

**AGENDA for
COMMON COUNCIL OF THE CITY OF TURNER
Regular Meeting
7:00 pm**

Turner City Hall

November 14, 2024

If you wish to comment remotely, you **MUST** sign up by 4:00 pm on November 12, 2024, by e-mailing general@turneroregon.gov or calling 503-743-2155.

To join remotely, CALL: 917-900-1022

CONFERENCE ID: 5037432155

CALL TO ORDER

PUBLIC COMMENTS

COUNCIL MEMBER COMMENT

CONSENT CALENDAR

- A) Accounts Payable since October 21, 2024
- B) Council Minutes- October 24, 2024

NEW BUSINESS

Discussion & Decision: Comprehensive Plan Text Amendment to adopt the 2024 Transportation System Plan

Discussion and Decision: Federal Emergency Management Agency Pre-Implementation Compliance Measures

ADMINISTRATOR REPORT:

BUSINESS REPORT:

PUBLIC COMMENT

COUNCIL MEMBER COMMENTS

Further information on any agenda item is available at City Hall. Special provisions for individuals with disabilities can be provided with 48-hour notice by contacting City Hall: 503-743-2155 or general@cityofturner.org.

The City of Turner follows Title VI of the Civil Rights Act standards requiring that "No person in the United States shall, on the basis of race, color, national origin, sex, age, disability, low income, and limited English proficiency (LEP), be excluded from or participation in, be denied the benefits of, or be otherwise subjected to discrimination under, any licensing program or activity receiving federal financial assistance.

CONSENT CALENDAR

NEW BUSINESS

Discussion & Decision: Comprehensive Plan Text Amendment to adopt the 2024 Transportation System Plan

The City is at the tail end of a very extensive process to produce a new Transportation System Plan (TSP). The Council had a work session on the draft plan on October 10, 2024.

The adoption of the new TSP requires a change to the City's Comprehensive Plan. A full staff report that describes the plan and implementation steps is attached.

Discussion and Decision: Federal Emergency Management Agency Pre-Implementation Compliance Measures

The Federal Emergency Management Agency (FEMA) is adding endangered species protection to the Floodplain Management Program. Rather than following a normal process, which would include rule-making and public comment, governments in the flood insurance program are being required to take "pre-implementation" measures to protect endangered species.

Any of the required measures would severely limit any kind of development (even micro improvements) in the floodplain. In Turner's case, roughly 35-40% of the city is in the floodplain.

The accepted pre-implementation measures include:

1. Ban all development
2. Adopt a new model ordinance
3. Adopt a "permit by permit approach"

Options two and three require expensive analysis of the impact of any building/development project and require more than 1:1 mitigation for the impact and no systems are in place for mitigation.

There is a great deal of confusion over this new mandate and entities are struggling with next steps. There are significant questions about the FEMA process, both legal and procedural.

Staff Report: City Council Meeting, 11.14 | 2024

Entities are required to pick a measure by Dec. 1, 2024, with full implementation required by July 1, 2025.

Staff is recommending that Council select Option #2 - Model Ordinance. This would comply with the Dec. 1 mandate and give us time to see if anything shifts on this topic before we have to fully implement an ordinance.

Accounts Payable

Checks by Date - Detail by Check Date

User: paray
 Printed: 11/8/2024 10:08 AM



| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Check Amount |
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| 24027 | GRI 35791 | GEOTECHNICAL RESOURCES INC. AT Val View Landslide Assessment | 10/22/2024 | 2,057.50 |
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| 24028 | ZZKEYCON 5135 | Key Concepts Change Door Codes | 10/22/2024 | 217.50 |
| Total for Check Number 24028: | | | | 217.50 |
| 24029 | SANT FY202425-0194 | METCOM 9-1-1 Dispatch & Development service for Nov 24 | 10/22/2024 | 3,728.56 |
| Total for Check Number 24029: | | | | 3,728.56 |
| 24030 | RIVER 3852630 | River-Bend Materials 3/4" Minus Gravel for 2nd St Water Fix | 10/22/2024 | 661.43 |
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| 24031 | SEGURA 261946 | GULLERMINA SEGURA Office Cleaning 10/4 & 10/18 | 10/22/2024 | 300.00 |
| Total for Check Number 24031: | | | | 300.00 |
| 24032 | CENTRO 442609 | SOLV BUSINESS SOLUTIONS Utility Billing Paper | 10/22/2024 | 686.85 |
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| 24033 | water 91666 | WATERLAB 4th St & Val View Routine Water Testing | 10/22/2024 | 80.00 |
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| Total for 10/22/2024: | | | | 7,731.84 |
| 24034 | ATTMOB 10192024 10192024 | AT&T Mobility AT&T Police AT&T City Admin | 10/23/2024 | 359.12 45.89 |
| Total for Check Number 24034: | | | | 405.01 |
| 24035 | TAX COLL Acct 341546 | Marion County Tax Collector Commsite Cell Tower | 10/23/2024 | 2,044.76 |
| Total for Check Number 24035: | | | | 2,044.76 |
| 24036 | MCFS Sept 2024 | Marion County Treasury Department September Court Fees | 10/23/2024 | 16.00 |

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| | | | Total for Check Number 24036: | 16.00 |
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| | | | Total for Check Number 24037: | 50.00 |
| 24038 | ORBUS 00124101500338 | OREGON DEPT OF CONSUMER & BUS 2-Year Elevator Chair Life Permit | 10/23/2024 | 134.40 |
| | | | Total for Check Number 24038: | 134.40 |
| 24039 | RIVER 3853680 | River-Bend Materials 3/4" Minus for 3rd St Water Repair | 10/23/2024 | 223.31 |
| | | | Total for Check Number 24039: | 223.31 |
| | | | Total for 10/23/2024: | 2,873.48 |
| 24040 | CASC WW 1605 | Cascade Water Works, Inc. Service Call to Upper Pump Station | 10/24/2024 | 290.00 |
| | | | Total for Check Number 24040: | 290.00 |
| 24041 | UB*01200 | WILLIAM CHRISEMER JR Refund Check 003229-000, 7523 9th CT Refund Check 003229-000, 7523 9th CT | 10/24/2024 | 52.02 31.14 |
| | | | Total for Check Number 24041: | 83.16 |
| 24042 | UB*01202 | FROM CRADLE TO CRAYONS Refund Check 003324-000, 7920 2ND ST Refund Check 003324-000, 7920 2ND ST | 10/24/2024 | 41.51 41.52 |
| | | | Total for Check Number 24042: | 83.03 |
| 24043 | ZZLEXIPO INVLEX11240251 | LEXIPOL LLC Annual Lexipol Subscription | 10/24/2024 | 5,647.34 |
| | | | Total for Check Number 24043: | 5,647.34 |
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| | | | Total for Check Number 24044: | 59.78 |
| 24045 | TRFD Oct 2024 | TURNER FIRE DISTRICT Monthly Turner PD Rent | 10/24/2024 | 500.00 |
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| | | | Total for Check Number 24046: | 69.99 |
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| 24048 | WIREWRKS 17011 | WIRE WORKS Speed Module, KA Band for New Truck | 10/24/2024 | 260.00 |
| | | | Total for Check Number 24048: | 260.00 |
| | | | Total for 10/24/2024: | 7,065.02 |
| 24049 | BETH 14984 | BETHEL EXCAVATING Paveing, excavating, hauling for Eaatwood, bois | 10/29/2024 | 7,945.00 |
| | | | Total for Check Number 24049: | 7,945.00 |
| 24050 | PRIORS 7581728 | City of Salem Police Regional Records System | 10/29/2024 | 647.50 |
| | | | Total for Check Number 24050: | 647.50 |
| 24051 | WOODBURI 2025-00000148 | City of Woodburn Police Record Management Services | 10/29/2024 | 965.00 |
| | | | Total for Check Number 24051: | 965.00 |
| 24052 | SHAN&WIL 151338 | SHANNON & WILSON INC Stormwater Plannig/Engineering | 10/29/2024 | 150.16 |
| | | | Total for Check Number 24052: | 150.16 |
| 24053 | ZIPLY 10142024 | ZIPLY FIBER Police Fax Line | 10/29/2024 | 84.62 |
| | | | Total for Check Number 24053: | 84.62 |
| 24054 | GOVETHIC AIE21956 | Government Ethics Commission Goverment Ethics Comm. Annual Billing | 10/29/2024 | 75.66 |
| | | | Total for Check Number 24054: | 75.66 |
| | | | Total for 10/29/2024: | 9,867.94 |
| ACH | AFLAC | AFLAC PR Batch 00001.10.2024 AFLAC | 10/30/2024 PR Batch 00001.10.2024 AFI | 159.04 |
| | | | Total for this ACH Check for Vendor AFLAC: | 159.04 |
| ACH | OREG | OR DEPT OF REVENUE PR Batch 00001.10.2024 Oregon Pd Leave Emp PR Batch 00001.10.2024 State Income Tax PR Batch 00001.10.2024 Workers' Comp - ER PR Batch 00001.10.2024 Workers' Comp. PR Batch 00001.10.2024 State Transit Tax | 10/30/2024 PR Batch 00001.10.2024 Ore PR Batch 00001.10.2024 Stat PR Batch 00001.10.2024 Wor PR Batch 00001.10.2024 Wor PR Batch 00001.10.2024 Stat | 378.56 4,477.62 15.56 15.56 63.10 |
| | | | Total for this ACH Check for Vendor OREG: | 4,950.40 |
| ACH | OSGP | OR Savings Growth Plan PR Batch 00001.10.2024 OR Savings Growth Pl | 10/30/2024 PR Batch 00001.10.2024 OR | 1,650.00 |

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| ACH | PERS | PERS | 10/30/2024 | |
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| | | PR Batch 00001.10.2024 PERS IAP | PR Batch 00001.10.2024 PER | 358.46 |
| | | PR Batch 00001.10.2024 Employee PERS | PR Batch 00001.10.2024 Em | 3,294.25 |
| | | PR Batch 00001.10.2024 Employer PERS | PR Batch 00001.10.2024 Em | 14,806.16 |
| Total for this ACH Check for Vendor PERS: | | | | 18,460.95 |
| ACH | umpqua | Umpqua Bank - Salem Commercial | 10/30/2024 | |
| | | PR Batch 00001.10.2024 FICA Employee | PR Batch 00001.10.2024 FIC. | 3,911.71 |
| | | PR Batch 00001.10.2024 Medicare Employer | PR Batch 00001.10.2024 Med | 914.83 |
| | | PR Batch 00001.10.2024 FICA Employer | PR Batch 00001.10.2024 FIC. | 3,911.71 |
| | | PR Batch 00001.10.2024 Federal Income Tax | PR Batch 00001.10.2024 Fed | 6,260.38 |
| | | PR Batch 00001.10.2024 Medicare Employee | PR Batch 00001.10.2024 Med | 914.83 |
| Total for this ACH Check for Vendor umpqua: | | | | 15,913.46 |
| 24056 | ZZAKS | AKS Engineering & Forestry | 10/30/2024 | |
| | 6715-00-56 | COR Engineering services, meetings with city, S | | 663.50 |
| | 6715-33-12 | TGM Grant Application | | 1,379.00 |
| | 6715-38-29 | Turner Rd & Delaney intersection, coord with M | | 5,852.70 |
| | 6715-40-36 | Dist main, project admin & mgmt, coord with cit | | 2,496.75 |
| | 6715-46-22 | Chicago storm drain upizing, coord with city & c | | 13,687.63 |
| | 6715-50-07 | 3rd St Storm Pipe Replacement, coord with city : | | 859.25 |
| Total for Check Number 24056: | | | | 24,938.83 |
| 24057 | CCIS | CIS Trust | 10/30/2024 | |
| | | PR Batch 00001.10.2024 AD&D | PR Batch 00001.10.2024 AD | 4.70 |
| | | PR Batch 00001.10.2024 Life Insurance | PR Batch 00001.10.2024 Life | 27.55 |
| Total for Check Number 24057: | | | | 32.25 |
| 24058 | TEAM324 | GENERAL TEAMSTERS | 10/30/2024 | |
| | | PR Batch 00001.10.2024 Teamsters 324 | PR Batch 00001.10.2024 Tear | 504.00 |
| Total for Check Number 24058: | | | | 504.00 |
| 24059 | ORTreas ARU00429636 | OREGON STATE TREASURY Unclaimed Property | 10/30/2024 | |
| Total for Check Number 24059: | | | | 555.46 |
| 24060 | TEAMTRUS | TEAMSTERS 206 EMPLOYEE TRUST | 10/30/2024 | |
| | | PR Batch 00001.10.2024 Teamsters Health/Dent | PR Batch 00001.10.2024 Tear | 15,962.00 |
| | | PR Batch 00001.10.2024 Co-pay/Health-employ | PR Batch 00001.10.2024 Co-1 | 840.10 |
| Total for Check Number 24060: | | | | 16,802.10 |
| Total for 10/30/2024: | | | | 83,966.49 |
| 24061 | pene 89473 89481 | Penetrations, Inc. Concrete cutting and removal @5255 Boise Flat sawing & water control @ 2nd & Boise | 10/31/2024 | |
| | | | | 650.00 |
| | | | | 300.00 |
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| 24062 | visa | Cardmember Service | 11/06/2024 | |
| | Oct 2024 | Ferguson Asphalt Cold Patches | | 123.35 |
| | Oct 2024 | Univerge 50% | | 154.33 |
| | Oct 2024 | Amazon Blacktop Crack Filler | | 85.24 |
| | Oct 2024 | Los Argentinos Food for EEs | | 59.80 |
| | Oct 2024 | Amazon Supplies for Dylan's Truck | | 111.04 |
| | Oct 2024 | Zips Insulated Bibs | | 449.97 |
| | Oct 2024 | Amazon Supplies for Dylan's Truck | | 44.51 |
| | Oct 2024 | Costco Water & Supplies | | 336.82 |
| | Oct 2024 | Wasabi Cloud Storage | | 151.63 |
| | Oct 2024 | Lowe's Septic Cleaner, Mouse Traps | | 19.46 |
| | Oct 2024 | Red Lion in Bend for Conference | | 425.13 |
| | Oct 2024 | Zips Insulated Bibs | | 139.98 |
| | Oct 2024 | Amazon Coffee for PW Office | | 38.94 |
| | Oct 2024 | Univerge 30% | | 92.59 |
| | Oct 2024 | Ski's Pierogi Food in Bend for Conference | | 18.00 |
| | Oct 2024 | Littau Equip Rental | | 65.00 |
| | Oct 2024 | LOC Meal Refund for Award Winner | | -60.00 |
| | Oct 2024 | Sunriver Resort Hotel for Conference | | 3,985.20 |
| | Oct 2024 | Amazon Pressure Washer Nozzles | | 18.99 |
| | Oct 2024 | Univerge 20% | | 61.73 |
| | Oct 2024 | Amazon Batteries | | 19.98 |
| | Oct 2024 | Amazon Supplies for Dylan's Truck | | 178.87 |
| | Oct 2024 | Lowe's Antifreeze, Tarps | | 94.96 |
| | Oct 2024 | Amazon PH Buffer Solution | | 56.00 |
| | Oct 2024 | Apple Cloud Storage | | 0.99 |
| | Oct 2024 | Costco Candy for Police Halloween | | 99.95 |
| | Oct 2024 | Roth's Food for DV Victim Kids | | 31.80 |
| | Oct 2024 | Amazon Desk Name Plates | | 14.94 |
| | Oct 2024 | Sublimity Builder's Lumber & Hardware | | 746.10 |
| | Oct 2024 | Amazon Supplies for Dylan's Truck | | 83.88 |
| | Oct 2024 | Dude Donut City Coffee w/ Cop Donuts | | 68.96 |
| | Oct 2024 | Amazon Pressure Washer Nozzles | | 37.98 |
| | Oct 2024 | Amazon Lightbulbs for City Hall | | 17.59 |
| | Oct 2024 | Ace Hardware Spray Paint | | 43.18 |
| | Oct 2024 | Dollar General Fall Decor | | 34.00 |
| | Oct 2024 | Perro Taquero Food for EEs | | 13.02 |
| | Oct 2024 | Work-N-Wear Boots for James | | 140.00 |
| | Oct 2024 | Vistaprint Dylan Busines Cards | | 68.98 |
| | Oct 2024 | D&W Auto Battery for Truck | | 295.00 |
| | | | Total for Check Number 24062: | 8,367.89 |
| 24063 | COS 9220 | CITY OF STAYTON Radio Tower Maintenance | 11/06/2024 | 375.00 |
| | | | Total for Check Number 24063: | 375.00 |
| 24064 | CULLIGAN 10312024 | CULLIGAN Office Water | 11/06/2024 | 47.90 |
| | | | Total for Check Number 24064: | 47.90 |
| 24065 | FERGUSON 1285787 | FERGUSON WATERWORKS #3011 Marking Paint | 11/06/2024 | 61.10 |

| Check No | Vendor No Invoice No | Vendor Name Description | Check Date Reference | Check Amount |
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| 24066 | ONE 4100492 | ONE CALL CONCEPTS, INC. Utility Locates | 11/06/2024 | 34.27 |
| | | | Total for Check Number 24066: | 34.27 |
| 24067 | PRATUMCO Oct2024PW Oct2024PW Oct2024PW Oct2024PW | Pratum Coop Warehouse Pratum Public Works 20% Pratum Public Works 30% Pratum Public Works 30% Pratum Public Works 20% | 11/06/2024 | 261.87 392.81 392.81 261.87 |
| | | | Total for Check Number 24067: | 1,309.36 |
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| | | | Total for Check Number 24068: | 876.18 |
| 24069 | PSLG 16184 | PUBLIC SAFETY LABOR GROUP Oct Monthly Retainer | 11/06/2024 | 40.00 |
| | | | Total for Check Number 24069: | 40.00 |
| 24070 | SEGURA 261947 | GUILLERMINA SEGURA Office Cleaning | 11/06/2024 | 150.00 |
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| 24071 | SBROOK INV-019010 INV-019010 INV-019010 | Springbrook Software LLC CivicPay 1/3 CivicPay 1/3 CivicPay 1/3 | 11/06/2024 | 222.67 222.67 222.66 |
| | | | Total for Check Number 24071: | 668.00 |
| 24072 | TRINITY 40149 | TRINITY'S QUALITY AUTO CARE Cade Truck Service | 11/06/2024 | 143.58 |
| | | | Total for Check Number 24072: | 143.58 |
| 24073 | TRFD Nov2024 | TURNER FIRE DISTRICT November 2024 PD Rent | 11/06/2024 | 500.00 |
| | | | Total for Check Number 24073: | 500.00 |
| 24074 | TUCHSCH 8809 8809 8809 8809 8809 | Umpqua Valley Financial Municipal Audit interim billing 23-24 Municipal Audit interim billing 23-24 Municipal Audit interim billing 23-24 Municipal Audit interim billing 23-24 Municipal Audit interim billing 23-24 | 11/06/2024 | 750.00 600.00 450.00 750.00 450.00 |
| | | | Total for Check Number 24074: | 3,000.00 |
| 24075 | ZZWHEAT 7411 | Wheat, LLC Monthly Street Sweeping | 11/06/2024 | 671.70 |
| | | | Total for Check Number 24075: | 671.70 |

**CITY OF TURNER
5255 Chicago St. SE
Turner, OR 97392
503.743.2155**

**STAFF REPORT
Comprehensive Plan Text Amendment
24-02
City Council Hearing – November 14, 2024**

Report Date: November 7th, 2024
Applicant: City of Turner
Property Address: 5255 Chicago Street SE, Turner, OR 97392
Request: Comprehensive Plan Text Amendments to adopt the 2024 Turner Transportation System Plan.

Exhibits: Exhibit A: 2024 Turner Transportation System Plan
Exhibit B: Proposed Text Amendments
Exhibit C: City of Turner Street System Map
Exhibit D: City of Turner Pedestrian and Bicycle Map

I. PROCEEDING

Adoption of text amendments that affect a group or class of properties within the City requires a "Legislative Decision" by the City Council in conformance with the Legislative Public Hearing procedures of Section 3.520 of the Turner Land Use Development Code (LUDC).

II. APPLICABLE CRITERIA AND REVIEW STANDARDS.

Turner Land Use Development Code, Article 2, Section 2.700 – Amendments; Turner Comprehensive Plan; Statewide Planning Goals 1, 2, and 12. The proposal requires a legislative public hearing process in conformance with LUDC Section 3.520.

III. SUMMARY OF PROPOSED LEGISLATIVE AMENDMENTS

The City of Turner has been undergoing a planning process to comprehensively update the Turner Transportation System Plan (TSP) in compliance with State and Regional requirements. Project objectives included determining which projects, policies, and programs are important to protecting and enhancing the quality of life in Turner and how to fund prioritized projects over the next 20 years. The most recent TSP was adopted in 1999.

By setting priorities for available and anticipated funds in the 20- year planning period, the TSP provides a foundation for budgeting, grant writing, and requiring public improvements with private development.

This plan is intended to serve areas within the Turner Urban Growth Boundary. Areas outside of the Urban Growth Boundary are served by the Marion County TSP.

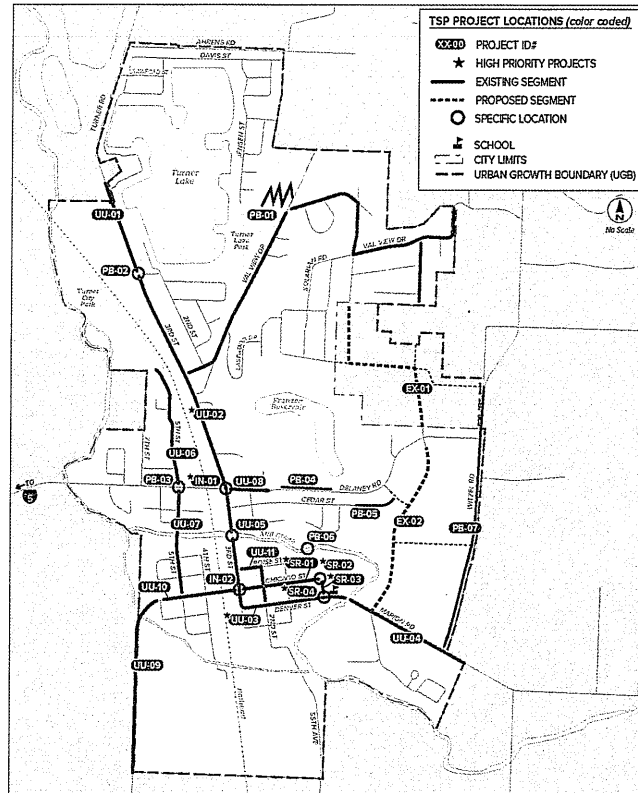


Figure 1: TSP Project Map

November 14th Hearing

The first in a series of hearings presents the City Council with a package of proposed Comprehensive Plan amendments to adopt the 2024 Turner Transportation System Plan. The proposed 2024 TSP (Exhibit A) would replace the 1999 TSP and, once adopted by reference, would become the transportation element of the city’s Comprehensive Plan. The TSP contains goals and policies proposed to replace the 1999 Comprehensive Plan goals and policies in the Comprehensive Plan text (Exhibit B).

December 12th Hearing

In a subsequent hearing on December 12th, the City Council will consider a package of proposed Land Use Development Code amendments that would implement the 2024 Turner TSP. Proposed code changes will address applicable requirements from the state’s Transportation Planning Rule (OAR 660, Division 12).

Creation of the 2024 Turner Transportation System Plan.

The Turner TSP is a long-term policy and planning document that guides transportation improvements and investments within the City. The TSP update project was funded by a grant from the Transportation and Growth Management (TGM) program, a joint program of the Oregon Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT). The goal of the TGM program is to create thriving, livable places with diverse transportation choices.

The TSP was led by a project team that included City staff members and the consultant team, DKS Associates and MIG. Winterbrook Planning was engaged to assist the City in the legislative process to adopt the TSP and associated code changes. The project team worked closely with a Project Advisory Committee (PAC) comprised of local partners to develop and review interim work products and address major issues collaboratively. Two public open house events were conducted during the development of the TSP to solicit additional community feedback. Feedback from the public informed the goals and objectives of the TSP update, identified community priorities, and established feedback loops between the community and the TSP technical team.

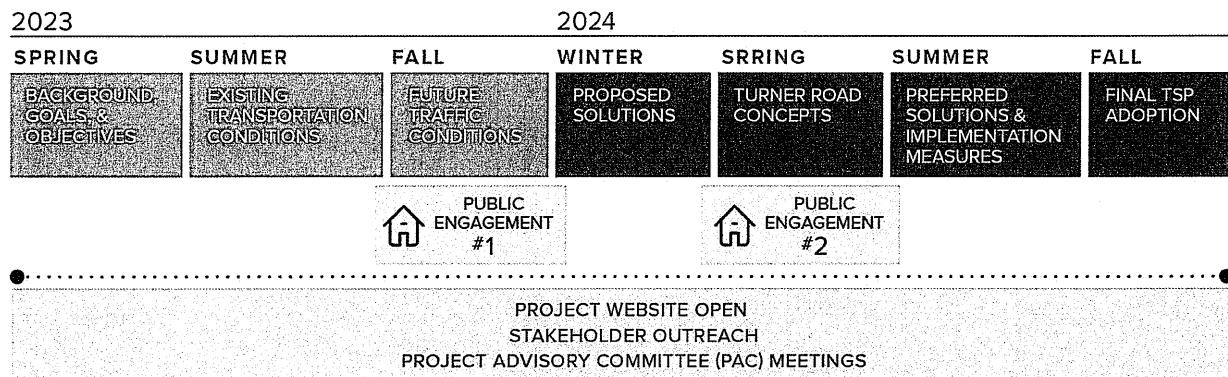


Figure 2: Project Process (from 2024 Turner TSP)

IV. FINDINGS

(1) **Decision Criteria.** All requests for an amendment to the text or zoning map of this Code may be permitted upon authorization by the City Council in accordance with following findings:

(A) The proposed amendment is consistent with the intent of the Comprehensive Plan.

Findings: The purpose of the Turner Comprehensive Plan is to:

“provide guidelines for conservation and development of community resources and to promote the public health, safety and general welfare of community residents. It is intended to ensure

that the City's livability will be enhanced rather than weakened in the face of growth and change.” (Section 9.120 Comprehensive Planning)

The 2024 Turner Transportation System Plan aligns with these objectives by promoting efficient and equitable transportation options, improving connectivity, supporting land use policies that facilitate efficient development, and generally enhancing the quality of life for Turner residents. The 2024 TSP comprehensively plans for transportation facilities in the community for the next 20 years. The plan was created in accordance with statewide planning goals and guidelines, as addressed in subsequent findings.

(B) There is a public need for the proposed amendment to comply with changing conditions or new laws.

Findings: In 2023, DLCD updated the Transportation Planning Rules regulations for cities and portions of counties within metropolitan areas (i.e., Salem-Keizer Metropolitan Planning Organization). The City of Turner is within the Salem-Keizer MPO. The new TPR regulations integrate elements of the Climate Friendly and Equitable Communities (CFEC) program that are intended to promote the development of compact, pedestrian-friendly, and mixed-use areas within urban environments.

OAR 660-012-0055¹ requires local jurisdictions within an MPO amend local transportation system plans to be consistent with the regional TSP within one year of adoption of the regional transportation system plan. Additionally, the current 1999 plan has become outdated and was only intended to serve until 2019; the new TSP includes up-to-date information on Turner's transportation needs.

(C) The amendment will not adversely impact adjacent areas or the land use plan of the City.

Findings: The proposed Comprehensive Plan amendments do not change the land use plan of the city (i.e. zoning or Comprehensive Plan boundaries). Therefore, the proposed amendment will not adversely impact adjacent areas or the land use plan. Updated transportation system planning may result in more efficient and effective land-use interactions.

(D) The amendment will not have an adverse environmental impact.

Findings: Proposed Comprehensive Plan amendments do not modify or impact environmental protections or zone boundaries and the proposed changes have no impact on Goal 5 resources or environmental protections. Therefore, the proposed text amendments will not have an

¹ (b) When an area is designated as an MPO or is added to an existing MPO, the affected local governments shall, within one year of adoption of the regional transportation plan, adopt a regional TSP in compliance with applicable requirements of this division and amend local transportation system plans to be consistent with the regional TSP.

adverse environmental impact.

(E) *The amendment will not have an adverse impact on public facilities.*

Findings: Transportation facilities, including roadways, bikeways, and sidewalks, are considered public facilities. The proposed amendments accommodate current and future transportation needs in the City of Turner. The proposed amendments will not have an adverse impact on public facilities.

(F) *The amendment will not have an adverse impact on transportation.*

Findings: Adopting the proposed 2024 Turner Transportation System Plan will assist the city in improving transportation efficiency, enhancing safety for all users, and promoting multi-modal transportation options. Thus, it will not negatively impact existing transportation systems but rather enhance transportation planning in Turner with an updated plan.

(G) *The amendment will not have an adverse impact on the economy of the area.*

Findings: The 2024 TSP is expected to benefit economic development by improving accessibility and mobility, thereby enhancing local businesses' reach and contributing to overall economic growth in the area. The plan encourages investment in infrastructure that supports economic vitality. The amendment will not have an adverse impact on the economy of the area.

(H) *The amendment is consistent with the intent of Statewide Planning Goals.*

Findings: The proposed plan amendments are consistent with and required by Statewide Planning Goal 2 (Land Use Planning) to implement proposed Comprehensive Plan amendments that directly address Statewide Planning Goal 12 (Transportation). Findings below demonstrate how the proposed amendments are consistent with every applicable Statewide Planning Goal.

Goal 1 Citizen Involvement:

Legislative text amendments require a "legislative decision" by the City Council in conformance with the Legislative Public Hearing procedures of Section 3.520 of the Turner LUDC. Written testimony may be provided at the hearing or prior to the hearing. Oral testimony may be provided at the hearing. The general public was notified of the proposed legislative text amendments on November 4th, 2024. The public has been properly noticed and given the opportunity to voice their concerns at the public hearings before the City Council. The public will be notified of decisions made on the application. DLCD was notified of the proposed legislative text amendments on October 9th, 2024.

Goal 2 Land Use Planning:

Goal 2 requires consistency between land use planning regulations. The Turner TSP is an element of the adopted Comprehensive Plan. The 2024 Turner TSP (Exhibit A) documents the consistency between the TSP and state, regional, and local plans, policies, standards, and requirements. The planning process and policy framework for the recommended TSP amendments were developed through an effort that included participation from and coordination between the state, county, and local agencies.

Additionally, proposed policy 5.3 directly addresses plan consistency: *“Ensure consistency with state; regional; and local planning rules, regulations, and standards.”*

Therefore, the proposed TSP update is consistent with the adopted Comprehensive Plan.

Goal 3 Agricultural Lands: To preserve and maintain agricultural lands.

This goal is not applicable to lands within urban growth boundaries.

Goal 4 Forest Lands:

This goal is not applicable to lands within urban growth boundaries.

Goal 5 Open spaces Scenic and Historic Areas, and Natural Resources:

Goal 5 requires local governments to inventory and protect natural resources. The proposed changes do not amend or change any of the City of Turner’s natural resource protections for soils, water resources, groundwater, water quality or open space. The proposed Comprehensive Plan amendments do not change floodplain or steep slope regulations and are therefore consistent with Goal 5.

Goal 6 Air, Water and Land Resources Quality:

Goal 6 requires local Comprehensive Plans and implementing measures to be consistent with state and federal regulations. The proposed development code changes do not change air, water, and land resources policies, and therefore are consistent with Goal 7.

Goal 7 Areas Subject to Natural Disasters and Hazards:

Goal 7 requires that jurisdictions apply appropriate safeguards when planning development in areas that are subject to natural hazards such as flood hazards or areas with steep slopes. The proposed Comprehensive Plan amendments do not change floodplain or steep slope regulations, and therefore are consistent with Goal 7.

Goal 8 Recreational Needs:

The proposed Comprehensive Plan amendments do not interact with any existing recreational areas.

Goal 9 Economy of the State:

Goal 9 requires jurisdictions to plan for an adequate supply of land for employment uses to further goals for economic development. The proposed Comprehensive Plan amendments will not affect the supply of land for employment uses. Proposed transportation connections and improvements provide a vital function in supporting local and regional economic development goals and plans. Proposed policy 4.3 addresses transportation systems and local businesses: “*Foster a transportation system that prioritizes working alongside local businesses to create solutions that support the needs of local industry.*” Therefore, proposed amendments are consistent with Goal 9.

Goal 10 Housing:

Goal 10 requires cities to accommodate housing needs for forecast population within the UGB. While the proposal does not increase or decrease the need or supply of buildable residential land, the proposal supports Goal 10 by allowing for efficient development of existing and planned residential areas.

Goal 11 Public Facilities and Services:

Transportation facilities, including roadways, bikeways, and sidewalks, are considered public facilities. The proposed amendments accommodate current and future transportation needs in the City of Turner. The proposed amendments are consistent with Goal 11.

Goal 12 Transportation:

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to

transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1)).

The purpose of the Transportation Planning Rule (TPR) is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” The 2024 Turner TSP (Exhibit A) provides a comprehensive, long-term guide for City transportation improvement investments for a 20-year period consistent with the Transportation Planning Rule.

The proposed amendments to the Comprehensive Plan will increase the City’s ability to implement the TSP. Amendments to the Comprehensive Plan include goals and policies that will guide future land-use decisions, which were collaboratively developed through the TSP update process.

Goal 13 Energy Conservation:

Goal 13 requires land and uses developed on the land to be managed and controlled so as to maximize the conservation of all forms of energy based upon sound economic principles. The adoption of the 2024 Turner TSP will promote efficient use of public facilities and transportation planning, which is in compliance with Goal 13.

Goal 14 Urbanization:

Goal 14 provides for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities. The proposed Comprehensive Plan amendments do not affect the amount of buildable land within the Turner UGB, nor do they result in any changes to the UGB, and are therefore compliant with Goal 14.

Goals 15-19

These goals are not applicable to this application, as they apply to specific geographic locations.

V. RECOMMENDATION

Staff’s recommendation is for approval of the proposed Turner Comprehensive Plan text amendments to adopt the 2024 Turner TSP as a reference document to the Comprehensive Plan.

Exhibit B. Comprehensive Plan Text Amendment

Proposed text is shown in red, proposed text removal is shown in ~~strikethrough~~.

Section 9.1000 Planning

SECTION 9.170 IMPLEMENTATION

Plans

There are several specific planning studies that are incorporated by reference into the Turner Comprehensive Plan. They include

1. 2024 Turner Transportation System Plan
2. Turner Water System Master Plan
3. Turner Sanitary Sewer System Master Plan
4. Turner Storm Drainage Master Plan
5. Turner Local Wetland & Riparian Area Inventory
6. Turner Parks Master Plan
7. Downtown Turner Development Plan

Section 9.700

Statewide Planning Goal 12, Transportation reads: "To provide and encourage a safe, convenient and economical transportation system."

SECTION 9.710 TRANSPORTATION PLANNING

In response to Goal 12, the City has completed and adopted a the **2024 Turner Transportation System Plan (TTSP)** ~~in June 1999~~. The TTSP was coordinated with the Marion County TSP, the Oregon Transportation Plan and is incorporated into the Turner Comprehensive Plan.

The **2024 Turner Transportation System Plan (TTSP)** is hereby included by reference as part of Section 9.700 of the Turner Comprehensive Plan.

The TTSP 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.

The TTSP is summarized herein. For more detailed information refer to the TTSP on file at the Turner City Hall.

The TTSP addresses five transportation Elements:

- Street Network
- The Commercial Corridor
- Pedestrian and Bicycle Facilities
- Public Transportation Services
- Air, Rail, Water and Pipeline Facilities

Each Element of the TTSP is discussed in each of the five TTSP Sections:

Section 6-1 Executive Summary

Section 6-2 Existing Conditions

Section 6-3 Determination of Transportation Needs

Section 6-4 Transportation System Plan

Section 6-5 Plan Implementation

Although the major element of the transportation system is the Street Network, the Plan seeks to strengthen all modes of transportation and thereby facilitate the improved flow of people, goods and services.

It is also important to recognize that transportation systems function as more than systems for the safe and efficient movement of people and goods. They also become the basic structural and organizational framework on which a community grows and develops. The Comprehensive Plan recognizes this interrelationship with other Plan elements and seeks to improve it through recommended improvements to the primary transportation system.

Changes to the transportation system can have a wide variety of economic, social and environmental impacts. Major transportation facilities should efficiently meet economic and social needs, without disrupting urban social units, unique natural resources, or cohesive land use districts.

SECTION 9.720 STREET NETWORK

Regional Connections

Turner is located 3 miles east of Interstate Highway 5, the main north-south route on the Pacific Coast which connects with Interstate Highway 80N, a transcontinental freeway at Portland. Turner is also located 4 miles from State Highway 22 which extends west to the coast and east over the Cascades, where it connects with Interstate Highway U.S. 20. Turner has direct access to these state

and federal highways. While the City's regional access networks are excellent, local transportation systems within the community are less adequate, due to the fact that they are in the early stages of development.

County Roads

Many of the major streets through town are owned and maintained by Marion County including:

- 3rd Street from Turner Road south to the Mill Creek Bridge and then from Chicago to Denver Street.
- Denver Street from 2nd to 3rd Street.
- 2nd Street from Denver to Fargo Street.
- 55th Avenue from 2nd Street southerly beyond the City Limits.
- Delaney Road from 3rd Street westerly beyond the City Limits.
- Chicago Street from 5th Street to Whipper Road
- Whipper Road southerly beyond the City Limits.
- Witzel Road.
- Marion Road.

Turner needs to coordinate street maintenance and improvements with the County to achieve the most effective efficiencies with the least disruptions to the community.

Turner Streets

The principal means of transportation in Turner is by automobile. The City is a commuter town where most residents are employed outside of Turner and depend upon private transportation to get to work and shopping areas.

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.

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 on 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.

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 are needed at the intersection of 3rd Street/ Delaney Road and possibly at the 3rd Street and Val View Drive intersection. The Mill Creek Road/Marion Road intersection located at the Urban Growth Notification Boundary (UGNA) 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.

Livability factors and community appearance need to be considered in the design of the City's street system. Increased traffic flows can cause higher noise levels, and commercial and industrial land uses may need to have buffer zones or street landscaping to lessen noise and maintain the community's livability.

Land use and traffic have a direct relationship. Each type of land use has its own traffic generation characteristics. Commercial businesses and public facilities often generate higher levels of traffic than residential areas where through traffic should be minimized. A circulation system should make it easier for people to reach their destination without conflicting with adjacent land uses. Conflicts can occur when too many businesses have individual access drives that can cause congestion and traffic hazards.

By using a street functional classification system, land use conflicts can be minimized. Standards for street design and construction are derived from the functional street classifications and are detailed in the Turner Land Use Development Code.

Functional Street Classification

Street planning plays a significant role in determining the growth and the form of a community. Streets are classified according to their function including the degree of access and the need for efficient movement of through traffic.

Turner's traffic circulation is based on four interrelated types of streets;

- Arterial Streets
- Collector Streets
- Significant Local Streets
- Local Streets

Arterial Streets

The arterial street is the principal mover of traffic within and through the community. It connects with other regional routes outside of the City. Arterials generally emphasize mobility over access. Arterials require access management to protect their mobility function. Turner Arterials include:

- 3rd Street
- Denver Street
- Marion Road
- Delaney Road – West of 3rd Street

Collector Streets

The collector street collects traffic within an area and distributes it to the arterial street system. Collectors provide links between community areas or neighborhoods and the arterial system. Turner Collectors include:

- Chicago Street
- Witzel Road
- Wipper Road
- 55th Avenue
- Val View Drive
- Delaney Road – East of 3rd Street

Significant Local Streets

Significant Local Streets are Local streets that could be a Collector but due to their extent and connectivity are given a classification between local and collector streets. There is only one Significant Local Street in Turner:

- 5th Street

Local Streets

A Local Streets provide direct access to abutting land and offers the lowest level of traffic mobility. Through traffic on local streets is discouraged. All of the streets not otherwise classified are Local Streets.

Map 6-4 of the TTSP identifies the street classification plan for Turner.

Recommended Street Network Improvements

Some of the major transportation improvements needs include:

- Improving the Commercial Corridor with sidewalks, bike lanes, curbs, gutters, center left turn lanes, on-street parking and storm drainage facilities.
- Rerouting Denver Street to connect directly with 3rd Street as part of the Commercial Corridor.
- Extension of Delaney Road to Witzel Road to provide the City with an east-west Arterial/Collector.
- 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.
- Replacing the 5th Street bridge.

- Developing alternative access to properties south of the Mill Creek By pass.

Potential Street Vacations

Due to 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. The TTSP recommends vacation of some of these street right of ways because they will not be needed.

Funding

Like many small cities in Oregon, yearly street maintenance costs absorb most of Turner'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 investigated. The TTSP includes a review of funding alternatives from federal, state, and local sources:

Generally money becomes available to the City for construction and maintenance of streets from State, Federal or local sources. Financing of street improvements is a problem for small communities that do not have the resources to generate local revenues for capital improvements. Future developers in Turner should be responsible for providing the needed improvements to support their development. The costs for future improvements should not be subsidized by existing residents but should be provided by those generating the demand.

SECTION 9.730 THE COMMERCIAL CORRIDOR

The TTSP 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 where most of the City's businesses and public buildings are located. Many improvements are needed including upgrading of the street system, storm drainage, access management, parking, lighting, and the provision of sidewalks and bicycle lanes.

Denver Street's connection to 3rd Street in the downtown area currently requires three turns and utilizes four streets. The TTSP recommends re-routing the principle route so there will only be one turn at 3rd St and Denver Street for through traffic as shown on **TTSP Map 6-4**. This realignment would make it safer for school kids and pedestrians using Chicago Street provide improved traffic flow and reduce parking problems on Chicago Street.

Downtown

The downtown core area has continued to deteriorate. Public and commercial businesses have located outside of the downtown area causing fragmentation and dispersal of the facilities that usually define the City. Renewal of the "Downtown" should begin immediately and should be continually improved as the community grows. The City is participating in a downtown planning program with the COG and the Oregon Downtown Development Association that can help provide the impetus needed to initiate this important effort.

Parking

Parking is a problem that will increase as the City grows. Most of the City's parking is head-in parking requiring backing and maneuvering onto the street system. This causes traffic conflicts and hazards will need to be change as growth and improvements occur. Improved on-street and off-street parking is needed. A centralized parking lot in the downtown core area should be investigated. This will be needed in the future and will help in the revitalization of the downtown core area.

SECTION 9.740 PEDESTRIAN & BICYCLE FACILITIES

Pedestrian Facilities

Sidewalks are lacking on almost all of Turner's streets. Only the downtown core area east of 3rd Street has sidewalks and these are disconnected and in poor condition. The most basic form of transportation is walking. Walking lends itself to Turner's small community size, low density residential development with pleasant open spaces, and a relaxing walking environment. Little attention has been previously directed toward the provision of sidewalks and other pedestrian facilities in the community. The need to provide more pedestrian facilities along major streets and as a community resource to complement existing pathways needs to be pursued. Areas that generate pedestrian traffic such as the school, commercial areas, and recreational facilities need to be improved to provide safety and encourage pedestrian use. A pathway along Mill Creek connecting the downtown area with the City Park would be a valuable recreational and transportation asset to the community.

Crosswalks are also needed, particularly along the Commercial Corridor and in the downtown area where school children and elderly residents of the Turner Retirement Homes are located.

Bicycle Facilities

There are no bike lanes in Turner. Bicycles must use road shoulders where they exist on arterial streets and share roadways with vehicles on the City's other streets. The use of bicycles, both for recreation and as an alternative form of transportation has continued to increase. Use of bicycles can reduce street congestion and the consumption of fuel resources. In small communities with open space amenities, a system of bikepaths and walkways can interconnect and unite the community, improve safety and reduce reliance on the automobile. Turner's close proximity to Salem, Aumsville, and local recreation areas suggests the need for a regional bikeway system.

Map 6-3 of the TTSP identifies existing pedestrian and bicycles facilities.

Walkways and bikeways are badly needed facilities. Sidewalks and bikeways should be provided on all arterial and collector streets, especially along the Commercial Corridor and in the downtown core area.

Map 6-5 of the TTSP identifies the proposed pedestrian and bicycles plan for Turner.

SECTION 9.750 PUBLIC TRANSPORTATION SERVICES

The Mass Transit Division of the Oregon Department of Transportation estimates that fully one third of all Oregonians are "transportation disadvantaged". They are either too old, too young, too poor, or are unable to use private vehicles as a means of transport.

Public transportation service to individuals in Turner has been limited. Marion County Housing Authority and the Turner Retirement Homes provide limited transportation for senior citizens in the community. 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.

Since the TTSP was completed, the "Canyon Connector" transit service began a five day week-day service from Gates to Salem through Turner in March of 2000. The Canyon Connector is a public transit service providing the south Marion County area with connections to other "CARTS" transit service areas. The transit system is an 18 bus flexible fixed route service that can be used during the day for a variety of transit needs.

The present outlook for Turner is for the continued use of the automobile as the principal means of travel unless a regional transit system is successful. The success of public transportation depends on demand and a willingness to use the service, and it requires the coordination and cooperation of neighboring communities

SECTION 9.760 AIR, RAIL, WATER & PIPELINE FACILITIES

Air

There are no public or private airports in Turner. The Salem Municipal Airport is located just 4 miles northwest of the Turner. It is a public use airport with no commercial passenger service at this time. Ground transport is available to the Portland Airport and Federal Express has a facility there.

Rail

The Union Pacific Railroad main line passes through Turner that could provide rail freight service to Turner with links to regional and national markets. The railroad runs the full length of town (north-south) providing considerable railroad frontage that can be a valuable resource for industrial operations although it is presently not used by existing industries at this time. There are only two street crossings and both have signal and gates. There have been no rail related accidents in Turner. Approximately 20 to 24 trains pass through Turner each day including 4 passenger trains although no passenger service is available in Turner. Rail passenger service is provided in Salem connecting the area to national routes as an alternative to other modes of travel.

Water Pipelines

The City of Salem owns and maintains two water transmission lines that traverse through Turner from the southwest to the northwest. A 54 inch to 46 inch and a 36 inch pipeline supply Salem and Turner with water from the Santiam River water treatment plant. Salem plans to replace the 36 inch pipeline with an estimated 72 inch pipeline by approximately 2010.

Gas & Petroleum Pipelines

Northwest Natural Gas Company maintains gas pipe lines in Turner. Two Natural Gas primary transmission pipelines are also located 1.5 miles east of Turner and a petroleum pipeline is located 2 miles west of the city.

SECTION 9.790 TRANSPORTATION GOALS & POLICIES

GENERAL

1. The City will support transportation strategies that address Greenhouse gas emission targets as legislated by the State through the Metropolitan Planning Organization (MPO).

STREET NETWORK & COMMERCIAL CORRIDOR

GOALS & OBJECTIVES

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

POLICIES & RECOMMENDATIONS

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 to 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 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 shall develop gateway areas and signage at the entrances to Turner.
11. The City shall within the Downtown:

- a. work to limit through street traffic;
 - b. develop a network of pedestrian paths that link elements within the downtown and outside the downtown;
 - c. support enhanced transit opportunities, and
 - d. support development of a City owned downtown parking lot(s).
12. 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.
13. The City shall develop a Capital Improvement Program to identify, prioritize and construct transportation projects. All sources of funding shall be pursued.

PEDESTRIAN AND BICYCLE FACILITIES

GOALS & OBJECTIVES

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

POLICIES & RECOMMENDATIONS

- 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 City.
- 2. Provision for pedestrians shall be included on all new streets and to all major improvements to existing arterials and collectors within the City.
- 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 shall encourage the development of a greenway for bicycle and pedestrian use along Mill Creek in the Downtown area.

RAIL AND PIPELINE TRANSPORTATION

GOALS & OBJECTIVES

- 1. To maintain 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 & RECOMMENDATIONS

- 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. The City shall coordinate pipeline operations such as natural gas service into, within and through the City of Turner.

SECTION 9.720 TRANSPORTATION GOALS AND POLICIES

Goal 1. Provide a transportation system that prioritizes the transportation safety of everyone in the community across all modes of transportation.

Policies

1.1 Strengthen the 3rd Street commercial corridor by facilitating walking and bicycling opportunities and creating an enhanced street that has safe access for all modes of travel, including safe pedestrian crossing opportunities.

1.2 Address safety concerns at locations with a high crash frequency or areas utilized by vulnerable roadway users.

1.3 Identify and address safety concerns that discourage active transportation (walking and biking) to key destinations within the City.

1.4 Provide safe walking and biking routes for students between neighborhoods and schools.

1.5 Evaluate street design and vehicle speeds on arterial and collector streets within the City.

Goal 2. Provide a transportation system that enables the efficient movement of people, goods, and services, balancing regional and local traffic needs.

Policies

2.1 Strengthen the 3rd Street commercial corridor by maintaining mobility along the corridor while supporting reasonable access management for places of interest.

2.2 Establish and maintain City operational standards for all intersections within the urban growth boundary (UGB) to provide adequate transportation capacity and efficiency.

2.3 Maintain safe and reasonable access to and from land uses within the UGB.

2.4 Provide travel options for all modes of transportation, including promoting public transportation and seeking additional transit opportunities.

2.5 Provide Americans with Disabilities Act (ADA)-accessible routing through compliant crossings and paths.

Goal 3. Provide a transportation system that connects all members of the community to destinations within and beyond the City for all modes of transportation and maintains a strong street system that functions as intended.

Policies

3.1 Strengthen the 3rd Street commercial corridor by providing adequate connectivity for all modes of transportation while maintaining higher classification street designation.

3.2 Improve sidewalk and bicycle lane connectivity for pedestrians and bicyclists throughout the City, especially on arterial and collector streets and local streets that connect neighborhoods to parks and schools.

3.3 Identify future primary street connections between existing City streets and across underdeveloped land inside the UGB.

3.4 Maintain a street functional classification system with associated cross section standards so that streets are constructed consistent with the City's vision as development occurs.

3.5 Provide a street design on freight and heavy vehicle routes that support industrial and agricultural users.

Goal 4. Provide a transportation system that strengthens the character and community of the City, including making it more convenient and enjoyable for people to live and work within the City.

Policies

4.1 Strengthen the 3rd Street commercial corridor by promoting streetscape projects that will boost the comfort and aesthetics of the existing corridor while attracting more people-oriented development along and near the corridor.

4.2 Create a walkable and bikeable community in which people can travel from their homes to places of interest like parks, adjacent neighborhoods, or businesses.

4.3 Recognize underserved transportation users and provide opportunities that best serve their needs.

4.4 Identify and seek funding for programs that encourage safe and active transportation options, such as walking and bicycling.

4.5 Foster a transportation system that prioritizes working alongside local businesses to create solutions that support the needs of local industry.

Goal 5: Provide a transportation system that is built upon public consensus and a mutual understanding between Turner residents, business owners, and regional partners.

Policies

5.1 Strengthen the 3rd Street commercial corridor by coordinating effectively with Marion County and the City of Salem on regional projects along Turner Road and 3rd Street.

5.2 Facilitate a community-focused culture in which public involvement is a key part of the transportation project process.

5.3 Ensure consistency with state; regional; and local planning rules, regulations, and standards.

5.4 Pursue state and federal grants to complete high-benefit projects that are supported by the community.









5.5 Collaborate with other agencies to plan for and efficiently fund joint transportation improvement projects.

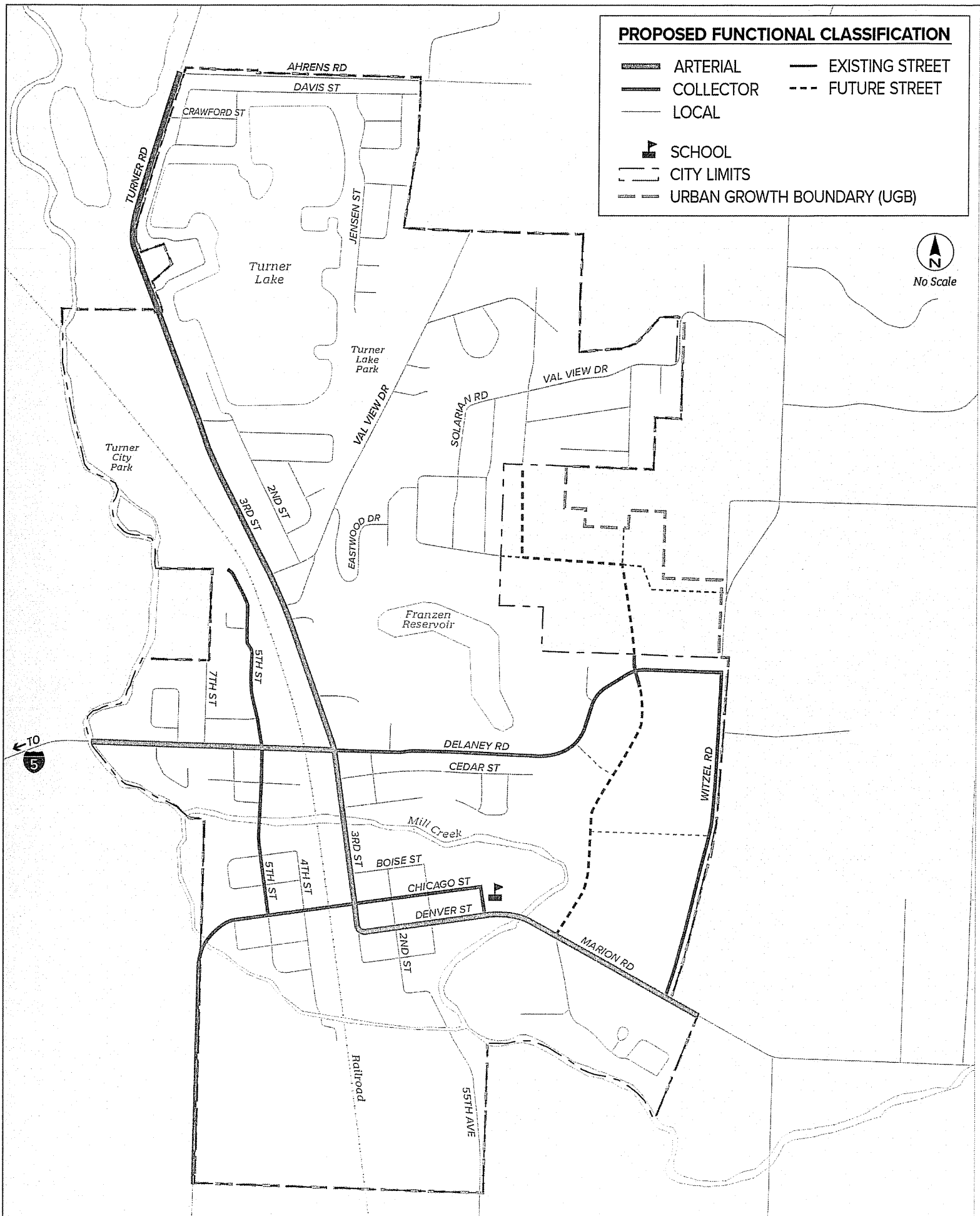
Section 9.900 Comprehensive Plan Maps

Replace *City of Turner Street System, 2011* with Exhibit C: *City of Turner Street System Map*

Replace *City of Turner Pedestrian and Bicycle Map* with Exhibit D: *City of Turner Pedestrian and Bicycle Map*.

PROPOSED FUNCTIONAL CLASSIFICATION

-  ARTERIAL
-  COLLECTOR
-  LOCAL
-  SCHOOL
-  CITY LIMITS
-  URBAN GROWTH BOUNDARY (UGB)
-  EXISTING STREET
-  FUTURE STREET



EXISTING BICYCLE & PEDESTRIAN FACILITIES

- BIKE LANE (both sides)
- SIDEWALK
- MULTIUSE PATH
- SCHOOL
- CITY LIMITS
- URBAN GROWTH BOUNDARY (UGB)

