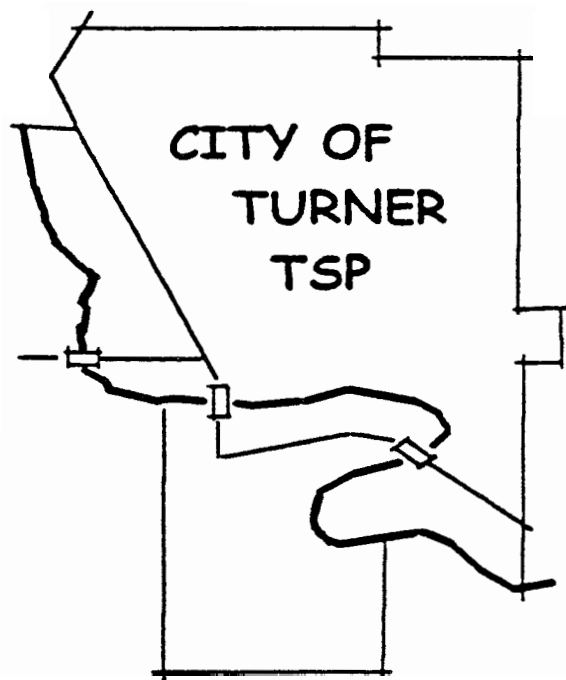


City of Turner

TRANSPORTATION SYSTEM PLAN



May 13, 1999

This project is primarily funded by a grant from the ODOT/DLCD Transportation and Growth Management Grant Program. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

City of Turner Transportation System Plan

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- Appendix A Street Inventory
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The above sections start with the number "6" because
TRANSPORTATION is Article 6 of the City's Comprehensive Plan

Executive Summary

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

This Plan was developed by City staff with assistance from the Mid-Willamette Valley Council of Governments. The Planning Commission serving as the citizen's advisory committee, provided direction in development of the Plan. Public involvement and interagency coordination occurred during all phases of TSP development and adoption. The Turner TSP updates and replaces the existing text in Article 6 of the Comprehensive Plan.

The Turner TSP was developed in six steps: (1) Review existing plans, policies, standards and laws; (2) Inventory existing transportation facilities and services (3) Identify current and future transportation needs; (4) Develop and evaluate transportation alternatives; (5) Produce a transportation system plan; and (6) and adopt the Plan.

It covers about a 20-year planning horizon during which Turner is projected to grow from a population of 1,330 in 1999 to 2,363 in 2020. This growth is based on a Marion County projection of 2.53 percent per year. Because of the recent construction of a municipal sewer system, the short-term growth rate could be higher. Projected growth translates into a need for approximately 400 new dwelling units. Most people in Turner are employed in larger cities in the region such as Salem, Keizer, Corvallis and Albany.

Existing Conditions

Most of the existing roadways in Turner have been built to rural standards with minimum pavement widths, no curb and gutter and with open drainage ditches. A majority of the major streets through town are owned and maintained by Marion County. Most of the traffic is concentrated on the principle route through town - 3rd Street, Chicago Street, 2nd Street, Denver Street and Marion Road. Existing traffic volume levels on the city streets is low. During the a.m. and p.m. peak hours, there is some congestion at the intersections of 3rd Street/ Delaney Road and 3rd Street/Val View Drive due to the lack of turning lanes. A review of accident data over the last three years indicates that there is no high accident site in the city. There were also no fatalities during the three-year period.

There are no bike lanes in Turner. Most of the existing bikeways are shoulder bikeways on the arterial streets and shared roadways on the other streets. Sidewalks and crosswalks are lacking on almost all of the streets. There is no public transportation service available for Turner residents. The transportation-disadvantaged are served by Wheels of Joy, a non-profit, dial-a-ride paratransit

service based in Sublimity. Rideshare coordination services are available through the City of Salem.

Future Conditions

Traffic volumes projected for the next 20 years are based primarily on the Marion County traffic model. All of the streets are expected to operate at acceptable levels (Level of Service C or better) during the next twenty years. No intersections within the City are expected to operate at unacceptable levels during the next 20 years, however, left turn lanes will be needed at the intersection of 3rd Street/ Delaney Road and possibly at the 3rd Street/Val View Drive intersection. The Mill Creek Road/Marion Road intersection located at the Urban Growth Notification Boundary (outside the city limits) is expected to operate at Level of Service E by 2015.

Residents are concerned about increased gravel truck traffic through town that will occur in about 10 years as a result of a new sand and gravel extraction site just south of Turner. It is estimated that the site will increase daily heavy truck traffic through town by almost 80 percent. The City must coordinate efforts with Marion County and the site owners to mitigate impacts in Turner, including the possibility of a bypass route south of town.

The need for a daily shuttle service to Salem will increase as the population grows and becomes proportionally older. Paratransit services are operating at capacity given existing financial constraints. The increased need for and use of walkways and bikeways is difficult to estimate, but the existing facilities should be expanded to all arterial and collector streets, especially along the Commercial Corridor.

The TSP recommends re-routing the principle route so that there is one turn at 3rd St. and Denver Street for through traffic. In the TSP, 3rd Street and Denver Street are referred to as the Commercial Corridor. This realignment would make it safer for school kids and pedestrians using Chicago Street, provide better traffic flow and reduce parking problems in Chicago Street.

Due to the annual flooding that occurs during the wet winter months near the Mill Creek Bypass, many of the planned streets in the south part of town have not been built. This Plan identifies the need to vacate some of these street right-of-ways because they will not be needed.

Recommended Improvements

Some of the major transportation improvements include:

- Improving the Commercial Corridor with sidewalks, bike lanes, curbs, gutters, center turn lanes/left turn lanes, on-street parking and storm drainage facilities

- Replacing the 5th Street bridge
- Extending 5th Street to the City park
- Improving the other arterial, collector and significant local streets with sidewalks, bike lanes, curbs, gutters and storm drainage facilities
- Improving 2nd Street and Gaston Street to re-route access to 55th Street
- Developing an alternative to the 4th Street bridge.

Funding

The ability and commitment to fund the proposed transportation projects listed above is a key component in achieving the City's desired transportation system. The estimated cost for all of the transportation system improvements identified in this Plan are approximately \$3.2 million. Further refinement of the project cost estimates will be determined in development of the City's capital improvement plan. Many of the projects involve improving county roads in Turner and it is not known at this time what level of participation will occur with Marion County.

Like many small cities in Oregon, yearly street maintenance costs absorb most of the City's public works street budget. The budget for maintenance and capital improvements is approximately \$60,000 per year. Almost all of these funds are needed for yearly street maintenance. Given the projected funding shortfall to complete the capital improvement projects over the next 20 years, other funding sources need to be looked at. The TSP includes a review of funding mechanisms available from federal, state, and local sources.

Introduction

City of Turner Transportation System Plan

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

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

In 1991, the Oregon Department of Land Conservation and Development (DLCD) adopted the Transportation Planning Rule (TPR) which requires the Oregon Department of Transportation (ODOT), all metropolitan planning organizations, all counties, and all cities over 2,500 in population to develop and adopt a transportation system plan. A transportation system plan is defined in the TPR as: "a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas."

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

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

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

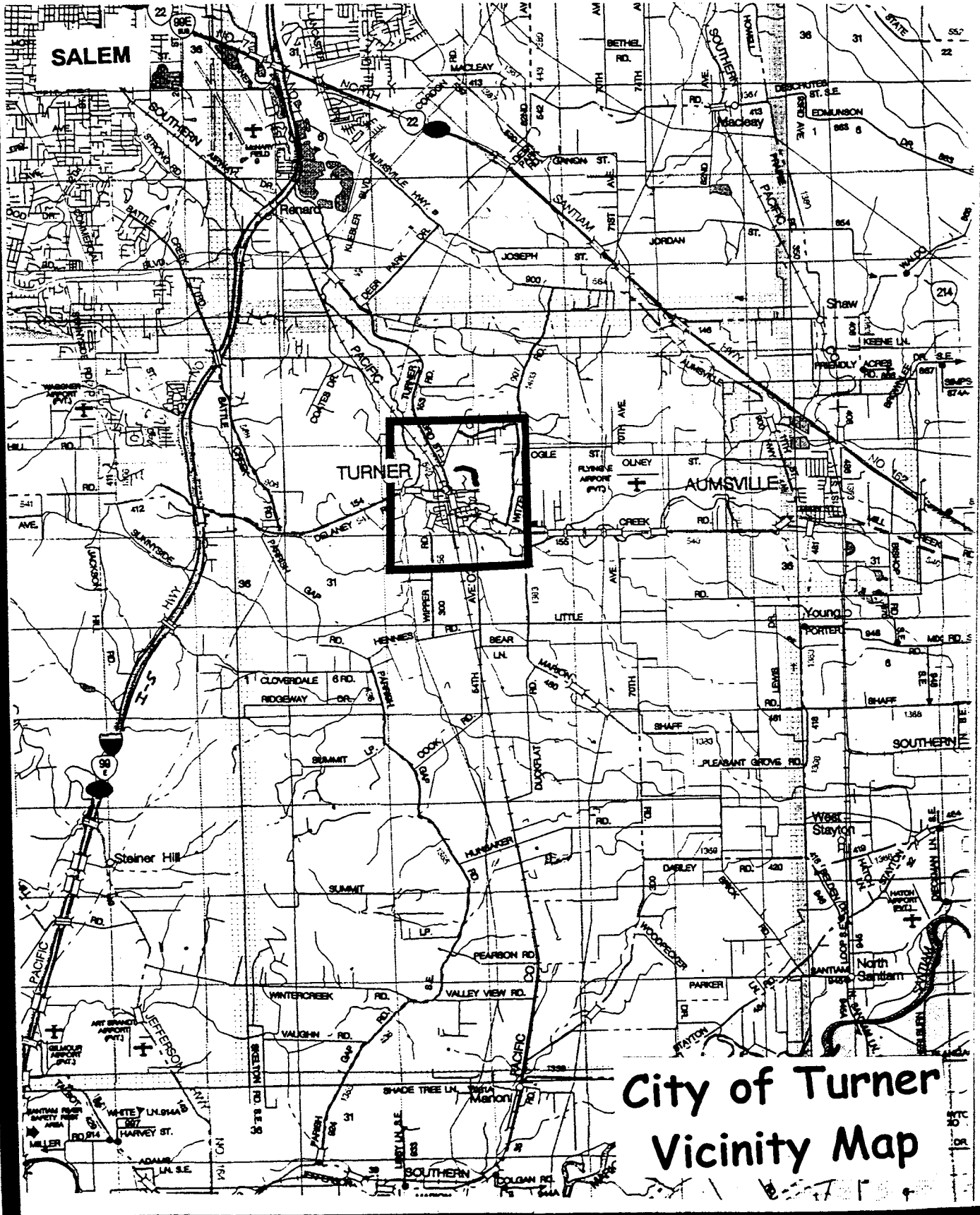
Due to additional City needs, the TSP also includes a plan for the commercial corridor of Turner. The Commercial Corridor consists of two Arterials, 3rd Street

and Denver Street. It is the "Main Street" of Turner on which are located most of the City's businesses and public buildings. The Turner TSP was coordinated with the Marion County TSP, the Oregon Transportation Plan and is incorporated into the City's Comprehensive Plan.

Turner is located in the east central portion of the Willamette Valley. More specifically, the town is located approximately three miles east of I-5 and five miles southwest of Highway 22. **See the vicinity map on the following page.** Downtown Salem is approximately eight miles to the northwest. Turner occupies a narrow gap between Salem and Waldo Hills. The city is a commuter town as many residents are employed outside of Turner and depend on their automobiles to get to work and to go shopping.

While this Plan primarily addresses transportation needs within the Turner City boundaries, which are exactly the same as its Urban Growth Boundary, it does provide some planning information for the Urban Growth Notification Area. The Urban Growth Notification Area is that area east and south of the existing City boundaries that used to be a part of its Urban Growth Boundary, but was removed because of limited development within the City. An agreement between the City of Turner and Marion County establishes the former urban growth area as an "area of mutual concern" and identifies it for potential urban growth expansion when and if the City installs a sewer system.

Public involvement has played an important part in the development of this Plan. The Turner TSP was developed cooperatively with input from interested citizens, the Planning Commission, City Council, Marion County, Salem Area Mass Transit District, ODOT and the Department of Land Conservation and Development.



SALEM

TURNER

AUMSVILLE

City of Turner
Vicinity Map

6-2 Existing Conditions

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

6-2A. Existing Conditions - Roadway

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

Turner's street network is located on an alluvial terrace called "Turner Gap" where the valley floor constricts to form a narrow, nearly level area between Salem Hills to the west and Waldo Hills to the east. **See Map 6-1 at the end of this section** (entitled "Existing and Projected Traffic Levels").

Mill Creek is an amenity to the community, but it is also an environmental constraint to the construction of streets and development. It requires the construction and maintenance of bridges and disrupts the grid street system which reduces connectivity. Mill Creek winds it's way through the city toward Salem, flowing north along the valley floor. The level lands along the creek experience flooding annually during the wet winter months. Approximately one-quarter of the city lies within the 100-year floodplain that surrounds Mill Creek and the Mill Creek By-pass. The bypass is located on the south side of town and was dug several years ago to help alleviate some of the flooding that occurs in town.

The Union Pacific Railroad tracks are the predominant man-made constraint to the street network. The tracks run in a north-south alignment through the center of town. Like Mill Creek, the tracks require the construction and maintenance of crossings and disrupts the grid street system which reduces connectivity. The two at-grade crossings in Turner are at Delaney Road and Chicago Street.

The principle road in Turner is 3rd Street running north-south through town. The City of Turner's street system consists of a grid street pattern with very few cul-de-sacs. There are approximately five north-south and six east-west streets.

Street Inventory

Appendix A at the end of the Plan is an inventory of the major streets comprising the City of Turner's street network; 3RD Street, Denver Street, Marion Road, Delaney Road, Chicago Street, Witzel Road, Wipper Road, 55th Street, Val View Drive and 5th Street.

The degree of street improvements in the City range from undeveloped rights-of-way to streets that are fully developed with pavement, curbs, gutters and

sidewalks. Most of the City streets do not have curbs, gutters, sidewalks or parkways. Each street in the inventory is described in the appendix.

Appendix A includes information on:

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

The main route through Turner consists of a series of several two-lane streets forming an “S-curve” through the central downtown area. **See Map 6-1 at the end of this section.** In order to get through town (from 3rd Street to Denver Street) motorists must make three turns. Heading south, drivers turn left on Chicago Street, then right on 2nd Street, and then left on Denver Street. Denver Street turns into Marion Road east of the Mill Creek Bridge. These turns are permitted without stopping at the intersections (as per signs posted at these corners).

The streets mentioned above serve two primary functions. They serve as the principal route through town and they serve as Turner’s “Main Street”, providing direct access for many businesses and residences. The principal route contains multiple driveway openings, local street intersections, creating many turning movements onto and off of the principal route. There is no curb (or sidewalk) adjacent to the travel lanes of the highway which results in vehicle turning movements at almost any point. In some of the business areas, the parking lots are not very deep and extend up to the street pavement. This situation at times, creates conflicts between vehicles backing out of the parking lots and traffic traveling on the principal route. The multiple vehicle turning movements can also create an uncomfortable and possibly unsafe environment for pedestrians and bicyclists traveling on the principal route.

Intersection Traffic Control

Intersection traffic control in Turner consists of two-way stops, turns allowed *without stopping (on the principal route) and uncontrolled intersections.* There are no traffic signals, turning lanes, red flashers, or yellow flashers in Turner. The locations of the stop signs are listed in **Appendix A.**

Traffic Volumes

Traffic volume data has been collected on the major city and county streets in Turner. Most of this data has been collected via Marion County road tube counts. Traffic information is supplemented with data from a traffic impact analysis conducted for a proposed sand and gravel extraction operation proposed southeast of Turner. The traffic impact analysis was prepared by Kittelson & Associates in May 1997.

Existing (1997) traffic levels for various points in the City are shown on **Map 6-1** at the end of this section. Traffic volumes for streets are expressed in terms of average daily traffic (ADT). This number is the average daily (in a 24-hour period) traffic experienced throughout the year.

In 1997, the highest traffic counts in Turner occurred on the principal route (approximately 5,100 cars per day), followed by Delaney Road (approximately 2,900 cars per day). These streets (3RD Street, Denver Street and Marion Road) function as arterial streets in the City. Chicago Street, Witzel Road, Wipper Road and Val View Drive are serving as collector streets in the City, forming the link between the local streets and the arterials. These streets are carrying less than 1,200 cars per day. This data is also included in the street inventory (**Appendix A**). The ADT through the City of Turner does not increase any significant amount during the summer months like it does in some communities like Mehama or Mill City. The weekday a.m. peak hour in Turner occurs between 7:15 and 8:15 while the weekday p.m. peak hour occurs between 4:45 and 5:45.

In January, 1997, a vehicle classification count was taken on 3rd Street 500 feet north of Chicago Street by Kittelson & Associates. It is assumed that this classification count is representative of existing traffic conditions on the principal route. The table on the next page provides a rough estimate of the number and type of vehicles traveling through Turner on an average weekday. Together, the a.m. and p.m. peak hour traffic account for approximately 20 percent of the total average daily traffic, which is a typical proportion of the ADT in most cities.

Truck Traffic

Approximately 7 percent of the existing daily traffic through Turner consists of trucks. This is about the average percentage for truck traffic on a arterial road. Present truck traffic in Turner is generated by some businesses in the City and through truck traffic.

Due to the sand and gravel resources in the area, there are three sand and gravel businesses operating in Turner or just outside the city limits. Walling Sand and Gravel is located just north of Turner on the west side of Turner Road. River Bend Sand and Gravel is located on the east side of Turner Road across

from Walling Sand and Gravel. Turner Sand and Gravel is located on the north side of Delaney Road just west of the city limits.

Truck traffic is also generated by the two lumber mills in town and a trucking company. In the summer, there is an increase in agricultural truck traffic because of the agricultural fields south of Turner and the NORPAC plant in Stayton. Instead of using Highway 22 East to get from I-5 to Stayton, Aumsville and some other cities, some truck drivers get off I-5 at Delaney Road, travel through Turner and then use Mill Creek Road. It is more of a direct route to some destinations.

Existing (1997) Traffic Traveling Through Turner

	Total Volume	Cars and Light Pickups	Heavy Trucks (single unit trucks and larger)
A.M. Peak Hour	525	480	35
P.M. Peak Hour	565	520	35
Daily Average	5,335	5,055	390

Note 1: The totals do not add up exactly because the remaining traffic, which consists of buses and motorcycles is not shown in this table.

Table Source: Traffic Impact Analysis, Kittelson & Associates, May 1997.

Block Lengths

The grid street layout of the City's street system lies primarily south of Delaney Road, where most of the level ground is. This area is commonly referred to as the central part of town. Besides being efficient for automobiles, this street pattern is one of the basic necessities of a pedestrian and bicycle friendly environment. The majority of city blocks are approximately 260 feet long (east-west direction) by 200 feet wide (north-south direction). Most of the blocks have 20 foot-wide alleys that run in a north-south alignment at the block mid-point.

Street Jurisdiction

There are no state highways that enter or are near the Turner Urban Growth Notification Area. Most of the major streets that enter the City of Turner are maintained and are under the jurisdiction of the county. The following streets and street segments are owned and maintained by the county:


- 3rd Street from Turner Road south to Mill Creek Bridge and then from Chicago Street to Denver Street
- Delaney Road from the westerly city limits to 3rd Street
- Wipper Road from the southerly city limits to 5th Street
- Witzel Road

- Marion Road
55th Avenue north to 2nd Street
- 2nd Street from Fargo Street to Denver Street
- Denver Street from 3rd Street to 2nd Street

(See the map on the following page)

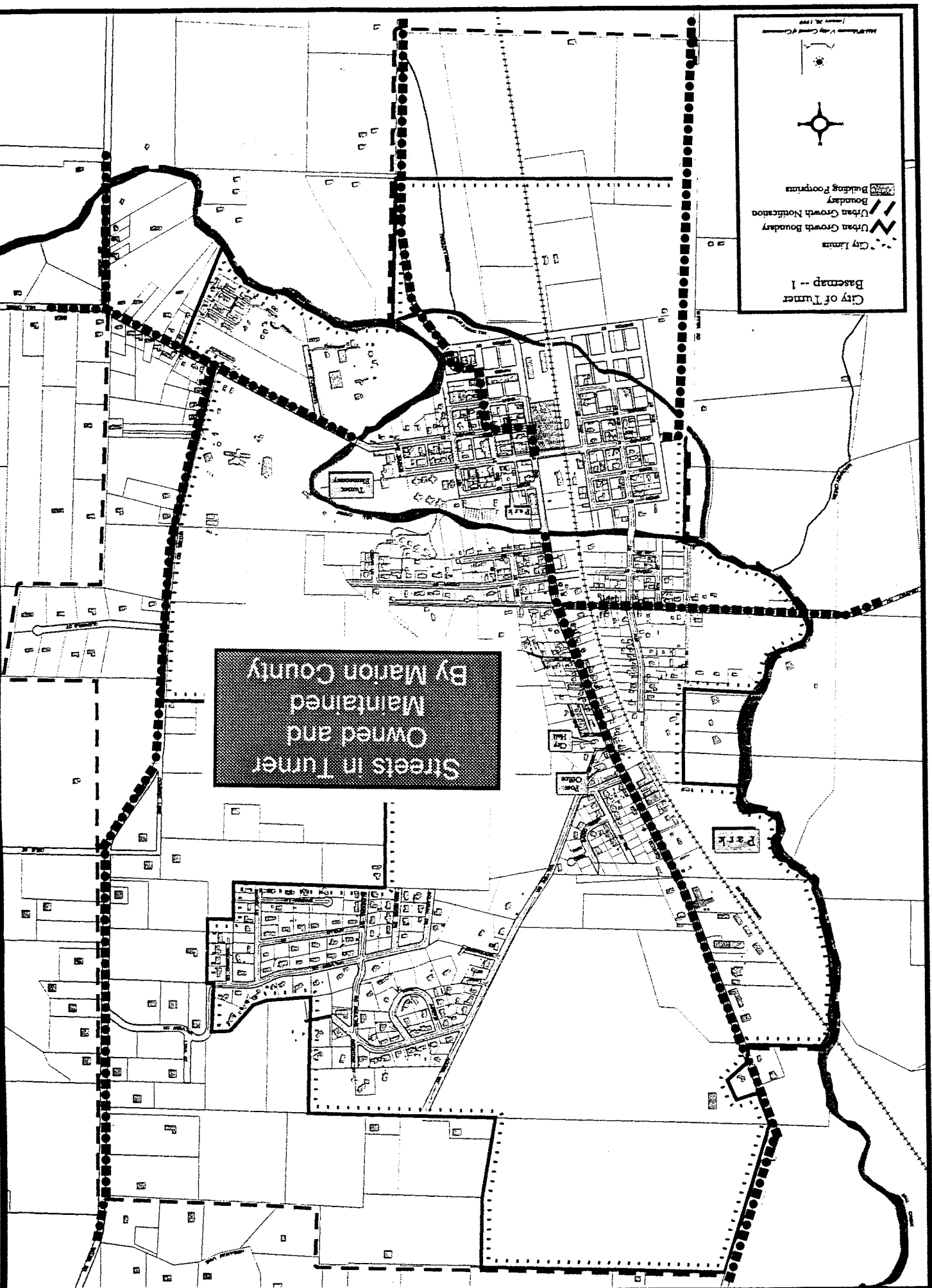
City of Turner
Basemap -- 1

City Limits
Urban Growth Boundary
Urban Growth Nonconformity
Boundary
Building Footprints



Map of Turner, Oregon
January 20, 1998

Streets in Turner
Owned and
Maintained
By Marion County



Maintenance and Preservation

The City of Turner contracts most of the street maintenance functions. There is a contract with Marion County Public Works Department to maintain the striping and perform street sweeping on city streets. Surface sweeping is necessary to maintain safe, clear driving surfaces and shoulder bikeways.

Roadway maintenance and preservation make up an important component of the city's TSP and Marion County's TSP. Without proper maintenance, the city street system (which includes county roads) would not provide the level of safety and efficiency required by its users. Pavement condition for the streets in Turner can be found in **Appendix A**.

Maintenance and preservation conducted by the City and the county in the Turner area include pavement management, signs and pavement markings, vegetation management, gravel road maintenance, shoulder and roadside maintenance, bridge and structure maintenance and drainage issues.

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

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

Shoulder and roadside maintenance consists of such things as pulling and rocking shoulders, adding support to fill banks, removal of roadside objects, bank work, mowing, herbicide spraying, and brush-cutting. In general, shoulders in the rural areas (and in some places through Turner) are provided to preserve the actual travel surface of the roadway and to allow for emergency maneuvers and occasional emergency parking. Drainage ditches, narrow rights-of-way, and other geographic conditions mean that many roads in the Turner area do not have very wide shoulders. Other roads in the areas do not have any shoulders at all and it is unlikely that shoulders will be added to most of these roads. It is important, though, to maintain existing shoulders in as good a condition as resources allow.

Drainage

Because of its proximity to Mill Creek, high water problems occur in Turner every year. Drainage deficiencies include locations where regular widespread high water results in water over the city streets or where surface water accumulates on the roadway during heavy rains. Elimination of water from roadways is crucial to safety and also to longevity of the surface. Roadside ditches receive most of this water in Turner and either channel it to waterways or hold it until it seeps into the ground. The large amount of rain typical in the Willamette Valley often fills the ditches and creates minor flooding problems. The valley basin is also susceptible to large scale flooding as was experienced in February 1996. Routine maintenance such as unplugging blocked culverts, replacing broken tiles, adding catch basins, and cleaning ditches provides the basis for a system that functions to its capacity to handle storm water. Failure of the system in extreme weather conditions can lead to washed-away sections of road, excessive flooding, and the closure of major streets. Given the unavoidable nature of flooding potential, it is critical to maintain an aggressive maintenance program. However, the city and county are limited in that they can not expend public funds to improve or maintain drainage on private property.

Bridges

There are seven bridges in Turner. They are a very important element of the City's street network providing access to many areas within the planning area. Most of these bridges are maintained by Marion County and are in pretty good shape. Marion County bridges are thoroughly inspected every two years, and given a sufficiency rating. The sufficiency rating is a number on a scale from zero to 100 that represents the current overall condition of the structure. The higher the rating, the better the condition of the bridge. The bridges in the county span the range of 19.50 to a high of 100.00.

1. Mill Creek Bridge on 3rd Street

This bridge is maintained by Marion County and is located south of Ash Street. The bridge is in pretty good shape and has a 1997 sufficiency rating of 80.60. The sidewalk on the west side of the bridge is only about two feet wide. This bridge has a deck width of approximately 24 feet.

2. Mill Creek Bridge on Marion Road

This bridge is maintained by Marion County and is located east of School Avenue. The bridge is in fair condition and has a 1997 sufficiency rating of 65.00. There is no sidewalk on the south side of the bridge. This bridge has a deck width of approximately 24 feet and is a candidate for historic preservation.

3. Mill Creek Bridge on Delaney Road

This bridge is maintained by Marion County and is located west of 7th Street. This bridge was just reconstructed in 1998 and does not yet have a sufficiency rating. This bridge has a deck width of approximately 24.6 feet.

4. Mill Creek Bypass Bridge on Wipper Road

This bridge is maintained by Marion County and is located south of Chicago Street. The bridge is not in good condition and has a 1997 sufficiency rating of 49.80. (Any county rating below 50 means that a bridge has structural integrity issues.) This bridge has a deck width of approximately 24 feet.

5. Mill Creek Bridge on 5th Street

This bridge is maintained by the City and is located south of Ash Street. The 20-ton bridge is not in very good condition and needs replacing. This bridge has a deck width of approximately 22 feet.

6. Mill Creek Bypass Bridge on 4th Street

This 3-ton wooden bridge is maintained by the City and is located south of Fargo Street. The bridge is not in very good condition and needs replacing. This bridge carries very little traffic, providing access to one single-family home south of the Mill Creek Bypass. This bridge has a deck width of approximately 15 feet. There is one residence on the south side of the Mill Creek Bypass that currently uses the bridge.

7. Perrin Lateral Bridge on 55th Avenue

This “bridge” is maintained by the county and is located south of Gaston Street. The facility is actually a deck structure on top of four culverts. The bridge is in good condition and has a rating of 77.00. This bridge has a deck width of approximately 22.3 feet.

Parking Inventory

Most City streets are not paved wide enough for on-street parking. On many streets motorists park their cars on the unpaved shoulder of the road within the 60 or 70-foot right-of-way. The only on-street parking in Turner is along some places of the commercial corridor (3rd Street, Chicago Street, 2nd Street, Denver Street). See **Section 6-2E** - The Commercial Corridor, or **Appendix A**, for the number of existing parking spaces on these streets and parking problems.

Level-of-Service (LOS)

Capacity is the ability of a transportation facility to carry a flow of vehicles or people. This is an important concept in that it allows engineers and planners to

make decisions about improvements that may be needed such as adding travel or turning lanes, planning for new facilities, and accommodating growth in traffic. It is also important to know that capacity can be applied to a segment of roadway (i.e., between intersections) or to an intersection, but these two scenarios must be considered separately. The existing major streets in Turner can generally carry up to 11,500 cars per day while the principal route through town can handle up to 24,000 cars per day. Roadway capacity data is also included in the street inventory (**Appendix A**).

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

The volume-to-capacity ratio (V/C) is the ratio of the demand flow to the capacity of a given facility. Essentially, the V/C ratio represents the percentage of the available capacity of the facility that is being used by the traffic. For example, 3rd Street is carrying approximately 5,100 cars per day. The capacity of this roadway is estimated to be approximately 24,000 vehicles. All of the V/C ratios are under 0.25 which indicates the streets could easily carry more traffic. The V/C ratio for 3rd Street at the north end of town is .21, which is characterized as an LOS C. Presently in Turner, the arterials have a V/C ratio between .13 and .24, and the collectors have a V/C ratio of about .10. Volume to capacity and LOS data is included in the street inventory (**Appendix A**).

LOS and V/C are used to measure how well components of the transportation system are functioning. All of the streets in Turner operate acceptably at LOS C or better. It should be noted that the levels-of-service on the streets are based on 24-hour volumes rather than peak hour volumes. Intersection performance is also rated by level-of-service. Levels-of-service for intersections are based on traffic conditions during the weekday a.m. and p.m. peaks. The peak traffic hours in Turner during the week are between 7:15 and 8:15 a.m. and between 4:45 and 5:45 p.m. The three busiest intersections in Turner are 3rd Street and Delaney Road, 3rd Street and Val View Drive and Marion Road and Witzel Road. Currently, none of the street intersections in Turner are operating at levels-of-service worse than LOS B.

Accident Data

The frequency of accidents on the city streets is evaluated to help determine potential problem areas. The number of accidents that occurred in Turner was tallied for the period from January 1, 1995 through December 31, 1997. A map

showing the locations of the accidents and whether or not injuries were involved is provided in **Map 6-2** at the end of this section. There were 19 reported accidents in Turner during the three-year period. Seven of the 19 accidents resulted in injuries. In those seven accidents, 12 people were injured. There were no fatal accidents. Most of the accidents occurred during the daytime on dry pavement. No trucks were involved in any of the accidents.

Based on the accident data during this three-year period, it does not appear that there is any specific location of roadway or intersection in Turner that experienced an unusually high number of accidents.

Undeveloped Streets

The annual flooding that occurs during the wet winter months near the Mill Creek Bypass has prevented the development of most of the planned streets in this part of town. On **Map 6-1**, the planned streets that have not been built are shaded with a dot pattern. There are also a few street segments in other areas of town that have not been built. Street right-of-ways that may be vacated are discussed in **Section 6-3A**.

55th Avenue/Unplatted County Easement

Currently, 55th Avenue connects to 2nd Street via an unplatted 40-foot wide county easement that winds around some industrial buildings east of 2nd Street and north of Gaston Street. The unplatted 40-foot wide county roadway easement should be vacated because 55th Avenue should connect to the City's planned street network. This issue is further discussed **Section 6-3A**.

6-2B. Existing Conditions Pedestrian and Bicycle Facilities

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

Currently, sidewalks exist only on some segments of the major streets in Turner (**See Map 6-3 at the end of this section**). Most of these sidewalks are located in the central part of town east of 3rd Street on Chicago Street, Denver Street and Boise Street. Chicago Street has more sidewalks than any other street in town, followed by Denver Street. Sidewalks on Chicago Street and Denver Street are used a lot by school children walking to the elementary school and by residents of the retirement homes on or near these streets.

The existing sidewalks in Turner are old and are not in very good shape. The sidewalks range between four to five feet in width. **Appendix A** includes data on the condition and length of the existing sidewalks.

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

Most of 3rd Street has paved shoulders which are used by pedestrians because there are no sidewalks. The only crosswalks in town are located on School Street in front of the elementary school.

There are no bike lanes in the City. Very few streets in Turner have paved shoulders. Most of 3rd Street has paved shoulders which are used as shoulder bikeways.

On the north side of Marion Road from the elementary school east to the Mill Creek Bridge there is a 4-foot wide paved walkway. The north side of the bridge has a 3-foot wide walkway and between the bridge and Witzel Road there is a four-foot wide paved shoulder (on the north side of the street). The other streets in town have no paved shoulders and bicyclists ride on the roadway.

As indicated in **Roadway Section**, most of the major streets in Turner are under the jurisdiction of Marion County. These major streets are the streets that experience most of the bicycle travel as well. Over the last several years, Marion County has added paved shoulders to many of the County arterials to fill a combined role for safety shoulders, bicycle use, and pedestrian use. In order to maximize its available funds, the county sometimes constructs three-foot (0.9 m) or four-foot (1.2 m) paved shoulders rather than the five-foot (1.5m) shoulders which are desirable for bicyclists. This approach has been very popular with

cyclists and motorists alike in that it serves as a fair compromise that maximizes the usefulness of the rural roads. For example, the county and City of Salem just added three-foot paved shoulders to Turner Road north of Turner.

Accident data was discussed in **Roadway Section**. During the three year period in which accident data was reviewed, (1995 through 1997) none of the 19 accidents involved pedestrians or bicyclists.

6-2C. Existing Conditions Public Transportation Services

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

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

The Transportation Disadvantaged

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

Seniors - Anyone 60 years of age or older.

Mobility Limited - A person 16 years of age or older who has a temporary or permanent physical, mental or emotional impairment that substantially limits them from traveling outside their residence alone.

Youth - Anyone between 12 and 16 years of age.

Resource Limited - Individuals in a household with low to moderate incomes who are unable to meet basic human needs due to a lack of financial resources and who generally do not have access to a personal automobile.

1990 Census Data

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

The following information illustrates how Turner residents went to and from work in 1990. In 1990, there were 481 workers living in Turner over 16 years of age. More than three-quarters of them (about 78%) drove alone to work.

Approximately 10% of the workers (48 people) carpooled. The Census data indicates that no one rode a bike to work and that 25 people (about 5%) walked to work. When compared to mode to work percentages for residents in the Salem -Keizer area, the Turner mode to work percentages are very similar. Based on conversations with city staff, most of the residents in Turner commute to jobs in Salem. There are some Turner residents that commute to the Portland area, Albany, Eugene and other urban areas.

Lack of intercity public transportation, ample free parking space in urban areas, lack of significant vehicular congestion, personal preference, and greater mobility with cars are reasons contributing to the dominance of single occupant vehicles (SOV) trips to work for Turner residents. Approximately 48 people living in Turner carpooled in 1990. This information is based on *reported* work trip travel patterns only. However, the 1997 Oregon Public Transportation Plan indicates that *most* rideshare activity is handled informally within households or between neighbors or co-workers. These occurrences are not counted in the data above.

Local Bus Service

There is no local bus service in Turner. Like most of the other small cities in the state, Turner's low population density makes it difficult to provide for a fixed route transit service. In nearby Salem, a network of bus routes crisscrosses the Salem-Keizer area. Cherriots' 19 routes serve the area with weekday and Saturday service. Route 1 (South Commercial) is the closest route to Turner. The southern end of this route has a pick-up at Fairway and Commercial Streets which is approximately 4 miles from Turner. This bus travels to the downtown bus station where riders can transfer to other routes in the Salem-Keizer area.

Intercity Bus Service

Intercity bus service operates across local jurisdictional lines and connects cities in a region. There is no intercity bus service through Turner. The closest intercity bus service for Turner residents is the Greyhound Bus station on Church Street in Salem. This station is approximately 10 miles northwest of Turner. From this station Greyhound and Valley Retriever buses provide daily service to cities in the region on the major highways such as I-5, Highway 22 and US 20.

Demand Responsive Services

Paratransit service is available to Turner residents via Wheels of Joy, a dial-a-ride service based in Sublimity. Wheels of Joy provides transportation for the transportation disadvantaged in the North Santiam River Basin. They provide transportation to Salem and other destinations for medical, shopping, recreational and social purposes. This curb to curb service is available Monday through Friday until 5:00 p.m.

Wheels of Joy is funded primarily by STF (Special Transportation Fund) fare revenue and cash donations. The STF is a portion of the state cigarette tax

authorized for transportation services for senior and disabled residents. Riders are recommended to call two days in advance to arrange a pick-up. Wheels of Joy must have two or more riders to schedule a trip. There is a \$5.00 pick-up fee plus \$1.30 per mile for each rider that is non-ambulatory. This fee is expensive as a round-trip to Salem for a Turner resident cost approximately \$25. If it is a medical trip, some riders are reimbursed by the (OMAP) Oregon Medical Assistance Program. Ambulatory riders (those requiring wheel chair boarding) must pay a \$7.50 pick-up fee. Every Wednesday, a Wheels of Joy van takes residents to the Lancaster Mall. The fee for this trip is a donation.

Wheels of Joy has seven vans in their service fleet. Each row in the following table indicates the capacity of each van (not including the driver):

Passenger Capacity	Wheel Chair Passenger Capacity	Stretcher Passenger Capacity
1	0	1
9	2	0
1	2	0
14	0	0
6	0	0
6	0	0
3	1	0

Turner Retirement Homes provides some transportation services for their 185 residents. For medical-related transportation trips, the retirement home uses a four-door sedan. They also have a 25-passenger bus that they use to transport residents to retail services in Salem and Aumsville. The bus leaves at 9:30 a.m. from their main office on Chicago Street and returns at 12:00 p.m.

Schaefer Transport provides a dial-a-ride van service for the disabled in the Salem Area. They are located on Delaney Road (ph. 743-4063). They have two vehicles with wheelchair lifts and operate from 7:00 a.m. to 5:00 p.m.

Commuter or Vanpool Services

There are no commuter or vanpool services for Turner residents.

Airport Shuttle Service

Hut Airport Limousine Service provides daily shuttle service to Portland International Airport from the Salem Airport. Between 5:00 a.m. and 10:00 p.m. service to PDX is hourly. The Salem Airport is located on 25th Street in Salem (approximately seven miles northwest of Turner). A one-way ticket cost approximately \$26.

Taxi Service

The cab companies in the Salem area also provide service for Turner residents. Taxi service is available with Blue Jay Cab Company, Salem Keizer Yellow Cab, Valley Taxi and Medical Delivery and Jenco Transportation Taxi.

Carpooling

The Regional Rideshare Program, administered by the City of Salem promotes public or shared transportation in the region. The program originated in 1975 and continues to serve potential ridesharing customers that live within a 60-mile radius of the Salem-Keizer urban area. One of the main resources this program provides is a matching service for individuals interested in carpools and/or vanpools. They also offer preferential parking in some cases, and assist organizations in developing their own rideshare programs.

There are no park-and ride lots in Turner. The closest park-and ride lot is an ODOT facility located approximately 3 miles west of Turner on Delaney Road at Interstate 5. The facility is a strategic location for Turner commuters that carpool north on I-5 to the Portland area, or south to Corvallis or Eugene. During a field study conducted by the Mid-Willamette Valley Council of Governments in 1994, there were 22 vehicles parked in the Delaney Road park-and ride lot. This facility is signed, paved and striped for 62 vehicles. It is located about one mile south of Salem and therefore is not serviced by Salem Area Transit bus service.

6-2D. Existing Conditions Air, Rail, Water and Pipeline Facilities

Air Service

There are no public or private airports in Turner. The Salem Municipal Airport, located about 6 miles north of Turner on Airport Road, is a public-use airport. No scheduled commercial air passenger service is currently being provided at this airport.

An airport limousine service, located at the airport, provides ground transportation to Portland International Airport. Hut Airport Limousine Service provides daily shuttle service to Portland International Airport from the Salem Airport. Between 5:00 a.m. and 10:00 p.m. service to PDX is hourly. The Salem Airport is located on 25th Street in Salem (approximately seven miles northwest of Turner). A one-way ticket cost approximately \$26.

Federal Express has a facility at this airport, which provides ground transportation for air freight.

Rail Facilities

The Union Pacific (UP) Main Line tracks pass through the center of Turner in a north-south direction. The UP trackage runs roughly parallel to I-5 and is part of their north-south "Valley Mainline" extending from Portland to Eugene. From Eugene, the "Cascade Line" continues south, providing service to California via Chemult and Klamath Falls. Approximately 20 to 24 trains pass through Turner per day.

Four trains are Amtrak trains and the rest are freight trains. Some freight trains have up to 100 cars which can make the train over a mile long. The Amtrak passenger trains pass through Turner at a maximum speed of 70 mph while the freight trains pass through at a maximum speed of 60 mph.

There have been no rail related accidents in Turner. The two at-grade railroad crossings in town are located on Delaney Road and Chicago Street. Both of these crossings are improved with signals and gates. There is no freight rail service at the present time and there are no rail spurs in Turner.

The Amtrak station in Salem, located approximately 7.5 miles northwest of Turner is the closest train station. The Amtrak Train Station in Salem is currently being renovated and is expected to open in the spring of 1999. There are two northbound and two southbound Amtrak passenger movements per day. The new Talgo trains associated with the new Amtrak Cascades service stop in Salem every day at 7:12 a.m. and 10:07 p.m. along their round trip between Eugene and Seattle.

Water-Borne Transportation

There are no commercial river transportation services or port facilities in Turner.

Pipeline Facilities

The City of Salem owns and maintains two water transmission lines that traverse the City of Turner from the southeast to the northwest. A 54" - 46" pipeline enters town near Marion Road and runs northwest up to and under 3rd Street. The second pipeline is a 36" pipeline that crosses Witzel Road north of Marion Road and runs northwest in a similar alignment with the first pipeline. These pipelines supply Salem and Turner with drinking water.

The Northwest Pipeline Corporation, a wholesale natural gas supplier, owns and operates an interstate natural gas pipeline, Northwest Pipeline (NWP), which lies about 1.5 miles east of Turner, near 70th Avenue. The single 12- to 20-inch diameter pipeline is located in a 60-foot easement about three to five feet underground. It begins in Colorado, Utah, and New Mexico (location of gathering basins) and extends west through Idaho and then along Interstate 84 into Oregon.

Santa Fe Pacific Pipeline, Inc. owns a pipeline located about two miles west of Turner, near 36th Avenue. This pipeline transports petroleum products south to Eugene.

6-2E. Existing Conditions The Commercial Corridor

The Commercial Corridor in Turner is approximately 1.5 miles long that runs through the center of town on level topography. It consists primarily of two major streets - 3rd Street and Denver Street and extends from the north city limits to the east end of Denver Street to School Street. Through the central part of town, the route forms an "s-curve" requiring motorists to make three turns. Heading south, drivers turn left on Chicago Street, then right on 2nd Street, and then left on Denver Street. These turns are permitted without stopping at the intersections (as per signs posted at these corners). The Commercial Corridor is divided into four segments for study purposes.

- Segment One is 3rd Street from the north City limits to Mill Creek Bridge

Segment Two is 3rd Street from Mill Creek Bridge to Chicago Street

Segment Three is the "S-curve" - Chicago Street between 3rd Street and 2nd Street and 2nd Street between Chicago Street and Denver Street.

Segment Four is Denver Street from 2nd Street to School Avenue

The Commercial Corridor serves two primary functions, it serves as the principal route through town and as Turner's "Main Street, providing direct access for many businesses and residences. The two-lane roadway is lined with open ditches, utility poles and lines and no sidewalks creating a rural character for the town.

Land Use

The existing land uses on the Commercial Corridor consists of residential commercial, industrial, and public uses. Existing development is characterized as low density. Most of the buildings are one-story structures occupying less than 30 percent of the properties. There has been very little new development on the Commercial Corridor over the last few decades. Lancaster Drive in Salem is only a few miles away from Turner and contains a variety of retail and service opportunities such as big-box retail stores and major shopping centers. The proximity of Turner to this major commercial street has lessened the demand for retail and service business on Turner's Commercial Corridor.

Segment One

3rd Street is the longest part of the Commercial Corridor. In segment one, 3rd Street north of Val View Drive consists primarily of industrial uses. There are some commercial businesses, the Post Office and City Hall between Val View Drive and Fir Street. From this point south to the Mill Creek bridge, most of the

land is occupied by one-story single family houses that were probably built in the 1950's and 1960's, that are on commercial zoned property. The fire station and a local market are located in this segment also.

Segment Two

3rd Street south of the Mill Creek Bridge to Chicago Street forms the second segment of the corridor. This segment is fronted primarily by industrial buildings. The most predominant structure in the City is located in this segment. The Caliber Forest Products mill building is large metal building that is the size of two city blocks. The building sits on the southwest corner of 3rd Street and Chicago Street.

Segment Three

The third segment of the Commercial Corridor consists of Chicago Street between 3rd Street and 2nd Street and 2nd Street between Chicago Street and Denver Street. This segment runs through the old downtown part of Turner. Land uses in this area consist primarily of a market, restaurant, an office building and some residences. The Ball Building, a large two-story brick building is vacant and is on the east side of 2nd Street.

Segment Four

The last segment of the corridor, segment four is Denver Street. This street is lined with mostly single-family residences. There are a few retail businesses located near the 2nd Street/Denver Street intersection. The Turner Elementary School stands at the east end of the Commercial Corridor, on the north side of Denver Street.

Access Points

The term access point is used in this TSP because of the rural street design of 3rd Street. There are some curbs and sidewalks on north side of Denver Street which have helped to control access. The lack of curbs and sidewalks on 3rd Street means that access to businesses and residences has occurred without urban concrete driveways. To access adjacent businesses, motorists drive on to the paved (or gravel) parking area of the business which usually lies adjacent to the 3rd Street pavement. The area where motorists can drive on to the parking area of a business is referred to as the "access point".

3rd Street contains multiple access points, street intersections, and allows many turning movements onto and off of the street to access adjacent businesses and residences. Most of the properties on 3rd Street have one access point, some have two. Some of the commercial and industrial businesses have access points are fairly wide, spanning almost the entire street frontage. This is usually the case where businesses have off-street parking areas adjacent to the street.

In some of the business areas, the parking lots are not very deep and extend up to the street pavement with head-in parking. This situation at times, creates conflicts between vehicles backing out of the parking spaces and through traffic on the Commercial Corridor.

The situation described above creates some confusion to motorists on 3rd Street who do not know where another vehicle may be turning to access a business or where another vehicle may be trying to get on to 3rd Street from a business. Besides creating conflicts between motorists, this situation also creates conflicts between the movements of automobiles, pedestrians, and bicyclists. The lack of sidewalks and bike lanes on 3rd Street causes some motorists to forget that they need to watch for and yield to pedestrians and bicyclists.

Parking

There are very few on-street parking spaces on the Commercial Corridor and there are no city parking lots. There are approximately 12 on-street parallel parking spaces on the east side of 3rd Street south of the Mill Creek Bridge. Chicago Street has approximately 8 spaces on the north side between 3rd Street and 2nd Street. There are also approximately six parking spaces on the east side of 2nd Street between Chicago Street and Denver Street. Roughly ten spaces are located on the north side of Denver Street east of 2nd Street. Parking data also appears in **Appendix A**.

Some of the businesses on 3rd Street and Chicago Street do not have enough off-street parking. The problem is more evident on 3rd Street where most of the workers are employed. The situation has caused some employees, patrons and truck drivers associated with the business to park just off the street pavement, next to the drainage ditch.

EXISTING AND PROJECTED TRAFFIC LEVELS

Estimated
1997 ADT: 5,100
Estimated
2018 ADT: 7,500

Estimated
1997 ADT: 1,200
Estimated
2018 ADT: 1,500

Estimated
1997 ADT: 2,900
Estimated
2018 ADT: 5,900

Estimated
1997 ADT: 5,300
Estimated
2018 ADT: 7,700

Estimated
1997 ADT: 1,100
Estimated
2018 ADT: 1,800

Estimated
1997 ADT: 4,700
Estimated
2018 ADT: 7,000

Estimated
1997 ADT: 3,200
Estimated
2018 ADT: 4,600

Estimated
1997 ADT: 750
Estimated
2018 ADT: 1,200

Estimated
1997 ADT: 300
Estimated
2018 ADT: 500

Estimated
1997 ADT: 2,200
Estimated
2018 ADT: 5,000

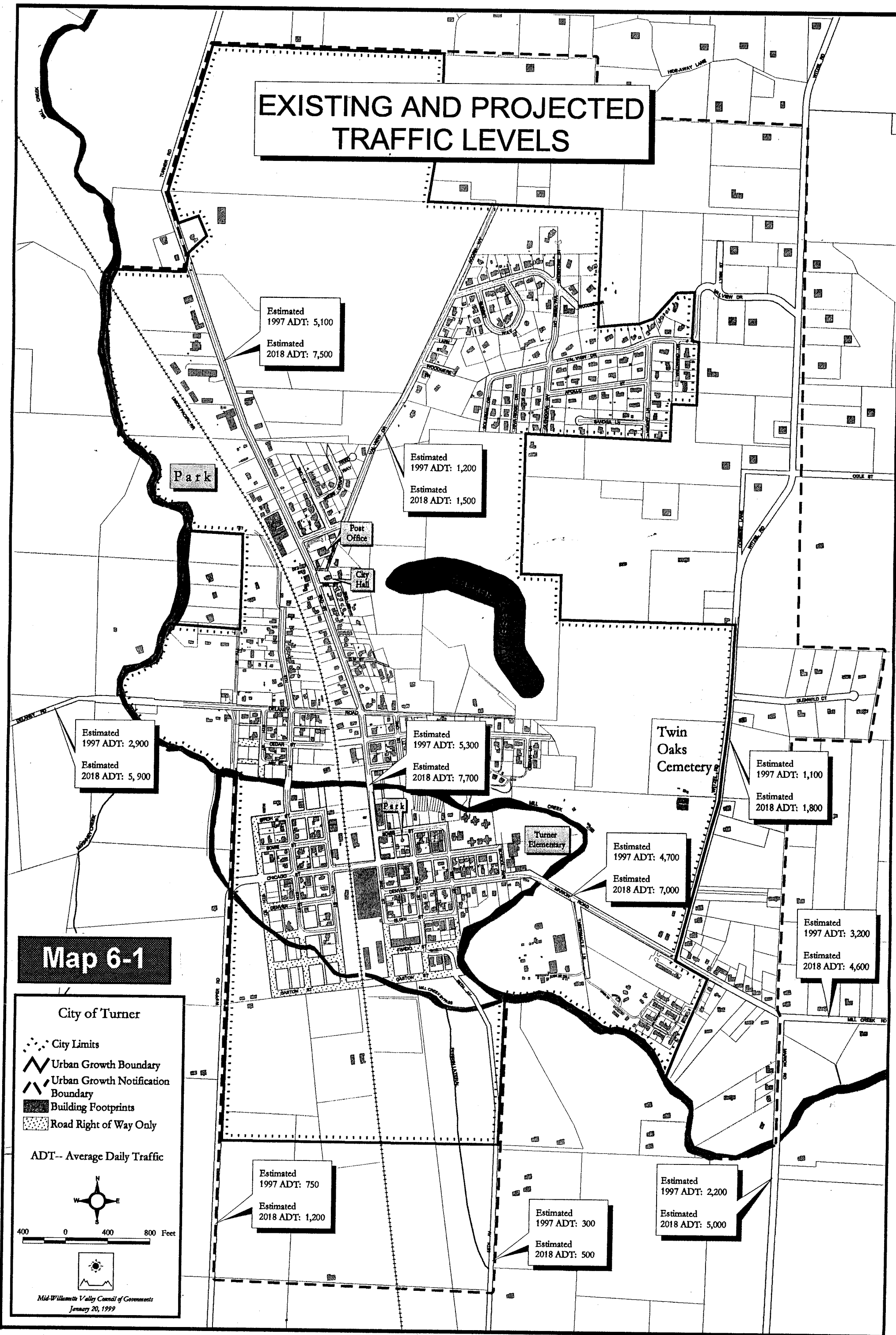
Map 6-1

City of Turner

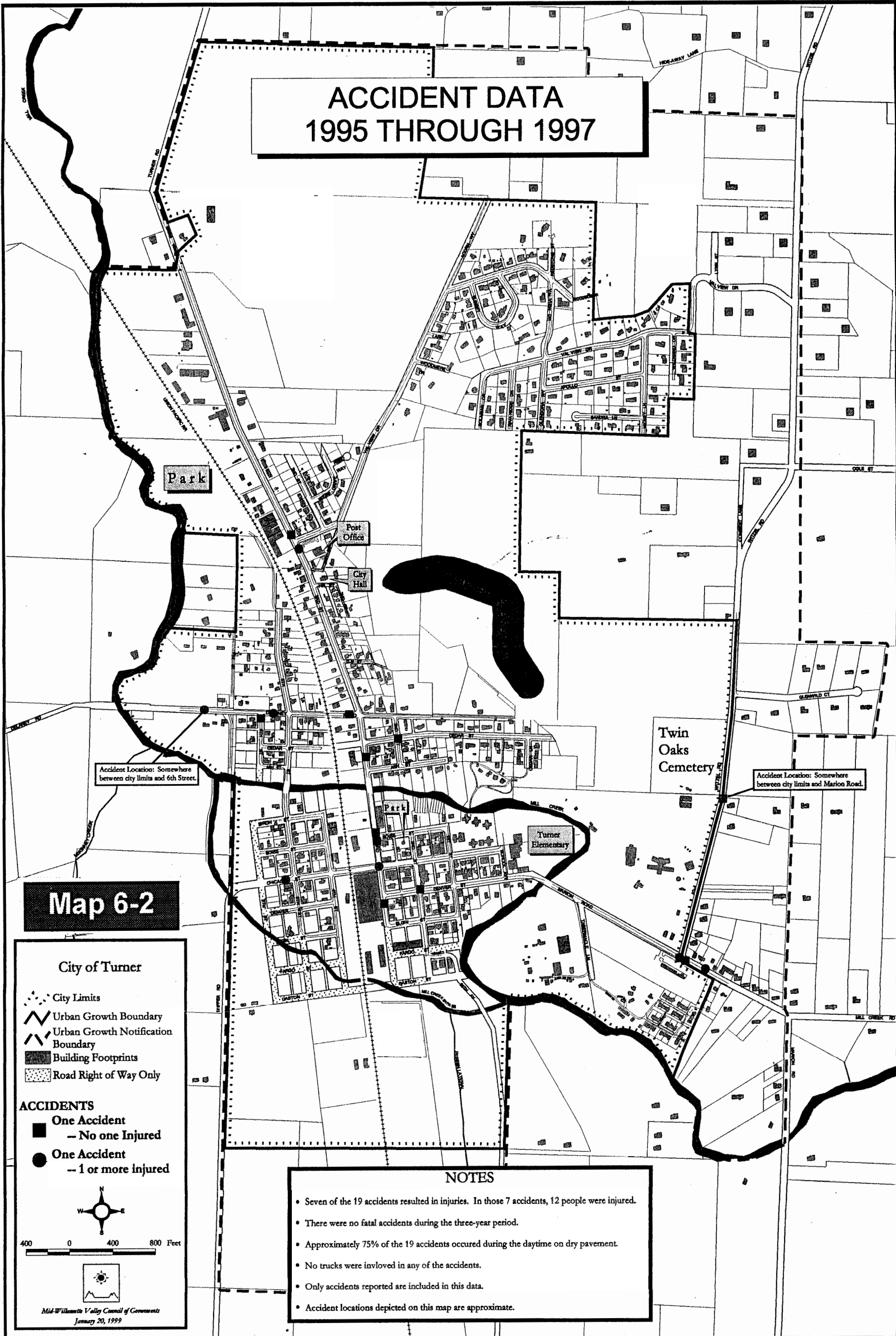
- City Limits
- Urban Growth Boundary
- Urban Growth Notification Boundary
- Building Footprints
- Road Right of Way Only

ADT-- Average Daily Traffic

Mid-Willamette Valley Council of Governments
January 20, 1999



ACCIDENT DATA 1995 THROUGH 1997



Map 6-2

City of Turner

- City Limits
- Urban Growth Boundary
- Urban Growth Notification Boundary
- Building Footprints
- Road Right of Way Only

ACCIDENTS

- One Accident
— No one Injured
- One Accident
— 1 or more injured



400 0 400 800 Feet

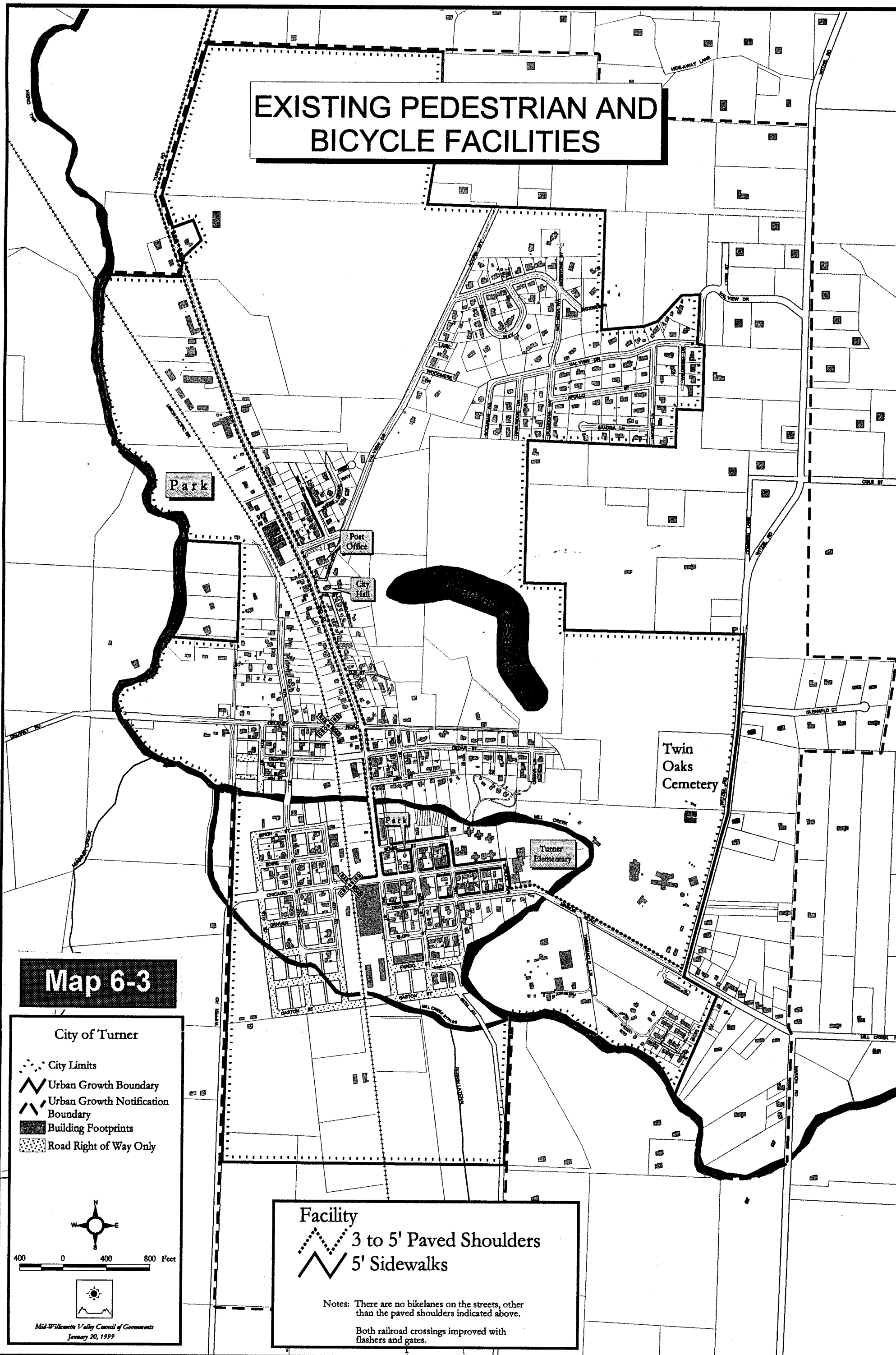


Mid-Willamette Valley Council of Governments
January 20, 1999

NOTES

- Seven of the 19 accidents resulted in injuries. In those 7 accidents, 12 people were injured.
- There were no fatal accidents during the three-year period.
- Approximately 75% of the 19 accidents occurred during the daytime on dry pavement.
- No trucks were involved in any of the accidents.
- Only accidents reported are included in this data.
- Accident locations depicted on this map are approximate.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES



Park

Post Office

City Hall

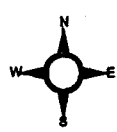
Twin Oaks Cemetery

Turner Elementary

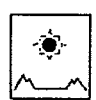
Map 6-3

City of Turner

- City Limits
- Urban Growth Boundary
- Urban Growth Notification Boundary
- Building Footprints
- Road Right of Way Only



400 0 400 800 Feet



Mid-Willamette Valley Council of Governments
January 20, 1999

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

Notes: There are no bikelanes on the streets, other than the paved shoulders indicated above.
Both railroad crossings improved with flashers and gates.

6-3. Determination of Needs

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

6-3A. Roadway Needs

Functional Classification and Design Standards Needs

Turner needs a functional classification of the road network and updated design standards for each type of street in the system. The classification system and design standards should be consistent with TPR requirements and be coordinated with Marion County .

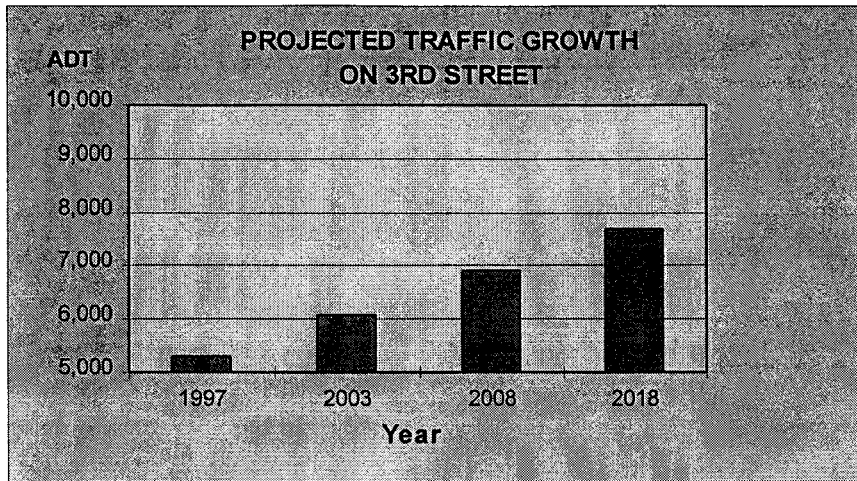
Capacity Improvements

The inventory of existing roadway conditions showed that roads in Turner are operating at acceptable levels of service. During the peak hours, there is some delay at the three busiest intersections in Turner; 3rd Street/Delaney Road, 3rd Street/Val View Drive and Marion Road/Witzel Road. Presently these intersections are operating at LOS B or better which means that capacity improvements are not warranted.

Traffic on the road system will increase as development occurs in Turner and in the surrounding county lands. In 1992, on 3rd Street just north of Delaney Road, the ADT (average daily traffic) was approximately 3,800. Five years later, in 1997, the ADT grew to 5,000 vehicle trips per day.

See **Map 6-1**, at the end of **Section 6-2** because it contains data on future traffic levels). During the next 20 years, it is estimated that traffic will increase on the major roads in Turner by approximately 50%. A significant amount of the growth in traffic on the principle route will be generated by through traffic because the major streets in Turner serve as arterial streets in the county's road network.

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



The traffic projection represents a 2 percent yearly increase in ADT and is consistent with the projections Marion County's expects on the roads outside the City. It is estimated that by 2018, the ADT will increase by 2,400 trips per day on 3rd Street.

During the next 20 years, the three intersections mentioned above (3rd Street/Delaney Road, 3rd Street/Val View Drive and Marion Road/Witzel Road) will remain the busiest intersections.

The Delaney Road/3rd Street Intersection

In 20 years, it is estimated that Delaney Road will be carrying approximately 5,900 cars and 3rd Street will be carrying approximately 7,600 cars per day. County transportation planners expect that this intersection will need a left turn lane within the next five years. The intersection currently operates at a LOS B. Left turn lanes in both directions will be needed on 3rd Street to make traffic flow more efficiently and safely. The railroad tracks cross Delaney Road about 100 feet west of this intersection and sometimes during the peak hours, the traffic backs up to the crossing.

The Val View Drive/3rd Street Intersection

It is not likely that a left turn lane will be needed at 3rd Street and Val View Drive within the planning period. There will not be enough traffic projected on the two streets at this location to warrant a left turn lane on 3rd Street. In 20 years, it is estimated that 3rd Street at this intersection will be carrying approximately 7,500 cars and Val View Drive will be carrying approximately 1,500 cars per day. However, actual traffic growth in the 20-year planning period could be higher (or lower) than the amount of traffic projected. The need for left turn lanes at this intersection should be re-evaluated every five years or so.

The Marion Road/Witzel Road Intersection

It is not likely that a left turn lane will be needed at the Marion Road and Witzel Road intersection within the planning period. There will not be enough traffic projected on the two streets at this location to warrant a left turn lane on Marion Road and only a small percentage of the traffic on Marion Road will be turning on to Witzel Road. In 20 years, it is estimated that Marion Road at this intersection will be carrying approximately 9,600 cars and Witzel Road will be carrying approximately 1,800 cars per day. However, actual traffic growth in the 20-year planning period could be higher (or lower) than the amount of traffic projected. The need for left turn lanes at this intersection should be re-evaluated every five years or so.

The Mill Creek Road/Marion Road Intersection

The Mill Creek Road/Marion Road intersection is located outside the city limits at the edge of the Urban Growth Notification Boundary (the Urban Growth Notification Boundary is defined in the Introduction). It is not known at this time if this intersection will be within (or partially within) the City limits of Turner in the next 20 years. The County expects this intersection to operate at LOS E by 2015.

The City needs to coordinate efforts with Marion County to monitor traffic levels at all of these intersections during the next 20 years to plan for any needed capacity improvements, such as turning lanes or pavement widenings.

Street Realignment Needs

The commercial corridor through Turner needs to be realigned so that there is one turning movement at the corner of 3rd Street and Denver Street. The Marion County Public Works Department has indicated that they will fund this project. Reasons for rerouting with one turning movement at 3rd Street and Denver Street are:

- It would be safer for school kids and pedestrians (especially along Chicago Street, which would no longer have through traffic on it)
- It would provide better traffic flow ---more efficient
- It would reduce parking problems in front of Turner Market and Turner Inn on Chicago Street
- It would be less confusing to some of the motorists new to the area

Street Connection and Extension Needs

55th Avenue

Currently, 55th Avenue connects to 2nd Street via an unplatted 40-foot wide county easement. The easement is located east of 2nd Street and north of Gaston Street. The unplatted 40-foot wide county roadway easement should be vacated because currently, traffic to or from 55th Street must travel around an industrial development which is off the City street network. A new connection between city streets and 55th Avenue needs to be built which will require improving two streets. Gaston Street needs to be improved between 55th Avenue and 3rd Street. 3rd Street and 2nd Street need to be extended and improved south to Gaston Street.

5th Street

To provide better access to the City's largest park, 5th Street needs to be extended north to the park adjacent to Mill Creek. The purchase of right-of-way will be needed.

Delaney Road

During the next 20 years, it is expected that some of the vacant residential property on the east side of town will develop. At that time Delaney Road will have to be extended east connecting to Witzel Road to serve as east-west Collector Street. This extension will help to maintain the City's grid street system and provide adequate access for new development in this part of town. **Map 6-4** at the end of **Section 6-4** depicts a general alignment of the extension of this street. Part of this alignment traverses City of Salem property associated with Frazen Reservoir. The City of Turner needs to coordinate with the City of Salem to protect the street alignment through (or adjacent to) the Frazen Reservoir site.

Gaston Street

Sometime soon, Gaston Street, on the south side of the Mill Creek Bypass, will have to be extended west to Whipper Road. This connection will provide access for a residence near the railroad tracks that currently uses the Mill Creek Bridge on 4th Street (see Bridge Needs on the next page).

Maintenance Needs

It is estimated that the City spends most of its \$60,000 annual transportation budget on street maintenance. The expected increase in traffic on the City Streets will require an increase in the level of maintenance of the streets and the bridges. It is assumed that the county will continue to maintain county roads in Turner. In approximately 10 years, increased gravel truck traffic through town will occur as a result of a new sand and gravel extraction site just south of Turner. It is estimated that the site will increase daily heavy truck traffic through

town by almost 80 percent. The increased truck traffic will require more road maintenance in Turner. The City must coordinate efforts with Marion County and the site owners to mitigate truck traffic impacts in Turner.

Potential Street Vacations

Due to the annual flooding that occurs during the wet winter months near the Mill Creek Bypass, many of the platted streets in this part of town have not been built. The following street and/or street segment right-of-ways could be vacated because they cannot be developed as planned:

- 1st Street from the south side of Elgin St. to Gaston St.
- 4th Street from approx. 100 feet south of Elgin to Gaston St.
- 5th Street from the south side of Elgin St. to Gaston St.
- 6th Street from Denver St. to Gaston St.
- Elgin Street from 6th St. to 5th St.
- Fargo Street
- Cedar St. west of 6th St.
- Ash St. west of 6th St.
- Cedar St. west of 3rd St. to the railroad tracks
- 6th Street south of Ash Street

Bridge Needs

Mill Creek Bypass Bridge on 4th Street

Due to the low volume of traffic using the bridge and the lack of funding to repair the facility, this bridge needs to be taken out of service. The City needs to work with the one affected residence to take access from Wipper Road to the west. There are no funds available for replacing this bridge.

Mill Creek Bridge on 5th Street

This bridge is maintained by the City and is located south of Ash Street. The 20-ton bridge is not in very good condition and needs replacing. This bridge has a deck width of approximately 22 feet. State funds for replacing this bridge are scheduled for in the State Transportation Improvement Program (STIP) in 2001.

Mill Creek Bypass Bridge on Wipper Road

This county bridge is not in good condition and has a 1997 sufficiency rating of 49.80. (Any county rating below 50 means that a bridge has structural integrity issues.) County funds to repair and/or replace the bridge have not been identified.

Mill Creek Bridge on Marion Road

This county bridge near the elementary school is narrow and is on a curve. Increased truck traffic from the proposed aggregate mining and processing site will increase conflicts with other vehicles, pedestrians and bicyclists. According to a Marion County Staff Report approving the aggregate mining and processing site, funds for a 14-foot widening of the bridge will be paid by the owners of the site.

6-3B. Pedestrian and Bicycle Facilities Needs

As indicated in the Existing Conditions section, there are very few sidewalks and bike lanes in the City of Turner. Sidewalks and bike lanes are needed for safe travel to the elementary school, the post office and other community activity centers.

Sidewalk Needs

Continuous sidewalks are needed the most on 3rd Street, Denver Street, Chicago Street, Delaney Road and 5th Street. Sidewalks will be built as part of all new developments.

Map 6-5 at the end of the next section depicts the location of the sidewalk system in the City.

Bike Lane Needs

Bike lanes are needed primarily on the Arterial Streets; 3rd Street, Denver Street and Delaney Road. Bike lanes will be built as part of all new developments that front Collector or Arterial Streets. **Map 6-5** at the end of the next section depicts the location of the bike lane system in the City.

6-3C. Public Transportation Needs

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

- Daily shuttle service to Salem
- Transportation service for the transportation-disadvantaged.
- Extending Cherriots bus service to the park-and-ride lot at I-5 and Delaney Road
- Extending Cherriots bus service in to Turner

One of the most important trends that supports the need to provide these services is the growth in the number of the elderly. (The elderly population is generally characterized by individuals 60 and over.) From 1980 through 1995, the percentage of elderly in the Marion County grew from 12.6% to 13.5%. This correlates to an increase of over 9,000 (or 34%) of the elderly population. The growth in the number of elderly is expected to accelerate due to improvements in medical care and the aging of the “baby boomer” generation. This generation of individuals will start turning 60 in about 10 years and will continue to grow for over 20 years.

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

One need mentioned above is to extend Cherriots bus service to the park-and-ride lot at I-5 and Delaney Road. This park-and-ride lot is located approximately three miles west of Turner. Since most of the working residents commute to their jobs outside of Turner, there may be a need for an informal park-and-ride lot in Turner. In some cities, arrangements are made with churches (or other organizations that don't use their parking lots much during the week) to utilize part of their parking lots for commuter parking.

6-3D. Air, Rail, Water and Pipeline Facilities Needs

Air Service Needs

The needs associated with air service include maintaining the existing daily shuttle service (Hut Airport Limousine) to Portland International Airport from the Salem Airport.

Rail Service Needs

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

Waterborne Transportation Needs

No commercial river transportation services or port facilities are needed in Turner.

Pipeline Needs

Two major pipelines currently run through the Turner area: a petroleum distribution line belonging to Santa Fe Pipeline Inc. and a natural gas distribution line belonging to Northwest Pipeline Corp. These companies are expected to continue operating the pipelines over the next 20 years.

Within the next 5 to 10 years, the City of Salem plans to build a water transmission pipeline through Turner. The new pipeline is planned to run in an alignment similar to the location of the City of Salem's existing water pipelines running through Turner (see Existing Conditions - Air, Rail, Water and Pipeline Facilities).

6-3E. Commercial Corridor Needs

Listed above in the Roadway Needs, is a need to re-align the Commercial Corridor so that there is one turning movement at the corner of 3rd Street and Denver Street.

Street Improvements

The major need of the Commercial Corridor is to upgrade the facility from rural design standards to urban design standards. The corridor needs to be improved with a center turning lane and on-street parking. The underground storm drain system needs to be completed so that curbs, gutters, driveways, and sidewalks and bike lanes can be built. These improvements would make the Commercial Corridor more multi-modal and safer for pedestrians and bicyclists. To make the corridor more inviting, overhead utility lines need to be placed underground and street trees should be planted at various intervals.

Zoning Considerations

Based on the size of Turner and its population, there may be too much property zoned commercial along the Commercial Corridor, specifically on 3rd Street north of the Mill Creek Bridge. Currently, the demand for commercial land is low in Turner and there is a large surplus of commercial land that fronts 3rd Street. There are approximately 25 single family houses located on commercial zoned properties along 3rd Street. Commercial development on 3rd Street should be focused on a few key areas to prevent the low-density "strip" pattern that has occurred along many commercial streets in other cities. Strip commercial development of the Commercial Corridor would do little to establish a unique character for Turner. The commercial land surplus along 3rd Street could conflict with the City's desire to focus commercial development in the downtown part of Turner.

There could be more medium density residential development on the Commercial Corridor. Presently, there are hardly any properties fronting the corridor that are residentially zoned for multi-family developments (6 to 12 units per acre). The addition of multi-family housing units along the Commercial Corridor would create more pedestrian and bicycle activity along the corridor. It may also generate the demand for some additional commercial development on the Commercial Corridor.

Access Management

There needs to be some level of access management of the Commercial Corridor to protect its intended functions and to preserve capacity. The Commercial Corridor serves two divergent functions: moving traffic through the City and providing public access to individual properties. The traffic movement function of the corridor is beginning to be hampered by an increase in turning movements and parking demands.

6-4. Transportation System Plan

The City of Turner Transportation System Plan reflects involvement of the public and various governmental bodies. Public involvement is necessary to achieve consensus on goals and objectives, minimize conflicts, and to assure that the plan can be implemented. Based on an evaluation of the existing and future conditions in Turner, this Plan proposes the improvements necessary to carry out the Goals and Policies identified in **Section 6-5A**. Projects to be included in the Capital Improvement Plan are listed in **Section 6-5C**.

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

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

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

6-4A. Street Network Plan

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

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

A good network of streets is the backbone of a good transportation plan that benefits all modes and minimizes travel distances for walking and bicycling as well as auto travel. A good network of streets is also important for efficient goods movement and access to industrial and commercial areas. It aids in the efficient management of the transportation system and reduced congestion by distributing travel across more intersections. For these reasons, it also helps to conserve energy and reduce air pollution.

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

Map 6-4 at the end of this section, is the Turner Street System and shows:

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

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

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

- **Arterial Streets:** An arterial is intended to provide for the majority of regional travel passing through an area as well as the majority of local trips entering and leaving the urban area. It should also provide continuity for all rural arterials which intercept the UGB and should include connections to all rural collectors.

Arterials generally emphasize mobility over land access. Access to arterials should be managed to protect the mobility function of the street as much as possible.

- **Collector Streets:** This facility connects intra-area traffic to the arterial system. Collectors provide links between an area or neighborhood and the arterial system. They supply abutting property with the same degree of land service as a local street but are usually given priority over local streets in any traffic control installations. Collectors penetrate into all areas of a city, gathering traffic, and channeling it to arterials or rural collectors.
- **Significant Local Street:** The Significant Local Streets are streets in the community that may not qualify as Collector Streets, but are important to the community for other reasons.
- **Local Streets:** This type of street primarily provides access to abutting properties and is protected from "through" traffic. Local streets entail all those not otherwise defined as arterials or collectors. While connectivity is encouraged for all streets, through traffic movement is not the intended purpose of a local street.

The table on the next page identifies the City's Arterials, Collectors, Significant Local and Local Streets. The Commercial Corridor consists of two Arterials, 3rd Street and Denver Street. It is the "Main Street" of Turner on which are located most of the City's businesses and public buildings. 5th Street is a Significant Local Street because it is the main north-south street west of the railroad tracks and it provides access to the city park at the north end of town.

Functional Classification	Street Name	Limits
Arterial Streets		
(Commercial Corridor)	3rd Street	Turner Rd. to Denver St.
(Commercial Corridor)	Denver Street	3 rd St. to Mill Creek Bridge
	Marion Road	Mill Creek Bridge to E. UGB
	Delaney Road	3 rd St. to W. UGB
Collector Streets		
	Chicago Street	Wipper Rd. to School St.
	Witzel Road	Marion Creek Rd. to NE UGB
	Wipper Road	Chicago St. to SW UGB
	55th Avenue	Elgin St. to SE UGB
	Val View Drive	3 rd St. to Witzel Rd.
	Delaney Road	3 rd St. to Witzel Rd. (future extension)
Significant Local Streets		
	5th Street	City park to Elgin St.
Local Streets	All other Streets	

When development occurs on the east side of town, Delaney Road should be extended east as shown on **Map 6-4** to connect with Witzel Road. Connecting Delaney Road to Witzel Road will provide the City with direct access to the east side of town, which will be needed because currently there is no direct east-west road that runs through the middle of town. It will also serve as an alternate east-west route across town for emergency vehicles.

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

Amendments to the City's Land Use Development Code pertaining to street development standards can be found in the tables in **Section 6-5B**. The revisions bring the City of Turner Development Code into compliance with the State of Oregon's Transportation Planning Rule. This TSP reduces the planned street right-of-way width on some of the City's streets.

Arterial Streets

In the existing City of Turner Development Code, Arterial Streets are proposed as 80 foot right-of-ways. This Plan proposes to establish the existing right-of-way widths for the Arterial Streets as the City's standard. The existing right-of-way for 3rd Street is 60-feet and Denver has 70-foot right-of-way. Maintaining the existing right-of-way on these two streets (the Commercial Corridor) will:

- reduce street development costs, especially additional right-of-way costs
- be less disruptive to existing businesses and residences
- have a tendency to slow traffic speed (studies have shown that with wide travel lanes, motorists will drive a little faster)
- make it easier for pedestrians to cross at intersections
- make the streetscape look nicer by reducing building setbacks

As indicated in the street design table in **Section 6-5B**, there would still be room for a center turn lane or on-street parking depending on what side of Mill Creek you were on. On 3rd Street north of the Mill Creek Bridge, a center turn lane is proposed. On 3rd Street south of Mill Creek Bridge to Denver Street, on-street parking is proposed. There would also be room for bike lanes and sidewalks. The existing 11.5-foot travel lanes would be widened to 12 feet. The storm drainage system will have to be completed in order to make room for all of the planned improvements.

Collector Streets

In the existing City of Turner Development Code, Collector Streets are proposed as 60 foot right-of-ways. This Plan proposes no changes to this right-of-way width. Two different types of Collector Streets are proposed. One Collector Street would be built with on-street parking and the other Collector Street would be built with landscaping.

Local Streets

In the existing City of Turner Development Code, Local Streets are proposed as 60 and 40-foot right-of-ways. This Plan proposes two Local Street designs. One Local Street design standard has a 50-foot right-of-way with parking on both sides. The other Local Street design standard (Skinny Street) has a 40-foot right-of-way with parking on one side. The Planning Commission will have the prerogative in approving the "Skinny Street" design in developments to reduce maintenance costs and provide more of a pedestrian-friendly environment. The Planning Commission will consider a variety of factors in making this decision including the number of dwelling units served and the length of the proposed street.

Access Management

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

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

Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include access control measures such as driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads.

In Turner, access management is primarily a tool that can be used to insure that objectives of mobility and safety are preserved for the Commercial Corridor - 3rd Street and Denver Street. 3rd Street presents important challenges related to reconciling the needs of existing and future development along the roadway with their intended function of carrying through traffic. In light of these competing

demands on the Commercial Corridor, the City will work with adjacent property owners and Marion County to develop creative approaches to access management. Off-street parking requirements for new development are located in the City's Land Use Development Code.

In many areas on 3rd Street, business parking lots abut the street pavement allowing uncontrolled turning movements. Also there are some businesses on 3rd Street that have head-in parking that require motorists to back out into traffic. This situation is further complicated by the fact that there are no curbs on 3rd Street. Planned improvements for the Commercial Corridor, such as curbs, gutters, driveways and sidewalks will help to regulate access to existing and future development.

Although Marion County has jurisdiction over most of the streets in the Commercial Corridor, the City has control over land adjacent to these streets, and thus, has significant influence over access demands. Marion County has ultimate control of access to county maintained roadways. Because of the overlapping jurisdictions, all development proposals that impact the Commercial Corridor will be submitted to Marion County for review.

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

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

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

1. Access management review should take place during the review process established for site plan review, land divisions and conditional uses.
2. Access management standards should apply to:
 - new construction and expansions of an existing buildings where the expansion exceeds 20 percent of the gross floor area of the original building as of the date of the adoption of this TSP.
 - Any change in use of a single building on a lot where a Change of Occupancy permit is required, unless the change specifically involves less than 50 percent of the gross floor area of the building.
3. The minimum distance between curbcuts (or access points) whether or not curbcuts are located on the same property, should be not less than 150 feet.

4. Where the existing configuration of properties and access points in the vicinity of the building site preclude the spacing requirements above, the City could reduce the spacing requirement provided that joint-use driveways are not feasible.
5. Alternatives to the spacing requirement include the use of joint-use driveways between two abutting lots with cross-access easements.
6. Property owners should agree to close any pre-existing access point or curbcuts on a building site after the construction of the joint-use driveway.

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

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

The City will remain flexible in its response to future development proposals on the Commercial Corridor considering creative access solutions but maintaining a firm commitment to negotiating agreements that uphold the objectives of safety and mobility.

The City of Turner will work with Marion County to develop an access management plan for the City 's Arterial and Collector Streets.

6-3B. Pedestrian/Bicycle Plan

As indicated in the Existing Conditions section, there are very few sidewalks and bike lanes in the City of Turner. Sidewalks and bike lanes are needed for safe travel to the elementary school, the post office and other community activity centers.

Sidewalks and Crosswalks

Continuous sidewalks are most needed on 3rd Street, Denver Street, Chicago Street, Delaney Road and 5th Street. Sidewalks will be built as part of all new developments. At intersections, ADA ramps need to be built as part of new sidewalk improvements to allow access for all residents. The major intersections should be striped for crosswalks to minimize conflicts between the movements of automobiles, pedestrians, and bicyclists, especially at the 3rd Street/Chicago Street intersection.

Bikeways

Bike lanes are needed on the principle route 3rd Street and Denver Street, and Delaney Road west of 3rd Street. Bike lanes will be built as part of all new developments that front Collector or Arterial Streets. Shared Roadway bikeways will be provided for on the collector and local streets with low traffic volumes and lower vehicle speed limits (see definitions on the next page). On collector streets serving as shared roadways, the City (and county if applicable) could put "Shared Roadway" signs up on the street to remind motorists that bicycles may be on the road.

The Pedestrian/Bicycle Plan provides a network of walkways and bike ways linking activity areas for safe and convenient walking and bicycling. Bicycle lanes are planned for on arterials and high volume collectors. Exclusive bicycle and walking paths should be provided to minimize travel distances where the street network is discontinuous. It is also important that pedestrian and bicycle movements not be compromised to facilitate automobile movements without good cause and without mitigation. The Plan proposes pedestrian and bicycle facilities on the streets with the most automobile traffic to minimize conflicts between modes of transportation.

There are four basic types of bikeways that will be utilized in Turner:

- **Bikes lanes** are paved 5 to 6-foot wide designated lanes adjacent to (vehicle) travel lanes. This type of facility is appropriate on streets with a lot of traffic.
- **Shoulder Bikeways** are where bicyclists travel within the roadway's paved shoulder. Typically, shoulder bikeways are four to six feet in width. This is the type of bikeway is used on Marion County roadways.

Shared Roadways are roadways where bicyclists and motor vehicles share the travel lane. This type of facility is appropriate on streets with low traffic volumes and lower vehicle speed limits.

- **Multi-Use Paths** are separated from vehicular traffic. They are two-way pathways used by pedestrians, bicyclists and joggers. This type of facility is usually paved and about ten feet wide.

From Turner, Mill Creek flows northwest into the City of Salem. North of Turner. The Oregon Department of Correction's (DOC) and other state agencies own or control much of the property along Mill Creek from the south boundary of Salem to State Street in central Salem. DOC has a vision to construct a multi-use path along Mill Creek on state property within Salem.

If such a path is built, it would also benefit Turner residents by providing a separated path for most of the way between Turner and downtown Salem. Between the two cities, Turner Road has narrow shoulders and no sidewalks. A multi-use path along Mill Creek would provide bicyclists, walkers, and joggers with a safer and more pleasant journey.

If such a path were constructed, the City of Turner would ultimately like to extend it south along Mill Creek into the Fifth Street Park and provide access to Third Street in Turner. This extension would allow bicyclists, walkers and joggers the opportunity to travel between Turner and Salem without having to use Turner Road. Because of the pleasant and safe journey along Mill Creek, it would also provide an alternative means to travel to Salem, decreasing traffic on Turner Road.

Map 6-5 at the end of this section, depicts the location of the planned sidewalks and bike lanes in the City. Based on an evaluation of the existing and future conditions in Turner, this Plan proposes the improvements necessary to carry out the Goals and Policies related to pedestrian and bicycle travel identified in **Section 6-5A**.

Amendments to the City's Land Use Development Code pertaining to the implementation of the Pedestrian/Bicycle Plan can be found in **Section 6-5B**. The revisions are proposed to bring the City of Turner Development Code into compliance with the State of Oregon's Transportation Planning Rule. The TPR requires local governments to adopt land use and subdivision ordinance amendments required by OAR 660-12-045 (3), (4)(a-f) and (5)d. These standards are intended to encourage multi-modal travel and provide alternatives to the single occupancy automobile. In general, the development code changes address the following:

- Bicycle parking facilities will be part of new multi-family development of four units or more, new retail, office and institutional developments.

- Facilities will be provided for safe and convenient pedestrian and bicycle access within and from new subdivisions, planned developments, shopping centers and industrial parks to nearby residential areas, and neighborhood activity centers, such as schools, parks and shopping. This includes sidewalks along all public streets and bikeways along arterial and collector streets.
- Internal pedestrian circulation will be part of new office parks and commercial developments through clustering of buildings, construction of pedestrian ways, where appropriate and similar techniques.

6-4C. Public Transportation Plan

Based on an evaluation of the existing and future conditions in Turner, this section contains recommendations necessary to carry out the Goals and Policies related to Public Transportation identified in **Section 6-5A**.

The City of Turner supports the existing public transportation providers and coordination services, and continues to cooperate in regional public transportation planning and implementation efforts.

In May 1998, the Salem Area Mass Transit District completed a draft Regional Transportation Enhancement Plan (RTEP) for Marion and Polk Counties. The RTEP is intended to provide a strategy for increasing transportation choices for the region's senior and disabled residents. The Plan acknowledges that a fragmented transportation system of more than 60 private and public providers already exists in Marion and Polk Counties. During the planning process for the RTEP, several general goals were identified. These goals include:

- Improving coordination among service providers
- Prioritizing the planning and development of various programs
- Defining the role for private transportation companies
- Increasing efficiency and effectiveness of existing resources
- Improving the application and review process
- Adopting an improved system performance evaluation methodology

The main result from the RTEP was the development of a work plan of short-term (1 year) actions. Some of these actions include:

Creating two transit routes serving north and central Marion County that will be initially services by Wheels Community Transportation Service (WTC). In addition to providing service to the region's senior and disabled residents, the service will also be available to the general public.

- Creating preliminary design and allocation for a regionally coordinated transportation system for inclusion in the 2002-2005 Statewide Transportation Improvement Plan (STIP).
- Planning and developing a regional transit brokerage by partnering with Oregon Medical Assistance Program (OMAP) through an inter-governmental agreement between Salem Area Mass Transit District and the State of Oregon. The brokerage would coordinate non-emergency medical trips for the region's population by awarding services to the lowest-cost providers.
- Starting dialogue with agencies throughout the region on how a regionally coordinated system could meet the needs of their clients.
- Creating a regional marketing program for the region's transportation services.

- Assisting Wheels Community Transportation to achieve a projected five to ten percent fare recovery by providing marketing assistance of the new routes.
- Completing a technical needs assessment to provide statistically verifiable quantification of the transportation needs throughout the region.

The City of Turner supports an ongoing regional evaluation of the demand factors and opportunities for shuttle services to Salem (or an extension of Cherriots bus service in to Turner and to the Delaney Road/I-5 park-and-ride lot.

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

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

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

6-4D. Air, Rail, Water and Pipeline Plan

Based on an evaluation of the existing and future conditions in Turner, this section contains recommendations necessary to carry out the Goals and Policies related to Air, Rail, Water and Pipelines identified in **Section 6-5A**

Air Service Plan

The City supports maintaining the existing daily shuttle service (Hut Airport Limousine) to Portland International Airport from the Salem Airport.

Rail Plan

The City will maintain industrial zoning designations on properties adjacent to the Union Pacific (UP) Main Line tracks to maintain opportunities for rail freight service for existing or new industrial development.

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

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

Waterborne Transportation Plan

No commercial river transportation services or port facilities are feasible in Turner, therefore the City does not have a Waterborne Transportation Plan.

Pipeline Plan

The City will continue to work with the owners of the two major pipelines in the Turner area (Santa Fe Pipeline Inc. and Northwest Pipeline Corp.) to continue the safe and efficient transport of natural gas and petroleum product.

6-4E. Commercial Corridor Plan

A big part of the Plan for the Commercial Corridor is to upgrade 3rd Street and Denver Street from rural design standards to urban design standards. Another strategy of the Plan is to re-route the Commercial Corridor so that there is one turn at 3rd Street and Denver Street.

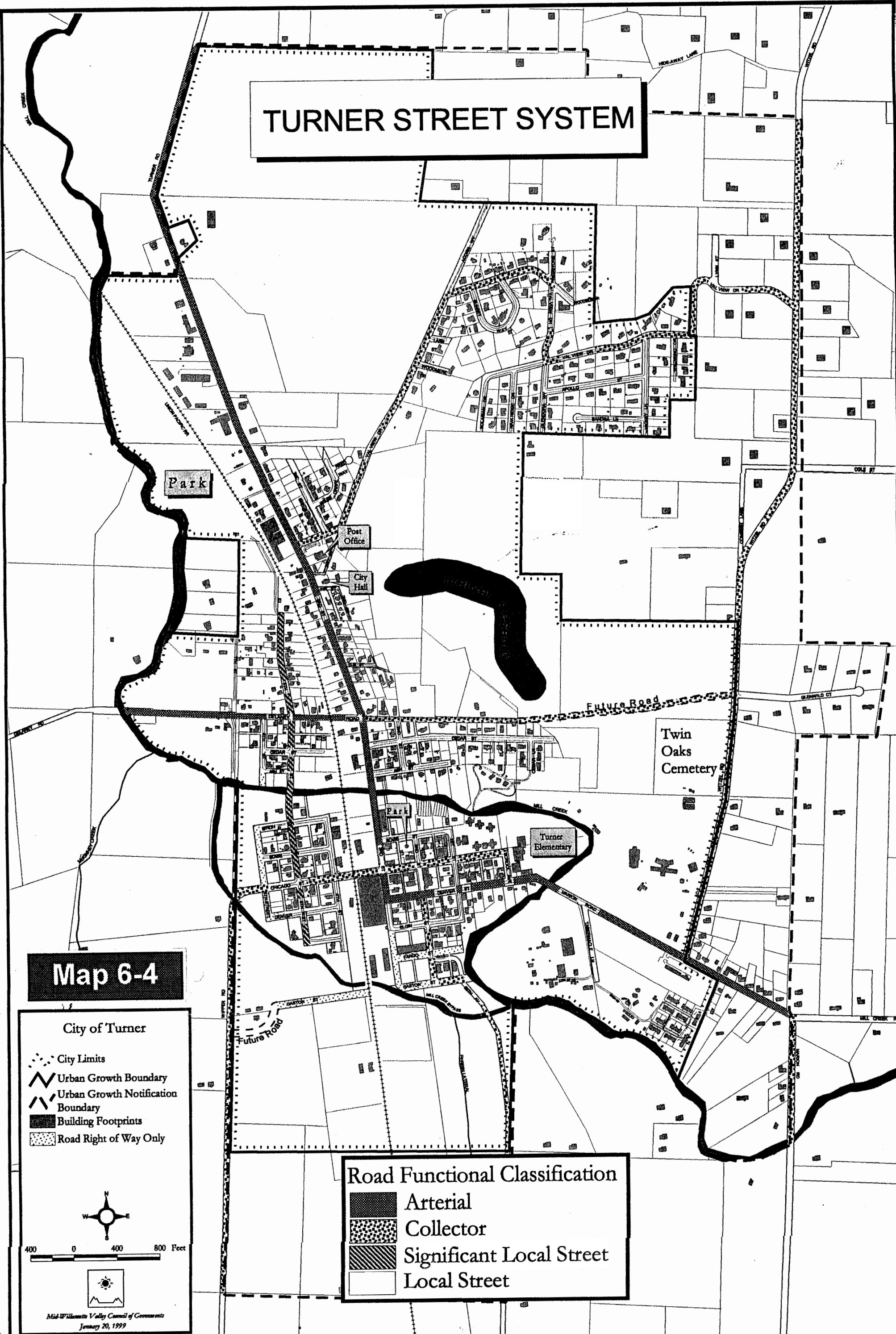
Many aspects of the plan for the Commercial Corridor can be found in the earlier sections of this chapter. Refer to **Section 6-4A** for street design and access management considerations for the Commercial Corridor. **Section 6-4** contains the plan for pedestrian and bicycle improvements on the Commercial Corridor. **Section 6-5C** includes capital improvement projects proposed for the Commercial Corridor.

As mentioned in the **Section 6-3E**, commercial development on 3rd Street should be focused on a few key areas and there should be more medium density residential development on the corridor. The City is currently under Periodic Review and is in the process of updating its Land Use Element of the Comprehensive Plan. A recommendation in this TSP is to evaluate the possibility of rezoning most of the properties between Fir Street and Delaney Road a medium density designation (6 to 12 units per acre)

Commercial Corridor Plan

- Improve 3rd Street (North city limits to Mill Creek Bridge) with a center turn lane, bike lanes, sidewalks, pedestrian scale street lights, underground storm drain and other utilities. Maintain the 60 foot right-of-way.
- Improve 3rd Street (Mill Creek Bridge to Denver St.) with on-street parking, bike lanes, sidewalks, pedestrian scale street lights, underground storm drain and other utilities. Maintain the 60 foot right-of-way.
- Improve Denver St. (3rd St. to School Street) with on-street parking, bike lanes, sidewalks, pedestrian scale street lights, underground storm drain and other utilities. Maintain the 70 foot right-of-way.
- Construct landscaped gateways on 3rd Street at the north city limits and on Denver St. west of Mill Creek Bridge.
- If there is space available, add landscaping to the 3rd St. & Denver St. intersection along side the mill building and at the northeast corner to make this important intersection more attractive.

TURNER STREET SYSTEM



Map 6-4

City of Turner

- City Limits
- Urban Growth Boundary
- Urban Growth Notification Boundary
- Building Footprints
- Road Right of Way Only

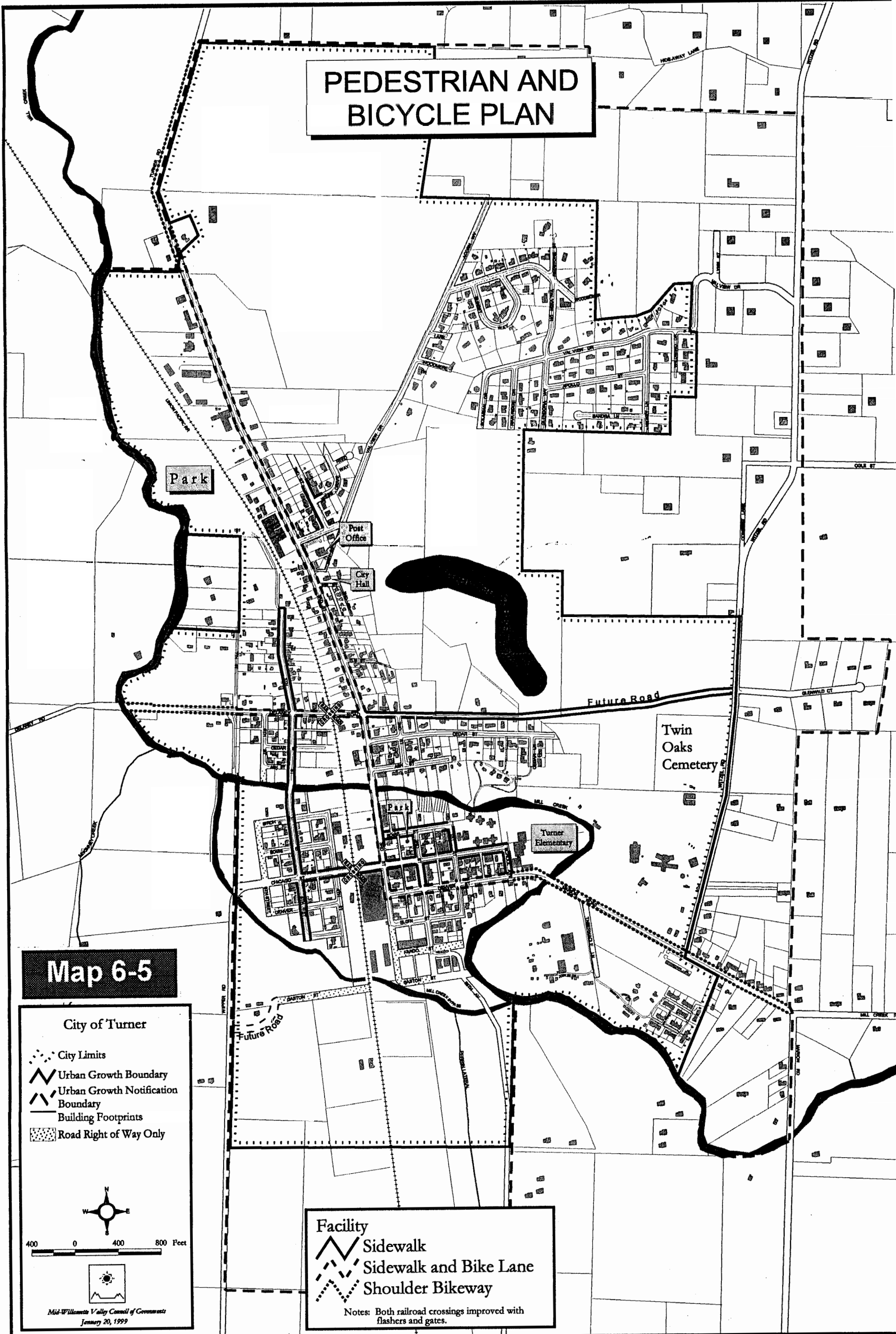
Map scale: 0 to 800 Feet

Mid-Willamette Valley Council of Governments
January 20, 1999

Road Functional Classification






- Arterial
- Collector
- Significant Local Street
- Local Street

PEDESTRIAN AND BICYCLE PLAN



Map 6-5

City of Turner




-  City Limits
-  Urban Growth Boundary
-  Urban Growth Notification Boundary
-  Building Footprints
-  Road Right of Way Only



400 0 400 800 Feet



Mid-Willamette Valley Council of Governments
January 20, 1999

- Facility**
-  Sidewalk
 -  Sidewalk and Bike Lane
 -  Shoulder Bikeway

Notes: Both railroad crossings improved with flashers and gates.

6-5A.

TRANSPORTATION GOALS AND POLICIES

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

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

The policies in this section are based on input from: the public, city staff, the planning commission, city council and state and federal requirements. The policies in this section are intended to replace the existing transportation policies in the 1979 Comprehensive Plan as amended. These new and revised policies are expected to ensure the City transportation system will satisfy the needs of residents and other users for the next 20 years.

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

1. Street Network/Commercial Corridor
2. Pedestrian and Bicycle Facilities;
3. Public Transportation; and
4. Rail and Pipeline Transportation.

STREET NETWORK/COMMERCIAL CORRIDOR

GOALS

1. The development of a street network that is safe, accessible and efficient for motorists, pedestrians, bicyclists and the transportation disadvantaged in Turner.
2. An inviting, pedestrian and bicycle friendly streetscape for Commercial Corridor enhanced with mixed uses, sidewalks, bike lanes, landscaping, distinctive lighting and underground utilities.

POLICIES

1. The designated arterial, collector and significant local streets of the Street Network Map will be used to assist in prioritizing street development and maintenance.
2. The City of Turner shall protect the function of existing and planned roadways identified in the Turner Transportation System Plan.
3. All development proposals, plan amendments, or zone changes shall conform with the Turner Transportation System Plan.
4. The City of Turner shall include consideration of impacts on existing or planned transportation facilities in all land use decisions.
5. The City of Turner shall protect the function of existing or planned roadways through the application of appropriate land use regulations, exactions, voluntary dedication, or setbacks.
6. New direct access to arterials shall be granted only after consideration is given to land use and traffic patterns in the area of development, not just at the specific site. Joint access utilization and common driveways serving more than one property shall be implemented wherever feasible.
7. Access controls shall be used to integrate traffic and land use developments, to minimize the potential impacts associated with increased growth. Arterial access locations shall be kept to a minimum.
8. Off-street parking shall be provided by all land uses to improve traffic flow, promote safety, and lessen sight obstruction along the streets.
9. The City of Turner shall coordinate with the Department of Transportation to implement the improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Turner Transportation System Plan and Comprehensive Plan.
10. The City and Marion County shall seek to re-route the Commercial Corridor so motorists will make one turn at 3rd Street and Denver Street.
11. The City shall develop a Capital Improvement Program to identify, prioritize and construct transportation projects. All sources of funding shall be pursued.
12. The City supports and encourages Marion County to study the feasibility of a southern truck route bypass around the City of Turner.

PEDESTRIAN AND BICYCLE FACILITIES

GOAL

1. A safe, continuous and direct network of streets, bikeways, sidewalks, and street crossings to promote safe and convenient circulation within Turner.

POLICIES

1. Provision for bicycle travel shall be included on all new arterials and collectors and on all major improvements to existing arterials and collectors within the Urban Growth Boundary.
2. Provision for pedestrians should be included on all new streets and to all major improvements to existing arterials and collectors within the Urban Growth Boundary.
3. Bicycle and pedestrian ways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
4. The City supports the Oregon Department of Corrections' vision to construct a multi-use path along Mill Creek from the south boundary of the City of Salem into Salem. If such a path is constructed, the City of Turner will pursue extending the path into Turner.

PUBLIC TRANSPORTATION

GOALS

1. A convenient, economical and safe public transportation services for the residents of Turner.
2. The provision of a daily shuttle service to the major activity centers in Salem.

POLICIES

1. The City will support and promote regional planning for public transportation services that use innovative technology to maximize efficiency of operation, planning and administration of public transportation.
2. The City seeks the creation of a customer-based regionally coordinated public transit system through regional planning process that is efficient, effective, and for present and future needs. The public transit system should provide the maximum level of access to area activity centers for the transportation disadvantaged citizens.

3. The City encourages the use of carpools and park-and-ride lots in the area and other strategies to reduce the number of single occupant vehicles.
4. The City will support the efforts of the Special Transportation Advisory Committee or its successors in the implementation of the Regional Transportation Enhancement Plan and similar efforts to improve transportation for the disadvantaged in the region.

RAIL AND PIPELINE TRANSPORTATION

GOAL

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

POLICIES

1. The City shall coordinate land use planning adjacent to the Union Pacific Railroad to maintain safety and livability standards within the community while protecting safe rail operations
2. Rail facilities shall be protected as a community resource to promote industrial development needing rail access.
3. The City supports pipeline operations such as natural gas service into, within and through the City of Turner.

6-5 B Turner Land Use Development Code Amendments

Proposed Revisions to the Turner Land Use Development Code In compliance with The Turner Transportation System Plan and the Oregon Transportation Planning Rule

The following revisions are proposed to bring the City of Turner Development Code into compliance with the State of Oregon's Transportation Planning Rule. The TPR requires local governments to adopt land use and subdivision ordinance amendments required by OAR 660-12-045 (3), (4)(a-f) and (5)d. These standards are intended to encourage multi-modal travel and provide alternatives to the single occupancy automobile. There are three discrete requirements in this section of the TPR that apply directly to Turner:

1. Bicycle parking facilities as part of new multi-family development of four units or more, new retail, office and institutional developments.
2. Facilities providing safe and convenient pedestrian and bicycle access within and from new subdivisions, planned developments, shopping centers and industrial parks to nearby residential areas, and neighborhood activity centers, such as schools, parks and shopping. This includes sidewalks along all public streets and bikeways along arterial and collector streets.
3. Provision of internal pedestrian circulation in new office parks and commercial developments through clustering of buildings, construction of pedestrian ways, where appropriate and similar techniques.

The following definitions will be added to Article 1, Section 1.200 of the Turner Land Use Development Code:

ACCESS The way or means by which pedestrians, bicycles, and vehicles shall have safe, adequate and usable ingress and egress to property.

ACCESS MANAGEMENT Regulation of access to streets, roads, and highways from abutting property and public and private roads and driveways.

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

ADEQUATE ACCESS Direct routes of travel between destinations.

ADEQUATE AREA Space sufficient to provide all required public services to standards defined in this code.

BICYCLE FACILITIES Facilities which provide for the needs of bicyclists, including bikeways and bicycle parking.

BIKEWAY The general term for the four basic types of bikeways:

- (a) **Bikes lanes** are paved 5 to 6-foot wide designated lanes adjacent to (vehicle) travel lanes.
- (b) **Shoulder Bikeways** are where bicyclists travel within the roadway's paved shoulder. Typically, shoulder bikeways are four to six feet in width.
- (c) **Shared Roadways** are roadways where bicyclists and motor vehicles share the travel lane.
- (d) **Multi-Use Paths** are separated from vehicular traffic. They are two-way pathways about 10 feet wide used by pedestrians, bicyclists and joggers.

NEARBY USES Activities or uses within 0.25 mile which can be reasonably expected to be used by pedestrians, and within 1 mile which can reasonably expected to be used by bicyclist.

NEIGHBORHOOD ACTIVITY CENTERS Schools, parks, and other like sites.

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

The following development standards will be added to Article 5 of the Turner Land Use Development Code

SECTION 5.122 TRANSPORTATION STANDARDS

The City of Turner has adopted the Turner Transportation System Plan (TTSP) in conformance with the State of Oregon Transportation Planning Rule. Development Standards for Streets, Sidewalks, Bikeways, Rail and Pipeline transportation are included in the following Sections of this Article in compliance the Turner Transportation System Plan.

- (1) Purpose
 - (a) To provide for safe, efficient, convenient multi-modal movement in the City of Turner.
 - (b) To provide adequate area in public rights-of-way for streets, sidewalks, bikeways, sanitary sewers, storm sewers, water lines, natural gas lines, power lines and other utilities commonly and appropriately placed in such rights-of-way.

(2) Scope

- (a) The creation, dedication or construction of all new public or private streets, pedestrian facilities and bikeways in all subdivision, partitions or other developments in the City of Turner.
- (b) The construction or modification of any utilities or sidewalks, or bikeways in public rights-of-way or street easements.

(3) General Provisions

- (a) The following provisions shall apply to the dedication, construction, improvement or other development of public rights-of-way in the City of Turner. All public improvements shall be designed in conformance with the specific requirements of the City's most current Public Works Standards.
- (b) Development proposals shall provide for the continuation of existing and proposed streets, bikeways and pedestrian facilities located outside the development to maintain the continuity of traffic circulation for all modes of travel in the City.

(4) Pedestrian and Bicycle Improvement Requirements

Type of Dwelling	Bikeways & Parking and Pedestrian Accessways
Single Family Dwelling & Duplex	No
Multi-family Dwelling	Yes(4+ units)
New Commercial Building	Yes
Commercial Expansion	No
New Industrial Building	Yes
Industrial Expansion	No
Partitions, Subdivisions, Planned Developments, Manufactured Home Parks	Yes

[Note: The existing Item (1) of Section 5.122 will be renumbered to (5) and the existing Item (3) will be renumbered to (6)]

SECTION 5.123 STREETS

- (2) Minimum right-of-way and roadway widths. The width of travel lanes for streets and roadways in feet shall be adequate to fulfill city specifications as provided for in **Article 8** of this Code and should not be less than the minimums shown in the following tables unless otherwise approved on a development plan.

Where conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites, narrower

right-of-ways may be accepted, if necessary, and replaced with slope, sidewalk or utility easements dedicated on both sides of the right-of-way. Where topographical conditions necessitate cuts or fills for proper grading of streets, additional right-of-ways may be required.

Arterial Street Design Table

Street Name	Limits	ROW Width	Curb-to-Curb Width	Center Turn Lane Width	Travel Lanes No./Width	Bike Lane Width Each Side	On-Street Parking Width and Location	Planting Strip Width	Sidewalk Width (includes curb)
Denver St.	3 rd St. to School Ave.	70'	52'	NA	2/12'	6'	8' Each Side	NA	8'
3 rd St.	North City Limits to Mill Creek	60'	48'	14'	2/12'	5'	NA	NA	6'
3 rd St.	Mill Creek to Denver St.	60'	48'	NA	2/12'	5'	7' Each Side	NA	6'
Delaney Rd.	West of 3 rd St.	60'	36'	NA	2/12'	6'	NA	6'	6'
Marion Rd.	Mill Creek Bridge to Witzel Rd.	60'	36'	NA	2/12'	6'	NA	6'	6'

New Collector and Local Street Design Table

Street Type	ROW Width	Curb-to-Curb Width	Center Turn Lane Width	Travel Lanes No./Width	Bike Lane Width Each Side	On-Street Parking Width and Location	Landscape Strip Width	Sidewalk Width (includes curb)
Collector w/ Parking	60'	48'	NA	2/11'	6'	7' Each Side	NA	6'
Collector w/ Landscaping	60'	34'	NA	2/11'	6'	None	7'	6'
Local w/ Parking on Both Sides	50'	34''	NA	2/10'	NA	7' Each Side	NA	6'
Local (Skinny St.) Parking on One Side	40'	28'	NA	2/10'	NA	8' One Side	NA	6'

- Notes:**
1. A left turn lane may be required at major intersections.
 2. Streets without designated bike lanes will provide a "shared roadway" type of bikeway.
 3. Public utility easements may be required adjacent to the right-of-way.
 4. The Planning Commission will have the prerogative in determining the appropriate street type in developments (*Factors to consider include the number of dwelling units served, the length of the proposed street, the desire to create a pedestrian-friendly environment, and maintenance costs*).
 5. Street tree requirements can be found in the Land Use Development Code.
 6. Any right-of-way remaining after constructing the above improvements will be used for a clear area or utilities.
 7. The City may require Significant Local Streets to be designed and built to Collector Street standards.
 8. Some existing Local Streets have a right-of-way greater than 50 feet. When these streets are improved, the extra right-of-way may be developed as landscape strips.

SECTION 5.125 BIKEWAYS

Bikeway locations are identified on Map 6-5 in the Turner Transportation System Plan. Bikeways shall comply with the requirements of the standards contained herein, those contained in the adopted TTSP and should attempt to comply with the "Oregon Bicycle and Pedestrian Plan", an element of the Oregon Transportation Plan.

- (1) Developments adjoining existing or proposed bikeways shall include provisions for connection and extension of such bikeways through dedication of easements or rights-of-ways. The City may include bikeway improvements as conditions of approval for developments which will benefit from bikeways. Where possible, bikeways should be separated from other modes of travel, including pedestrianways.
- (2) **Bicycle Parking**
Minimum Development Requirements: At a minimum, bicycle parking facilities shall be consistent with the following design guidelines.
 - (a) **Location:** All bicycle facilities shall be
 1. Within 100 feet from a building entrance;
 2. Located within a well lighted area; and
 3. Clearly visible from the building entrance.
 - (b) Bicycle parking shall be convenient and easy to find. Where necessary, a sign shall be used to direct users to the parking facility.
 - (c) Each bicycle parking space shall be at least 2 feet by 6 feet with a vertical clearance of 6 feet

- (d) An access aisle of at least 5 feet in width shall be provided in each bicycle parking facility.
- (e) Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object, i.e., a “rack”, upon which the bicycle can be locked. Structures that require a user supplied lock shall accommodate both cables and U-shaped locks and shall permit the frame and both wheels to be secured (removing the front wheel may be necessary.)
- (f) Where bicycle parking is provided for employees on a “work shift”, it shall be sheltered, i.e., covered, from the weather or employees shall be provided access to a secure room within a building for bicycle parking.

Bicycle Parking Spaces Table

	Type of Use	Minimum Number of Spaces	
A	Single Family Residential	0	A
B	All other developments including expansions of more than 20 percent of the original floor area	Minimum of 2	B
C		Each use shall have the greater of the number of spaces cited in line B or the following:	C
D	Duplexes, Triplexes, and other, Multi-Family Residential	One (1) per every two dwelling units	D
E	Retail, Office, Institutional, and Parks	One (1) per every 20 vehicle parking spaces	E
F	Industrial	One (1) per every 40 vehicle parking spaces	F
G	Schools	Six (6) for every classroom	G

SECTION 5.131 BLOCKS

- (1) General: The length, width, and shape of blocks shall be designed with regard to providing adequate building sites for the use contemplated; consideration of needs for convenient access, circulation, control, and safety of street traffic including pedestrian and bicyclist; and recognition of limitations and opportunities of topography. Block lengths should not exceed 600 feet. Due to topographic or other physical constraints, the Planning Commission may allow longer block lengths.

- (4) Traffic Circulation: Blocks shall be laid out to provide safe, convenient, and direct vehicle, bicycle and pedestrian access to nearby residential areas, neighborhood activity centers, commercial areas, and industrial areas; and to provide safe convenient and direct traffic circulation.

6-5C. Projects to be Included in the Capital Improvement Program

The City of Turner is in the process of developing a capital improvement program to identify, prioritize and fund needed capital improvements such as transportation and storm drainage projects. Listed below are 26 transportation projects that are needed in the City during the next twenty years. The projects include street capacity improvements, sidewalk and bicycle improvements and streetscape aesthetic improvements.

Projects are rated “High”, “Medium” or “Low”. A “High” rating means that the project is a high priority for the City. A “High” rating would probably include safety and capacity issues that exist or will occur in the short term. A “Medium” rating means that the project is a medium priority for the City. A “low” rating means that the project is a low priority and is not really needed in the short term - (within the next five years). The rating of the projects is the City’s beginning basis for determining capital improvement priorities.

Six projects are considered high priority, nine projects are medium priority and eleven projects are a low priority. The number assigned to each project is for identification purposes only. Rough cost estimates have been prepared for each project. The cost estimates do not include right-of-way costs. The cost estimates are considered to be general “planning level estimates” of the cost to construct the project. A more refined and accurate cost calculation for each project needs to be determined as these projects are included into the City’s capital improvement program. The total cost of constructing all 26 projects is approximately \$3.2 million.

Project Rating	Project Description	Cost Estimate
High	1. Replace the 5 th Street bridge.	STIP estimate: \$750,000
High	2. Webb Dr., Reed Way and 2 nd St. Improvements. Need to construct street, storm drain and water improvements for approximately 17 lots.	\$240,000
High	3. Take the Mill Creek Bridge on 4 th St. out of service. Utilize the Gaston St. right-of-way west to Wipper Rd as access for the existing residential development. Right-of-way purchase needed.	Build a gravel road 650’ long and 20’ wide - \$16,000
High	Improve Delaney Road west of 3 rd St. to Mill Creek Bridge with sidewalks, curbs, gutters, driveway aprons, bike lanes and on-street parking.	2,300’ long and 60’ wide at \$140 per linear foot - \$322,000

High	Re-route through route so there is only one turning movement at 3 rd St. and Denver St. Improve with sidewalks, curbs, gutters, driveway aprons, bike lanes and center turn lane or on-street parking.	300' long and 60' wide at \$140 per linear foot - \$42,000
High	6. 3 rd Street (Mill Creek Bridge to Val View Dr.) Improve with sidewalks, curbs, gutters, driveway aprons, bike lanes and center turn lane. The underground storm drain system should also be completed and all utilities should be placed underground.	2,400' long and 60' wide at \$140 per linear foot - \$336,000
Medium	7. Extend 5 th St. north to the city park. This would require purchasing right-of-way.	\$30,000
Medium	8. 3 rd Street (Mill Creek Bridge to Denver St.) Improve with sidewalks, curbs, gutters, driveway aprons, bike lanes and on-street parking. The underground storm drain system should also be completed and all utilities should be placed underground.	1,000' long and 60' wide at \$140 per linear foot - \$140,000
Medium	9. Denver Street (3 rd St. to Mill Creek Bridge) Improve with sidewalks, curbs, gutters, driveway aprons, bike lanes and on-street parking. The underground storm drain system should also be completed and all utilities should be placed underground.	1,500' long and 60' wide at \$140 per linear foot - \$210,000
Medium	10. Vacate the unplatted 40-foot wide county roadway easement near 55 th Avenue. Connections to existing streets need to be built. The first phase would consist of extending 2 nd St. to Gaston Street and then Gaston St. would be extended east to 55 th St.	\$75,000 not including right-of-way
Medium	11. Construct a left turn on 3 rd St. for westbound traffic to Delaney Road when needed or warranted.	\$75,000
Medium	12. Construct sidewalks on Chicago Street from 5 th St. to School Avenue. In addition to adding sidewalks to areas where they do not exist, some of the existing sidewalks need to be replaced.	Both sides = 2,000' \$12 per foot at 5' wide = \$48,000

Medium	13. Construct sidewalks on Boise Street from 3 rd St. to 1 st St. In addition to adding sidewalks to areas where they do not exist, some of the existing sidewalks need to be replaced.	Both sides = 1,400' \$12 per foot at 5' wide = \$17,000
Medium	14. Construct a left turn lane on 3 rd St. for eastbound traffic on Val View Dr. when it is needed or warranted.	\$75,000
Medium	15. Construct a left turn lane on Delaney Rd. for north-bound traffic to 3 rd St. when needed or warranted.	\$75,000
Low	16. Improve the existing portion of Delaney Road east of 3 rd St. with sidewalks, curbs, gutters, driveway aprons, bike lanes and on-street parking when it is extended east to Witzel Road.	1,400' long and 60' wide at \$135 per linear foot - \$189,000
Low	17. 3 rd Street (Val View Dr. to N. City limits) Improve with sidewalks, curbs, gutters, driveway aprons, bike lanes and center turn lane. The underground storm drain system should also be completed and all utilities should be placed underground.	2,800' long and 60' wide at \$140 per linear foot - \$392,000
Low	18. Construct sidewalks on 5 th Street. The sidewalks could be built without curbs, gutters and driveway aprons.	Both sides = 6,000' \$12 per foot at 5' wide = \$72,000
Low	19. Complete the second phase of the 55 th Avenue street realignment project. Extend 3 rd St. to Gaston and then Gaston St. would be extended east to 2 nd St.	1,300' long and 60' wide at \$60 per linear foot - \$78,000

Low	20. The City needs to acquire the right-of-way for 7 th Street north of Delaney Road and construct standard street improvements.	900' long and 60' wide at \$60 per linear foot - \$54,000
Low	21. Construct sidewalks and shoulder bikeways on Denver St. from School St. to the Mill Creek Bridge. Construct sidewalks and shoulder bikeways on Marion Road from the Mill Creek Bridge to Witzel Road.	Both sides = 1,800' \$40 per foot for 4' bikeway and 5' sidewalk \$72,000

Low	22. Acquire property and construct a public parking lot at the northwest corner of Denver St. and 2 nd St.	One paved parking lot 70' by 80' striped for 12 cars. \$20,000 not including ROW.
Low	23. When 3 rd Street and/or Denver Street is improved install pedestrian scale lighting fixtures at appropriate intervals. These lights are lower and more aesthetic than standard street lights.	3 rd St.- 1,700' long-2 lights every 200' = 18 lights @\$2,500 / light = \$45,000 Denver St.- 600' long-2 lights every 200' = 6 lights @\$2,500 / light = \$15,000 Total: \$60,000
Low	24. When 3 rd Street and/or Denver Street is improved install landscaping at gateways and at appropriate intervals.	One gateway = two 100' by 6' landscape areas = \$5,000 3 gateways = \$15,000 Interval landscaping = two 50' by 6' landscape areas = \$1,500. 6 Interval landscaping areas (every 600') = \$9,000 \$15,000 + \$9,000= \$24,000
Low	25. When the 3 rd Street/ Chicago Street intersection is upgraded as a result of a street improvement project, install pedestrian crossing improvements. A bulb-out could be constructed (extensions of the sidewalk at the intersection) or the crosswalks could be built with a different material such as stamped concrete or brick pavers which would alert drivers and slow them down making it safer for pedestrians.	Cost for one intersection can vary dramatically depending on drainage and other utility related costs. Estimated cost could range from \$16,000 to \$80,000. The midpoint of this range will be used at this time. \$48,000

Low	<p>26. When the principal route is re-aligned so there is only one turning movement at 3rd St. and Denver Street, this key intersection should be improved landscaping. Install landscaping at the 3rd St. and Denver Street intersection along side the mill building to make the intersection more attractive. A portion of the property at the northeast corner of the intersection could also be acquired to create a small landscaped area.</p> <p>Another possibility would be to paint a mural on the east side of the mill building. The mural could depict something about the history of Turner.</p>	<p>Landscaped area at this intersection could be equal to one interval landscaping (see project 24) = two 50' by 6' landscape areas = \$1,500.</p> <p>The mural could be done by volunteers.</p>
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6-5D. Financing Alternatives

The ability and commitment to fund the proposed transportation projects listed in this Plan is a key component in achieving the City's desired transportation system.

The estimated cost for all of the transportation system improvements is approximately \$3.2 million. Many of the projects involve improving county roads in Turner and it is not known at this time what level of participation will occur with Marion County. The County expects to spend approximately \$460,000 every year on capital improvements inside urban growth boundaries. This includes all urban areas in Marion County.

Like many small cities in Oregon, yearly street maintenance costs absorb most of the City's public works street budget. The budget for maintenance and capital improvements is approximately \$60,000 per year. The revenue source is primarily the City's share of the state gas tax (\$57,000) and the remaining funds are generated by interest earnings.

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

The following portion of the TSP describes methods that the city may use, and in some cases does use, to fund proposed projects. These finance methods may be used individually or in combination to fund projects, or contribute the city's share, to transportation projects.

Transportation improvement projects are funded from three sources: (1) federal, (2) state, and (3) local revenues. A brief overview of the funding mechanisms available from each source is given.

Federal

TRANSPORTATION EFFICIENCY ACT FOR THE 21ST CENTURY

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

Transportation Enhancement grants continue to be funded as part of the Surface Transportation Program. These funds can be used to improve facilities and safety for bicycles and pedestrians.

COMMUNITY DEVELOPMENT BLOCK GRANTS

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

State

STATE HIGHWAY FUND (also known as the gas tax)

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

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

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

SPECIAL PUBLIC WORKS FUNDS (SPWF- LOTTERY PROGRAM)

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

OREGON TRANSPORTATION INFRASTRUCTURE BANK

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

Local

SYSTEM DEVELOPMENT CHARGES

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

STREET BONDS

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

LOCAL IMPROVEMENT DISTRICTS

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

ROAD USER, OR STREET UTILITY, FEES

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

TRAFFIC IMPACT FEES

This method is used to finance required road improvements associated with new development. The fee, which can vary for different land uses, is calculated based on the estimated number of vehicle trips generated by the proposed development. Revenues generated in this manner must be used for capital improvements and not maintenance activities.

FULL/PARTIAL PRIVATE CONTRIBUTIONS

Under this method the developer builds the road to city standards and then dedes the road to the city as a condition of development.

It should be noted that the state has begun to require contributions from local jurisdictions for some projects when development has significant traffic impacts. Cost sharing may become more common if federal funds decrease in the future. It is expected that local contribution to or cost sharing for projects such as interchanges and bridges will continue.

OTHER

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

Appendix A
Street Inventory

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

3RD STREET

(PART OF THE COMMERCIAL CORRIDOR)

LIMITS: FROM CITY LIMITS TO DENVER STREET

FUNCTIONAL CLASSIFICATION: **ARTERIAL**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
Segment between north city limits and Mill Creek Bridge Approx. 4,900'	32'	60'	1 in each direction.	3' west side 5' east side	None	None except in front of the Post Office. Open ditches along most of the roadway	County traffic data computed for 3rd Street at the city limits is used for all segments of the commercial corridor, except Marion Rd. 1997 Average Daily Traffic: 5,300 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21
			West lane: 11 to 11.5' wide				
			East lane: 11 to 11.5' wide				
Segment south of Mill Creek Bridge to Denver St. Approx. 900'		60'	1 in each direction.	5 feet	Present on the east side of the street (approx. 700') fair condition	Present on east side.	Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,700 2018 Estimated Volume To Capacity Ratio: 0.32 Estimate of 2018 Level of Service: C
			West lane: 13' wide				
			East lane: 13' wide				
							OTHER NOTES
On-Street Parking:	None north of Delaney Rd. 12 parking spaces on the east side of the street between Mill Creek and Chicago Street.						3rd Street is part of the commercial corridor and is the main road to Salem for Turner residents. It is also used to get to Salem by many people living in the Aumsville area. 3rd Street and Witzel Road are the major north-south streets in Turner. Land uses consist of industrial, commercial and residential development that have direct access to 3rd Street.
Traffic Control Devices:	No traffic lights or stop signs on the commercial corridor. No left or right turn lanes. No center turn lanes.						
Pavement Condition:	Good						
Jurisdiction/Maintenance:	Marion County jurisdiction. Maintained by the county south to Mill Creek bridge.						
Truck Route:	Yes						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

DENVER STREET (PART OF THE COMMERCIAL CORRIDOR)

LIMITS: FROM 3rd ST. TO MILL CREEK BRIDGE

FUNCTIONAL CLASSIFICATION: **ARTERIAL**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
1,500 feet	32'	70'	1 in each direction. Each lane is 12' wide.	East of School Ave. to Witzel Rd. there is a 4' paved shoulder on the north side and a 3' paved shoulder on the south side.	Present on the north side of the street except between 2nd St. and the mid-block alley. (800' total distance) Fair condition	On the north side of the street except between 2nd St. and the mid-block alley. No curb and gutter east of School Ave.	County traffic data computed for 3rd Street at the city limits is used for all segments of the commercial corridor except Marion Rd. 1997 Average Daily Traffic: 5,100 Estimated Roadway Capacity: 24,000 1997 Estimated Volume To Capacity Ratio: 0.21 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,500 2018 Estimated Volume To Capacity Ratio: 0.31 Estimate of 2018 Level of Service: C	
17' wide paved parallel parking north side from 2nd St. to School Ave.							OTHER NOTES	
On-Street Parking:	The intermittent paved shoulder on south side from 2nd St. east to School Ave. is also used for parallel parking. (roughly 10 parking spaces)							Denver Street comprises the east end of the commercial corridor. Land uses consists single-family homes and commercial businesses.
Traffic Control Devices:	No traffic lights or stop signs on the commercial corridor. No left or right turn lanes. No center turn lanes.							
Pavement Condition:	Good							
Jurisdiction/Maintenance:	City of Turner							
Truck Route:	Yes							

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

MARION ROAD

LIMITS: FROM MILL CREEK BRIDGE TO E. UGB

FUNCTIONAL CLASSIFICATION: **ARTERIAL**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
1,440' in city limits 3,720' in UGNA.	24'	60'	1 in each direction. Each lane is 12' wide.	4 feet on the north side. 0' on south side.	None	None	County traffic data computed for Marion Rd. east of Mill Creek Bridge. 1997 Average Daily Traffic: 4,700 Estimated Roadway Capacity: 20,000 1997 Estimated Volume To Capacity Ratio: 0.24 Estimate of 1997 Level of Service: C Estimated Average Daily Traffic in 2018: 7,000 2018 Estimated Volume To Capacity Ratio: 0.35 Estimate of 2018 Level of Service: C
							OTHER NOTES
On-Street Parking:		None					<p>This segment of Marion Road is part of the main route through Turner. In the southeast part of Turner, Marion Road intersects with Mill Creek Road. At this intersection, Marion Road continues south to Marion. It carries traffic from the schools to the south and Aumsville to the east. Land uses on Marion Road consist of semi-public uses and retirement homes.</p>
Traffic Control Devices:		No traffic lights or stop signs. No left or right turn lanes. No center turn lanes.					
Pavement Condition:		Good					
Jurisdiction/Maintenance:		Marion County					
Truck Route:		Yes					

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

DELANEY ROAD

LIMITS: FROM 3RD ST. TO W. UGNB

FUNCTIONAL CLASSIFICATION: **ARTERIAL**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
2,200' in city limits and UGNA.	22'	50 to 60'	1 in each direction. Each lane is 9' wide.	0 feet	None	0	<p>Traffic data computed for Delaney Rd. west of 3rd St. 1997 Average Daily Traffic: 2,900</p> <p>Estimated Roadway Capacity: 22,500</p> <p>1997 Estimated Volume To Capacity Ratio: 0.13</p> <p>Estimate of 1997 Level of Service: B</p> <p>Estimated Average Daily Traffic in 2018: 5,900</p> <p>2018 Estimated Volume To Capacity Ratio: 0.26</p> <p>Estimate of 2018 Level of Service: C</p>	
							OTHER NOTES	
On-Street Parking:		Parallel parking on south side in an 8' wide dirt strip.						<p>Delaney Road connects to I-5 and runs in an east-west direction. Land uses consist of single family homes west of the railroad tracks and commercial uses between the tracks and 3rd Street.</p> <p>The bridge at the city limits on Delaney Road was upgraded by the county in 1998. Delaney Road is one of the two roads in Turner that crosses the railroad tracks.</p> <p>When properties on the east side of town are developed, Delaney Road will be extended east to Witzel Road.</p>
Traffic Control Devices:		No traffic lights. Stop signs at 3rd St. intersection. No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		Marion County						
Truck Route:		Yes						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

CHICAGO STREET

LIMITS: WIPPER RD. TO SCHOOL ST.

FUNCTIONAL CLASSIFICATION: **COLLECTOR**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES
3rd St. to Wipper: 1,400 feet	32'	70'	1 in each direction. Each lane is 12' wide.	3 feet	None w. of RR tracks. Present on n. side between RR tracks & 3rd St. (approx. 200') Fair condition	None	County traffic data computed for Wipper Rd. at city limits is used to estimate traffic data on Chicago St. 1997 Average Daily Traffic: 750 Estimated Roadway Capacity: 10,500
2nd St. to School St.: 1,200 feet	32'	70'	1 in each direction Each lane is 11' wide.	0	On both sides of the street except between 2nd St. and the alley in the middle of the 2nd St. to 1st St. block. (approx. 1500') Fair condition	On both sides of the street except between 2nd St. and the alley in the middle of the 2nd St. to 1st St. block.	1997 Estimated Volume To Capacity Ratio: 0.07 Estimate of 1997 Level of Service: A Estimated Average Daily Traffic in 2018: 1,200 2018 Estimated Volume To Capacity Ratio: 0.11 Estimate of 2018 Level of Service: B
							OTHER NOTES
On-Street Parking:	The 8' parkway on both sides of the street east of 2nd Street is used for parallel parking. (approx. 8 parking spaces)						Chicago Street is one of the main east-west streets in Turner. It is one of the two roads in Turner that crosses the railroad tracks. At the east end of Chicago is the elementary school. The west end of Chicago Street turns into Wipper Road which turns south. Land uses consist of industrial, residential and commercial development.
Traffic Control Devices:	Stops signs at 3rd St., 2nd St. and 1st St. No left or right turn lanes. No center turn lanes.						
Pavement Condition:	Good						
Jurisdiction/Maintenance:	City of Turner						
Truck Route:	No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

WIPPER ROAD

LIMITS: CHICAGO ST. TO SW UGNB

FUNCTIONAL CLASSIFICATION: COLLECTOR

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
2,320' in city limits 3,600 in UGNA.	20'	50'	1 in each direction. The west lane is 10' wide. The east lane is 9' wide.	0 to 1 feet	None	None	County traffic data was computed for Whipper Rd. near the city limits. 1997 Average Daily Traffic: 750 Estimated Roadway Capacity: 10,500 1997 Estimated Volume To Capacity Ratio: 0.07 Estimate of 1997 Level of Service: A Estimated Average Daily Traffic in 2018: 1,200 2018 Estimated Volume To Capacity Ratio: 0.11 Estimate of 2018 Level of Service: B	
							OTHER NOTES	
On-Street Parking:		None						Whipper Road is a north-south street located in the southwest part of town. The road turns into Chicago Street, in Turner, after crossing over the Mill Creek Bypass (waterway). There is a considerable amount of vacant industrial property on the east side of Whipper Road.
Traffic Control Devices:		None						
		No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		Marion County						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

VAL VIEW DRIVE

LIMITS: 3RD ST. TO WITZEL RD.

FUNCTIONAL CLASSIFICATION: **COLLECTOR**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
6,160' in city limits 7,160' in UGNA	22'	60'	1 in each direction Each lane is 11' wide.	0	None	None	<p>Traffic data computed for Val View Dr. is based on the existing 120 houses (approx.) taking access off the street.</p> <p>1997 Average Daily Traffic: 1,200 Estimated Roadway Capacity: 11,500</p> <p>1997 Estimated Volume To Capacity Ratio: 0.10</p> <p>Estimate of 1997 Level of Service: A</p> <p>Estimated Average Daily Traffic in 2018: 1,500</p> <p>2018 Estimated Volume To Capacity Ratio: 0.13</p> <p>Estimate of 2018 Level of Service: B</p>	
							OTHER NOTES	
On-Street Parking:		None						<p>Val View Drive is a residential east-west collector street located in the north part of town. It traverses part of Waldo Hills connecting 3rd Street with Witzel Road.</p> <p>In some places, Val View Drive is very steep and contains some sharp curves.</p>
Traffic Control Devices:		Stop sign at 3rd St. and Witzel Rd.						
		No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		City of Turner						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

55TH AVENUE

LIMITS: ELGIN ST. TO SE UGNA

FUNCTIONAL CLASSIFICATION: **COLLECTOR**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
1,920' in city limits 3,280' in UGNA	24' (Gravel road)	40'	gravel road	0	None	None	<p>County traffic data was computed for 55th Ave. south of 2nd St. 1997 Average Daily Traffic: 300</p> <p>Estimated Roadway Capacity: 10,500</p> <p>1997 Estimated Volume To Capacity Ratio: 0.03</p> <p>Estimate of 1997 Level of Service: A</p> <p>Estimated Average Daily Traffic in 2018: 500</p> <p>2018 Estimated Volume To Capacity Ratio: 0.05</p> <p>Estimate of 2018 Level of Service: A</p>	
							OTHER NOTES	
On-Street Parking:		None						<p>55th Avenue is a north-south gravel road located in the southeast part of town.</p> <p>On the north end of 55th, the road takes a westerly jog along an unplatted county easement and then aligns with 2nd Street.</p> <p>When the vacant industrial properties in the southeast part of the city develop, 55th Avenue will provide access into Turner.</p>
Traffic Control Devices:		None						
Pavement Condition:		Gravel						
Jurisdiction/Maintenance:		Marion County						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

DELANEY ROAD

LIMITS: FROM 3RD ST. TO FRAZEN RESEVOIR

FUNCTIONAL CLASSIFICATION: **COLLECTOR**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
Approx. 1,300'	20'	50 to 30'	1 in each direction. Each lane is 9' wide.	0 feet	None	0	Light traffic generated by approximately 15 houses. ADT is estimated on each house generating approx. 10 trips per day. 1997 Average Daily Traffic: 150 Estimated Roadway Capacity: 10,500 1997 Estimated Volume To Capacity Ratio: 0.01 Estimate of 1997 Level of Service: A Estimated Average Daily Traffic in 2018: 2,000 2018 Estimated Volume To Capacity Ratio: 0.19 Estimate of 2018 Level of Service: B	
							OTHER NOTES	
On-Street Parking:		Parallel parking on unpaved shoulders						Delaney Road intersects 3rd St. forming a major intersection in Turner. Land uses consist of single family homes. When properties on the east side of town are developed, Delaney Road will be extended east to Witzel Road.
Traffic Control Devices:		No traffic lights. Stop signs at 3rd St. intersection. No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		City						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

5TH STREET

LIMITS: CITY PARK TO ELGIN ST.

FUNCTIONAL CLASSIFICATION: **Significant Local Street**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
3,100' in city limits	20'	60'	1 in each direction. Each lane is 10' wide. There is no centerline stripe.	0	None	None	<p>Traffic data computed for 5th St. is based on the existing 40 (approx.) houses taking access off the street. Some traffic is generated by the city park.</p> <p>1997 Average Daily Traffic: 750</p> <p>Estimated Roadway Capacity: 10,500</p> <p>1997 Estimated Volume To Capacity Ratio: 0.07</p> <p>Estimate of 1997 Level of Service: A</p> <p>Estimated Average Daily Traffic in 2018: 1,200</p> <p>2018 Estimated Volume To Capacity Ratio: 0.11</p> <p>Estimate of 2018 Level of Service: B</p>	
							OTHER NOTES	
On-Street Parking:		None						<p>5th Street is the only north-south residential street on the west side of the railroad tracks. A 13-acre city park is located at the north end of the street.</p> <p>There is a bridge on 5th Street across Mill Creek</p>
Traffic Control Devices:		Stop signs at Delaney Rd. and Chicago St. No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		City of Turner						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

DELANEY ROAD

LIMITS: FROM 3RD ST. TO FRAZEN RESEVOIR

FUNCTIONAL CLASSIFICATION: **COLLECTOR**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
Approx. 1,300'	20'	50 to 30'	1 in each direction. Each lane is 9' wide.	0 feet	None	0	Light traffic generated by approximately 15 houses. ADT is estimated on each house generating approx. 10 trips per day. 1997 Average Daily Traffic: 150 Estimated Roadway Capacity: 10,500 1997 Estimated Volume To Capacity Ratio: 0.01 Estimate of 1997 Level of Service: A Estimated Average Daily Traffic in 2018: 2,000 2018 Estimated Volume To Capacity Ratio: 0.19 Estimate of 2018 Level of Service: B	
							OTHER NOTES	
On-Street Parking:		Parallel parking on unpaved shoulders						Delaney Road intersects 3rd St. forming a major intersection in Turner. Land uses consist of single family homes. When properties on the east side of town are developed, Delaney Road will be extended east to Witzel Road.
Traffic Control Devices:		No traffic lights. Stop signs at 3rd St. intersection. No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		City						
Truck Route:		No						

CITY OF TURNER STREET INVENTORY Includes only Arterials, Collectors and Significant Local Streets in the Urban Growth Notification Area (UGNA)

5TH STREET

LIMITS: CITY PARK TO ELGIN ST.

FUNCTIONAL CLASSIFICATION: **Significant Local Street**

APPROXIMATE SEGMENT LENGTH	PAVEMENT WIDTH	RIGHT-OF-WAY	TRAVEL LANE DATA	PAVED SHOULDER WIDTH	SIDEWALKS	CURBS AND GUTTERS	TRAFFIC NOTES	
3,100' in city limits	20'	60'	1 in each direction. Each lane is 10' wide. There is no centerline stripe.	0	None	None	<p>Traffic data computed for 5th St. is based on the existing 40 (approx.) houses taking access off the street. Some traffic is generated by the city park.</p> <p>1997 Average Daily Traffic: 750</p> <p>Estimated Roadway Capacity: 10,500</p> <p>1997 Estimated Volume To Capacity Ratio: 0.07</p> <p>Estimate of 1997 Level of Service: A</p> <p>Estimated Average Daily Traffic in 2018: 1,200</p> <p>2018 Estimated Volume To Capacity Ratio: 0.11</p> <p>Estimate of 2018 Level of Service: B</p>	
							OTHER NOTES	
On-Street Parking:		None						<p>5th Street is the only north-south residential street on the west side of the railroad tracks. A 13-acre city park is located at the north end of the street.</p> <p>There is a bridge on 5th Street across Mill Creek</p>
Traffic Control Devices:		Stop signs at Delaney Rd. and Chicago St. No left or right turn lanes. No center turn lanes.						
Pavement Condition:		Good						
Jurisdiction/Maintenance:		City of Turner						
Truck Route:		No						

Appendix B

Public Involvement and Interagency Coordination

Public involvement is a vital part of the TSP planning process. The Turner TSP was developed cooperatively with input from interested citizens, the Planning Commission, City Council, Marion County, Salem Area Mass Transit District, ODOT and the Department of Land Conservation and Development. Open houses for development of the TSP were conducted in December of 1998 and in April 1999. Notices of the open houses appeared in the City's monthly newsletter a few weeks before the meetings.

The First Open House

The first open house was held on December 8, 1998 at the Turner Community Center from 6:00 p.m. to 9:00 p.m. Approximately 12 people stopped by to review displays including street inventories, accident data, the street network map, existing and projected traffic data existing pedestrian and bicycle facilities, the commercial corridor and talk to staff about transportation issues.

Some of the comments received were concerns about the future gravel truck traffic through town. A traffic report prepared for River-Bend Sand & Gravel estimates that under full build-out (in about 10 years) truck traffic will increase by about 80 percent through Turner. Many residents are concerned because the truck traffic would go right by the elementary school. Some residents suggested building a truck bypass around the south side of town connecting Marion Road to Delaney Road.

Other comments included:

- the need for more crosswalks through the commercial corridor
- Delaney Road west of town needs to be widened with shoulders
- Turner needs a park-and-ride lot
- Transit is needed to Salem
- Bike paths and more pedestrian facilities are needed
- Some residents want to keep the "S-Curve" while others think that it should only be one turn at 3rd Street and Denver Street
- 3rd Street needs to be improved with sidewalks, curbs and gutters. The new post office is located about one-half mile north of the central part of town. More residents would walk to the post office (and city hall) if there were sidewalks.

The Second Open House

The second open house was held on April 10, 1999 (Saturday) at City Hall from 10:00 a.m. to 1:00 p.m. Approximately five people stopped by to review the and the draft Plan.

The comments received consisted of many of the same concerns mentioned above at the first open house such as increased truck traffic, widening 3rd Street and Delaney Road.

Other Public Involvement Efforts

A joint workshop between the Planning Commission and the City Council took place on April 10th (right after the Open House) to review the draft TSP.

A public hearing on the TSP is scheduled before the Planning Commission on April 20, 1999. The second public hearing on the TSP is scheduled before the City Council on April 20, 1999.