rights granted or provided for by ORS 376.305 to 376.390, and by the provisions of the contract made pursuant thereto, are limited to the forest road contractor, his agents and subcontractors, and to such other logging operators as may meet the provisions required to be included in the contract by ORS 376.345 (6). This section does not however, prevent the use of the forest contract road by the general public. [Amended by 1953 c.370 §5]

376.370 Supervision over forest road work by roadmaster. (1) All improvement and maintenance work done pursuant to a forest road contract shall be under the supervision of the county roadmaster of the contracting county.

(2) On request of the forest road contractor, the county roadmaster shall inspect any completed segment of the contract forest road, and if he determines the work to be in compliance with the contract he shall approve the completion in writing, deliver a copy of the approval to the contractor and file a copy with the county clerk. Except in case of fraud, the approval of the county roadmaster shall be conclusive proof that the work approved is in compliance with the contract.

376.375 Contract liability of forest road contractor. The liability of any forest road contractor for failure to improve or maintain the contract forest road or any bridge or culvert thereon in accordance with the contract is limited to the contracting county.

376.380 Assignment of forest road contract. Any forest road contractor may assign the forest road contract in its entirety, with approval of the contracting county court and not otherwise. A copy of each assignment shall be filed with the county clerk. A copy of the assignment together with a copy of the resolution of the county court approving the assignment shall be delivered or sent by registered mail or by certified mail with return receipt to the Public Utility Commissioner and the Department of Transportation. [1991 c.249 §32]

376.385 Paying over fines, penalties and forfeited bail to county treasurer. All fines and penalties collected, or bail forfeited, under ORS 376.990, shall be paid by the court or judicial officer collecting the same to the county treasurer of the county within which the violation occurred. The county treasurer shall credit moneys so received to the general road fund of the county. [1991 c.67 §92]

376.390 Payment of taxes and fees by forest road contractor. Nothing in ORS 376.305 to 376.390 relieves the forest road contractor or his agents or subcontractors from payment of any taxes or fees prescribed by law, except that, with respect to a motor vehicle operated upon a contract forest road by a forest road contractor, his agent or subcontractor, the road tax mileage fees prescribed by ORS 767.815 to 767.830 shall be assessed upon the declared combined weight of the motor vehicle or 76,000 pounds, whichever is less. [Amended by 1953 c.370 §5]

8.500 IDENTIFYING THE COUNTY ROAD SYSTEM. As provided by ORS 368.016, a county governing body may "by resolution or order make any public road within its jurisdiction a county road," and any road classified as a county road on November 1, 1981 retains that classification until changed.

The 1981 overhaul of the road laws included deletion of several statutes that probably were responsible for placing certain roads on the county road system. For example, the following are among the statutes repealed:

1. ORS 368.420 stated that all territorial roads are county roads.

2. ORS 203.120(12) stated that roads to certain cemeteries are county roads.

3. ORS 382.275 stated that a county had the duty to maintain bridges constructed at its sole expense.

These and other previous statutes, as well as the long evolutionary history of county roads, may leave public roads on the county road system that do not fit the road classification policy of a particular county. See also the reference to 34 Or. Att'y Gen. Op. 868 in section 2.120. The procedures for withdrawing roads from the county road system and for adding roads to the system are available to adjust the present classifications. If for some reason the county does not have a clear record of its county road system, a descriptive list of all the roads that are on the county road system (including bridges) may be adopted.

If the county wants to continue prior road care activities on some of the roads that are not on the county road list, it can follow the procedures of ORS 368.031 to identify this local access road care program. To avoid future uncertainty, any local access road care program that is a continuing program could expressly establish a time period or circumstance that would terminate the program or otherwise provide a clear identification that the roads involved are local access roads. Preparation of descriptive criteria may be helpful in determining which roads should be "county roads" and which should be "local access roads".

8.504 ADDING TO THE COUNTY ROAD SYSTEM. A road is added to the county road system by an order or resolution of the county governing body. Most additions to the county road system fall within one of three groups:

1. Constructing a new major trafficway;

2. Upgrading an existing trafficway; or

3. Improving a subdivision street to standards for maintenance as a county road.

8.506 TRAFFICWAYS. Sometimes an off-setting withdrawal of some roadway may be warranted when a county road has been added to the system through new or upgraded construction of a trafficway. The opportunity for withdrawal may be greatest if adding the new county road and withdrawal of the road then relieved of traffic occur as part of a single program.

8.508 SUBDIVISION STREETS AND THE COUNTY ROAD SYSTEM. Some counties follow a practice of adding subdivision streets to the county road system if the streets are constructed to permanent subdivision street standards. The following are among the reasons for this practice.

- The subdivider is expected to finance the improvement of the street and county assurance of maintenance is an added incentive for the subdivider to make the improvements to county standards. This may have been particularly important during the period when counties were first implementing subdivision street standards. Today most county subdivision regulations require improved streets, and subdividers expect to have that obligation.

- The county promises maintenance to encourage property owners to finance the improvement of local streets under a program that applies equally to initial construction of streets in new subdivisions and upgrading of streets in older subdivided areas.

With acknowledgment of a county's comprehensive plan, the State Real Estate Commissioner no longer has responsibilities under ORS 92.305 to 92.495 related to roadways and other public improvements in subdivisions and series partitions. ORS 92.325(3)(h). Any responsibility for developers to build roads and provide for their maintenance now depends upon requirements of the county. For developments that had tentative plans approved before acknowledgment, the Real Estate Commissioner continues to have certain facility monitoring responsibility, including assured maintenance of roads in improved developments. Demonstrating that a roadway will be maintained can be achieved by putting the road on the county road system, including appropriate provisions in a property owners' association agreement, or providing for an area road tax through a county service district or a road district.

8.520 WITHDRAWING ROADS FROM THE COUNTY ROAD SYSTEM. Withdrawal is a procedure to be used when a section of road on the county road system has little or no general use. This may result from historic inclusion of a road that should not have county road status. See section 2.510. It also may be the result of a change in the function served by a section of road. This most commonly occurs when general traffic is removed from a road as a result of improvement of another county road or a state highway. A county may want to develop criteria to distinguish local access roads from county roads in order to have a consistent basis for withdrawal decisions. A road withdrawn from the county road system reverts to a "local access road" status.

Because of some degree of county maintenance responsibility for county roads, property owners along a road having county road status may

perceive they will lose a benefit if the road is withdrawn. To assure that these points of view receive consideration, ORS 368.026 requires notice and a hearing before the county governing body acts on a county road withdrawal proposal. The steps in considering a withdrawal action might be as follows:

1. The county road official prepares a description of the road proposed for withdrawal, an explanation of the reasons for the proposed withdrawal, and a description of the effects of withdrawal on the land abutting on the road.

2. Notice of a hearing is served on owners of the land along the road proposed for withdrawal. The notice is either served personally or by certified mail. See sections 2.300 to 2.320.

3. If withdrawal is to occur, the county governing body adopts an order or resolution which might provide as follows: "As authorized by ORS 368.026, the following [road is/roads are] withdrawn from the county road system to become local access roads as defined in ORS 368.001."

While the procedure is basically simple, its accomplishment may be difficult if property owners object. If there has been some county maintenance of the road which the property owners think may be threatened, the county could identify a local access road care program for the road under ORS 368.031 at the same time the withdrawal action is taken.

8.525 TRANSFERRING COUNTY ROADS TO A CITY. A county road inside a city may be transferred to the city by mutual agreement. ORS 373.270 provides that either the city or the county may initiate the transfer of jurisdiction. Once the transfer has been initiated, the county must provide public notice and an opportunity for a public hearing before the final order by the county governing body surrendering jurisdiction. The transfer is not complete until it is formally accepted by the city when it is initiated by the county or by the county when it is initiated by the city. On completion of the transfer, county jurisdiction ceases, and the city assumes the same responsibility over the former county road as it has for other city streets.

8.530 - TRANSFERRING CITY STREETS TO A COUNTY. A city street may be transferred to a county by mutual agreement of the two jurisdictions. Either the city or county may initiate the transfer under provisions of ORS 368.062. Once the transfer has been initiated, the city must provide public notice and an opportunity for a public hearing before the final action by the city governing body surrendering jurisdiction. The transfer must be accepted by the county when it is initiated by the city or by the city when it is initiated by the county. On completion of the transfer, city jurisdiction ceases, and the county assumes the same responsibility over the former city road as it has for other county roads.